Planning History
Bulletin of the International Planning History Society

Editor
Dr Stephen V Ward
School of Planning
Oxford Brookes University
Gipsy Lane Campus
Headington
Oxford OX3 0BP
Telephone: 0865 483421
Telex: G38147 VIA
Fax: 0865 483559

Editorial Board
Dr Gerhard Fehl
Lehrstuhl fur Planungstheorie
Technische Hochschule Aachen
Schnelkstrasse 1
Germany

Dr Kiki Kafkoula
Dept Urban & Regional Planning
School of Architecture
Aristotle University of Thessaloniki
Thessaloniki 54006
Greece

Professor Georgio Piccinato
Istituto Universitario di Architettura di Venezia
Dipartimento di Urbanistica
30125 Venezia Santa Croce 1957
Italy

Dr Halina Damin-Wisyeth
OslO School of Architecture
Dept of Urban Planning
P.O. Box 271
3601 Drammen
Norway

Professor John Muller
Dept of Town and Regional Planning
University of Witwatersrand
Johannesburg
P.O. Wits 2050
South Africa

Dr Robert Freestone
School of Town Planning
University of New South Wales
P.O. Box 1
Kensington NSW 2033
Australia

Dr Pieter Uttenhove
Open City Co-ordinator
(Urban Planning and Architecture)
Antwerp 1993 v.z.w.
Grote Markt 29
B-2000 Antwerpen 1
Belgium

Professor Shun-ichi Watanabe
Science University of Tokyo
Yamazaki, Noda-shi
Chiba-kan 278
Japan

Professor Gordon E Cherry
Geography Dept
University of Birmingham
P.O. Box 343
Birmingham B15 2TT

Professor Michael Ebner
Dept of History
Lake Forest College
555 North Sheridan Road
Lake Forest
Illinois
IL 60045-2399
USA

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When an editor begins by apologising for the lateness of his publication, you can be sure that it really is late. All hopes that time can be recovered at a later stage of the production process or that the delay will be modest enough not to be noticed by the readership have had to be abandoned. The editor simply has to rely on the tolerance of his readers and contributors. I now find myself in this uncomfortable position. This particular issue of Planning History breaks all previous records in this respect.

I will not burden readers with the detail of all the various reasons for this, but suffice it to say that the excuses embrace both meteorology (computer inundation) and technology (problems with a hard disk). Yet the main reason is, perhaps, inherent in the whole conception of the magazine. As a fairly open medium for members of the IPHS to communicate with each other, produced on a low budget by people whose input is largely voluntary, it is obviously prone to delays. When the amount of material to be included is particularly large and, the other pressures on the production team are particularly heavy, delays are inevitable. Both of these applied for this issue exacerbated by the unusual problems to which I have already alluded.

The danger of course is that delays can become cumulative. Here I can offer some real comfort to readers because a new editorial and production system is shortly to come into being. The Editorial Board of Planning History and the Board of the IPHS have been rightly concerned to ensure the long term health of the publication. The matter of editorial succession is therefore important, particularly since my editorial term was due to expire with this issue, but was extended for a further year when IPHS was formed, pending a new appointment. I can now announce to the membership that a new editor has been appointed. He is Michael Harrison of the University of Central England in Birmingham. An art historian, he is the author of several articles and book contributions on the early town planning movement. With his colleague Michael Durman he also produced the splendid Bournville Exhibition first exhibited in 1991.

Michael Harrison will assume full responsibility for the second issue of the forthcoming volume. The issue following this one will be produced by me at Oxford, but with Michael running alongside me and beginning to plan his own editorial and production process. Thereafter the editorial baton will have been passed on, with our new editor running on the next leg of the Planning History relay. (The relay race analogy is particularly appropriate since Michael is a keen runner, in sharp contrast to the distinctly unathletic temperament of the present editor). He will of course have the Editorial Board (and, indeed, his immediate predecessor) to rely upon for advice, assistance and as facilitators of the flow of suitable copy.

The often over-abundance of suitable copy is apparent in the present issue. During my editorial stint I have frequently worried about shortage of copy, yet these fears have been entirely groundless. The combination of unsolicited and invited contributions, material derived from conferences, material derived from both random information flows and more predictable and regular sources as well as the continuing need to report IPHS business has always met and usually exceeded, latterly by a considerable margin, the issue target size of 36 pages. Much the most enjoyable aspect of passing on this abundance has always been the opportunity to draw international attention to important new initiatives in planning history within one country.

One recent instance of this has been the splendid work of Pieter Uyttenhove, one of our Editorial Board members, as co-ordinator of the Open Stad programme associated with Antwerp’s year as the European City of Culture in 1993. This titre, previously held by the likes of Paris, Dublin, Madrid and, most famously, Glasgow, has become a touchstone for tired industrial cities seeking to reposition their image in the post-industrial world. Yet it also reminds us of a wider role for the planning historian, one that has been amply fulfilled in Antwerp. Planning History has, I hope, brought this programme to the attention of the specialist international audience that is the IPHS. Now Pieter has brought together a splendidly produced large format book called Taking sides - Antwerp’s 19th-century belt: elements for a culture of the city. Produced in English and French, it forms an impressive visual and textual record of the seminars held as part of the Open Stad programme. Planning historians everywhere certainly ought to consider it for inclusion in their institution’s libraries. It neatly reminds us of the important role planning historians can play in specifying and delineating the character of particular cities and considering, not uncritically, what cultural promotion and image repositioning actually means for a place. It is a lesson from which all planning historians could usefully learn.

Stephen V Ward
New Members

Sr javier Garcia-Bellido
c/cuevas Almanza 183
28010 MADRID
Spain

Mr Eric Mumford
881 Massachusetts Avenue No 5
CAMBRIDGE MA 02139
USA

Prof R Bruce Stephenson
Dept of Environmental Studies
Box 2753, Rollins College
USA

François-Auguste de Montequin
2081 M Street NW, Ste 719
WASHINGTON DC 20005-1306
USA

Zeynep S Enil
4211 Brooklyn Ave NE #1
SEATTLE WA 98103
USA

Prof Christopher Silver
School of Community & Public Affairs
P O Box 2513, RICHMOND VA 23214
USA

Mr Joseph Nasr
7727 Fisher Drive
FALLS CHURCH VA 22043
USA

Holga Stave Tvinnebim
Dept of Church, Education & Research
Frederick Stangs GT 46A
0284 OSLO
Norway

Mr Silan Troien
Dept of History
Ben Gurion University
BEER SHEEVA 84105
Israel

New Members

Sr Arturo Soria y Puig
Gt de Rubin Dario No 3
28010 MADRID
Spain

Mr J D Heron
School of Social Science
Liverpool John Moores University
Truman Street Building
LIVERPOOL L3 2FT
UK

Prof C COUCH
School of the Built Environment
Liverpool John Moores University
98 Mount Pleasant
LIVERPOOL L3 5UZ
UK

Ms Helen Bullock
32 Ashbourne Road
LIVERPOOL L17 9QH
UK

Ms Janet Owen
21 Yelverton Road
Birkenhead
Merseyside L42 6PE
UK

C Wagenaar
Inst v. Kunst en Architecchturh Deis
Rijksuniversiteit Groningen
William Street 36
9755 JL GRONINGEN
The Netherlands

Michael Benfield
P O Box 41
Warwick CV35 9BE
UK

Annette O'Connell
School of Planning and Housing
Edinburgh College of Art/Heriot Watt University
 Lauriston Place
EDINBURGH EH8 9DF
Scotland

Prof A LaQuinn
Centre for Human Settlements
University of British Columbia
Room 432, 2206 East Mall
VANCOUVER BC V6T 1Z3
Canada

President's Message

President: Professor G E Cherry, School of Geography,
University of Birmingham; Secretary/Treasurer:
Dr D W Massey, Department of Civic Design,
University of Liverpool; Editor, Planning History:
Dr S V Ward, School of Planning, Oxford Brookes University;
Conference Co-Chair: Prof R K Home,
Department of Estate Management, University of East London.

I wrote to you on 16 August with the news that IPHS had a Council. I can now report that we have a Management Board, due processes of nomination having been followed. There was no need for an election, the number of candidates exactly equaling the vacancies. In addition to the officers (as above on our letterhead), the members are Gerhard Fehl (Aachen), Giorgio Piccinato (Venice) and Chris Silver (Virginia), the latter also nominated as SACRPH representative; also Michael Elmer (Lake Forest), the UHA representative. Welcome and thank you for serving.

The programme for 1994 is proceeding apace. The Conference "Seizing the Moment: London Planning 1944-1994" will be held in London 7-9 April; there is a good line up of speakers. The Sixth International Planning History Conference "Cities and their Environment: Legacy of the Past" will be held in Hong Kong 21-24 June; this promises to bring together a richly varied combination of themes.

A new brochure/application form is inserted in this issue of Planning History. Please use them fully in attracting additional IPHS membership.

Our annual subscription remains unchanged at £10.00 pa (Sterling). David Massey is to introduce the option of multiple year subscriptions, in response to many requests. Details will be on the brochure.

Vilma Hastaoglu-Martinidis informs me that a Hellenic Planning and Urban History Association has been set up in Greece. The intention is that this new body will affiliate to IPHS in the same way as SACRPH and UHA. Such snowballing is good news.

Gordon Cherry

Notices

AESOP ASSOCIATION OF EUROPEAN SCHOOLS OF PLANNING

Announcement of 8th Congress

24-27 August 1994
The Marmara Hotel, Istanbul, Turkey

Yildiz Technical University

Scientific Programme

The scientific programme of the congress is planned to consist of two plenary sessions, parallel sessions, poster sessions, a roundtable and workshops.

The following topics are being indicated here to serve as guidelines for those who wish to participate in the congress:

1. Urban history
2. Planning theory
3. Planning policy
4. Planning, environment and impacts of tourism
5. Urban design
6. Infrastructure planning
7. Planning in a dynamic context

(a) Management and administration of urban and metropolitan development
(b) Changing role of cities
(c) Problems of urban growth and decay
(d) Problems of conservation
(e) Housing and community development

...
Submission of Abstracts

The Scientific Committee welcomes the submission of abstracts of original contributions to the 8th Congress of AESOP. Abstracts not exceeding 300 words should be submitted in English on the enclosed abstract form only. Instructions for authors, contained on the abstract form must be followed carefully. Selected papers will be presented in parallel or poster sessions.

DEADLINE FOR RECEIPT OF ABSTRACTS: January 1994

Official Language

The official language of the Congress will be English.

Correspondence Address

All correspondence concerning the congress acceptance of the abstracts and scientific programmes hotel accommodation and tours should be sent to:

MEDI ORGANIZATION & TOURISM INVESTMENTS INC
Halaskargazi Cad. 207 /14 Harbiye 80260, ISTANBUL
Tel: (90) 212-240-48 75, 246 24 15, 246 13 92
Fax: (90) 212-246 62 23

Registration Fees

Up to 1 March 1994 Participants: US$150 Accompanying Persons: US$ 65
From 1 March 1994 Participants: US$220 Accompanying Persons: US$ 75

Participants registration fees include:

- Admittance to all scientific sessions
- All congress material, i.e. final programme, book of abstracts, congress bag, list of participants
- Admittance to welcome reception
- Coffee/refreshments and lunch during official congress breaks
- Transportation to and from hotels/airport

- Half day scientific tour
- Admittance to the official social/cultural events

Accompanying persons fees include:

- Admittance to welcome reception
- Transportation to and from hotels/airport
- Half day scientific tour
- Admittance to the official social/cultural events

Method of Payment

- By bank transfer to the T.Ls Bankasi Besiktas Branch, Account No. 30103-693976 Istanbul, Turkey
- By MASTERCARD/VISA

Important note: all payments should be made in US Dollars without charges for the beneficiary. If payment is made by bank transfer please enclose a copy of the bank voucher. The participants name must be clearly stated on the voucher.

A full announcement of conference brochure is available from the organisers. It contains further details about travel arrangements, hotels etc.

Landscape Research

Proposed Conference on Market Perception in the Residential Environment

Oxford, UK, October 1994

Discussions are taking place for a conference on the above theme. Proposed topics include historical change of design and layout in residential areas and the geography of suburbs, and there are a number of other themes that reflect implicitly historical concerns.

For fuller details contact:

Bud Young
Landscape Overview
26 Cross St
Moretonhamstead
Deron TW13 8NL
UK
Phone: 0647 40904 or

Hellenic Planning and Urban History Association

The Hellenic Planning and Urban History Association was founded in October 1993. Main aims of the new association are the study of the new-Greek city, and the collaboration with the relative societies of the abroad.

The members of its Interim Board are: Emer. Prof. Thaliks Argyropoulos, FRTPI, Prof. George Sariyannis, Assist. Prof. Vlma Hastagiou, Dr. Emmanuel Marmaras and Mr. Savvas Tsilenis. For any contact, please use the following address:

Hellenic Planning and History Association
15 Ag. Asomaton
GR 10553 Athens
Greece

Fax: (01) 3239414

The Urban History Association

Announcement of Prize Competitions

During 1994 the Urban History Association is conducting its fifth annual round of prize competitions for scholarly distinction.


Deadline for receipt of submissions is: June 15, 1994.

The competition for Best Book in Non-North American Urban History is conducted in alternate years. The next round, to be conducted during 1995, will encompass titles published in 1993-94.

