The articles in this issue relate to what was, what is and what might have been. They cover the very different settlements of Leeds, Chatham and Cambridge. As the exhibition in Australia and recent conferences have shown, there is considerable interest in the competition for the Federal Capital of Australia. In her article, Sheila Byard looks at Eilidh Searson's proposals. She relates her competition entry to her own work in Finland and tries to explore the kind of impact her scheme might have had if it had been carried out. It is stimulating to ask such hypothetical questions — they encourage us to review the original chosen scheme and assess the quality of the development as constructed.

The relationship between past and present is central to the other two articles in this edition, Alison Ravett and Wallace van Zyl relate the histories of two very different settlements and highlight the consequences of later political, economic and planning decisions for the very dissimilar groups of people living in Little Woodhouse and Grahamstown. They also address the future needs of these areas and their residents and the kind of action and policies required for their improvement. They both recognize the importance of local involvement and recognize that small scale physical measures can be helpful in that process.

Looking ahead, I wish IPHES members a happy and productive new year.

Canadian Centre for the Study of Capitals

Within five years, the Canadian Centre for the Study of Capitals (CCSC) will be Canada's leading centre for research and teaching about capitals, and a major force internationally. The Centre will also deliver a range of services and products, including courses for credit, policy advice and applied research for clients. The Centre's clients will be diverse and include university students and faculty, as well as all levels of government. The Centre's partners will include the public sector, national and international governmental organisations, and private sector bodies with an interest in capital cities.

The Centre's mandate is to promote interdisciplinary learning opportunities, provide policy advice, and carry out basic research for profit about the planning, governance, culture and development of capitals in Canada and world-wide. The Centre's focus is policy-oriented disciplines such as Canadian studies, political science, sociology, history, economics, urban and regional planning and public administration. A Steering Committee of the four participating institutions guides the work of the Centre: Université de Québec à Hull, University of Ottawa, Carleton University and the National Capital Commission.

For more information contact: Professor John Taylor, Department of History, Carleton University, 1125 Colonel By Drive, Ottawa, Ontario, Canada K1S 5B6. Tel.: 613 520 2600 ext.2818; Fax: 613 520 3201; E-mail: jayden@ccs.carleton.ca.


CALL FOR PAPERS

The 1997 Convention on Urban Planning, Housing and Design will be the third in a series, organised by the Singapore Institute of Planners and the School of Architecture, National University of Singapore, which started in the late 1980s. It will focus on the theme 'Cities for the 21st Century'. As the 21st century approaches, urban settlements around the world are confronted with pressing issues at the local, regional and international level. While the challenges facing cities in the developed and developing world may be different, there are also many common concerns. This is particularly the case as, increasingly, globalisation trends and information technology help to break down the once insular national frontiers and geographic boundaries.

Many cities in the world are plagued by common woes of overcrowposition, housing pressure, pollution, environmental degradation, infrastructural deficiencies and loss of identity. At the same time, others are excited by the promise of new technologies, the emergence of new design paradigms, the possibilities offered by economic growth and the renewed consciousness of tradition.

It would be meaningful at this juncture, to take stock of the development of our built environments and contribute to those that are in the making. Once again academics, professionals and specialists from the international community in such disciplines as architecture, planning, geography, urban studies, environmental sciences and related areas are invited to propose papers and panels which address the following themes:

'New planning paradigms and sustainable development in the face of rapid urban population growth, environmental degradation and concerns for resource conservation.'

'Infrastructure planning and development and the impact of advances in information and other technologies on city planning, housing and design.'

'The role of social and cultural factors in urban development and the creation and improvement of the built environment.'

'New planning and design concepts in the face of economic expansion, and the attendant lifestyle changes.'

Interested authors are invited to submit a concise, 500 word abstract and a brief c.v. by 31 January 1997. Authors of abbreviated abstracts will be asked to prepare a full-length paper in accordance with specific formatting and other publication requirements. Inquiries and abstract should be sent to Dr Heng Chye Kiang, Chairman, ICUPHD Organising Committee, School of Architecture, National University of Singapore, Singapore 119260. Republic of Singapore. Fax: 65 779 3078; Internet: alicasp@nus.sg. World Wide Web: http://www.arc.nus.sg/
Commemoration of Gordon Cherry’s Planning History Research and the International Planning History Society

IDEAS AND COMMENTS INVITED

The Council of the International Planning History Society is considering ways of commemorating the contribution of the late Gordon Cherry to both the Society and the field of planning history. A festschrift volume is already being considered, without financial implications for the Society. However, other ideas which would have financial implications have been suggested. These include the idea of an IPHS-sponsored Memorial Keynote Lecture at each IPHS conference and financial assistance for young researchers to give papers at IPHS conferences.


Proposals for either the main sections or specialist sections of this forthcoming conference should be sent as soon as possible to the conference committee. The call for papers for the chosen sections will be in April 1997.

Proposals or inquiries should be addressed to Professor Peter Clark, Centre for Urban History, University of Lancaster, Lancaster, U.K. or Professor

Donatella Catullo, Dipartimento di Storia Dell'Architettura, Istituto Universitario di Architettura, Venezia, San Polo, 2554-10135 Venezia, Fax: +39 41 715449, e-mail: catullo@iun.unive.it.

Fourth International Seminar on Urban Form, 16-21 July, University of Birmingham, U.K.

Extending over four days, this interdisciplinary conference will cover a wide range of aspects of the physical form of cities. Participants will be mostly architects, geographers, planners, historians and urban designers. The programme will include invited and submitted papers, posters and video sessions, excursions, an exhibition of publications and a new researchers’ forum. Themes on which paper sessions are planned include urban history, urban morphology and planning practice and the form of non-Western cities.

The conference will be organised by the Urban Morphology Research Group on behalf of the International Seminar on Urban Form and the Historical Geography and Urban Geography Research Groups of the Institute of British Geographers. Poster presentations are encouraged and ample display space will be provided.

There will be plenty of opportunity for informal discussions of displays, which will be in the main seminar room, adjacent to the room in which meals, tea and coffee will be taken.

The seminar language will be English, but every effort will be made to provide assistance for those who have difficulty in following presentations in English. A fee of about £195 is envisaged. This would cover administration, accommodation and meals, from afternoon tea on Sunday 18 July to afternoon tea of Monday 21 July. Those attending will be expected to meet their own travel costs. Those wishing to stay overnight before or after the conference can be accommodated (bed and breakfast) for an additional cost of about £25 per night.

Abstracts of proposed papers (about 300 words) should be sent as soon as possible to Professor J.W.R. Whitehead, Urban Morphology Research Group, School of Geography, University of Birmingham, Birmingham B15 2TT, England, from whom further information may be obtained. Tel: 0121 414 5536. Fax: 0121 414 5528. E-mail: univge@bham.ac.uk.


CALL FOR PAPERS

This interdisciplinary conference on Imperial Cities will consider the role of imperial design, use and representation of urban space in the modern period. It will embrace a variety of themes, including the ways in which urban landscapes articulated different visions of the imperial project; the place of urban spectacle within metropolitan planning and culture; cultural centres, free ceremonies, and so on. Preliminary statements should be sent by October 1997.

If any other members interested in submitting proposals, or with relevant suggestions, are interested contact the President, also by October 1997.

The contact address is: Professor J.W.R. Whitehead, School of Geography, University of Birmingham, Birmingham B15 2TT, England, Tel: +44 (0) 121 414 5536. Fax: +44 (0) 121 414 5528. E-mail: university@bham.ac.uk.

IPHS Electronic Network

IPHS is working on starting an IPHS Electronic Network. It would ease and speed up announcements to members and enable exchanges among members. For those members who have an e-mail address and who access it regularly, if they wish to be included on the new mailing list, please send a message to fo_euro@iphs.brookes.ac.uk. Once the Listserve is activated, you will be informed of the address to which announcements can be posted. This address will also be announced in Planning History.

If you plan your electronic network, you will receive IPHS announcements electronically rather than in print from that point on. This will make postings more timely and will save money for IPHS, savings that can be put to other uses. Of course, if you do not join the electronic network, you will continue to receive memos from the IPHS officers by regular mail.

Planning History will continue to be delivered to all members whether on the electronic network or not.

Job Exchange

Ever thought about living in Perth, Western Australia for a year and undertaking a new challenge? Well this could be your opportunity! Part of the European and Australian exchange arrangement I am a Town Planner currently employed in the City of Perth. I have fourteen years experience in State and local government planning, having been involved in a variety of planning disciplines. I wish to establish a job exchange with an equivalent qualified and experienced counterpart from Europe. My group of languages is poor, so a preferably English speaking country would be preferable.

The concept of the exchange will involve the swapping of job and house for a period of approximately one year, hopefully commencing December/January 1997-98. This will ensure both organisations and exchanges have ample opportunity to make the necessary arrangements.

There are no budgetary implications for the organisations supporting the exchange. Each party will pay their own travel expenses and continue to receive their salary from their respective employer during the exchange period.

For further information contact Noel Robertson, 42 Chatworth Road, Highgate, Western Australia 6006, Australia Tel: (Home): 08 328309 Tel (Work): 08 325314 Fax: 08 3263543 e-mail: noel@ozemail.com.au.


CALL FOR PAPERS

The power of the built environment to structure the practices of everyday life has received increasing attention since the Second World War. In the era of the ‘Plan/Non-plan’ the convenors invite speakers to discuss the attempts of the recent decades to analyse, promote, reform or overturn these frameworks, and in particular, to consider the relation of theory to architectural and urban projects actually undertaken.

