

# the ARCHITECTS' JOURNAL

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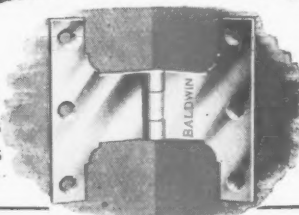
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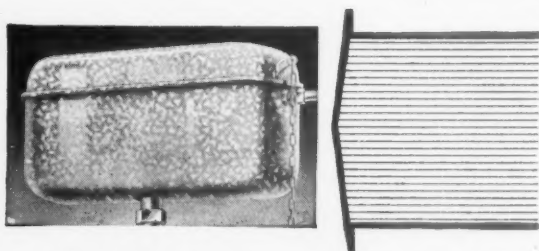
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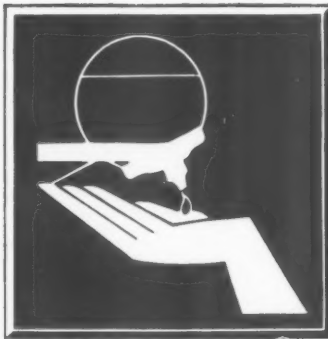
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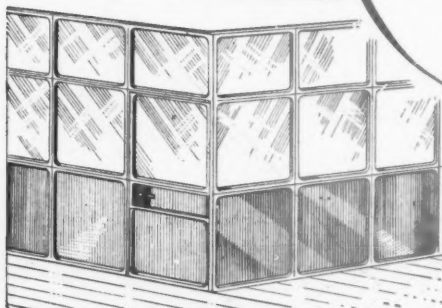
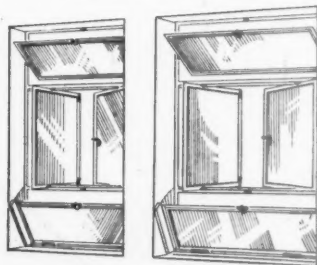
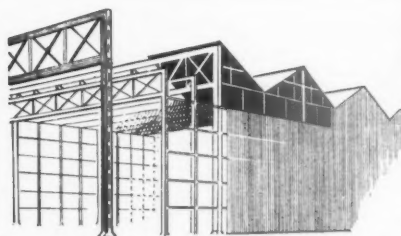
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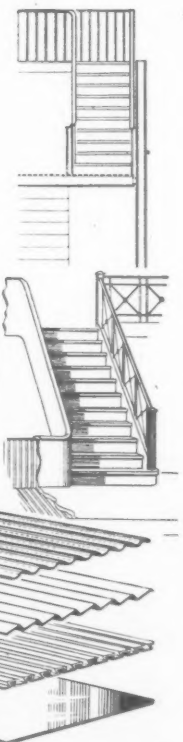
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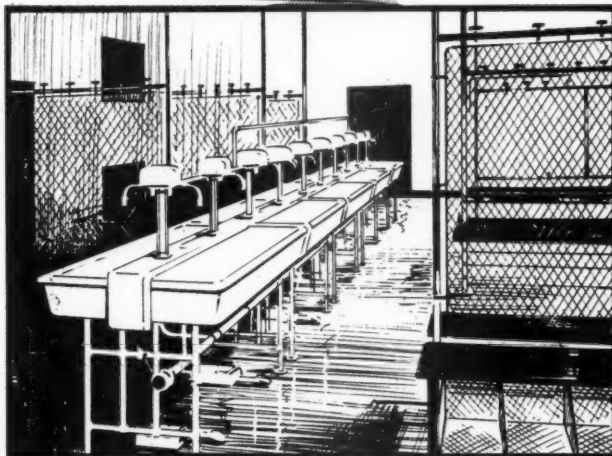
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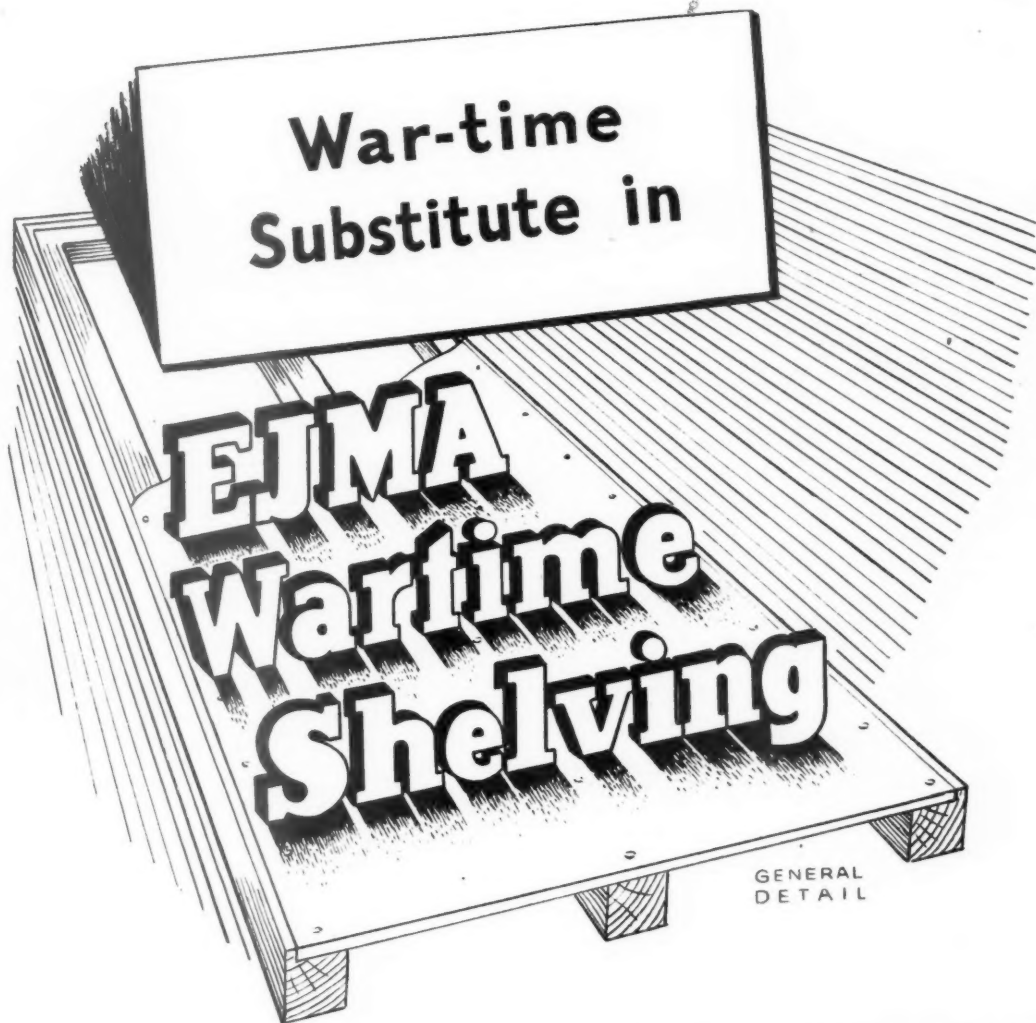
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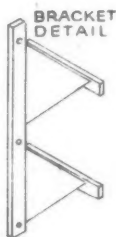
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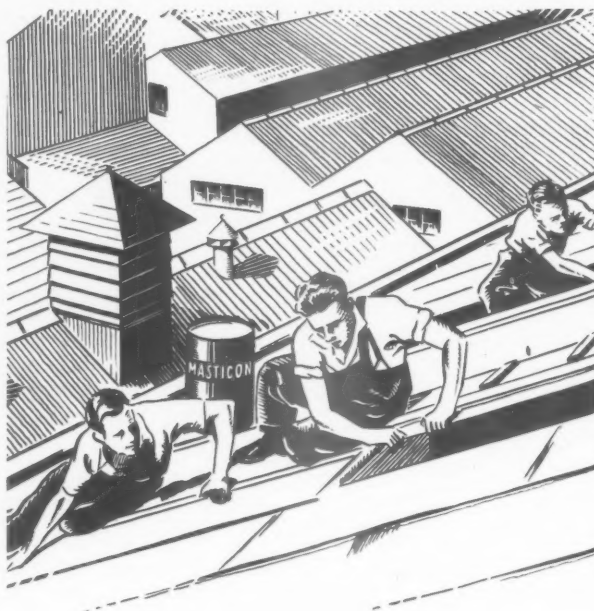
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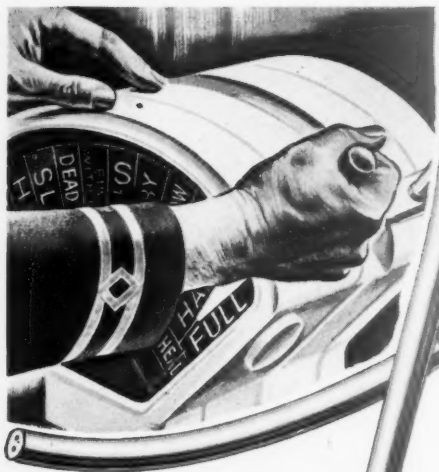
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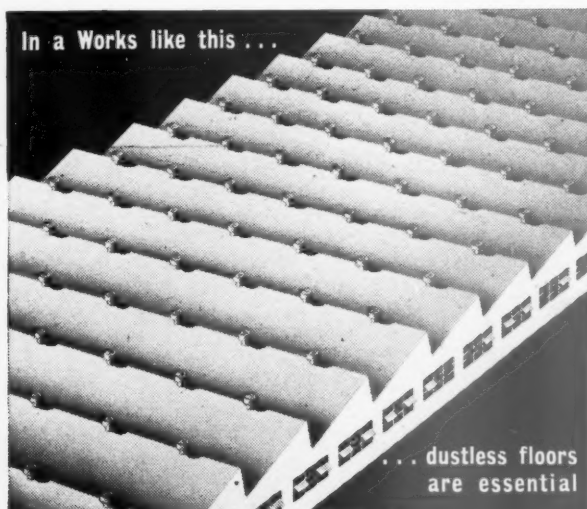
will be glad to assist architects in the reconstruction to come. Until then, Tannoy sound equipment and the Tannoy consultation service are available for high priority projects.