To obtain further information about procedures for making submissions in the 1994 round of competitions, please write to: Dr Glenna Matthews, 2112 McKinley Street, Berkeley, CA 94703. Do not send any submissions to Dr Matthews.

c/o Lake Forest College
Department of History
555 N Sheridan Road
Lake Forest, IL 60045-2399, USA
708-735-5135
708-735-6291 (Fax)
Emore@lfnmail.lfc.edu (Internet)
Gender, Design and Ideology in Council Housing: Urban Scotland 1917-1944

Louise Christie, Cleveland County Council, Middlesbrough, UK

Introduction

This article will investigate how far, and in what ways, the issue of gender affected the design of council housing in interwar Scotland. Studies of council housing tend to focus on the numbers of houses built and the formulation of housing policy at a national level. Often very little attention is devoted to the design of council housing and what that tells us about the priorities of Government and society. Mark Swenarton’s book Homes Fit for Heroes! is an important reassessment of the factors which shaped the Addison Act of 1919. In this book he highlights the role of design in the aims of the Government’s housing programme, especially the adoption of garden city ideas of layout and the internal features of houses in state aided municipal housing. However, it is a theory based almost entirely on Government policy and reports, and as such does not give sufficient emphasis to the ideas and influence of municipal government. Further, although design is portrayed as a central platform of housing policy in the fight against social discontent, nothing is said about either the role of women in housing design or the assumptions made about the role of working class women in society.

Housing Conditions in Scotland

Housing conditions in Scotland were deplorable and the problem was of a more widespread and deep-seated nature than it was in most parts of England and Wales. The reason for, and the consequences of this are complex and would require a separate paper. Essentially the prevalence of houses of one or two rooms in Scotland resulted in overcrowding being a feature of everyday life for a large proportion of the population. As late as 1911, 45.1% of the Scottish population and 47.6% of the urban population were living in overcrowded conditions, and the figures were often considerably higher in the industrial burghs of the central belt. The overcrowding problem was a great and consistent worry to public officials and the medical profession, as most Scottish houses did not allow for adequate and ‘decent’ sleeping accommodation. There was little privacy, day or night, in these houses. There was nowhere for the sick to rest, nowhere for the children to do homework in peace and nowhere at all out of the way of the hustle and bustle of cooking, cleaning and children.

Privacy and Communalility

This lack of privacy within the home was compounded by the communality of tenement life, in which everything from a street entrance to a water closet was shared, in some way, with the rest of the close. The standard of amenities in Scottish housing was low. This is perhaps predictable because the dominance of houses of one and two rooms prevented any great specialisation in the use of rooms. Sole use of facilities was by no means common in Scottish housing, especially in the smaller burghs. Furthermore the introduction of facilities such as water closets, water and gas was hampered by the high cost and difficulties involved in installation in tenement houses. In contrast to developments in house design in England and Wales during the second half of the 19th century, there was little or no move towards the privacy of the individual household. Martin Daunton has pointed out that even in Tyneside, where the flat was the predominant form of housing, there was a move away from communality towards separate street entrances, sanitary facilities, and even back yards. (See figure 1)

The impact of communal facilities on domestic work was exacerbated by the tenement system, in which three-quarters of all families lived above the ground floor. This meant that most women had to carry water up flights of stairs at least once in the day. The smallness of the houses and the limited number of rooms meant that women were fighting a constant battle to keep the houses clean. Outside the house there was the rotas for stair cleaning, washhouse and drying, all sources of irritation and conflict among the women of the close. Therefore it can be argued that domestic work for Scottish women was heavier and harder than for their English counterparts. In addition to this the day to day problems of communal facilities were imprinted upon the minds of all Scottish women.

Figure 1: Typical 1920s 3 apartment houses of a good type, built for lower middle class/upper working class occupancy.
Housing and Reconstruction

The emphasis on housing during reconstruction and especially in the year following the Armistice reflected the fear of a social unrest. Whether or not we consider such fears to have been unnecessary, there is no doubt that at the time the Cabinet took the threat of revolution very seriously, as the report of the RC on housing alone shows. The emphasis on housing during reconstruction and especially in the year following the Armistice Lloyd George announced a general election and pledged to build habitations fit for the heroes who have won the war. MPs linked the fear of unrest even more explicitly to housing conditions, arguing that good housing would exercise a counter-revolutionary effect on the working class. As one MP said:

“We can never get to the root of our difficulties until we are able to give the people a home that is worth having.”

Figure 2 (i) and (ii): 4 apartment large tenement houses in Paisley and Glasgow, showing typical layouts. Most slum clearance replacement schemes had only 2 or 3 apartments (1 or 2 bedrooms).

However, the idea that carried the day was Lloyd George’s. He put forward the more realistic argument that it would be by seeing the new houses built rather than having direct experience of living in them that the people would turn away ideas of revolution. The argument was that these new houses had to be very different from the existing housing stock, both in terms of housing standards and housing design. As Mark Swenarton comments:

“By building the new houses to a standard previously reserved for the middle classes, the government would have been able to demonstrate to the people just how different their lives were going to be in the future. In the terms of Lloyd George’s Cabinet statement, the housing programme would have been able to show the people that their aspirations would be met under the existing order, and thereby wean them away from any ideas of revolution. The houses built by the state – each with its own garden, surrounded by trees and hedges, and equipped internally with the amenities of a middle class home – would have provided visible proof of the irrelevance of revolution.”

Therefore the housing programme was conceived as a means to address the immediate political crisis, and this was reflected in the vagueness of official statements on both the cost and duration of the programme. The standard of the early houses was a highpoint in working class housing, which was quickly revised as the political threat subsided.

Women and Post-War Housing

So what were to be the main characteristics of the new houses? Before the Government had committed itself to a housing programme of such a political nature, there had been a good deal of debate about housing design and housing standards within the Government and among the local authorities. A number of reports addressing the whole range of issues surrounding a public housing programme were commissioned by the Ministry of Reconstruction. These reports dealt explicitly with design and standards, the Reports of the Women’s Housing Sub-Committee of the Ministry of Reconstruction and the Tudor Walters Report. The Women’s Housing Sub-Committee of the Ministry of Reconstruction was formed just before the end of the war and it included many famous women politicians such as Beatrice Webb. This committee was instructed to report from the ‘housewife’s point of view’. They produced reports in 1918 and 1919 in which they advocated a high standard of housing. The Women’s Housing Sub-Committee advocated the provision of cottage houses for working class families which had at least three bedrooms to ensure adequate sleeping accommodation, a living room and a parlour, and a bathroom and scullery with a supply of hot and cold water. Such a house would not only provide comfort and space for the family, but it would also ensure a measure of privacy for all members of the family. The report, although couched in terms of the convenience of the housewife, amounted to a demand for a fundamental improvement in housing standards.

This is probably the only report produced that portrayed women as anything more than housewives and mothers. The recognition that women, as well as men, needed some free time in which to enjoy themselves or relax away from the pressures of the household and child rearing. However the Women’s Housing Sub-Committee did place women firmly in a domestic role. Any lightening of the housewife’s burden was seen in terms of allowing her to undertake her domestic responsibilities with more ease. The report recommended the provision of gardens because it would enable women

“to keep the baby and the small children in the open air...while she is occupied with her housework”.

Therefore even a report written by women (almost entirely middle class women) fully accepted and encouraged the belief that the housewife’s domain and that improvements in women’s daily lives were to be achieved primarily by improvements in housing. However, the did embrace some radical proposals. In their later report they regarded communal living, including communal cooking with favour, but they pointed out that working class women in general seemed against it.

The Tudor Walters Report

The Report of the Women’s Housing Sub-Committee was followed within a few weeks by the publication of the Tudor Walters Report. This report was the most influential report of the period, and it effectively set down the standard of housing and type of layout to be adopted in the housing programme. This was a well respected body of ‘experts’, the chairperson John Tudor Walters was a respected Liberal MP with a long standing interest in housing. Other members of the Committee were to exert a great influence over the recommendations, particularly the Garden City architect Raymond Unwin whose arguments for a new standard of housing were adopted by the Committee. Also on the Committee was the Controller of Housing and Town Planning and the Chief Engineer at the Scottish Local Government Board, J Walker Smith. He enthusiastically supported the ideas put forward by Unwin and the report, and was responsible for applying the recommendations to the Scottish context.

The report was wide ranging in nature, but the main areas of interest were the layout of housing schemes, a discussion of the main principles of house design and the standard of accommodation to be provided. In the issue of the layout of schemes the influence of Unwin and garden city principles can be seen. The report came out in favour of a layout which saved on roads and road costs (the cul-de-sac) so as to allow for the building of low density housing. Housing was to be surrounded by open spaces and greenery as it had been in the garden city style pre-war estates. Most of the recommendations on layout can be found in Unwin’s earlier publication and was on the whole a summary of an existing body of published knowledge, but this is not the case with the recommendations on
The problem with these reports was that they were placed firmly within the English working class housing experience. The adoption of classical style houses was alien to the Scottish architectural tradition of tenement building. In Scotland the tradition of living in flats of few rooms was so different to the English housing tradition that the standards proposed by the reports seemed almost unrealisable. Recommendations about the removal of cooking facilities from the living room and the provision of a bedroom in a tenement house were very radical in Scotland where few urban houses actually had sculleries and many families shared water closets. Housing standards in Scotland tended, during the interwar years, to be slightly lower than those in England. The number of rooms per house, although a massive improvement, tended to be lower in English council houses, parlours were never a feature of Scottish council housing, and the most popular type of house built was the 'flatted' house or later the tenement house. One of the strengths of the Tudor Walters report was that it did acknowledge that English housing standards might be out of reach for Scotland. The report stated:

"The house with two bedrooms is such an improvement on the accommodation which is available for a very large number of inhabitants of Scotland at the present time that it would represent in Scotland an advance in conditions more marked than would be represented by the three bedroomed cottage in England."

The success of the Tudor Walters report in Britain and in the Scottish case rested not only on its merits but also on the fact that the political bias of the report reflected the general political tide. By the time the report was published in November 1918, Lloyd George and others were promising a massive housing campaign which aimed not only to make good the shortage of houses, but also to radically improve the basic standard of working class housing. In this context, the Tudor Walters Report, which not only called for the building of 500,000 houses of the higher standard, but also showed how they could be built economically, became a central part of the strategy adopted by the state to avert the threat of social unrest.

**Gender, Design and Ideology**

Therefore the design and standard of the new subsidised houses was a product of political objectives. The new houses were aimed at the returning 'heroes' in an effort to persuade them that their bravery in the battle field was going to be rewarded by a new social order, in which all the problems of the past would be enthusiastically tackled. These were houses designed by men and built by men for men (in particular skilled men). Any consideration of women was almost wholly concerned with their roles as housewives and mothers to the workers and future workers of the nation. It was assumed that any improvement in the standard of the house and the environment in which they were situated would automatically improve women's lives. This undoubtedly was true. Even when standards fell and more and more flats were built, certain minimums were never departed from. All houses had a scullery and a bathroom with a supply of hot water, and although there were some two apartment houses in the early slum clearance rehousing schemes, most houses were of three apartments (two bedrooms and a living room). Yet from the beginning there was an unwritten assumption that women were to be primarily or solely housewives and mothers. This fitted in very well with the prevailing political aims of the housing programme. The programme wanted to bring middle class housing standards to the working class for social as well as health reasons. With a middle class standard of housing came the assumption of a home centred lifestyle. Women's position in the home was therefore very important in the success of the wider aims of the programme.

**Feminism and Housing Design**

Although the Report by the Women's Housing Sub-Committee noted that in general working class women seemed to oppose the idea, working class women had no tradition of servants to wash, cook, clean and bring up children; they had always shouldered the domestic burden. Furthermore it is probable that Scottish women would be particularly suspicious of ideas of communal housekeeping. Scottish women had shared the responsibility for cleaning communal entrances, they had shared washhouses and drying greens and often water closets as well. All of these shared facilities and responsibilities had resulted in conflict between neighbours and had added problems to the housekeeping regime. Most women were disillusioned with their experience of communality in domestic work and probably had little faith in the merits of communal housekeeping. Improved standards not only meant larger houses in more pleasant surroundings, but also the inclusion of all necessary domestic facilities in the house for the convenience of the housewife.

Improved housing, at first for the skilled workman and clerical worker, but in time for all, was to be the central
feature of the attack on bad conditions, poor health and what was seen as a lack of citizenship among the working classes. It was at this point that women begin to have a clearly defined role. Women were to carry this crusade, with the help of improved housing, into the family. It was women that the reformers looked to, to enthusiastically embrace the opportunity for self and family improvement that was presented by the new houses and living environment. Housing management in the housing schemes, particularly those for the rehousing of dispossessed slum dwellers concentrated on building up a rapport between the female housing visitor or manager and the housewife of the tenant. It was essential that the tenants of the new council housing take a pride in both their house and the surrounding area. Women were to be the medium of improved housing take a pride in both their house and the surrounding area. Women were to be the medium of the improvement that was presented by the new council housing. Women were to be the medium of the improvement that was presented by the new council housing, but for those who did the quality of home life was dramatically different from before. Working class women, and women in general had had no real say in the design of the new council houses, design was used as a political instrument by the men of the government and other interested officials to persuade the working class men of Britain that the war effort was to bring real rewards. The reward was to be a standard of housing and living environment that had previously been reserved for the middle classes. Integrated to the new houses and the new lifestyle was the confinement of working class women to the domestic sphere. They were to be the people who would translate improved housing into improved health and improved ideas of citizenship. Women would have their domestic burden lightened to enable them to spend more time on nutrition, child rearing and the creation of a cozy and inviting home for their menfolk. Women were to be the prime movers to the state's desire to alter the lifestyle, behaviour and attitudes of the working class, particularly working class men.

Conclusions

The early council housing programmes brought new minimum standards of housing to the working class, and even when standards declined after 1921 the new houses represented a qualitative improvement in Scottish working class living conditions. Women, with their particular responsibility for the home, could not fail to be affected by the new houses. That is not to imply that all working class women lived in new council houses, but for those who did the quality of home life was dramatically different from before. Working class women, and women in general had had no real say in the design of the new council houses, design was used as a political instrument by the men of the government and other interested officials to persuade the working class men of Britain that the war effort was to bring real rewards. The reward was to be a standard of housing and living environment that had previously been reserved for the middle classes. Integrated to the new houses and the new lifestyle was the confinement of working class women to the domestic sphere. They were to be the people who would translate improved housing into improved health and improved ideas of citizenship. Women would have their domestic burden lightened to enable them to spend more time on nutrition, child rearing and the creation of a cozy and inviting home for their menfolk. Women were to be the prime movers to the state's desire to alter the lifestyle, behaviour and attitudes of the working class, particularly working class men.