Areas of the interaction of architecture and everyday life offered by the New Left (in the work of Henry Lefebvre and the Situationists, for instance), and revised by post-structuralism, has been destabilized by feminist criticism, the assertion of minority voices and the rise of ‘post-modern geographies’.

Many attempts to promote and reform the regulatory and planning power of architecture and urbanism have been issued by the architectural establishment itself. For some, modernist discipline, clarity and order have been the very

CALL FOR PAPERS

The Society for American City and Regional Planning History and The Urban History Association invites the submission of proposals for papers on all aspects of the history of urban, regional and community planning. The Program Committee welcomes individual papers as well as thematic sessions with two or three presenters. No more than three presenters will be permitted in each session.

These submitting individual proposals should send five copies of a one-page abstract of the paper, as well as one-page vita. Session proposals should include thematic title, abstracts of each paper, chair and commentator, along with vitae for each participant.

Submit proposals by 20 January 1997 to: David Schuyler, Program Chair, American Studies Program, Franklin and Marshall College, Lancaster, PA 17601-3001, Tel: 717 297 4247; Fax: 717 399 4413; e-mail: D.Schuyler@fandm.edu. Notification of acceptance will be mailed in mid-April 1997.

Society of Architectural Historians of Australia and New Zealand

The 1997 Society of Architectural Historians of Australasia and New Zealand (SASHANZ) Conference will be held in Adelaide, South Australia in late September. Planning is under way and preliminary enquiries should be addressed to: Peter Searby, Department of Architecture, University of Adelaide, North Terrace, Adelaide 5005, Australia.


The eighth international conference of the International Planning History Society will be held at the University of New South Wales in Sydney, in mid-July 1998. The conference will take its theme as 'Taking Stock: the twentieth century experience'. Promoting a dialogue with contemporary policy issues and debates, the primary focus will be on critical evaluations of the ideas, ideologies, institutions, achievements, constraints, problems, legacies and challenges of urban and regional planning in the twentieth century. A regional focus on Asian/Pacific Rim cities will be encouraged. Formal calls for papers and other conference information will be distributed from early 1997.

If you are interested in presenting a paper and would like to be held on the mailing list, please contact Dr Robert Freestone, School of Planning and Urban Development, University of New South Wales, Sydney, NSW 2052, Australia, Tel: +61 2 9385 4836; Fax: +61 2 9385 4831; e-mail: R.Freestone@unsw.edu.au. There is a temporary conference information website at http://www.arch.unsw.edu.au/notice/sashanz/.

Society of Architectural Historians of Australia and New Zealand

Despite the grievous loss of our founding President and friend to many of us, the International Planning History Society remains in good heart. I was honoured when the Council of the IPHS unanimously approved my becoming the Society's new President for the remainder of what would have been Gordon Cherry's first term, that is from 1996-98. In 1998, the conference will be held at the University of New South Wales in Sydney, in mid-July 1998. The conference will take its theme as 'Taking Stock: the twentieth century experience'. Promoting a dialogue with contemporary policy issues and debates, the primary focus will be on critical evaluations of the ideas, ideologies, institutions, achievements, constraints, problems, legacies and challenges of urban and regional planning in the twentieth century. A regional focus on Asian/Pacific Rim cities will be encouraged. Formal calls for papers and other conference information will be distributed from early 1997.

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Society of Architectural Historians of Australia and New Zealand
IPH TREASURER’S REPORT FOR 1995

1. The Society’s income for 1995 was somewhat down in relation to that received for 1994. Most of the fall back came from the subscription income area; however, interest on our accumulated balances increased by over £100.00 after a long period of falling revenues. Advance subscriptions of £357.36 were received for 1996 and 1997.

2. The Society is very grateful to Professor Shun-i Chi J. Watanabe for acting as membership secretary for most of our members in Japan, and to Professor Lawrence Gerckens of the Society for American City and Regional Planning (IPh Affiliate) for collecting subscriptions from many IPH members in the United States.

3. In terms of expenditure, there were increases in the cost of Bulletin production and administration costs (the latter related to some ad hoc clerical support for the Secretary-Treasurer), but reductions in charges for membership mailing. There were no movements in the Seminar Fund this year. The net outcome of the income received and expenditure incurred was a small surplus, which has been added to the Bulletin Fund.

4. The bulk of the Society’s funds are held in Deposit and 90-day High Interest accounts with the Royal Bank of Scotland. The Bank continues to provide a helpful service, not least in dealing with members’ subscription payments from a wide range of overseas financial institutions in sterling and non-sterling currencies.

5. The Society wishes to express its thanks once more to Mr. G. Ramwell for checking the accounts as Honorary Auditor.

Accounts for 1995

**BALANCE at 31 December 1994 represented by:**

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**SUPPOSING IT WAS SAARINEN’S CANBERRA?**

Eliel Saarinen, 1873 - 1950, was second prize winner in the 1912 international competition for the design of a national capital for Australia. What kind of Canberra would we have had if Saarinen had won the competition instead of being runner up? This paper is a first attempt to respond to this question.

His proposal is examined in the light of his other planning work before he left Finland for the United States of America in 1923. It is suggested that his work in the early period including the design of the railway station in Helsinki, and the plans for Mustikkamaa-Haaga, Tallinn (Estonia) and Budapest promised the capacity to blend the principles of Site with the hard objectives of “utilitarian development and economy” of the 1921 Federal Capital Advisory Committee, to preserve, against these officials and their successors, the idea of “the evolution of the National City in lines that are architecturally monumental”. Saarinen’s Canberra might have offered the very synthesis of environmentally sensitive planning, livable urban space and good architecture which we still seek at the end of the century.

Introduction

They call her a young country, but they lie:
She is the last of lands, the emptiest...
Without songs, architecture, history:
(from ‘Australia’, A.D. Hope)

By contrast with the arid Australia without architecture of which Hope spoke, in 1995 the nation, or the national capital at least, seems to be agog with interest in the work of architects and planners; or so it seems from the current round of exhibitions and book launches. As far back as 1947 Robin Boyd called the winner of the 1912 international competition for the design of Canberra, Walter Burley Griffin, “a prophet”. Certainly, the current reappraisal ranks Griffin with the most significant figures in the first hundred years of Australian architecture and planning. Since the filling of Lake Burley Griffin in 1966 it has been increasingly hard to consider Canberra without images coming to mind of the Griffin’s original designs for the proposed federal capital. These plans with their great sheets of water as a unifying feature have become a recurring motif in accounts of the national capital of every type, ranging from official publications of the National Capital Planning Authority and the brochures of the Canberra Tourism Authority to the campaign posters for the Yarramundi option for the Australian Museum. The modern reality of Canberra and, in particular, this image, makes it hard to review the alternative designs for the capital as they were presented in 1912. Those who market the story of Canberra are inclined to caricature the entrants other than Griffin, offering only a stock image from an entry to show what was rejected.

Then it is the water features of the second prize winner Eliel Saarinen which we most remember as constrained and formal (Fig. 1); indeed the National Capital Planning Authority’s Visitor Centre at Regatta Point displays this very image with the comment that Saarinen proposed “a city of forbidding formality”. As decades have past, while Burley Griffin and Marion Mahony have been celebrated for their work, the runners-up have become all but forgotten in Australia, except for the odd amusing comment about Saarinen’s seventeen bridges across the Molonglo, or the third prize winner Agache, who proposed a Champ d’Aviation, a mere 250 yards in length.

This paper has its origin in an attempt build on the important work of Professor John Ryan for the 1995 National Library of Australia exhibition ‘An Ideal City? — The 1912 Competition to Design Canberra’. The idea was to try to track down information about the several Scandinavian entrants in the 1912 competition, an attempt frustrated in part by the paucity of the...
Australian architecture in relation to this matter? An Ideal City, although it necessarily gives pride of place to the Griffin entry, and to the question of the extent to which Griffin's ideas first been put forward according to Griffin's ideas, does present several aspects of Griffin's proposal. Thus it is not inappropriate to look more carefully at this proposal, especially in the light of what we know about the difficulties encountered by Griffin in realising his conception. Perhaps this paper will be able to open the way to a renewal of interest in Griffin's work as an urbanist.2

Saarinen — a prophet for the Australian desert? If we think again of Boyd's characterization of Griffin as a prophet can we not ask if Saarinen, the Finn, might not have been able to fulfil a prophetic role in the "for south land"? Saarinen has been referred to as a "cosmopolitan" — a person who travelled the world and was at home everywhere, seldom showing any visible signs of alienation or non-adjustment.4 It is possible to see the roots of the later cosmopolitan, not so much in the young Finn, as in the young provincial, a type we know well in the antipodes. After a period of collaboration (1896-1905) in Helsinki, with Gesellius and Lindgren, and then with Gesellius alone (1905-1907), Saarinen's focus became increasingly international. An early work from the collaboration shows the importance of national sentiment for partnership; the Tulberg building in the Katajanokka district of Helsinki (1897-1898) was the true first competition success. This significant private commission can be seen to represent both the struggle towards the National Romantic style and the essential eclecticism of these, and other, Finnish architects of the period; the references not surprisingly are towards the work of the Swedish greats, Fredric Borberg and Isak Gustaf Clason (and ultimately to H.H. Richardson). What is perhaps more interesting is that two of the contemporary eyes looking at contemporary photographs of the building is to note the bareness of the terrain which provided the backdrop for its fine design. Just as Chicago in the decades after the fire provided an impetus for architect and planner alike, so the sapid growth of the Nordic capitals at this time created opportunities for the commissioners for multi-storey buildings which were to transform the streetscapes hitherto dominated by the wooden structures and Neo-classical forms, which in Helsinki's case were the residue of the Swedish and Russian empires. It had been only after 1812 that Helsinki had replaced Turku as capital of the Grand Duchy of Finland. The design debates of the early years of the twentieth century in which Saarinen and his collaborators took part, reflected a wider social and political ferment, flowing from the struggle to establish separate nationhood.5