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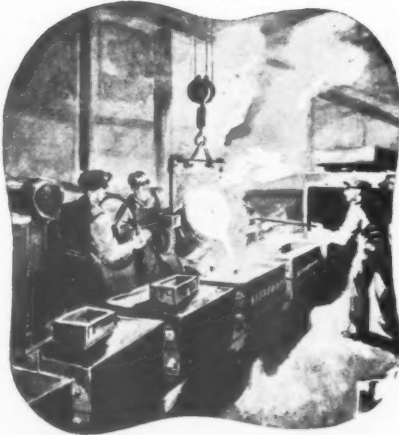
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Model "C"	For Interior Illumination
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MINISTRY OF  
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BRITISH PATENT NOS. 536127, 536942 AND 536943

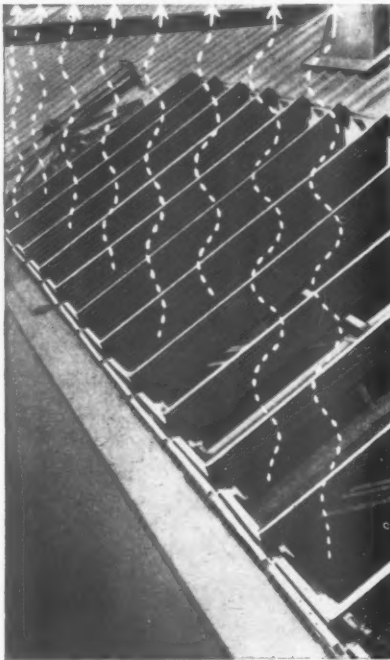
## SHUTTER VENTILATION for instant clearance of FUMES AND SMOKE

*from Foundries, Retort Houses, Furnace Buildings, etc., etc.*

The Shutters provide what is in effect a moveable roof to the building which, by means of steel louvres in themselves forming extraction vanes, create extraction draught. The louvres are formed on both sides of a centrally operated dual gear unit: each side can be operated independently in order to facilitate extraction in strong winds.

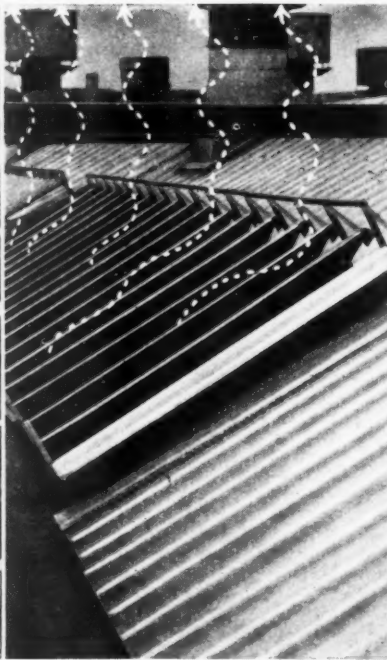
In very wet weather, driving snow and at night they can be closed and form complete weather-tightness and light obscuration.

**Adequate natural light to the workshops below is available when the shutters are open.**



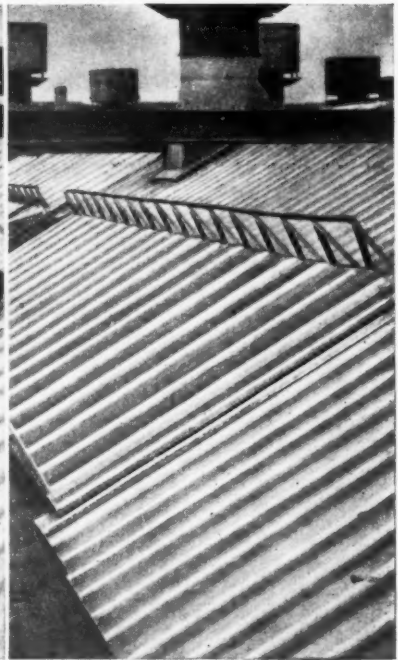
**OPEN**

When fully opened, the specially designed louvres provide an almost instantaneous clearance of fumes, smoke, etc., and, what is equally important, give adequate natural lighting to the workshops below.



**HALF OPEN**

It is often dangerous for rain to fall through the open roof of a workshop. In very light rain Hills Shutters can be partly closed and still permit a very high percentage of extraction.



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In driving rain, sleet, etc., the Shutters can be closed down completely and they are then weather-tight. The closing also provides light obscuration for blackout.

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*Well*, off-hand, we can't say. Some millions certainly.

But we're referring to the number of parts in an automatic telephone exchange that are to-day made of Bakelite Plastics.

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toughness and the ease with which it can be machined.

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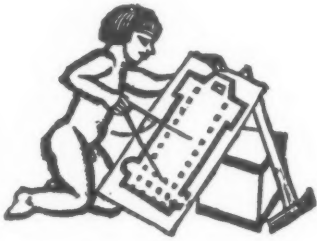
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In common with every other periodical this JOURNAL is rationed to a small part of its peacetime needs of paper. Thus a balance has to be struck between circulation and number of pages. We regret that unless a reader is a subscriber we cannot guarantee that he will get a copy of the JOURNAL. Newsagents now cannot supply the JOURNAL except to a "firm order." Subscription rates: by post in the U.K. or abroad, £1 15s. 0d. per annum. Single copies, 9d.; post free, 11d. Special numbers are included in subscription; single copies, 1s. 6d.; post free, 1s. 9d. Back numbers more than 12 months old (when available), double price. Volumes can be bound complete with index, in cloth cases, for 15s. each; carriage 1s. extra. Goods advertised in the JOURNAL, and made of raw materials now in short supply, are not necessarily available for export.