References

3. R Rodger, op. cit. p27.
Americans lived in urban places and another 6 percent in suburban settings. Today, about 75 percent of all Americans live in a metropolis. But what is most significant is their preference for suburbs over cities: as of 1990, 44 percent of the population lived in a suburb, while only 31 percent lived in the city. The 1992 presidential election was the first time a majority of U.S. voters probably considered themselves suburbanites.2

Origins of American suburbs

To comprehend the origins of the movement to the suburbs, we must return to the first quarter of the 19th century. Spurred by the Industrial Revolution, the pace of urban growth exceeded almost every expectation. Congestion, filth, and disease exerted a significant force in prompting urban residents to consider alternatives. But also contributing to the rise of what came to be known as commuter suburbs was the perfection of three transportation systems: steam-powered ferry boats; various horse-drawn conveyances; and steam railways.3 Ultimately, the steam railway proved dominant. In Chicago, 3,600 miles of new track were laid within the city between 1848 and 1856. It enabled people who worked in the city to live in newly established railroad suburbs.4

By the second quarter of the 19th Century, a new demographic pattern—"peripheral affluence and central despair"—are the words invoked by Kenneth T. Jackson—was evident in the nation's largest metropolises.5 For instance, as of 1830 Brooklyn was growing more quickly than Manhattan, by mid-century a journalist noted the population exodus across the East River, claiming it resulted in "the desertion of the city by its men of wealth." As of the 1850s, Boston boasted of its Chestnut Hill, Philadelphia its Germantown, San Francisco its Nob and Russian Hills, and Chicago its North Shore. And increasingly apparent was the romantic suburb—Newark's Llewelyn Park, Cincinnati's Eden Park, Chicago's Lake Forest—whose artful designers preserved pastoral landscapes for their upper-class clients. Gunther Barth, in studying the cultural transformation of cities, cites these amenities as fostering "the isolated features of modern city life," whereby people's place of residence was determined by their class status.6

In post-Civil War America the configuration of the metropolis underwent dramatic reordering. Several factors contributed: heightened industrialization, massive new waves of European immigration, and further technological advances. While promoters sought to convey romantic suburban images, the suburbs were actually being democratized, with large tracts of land divided into small, affordable plots.7

Urban Imperialism

During the second half of the 19th century, suburban residents found their communities coveted by metropolitan imperialists. Leaders of several major cities designed to centralize administrative control over adjacent territories. The first effort occurred in Philadelphia, which in one swoop in 1854 expanded its municipal boundaries from 2 square miles to 129 square miles. Chicago added 125 square miles to its existing 43 square miles in 1859 (excluding the municipality of Hyde Park); it was the largest single addition of outlying land in Chicago's history. Most noteworthy was the formation in 1898 of Greater New York City, wherein its square mileage went from 40 to 500, its population growing instantaneously by 2.5 million. Similar accretions occurred in St. Louis, Boston, New Orleans, Baltimore, Minneapolis, Cleveland, and Pittsburgh.8

But urban imperialism did not proceed unimpeded. In some long-established suburbs on the borders of major cities, people prized their local autonomy and distinctive identities. Citizens of Brookline, Massachusetts thwarted plans for annexation with Boston as early as 1873, a decision now regarded by urban historians as the first significant setback to consolidation mania sweeping the nation.9 When other suburban communities—Cambridge (1892) and Evanston (1894) north of Boston as well as Evanston (1894) north of Chicago—faced similar questions, their...
citizens voted down annexation. These and other residents demonstrated a dogged determination (very much evident today) to differentiate their communities, politically and culturally, from the central city.10

Transportation

A technological innovation in transportation—the electrified street railway—added to the complexity of metropolitan life in the last decade of the 19th century. Known as the trolley, it radically transformed mass transit. The trolley was launched experimentally in Richmond, Virginia, and ran immediately thereafter in the western suburbs of Boston. Its initial success has been attributed to its economy, cleanliness, speed, and geographic radius. By 1895, 85 percent of all street railways in the U.S. had been electrified, stimulating the suburban home construction industry and creating what historian Sam Bass Warner, Jr., labels as "streetcar suburbs.11

The 1890s saw the emergence of another revolutionary innovation, the gasoline combustion automobile. Initially a technological novelty enjoyed by the rich, the possibilities offered by the automobile dramatically affected trolleys after 1900. Although the balance did not shift toward the automobile until the 1920s, a variety of factors figured in the trolley's decline: diminishing profits for transit companies; political criticism over fare structures; overcrowding; and deteriorating rolling stock.

The marriage between suburb and automobile was consummated during the 1920s. Vehicle registration reached 8 million in 1920; in 1927, one car existed for every 5 persons; and by 1929, 26 million vehicles were on the nation's roadways. Highway and road construction mounted, stimulated in part by federal legislation dating to 1916; in 1925, total highway construction nationally surpassed $1 billion annually. Key linkages were also erected: the Benjamin Franklin Bridge tied Philadelphia to Camden (1926); the Holland tunnel joined lower Manhattan to Jersey City (1927); and the George Washington Bridge did the same for upper Manhattan and Bergen County, New Jersey (1931). Stimulated in large part by these transportation developments, by the first third of the 20th century the suburban experience encompassed a broad range of Americans, not just residents of long-established upper-class enclaves.12

Lewis Mumford's alternative vision

Lewis Mumford advocated an alternative vision of suburban America during the 1920s rooted in the ideal of planning rather than entrepreneurship. Although not fully realized, his ideas merit attention. Influenced by decontextual thinkers of the late 19th century, Mumford's goal was to create tightly-organized planned communities within the metropolis ("fully equipped for work, play, and living"). This aspiration was partially realized in 1928 in the establishment of a planned community known as Radburn, New Jersey, although ultimately its completion was sidetracked by the Great Depression. During the 1920s the concept of planned communities was briefly revived by the federal government, but met opposition from virulent anti-statism critics. If Mumford's idea was never fully achieved, its influence on American suburban tradition has endured among intellectuals as well as progressive planners. Some evidence of its persistence is found in the rise of a handful of experimental new towns (e.g., Reston, VA, Columbia, MD., and Irvine, CA) during the 1960s. Nonetheless, deeply-embedded opposition to large-scale planned community developments persists as a veritable hallmark of American political and economic systems.13

The new deal

The 1930s exacerbated the complex and uneasy relationship between suburb and city. The Great Depression affected the core with enormous severity. Unemployment soared in major cities: 1 million in New York City, and 600,000 in Chicago, and 290,000 in Philadelphia. Yet the gross effects do not tell all. Puzzling as it initially appears, suburbs prospered at the expense of cities because of New Deal policies. This effect is curious in that Franklin Delano Roosevelt is widely regarded as a politician with an urban electoral base.14

Two pieces of New Deal housing legislation explain this circumstance. The Home Owners Loan Corporation (HOLC) sought to curtail the enormous number of foreclosures on private home mortgages, and the Federal Housing Administration (FHA) boosted the home construction industry by subsidizing the upgrade of existing dwellings and the initiation of new starts. If conventional wisdom once instructed us that such laws restored faith and property, historians offer a revised interpretation: the policies of these agencies undermined the well-being of housing stock in the urban core while enhancing circumstances in the suburbs. Real estate appraisers employed by HOLC developed the practice we now know as red lining, wherein loans are not granted in portions of the city classified as physically or economically deteriorated or in neighbourhoods populated by African-Americans and working-class ethnics. The FHA favoured low-risk loans (consult Appendix): new units rather than existing dwellers, rather than built-up locales, white collar rather than working class, whites rather than blacks, and native-born rather than immigrant stock. Of course neither housing agency possessed a legislative mandate to defend or revive central cities. Rather, their housing programs fit a classic New Deal mold: using public funds to induce a return to economic health in the private sector. Whatever the motives of those who designed HOLC and FHA, they best served suburban, middle-class home ownership.

Postwar trends

After 1945 the suburban trend seemed inevitable, as if it amounted to a self-fulfilling prophecy abetted by the federal government. Housing starts between 1946 and 1955 doubled over the preceding 15 years. Many new homes were situated on the metropolitan periphery, constructed inexpensively, and subsidized by federal loan programs. Highway construction also flourished, reaching $2 billion in 1949 and $6 billion by 1955. The Interstate Highway Act of 1956 projected a transcontinental network of superhighways stretching 42,500 miles and costing $60 billion.15 By 1970 some 14,000 shopping centres served retail consumers, diverting them from older central business districts. When Woodfield Mall opened in 1971 in Chicago's northwestern suburb of Schaumburg, it featured four major department stores, 230 smaller retail establishments, and 11,000 parking spaces spread over nearly 200 acres. Whether the destination was Woodfield, or such counterparts as Old Orchard (1956) or Oakbrook Center (1962), their collective presence increased the likelihood of the shopper travelling to the Loop. The proliferation of suburban malls affirmed a fundamental fact: the American people live and shop in the suburbs.16

Cities as hollow cores

Whether the vantage point is social or economic, the post-war suburban trend damaged the nation's older cities. The result was that the nation's urban cores became what Sharon Zukin metaphorically identifies as "the hollow center." Between 1950 and 1960, cities grew 11 percent as contrasted with suburban growth of 46 percent. Similar shifts occurred in employment patterns: between 1948 and 1963, industrial jobs declined 7 percent in the nation's 25 largest cities at the same time that suburban jobs rose 61 percent. From 1970 to 1977, suburban-situated jobs increased 48 percent in Washington, D.C., 41% in Baltimore, 31% in St. Louis, and 22% in Philadelphia.17 The United States Conference of Mayors forcefully summarized the problems afflicting cities in 1986: population loss, impoverishment, racial concentration, deindustrialization, unemployment, homelessness, crime, schooling, and high taxes. William Julius Wilson said as much in The Truly Disadvantaged (1987),
as he explained how the poorest residents of inner cities suffer disproportionately from the concentration effects of their environments as one affliction builds upon another.

Edge cities

As we approach the end of the 20th century, a new suburbanization phenomenon is emerging: edge cities. Among their ingredients: locations along highway corridors far from their central cities; reliance on automobiles; population homogeneity; and swift economic development led by technology-related industries, computer-linked enterprises, and shopping mall retail businesses. People work, live, and pursue many of their leisure activities in these settings. Edge cities are situated along interstate highways as much as 40 miles from the urban core on the peripheries of large-scale metropolitan systems. In 1991, Joel Garreau of the Washington Post calculated some 200 edge cities. Examples include: Bellevue, Washington; Overland Park, Kansas; Princeton, New Jersey; Tyson’s Corner, Virginia; and Naperville, Illinois.20

Princeton, 60 miles from both New York City and Philadelphia, dates to 1868.21 Grover Cleveland retired there after his second term as president of the United States in 1897, anticipating what John A. Jakle so aptly terms a place apart. Whether or not he realized as much, even then this small and bucolic college town stood on the verge of its metamorphosis into a university research centre whose aspirations were cosmopolitan and international. Princeton University provided the catalyst. Spurring the shift was the carefully calculated realignment of its institutional mission during the first third of the twentieth century. Princeton was the proudest expression, rooted in an abiding faith in our capacity as a democratic nation to foster renewal and change, that future suburban residents might yet find reason to re-center their sensibilities. This would require a series of political and economic imperatives fostered by our leaders—in the public and private sector, in the neighborhoods, in the giant corporations, in small enterprises, in labour unions—at the local, state, and national levels. Escapeing the scourge of the dual metropolis represents the bleakest of contemporary realities, what better prospect exists for our metropolitan future?22

Appendix

Residential Security Survey of Metropolitan Chicago, 1939-40. A Sample Community Description.

Robert Fishman, a historian willing to cast an eye toward the future, forecasts how such edge cities might differ “radically” in form and function from their traditional precursors: “... too congested to be efficient, too chaotic to be beautiful, and too dispersed to possess the diversity and vitality of a great city.” Edge cities, contrary to what some optimistic observers would have us believe, do not represent the nation’s urban future. Rather, they constitute the most recent chapter, avaricious anti-urban, in the evolution of our suburbs. And there is even the prospect, raised by Professor Fishman, whereby the edge cities of America will eradicate the traditional suburban culture and replace it with mindless metropolitan sprawl.23

Dual Metropolis

The dual metropolis, encompassing our decaying inner cities and our glittering suburbs within a single geographic system, is a useful contemporary depiction of the relationship between city and suburb.24 It is premised on the notion of unbalanced development (e.g., technologically oriented job opportunities requiring high skill levels in suburbs and poorly educated, underemployed labour pools in cities). Replete with the starkest of contrasts, it is symptomatic of national political structures and economic systems that too often have proven themselves disdainful of the inner city, its depleted resources, and its beleaguered inhabitants.25

If the dual metropolis represents the bleakest of contemporary realities, what better prospect exists for our metropolitan future? The most optimistic expression, rooted in an abiding faith in our capacity as a democratic nation to foster renewal and change, is that future suburban residents might yet find reason to re-center their sensibilities. This would require a series of political and economic imperatives fostered by our leaders—in the public and private sector, in the neighborhoods, in the giant corporations, in small enterprises, in labour unions—at the local, state, and national levels. Escaping the scourge of the dual metropolis is a goal worthy of our self-respect as a great and powerful nation. Attaining it will require the recognition of a new set of imperatives, which would oblige us to redirect our metropolitan lives—geographically, economically, and culturally—from the edge toward the core.26

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Kenilworth, Illinois

Kenilworth is one of the outstanding communities along the north shore. The centre of the town is 17 miles north of the Chicago Loop . . . . Except for a few poor units adjacent to the railroad on the west side, the entire community is very uniform and high grade throughout. It is generally considered to be the outstanding close-in residential village north of Chicago. The town enjoys a particularly good social reputation and its future seems to be one of continued desirability.

SOURCE: Record Group 195, Section I, Box 120 (Metropolitan Security Map and Area Description # 15), The National Archives.