For young architects in Helsinki, "Finnish style" meant a range of issues arising from the impact of the Finnish Handschucks' movement on interior design to the possibility of incorporating extensive use of granite in new buildings, rather than simply exporting it for the foundations of St Petersburg. Essentially the object was to find an authentic alternative to the Empire style of C.L. Engel's Helsinki.6

This background, admittedly not unusual for the time, is part of what produced the multi-lingual cosmopolitans who could be expected to keep up with what was happening in the field by visits and through the professional journals of the day. In French or Swedish but also in French, German and English; Saarinen said his goal was "to get rid of the confused and academically entrenched eclecticism of my schooling and also avoid that style which I regret to say was so attractive to all of us young romantics".7

The Saarinen studio between 1905 and 1912 was a solitary Saarinen at Hvittrask (I. and K. Saarinen Collection). The Saarinen Studio between 1905 and 1912, (Fig. 1), the plan of the principal means of communication between the Federal capital City and the suburbs by surrounding the general disposition of the town, an account of the quarters, and three perspectives showing the grouping of the main buildings. The entry point for his scheme was to be the central railway station. "It is of great consequence to make against the centre of business, because thus the communication between the future suburbs and the business quarter is facilitated. An expansion of the said business quarter is possible towards the south and south-east. South of the station is the market place with the market halls. To the north-west of the station lies the City Hall, the Police Station and the Exchange. The business quarter can expand along the broad avenue running through the town to the north bank of the river."

The official and diplomatic quarter was to be placed west of the station. Here at the intersection of the road and the river, "an imposing office building," the Parliament, with the ministries curving away on either side, and the residences for the Prime Minister, beyond and to one side, the organs of government grouped in an imposing arc; on the south side on "wwooded slopes", leading to a beautiful park. Thus the axes for Saarinen's plan were set with a line between the parliamentary precinct and Mount Ainslie (as it was on the modern Anzac Parade alignment) intersected at right angles, on the south bank of the Molonglo, by a boulevard or "park avenue", as he called it, running from the west towards the town, linking the National Art Gallery, museums, libraries and the National Monument to the principal transit centre. Opposite this, the embankment of the river, to be devoted to the University, its hospitals and park, and the Military district. Two of Saarinen's perspectives deal with the Parliament seen from north side of the river so that the mass of the building is set against the sky, and from the east so that the minarets can be seen flanking the two directories forming a harmonious suite of structures. The third perspective (Fig 1), the strangely surreal pattern of water and buildings often used to deride the Saarinen entry, can be seen more clearly now as a vista combining power and intimacy. Opposite this was the hard, Fifth Avenue-like ranks of buildings descending from the parliamentary/governmental sector on the right to the picturesque business block behind the university and hospitals on the left. Far in the distance is the industrial zone in the east so that the "residential part rests not too far from the trendy disposed factory smoke".

While the constraint of the river into a series of water features, and relatively cluttered appearance of the

Torben Grut, one of the group associated with the Swedish journal Arkitektur, commented on the decision of the Design Board (or jury) in a lengthy article published late in 1912.19 Saarinen's entry, Grut commended as well worth considering not least because it was knowledgeably and well theorized, although he was less enthusiastic about the system of roads, which was altogether too strongly dominated by the requirements of his plan making it unnecessary to live there would make you sick.20

The Saarinen entry The design submission from Saarinen included two sections (perhaps the least successful element of the entry), the plan of the principal means of communication between the Federal capital City and the suburbs by linking the general disposition of the town, an account of the quarters, and three perspectives showing the grouping of the main buildings. The entry point for his scheme was to be the central railway station. "It is of great consequence to make against the centre of business, because thus the communication between the future suburbs and the business quarter is facilitated. An expansion of the said business quarter is possible towards the south and south-east. South of the station is the market place with the market halls. To the north-west of the station lies the City Hall, the Police Station and the Exchange. The business quarter can expand along the broad avenue running through the town to the north bank of the river."

The official and diplomatic quarter was to be placed west of the station. Here at the intersection of the road and the river, "an imposing office building," the Parliament, with the ministries curving away on either side, and the residences for the Prime Minister, beyond and to one side, the organs of government grouped in an imposing arc; on the south side on "wwooded slopes", leading to a beautiful park. Thus the axes for Saarinen's plan were set with a line between the parliamentary precinct and Mount Ainslie (as it was on the modern Anzac Parade alignment) intersected at right angles, on the south bank of the Molonglo, by a boulevard or "park avenue", as he called it, running from the west towards the town, linking the National Art Gallery, museums, libraries and the National Monument to the principal transit centre. Opposite this, the embankment of the river, to be devoted to the University, its hospitals and park, and the Military district. Two of Saarinen's perspectives deal with the Parliament seen from north side of the river so that the mass of the building is set against the sky, and from the east so that the minarets can be seen flanking the two directories forming a harmonious suite of structures. The third perspective (Fig 1), the strangely surreal pattern of water and buildings often used to deride the Saarinen entry, can be seen more clearly now as a vista combining power and intimacy. Opposite this was the hard, Fifth Avenue-like ranks of buildings descending from the parliamentary/governmental sector on the right to the picturesque business block behind the university and hospitals on the left. Far in the distance is the industrial zone in the east so that the "residential part rests not too far from the trendy disposed factory smoke".

While the constraint of the river into a series of water features, and relatively cluttered appearance of

Fig. 2 A solitary Saarinen at Hvittrask (F. and K. Saarinen Collection)
the area between the parliamentary precinct and the waterfront, as well as upon the other buildings along the waterfront, which only later yielded to the parkway of modern Canberra. Soon, with an engineer’s eye, these have all been installed along the backslope of the wooded hills; there would, no doubt, had there been significant savings in a more compact form of settlement to offset the expensive riverside engineering works. In the long run, the most enduring element of Saarinen’s design for Canberra seems to have been the sketches for the public buildings. Indeed, some have said that it was the excellence of the drawings which must have decided the majority of the Board to offer him the second prize.21 Certainly it is as an architect of the monumental that many have seen his chief importance, especially after the Chicago Tribune competition.22 And it is a tribute to Saarinen that the Griffins were not averse to borrowing from him.23

Yet it could be the great opportunity lost with the Saarinen plan was the way it related its integrated road/transport system to the disposition of the suburbs to be based. How significant Saarinen saw this as being is born out by the dominance in the text of the report of material relating to these matters. Just as the Munkkiniemi-Haaga suburban developments were to grow along new rail and electric tram lines, so double and single circle routes of varying circumference were to provide the backbone of the transit system. Canberra, while motor vehicles seem to be provided with a width of street expressly for their use. Both the hierarchy of roads and the relation of the rail systems to the principal parts of the city can be seen in the accompanying illustration (Fig. 3). The inner tram line to serve the University and its hospitals can be seen curving north-west from the vicinity of the barracks — with great precision — to follow the route of the present Bracie on the west of Sullivan’s Creek, through the grounds of the modern university. More interestingly the disposition of the transport system on the topographical map of the Federal Territory, of the principal means of communication, shows that Saarinen supposed that the city’s development would be in a series of compact stages not unlike his schematic proposals for Greater Tallinn and for Greater Helsinki to which we have already referred, and quite unlike the dispersed form of the suburbs of the 1960s and 1970s, developed by the National Capital Development Commission, which has led to the petrol engine dominated Canberra of today.4

Grut’s criticism of Saarinen’s plan at the time was, as you will recall, that the streets were too curved. According to Saarinen, drawing secondary streets with a slight curve enabled variations in view without compromising clarity. While so much villain and now house would form part of the plan it was appropriate to contemplate residential development both of the 3-4 and 5-6 storey type. These residential developments would afford a pointer opportunity for aesthetic arrangement of views. “The arrangement of the residential streets and the grouping of the various house-blocks around them admitt of creating many kinds of interesting street and place scenes from the finite and the picturesque point of view.”5 Perhaps the careful drawn density of the central capital area implied a lack of imagination on Saarinen’s part, although his other work from this period demonstrates a capacity to place dwellings sensitively within landscape. Certainly there would be no need for a contemporary push for a more consolidated urban form in Canberra had this scheme been implemented, but perhaps what he referred to as the “special characters of the towns” derived in part from the temperament of the population, would have worked with Saarinen to produce a different “physiognomy” for the capital than he at first proposed.20

It is possible to imagine that Saarinen’s broader social and international experience might have given him the ability to work in Australia,24 especially with, and around, the officials who were such a base to Griffin (what Hancock, another son of the vicarage, referred to as “terrible men who counted costs and knew a great deal about sewers”).25 It was in the dying up of commissions at home, as much as the political and social ferment this cataclysm of the First World War, which was to drive Saarinen to look beyond the borders of Finland for a context for his creative work in 1919 and ultimately to the United States, although he returned virtually every year to summer at Hvittrask.