## DIARY FOR JULY—AUGUST

Titles of exhibitions, lectures and papers are printed in italics. In the case of papers and lectures the authors' names come first. Sponsors are represented by their initials as given in the glossary on the usual front cover.

**AIRTON**, near Skipton. *Twenty Women at Home Exhibition.* (Sponsor, HC.) JULY 29-31

**AVONCROFT**, Bromsgrove, Worcs. *Living in the Country Exhibition.* (Sponsor, HC.) AUG. 14-18

**BIRMINGHAM**. *Living in the Country Exhibition.* At National Council of Social Service, Edgbaston. (Sponsor, HC.) JULY 29-AUG. 9

**BULLINGFORD**, Herts. *Twenty Women at Home Exhibition.* (Sponsor, HC.) JULY 30 to AUG. 5

**GATESHEAD**. *When We Build Again Exhibition.* At Shipley Art Gallery. (Sponsor, TPCA.) JULY 29 to AUG. 2

**HUDDESFIELD**. *Englishman Builds Exhibition.* At Woodhead Memorial Lecture Hall, Tolson Memorial Museum. (Sponsor, BIAE.) JULY 29-31

**HULL**. *Conference on "Planning for Living."* In the Guildhall Reception Room. Conference fee, 3s. 0d. 11 a.m., Chairman: The Lord Mayor of Hull. Professor Patrick Abercrombie on *Hull in the National Plan*. 2.15 p.m., Chairman: The Bishop of Hull. Mr. Noel Curtis-Bennett, Chairman of the National Playing Fields Association, on *Living Needs of Industrial Cities*. Mr. Gilbert McAllister on *Towards a National Planning Policy*. The conference has been organized by Mr. R. G. Tarran. (Sponsor, HC.) SEPT. 4

**LINCOLN**. *Living in the Country Exhibition.* (Sponsor, HC.) JULY 29-AUG. 31

**LONDON**. *Royal Academy's Summer Exhibition.* At Burlington House, Piccadilly. 9.30 a.m. until 7 p.m. Weekdays; 2 p.m. until 6 p.m. Sundays. Admission one shilling. JULY 29 to AUGUST 7

**ABT School of New Building Technique. At the Alliance Hall, Palmer Street, Westminster, S.W.1.**

Fourth Session—July 29, at 6.30 p.m. Chairman: Professor W. G. Holford. *Site Experiences in the USA.* Mark Peter. *The Application of Prefabrication to Housing.* H. J. Spiwak.

The lectures will be illustrated by photographic material and drawings, and there will be opportunity for questions and discussion at the end of each session. A bibliography and a summary of the lectures and discussions will be available for those attending. Fees for the course, 5/-; for individual lectures, 2/-, 50 per cent. reduction for members of the ABT and of the NFBTO on production of their Union cards. Applications for enrolment to: David Morrison, 3a, Heathway Court, Finchley Road, N.W.3.

*Civic Diagnosis of the City of Hull Interim Exhibition.* At the Housing Centre. Maps, diagrams and photographs of the work of the Hull Regional Survey Research Group. (Sponsors, Leverhulme Trust, Lord Mayor of Hull and HC.) JULY 29—AUGUST 14.

*Exhibition of the work of the London Regional Reconstruction Committee.* At the National Gallery. The LRRC is a Committee appointed by the Council of the RIBA, with 12 members from the Institute and the AA respectively. It has been at work for nearly two years on the problems of reconstruction and post-war planning for the London Region. The latter for the purposes of the Committee's work has been defined as C.D. Region No. 5, the area of which is about 850 sq. miles, with a population of about 8,500,000. The exhibition consists of proposals for a Regional Plan illustrated by plans and a plan-model to a scale of 6 in. to 1 mile. Many other drawings and diagrams are exhibited to illustrate particular problems of the Region, such as transport, and to demonstrate the principles upon which the Committee has based its proposals. A Historical Section is included in the exhibition. (See A.J., June 10). JULY 29 to 31

*County of London Plan Exhibition.* At the County Hall, Westminster Bridge, S.E.1. Large scale maps and drawings, etc., of the County of London Plan for redevelopment, prepared by J. H. Forshaw, architect to the L.C.C. and Professor Patrick Abercrombie. Open to the public Mondays, Tuesdays, Wednesdays, Thursdays and Saturdays, 10 a.m. to 8 p.m.; Fridays 10 a.m. to 9 p.m. The exhibition will not be open on Sundays. The Plan was illustrated in the A.J. for July 15. JULY 29 to AUG. 14

*Your Inheritance Exhibition.* At Carter Paterson's. (Sponsor, HC.) AUG. 3-14

**LOWESTOFT**. *The Englishman Builds Exhibition.* (Sponsor, HC.) JULY 29-AUG. 7

**MANCHESTER**. *Rebuilding Britain Exhibition.* at the City Art Gallery, Mosley Street, Manchester, until August 3. Open weekdays 10 a.m. until 6 p.m.; Sundays 2.30 p.m. until 5 p.m.

**MITCHAM**. *Your Inheritance Exhibition and Twenty Women at Home Exhibition.* (Sponsor, HC.) AUG. 2-9

**NOTTINGHAM**. *Living in the Country Exhibition.* At Notts, Derby and Lincoln Architectural Society. (Sponsor, HC.) JULY 29-AUG. 2

**RETTFORD**, Notts. *Film, Rehousing in Great Britain.* (Sponsor, HC.) JULY 29-AUG. 2

**SLEAFORD**, Lincs. *Living in the Country Exhibition.* (Sponsor, HC.) AUG. 1

**WETHERBY**. *Film, Rehousing in Great Britain.* (Sponsor, HC.) AUG. 5-12

## NEWS

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No. 2531. Vol. 98

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Though no feature in the JOURNAL is without value for someone, there are often good reasons why certain news calls for special emphasis. The JOURNAL's starring system is designed to give this emphasis, but without prejudice to the unstarred items which are often no less important.

★ means spare a second for this it will probably be worth it.

★★ means important news, for reasons which may or may not be obvious. Any feature marked with more than two stars is very big building news indeed.

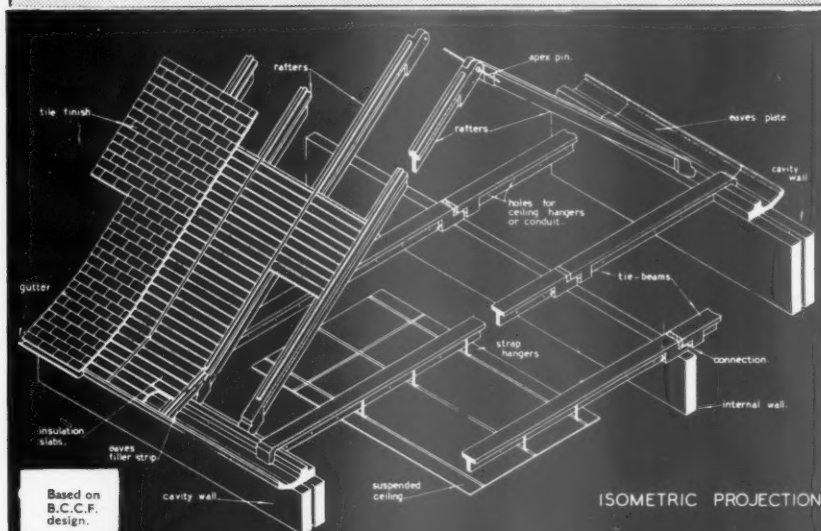
*In the House of Commons Mr. Hicks, Parliamentary Secretary, Ministry of Works, replying to Mr. McKinlay, said: The Minister has asked the following to constitute the mission which is TO PROCEED TO THE UNITED STATES to study and report on new building methods.*

Mr. A. Bossom, M.P. for Maidstone; Sir G. Burt, chairman of Building Research Board; Sir J. West and Mr. F. Wolstencroft, general secretary, Amalgamated Society of Woodworkers. Mr. Bossom, architect, designed some of New York's first skyscrapers. London born, he migrated to America after a period as a draughtsman with the LCC, and made his name as an architect there. Returning to England in 1926, he entered politics and became an alderman of the LCC. Sir George Burt is a director of John Mowlem & Co., the London firm of public works contractors and builders. Sir James West, a native of Cardiff, is chief architect and director of post-war building at MOW. Mr. Wolstencroft is a former president of the National Federation of Building Trade Operatives.