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The Origins of Sheffield’s Green Belt

Robert Marshall,
University of Sheffield, UK

Introduction

The history of the development of the green belt concept in Britain has inevitably been dominated by London’s experience. The implementation of Unwin’s proposal for a green greenery around the capital effectively got underway in 1935 when the London County Council, with financial help from the government, launched a scheme to assist neighbouring county and urban district councils to purchase public open space on the edge of the built up area. However, other cities in the 1930s were actively seeking to establish green belts including Birmingham, Manchester and Leeds.1 Sheffield also successfully launched a green belt scheme and, although not comparable in scope with that for the capital city, it was an ambitious project. This paper examines the origins of the Sheffield scheme and the reasons by which it was put into practice in the years before the outbreak of the Second World War.

Suburban Growth

Still at the beginning of the twentieth century, Sheffield’s boundaries included considerable tracts of undeveloped land. The growth of the city in the second half of the nineteenth century had been particularly rapid and, as in other towns, the development of the tramway system in the period after about 1880 encouraged suburban development. In Sheffield the tramways were municipalised in 1896 and electrification followed two years later. The route network developed rapidly in the years which followed and by 1913 tram routes had pushed out in all directions to the limits of the built-up area. Suburban development followed the tramways particularly in the building boom which got underway at the turn of the century. Between 1880 and 1913 over 1,000 hectares of land were added to the built-up area of the city.2 Even so, the area of undeveloped land at the end of that period was still twice that of the built-up area.3 Open land was concentrated to the west and south. The high moorland areas to the west were unsuitable for building purposes but the lower foothills of the Pennines gave rise to considerable areas of attractive and unspoilt countryside which were under threat of development. Moreover, the tributaries of the River...
...the advent of the tram suggested the possibility of suburban development. The tramway provided new opportunities for the expansion of the city and the establishment of new residential areas. The tramway also helped to bring more people to the city center, which was seen as a mixed blessing. On the one hand, it was expected to increase the value of properties and improve the overall living conditions. On the other hand, the tramway also contributed to the overcrowding of the city center and the need for new housing solutions.

The idea of a green belt for the city appeared to be a solution to the problems caused by the expansion of the city. The green belt was intended to control the growth of the city and to preserve the natural beauty of the surrounding countryside. The first scheme for the green belt was proposed in 1918, and it was adopted by the city council in 1919. The scheme included a series of reservations, which were meant to prevent the development of new housing estates and to preserve the natural beauty of the countryside.

The green belt was not just about preserving the natural beauty of the countryside. It also helped to control the growth of the city and to ensure that new developments were built in a way that was compatible with the environment. The green belt was a step in the right direction, and it helped to ensure that the city of Sheffield would continue to be a city that was admired for its natural beauty and its scenery.

In conclusion, the green belt was an important step in the development of the city of Sheffield. It helped to control the growth of the city and to preserve the natural beauty of the countryside. It also helped to ensure that new developments were built in a way that was compatible with the environment. The green belt was a step in the right direction, and it helped to ensure that the city of Sheffield would continue to be a city that was admired for its natural beauty and its scenery.
condition that it should remain an open space in perpetuity.18

In its campaign to protect local scenery the Sheffield and Peak District Branch of the CPRE found a City Council generally sympathetic to its cause. The Corporation, for example, played a role in the safeguarding of the Longshaw Estate mentioned above and it had already taken the opportunity to develop a linear walkway through the linked open spaces along the Porter Brook from Endcliffe Park (in the heart of the city) to open country. In other valleys it was also making accessible for public enjoyment land acquired for water conservation purposes and further purchase of land for water catchment in the high moorland areas between 1928 and 1933 added to the area of open land in the council’s ownership.

The 1936 Green Belt Scheme

The matter which provoked positive steps towards the establishment of a green belt occurred in 1935 when a substantial area of land in open country to the west of the city was the subject of an application for permission to build 900 houses.19 The local branch of the CPRE urged the City Council to refuse permission and further pressed for an investigation to be made of the feasibility of establishing a permanent green belt. The Council accepted this advice. Permission for the development to go ahead was refused despite the prospect of paying considerable sums in compensation. In fact, the developer agreed to sell the land to the Corporation. The Council also invited the local branch of the CPRE to carry out a survey as a basis for the establishment of a green belt. It submitted its proposal in 193720 and a Provisional Green Belt was approved by the City Council on 6 July 1938.21

The 1938 Green Belt identified an agricultural reservation of 1896 hectares and a moorland reservation of approximately 2222 hectares (see map).22 The latter was high land (above 300 feet) within the city boundary and largely in use for water catchment. This land was consequently relatively secure from the threat of development. More problematic was the protection of land in the agricultural reservation. The Council hoped to afford protection to some of this land by agreement with owners. It notified all landowners of its proposal and invited them to enter an agreement under Section 54 of the 1922 Town and Country Planning Act to restrict the land to its existing use.23 Clearly, however, protection depended in the last resort on public acquisition. Already in 1938 the Corporation owned 172 hectares of land in the agricultural reservation24 and subsequent purchase substantially increased that area so that by the outbreak of war in 1939 it stood at about 442 hectares.25 This, of course, was substantially less than

had been achieved under the London Green Belt scheme but represented good progress compared with schemes around other provincial towns.26

Although the implementation of Sheffield’s green belt depended, as did the London scheme, on public purchase of land, there were important differences in the purpose which each was intended to fulfil. London’s green belt was intended to provide public open space for recreation use by Londoners. Sheffield’s green belt, on the other hand, was a protective device to restrict development in the interests of landscape protection. In this respect it was closer to the dominant concept of the green belt as it developed in the post-war years under the influence of the Scott Committee Report and in particular, Abercrombie’s Greater London Plan.

Postscript

The maintenance of Sheffield’s green belt proved difficult in the years following the Second World War. The city had a severe housing problem and in searching for land to develop within its own boundaries the Corporation found it necessary to look at areas included in the green belt. This brought it into conflict with the local branch of the CPRE. Some 190 hectares of land were taken for housing purposes and other incursions were made in the early sixties.27 The CPRE saw the solution to the city’s housing problem in the form of a new town with Gainsborough cited as a possible location.28 Eventually, however, a statutory green belt was adopted although this was not achieved until 1983.29

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Research

Which Historic Centre? The Case of Luján, in the Province of Buenos Aires

Giorgio Piccinato, Istituto di Architettura di Venezia, Italy

Introduction

Defining the historic centre of an American city is certainly a challenge for a European. Beginning from the work ancient being used there for a very different time span than it is in Europe, down to the fact that it is usually harder to draw boundaries among different land uses and income groups within the city. Quite often the historic city is a city where no visible signs of modernisation are visible. Yet in some other times, everything seems to have grown in the last fifty years or so. Such extreme conditions actually provide a very stimulating ground for rethinking the usual approach to the entire field of planning for the historic centres. The meaning itself of historic centre can be questioned. Does it apply to a whole city or to a part of it? Is it the age a character sufficient to identify it? But when does history begin, for our purposes, and on which grounds? To whom does it belong or, in other words, who must have a say in appreciating its features or into designing its future? Sometimes citizens, through

1. Some elegant houses, of the churraco type, built in the XIXth and XXth century still remain and give the city its dominant character.

2. Monumental porches built in the thirties in front of the basilica are meant to hide a bus parking lot, empty at the time of the shot.

3. The end-of-the-XIXth century basilica in gothic style.

4. Another image of the monumental axis in front of the church.

witnessed the arrival of important waves of immigrants, mainly Italians, Spaniards and, in the countryside, Irishmen. At the end of the century a new basilica was built in gothic style, bringing the stones by train from the harbour of Buenos Aires. Eventually, in the thirties, a new monumental complex was built in front of the church, in neo-colonial style. The size and the appeal of such new development, that included restoring and enlarging the old cabildo, creating new museums, arranging the square and building an impressive sequence of arches along the main way, struck the imagination of people in a way that this seems to be the actual historic centre. However, this is true mainly for the visitors, because citizens always maintained a rather detached attitude in front of the basilica growing success. They actually complained the nuisances brought by masses of tourists and buses, and seldom appear to use the new facilities. One could suspect that two cities are in fact living side by side.

The Case of Luján

Luján is a contradictory place, where history developed along a number of different paths. It was born in the XVIIIth century around an old shrine (the Virgin of Luján) but started growing a century later as a post station on the camino real with an important bridge under its control. In the XIX century the city became a market and transportation centre for the cattle and the agricultural products of the surrounding pampa. A railway centre in the nation, the city also

clearly expressed civic pride, emphasise the amenity of life in such areas, and this brings along a new theme, that of the quality of the environment, be it for the residents or for the local workers. This seems to many people one of the main reasons for taking care of the centres, regardless of their age. It can also happen that local communities are being accused of mistreating an heritage that is said to belong to the nation or to the whole world: one could say that visitors, who come for real interest and love, should be first in line to be given responsibility in treating the matter.


The approach is threefold. First comes a portrait of the actual urban scene. This includes an analysis of the landscape, the form, the architecture as well as of services, functions, densities, people. Then there is an inquiry on how the issue is being felt by residents, users and citizens at large. This is being done a) through a perception survey over a relevant sample of people and b) with a smaller number of interviews to privileged witnesses, in order to collect some significant life stories and to link them to the city’s spatial changes. The last phase consists in an analysis of the social, economic and architectural history, through the usual recollection of plans, designs and related documents. The result should be a proposal for mapping what can be reasonably considered the historic centre and, in parallel, a first appraisal of the main problems affecting the area and its relationship with the city as a whole.

Bibliography


Social and Cooperative Housing Schemes in Łódź, Poland

Jacek Wesołowski, Technical University of Łódź; Marek Koter, University of Łódź, Poland

Until 1945 social and cooperative housing was not developed on a large scale in Łódź. Its importance for the city’s townscape should therefore be measured in qualitative rather than quantitative terms. It is clear that one can find an outstanding 19th century workers’ estate as well as one of Poland’s best functionalist dwelling complexes. Most postwar housing construction can be regarded as social housing, but the products mostly lack the freshness of ideas of the pioneer period. They rarely step beyond the technological routine of their construction.

1850-1914

The historical shift of Łódź from a manufacturing settlement of textile craftsmen to a great industrial centre, illustrated by its dramatic growth from about 25,000 to nearly 500,000 inhabitants, had a major impact on the city’s image. There was firstly a change of urban scale: small craftsmen’s single storey houses were giving way to large 3-4 storey tenement houses, which were built in hundreds over the central districts. Most of Łódź’s inhabitants had to rent rooms in such profit-oriented dwellings especially in gloomy side buildings inside oblong courtyards, or in huge shanty towns outside the city’s boundaries (Batory and Chojny). Undergoing uncontrolled speculative parcelling, the suburbs became sites of chaos and misery, where poor timber houses would reach two or three floors and where there was absolutely no urban quality of life and space. Before its incorporation in 1915, the Batory suburb had grown to 10,000 inhabitants and became referred to as the world’s largest village.

Greater unified housing projects were conceived by the largest factory owners for their employees. While standards of living were much better in this respect than in single-family homes, the factory system was never able to escape the constraints of the highly mechanised system of its time. Labour discipline was the first priority.

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(1) Księżyny Mlyn Workers’ Estate, Karl Scheibler’s Factory, 1873-1889

Architects: Hilary Mątynski (partly confirmed)

The Factory

The founder of the factory, Karl Scheibler, who settled down in Łódź in 1854, was born into an old textile manufacturer’s family from Monschau in the Eifel Mts. (Germany). His ability to operate modern technology and his organisational skills soon put his factory on the unmatched top of the Łódź industry (for some time it was the largest textile production plant in the world). Scheibler’s factory premises at one time constituted 1/7 of the city’s area.

The Idea

To some extent, Księżyny Mlyn (Pfaffendorf, or the Priest’s Mill) can be considered as a Polish realisation of the idea of a more humane industrial complex, first developed around the 1850s at Saltaire, Yorkshire (England). Scheibler not only provided some of his workers with flats, but also built two hospitals nearby, a fire station, a school, a canteen and last but not least, a farm, which used to produce food to be sold in the canteen. The factory had its own water piping system, workers’ canteen and factory school, youth hospice and baths. The workers were then offered a comprehensive programme of what later became known as social welfare. It would be interesting to explore more fully what Scheibler’s intentions were: just a calculation for better productivity or rather feelings of some obligations towards the less successful.

Layout

Księżyny Mlyn complex is the largest in Łódź and has the most pleasing layout. It comprises the spinning mill, manager’s residence (E. Herbst’s), housing estate and Scheibler’s hospital.

An extremely interesting aspect is that the factory building was made the focus of the planning. Workers’ houses form a realm subsidiary to an owner’s residence (as it would be in the countryside), but to the essence of the industry: the steam engine. The main axis of the workers’ housing is closed by the huge pseudo-portico of the mill, where the steam engine was located (for the first time in Łódź it was incorporated completely within the production building).

At the other end of the axis is the school building so that school and factory face each other. With the workers’ housing between. The manager’s residence was another symbol of authority, was placed a bit apart.

The green alley which makes up this axis itself was a unique solution which, together with the nearby municipal park and the relatively low density of development, made housing conditions there extremely good for densely built-up century Łódź.

Architecture

The Scheibler factory developed a special type of worker’s house: a simple, rather severe, unplastered ground and first-floor building with 20-32 rooms. Houses were built on a symmetrical plan. Later buildings were slightly larger and had a unified corridor plan. Their elevations carry some architectural decoration, e.g. the battlemented pediment, corresponding to the architectural language of the factory itself. Each of the houses has a uniform back building, divided into compartments for coal storage and toilets. At the rear there is a small allotment garden.

There is another example of a factory settlement at the Poznański factory complex (2), but the workers’ estate area is smaller and shaped as a unit of blocks of flats, with scattered elements of the functional programme and generally not so ambitious in its layout. Another instance is the Albert factory complex (3) (with some row buildings), though this is much smaller.

1918-1939

Łódź entered independent Poland with a severely plundered industry. However, the worst aspect was that Eastern markets were no longer open for the city’s textiles. Hard economic conditions dramatically slowed down the pace of urban growth. Nevertheless Łódź, the second largest city in Poland, was not only an industrial city, but also a great wholesale trade centre. It soon became active in many other fields of social life.