Could this man still have become a dynamic influence on Australian architecture and planning, given that Griffin by then had parted company with the government?26 A friend of Alvar Aalto asked the question, “Is it not conceivable that at the time just after Richardson, America and the Scandinavian countries had approximately an equal chance to build up an architecture that not only confined itself to a few scattered examples but grew to the proportion and the environment?” In your corner of Europe a bridge seems to have been built from that time right into our own. The gap between Richardson’s time and our own seems to have been spanned by a bridge which has offered you a safe crossing. Who built this bridge?27 Aalto answered “Eliel Saarinen.”28 What might Saarinen have done in Australia, supposing the same forces were at work?

NOTES

1. This is an edited version of a paper given at the Urban History/Planning History Conference held at the Australian National University, Canberra in June 1995. I am grateful for the assistance and encouragement of the following people in the preparation of this paper: Rob Enrick, Chrissie Rickson, Riazi Nikula, Heikki Muto, Helen Porfyriou and Cecilia Wahmer.
4. This is not to reflect on the work of the Australian Archives, but rather the consequence of the treatment of entries at the time. Of the 137 entries most were returned without detailed record of their nature and for the most part we are dependent for information on the copies which were made of the entries which were short-listed, which are to be found in Australian archives, CRS A 710. In the case of Saarinen’s entry the following comments relate to Report accompanying the Design also to be found in CRS A 710. I have not yet been able to locate the original from which this transcription was made. See also John W. Reps, “Competition in the 1912 Competition for the Design of the Australian Federal Capital,” Planning History, Vol. 15, No. 4, 1993 pp. 65-53.
6. Here we note the recognition of Saarinen’s work in Paris last year at the time of the ‘The City; Art and Architecture in Europe 1870-1938’ exhibition in the Pompidou Centre when Riazi Nikula spoke on the 1915 Munkkiniemi-Haaga plan. It must also be said that Saarinen research has been put on very solid foundations by the collaborative work through the 1980s supported by five different agencies which culminated in the monograph produced in 1990 by the Museum of Finnish Architecture, Eliel Saarinen: Projects 1896-1951. This massive volume includes the work not only of Marika Hansen, Anna-Lisa Anberg, and the late Kimmo Mikola but also a painstaking catalogue of projects by Tyyni Valle. See also Eija Ruuska, “Eliel Saarinen — The Finnish Period” Finnish Museum of Architecture Bulletin 306, Helsinki (Translated Henrik Murtos, 1996). 7. Marika Hansen, “The Architecture of Eliel Saarinen” in Hansen et al. op. cit., pp. 7-82.

Fig. 3. Saarinen’s Plan for the Australian Federal Capital
Planning Perspectives, 7, 1992 pp.263-301.
13. David Van Tyll, ‘Kinnio Mikkola: “The thing that attracted the Board to his proposal was its insistence that the evolution of the new city on harmonious lines would depend on the practice of good planning: that there should be model making before the development of specific sections of the city, that there should be review of these models and the oversight of private and public building by "building committees" with a charter to attend to technical matters, to hygiene and to aesthetics. But we can suppose that Saarinen was uniquely suited to the committees/commission-driven town that the capital was of Melbourne; Griffin for his part was one said “I will not sit on a board.”’
14. Alvar Aalto has spoken of the way in which Saarinen’s work (for Finland) involved eliminating ‘some of the architectural illiteracy and some of the inferiority complexes in a country removed from the larger cultural centres of the Western world.’ Alvar. Foreword to the revised edition of Christ-Janer’s Eliel Saarinen, University of Chicago Press, 1979, p.iii.
15. Macartney, op. cit.
16. Eliel Saarinen, Design for the National Capital Competition Australian Architects, IRS A.710, Items 30-40 (‘Redesigning the Capital City: The Design’ (Transcription, 17 pages), 1912 p.3.
17. Saarinen’s entry proposed major retaining works for the river, away from the ornamental stretch. A planner who was prepared to fill Toloelohali Bay would have been understood by the time to engineer the Moloknians. Yet even these claimed them and later to know the terrifying force of some flooding in this valley could be caught out, as happened later with the National Capital Development Commission when seven people drowned after development had begun at Woden. Some commentators have seen King O’Malley, the Minister of Home Affairs in the Labor Government at the time as having a strong political interest in the implementation of labour intensive projects which would have the Minister personally dispensing pay to the day labourers.
18. Reps has J.D.Fitzgerald, a founder of the Australian Town Planning movement, saying of Saarinen’s entry, ‘The suggestion for the adaption of quite solidly Egyptian in places and the curving well-beautified area at front of these would make a splendid decoration’ Reps also wrote that Saarinen himself seems to have been born to command by his capacity to generate these striking forms; Hauser, op. cit. p. 80 shows us shows a sketch of a monument—‘a crown for the city’—presented by Saarinen to Sibihus in 1915, for the latter’s 50th birthday.
20. I am thankful to Rob Freeston for pointing this out to me. See the ‘design for municipal center covering railroads Melbourne railway center group’ Griffin, Malcom Makung The Making of America, (microform), Historical Society, New York, 19.
22. Saarinen, op. cit. p.9 f.
23. Perhaps the thing that attracted the Board to his proposal was its insistence that the evolution of the new city on harmonious lines would depend on the practice of good planning: that there should be model making before the development of specific sections of the city, that there should be review of these models and the oversight of private and public building by "building committees" with a charter to attend to technical matters, to hygiene and to aesthetics. But we can suppose that Saarinen was uniquely suited to the committees/commission-driven town that the capital was of Melbourne; Griffin for his part was one said “I will not sit on a board.”
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27. Saarinen Canberra Letter 4 of enquiry re competition for design of Federal buildings, Australian Architects, IRS A.29/01, Item 410/0/22.
28. A competition had been announced in London for the selection of a design for the temporary Australian Parliament House, with an international board including Louis Sullivan and Otto Wagner, one week before the outbreak of World War One. James Weirick has written that Saarinen was asked in 1922 to replace Wagner on the jury, as no German could be politically acceptable at that time. James Weirick, ‘The Griffins and the Great War’, Urban Planning History Conference, Australian National University, Canberra, 1995.
form and open space. By removing barriers to access, traffic-free public spaces may undo what has been termed “environmental injustice”, i.e., inaccessibility, exclusion or unequal distribution of resources. When different elements of the city are integrated and compacted, this allows groups and individuals to share a greater range of opportunities and facilities, and may promote equity in a just city.

When one asks what type of urban spaces attract people, then surveys and observation seem to suggest that the answer is other people and activities. According to Whyte, spaces that attract people have food, water and trees, but most of all seats. Yet some business organisations and local authorities fear that the provision of seating may attract undesirable or marginalised people. This results in a tendency to cut back on the provision of seating, firstly, to focus shoppers on their “prime mission” and, secondly, to discourage undesirable people from lingering in town. Brumilia and Longo suggest that this strategy is self-defeating, because it makes pedestrian zones less desirable for everyone, but it is embedded in past policy and attitudes.

In South African cities in general, and Grahamstown in particular, there are even more pressing reasons for providing adequate and properly placed seating, which can be summed up by the three phenomena: namely, pedestrians, street-sellers and minibus-taxis. Car ownership among blacks is lower than that of whites, and public transport is poor, which means that the main means of transport are walking and private taxis. For example, street surveys in Grahamstown revealed that 28 per cent of respondents (mostly blacks) walked ten blocks or further. Since ten blocks are a very crude indicator, in reality, some people might walk distances of several kilometres. Then, too, there is a shortage of informal resting places, particularly for mothers, children and the elderly. Why should the public pay for seating in a restaurant as the only alternative?

In a townscape context, Cullen suggests that conservation implies a marriage of old and new in which good neighbourliness and sympathetic planning will produce an harmonious environment, but ideals like “good neighbourliness” are hard to find on the frontier. Local authorities are prone to be project-oriented, rather than conserving whole districts, and thus projects are often undertaken in isolation. In times of economic boom, public open space and public buildings may be sacrificed to obtain “higher or better uses”. At a conference in Basle in 1985, McNulty reminded us that market forces are short-term, but environmental concerns are long-range.

Private developers therefore require guidelines to harmonise the different time scales between conservation and development, otherwise a “human townscape will disappear.

Paths and Public Squares

The commercial activities in the Grahamstown core area can be analysed in terms of three elements: generators, paths and nodes. Moving west to east, there are three major paths — namely, High, Bathurst and Broncho Streets, and two major nodes along this route — namely, Church and Market Squares. In the west, Rhodes University, with its 5,400 students, is a major pedestrian generator for the High Street path, while in the east, the black township of Ross generates the majority of pedestrians up the hill at the end of Broncho Street. The third path is Bathurst Street, the widest boulevard in Grahamstown at 64 metres (to fit the turning span of oxen) which form a direct downhill link between the nodes of Church and Market Squares. (Fig. 2)

The Square, for too many planners, has meant only an empty area about which traffic circulates, its rigid shape determined by the blocks that hem it in, and by formalisation buildings. In this century, however, the traffic function has dominated all others and tended to subordinate publics to the process. Quite apart from their multi-functionality, town squares also have intangible values such as public property, meeting place, beacon or symbol. Once again, I will emphasise the word combination “public property and meeting place” and important intangible values like symbolism and sentiment. In the town centre it seems that market forces cannot accommodate symbolic and intangible values, and “privatisation” may also have been used as an instrument to apply oppressive measures in South African cities like Grahamstown, Kimberley and Bloemfontein.