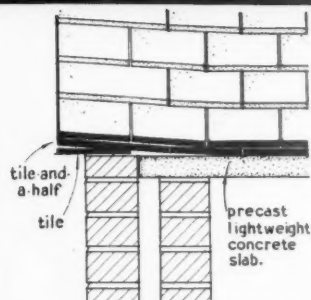
*Except for urgent war enquiries RIBA LIBRARY will be closed from August 9 to 16.*

Current periodicals only will be available in a temporary reading room on the first floor landing. The period of loan of books from the Lending Library normally due for return in the week during which the Library is closed will be automatically extended until August 18.

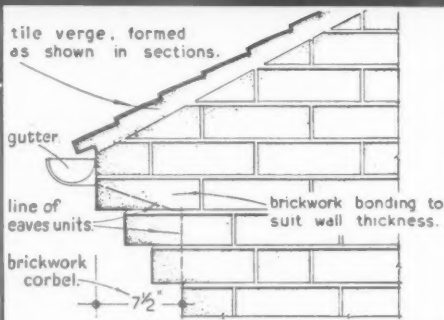
**Marley are already carrying out pitched roof contracts for local Councils under the Government scheme for 3,000 cottages, and would welcome enquiries from other authorities.**



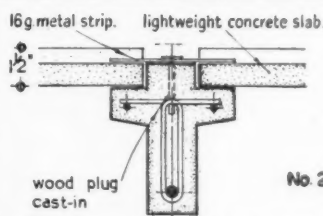
**COTTAGES for AGRICULTURAL WORKERS. Pitched roof construction**



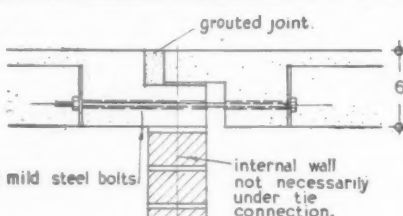
**SECTION THROUGH GABLE. lightweight concrete insulation**



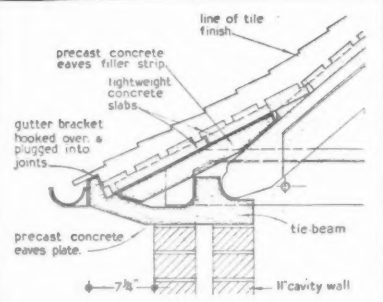
**BRICKWORK CORBEL. at gable end.**



**RAFTER SECTION at 90° TO SLOPE showing fixing of insulation**



**DETAIL OF TENSION JOINT IN TIE-BEAM**



**EAVES DETAIL lightweight concrete insulation**

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# from AN ARCHITECT'S Commonplace Book

**THE FOUR STAGES OF PLANNING.** [From *The Culture of Cities*, by Lewis Mumford]. Regional planning involves four stages. The first stage is that of survey. This means disclosing, by first-hand visual exploration and by systematic fact-gathering, all the relevant data on the regional complex. Since even the geographic constants have been altered in one degree or another by time-processes, the historic side of the survey is as necessary as the elementary topographic mapping. The orderly arrangement and graphic presentation of these data, through maps, statistical charts, and photographs, are important aids in clearing the mind of confusion, partial observation, and misleading generalizations formed on the basis of insufficient evidence. . . . The second stage in planning is the critical outline of needs and activities in terms of ideals and purposes. . . . The third stage in planning is that of imaginative reconstruction and projection. . . . Here plan finally appears in the accepted sense of the word. . . . Now these three main aspects of planning—survey, evaluation, and the plan proper—are only preliminary: a final stage must follow, which involves the intelligent absorption of the plan by the community and its translation into action through the appropriate political and economic agencies. In this stage, the plan undergoes a readaptation as it encounters the traditions, the conventions, the resistances, and sometimes the unexpected opportunities of actual life. . . . Regional plans are instruments of communal education; and without that education, they can look forward to only partial achievement.

*In the House of Commons Wing Commander James asked whether, in view of the rapid and DISTURBING RISE IN BUILDING COSTS and the diminished output, which threatens to affect post-war housing and repairs seriously, the Prime Minister will move to appoint a Select Committee to investigate the position.*

Mr. Attlee, Deputy Prime Minister, said the question of building costs during the war give a very false impression because the heavy contributing items are solely due to war-time conditions. The cost of erecting war-time houses is naturally high and the result of widely different local conditions accentuated by war-time difficulties and extreme variations in tenders. During the last ten weeks a costing section has been established in MOW to concentrate on the question of costing for post-war building. He did not think that at present there is any need for a Select Committee. Mr. Glenvil Hall asked if the prices ruling now in the building trade will be prevented from continuing when the war is over; and if he can have an assurance that present prices will not be continued. Mr. Attlee:—That is another question.

*Mr. Wakefield asked the Parliamentary Secretary to MOW, in Parliament, what has been the shortest and longest time taken from the decision being made to build PREFABRICATED DWELLINGS FOR AGRICULTURAL KEY WORKERS, for which his Department is responsible, and their fitness for habitation?*

Mr. Hicks: Authority to build these dwellings as a matter of policy was obtained at the end of September last; but before contracts could be let there were discussions with the Ministry of Agriculture, war agricultural executive committees, local authorities and others with regard to type and situation. Individual sites had also to be found and agreed with the various authorities. When these

preliminary details had been settled, the decision taken in December to review the whole Government building programme in relation to labour supply unavoidably postponed starting building for some six weeks. Thereafter the labour allocation to the Ministry of Agriculture did not permit of this programme being proceeded with at optimum speed in view of other requirements to which that Department attach greater importance. As I informed the hon. Member on June 30 last, the actual time of building varies between three to five months.

*Mr. Leslie Wallis, President of NFBTE, stated at the half-yearly meeting of the Federation in London, that the SMALLER BUILDERS MAY YET BUILD THE FARM WORKERS' COTTAGES.*

He said he was not aware that up to the present MOW has introduced any of the large contractors to MOH, and as quite a number of contracts have now been placed by local authorities it may well be that MOW will not be further concerned in the matter. He hoped all the cottages will be ready for occupation by the autumn. The builders are in no way responsible for the delay. Mr. Wallis said that relations with MOW are very cordial, but the great weakness is that most of their committees are purely advisory. They are often asked to advise on schemes which are not their own. Far greater success will attend their joint efforts if the Federation is asked to advise the very moment a problem arises.

*Mr. H. C. Harland, President of LMBA, said at Surbiton that if REDEVELOPMENT OF BOMBED AREAS is to be undertaken on improved layouts there must be immediate proposals before the House of Commons, based on the Uthwatt Report.* He said: Local authorities must know what powers they are to have to acquire ownership or control of these areas. For areas outside

bombed regions, town-planning schemes as agreed pre-war must be permitted to operate. For the other main provisions of the Uthwatt Report as to further acquisitions of lands there should be a "stand still" period. They can only be considered and decided in the light of immediate post-war requirements. A hopeless mess has been made of the erection of a few houses for agricultural workers. If the Government had said to the building industry: "We want these houses. Will you arrange for them to be planned and built with the co-operation of local authorities?" these houses would have been well on the way to completion by now. It is only because there was no one in authority to say what should or what should not be done that we see the present state of chaos.