At the beginning of this period in Łódź there were

Figure 1: Location of Housing Complexes Referred to in Text.

Figure 2: Księżyny Mlyn Complex.
only two small public hospitals (though five more private), nearly half of school-aged children remained beyond the educational system and 90% of people lived in poor sanitary conditions. Almost 60% of apartments comprised a single room only (much worse than anywhere else in Poland), while approximately 10,000 of them had to accommodate more than five persons each. Of all Łódź’s problems, the housing problem was probably the most acute: the flats were small, dark and expensive. Even a poor and primitive wooden house on a private parcel of land outside the city was the dream of many.

The city government decided to catch up with the arrears of the past period. As a part of that policy it launched the construction of a sewage system (1925) and granted absolute priority to the construction of schools (13 in the period).

Housing construction was carried on by the private investors, cooperatives and the municipality. After 1928 the latter tried to be very active in the field. However, no major breakthrough was achieved. In the late 1930s still over 80% of the city’s population lived in single-room or room-and-kitchen flats, the housing density index being about 4 persons per room. The pace of building activity (which did not match that from before 1914) was dramatically arrested by the Great Crisis. It practically cancelled the city government’s ambitious plans for new housing for the poorest people.

From this period there are two outstanding housing estates in Łódź with many more, mostly much smaller, ones built by cooperatives. There were also some interesting examples of high standard tenement houses in central districts. Some of them are still the most attractive places for living for those who do not wish to move out to the outskirts.

Municipal Barracks for Homeless People, Mania Suburb (1931-1932) (4)

The municipality considered that the most urgent task was to provide the extremely poor and homeless people with provisional shelters. In 1932 it built two colonies of eight ground floor timber buildings, one of them was at Mania suburb. Each house comprised 12 single-rooms with small cellar and storage compartments. The houses still serve for dwelling purposes.

Today the ideas can be heard that the city administration should build basic, substandard shelter for those who do not pay rents. When the new housing law is implemented in Poland, which will allow eviction, this can become a reality.

Montwill-Mirecki Municipal Housing Estate (1928-1931) (5)

Architects: J. Berliner, J. Łukasik, T. Słonska, W. Szereszewski

The Idea: In 1928 the city government organised a competition for two housing districts: Nowe Rokickie (not built) and Polanie Konstantynowskie (later renamed Montwill Mirecki). The latter was to be equipped with a comprehensive social programme: a public bath with laundry, mother-and-baby centre, cooperative shops, meeting hall with reading-room and café, educational cinema (or a theatre), primary school and kindergarten. Small apartments were envisaged comprising 2-3 rooms with WC and bathrooms (according to the pattern of social housing in Vienna). All the flats were to be situated across the buildings to secure good ventilation. Only 25-30% of land could have been built up, and the buildings were not to form closed courtyards.

Such a socially oriented attitude towards architecture was undoubtedly pioneering in Poland at that time. Together with the Warsaw estates at Zoliborz district (the WSM cooperative) it constituted the avant-garde branch of Polish

<table>
<thead>
<tr>
<th>Number of buildings</th>
<th>Design</th>
<th>Realisation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Numbe of flats</td>
<td>Thirty-three</td>
<td>Twenty</td>
</tr>
<tr>
<td>Area of flats</td>
<td>Wide programme in separate buildings</td>
<td>917 increased to 1023 (2672 rooms)</td>
</tr>
<tr>
<td></td>
<td>1 room + kitchen</td>
<td>72.0 sq.m.</td>
</tr>
<tr>
<td></td>
<td>2 room + kitchen</td>
<td>57.0 sq.m.</td>
</tr>
<tr>
<td></td>
<td>3 room + kitchen</td>
<td>42.5 sq.m.</td>
</tr>
<tr>
<td></td>
<td>1 room + kitchen</td>
<td>1023</td>
</tr>
<tr>
<td>Public services</td>
<td>Lower class</td>
<td>Limited programme in adapted flats</td>
</tr>
<tr>
<td>Residents</td>
<td>Middle class</td>
<td></td>
</tr>
</tbody>
</table>

architecture of the period. In Łódź the left-wing city government then in power appeared to be even more ‘revolutionary’ than the competition jury itself. The municipality selected the most functionalist entries for the final elaboration, somewhat contrary to the jury’s choice.

Situation: The estate is located beyond the belt railway, opposite the People’s Park at Zdrowie. The park itself (designed by S. Rogowicz), with a spacious radial layout and nice natural interiors was a fabulous municipal initiative of the 1930s. The complex programme (e.g. zoo, swimming pools) has finally been realised, almost in our times. It is undoubtedly the most interesting and the largest park in Łódź.

Figure 5: Block at Montwill-Mirecki, with zig-zag element.

Figure 7: Montwill-Mirecki Estate. One of the yards at Srebrzynska Street.

Financing: The total cost of the estate (16.6 million Zloty) was financed by a US $ loan (40%), state credits (25%) and funds from current city revenues.

The Estate as Built: The original intentions had to be constrained in reality: no separate public buildings could be built and the standard of flats had to be lowered significantly. Some public functions were therefore put inside residential
The estate comprises twenty apartment buildings of stairs-well and balcony-access type. Most of them are situated at right angles to streets, in the then revolutionary 'comb' system (note the wall between private yards and public street). Two of them have a fine 'zigzag' plan.

Overall, the architecture is very simple and modest: rendered flat-roofed structures. Yet it is not deprived of good taste: there are projections on side elevations with adjacent balconies, as well as distinctive balconies at street endings. The estate had its own water system and gas works.

The Residents: The original idea was low rental flats for low income people. This proved unrealistic as early as 1932: such people could not afford the rent. The estate soon became inhabited by a middle-class population (the military, city clerks etc.).

Podmiejska St.: Primary School, Municipal Housing & Municipal Health Centre 1926-1928 (f)

Layout and Architecture: The complex forms a nice precinct surrounding a small park. The school is accompanied by a teachers' apartment building (with 16 flats) in its rear and the municipal housing in front. The blocks of flats are shaped as two 3-storey high blocks of flats (with 34 flats), with projecting elevations and peculiar pent roofs. The primary school (architect Zdzislaw Maczynski) is a monumental, steep-roofed, symmetrical building with two-storeyed wings and small sports-hall between them. The Form of the health centre (architect Stefan Kraskowski), located across the park, harks back to classical patterns, with monumental columns attached to a structure constructed on a triangular plan.

The functional programme of this precinct well represents the focus of city's building activities in the 1920s.

State-built Social Housing: The Estate of Social Insurance Board (ZUS/ZUPU) 1931-1938 (g)

Architects: Probably Warsaw located office for ZUS housing enterprises, which employed outstanding Polish constructivists, S. Brulski, J. Szaecaja.

Layout and Architecture: The estate was located in the open space behind the private garden complex of the owners of the nearby wool factory. Contrary to the original design, only seven of the fourteen intended buildings were actually built. This enabled the investor to increase the green area: from an originally planned green alley to a more spacious park in the middle of the complex. The three-storeyed buildings (plus attic for laundry and drying area) form closed, elongated courtyards. All the buildings are of stairs-well type, with one exception (gallery type). The architecture is severe: long rendered elevations with no projections. The only relief is the water tower adding extra height to one of the buildings.

Investor: The Housing Construction Co-operative for Bank Personnel

The idea: The estate was part of a nation-wide ZUS initiative to provide dwelling capacity in areas with greatest housing problems. The ideas were very similar to those behind the Montwill-Mirecki estate, this time elaborated in accordance with Warsaw experiences, particularly the WSM estate.

The main principles were: blocks of flats with green space between, maximum built-up area 40%, two types of flats (for blue and white collar employees).

Figure 8: ZUS/ZUPU Housing Estate.

Figure 9: Summary Table ZUS/ZUPU Estate.

<table>
<thead>
<tr>
<th>TOTAL NO OF FLATS</th>
<th>Number</th>
<th>Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-room flats</td>
<td>17</td>
<td>20 sq.m</td>
</tr>
<tr>
<td>1.5-room flats</td>
<td>62</td>
<td></td>
</tr>
<tr>
<td>double-room flats</td>
<td>59</td>
<td>up</td>
</tr>
<tr>
<td>2.5-room flats</td>
<td>35</td>
<td>to</td>
</tr>
<tr>
<td>three-room flats</td>
<td>46</td>
<td>75 sq.m</td>
</tr>
<tr>
<td>four-room flats</td>
<td>22</td>
<td></td>
</tr>
</tbody>
</table>

Situation: The colony is located in the southwestern part of a huge area purchased by the city from one of the leading Lodz industrialists, the Heinzels. These German Catholics had strong aristocratic aspirations. They possessed countryside estates, with residences, a rambling park, forest and farms, as well as an aristocratic title. One of them was made a baron by Prince Sachsen-Coburg-Gotha in 1891.

This residential district, known as Julianów, is an interesting neighbourhood with a public park. Its radial layout became fashionable and still remains the most favoured locality in Lodz.

Layout and Architecture: The colony is an example of Lodz's middle class housing. It comprised 1 block of flats and about 50 one-storeyed semi-detached houses, each shaped like an urban villa. They are styled on the image of the manor house. In the 1920s the Polish manor house style was almost the leading artistic trend in architecture, corresponding well to the ideologies of the newly re-born Polish state. The typical features of the style were the complicated, tiled steep roofs, Baroque Revival detailing and columned porticoes, all usually combined on a small scale. Each house comprised 9-10 rooms, fully equipped technically, except for central heating.

Preservation: Unfortunately the number of subsidence alterations of the outside appearance of the buildings has caused problems. It has been almost impossible to control the process.

A similar example is the Officers' Colony, Kopciusko St. built in the manor house style. There are also three more cooperative colonies at Radiostacja district built in both modern and manor house styles.

'Lokator' Cooperative Estate, Lokatorska St. 1925 (f)

Figure 11: Lokator Estate. A charming detail above the main entrance to a block of the second phase involved in housing construction.

Investor: 'Lokator' Workers' Housing Cooperative was the oldest of its kind in Lodz. It was established in 1915 originally in order to consolidate tenants' interests. In 1925 it became
The flats have various standards. The oldest buildings have the smallest apartments (below 30 sq.m.) with shared lavatories on each floor.

The space between the buildings was arranged as an internal green area with children's playing grounds.

Marysin III - Workers' Colonies Association (TOR) Estate 1934-1935 (10)

The architecture of the flats is very rare feature in Łódź architecture. The corner windows and hedging boundary are an interesting architectural appearance of the Polish manor house style, while the latter are more simple, cubic masses, though with historic elements. The corner windows of the last block of flats are a very rare feature in Łódź architecture.

Figure 12: Lokator Estate. The pre-modern architecture of the blocks, seen from the inside of the scheme.

Figure 13: Lokator Estate. The same block as Figure 12, seen from the outside. Note the corner windows and hedging boundary.

Figure 14: Section of 'TOR' Estate House.

Figure 15: TOR Estate. Exterior view of housing of the type shown in Figure 14.

Architect: Designed by Regional Plan Office, Łódź; the double-floor type house designed by H. and S. Syr kul, leading Polish avant-garde architects.

Investor: TOR has a specially formed nation-wide association aiming at providing houses to the lowest-income groups.

Situation: On the Northern outskirts of Łódź on interesting terrain comprising a public park, which form an interesting street area. At Stoki there is a complicated layout comprising a public park, which links the blocks of flats area with single family housing colonies (the latter started partly before the war by TOR association).

The houses are of three types, two of them single-storey, and one double-floor houses. The latter are especially interesting. The living room has a gallery to be used as a sleeping annex. This unprecedented solution was generally not accepted by the residents.

Preservation: Since the estate seems to be a very outstanding example of cheap housing initiatives of the 1930s, it would be very desirable to control the process of change. The pressures for such change have been very strong here because of the size of flats. Effort should be done to upgrade the image of one street by implementing standard forms of porches, windows, etc., as well as by banning visible floor additions. The best preserved houses are to be put on the monuments list.

Wartime Housing: Stoki, Julianów and Radogoszcz (11)

Constructing houses is by no means the essence of war. However, in the 1940s the German authorities erected at least three housing colonies, at Stoki (for railwaymen and staff of the nearby prison), Julianów (now called 'Berlinck' or Little Berlin) and Radogoszcz (for refugees from bombarded German cities).

The first two of them are composed of several double-floor buildings comprising 4-10 flats. The situation of the Stoki and Berlinck estates was not accidental. They occupy slopes which were a very exposed location in the once empty surroundings.

They exhibit the typically German architecture with steep tiled roofs and segmental arch-covered windows with shutters, which is very unusual for the Łódź landscape. The buildings and gardens form an interesting street area. At Stoki there is a complicated layout comprising a public park, which links the blocks of flats area with single family housing colonies (the latter started partly before the war by TOR association).

1945-1989

Łódź generally did not experience war time devastation. Therefore, unlike Warsaw, most of the new post-war housing was situated outside the central districts. To date the area of post-war development row covers twice as much the 19th and 20th century core. The historical structure of the city was left almost intact. Construction of new housing there did not start until about 1975 ("Manhattan").

Investing in housing was at first a monopoly of the city/state administration, later becoming a monopoly of cooperatives which were huge and impersonal organisations. As long as it was economically possible housing construction was the essential element of the communist state social policy. To increase the pace of construction, the government introduced panel systems: from small and medium sized (Zubarki, Kosiny, Kurak, in the 1960s) to large sized (1970s, 1980s). Despite intentions, the panel systems appeared to be neither quick nor cheap.

Most young Poles possessed special housing bank accounts at various cooperatives. This enabled them to 'get' a flat after some time of permanent saving. However, the economic calculations became increasingly unrealistic. A shortage of flats made the situation hopeless in the late 1970s. The number of those theoretically entitled to a new flat is now terrifying since their money has already been spent. Nowadays new flats, even if they are constructed, are usually too expensive for an average Pole.