In Kimberley, the creation of the grand Civic Centre and the tendency for new shops to develop in the southern node were the direct results of “urban removal” under the Group Areas Act. In the huge shabby parking lots of the supermarkets one can picture the humble houses of the Malay Camp, which were removed because their owners had the wrong skin colour. It was also a real way of privatising an historic area so that enormous profits could be earned. In Bloemfontein, a battle raged around a scheme to privatise its heart, historic Hoffman Square. A shopping centre there, it was suggested, would “put back the sparkle” by displacing informal sellers and unstable. Conservation bodies were so upset that they spoke of “the theft of the property of Bloemfontein’s inhabitants”.

Again, two questions arise:

1. Has any municipality a mandate to commercialise such an historic and symbolic open space?
2. Should there be sacred, no-go areas?

In the early days, Church Square formed the centre of the Grahamstown encampment and performed the two functions of a parade ground and a market — later separated. (Fig. 3) By the turn of the century, the perimeter buildings had been fully “hardened” and little substantial new development has taken place. The happy tendency has been to add only new buildings to the rear of the Square, due to its deep building lots — all of which have lead to its special character. Surveys indicate that through traffic dominates the Square, but there are alternative routes which could accommodate this intrusion.

Unlike Market Square, the availability of under-utilised land to the rear of the buildings fronting Church
Squaring the Makanaphalt. CathedralCONSTANTOUTH.

Market Square

Market Square was, according to Radford, the largest planned space in the city, and was a rectangle measuring 165 by 125 metres which fell about 12 metres in a north-easterly direction. The topography and size may have made it difficult to achieve any sense of enclosure, plus the fact that it is partially situated in a residential area. The Square is now occupied by a police station, a new mid-block service road, a new shopping centre and an under-utilised parking lot. Their impact on the sociability of the node will now be discussed — in particular, that of the new shopping centre and the large police compound.

The contrast between these two developments, commerce versus law and order, is stark: one suggests an atmosphere of sociability, for others gives the impression of being a fortress controlling the strategic entrance to the black townships. The presence of the police station may provide residents nearby with a sense of safety, but why did such a building have to be developed on their public open space? The only indication of sociability along its boundary are the informal sellers who have positioned themselves along a four metre strip on the Beaufort Street side. The police station has effectively sterilised and “privatised” one half of a public square. Since it will be difficult to change, one should now address the needs which exist at the shopping centre, which is the “monopolised” hub of Market Square. The corner remnants of the Square can be clearly seen on two illustrations of the streetscape. (Figs. 4 and 5)

The design of the new shopping centre building is reasonably attractive and would blend in well with its surroundings, if it were not so bulky and blatant. The shopping centre lines busy Beaufort Street, and behind it lies a large parking space, without trees, which has yet to reach its full potential. Within the confines of the centre is a pleasantly landscaped area with plenty of plants and shrubs, illustrating a tendency towards a passenger-friendly and commercial “internalisation”, the centre is favourably situated for residents of Rini township, lying as it does on the primary axes of Grahamstown and therefore in a good “interceptor” position for trade. The social potential of this node is being thwarted by the constant element, people, in abundance but there are inadequate facilities to cater for their needs.

The centre has been adequately planned for the private motor vehicle with the over-designed parking space. The result is that intemoved commuters merely park their cars, do their shopping and return home. Pedestrians, on the other hand, have different needs and scale requirements, like seating and rest facilities, while waiting for a taxi or merely for sociable purposes. The arcade, although adequately landscaped, provides no place for shoppers to sit, other than on window sills, on a wall situated at the Beaufort Square entrance or on some brick-lined edges to the shrubbery, with their clear message.

An area which requires careful consideration is that situation on the west side of the Beaufort Street corner of Market Square, which has become a popular stop for buses and taxis. Apart from some palm trees, no facilities have been provided to accommodate taxi commuters waiting for lifts, because the area has not been formally declared a “taxi rank”. Provision should also be made for the informal vendors who find this an ideal place in which to trade, using their own makeshift structures.

In relation to the two cities theme of this article, it seems significant that a so-called “frozen area” was situated to the north of Market Square, just across the busy Beaufort Street path. Instead of this area being redeveloped, it was in fact employed by government as an ideological buffer between the “white west” and the “black east”. Yet, when one examines the real situation on the ground, this strategic “frozen area” was in a pivotal position to act as a catalyst for balanced redevelopment. However, to prevent a “strategic military” site from being preserved on the broader “black east”, the old Pretoria government (dedicated to law and order) was able to persuade local government to sacrifice half of a public open space, Market Square, and thus distort the future of the “frozen area”, besides fostering a divided city. (See Fig. 6)

Conclusion

Some time ago, Cooke correctly predicted that the truncation of Market Square would create the following planning problems: context, conservation, scale, convenience and accessibility, to which we may add intangible values and multi-functionality. The “taking” of Market Square is by definition artificial and socio-political and distorts the “natural” morphology of the eastern portion of the Grahamstown core, all of which seemed to present no ethical dilemmas for developers or the authorities. Due to privatisation, Market Square has informally failed the test for multi-functionality on half of its area, and this is largely the result of a police station having been constructed there, but fortunately there is further potential for multi-functionality on the remainder of the Square.

In the process of re-attaining a divided city, it is important to involve the community, which includes developers, the local authority and the public in decision making. When planning developments or conservation are mooted it is imperative that the community as a whole be incorporated into the planning process, through a planning forum. Since urban design issues may receive less emphasis in municipal budgets, it is therefore in the interests of the community to ascertain what are deemed to be the priorities, and from there to address these issues systematically with the accent on financial independence and social equity. Otherwise the “men on the frontier” will remain confused and separated, as history repeats itself.

NOTES

5. Ibid.
THE STORY OF A NEIGHBOURHOOD: PAST, PRESENT AND TO BE CONTINUED

ALISON RAVETZ, UNIVERSITY OF LEEDS

In general we know little of the individual histories of our multitude of urban neighbourhoods; and where we do have histories they are likely to be confined to spans possible, be interestingly heterogeneous. Little we know of the individual histories of general environment.

At first a small pastoral village, Little Woodhouse began to be annexed by the rising class of industrialists, mainly textile manufacturers and merchants, in the 1780s. The bridgehead was a large mansion (now Grade II* listed) which stood in parkland sloping towards the River Aire, having its own grounds becoming an accidental green expanse, receiving only sporadic and patchy dressing and redeveloped. Figures 3 and 4 During these years, the neighbourhood was progressively denuded of its services: Post Office, chemist, Library and local bus routes. In spite of its central location, it thus became strangely cut off from the rest of the city: its steep hills and the ever-expanding University and hospitals presented actual or perceived barriers, and the sunk ring road effectively cut off pedestrian routes into the city. For those without cars, who were the great majority, it was surprisingly difficult to get to any shopping centre, to medical services (crucial in view of the plethora of hospitals), or even the railway station.

The underlying cause of this isolation and neglect (which was shared, of course, by countless other inner city tracks) was the suburbanisation of the younger, more affluent and ambitious sections of society, who were followed, if not indeed led, by retailing and transport interests, schools and other services. But the biggest immediate contributor to social change here was the rise of a resident student population. Since the 1960s, when students began to live independently in shared houses rather than halls of residence or lodgings with landladies, this has now reached a point where students form a quarter of all households (four times as many in Leeds as a whole). It has become a self-reinforcing process, as house prices, reflecting the returns to landlords, escalate beyond the reach of ordinary families.

The physical environment reflects this change. Houses fall into disrepair, boundary walls collapse, gardens become jungles, piles of household rubbish accumulate and draw vermin. Student houses with multiple TV sets and computers are targets for thieves.

On the clearance areas new high-rise and low-rise council estates were built, with scant reference or linkage to the surrounding streets. One cliff-like and picturesque swathe of houses proved impossible to redevelop under modern regulations and its site became an accidental green expanse, receiving only sporadic and partial planting and maintenance. (Figures 3 and 4)

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The physical environment reflects this change. Houses fall into disrepair, boundary walls collapse, gardens become jungles, piles of household rubbish accumulate and draw vermin. Student houses with multiple TV sets and computers are targets for thieves.
At the same time, the central location leads affluent commuters to dump their cars on the streets all day, attracting car crime. (Fig.5)

Over and above students, the social environment displays typical inner-city stress: unemployment levels twice the city's average; high levels of unqualified youth of non-white families, of poverty and family breakdowns. The minority of owner-occupiers are scattered and destabilized, the wealthier ones among them is converted "tenancy", apartments, hiding behind doors with electronic security systems and no letter boxes. Things normally taken for granted elsewhere, like milk and newspaper deliveries, are either difficult or impossible to obtain.

What role, if any, has the local authority had in all this? At one time, it had a considerable housing presence beyond its own estates. For instance, as a result of 'deals' with elderly home owners it had a stock of 'miscellaneous properties' that were always more in demand than the council estate tenancies - a lesson that housing policy makers would do well to take to heart.

The Environmental Health Department once kept close watch over landlords, devising measures to limit the spread of student houses. The Council's policy now, however, seems to be: know nothing, see nothing, do nothing. In spite of its avowed intention to divert action and resources to the statutory services, and together with pictures and descriptions of the wealth of historic buildings and green spaces, the report presented a comprehensive profile of the area, highlighting its assets as well as its problems. At the suggestion of the Conservation Team leader whose background of working through a local Civic Trust in another city made him more open and responsive than his fellow officers) the report was used as the basis for a bid for a Conservation Area Partnership (CAP) status. The 'partnership' in question is not between Council, English Heritage and local property owners, so that the Community Association is not strictly included, but both the local authority and English Heritage are so impressed with the degree of local initiative that they are inviting close consultation with, and input from, the Community Association.