*The Scottish National Housing and Town Planning Council is holding a competition for sketch plans for the REPLANNING OF AN EXISTING TOWN or village of approximately 5,000 inhabitants with a view to the creation of a model self-contained community.*

The competition is confined to men and women (of not more than 35 years of age) of British nationality normally resident in Scotland. They will be allowed to choose which Scottish town they propose to replan. Prizes of 20 guineas, 10 guineas and 5 guineas will be awarded as first, second and third prizes respectively. Sketch plans with appropriate letterpress must be sent in not later than October 31, in the case of civilians, and not later than December 31 in the case of men and women serving in H.M. Forces. Copies of the conditions may be obtained from Norman J. Campbell, Honorary Secretary and Treasurer, 11, Drumsheugh Gardens, Edinburgh, 3.

*By careful economy and salvage over 1,700 TONS OF PAPER ARE SAVED ANNUALLY by the London Passenger Transport Board.* Reduction in the size and thickness of tickets



## *Leader of the Hull Regional Survey*

For the first time a Leverhulme Research Grant has been given to planning research and through its aid and that of Mr. R. G. Tarran, the Reckitt Trust and others, the Hull Regional Survey has been made possible. Max Lock is directing this survey, which forms the main subject of this issue of the JOURNAL. Associate of the RIBA, a member of the Town Planning Institute and a member of MARS, Mr. Lock, who is 34, was trained at the Architectural Association where, from 1937 until the war broke out, he served on the staff. He then succeeded Dr. J. L. Martin as head of the Hull School of Architecture, but for the past year he has been working exclusively on the Hull survey, assisted among others by some of his former students and colleagues of the Hull School of Architecture.

Before the war he was developing his own practice and was commissioned with Miss Judith Ledebor to plan at Herne Bay a summer camp for holidays-with-pay workers from Lambeth. This scheme, however, was killed by the war. He has had former experience in research, notably in 1939 with the Ocean Street Housing Research, carried out by a group of fifteen students at the AA, and in 1940 with another co-operative research team of students of the Hull School of Architecture connected with the Scalby Reception Centre (published in the JOURNAL, August 29, 1940). Among the team, now composed of ten members, who have assisted Mr. Lock, are Bernard Le Mare, now in the Royal Engineers, Robert Meadows and David Crompton, all Associates of the RIBA.



alone has saved 600 tons, while the salvage of used tickets amounts to about 800 tons per annum. Forms used by the Board have been either abolished or reduced in size, thus halving paper consumption and effecting a further saving of 120 tons of paper a year. Envelopes are only used where there are enclosures. This economy alone is saving 4 tons a year. A multi-use envelope has been devised for internal use, where an envelope is absolutely necessary and canvas or rexine folders, made from scrap, are employed for mail between offices and depots. Old correspondence files are combed periodically throughout all the LPTB offices to find paper for scrap, and for taking carbon copies of letters or memoranda, with the result that practically no new paper is being used for these purposes.

*It is now possible for us to estimate with reasonable accuracy HOW MUCH BUILDING LIES AHEAD of us, not for a year or two, but for 20 or 30 years.*

This statement was made by Mr. W. S. Morrison, Minister for Town and Country Planning, at the Building Industries Congress, at Central Hall, Westminster. He said: Opportunity will be given to large-scale group development as never before. The building industries will be the ambassadors of Britain to the eyes of the world. Half-hearted planning is worse than no planning. We can no longer be content to leave things to time and the individual. Mr. Hicks, M.P., Parliamentary Secretary to the Ministry of Works, said: The present high cost of building must come down after the war. The future policy should be to continue to reduce costs. Viscount Sankey said: Let it be our boast that we left a Britain in which all slums had been abolished for ever.

*Mr. Ernest Brown, Minister of Health, has opened a NEW £1,000,000 TOWNSHIP built during the war in the Midlands.*

This housing estate, consisting of 850 houses, a fire station, war-time nursery, shopping centre, and doctor's house, has been built during the war by a rural district council, at a cost of nearly £1,000,000, to house workers in a new industry which will remain after the war. The estate has been laid out on a virgin site of 176 acres. The scheme provides for the building after the war of a community centre, lock-up garages on several parts of the estate, and brick-built tool-sheds for each house. It is also expected that two schools, a cinema and three places of worship will be added after the war and the sites have been earmarked. This is believed to be the biggest housing scheme ever undertaken by a rural council.

*After lying in the yard of Thetford Gasworks for thirty-five years, what is believed to be the stone COFFIN OF AN ANCIENT KING of England is to be examined by experts from the British Museum.*

Said to contain the remains of the Danish King Sweyn, later accepted King of England, the coffin was unearthed from the site of the gasworks during excavations. Formerly the site was occupied by a church.

## PHYSICAL PLANNING

**A**MONG the many loosely defined peace aims of this country, organisation for the more efficient use of our crowded land and the improvement of our physical environment is perhaps the most clearly defined and constantly recurrent in the minds of the citizens. Physical planning has become news. Plans for social security, employment, health, and education have all held front pages, the red and blue alternatives following the pastel shades of official plans. But although discussion has waxed strong, interest has waned, for the British public do not like long and heated words associated with sex, religion or politics. Their desire to overcome the five giant evils is too personal ever to die, but they are sceptical of rosy promises and lyrical reports which are instigated but not implemented by government action.

The main body of physical planners, whether through acute insight or instinctive common sense, has avoided political entanglements in their planning, and their plans are popular. The public do not yet feel that town planners are intent upon making a political career or benefiting their party as a result of their work. Nevertheless, this detachment and the popularity arising from it harbours great disadvantages. It has so far precluded that close collaboration with social and economic experts, which is essential to the success of realistic physical planning on a national scale. It has made the definition of a clear social objective towards which to plan, impossible, and has even hindered the acceptance of scientific diagnosis as the approach to physical planning, an approach which would point all too clearly to social objectives, and the radical changes which would be needed to bring them about. It has, in fact, made possible the production of plans which are imaginative and often detailed, but which are hopelessly inadequate as a means of awakening that real popular enthusiasm, which will provide the incentive to carry out the vast changes the plans imply, in social and economic as well as physical spheres. In order to overcome this, it is essential that our plans for reconstruction should embody some agreed method of approach, in addition to a definite agreement on objectives. The former is necessary if experts are to collaborate successfully, and the latter if we are all to collaborate with that enthusiasm which previously has only been aroused in this country by the issues of war.

The next number of the ARCHITECTS' JOURNAL will include a new section on Physical Planning. We have conceived this week's number as a send-off to the new section, and have included a comprehensive report of Mr. Max Lock's *Civic Diagnosis of Hull*, because we believe that in being the first illustration of a step in the scientific approach to physical planning to be presented to the public it constitutes a landmark. It is part of that method of approach upon

which it is so necessary that physical planning experts should come to an agreement. It points the way not only to the need for undertaking such a survey on a national scale, but also to the radical changes which must take place, if a solution of the problems it so clearly shows are to be realistically tackled.

This regional survey makes it clear that physical planners can no longer beg the question of the socio-economic changes necessary if their plans are to take shape. It is no longer enough to state what all know, that we must have better housing, more efficient transport, plenty of amenity and healthy workplaces; we must collaborate with other experts to put life into our proposals, and to make clear the basis upon which we can achieve the new life of which the physical environment will be but one expression.

The acceptance of the method of scientific diagnosis as the first step in physical planning is therefore only half the battle. It will show us a picture of existing conditions, and it will help us to work out the means of overcoming that which is bad in them, but unless we decide where this step is going to take us, whether we believe each man should have equal opportunity to share what our survey has shown us we possess, and if so, exactly how much change we are willing to undergo and how much time and energy we shall give to that belief, it will remain a dream. The only way to make our town and country plans come to life, is through the definition of a clear social objective of which they will be part—one which is decided in collaboration between experts and people, based upon factual analysis and related to real human values. This is the only way we can avoid physical planning finally becoming involved in political entanglements which breed scepticism on the part of the public, and delay in government action. In this way it will be the part of the government to pass legislation, and put into force any other measures which are necessary for the realization of the people's wishes, when these have been formulated.