From an artistic point of view post-war housing has brought a total retreat from traditional aesthetics towards simplified modernism. Large flat districts, alongside private single family housing, in Łódź or in the countryside, were regulated in practice by various kinds of standardisation from...
the type of windows to the height of buildings. The choice of forms was very limited. In the 1960s the distance from the traditional shape of building was perceived as the measure of modernity. It was very rarely that housing kept the constraints of existing urban structure. Normally new estates tried to copy the 1930s ideals but they lost the human scale and decent standard of detailing. It became usual for public functions not to be housed properly. Many huge housing areas (especially those from the 1970s) have no service centres, giving them little chance of gaining individual identities. However, such is the shortage of accommodation that a flat in an unfriendly large panel district still seems to be the main aspiration of a great number of people. The most desirable flats are located at Baluty, Radogoszcz and in the city centre (highest prices: 4 million Zł./sq.m.).

The postwar housing architecture can be grouped in three stages: Stalinist social-realism, functionalist traditionally constructed and large-panel prefabricated.

Stare Miasto & Baluty 1950s, 1960s

An interesting, but unfinished, attempt was made to reshape the poor housing area of the former Jewish district at Stare Miasto, partly destroyed during the war, and the extremely substandard working class suburb (Baluty). The Stalinist social-realist housing tries to keep the lines of the streets (also those newly cut through, Zachodnia St.). However most of the old structures were not removed, they were left between new buildings preventing one from seeing and understanding the layout originally intended.

At Stary Rynek (Old Market Sq.), the former heart of the ‘agricultural’ Łódź, social realism housing gives a unified architectural appearance, with quasi-Renaissance arcades. The Southern side of the square was left unbuilt, thus opening it onto the park, which forms a green belt before entering the city core.

Some of the buildings in this area document the changing character of aesthetic orthodoxy. They were planned in more or less a functional way during construction they were modified to accept new ideas. The examples that can be seen at Kurak are not very spectacular (in common with most post war Łódź architecture, but still constitute landmarks in a rather dull surrounding townscape.

Teofilow District, 1970s

The district of Teofilow is an example of urban planning trends of a functionalist city: a major street divides the whole development into dwelling estates and an industrial area. The estates represent various forms of large panel technology. The oldest parts are situated closer to the railway.

The basic feature of the layout is the ‘comb’ system enlarged to a huge scale. Dozens of similar blocks of flats form a monotonous landscape of the place, which lacks visible focal points. A spacious church, the first one built in new districts under communist rule, could have no emphasised position. It is hidden amidst the buildings. Its architecture differs so much from the surroundings that it forms a closed world of its own.

There are similar examples at Zarzew (16) and Dabrowa (17). These are 1970s prefabricated large panel districts, with buildings of two heights (4 and 10 storeys) with an adjacent industrial area.

‘Manhattan’, 1975-1980

Nobody really knows if the public gave such a name to the place in praise or irony. This centrally located development occupies part of the historical space of the city. It comprises five gigantic 22-15 storeyed blocks of flats surrounding a windy and completely empty yard (Northern part). The contrast between their scale and the scale of 19th century Łódź is shocking. Most old buildings standing in the streets have been preserved not only because of their value, but also because of a lack of attention to detail that has typified much Łódź planning.

In the 1960s and 70s most of the historical structure of Łódź, especially at Florkowska St. was to give way to completely new development. This idea was realised here, fortunately only partly. The giant thoroughfare with single level crossings and some highrise office blocks were also part of the enterprise. At ‘Manhattan’ nearly no part of a public city scale programme has been realised, the sad remains of intentions are still visible.

However, a standard of flats is considered to be very high here, in spite of the inhuman scale and bad detailing. The estate has some unsolved problems including a shortage of parking places.

In the Southern yard one can see a post-modern primary school building.

Radogoszcz, late 1970s (Western part), 1980s (Eastern part)

The district splits up into two parts. The Eastern half gives a good impression of the standard of the 1970s with large panel housing, while the Western part represents a new attitude towards such districts. The designers (Z. Lipski and J. Wujek) tried to rescue the idea of large panel housing by forming both an attractive layout (central square with a main axis of composition, closed courtyards) and architectural details. Aiming at an individual identity for each block of flats, the place is the best example of a dwelling estate built recently in Łódź.

This paper is a slightly amended version of the itinerary of a field excursion at the AESOP Conference in Łódź, July 1993.

References

1. Koter, M., Rzecz przestrzennych i zabudowa miasta, unpublished manuscript kindly rendered accessible by the author.


Practice

TICCIH
The International Committee for the Conservation of the Industrial Heritage

Planning History readers may wish to note the existence of this organisation which is an international network for the conservation of industrial heritage. It issues a Bulletin containing details of relevant conferences and publications. TICCIH Bulletin is published and distributed to TICCIH national representatives four times a year. National representatives then distribute copies of the Bulletin to the society's members. The Bulletin is edited at the IET/IHBE in Boston. Contributions should be sent to the editor, IET/IHBE, 900 Boylston Street, Boston, MA 02116. The Bulletin is distributed to all members of the committee, and the list of subscribers is updated every two years.

H-Urban: An Urban History Electronic Network

A new Internet/Bitnet discussion group, H-Urban (Urban History), has been set up at the University of Illinois at Chicago (UIC) in order to provide an electronic forum for scholars of urban history. The UIC history department has a long-standing interest in the history of Chicago and other U.S. cities, ethnicity and urbanization, and of European and Russian urban development.

The primary purpose of H-Urban is to enable historians to communicate current research and research interests; to discuss new approaches, methods and tools of analysis; to share reviews of useful resources including monographs, journals, articles and primary source materials such as papers, maps, records and databases; and to announce calls for papers, conferences, museum and society shows, exhibitions, job opportunities, grants and fellowships.

H-Urban is also a forum for exploring the approaches, methods and tools used in teaching history to graduate and undergraduate students. UIC is establishing an electronic archive easily accessible to historians. Syllabi, reading lists, and examinations will be included in the archive.

The H-Urban advisory board consists of Burton Blustein, Perry Duin, Louis Kinnard and David Jordan of the Newberry Library, Michael H. Etter of Lake Forest College, Eric Monkman of UCLA, and Daniel Greenstein of University of Glasgow, Scotland. If you are aware of others who would be interested in serving on the advisory board, please let us know.

Discussion of cities throughout human history, and in all geographic areas, is welcome.

We hope you will subscribe to H-Net, and expand the already extensive network among urban historians established by the Urban History Association and other organisations. H-Urban is available to users of the Internet and Bitnet, the electronic networks linking many universities and government agencies. To subscribe to H-Urban, send a note to H-Urban@UIUCVM or listerv@uiucvm.uiuc.edu with the message: Subscribe H-Urban User Name.

In addition, if you have material you would like posted on H-Net, or stored in its electronic archive, please send it. If the information is available via the Internet or Bitnet, you may send it to H-Urban@UIUCVM or H-Urban@UIUCVM.

Other materials on paper or floppy disks (as well as questions or comments about H-Urban) should be directed to Wendy Plockin, University of Illinois-Chicago, History Department (M/C 198) 723 SEIO, 585 S. Morgan St., Chicago, IL 60607-7049. Phone: (312) 996-3141; Fax: (312) 996-0834; Bitnet: UIUCVM@UIUCVM; Internet: UIUCVM@UIUCVM.

H-Urban has been established under the auspices of H-Net, an initiative at UIC to establish electronic communication among historians and to educate historians in the use of electronic media. H-Net is affiliated with the History Network, and international organisation established to coordinate the efforts of historians worldwide in using Internet and Bitnet.

The On-Call Faculty Program

Professor Larry Gerckens writes:

When I took early retirement (at age 52) from the planning department at Ohio State University a few years ago, I resolved to create a society in support of American planning history (SACRPH) and to continue to teach American planning history (which I love) as an independent professor and visiting lecturer (becoming a professor 'On-Call').

SACRPH now has over 380 members and in November we will hold our Fifth National Conference. This has been most soul-fulfilling.

ON-CALL FACULTY, through which I teach, guest lecture, and promote the services of affiliates in all fields, ranges for experienced faculty and practitioners of distinction to teach university-level courses on a per-course basis and provides visiting speakers for colleges and universities, professional and interest associations, planning commissioners, and other civic groups.

Through On-Call, I present slide-illustrated talks on American planning history ($300-900 honorarium, plus airfare/auto mileage and motel), twoday short courses on planning history (University of Wisconsin-Milwaukee, University of Pittsburgh, and a number of state chapter APA meetings: $1500-2000, depending on travel costs), and two university-level courses, graduate or undergraduate: (1) American Urban Planning History; 1565-1990 (Shaping the American City), and (2) Survey of Urban Form ('World City Planning History').

I teach these 3-5 credit-hour courses on a flyin/drive-in for two-days-every-two-weeks basis, with 6-8 hours of class per visit and 6-7 visits (University of Michigan, Georgia Tech, Cal Poly-Pomona: $7200-9800 per course, depending on credit-hours, course enrollment, and travel costs). I have taught 28 such courses at 107 different universities (Toledo, Hawaii, Minneapolis State, Southern California State, etc.) since 1986. I am also available for a semester-term on campus as a Visiting Professor.

Temporary faculty services in planning history are called for: where either course demand or economics requires a course offering every two years and field-area-competent regular faculty are not available (Kansas State University: where course demand is high, but departmental priorities require regular faculty to be assigned elsewhere; University of Michigan: where a sudden faculty vacancy requires quick resolution (University of Cincinnati, following a death, and Southwest Missouri State on the unexpected departure of a staff member); where a regular faculty member teaching a planning history or urban form course takes a research leave (Georgia Tech), or goes on sabbatical leave (Cal Poly Pomona), where a faculty search is in process to fill a vacancy, and where an academic urban affairs or American studies program lacks on-campus urban planning program faculty support. Where any of these conditions exist, call On-Call.

Planning history is a natural topic for state chapter APA conferences (I'll address the Michigan Society of Planning Officials in Grand Rapids in October), for community planning functions ('keynoted' initiation of the new comprehensive plan for Kansas City last spring), and for local community leadership training programs, where I introduce the planning functions of government through planning history and profusely slide-illustrated Americana.

Think about it. Discuss it with others and, when the time comes, call On-Call. I'll love you for it. I get my soul-satisfactions from speaking on planning history. When I lack the opportunity to do so, I develop 'withdrawal' symptoms. Help keep planning history, and Larry Gerckens, 'high'. Call On-Call.

Urban/Planning History Syllabuses

Syllabus Exchange II, a cooperative publishing venture of The Urban History Association and The Valentine Museum, is now available. It is edited by Judy A. Lankford of The Valentine; it features a lengthy introductory essay by Richard Harris of McMaster University (Ontario); in addition to presenting its readers with 24 syllabuses, it also includes 15 research assignments. (Syllabus Exchange I is no longer available.)

To purchase a copy, please send cheque or money order (only in US dollars please) for: $25.50 within the US; $26.00 in Canada; and $26.25 for all other orders. Cheques must be made payable to: The Valentine Museum. Telephone, fax, e-mail, and COD orders will not be accepted. Send orders to: Syllabus Exchange II, c/o The Valentine Museum, 1015 E Clay Street, Richmond, VA 23219-1590 USA.
Report

Second International Conference on Rebuilt Cities, Lorient, France 20-22 January 1993

Alexandra Yerolympos, Aristotle University of Thessaloniki, Greece

Cities that were rebuilt after having suffered from sudden large-scale destruction, have rightfully been considered as real laboratory cases by all people involved in research as well as in practice. The doubtless, though not always explicitly acknowledged, impact of reconstruction experiences in the progress of theory was discussed during the first conference on the same subject, which took place in Brest, ten years ago. This year in Lorient, under a rather dramatic title whose English version “From Design to Destiny” appeared a little heavier than the somewhat more playful French “Dessin-Destin”, the second conference went on to focus on other aspects of the issue. 300 participants and 90 speakers were received cordially, and met in five sessions for three days. Although the programme was a busy one and a second conference we intened to focus on other aspects of the somewhat more playful French “Dessin-Destin”, which we had the opportunity to visit. Placed with the much discussed DSQ programme (D. velopement social du quartier) and under the baguette of Roland Castro, one of the main French star-system architects, a badly aging high-rise social housing complex of the 60s, is being transformed into an elegant central quarter. The original tenants are being moved away only for a period of three weeks, necessary for the complete renewal of their apartments, and I must admit that the whole operation was quite impressive, and the people profiling were so ecstatic with their new residences that I could hardly believe my eyes (and ears, when we were informed of the high cost of the operation).

Practically all historical periods were covered in the conference, starting with Rome’s reconstruction by Nero (a very interesting paper indeed) and ending with the operations now in progress in the thoroughly remodeled city of Beirut. Along the famous rebuilding of London in 1666 and of Lisbon in 1755, a great number of European reconstruction projects of the 20th century were mentioned. Belgian and Greek operations of the early 20s, rebuilding of Agadir in the 80s and contemporary reconstructions in Lisbon-Chiado, Eastern Europe and other parts of the world. Still the focus was placed on the immediate post World War II period and papers presented cases from Holland, Germany, Denmark, Italy, the Baltic countries, Poland and Hungary (Great Britain being surprisingly absent). Naturally the greatest number of contributions dealt with French reconstruction.

Almost half a century after the large-scale post-war reconstruction, the planning principles that prevailed at the time have been vividly questioned and criticised, not only by planners but also, and principally, by the residents, who are fleeing away when they can. What is to be done with those places so that they get back their departing inhabitants, present an attractive environment and at the same time encourage investments? These issues, which are strongly interwoven, generate different kinds of answers in this era of strong competition among cities. Certainly people need an environment of quality and beauty, capable of inspiring them affection and nostalgia, rather than repulsion and alienation. At the same time, if a city is going to assume new functions in an international context and attract investments, its image can work as a magnet (as well as infrastructure facilities). But then, image is more likely to be sought for through ambitious redesign schemes, aiming at international recognition, rather than at the search to local particularity and sensibility.