Three strategies have been essential to bring things to their present level. First, the neighbourhood needed to find a name - and that choice was in fact a revival of its historic name which had fallen into disuse. With the same, neighbourhood history needed to be rediscovered, to arouse a sense of identity and local pride. The crucial research was done by an indefatigable local historian who created a travelling exhibition, which toured the city's Planning Advice Shop, the Council Chamber ante-room and local colleges. Thirdly, Little Woodhouse needed to be put on the map - quite literally so - as the first draft of the Unitary Development Plan carefully drew the city centre boundary so as to skirt over it, with the implication that it had nothing in common with, and could contribute nothing to, the centre. This was formally objected to and amended, and when the UDP was finally approved Little Woodhouse will automatically be included within central Leeds. (See Fig.1) However, the CAP to bring about all that is needed to regenerate Little Woodhouse. The grant money involved is small: £50,000 a year from the local authority and English Heritage, to be spent on the restoration of historic buildings and matched by their owners. The rules have recently been changed to exclude general environmental improvements, which residents see as the most pressing need, and which English Heritage, at first, recognised as of equal importance to buildings. But after so many years of neglect, the CAP is being counted on to bring new respect both from the Council and from users of the area. A write-up by Martin Wainwright in The Guardian, though admirably full of inaccuracies, had a galvanising effect on councillors and played a significant part in their decision to bid for the CAP. The Community Association intends to use this to widen action and resources from the statutory services, so that roads, open spaces and, perhaps, even student houses might be improved. There is now a confusing array of funds and 'partnerships' that might be utilised: the National Lottery and the Millennium Fund as well as the Single Regeneration Budget, not to mention many voluntary agencies and charities. But the energising and co-ordination of all this falls to the Community Association, which means, in effect, a small handful of activists.

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Various teams, working parties and policies have yet to grasp this, or to include the neighbourhood within their own terms of reference. What is expected of the CAP is that it will raise the profile of the district to a degree that will spark off spontaneous investment in, and care of, the environment. A faith rather than a certainty, this scarcely touches the area’s social problems, although newly instituted play schemes and an annual festival in the park might be just beginning to address these. There remain countless opportunities not as yet developed for want of people to undertake the task: for instance, the negotiation of a strategy for student occupation and the improvement of the green escarpment, which lends itself to nature trails and cycleways. There have been some notable failures — the worst being to stop the Council selling off the flatted mansion to a private developer, despite several opportunities to retain it for community use. On the other hand, there is just about to be a notable victory, in the restoration of the railings around the park.

The Community Association is always vulnerable to the loss of any of its small handful of activists, although there are signs of more participation from the council estates and from some of the sequestered luxury-flat residents. Objectives are tediously slow to achieve and the work unremitting; but there is a personal reward when streets that were formerly faceless and alienating become people with familiar and friendly figures. Those who choose to identify with, and work for, an area like this are opting for engagement, rather than withdrawal. What the effort is about is the re-humanisation of the urban realm, through the re-invention of its public spaces, that presently disparaged part of the city where the mutual interests of an otherwise divided society must inevitably meet.

Four years ago in 1991, the first joint conference of the Association of Collegiate Schools of Planning (ACSP) and the Association of European Schools of Planning (AESOP) took place at what was then Oxford Polytechnic in the historic city of Oxford in the United Kingdom. The 1996 Toronto conference was the ‘return match’, hosted by the Ryerson Polytechnic University and held at the Chelsea Delta Hotel, close to the metropolitan attractions of downtown Toronto. Predictably, the conference, in one of North America’s most appealing cities, drew many hundreds of delegates, from both continents. There were no less than 19 subject ‘tracks’ running simultaneously, plus a poster ‘track’. In total, something over 600 papers were programmed, together with several full papers (mobile workshops) and several plenary sessions. Elsewhere on the continent, so it was rumoured, the Olympic Games were taking place.

Within this activity there was a planning history track comprising almost thirty individual offerings, together with several historical papers scattered in other parts of the programme. As in all such events, it is difficult to convey a full flavour of what was on offer, but this review tries to record at least some fragments of the whole event that were particularly relevant to practitioners of planning history. Perhaps the most popular of the sessions in the planning history track was the first. This was an annual session organised by Carl Abbott, the President of the Urban History Association and a former Council member of the IPHS. Entitled ‘Toronto as a Capital of Good Planning: Canadian and U.S. Perspectives’, its sub-theme was the way Toronto has for many years been seen as a model by many cities in the United States and the way that role is now being taken over, so it was claimed, by Portland, Oregon. Most of the speakers, who included the distinguished Canadian urban historical geographers, Richard Harris of McMaster University and James Lemon of the University of Toronto, spoke to that part of the theme. With Frances Frisken of York University they revealed much of the historical underpinnings of Toronto’s compact core, never abandoned by the middle classes, its pioneering metropolitan government structure and its enlightened policies, especially in revenue sharing, education and transit. It was easy to see why it had towered over equivalent U.S. cities. We also gained a sense of some of these advantages were in danger of being lost.

The next two planning history sessions dealt with ‘Urban Space: European and U.S. Perspectives’ and ‘Tell the Urban Story’. The first included a paper on the Pre-industrial Townscape in the Industrial Age by Professor Jurgen Lefranc from the University of Hamburg, a comparative paper on European and American cities by Manuh Auer and a remarkable discussion on ‘Nature and the City: Conceptual Duality and the Rise of the Modern Zoological Garden’ by Patrick Witty of the University of Southern California. In the second session were two papers dealing with aspects of the urban narrative: John Mullin of the University of Massachusetts gave a spirited presentation on the subject of Edward Bellamy’s 1887 novel Looking Backward, setting it in the social and cultural context of Boston of the 1880s in which he wrote. He was followed by James Clapp of San Diego State University who spoke about Perspectives on American Urbanism in American Cinema. It was a topic to which the audience particularly warmed.

Toronto Central Business District (D. Marcusy)
produced one of the most animated discussions in the whole track.

The next session in the track was another round table, of particular interest to the readership of this bulletin. Entitled "A Life in Planning History: Gordon Cherry 1931-1996" it took the form of a series of short presentations reflecting on Gordon Cherry’s contributions. Thus Stephen Ward offered some thoughts on Gordon’s scholarship in planning history and Cliff Hague, the current President of the Royal Town Planning Institute, spoke of Gordon’s long serving role within the Institute. David Massey reflected on many years of working closely with Gordon in the Planning History Group / International Planning History Group. From Australia and South Africa, Rob Freestone, Wallace van Zyl and Alan Mahin spoke about Gordon’s impact as a stimulus to planning history in their own countries. Donald Kneeckeberg from Rutgers University, who chaired the session, also spoke about his transatlantic contacts with Gordon. There were also many speakers from amongst the audience, adding perspectives from Hong Kong, Ireland and further insights from the U.S.A.

This was followed by a session called ‘Selling Places, Selling History’, with papers on the history of place marketing by Stephen Ward, and the selling of history in U.S. cities by Robber Hodd of Virginia Commonwealth University. Elizabeth Morton of the Massachusetts Institute of Technology gave a paper called ‘Urban Heritage in the promotion of Regional Identity and Regeneration’, highlighting U.S. examples of heritage planning. Finally, Ate McCollin spoke on the subject of ‘Planning and the promotion of complexity’, focusing on the so-called ‘Theatre Block’ in downtown Toronto.

The last session in the planning history track was another rather full event called ‘Making and Remaking History’. Germany, Eastern Europe and the U.K. Marita Catcuba of the Federal University of Pernambuco in Brazil presented a paper about ‘Urban Reconstruction and Authoritarian Regimes’; highlighting her fascinating research about President Ceausescu’s grand schemes for Bucharest and comparing these with the works of other dictators. Something of the same theme was evident in Reiner Jackson’s (University of Toronto) paper on ‘Urban Planning from Communism to Capitalism’. Lynn Davies of the University of Reading looked at the remaking of planning in the United Kingdom between 1975 and 1996 in a paper entitled ‘Twenty Years of Radical Change’. Finally, Dirk Schubert of the Technical University of Hamburg looked at the scientific concepts of urban planning in Britain and Germany before the First World War in a paper entitled ‘From Urban Expansion to Urban Renewal’.

This, then, was the formal planning history programme. Yet it would almost have been impossible to put together another planning history programme from related contributions in other tracks. Of the sessions I caught, I particularly enjoyed David Crombie’s fascinating and spirited reflections on the planning process in Toronto based on many years of very active political engagement in the process. It was also nice to see planning historians contributing in other areas, such as Rob Freestone’s work on the edge city phenomenon. Joe Nee talking about agriculture as a sustainable use of land or Maasha Rizdorff about women and planning history. Yet the most impressive example of a planning historian finding a wider role was Eugenie Birch of Hunter College, New York. From being President of the Society for American City and Regional Planning History in 1991, she has now become President of the Association of Collegiate Schools of Planning.

In some ways, this wider contribution of planning historians has been at the importance of very large conferences like these for our subject. The bewildering randomness of the subjects of the papers presented meant that they cannot rival our own, more specialist, gatherings as arenas for developing or refining the subject. The importance of gatherings, like Toronto, for planning history is that they allow us to publicly present and demonstrate its significance within the wider setting of planning studies. In this connection it is worth noting that the planning history track, though by no means the largest, came about in most conferences in terms of track size. Areas such as planning education or planning theory were quite a number of tracks smaller than planning history. Many other tracks were broadly the same size. In other words, planning history can field a solid team. Its place certainly does not go by default. At times it can draw on an audience for whose primary interests lie elsewhere. Some of its practitioners can contribute to other aspects of the planning debate. Doubtless we can do more to raise the profile of our subject, but there is certainly much to be pleased about.