There is much work to be done in the field of physical planning if it is to take its place in right perspective as part of a national planning programme. Next week's new section of the ARCHITECTS' JOURNAL is designed to assist in setting the eye-level and determining the vanishing point from the angle of physical planning. The first four numbers will include a retrospective chronicle of planning events from 1909 to 1946, which will be followed by a survey of the general position of physical planning in relation to social and economic planning. The large amount of literature which is being produced on all aspects of the subject makes it increasingly difficult to see these varied aspects in relation to one another, and so a series of articles will follow linking these aspects to a general framework. They will cover the problems of the physical planning set-up, now and in the future, as well as a survey of the different aspects of the job itself.



*The Architects' Journal*

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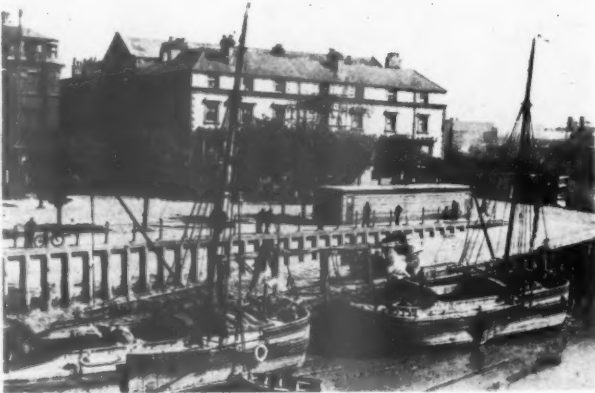
## N O T E S & T O P I C S

### HULL SURVEY

Among the many good works of the Housing Centre, perhaps the most important yet is the exhibition of the Hull Regional Survey, which will remain open at Suffolk Street for an extended period until August 14. The exhibition gained considerable *kudos* at the opening ceremony, when a Minister of the Crown, Mr. W. S. Morrison, "cut the tape," under the chairmanship of Professor Abercrombie. The opening was followed by excellent notices in the daily press. This publicity was well deserved, for the survey is a valuable sample of the kind of fact-finding analysis which must be undertaken throughout the country before reasonable replanning schemes can be initiated, even on paper.

Such local work, however, loses half its value unless it is finally co-ordinated by a National plan. One of the more ridiculous results, for instance, of the lack of a national synthesis, is the zoning in existing town-planning schemes, which are based neither on local or national surveys, for enough land for houses to accommodate 291 million people, or six times the present population.

Certain facts are brought out in the Hull survey in a dramatic way, simply by statistical statement. The road accidents map, for example, tells you bluntly that if you plan roads like these, you are, in fact,



*Photos of Hull by the Hull Daily Mail which has taken considerable interest in the Hull survey. Top left: tubs of fish on a quay; Hull employs 14% of all British fishermen. Below left: the only part of the South river front open to the public. Top right: the trolley bus terminus on the main shopping street before the war. Below right: the same view taken since the war began. Queen Victoria still reigns at this central point of Hull, but the blitz has cleared the sites around, giving Hull a new chance to plan.*

planning to murder so many thousand individuals per annum. The infant mortality and juvenile delinquency map tells you that if you build houses in such a way again, you will be responsible for the death of so many infants, and the production of so many potential criminals. It will inform you also that if you build new housing estates, even at a desirable density, which have no communal advantages or social centres, and are far from the places of work of the inhabitants, infant mortality and juvenile delinquency will be even higher than in the blighted areas. The obvious inference is, of course, that certain facilities are essential to the proper use of leisure and care of health, and that it is useless to build decent homes for people far from their work (where they should not be in any case), unless they are also provided with enough

buying power to cover travel expenses as well as essential biological needs.

#### POETS CORNER

##### WESTMINSTER BUILDINGS

Near the frost lace and lanterns of Parliament,  
An architecture of maiden-hair,  
And nearer still the fading geometrical  
Congreve courtesies of Smith Square,  
Stand three big-business elephantine concrete  
Blocks—Thames House and I. C. I.,  
Like three old-fashioned lids of sewing machines  
With knitting needles fisting sky.

But let's be fair :  
The stodgy  
Though stolid  
Is solid,  
Firmer of stair  
Than maiden-hair,  
And dim dislodging  
Angles of a "square ;  
And blessed as well with lift  
To waft aloft.

*Geoffrey Tillotson.*

#### BUILDING CONGRESS

These last few weeks have seen the exhibition of an official plan for the County of London and the opening

of a gigantic Building Congress conveniently staged within a stone's throw of each other, one at either end of Westminster Bridge. Taken together they show, roughly, what we want and what we are likely to get. In our excitement over the LCC scheme it's as well not to ignore what the building industry as a whole has been saying in the Central Hall, which is just a bit nearer than the County Hall to the Houses of Parliament.

★

The building trade demanded the immediate preparation of plans for a new Britain, chiefly one suspects because they want to get the unprofitable business over. A gentleman on my right expressed the feeling of the Congress on this point when he interrupted a discourse on "the need to plan for planning"—with a grunt, "meanwhile we sit on our behinds."



Lord Portal opened the Congress with a speech, that threw as little light on the Government's reconstruction policy as any yet, but the same can't be said of Mr. Brown who announced that in March last he'd authorized the preparation of sites for a one-year housebuilding programme to be put in hand immediately we've signed an armistice. Five hundred and eighty-six local authorities have already submitted schemes, he said, covering 130,000 houses and more are on the way. Loans will be sanctioned and compulsory purchase orders entertained. Cheers greeted the news which redoubled when he added that he hoped to see his houses built by an industry organized on pre-war lines with as few controls as possible.

★

As Mr. Bossom afterwards pointed out, in defiance of a red light which seemed to go on specially early for him, no one yet knows what land is wanted for roads, green belts and industry—but no matter.

★

"We want plans" the majority of speakers began but they nearly always ended with "we won't stand control." Mr. Towndrow summed up Thursday morning's talk by saying that the building industry would make whatever sacrifices might be necessary to win the war but none for reconstruction — or words to that effect.

★

Mr. Hicks, opening the sixth session, gave the Government's answer to BINC. His speech was the event of the Congress and one of the best of his career. Control, he said, would continue as far as might be necessary to make reconstruction possible at reasonable cost. Chaos lay only between Government control and self control. Post-war years would be no harvest time.

★

Mr. Hicks gave the Government's answer to BINC but no answer to the public on wider issues. The Minister of Health is pushing ahead with his housing and no machinery for planning exists yet. Sitting listening to speeches at this conference, the other side of Westminster Bridge seemed a very long way off.

ASTRAGAL



## LETTERS

G. Steel, S/Sgt., R.E.

H. Dalton Clifford,

M:Inst.R.A., N.R.D.

### Farm Workers Cottages and Post-War Planning

SIR,—We have just received a copy of the JOURNAL for March 25 containing the plans and elevations of the new cottages for farm workers, planned by MOH, and with elevations by MOW.

Judging agriculture by what it is doing for England at the moment, surely everyone must realize by this time that it is an industry above all things. Something that produces. The old romantic ideas have no place with the modern farming community, neither have pretty-pretty designs for cottages, which fall below the standard required for industrial workers.

One's ideas for rural housing become very much changed and rationalized if one has had the opportunity, as so many of the men in the M.E. have had, of seeing the dwellings of the Palestinian farming areas. Here they have thrown tradition to the winds and designed simply and straightforwardly for the people's wants.

Prof. Huxley has a speech in the same issue on *Why We Must Plan*. Architects serving abroad in all capacities, from sapper or private to high-up officer, realize the great necessity for a complete well-organized plan for British architecture and town planning after the war. What we have seen of the schemes so far have been most discouraging. The Götterdämmerung style for larger buildings, and the sickly romantic style for smaller dwellings still seem to be in favour.