The conference was held in the Congress Palace, in the very centre of the city, a two-minutes walk from Quai de Rohan, the site of a prestigious redesign project which we had the opportunity to visit. Placed with the much discussed DSQ programme (D. velopement social du quartier) and under the baguette of Roland Castro, one of the main French star-system architects, a badly aging high-rise social housing complex of the 60s, is being transformed into an elegant central quarter. The original tenants are being moved away only for a period of three weeks, necessary for the complete renewal of their apartments, and I must admit that the whole operation was quite impressive, and the people profiling were so ecstatic with their new residences that I could hardly believe my eyes (and ears, when we were informed of the high cost of the operation).

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Exercising these questions with a remarkable absence of fanaticism, speakers and participants (including many municipal officials) agreed that the over-forty-years-old reconstruction is in the process of creating a new architectural heritage. That through an intelligent and inventive ‘reading’ of the contemporary urban scenery, which would use the urban project as an instrument of analysis, the architectural and spatial forms of the reconstructed city can be put forward, the existing qualities can be rediscovered and enhanced, and a feeling of attachment of the people to their everyday life space can be stimulated, even when material traces of older periods have disappeared from the townscape. In the plans that were exposed from projects that illustrated this effort, it was reassuring to see well drawn neighbourhoods with lively streets and squares - many squares and, fortunately, not too many commercial centres, office buildings, shopping malls, touristic marinas, which have nowadays become the indispensable cliché of most urban design projects.

References
1. The DSQ operation in Lorient comprises three sites (Quai de Rohan, Couret and Republique) and a total of 744 housing units. Quai de Rohan along has 480 flats.

Publications

Abstracts


This book explores Hopedale, Massachusetts, begun in the early 1840s as a Utopian experiment in Christian socialism. Two decades later the brother of one of the original colonists acquired it and converted Hopedale into a model town which lasted until the 1920s.

Professor Edward K Spann, then, used Hopedale to explore two apparently diverse strands of the nineteenth century search for the ideal community.


Why has the urbanised world always generated a small number of cities which are far larger than all the others, and which appear to dominate whole countries, continents, and perhaps even the world? The studies in this book follow the evolution of the megalopolis across the world from its origins in ancient times to its current dominant position, both in the industrialised and Third World. Case studies include Rome, London, St Petersburg, Moscow, Tokyo and Berlin.

Additional studies deal with the general characteristics of the megalopolis, stressing its implications for cultural life.


This volume of seven chapters previously given at the Society of Architectural Historians meeting held in 1990. Together, they provide an international assessment of the company town and include useful insights into the global processes that shaped the formative stages of the company town. Towns from Wales, France, Scandinavia, the United States, Chile and Argentina are discussed in this timely addition to the literature of the company town.
Two Urban Development Corporations, one through job creation, 'Leverage' (the ratio of public incentive to private investment funds), impact on local residents and the 'trickle effect' from enterprise down to the urban deprived.


The authors provide a well-illustrated, comprehensive urban history of St Catharines in a study commissioned by the city's century-old family-owned newspaper as a centennial project. The book is particularly strong in its discussion of the history of blacks in the city which was once the terminus of the Underground Railroad. The authors also nicely illustrate key elements leading to the automobile's dominance in the city.


The book uses Cincinnati to discuss the invention and growth of city's services in the mid-nineteenth century. The author rightly notes how the now taken for granted services were dramatic innovations in the mid-nineteenth century. His careful examination of municipal code details how the city created the foundations for these services. This is an original and important contribution to our growing knowledge of what in retrospect too often has seemed the 'natural' role for the city.


This is an engaging account of the history of the Cleveland Foundation, founded in 1914, as the world's first community trust. Special attention is given to the changing ways the Foundation has responded to the city's economic and social problems over time. The book should be of interest to a wide audience of public officials, community activists, other foundation members and academics who are interested in urban policy.


After discussing the origins of the public bath movement in Europe, the author analyses in depth the campaign to build public baths in five large American cities: New York, Boston, Chicago, Philadelphia and Baltimore. Special attention is given to the changing emphasis of that reform movement over time. This is a well-documented, well-researched, and a very readable history of the little-studied public bath movement that enhances our understanding of the ongoing struggle to reform immigrants and improve society.


The author combines an expert awareness of architecture and social history with information on art, geography, politics, biography, and technology in a host of essays that enliven twelve walking tours. Planning historians will find Clague's description of the post-war rehabilitation of the Cincinnati riverfront to be invaluable, as well as his material on the evolution of Cincinnati's central above-grade 'skywalk' system, one of America's most successful.


In the 'World cities series', this comprehensive urban geography of a modern industrial and political capital, dominating in size and influence a small country on the edge of Europe, begins by sketching Dublin's historical roots from Norse foundations through Irish and English influences to the emergent capital of an independent Ireland. The urban economy since 1945 is analysed, and attention focused on the youthful age structure, social structure and housing system. The book concludes with an examination of the emergence of serious inner-city problems arising from economic restructuring.


The West Bank is notable both for its ambitious urban development projects, and for some of the more rigorous restrictive planning policies of modern times. Prepared for the West Bank affiliate of the International Commission of Jurists, the book examines the planning system - legislation, controls, development plans and a massive programme of land seizure and house demolition - that have been adopted since 1967 by the Israeli occupying authorities.


Under the general headings of 'Local Planning', 'Metropolitan Planning', and 'Regional Planning', the sixteen chapters of the volume bring together contributions from leading academics and practitioners in the fields of planning, design, environment and urban studies.


This study of the cultural and historical geography of north-east Italy draws on the architectural texts and designs of Andrea Palladio for introducing the patronage culture of Venice and its hinterlands. It illuminates the relationship between metropolis and province, linking the transformation of city and country to visions of landscape derived largely from late Renaissance humanism. Through an examination of both the imaginative and utilitarian projection of idealised landscapes and the practical transformation of physical environments, the book explores the mentality of pre-modern Europe.


The greatest contribution of this book is to place landscape designer Jens Jensen in the context of other fellow designers of a progressive political stripe. The first three parts of the book are essentially biographical and the fourth and fifth part provides an analysis of Jensen's design style and legacy.


The 'expanded edition' of Creese's 1966 work contains a new preface and an epilogue, but otherwise remains in its original form. The book discusses the origin of the garden city movement and explains the actual building of that type of city in England. In addition the last part of the book describes the more recent influence of the garden concept in Greater Britain and elsewhere.


Taking a multidisciplinary and multinational approach, describes the historical development of urban landscapes and the roles of those who shape them. The first four chapters examine historical urban landscapes. A further five chapters review the nature and management of urban landscape change, and a concluding chapter by the editors sets out the achievements and prospects of urban landscape research within the field encompassed by the volume.

This book explores the history of housing in Hamilton, Ontario, for the past 150 years and places it within the context of present scholarship on housing in Canada and the United States. Topics covered by the book include the will to possess, mortgages, the rented house, the apartment building, distribution of housing among social classes and housing quality within the urban environment.


This comparative work of urban history explores the process of nineteenth-century town building in New Zealand, Australia, Canada and the United States.

Approaching urban history as the 'history of ideas and perceptions', the book focuses on what the people who established and built the towns and cities thought they were doing, as well as what other contemporary observers thought about these urban efforts.


Although slum clearance developed from nineteenth-century thought and practice, inner-city redevelopment had its intellectual origins in the 1900s. Activities such as slum clearance had a dramatic impact on those people and places affected, but political formulations of the slum question also had much wider repercussions for property and social policy. In particular, they had a major role in shaping distinctions that have marked modern British cities: between public and private sector housing, inner city and suburbs, house and flat. The book encompasses national policy formulation, as well as detailed local studies, particularly of London.


The author provides an intriguing and thoughtful look at the expression of national identity in the building of capitals and capital complexes over the past two hundred years. He concludes that the architecture of government is, by definition, political architecture and explores how that is expressed. He draws on the disciplines and methodologies of political science, anthropology, history, and philosophy to examine how symbolisms is communicated in architecture.


Presents an account of real estate development in British cities in the 1980s, focusing particularly on the relationship between property development and urban regeneration. Drawing upon case studies made in the north of England and Scotland, the book, following an introductory section on urban regeneration and the development industry, divides into four parts: the dynamics of land and property markets, development projects, forms of partnership, and city and property development.


This volume of essays grew out of the 'Times Square Conferences' sponsored by the New York Institute for the Humanities at New York University in 1988-89. It attempts to explore the 'made' quality of Times Square as built environment and social situation, and the role of 'image' in making it and maintaining it. Essays cover a range of subjects including the physical development of Times Square, its emergence as the city's principal entertainment district, as well as the idea of Times Square. Other essays explore sexual commerce as an aspect of the commercial culture of Times Square.


This volume, a catalogue for an exhibition at Harvard University Graduate School of Design, provides the most comprehensive selection of examples of 'neo-traditionalist' planning. It includes more than 30 plans and a discussion of planning tradition leading up to this movement.


Proceedings of the first Australian planning history conference held at The University of New South Wales in March 1993. The major theme was the contribution of individuals to the development of environmental planning, theory and practice but discussions ranged into many areas including the role of planning agencies and social movements, the history of planning ideas, planning education, the making of plan landscapes; the political, economic and cultural milieu of planning.

With an introduction by Gordon Cherry, there are over thirty papers organised around several major themes: colonial town planning, general perspectives on twentieth century planning, planning before the second world war, the postwar experience, biographies of individual planners, Canberra and Walter Burley Griffin, Sydney and planning history. Available from the Secretary, School of Town Planning, University of New South Wales, PO Box 1, Kensington NSW 2033, Australia (price includes postage).


This well illustrated book 'critically traces the development and impact of modern town planning in the City of Sydney while setting it in a broad social context'. An essentially chronological account, it derives its title from the laissez-fairism which has frustrated orderly visions for central Sydney since the late eighteenth century. The Accidental City is the latest in a series of titles in the Sydney City Council's Sesquicentenary history project. It represents the first commissioned commercial planning history in Australia and was previewed in Planning History Vol 14, No 3, 1992.


Harbours and rivers have always stamped the face of many cities. Waterfront Revitalisation is now one of the most important topics for planners. In this book the history of the development between harbour and town, between working and housing is documented by the example of the city of Hamburg. The broader context of the history of transport, harbours and urban development has also been researched. Working, housing, traffic and leisure are all related to the way the harbour has developed through the centuries and present an exciting part of urban history.

Publications


Written by architectural historians, the volume traces the history of planning and architecture during the inter-war years, against the background of the establishment of a Jewish community and the preoccupation of the Mandatory Power, itself pursuing much wider political, military and economic objectives. Chapter focus on Haifa before British administration, the imperial and regional priorities for Britain, early planning stages of the Carmel settlements and the inspiration drawn from the concept of the Garden City, the urban and architectural developments in downtown Haifa, redemption of Haifa Bay, and the nature and significance of the Modern Movement.


A product of the Industrial Revolution, and comprising the six pottery towns of Tunstall, Burslem, Hanley, Stoke, Fenton and Longton, together with the market centre of Newcastle under Lyme, the Potteries form a remarkable, yet little known, conurbation. Not only did the principal industry confer its name on the region, but created a unique urban landscape. To mark the visit of the British Association for the Advancement of Science to the university in 1953, the handbook provides the first major overview of the region, with contributions on the regional setting, the development of the Potteries, and the contemporary conurbation.


Three hundred illustrations, most in colour, colour a text that traces the features of the development of Parisian building architecture from Roman times, explaining the interaction of continuity and innovation and relating it to power, social structure, the property market, fashion, and the creativity of its architects. Often hailed as the most beautiful city in the world, its beauty is linked to the city's harmonious architecture, the product of a powerful tradition of classical design running from the Renaissance to the twentieth century.

Excluding ecclesiastical buildings, the book otherwise encomasses all buildings in public use. Both the Greek and English texts identify characteristic features of public architecture, and their influence on public architecture at the present day. In an historical outline of the period 1827-1992, greater emphasis is given to the post-war period. The book concludes with a commentary on recent developments, and particularly the dominant role played by late-modern and post-modern fashions.


The Landscape of Modernity provides fourteen essays that discuss various aspects of New York City’s development between 1900 and 1940. Although the volume includes a chapter on the Regional Plan of 1929-1931, most essays avoid the scenarios of visionary planners and examine how investors, ethnic groups, corporate moguls, garment manufacturers, and a myriad of other actors moulded the city. An important addition to the history of the planning and development of America’s largest metropolis.


This volume contains a collection of eleven essays first presented at a conference held on urban history at Duquesne University in 1989. The essays range chronologically from the sixteenth to twentieth centuries and focus on topics often that urban historians have largely ignored. Chapters of interest to planning historians include David R. Long’s essay on the John Reverter Plan for the San Francisco Bay Area and Robert B. Fairbanks examination of federal-urban tensions in the planning and development of Dallas Love Field.


The book offers a critical view of the way in which US cities are planned. It argues that zoning has not been used to promote the public good. The author also explores attempts to control the aesthetics of urban landscapes through historic preservation and also reviews attempts to promote, channel, and restrict urban growth at the local, state and federal levels. He places the US approach to planning in comparative context by briefly examining the planning systems of Canada and Britain.


The planning process has been under attack throughout Europe and North America for a decade or more. Through a detailed analysis of studies of the effects of planning, the book compares the low levels of urban containment in California with much higher levels in the UK. Some comparative insights are also drawn from the post-conflict Yugoslavian planning system. In a comparative study of the UK and California, the author finds many of the criticisms to be valid. Major changes are called for in the UK, such as the abolition of ‘Green Belts’, more permitted development, and a greater concentration on environmental impacts.


The authors present a detailed biography, from inception to the present, of New York’s Central Park, the prototype for the late nineteenth century urban park movement. Drawing on extensive, creative research in a wide variety of documents, this hefty volume is the first comprehensive history of the complex, contentious process of park making. These historians are the first to tell the whole, long story, as much as a history of the changing city, its peoples, politics, and ideologies as of the park per se.