XIX Congress of the International Union of Architects

Katarzyna Plasz, Warsaw University of Technology

The XIX Congress of the International Union of Architects had as its theme ‘Present and Future Architecture in Cities’ and was organised by the Architects’ Association of Poland. It was held in Warsaw between 3 and 6 July 1996 and had broad-based institutional backing. The Congress included an extraordinary number of exhibitions, debates, conferences and visits and was a cultural event of the greatest importance.

The best city of the Congress, Barcelona, is a place which has undergone spectacular transformations in recent years and has a rich architectural legacy. welcomed architects to its very centre. Various...
new centres in conjunction with certain general city infrastructures projects. That was the strategy behind both a rehabilitation of the districts of the city and the launching of the programme which made it possible to host the 1992 Olympics Games.

During the Congress in Barcelona an enormous number of architects and students from all over the world gathered to discuss ideas and build networks. The programme involved various groups and institutions: architecture schools, professional organisations, national sections of the UIA and their work groups. Over 500 professionals from 66 countries responded to the request for individual papers, with the aim of presenting their reflections on the themes of the Congress or projects which set out relevant answers to the questions under debate. A selection of these proposals was presented at a seminar in the form of oral communications and graphic presentations.

Currently there are many recommendations and more frequently observed methods of planning which should assure their sustainable development, but to reach that target it is necessary to restore the proper role for the factor of urban composition. The built environment in cities should be treated in the same way as the natural world. Both environments should be treated equally and simultaneously on a scale which is clear and understandable to citizens. Such activities will enable us to attain the following aims: the rehabilitation of the districts of the city and the environment in cities should be treated in the same way and should be treated equally and simultaneously on a scale which is clear and understandable by citizens. The issues of sustainability, leadership and friendship had been of lasting interest to society. Gordon had always been a great pleasure in the growing diversity and strength of this increasingly world-wide body of scholars. He would be pleased if we could maintain this momentum. Stephen Ward concluded his address by recalling a message from Gordon that planning history could be such fun. The truth of this was evident in the ensuing sessions and social gatherings.

Whatever the tone of the conference, there was much to be learnt from the proceedings. The main problem was deciding which of the many sessions to attend after the Plenary Lectures. The latter were of a very high standard. They ranged in time from the Hellenistic age to the present, and geographically from Thessaloniki to Canberra. I must be one of the many delegates looking forward to receiving the printed conference papers.

The works of the Working Sessions were even more wide-ranging. The period covered spanned early and medieval capitals through to contemporary Khartoum. National capitals, divided capitals, regional capitals and fragmentary interventions were considered. A number of capital cities came in for repeated scrutiny: Paris, London, Athens, Canberra, Washington and Helsinki. Eastern and Northern Europe, the Far East and parts of Africa and Latin America were featured in the sessional papers. Among individual planners, the name of Hassmann not surprisingly cropped up more than most.

In order to make the most of this rich and impressive agenda the delegates had to work hard.

Almost 100 delegates from 25 countries were able to attend this conference. Although they were greeted by rain when they arrived in Thessaloniki, they were given a warm welcome (and a large conference pack) by Vlma Kiki and their colleagues and helpers.

The programme for the conference, whose theme was ‘The Planning of Capital Cities’, was an impressive, if ambitious, one. In her Opening Address, Vlma Hauškoul-Martinidis welcomed delegates and reflected on the honour and fear she had felt when the late Gordon Cherry had invited her to organise the event. She acknowledged that it had been a fascinating challenge to bring so many proposals together. Stephen Ward, the new President of the International Planning History Society, rightly thanked the organisers for bringing the conference to fruition. He noted that the theme and the venue had proved attractive. Indeed, Thessaloniki will be the Cultural Capital of Europe in 1997.

Stephen Ward expressed pride in being nominated President of IPHS but sadness at the loss of the Society’s founder, Gordon Cherry. The latter’s scholarship, leadership and friendship had been of inestimable value to the Society. Gordon had always been a great pleasure in the growing diversity and strength of this increasingly world-wide body of scholars. He would be pleased if we could maintain this momentum. Stephen Ward concluded his address by recalling a message from Gordon that planning history could be such fun. The truth of this was evident in the ensuing sessions and social gatherings.

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delegates, that they stayed in Thessaloniki on the Sunday morning. The majority of the delegates took the opportunity to visit Pella, the site of the capital of Philip of Macedon, and Lefkadia. They left me with the impression that their trip was a success also.

On a more sombre note, a session was set aside on the Saturday evening for delegates to pay tribute to the late Gordon Cherry. Stephen Ward read the laudatory words of Tony Sandiche, Teresa Zarembka, Shun-ichi Watanabe, Kiki Kafiouka, Robert Home and Ian Trow all spoke movingly about the part Gordon had played in their work. While recognising his academic contributions, they all stressed his human qualities, especially his ability to engage, involve and encourage other people. The IPHS Council, for its part, is considering ways of commemorating Gordon Cherry’s contribution to planning history.

Perhaps mindful of Gordon’s dictum that planning history can be fun, the organisers arranged a suitably named ‘Convivial Dinner’ on the Saturday evening. Here, as elsewhere, during this stimulating and varied conference old friendships were renewed and new contacts were made. Once again, the organisers should be commended for bringing together this stimulating and friendly body of planning historians. The delegates will have left Thessaloniki with many happy memories and interesting thoughts. We look forward with interest to see what Robert Freedom can arrange for us in Sydney in two years time.

For the information of the readers, I list below the names of the contributors to the Conference and the title of their papers.

Pleasany Lectures
Professor Georgios Lava (University of Athens, Thessaloniki), a non-capital city of capital meaning.
Professor Wolfman Hoepner (Frei Universität Berlin), Capital Cities of the Hellenistic Age.
Professor Anthony Sandiche (Leicester University), Paris and London: Two approaches to capital city planning.
Professor Alexander Papageorgiou-Veritas (Technische Universität Munich), Thessaloniki: Modern planning in an historic context. Early planning schemes and their impact on the creation of the cultural-architectural park.
Professor Ian Trow (Ben-Gurion University), The transformation of Jerusalem into a modern capital city. Creation of the policies and aesthetics of planning.
Professor Thomas Hall (Stockholm University), Is capital city planning different? Reflections on European development from Henry I to Constantinople.
Professor John Reps (Cornell University), Forgotten plans and neglected designs: a new look at the 1916 competition for the Australian National Capital.
Sessional Papers
Capital—the concept
Stephen Ward (University of Exeter), Theoretical models: The recomposition of regional cities on the global stage.
Carlo Haussmann (University of Exeter), Visits and reality of the European capital.
Panayotis Tsoumakos (National Technical University of Athens), La servitude de papier.
Early cartographies
Corinne Lathrop Gilb (International Society for the Comparative Study of Civilizations), The nature of rule and the planning of capitals: Some early examples.
Felipe Gonzalo Arroyo (University of Pennsylvania), Building Cosmopolis: Planning and the sign in Mexican-Tenochtitlan.
Evangelos Dimadiadis (University of Thessaloniki), The new urban model of post-Renaissance Europe: the capital city.

The model capital
Donatella Calabia (Istituto Universitario di Architettura di Venezia), The capital city as a model of modernity.
Paris: an example for Italian planning in the second half of the nineteenth century.
Rosa Tamberino (Politecnico di Torino, Paris as model: Hispanidad and the capital of the modern city.
Xavier Malveti (Ecole d’Architecture, Paris-La Seine), Alger: construction of the modern city.

Inter-war capital planning
Takahiko Yamasaki and Makoto Terasaki (Seisan University), Datschka and planning an economic capital in the inter-war period in Japan.
Kiki Katsoudas (University of Thessaloniki), An out-of-place urban: The Garden City movement and the planning of capital cities outside metropolitan regions.
Paulius Delinas (University of the Aegres), The immediate post-war period (1944-52).
Laura Kolbe (University of Helsinki), The planning of the city: Thessaloniki (1860-1942).

Public space
Alleh Picard (Ecole d'Architecture de Normandie), Planning in the first half of the twentieth century: The transformation of Nicosia.

Becoming the capital
Theresa Zarebska (Warsaw University of Technology), Becoming the capital: Warsaw in the 16th and 17th centuries.

Provincial capitals
Francisco Javier Moliné (Barcelona School of Architecture), Barcelona: Urban discourse and planning strategy 1897–1922.
Suzanna Makhdoum (National Technical University of Athens), The planning of Piraeus (1834-1922). The transformation of Nicosia as the first half of the twentieth century.

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The city: an urban experience.
DOCOMOMO Fourth International Conference

The fourth international conference began on Tuesday, 17 September 1996 at Bratislava, capital of the Slovak Republic, dominated by its much-destroyed castle and a new single-towered suspension bridge over the Danube. Business began with meetings of docomomo’s specialist committees, covering Registers, or the recording of modern movement sites and buildings, Education, Technology, and Urbanism, landscapes and gardens. These were followed by a well-attended discussion on the progress and objectives of the International Selection, which extends the national records displayed at Barcelona in 1994 to form the basis of a systematic catalogue of modern world architecture to be published at the end of the century.

On Wednesday, we quickly settled down to work on the theme of “universality and heterogeneity,” illustrated by views of interwar architecture in central-eastern Europe. Professor Danu Boróvicka (Slovakia) argued that central European architecture was firmly related to its political geography, in the close encounter of Carpathian, Alpine and Mediterranean building traditions. The resulting attitudes were conservative: accepting the new, in continuity with existing values: eclectic and rational, in testing applications of new ideas: pragmatic rather than ideological adoption of modernism.