Apart from this, it is absolutely necessary to have new dwellings now, when the best materials are rightly diverted for war purposes and domestic needs have to be supplied with what they can get? The heights of the rooms of the cottages, for instance, have been cut down to eight feet, thus riding rough-shod over by-laws and accepted standards.

Surely it would be far better to make shift with what there is at present, as so many of us are having to do, until after the war is won, when a complete unified scheme and planning can be put into operation, without drawbacks regarding lack of architects with vision, shortage of materials and labour, etc.

Housing is the most important architecture of a country, not the least, and therefore should receive the best brains, sites and materials. Far too often it is relegated to the background with more spectacular works overshadowing it.

GEO. STEEL

### Future of Industrial Design

SIR,—Mr. Herbert Read's talk on *The Future of Industrial Design*, published in the JOURNAL recently, though brilliant in most respects, is bad propaganda.

First, because the ju-jube age, of which he painted such a terrifying picture, is decidedly desirable, and in any case inevitable. Ju-jubes, clean, honest and efficient, offer a far better basis for future development than the present phase of shoddy sham, and the sooner we reach—and pass—this age, the better.

Secondly, because he fostered the erroneous belief that design is an obscure intangible quality which costs a lot, and yet gives the manufacturer no material benefits. Before anything is manufactured, it is necessary that the materials should be specified, the method of production decided upon, and drawings made for the dies or moulds—in fact it must be designed. The manufacturer often does not call it designing or realize, any more than Mr. Read realizes, that that is what it is; and its cost is generally infinitesimal when compared with other production costs—tools, machinery, labour, raw materials—which is probably why, as Mr. Read alleges, it is not taken into consideration when calculating prices.

Far from being intangible, like advertising, design is an essential part of the manufacturing process. The intangible factor, for which the manufacturer quite rightly refuses to pay extra, is the difference between his and Mr. Reid's idea of good design. After eliminating the factors which both would agree are necessary to good design—that it should employ the most economical and readily available material, labour and method to produce an efficient article—one concludes that whereas the manufacturer insists that the articles be saleable, Mr. Read insists that it should be beautiful. Unfortunately beauty and bad saleability are not the same thing.

In order to make an article saleable, the manufacturer usually finds it necessary to apply "decoration" and probably distort the shape to make it look like something else; for the article the public likes best is that which looks most expensive for its price. It would be far more economical in production costs for him to make the article simple, honest, fit for its purpose, well proportioned—in a word beautiful. The proof of this can be seen in some of the utility goods now being made.

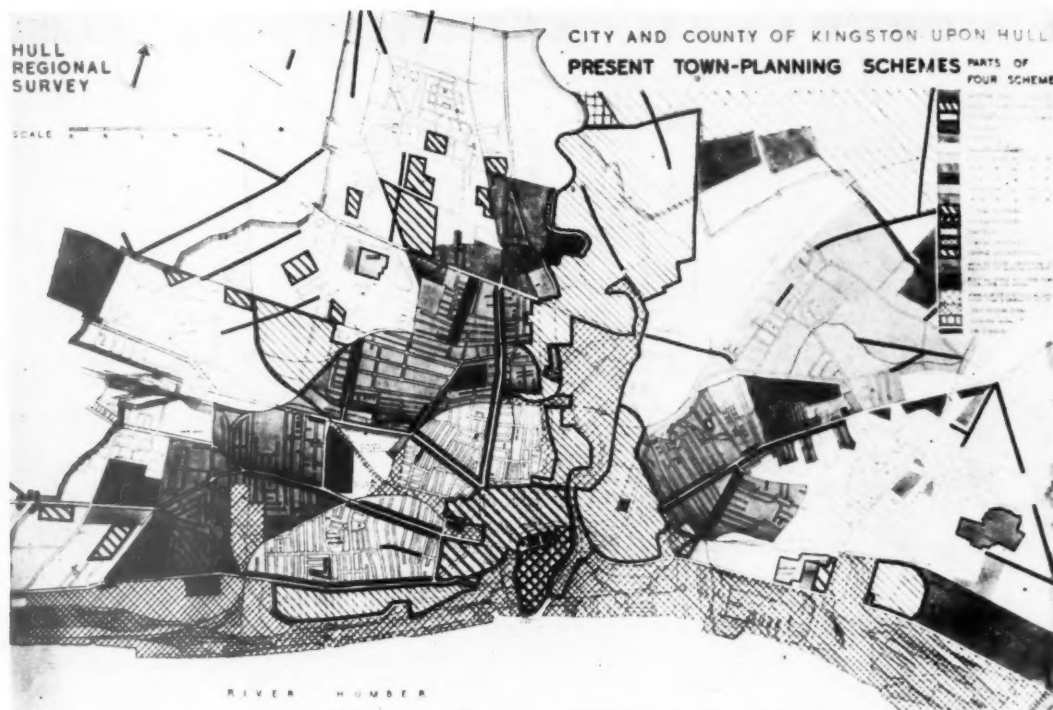
No amount of advertising, education, or exhibition will persuade the public to pay far more for simple honest articles than ornate ones which have clearly cost far more to produce. But when Mr. Read stops telling people that design is an expensive luxury, and when the manufacturers pass on to the public the saving they would make by producing better designed articles, then, with the help of clever advertising, the public might be persuaded that good design means good value for money. Thus the ju-jube age would be quickly reached, and quickly left behind.

A lot of harm has been, and is still being, done to the cause of good design by free-lance "artist" designers, who cannot compete with the commercial designer in technical knowledge. They force the manufacturers to believe in Mr. Read's contention that good design and the profit motive do not go hand in hand. They must be made to realize that beauty is not the only, or even the first, consideration, that they are primarily technicians, production experts with knowledge of manufacturing methods, the potentialities and prices of materials, industrial organization—and only incidentally artists.

H. DALTON CLIFFORD

Kensington





This diagram of present town-planning schemes occurs in Section 3. The schemes are zoned to accommodate an approximate population of 482,711, the population in 1938 being 318,700. The existing regional scheme provides for a resident population of 1,482,096, based on zoning provisions. In existing town-planning schemes, owing to lack of national co-ordination, enough land has been scheduled for houses to accommodate six times the present population of the country.

## CIVIC DIAGNOSIS OF THE CITY OF HULL

This issue deals with the Hull Regional Survey, an interim exhibition of which is now on view at the Housing Centre, and will later be shown at Hull. The issue forms an apt introduction to the coming planning supplements, which will form a regular feature of future issues of the JOURNAL, for a proper diagnosis of the existing conditions of industry, transport and housing is the essential preliminary to all planning, especially that of the right use of land, whether national, regional or civic. Hull is an example of a blitzed town with unprecedented planning opportunities, and this survey exemplifies in a remarkable way how to tackle the first task that must be done throughout the country, both nationally and locally, before reconstruction can begin. The object of the survey is not only to help those concerned with reconstruction but also to establish a technique of preliminary investigation in large cities. It provides a working method of scientific analysis which can be stereotyped and applied to any town. Therein lies its great value and importance at the present time. It is to be hoped that, as urged by the Barlow and Scott Reports, a general diagnosis of every city and region in the country will now be conducted on similar lines, in order that results can be compared and fitted into a National Plan. The Hull Survey, grant-aided by the Leverhulme Research Fellowships and by private and industrial trusts, sponsored to the Leverhulme Trust by the Lord Mayor and Corporation of Hull, and conducted under the auspices of the Housing Centre, is being carried out by a research group of town-planners, architects, a geographer, an economist, etc., under the leadership of Mr. Max Lock, A.R.I.B.A. in consultation with the city officials and officers of the Ministry of Town and Country Planning. A brief synopsis of the full report, which is now being completed, is given on the following pages. It is divided into ten sections: 1, The Geographic and Historic Pattern; 2, Present-day Population and Industry; 3, Present-day Physical and Administrative Background; 4, The Utilization of Land; 5, Communications and Transport; 6, Public Utility Services; 7, Housing; 8, Shopping and Retail Trade; 9, Social Services; 10, Recommendations and Conclusions.