This superbly written book examines the history of Chestnut Hill, a Philadelphia suburb, absorbed by that city in 1854, and traces its relationship with the larger city over a 140 year period. As such, it provides the first book-length study of the suburban-in-the-city phenomenon. It is deeply researched and utilised a large number of photographic and cartographic resources. The author’s grasp of architectural history is particularly impressive and helpful in supporting his larger arguments.


The author examines three centuries of Boston city planning, which he sees as the interplay between private gain and public welfare. The book pays special attention to the private acts which burgeoned the urban economy, including the informal decisions that created the long wharves and harbours in the seventeenth and eighteenth centuries, and the nineteenth century real estate undertakings which resulted in the Franklin Street district and much of Beacon Hill. This volume provides an important entree to the city’s planning history.


This is a thoroughly and clearly written study of cities of the Old Northwest Territory and St. Louis that examines how the historical existence of a heartland consciousness shaped an identifiable urban culture peculiar to the region. It traces the birth of these cities and their rise as centres of trade, transportation and manufacturing centres; explores them as leading sites of turn-of-the-century Municipal Progressivism and modern city planning; and concludes with a discussion of their aging and decline into the ‘Rust Belt’.


The author surveys urban planning in San Francisco, Oakland, Los Angeles, Seattle and Portland and assesses the role of businessmen in that planning process. Mansel Blackford finds little in the way of western distinctiveness in the five cities’ planning, suggesting that it mirrored what was taking place across urban America. Instead of a regional interpretation to planning, the book places planning within the context of progressive era reform and finds support for that interpretation of modern American history known as the ‘organisational synthesis’.


This is a worthwhile addition to the growing body of history and social science literature on redevelopment. It underscores the complexity of the process of urban redevelopment and notes is support from a number of groups including the liberal Americans for Democratic Action and various labour unions. Although not primarily a story about Robert Moses, the power broker plays a central role, using his various official and unofficial city and state positions to great advantage. Students of both planning and housing policy will find this book enlightening.

1993 Center for Urban Studies, Tokyo Metropolitan University, 1-1 Minami-Osawa, Hachioji, Tokyo 192-03, Japan, Fax: 042-77-2252.

The 1993 prospectus of the Center is now available. It includes details of the Center’s work. Of particular interest to planning historians are references to the recent work of EHI member, Professor Hirotsu Shida, including articles in (Japanese) on Grand Design in Japanese Planning History and its Perspectives and The Historical Development of the Intensive Land Utilisation Concept in Japanese Urban Planning - Outline of Development and Opinion of a Laissez-faire Economist in the Early Meiji Era. An English abstract of the latter is included in this report.

This report documents Moredun, in Edinburgh, which has Scotland’s last surviving examples of wartime emergency ‘prefab’ housing. It is available from DOCOMOMO Scottish National Group, Dept of History of Art, University of Glasgow, Glasgow G12 8QQ, Scotland. Tel: 041-339-8855 ext 5626. Fax: 041-330-4808.
Treasurers Report

The Planning History Group

Treasurer’s Report for 1992

1. The group’s income for 1992 fell back marginally towards its 1990 level. This was largely due to lower interest on deposits, with 1992 subscription income being more or less level with that for 1991. Increases, however, were recorded for subscriptions for other years (mostly advance payments for 1993) and income from leaflet distribution in Planning History.

2. A broadly similar level of expenditure to that of 1991 was incurred in 1992, although with some variation between the different heads of expenditure.

3. In view of the steps taken during 1992 to amend the Group’s Constitution and develop its activities towards that of an ‘International Planning History Society’ (as mentioned in last year’s report), a separate Development Fund has been established with an initial allocation of £2,214.00 to help provide for the costs of the transition.

4. Support has been given for advance preparation for two Conferences to be held in 1994 - one in London in April, and one in Hong Kong in June. As with the 1989 Bournemouth Conference, an underwriting allocation has been made to support these activities from the Seminar Fund, which now stands at £2,207.40. The project to prepare a list of UK planning theses is reported to be almost complete, and a small provision has been retained for final expenditure against this item in 1993, after which the fund will be wound up.

5. This is the final set of Accounts, Balance Sheet and Treasurer’s Report prepared under the title of the Planning History Group, and it is a pleasure on behalf of the Group to thank Mr E. G. Elms for once more acting as our Hon. Auditor, and for his service.

Planning History Group: Accounts for 1992

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| Bank 90-day a/c             | 5,265.67 |
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Audited and found correct: E. G. Elms (24 September 1993).

Constitution

INTERNATIONAL PLANNING HISTORY SOCIETY

1. Title: The name of the Society shall be the International Planning History Society.

2. Objectives: The objectives of the Society shall be:
   (i) to promote and develop the subject field of planning history;
   (ii) to encourage research into planning history and the dissemination of research findings;
   (iii) to provide opportunities for means of contact between members through (a) organising conferences, seminars, meetings, and (b) the publication of a regular bulletin;
   (iv) to develop links with other organisations concerned with planning history.

3. Membership: Membership of the Association shall be open to:
   (i) individual persons supporting the objectives of the Society. All individual members shall be entitled to attend the Society’s conferences, meetings and seminars etc. for a lower fee than non-members, when arrangements for such a lower fee can be made;
   (ii) institutions (eg libraries, educational and professional bodies, planning agencies, etc) wishing to subscribe to the Society’s bulletin.

4. Affiliation: Organisations concerned with research and education in the subject field of planning history and supporting the objectives of the Society may become Affiliates as follows:
   (i) Founder Affiliates - the Society for...
American City and Regional Planning History, and the Urban History Association;

(ii) Elected Affiliates - by application or invitation, and election by the Council of the Society.

5. Council:

(i) There shall be a Council of the Society with the following membership:

a) The Officers of the Society (ex-officio);

b) Twenty Members elected by and from the individual members of the Society. Inaugural elections shall be held for all Members in 1993 with half the Members so elected holding office for 1993-1994 and half for 1995-1997, the composition of the retiring fractions being decided according to the alphabetical order of the names of those so elected. Subsequent elections for ten Members (and any bye-elections) shall be held in 1994 and in succeeding alternate years. From 1995 each new Members shall normally serve a four year term of office. Retiring individual Members shall be eligible for re-election on subsequent occasions. Individual members may nominate themselves for election or be nominated by another individual member, providing that the candidate has expressed a willingness to serve if elected.

c) Two Representatives elected by the governing bodies of the Affiliates of the Society. Such representatives shall normally hold office for four year terms from 1993.

d) Not more than three Co-opted Members, who shall normally hold office for four year terms.

(ii) The Council shall meet on the occasion of each of the Society’s International Conferences (for which a quorum shall be the President and not less than five other members). The Council shall otherwise be empowered to conduct its business by correspondence conducted by the Secretary-Treasurer.

6. Officers:

(i) The Officers of the Society shall be: the President, Secretary-Treasurer, Editor: Planning History, and Conference Convenor.

(ii) The Officers of the Society shall be appointed by the Council of the Society from among the individual members of the Society. The inaugural terms of office of the President and the Editor: Planning History shall be 1993-94. The normal terms of office of the President, the Secretary-Treasurer and the Editor: Planning History shall be four years; the normal term of office of the Conference Convenor shall be two years. Retiring officers shall be eligible for reappointment.

(iii) The Officers shall submit annual reports (President - on the work of the Management Board and the general policy directions of the Society), (Secretary-Treasurer on the membership, accounts and finance of the Society), (Editor - on Planning History; Conference Convenor - on the Society’s International conference programme) to the Council.

7. Management Board:

(i) There shall be a Management Board of the Society with the following membership:

a) The Officers of the Society (ex-officio);

b) Three Members of the Council of the Society elected by and from the elected individual Members of the Council (who shall hold office during the terms of their Council membership);

c) Two Representatives of Affiliates of the Society appointed by the governing bodies of the Affiliates, who shall normally hold office for a four year term.

(ii) The Council shall have general oversight of the Society’s affairs, including the right to initiate general policy discussions and make recommendations to Officers and the Management Board.

(iii) The Management Board shall have power to conduct the general business of the Society and may establish working parties and committees to further the Society’s objectives.

8. Finance:

(i) The income of the Society shall be used solely for the administration of the Society, for its activities and in the furtherance of the objectives of the Society. The Management Board shall have the right to determine the expenditure of the Society.

(ii) The financial year of the Society shall end on 31 December. The Society’s accounts shall be audited annually and a statement and report presented to members in the Society’s bulletin.

(iii) The Management Board shall be empowered to determine annual subscription rates for Membership under Clause 3 (i) and (ii). Annual membership subscriptions shall become payable on 1 January. A member whose annual subscription is not paid by 31 March shall be deemed to have resigned.

(iv) The Management Board shall be empowered to determine any financial arrangements relating to affiliation under Clause 4.

9. Bulletin:

(i) The bulletin of the Society shall be termed Planning History.

(ii) The Editor of Planning History shall be empowered to appoint individual members of the Society as assistants and as members of an Editorial Board.

(iii) All members under Clause 3 (i) and (ii) shall be entitled to receive copies of Planning History.

10. Conferences, Meetings and Seminars:

(i) The Conference Convenor shall organise the Society’s programme of conferences, meetings and seminars in cooperation with the Society’s Individual Members, Affiliates and other organisations concerned with planning history. Such events shall be organised on a self-funding basis.

(ii) As far as possible the programme shall include an International Conference in each alternate year from 1994, such events being coordinated with those programmed by the Society’s founder Affiliates.

(iii) The Conference Convenor shall be empowered, in conjunction with individual members of the Society as assistants and members of local organising committees for events organised as part of the Society’s programme.

11. General Meeting:

(i) A General Meeting of individual Members of the Society and Members of Affiliated Organisations shall be held on the occasion of each International Conference.

(ii) General Meetings shall receive a report from the President on the business of the Society, may discuss any aspect of the Society’s activities, and make recommendations to the Management Board, the Council and Affiliated Organisations.

12. Constitution:

(i) This Constitution shall come into effect upon the receipt by the interim Secretary-Treasurer of the signed endorsements of not less than 11 of the elected Individual Members of the Council.

(ii) The Editor shall advise the Secretary-Treasurer of the publication of new membership approved and the new editions of Planning History which shall be available for display at the General Meeting.

(iii) The Council shall have authority to amend the Constitution upon the
Notes for Contributors

The prime aim of Planning History is to increase awareness of developments and ideas in planning history in all parts of the world. In pursuit of this aim, contributions (in English) are invited from members or non-members alike for any section of Planning History. Non-native English speakers, please do not worry if your English is not perfect. The Editor will be happy to help improve its readability and comprehension, but cannot unfortunately undertake translations.

The text for PH is prepared using Wordperfect 5.1 and PageMaker. Contributions on disk compatible with either of these systems are encouraged, with accompanying hard copy.

Articles

These should aim to be in the range 2,000-3,000 words. They may be on any topic within the general remit of IPHS and may well reflect work in progress. Illustrations are normally expected for articles. They should be supplied as good quality xerographs or black and white photographs where there are half tones. Articles should normally be referenced with superscript numbers in the text and a full reference list at the end, as shown in this issue. Authors should note that subtitles are inserted in articles and give thought to what these might be and where they might be placed.

Other Contributions

Other types of contributions are also very welcome. Research reports should be not more than 2,000 words. They need not be referenced, but any relevant publications should be listed at the end. Illustrations are encouraged, following the above notes. Similar short pieces on important source materials, aspects of planning history practice (eg in conservation) etc. are also encouraged. Abstracts of relevant publications originally published in a language other than English are especially welcome. They should follow the format in this issue.

Notices of Current Events

These are very welcome from any part of the world. Organisers of events should, however, bear in mind that PH is only published three times a year, normally in April, August and December. Copy needs to be in at least 4 weeks before the start of the publication date to be certain of inclusion. Please try to ensure that calls for papers etc are notified sufficiently in advance for inclusion. Later inserts are possible, at the time of dispatch, though sufficient copies, folded as required, must be supplied by the event organiser. Nothing larger than a single A4 sheet will be accepted. Every effort will be made to include such inserted news material without cost. However, the Editor reserves the right to charge for such material at normal advertising rates.

Notes for Advertisers

Planning History has a circulation of approximately 350, reaching most of the world’s active planning historians, mainly in academic institutions. Publishers in particular will find it a useful way of publicising new books. Advertisements can be carried either printed within the magazine or as inserts. Sufficient copies of inserts must be submitted in good time for despatch. Advertisements printed in the magazine must be supplied camera ready and respect normal deadline times. The usual charge is £50 for up to a single A4 sheet or page. Multiple page inserts will be accepted pro rata.
International Planning History Society (IPHS)

The Society was inaugurated in January 1993 as a successor body to the Planning History Society, founded in 1974. Its aims are to advance interrelated studies in history, planning and the environment, particularly with regard to the industrial and post-industrial city. Its membership is drawn from several disciplines: planning, architecture, economic and social history, geography, sociology, politics and related fields. Membership is open to all who have a working interest in planning history. The Society for American City and Regional Planning History (SACRPH) and the Urban History Association (UHA) are US affiliates of IPHS.

Members of IPHS elect a governing council every two years. In turn the council elects an executive Board of Management, complemented by representatives of SACRPH and UHA. The President chairs the Board and Council.

President

Professor Gordon E. Cherry
School of Geography
University of Birmingham
Edgbaston,
Birmingham B15 2TT, UK.

Phone: 021 414 5538

Membership

Applications are welcome from individuals and institutions

The annual subscription is:

- Australia 24.50 $ Aus
- Canada 21.50 $ Can
- France 90.00 FF
- Germany 27.00 DM
- Italy 23,500.00 Lira
- Japan 12,000 Yen
- Netherlands 30.00 Fl
- USA 17.00 $ US
- UK 10.00 £

Further alternative currencies available on request from:

Dr David W. Massey
Secretary/Treasurer IPHS
Department of Civic Design
University of Liverpool
Liverpool L69 3BX, UK.

Phone: 051 794 3112

Applications for membership should be sent to Dr Massey. Cheques, drafts, orders etc should be made payable to the ‘INTERNATIONAL PLANNING HISTORY SOCIETY’.