Caution against fashionable re-readings of the modern movement was urged by Fabio Grementieri (Italy), addressed by speakers from outside New Zealand, including Hugh Maguire, arranged a programme to accommodate speakers from a broad spectrum of backgrounds who addressed the theme of “loyalty and disloyalty in the Architecture of the British Empire and Commonwealth”. Papers based on subjects including architecture, interior design, fine arts and town planning interested and challenged delegates over three days. A full day architectural tour of Auckland city and its environs provided the opportunity to view past and recent developments, as well as conservation projects. The increasing awareness of indigenous architecture in New Zealand was a recurring theme in the papers that accompanied the architectural tour. The theme was also addressed in other cultural contexts by speakers from countries outside New Zealand.

Fordham to urban development — the founder, Tamás Batú had worked in a Ford factory in the United States. This was followed by a visit to Svi, a synthetic fibre and textile plant beneath the High Tatra. Industrial, civic and housing areas are laid out on a regulation checker-board plan. Factory buildings, offices, schools, department store and hostels are contained in modular concrete structures of 268 bays, with round columns like tree-trunks, and brick or glazed fauili. Houses are brick-built, later with pitched roofs, each occupying two small squares, alternately house and garden, reminiscent of an early plan by Parker and Unwin: a high-density pattern with fascinating diagonal vistas between fruit trees in the beautifully maintained gardens.

The specialist committees on urbanism and landscape, launched two years ago at Barcelona, with members from Brazil, the Netherlands, Scotland and Poland, set out their initial working plan and agreed to merge, with landscape as a sub-committee. For these interests, too, the primary task is seen to be recording. Experience of the registers committee will be valuable, but their documentation, based on a well-tested 5-page fiche has proved inadequate for recording new towers, large-scale urban redevelopment or large recreational complexes. National working parties will be asked to prepare structured reports from their areas based on draft guidelines. Docomomo members thrive on homework.

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Publications


This monograph explores the rise and fall of post-war proposals for an inner suburban radial freeway network in Sydney. Although the actual mileage of freeway built was modest, the dominance of the State Government’s Department of Main Roads endured until the 1970s. From this time, more complex and hostile political forces came into play—the anti-freeway groups, the green ban movement and a progressive Commonwealth Government. This coalition led to the abandonment of the radial framework by 1977. A Postscript considers the revival of the freeway planning lobby in the 1990s.

Enquiries about the URP Working Paper series can be directed to Ria Coley, Urban Research Program, Australian National University, Canberra, ACT 0200, Australia.


This volume provides a reassessment of nineteenth-century British church architecture. It builds on and moves beyond the inventories and stylistic and biographical approaches that have dominated the field, and presents a range of new interpretations that view Victorian churches as products of institutional needs, socio-cultural developments and economic forces. The essays cover a wide range of city and country churches across England, Scotland, Ireland and Wales. They offer ways of reading churches as architectural statements that were both constructed by, and helped to construct, Victorian society as a whole. The issues addressed include the rival building programmes of the Anglicans and Nonconformists, financial support for rural and urban church building, the importance of church restoration and the changes in theology and liturgy that shaped the design of the Victorian church.

Wesleyan Central Hall Westminster, 1905-11 (in The Victorian Church)


This posthumous volume by the former President of IPHS examines town and country planning in twentieth-century Britain as an important aspect of state activity. Tracey the origins of planning ideals and practice, Gordon Cherry lucidly charts the adoption by the state, at both central and local level, of measures to control and regulate features of Britain’s urban and rural environments. He begins by showing how town planning first took root as a professional activity and an academic discipline around the turn of the century, largely as a reaction to the apparent problems of the late Victorian city. He explains that this impulse for change coincided with a new perception among political thinkers of state planning as a legitimate and necessary function of government. Town planning became an important beneficiary of these developments.

With great clarity, the book explores changes in planning policy over subsequent decades. It highlights the impact of World War II and the arrival of the corporate state as a ‘Command Economy’, and shows how town and country planning took its place in post-war reconstruction. The final part of the book focuses on the breakdown of consensus from the mid-1970s, with the assault on collective by the New Right, and asks to what extent the new market orthodoxy has affected planning policy in the 1980s and 1990s. This book (one of two volumes Gordon Cherry was completing at the time of his sudden death) is a lively memorial to this inspirational figure and another reminder of his academic achievements.


This Housing magazine supplement provides a well-illustrated and concise critical account of social housing in Britain in the twentieth century. It also seeks to place the history of the Chartered Institute of Housing in its social, political and architectural context. Individual contributions in the booklet examine the development of the profession of housing management in the 1920s and the key role of women (Mary Smith), the features of social housing that make it a valuable and sustainable resource (Alison Ravesz), the rich legacy of housing styles and layouts from the nineteenth century to the present day (Richard Tinkington) and an assessment of the continuing value of this design tradition (Ben Derbyshire). With its useful selective reading guide, this booklet offers a useful, brief starting point for the student of social housing. It also presents a timely reminder of the positive role that social housing has played in twentieth century Britain.


This lavishly illustrated book recounts the 150 year history of this famous institution. The School...
opened in 1845 with the limited objective of training textile designers. It later expanded to include the arts and crafts, as well as architecture and town planning. The author, an architect, town planner and long-time member of IPHS, is well qualified to review the latter and describe Mackintosh's famous designs for the school building. This study of a complex institution concludes with a chapter on Glasgow School of Art in the 1990s by Professor Douglas Cameron and a series of personal reminiscences by former members of staff and students.


Although concentrating on contemporary planning theory and practice, this volume addresses the changing perspectives on town planning. It investigates what the current planning agenda is, where it comes from and what are the likely future trends. It covers major themes in town planning, including economic development, environmental and green issues, urban design, and transportation planning and city form.


This book is concerned with the physical growth of human settlements, focusing on the urban development of aquatic areas on the margins of oceans and inland water bodies. It is a systematic cross-national historical-geographic study of the motivations, processes, morphological and environmental impacts of planned land reclamation. It draws on case studies, particularly San Francisco Bay, Hong Kong Harbour and Teesside, and culminates with a model summarising the pattern and sequence of city development involving reclamation.


Colin Pooley provides a clear, concise overview of the development and decline of local authority housing in the United Kingdom, from its origins in the late nineteenth century through to the early 1980s and the right to buy. He begins by exploring the context of the first pioneering schemes and takes us through to the 1990 Housing Act. Although intended as a temporary measure, this Act paved the way for the start of large-scale central government intervention in housing production. Pooley then reviews the massive local authority building boom in the years after 1945 and proceeds to analyse the gradual decline and marginalisation of public sector housing. By the 1990s, local authority involvement in new housing production had been reduced almost to the level it was in 1919. This booklet includes a substantial bibliography, case studies and an examination of the main sources available at the local level.


This book explores English society and its relationship to the landscape, as seen through photography and tourism over the last hundred years. It is a thoughtful contribution to the debates on the national heritage and photography. All the major tourist venues are covered, including Stonehenge, National Trust properties, the Lake District and Shakespeare country. The photographs noted include Emerson, Martin Parr, Jo Spence and Peter Kennard.

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, contributions (in English) are invited from members and 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 comprehensibility, but unfortunately cannot undertake translations.

The text for PH is prepared by using MacWrite II and the journal is designed in PageMaker v4.2. Contributions on disk compatible with this software are encouraged along with accompanying hard copy.

ARTICLES

These should be in the range of 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 should be supplied as Xerox copies for line drawings or as good quality black and white photographs where there are half tones. Articles should normally be referenced with superscript numbers and a full reference list at the end.

OTHER CONTRIBUTIONS

Other types of contribution are also very welcome. Research reports should not be more than 2,000 words. They need not be referenced, but any relevant publications should be listed at the end. Illustrations where provided should conform to the above notes. Similar short pieces on important source materials, aspects of planning history practice (e.g. conservation) are also encouraged. Abstracts of relevant publications originally published in a language other than English are requested. They should follow the format in this issue.
INTERNATIONAL PLANNING HISTORY SOCIETY (IPHS)

THE INTERNATIONAL PLANNING HISTORY SOCIETY
• endeavours to foster the study of planning history. It seeks to advance scholarship in the fields of history, planning and the environment, particularly focussing on industrial and post-industrial cities. In pursuit of these aims its interests are worldwide.
• welcomes members from both academic disciplines and the professions of the built environment. Membership of the Society is both multi-disciplinary and practice orientated.
• encourages and gives support to networks, which may be interest based, region- or nation-based, working in the fields of planning history.
• provides services for members: publishing a journal, promoting conferences, and providing an international framework for informal individual member contact.
• invites national organisations, whose work is relevant to IPHS, to affiliate status.
• administers its affairs through an elected Council and Management Board.

The Society was inaugurated in January 1993 as a successor body to the Planning History Society, founded in 1974. 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 American 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 Stephen V. Ward
School of Planning
Oxford Brookes University
Headington, Oxford OX1 4LR
UK
Tel: 01865 483421
Fax: 01865 483559
e-mail: svward@brookes.ac.uk

EDITOR OF PLANNING HISTORY
Dr. Michael Harrison
School of Theoretical & Historical Studies in Art & Design
Department of Art
University of Central England
Birmingham Institute of Art & Design
Corporation Street
Birmingham B4 7DX
UK
Tel: 0121-331 5882
Fax: 0121-331 7804

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