# 1 GEOGRAPHIC AND HISTORIC PATTERN\*



Geology of the Hull region and areas of human settlement and development.

Geographical, geological and historical analysis.

Development and the shift of economic or social significance from one part to another.

The physical background of the region.

## MAPS

1. Contours and watercourses and land liable to flood.
2. Surface geology and areas of human settlement.
3. The mediæval city as a port on the River Hull.
4. The rise of the port on the River Humber.
5. Its agricultural background and contemporary soil survey.

## GENERAL SYNOPSIS

The chalk wolds enclose the Holderness alluvial lowland of glacial drift and alluvium. The Humber, bending southwards, is naturally deepened at Hull. The port grew up quickly on the river Hull despite the marshy site, which, however, was easy to defend. Hull and Amsterdam have points in common. The lowland villages are on glacial drift—avoiding the marshy alluvium.

Thin soil lies on the crest of the Wolds. Most villages are lower down, where the boulder clay overlaps the chalk. Here there is spring water and deeper soil.

After 1800 settlement is less limited by geology. A highly specialized system of sheep folding and crop rotation develops.

## THE PORT ON THE RIVER HULL

### Hollar's Plan, 1640

The Humber approach is defended. Note the grid iron bastide type of street plan.

### Bower's Plan

The town expands beyond its mediæval limit. Industry pushes northwards up the River Hull. The defensive moat is gradually converted into a ring of docks.

## THE PORT ON THE HUMBER ESTUARY

### Modern Hull

The head of a vast system of inland waterways. Queen's dock is filled in. The centre of the city is now outside the old town which is obsolete and blighted.



An old map of the town and harbour of Kingston-upon-Hull drawn by A. Bower, surveyor, in 1791. The town begins to expand beyond its mediæval limit. Industry pushes northwards up the River Hull. The defensive moat is gradually converted into a ring of docks.



This map shows the growth of Hull by different colours defining its extent at different dates—1842, 1880, 1908 and 1939. The map shows how little development there was relatively between the time of Bower's map and 1842.

\* We have not been permitted to publish many important maps, especially those relating to industry, for reasons of national security.

## 2 PRESENT DAY POPULATION AND INDUSTRY

The analysis in relation to the population of the city and region as a centre of production, distribution and consumption, and as part of the nexus of international economic influences.

Investigation of the following factors is illustrated by graphs and diagrams.

### I. Population

Population trends—past, present and future—for Hull and for England and Wales.

Birth rate, death rate, natural increase and migration.

Internal movements of the population 1921-1938.

The social structure of the population.

### II. Employment

The local and national importance of Hull's industries as sources of employment and wealth.

An analysis of the gainfully occupied population.

The extent of unemployment and poverty.

### III. Industry

Hull's economic growth and industrial development.

The local and national importance of Hull's various imports and exports.

Trade fluctuations 1900-1937. Comparison with London and Liverpool. International influences.

Development of Hull's fishing industry.

Location of industry according to:

- (a) type
- (b) mobility
- (c) number of employees
- (d) location factor

(See Section 4(b) "The Industrial Pattern")

Noisome industries and their influence on the surrounding area.

### GENERAL SYNOPSIS

#### Population

Hull is the eighth largest city in England, with a population of 318,700 (1938). It has grown as a commercial centre since the thirteenth century, but has avoided the worst evils of over-rapid industrial development.

#### Trade

Hull is Britain's third port—exceeded by Liverpool and London.

In 1937 £28,600,000 of goods were exported; £69,000,000 of goods were imported.

Five million cwts. of fish (the largest landings in the Kingdom) were unloaded in Hull in 1938.

#### Labour

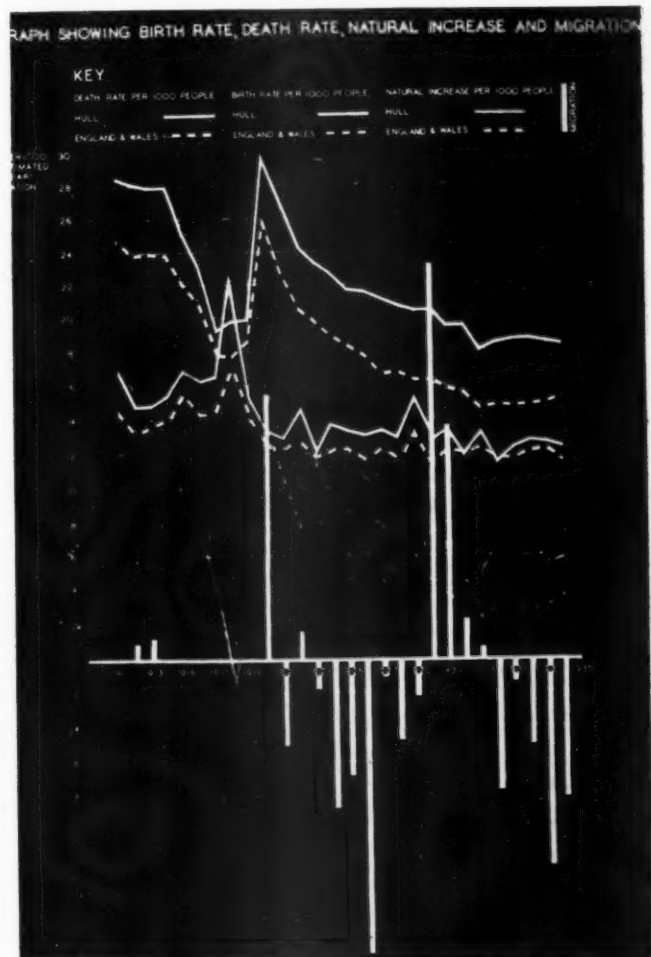
In 1939 80 per cent. of Hull's breadwinners earned less than £4 a week.

11 per cent. were unemployed.

(In Southampton 73 per cent. earned under £4 a week; in Cambridge 58 per cent.)

Hull employs:

- 14% of British fishermen,
- 7% " " paint manufacturers,
- 7% " " seed crushers,
- 8% " " makers of heating and ventilating equipment.



Graph showing birth rate, death rate, natural increase and migration in Hull compared with the rest of England and Wales.

### LOCAL & NATIONAL IMPORTANCE OF HULLS INDUSTRIES COMPARED

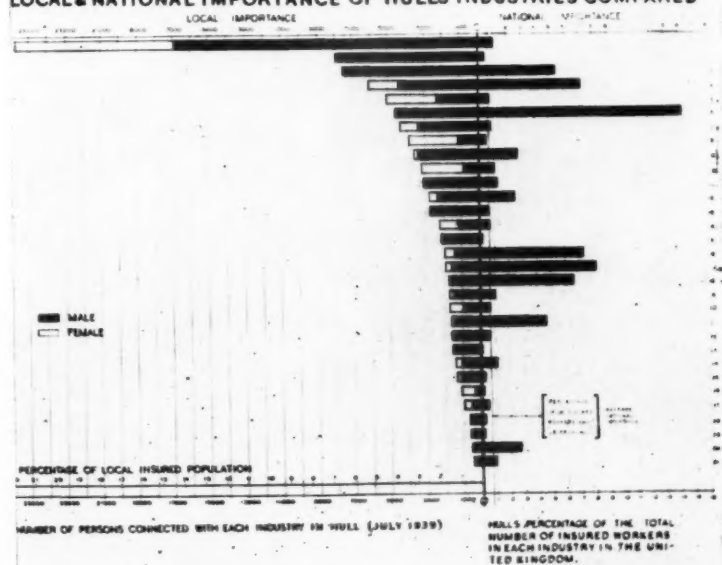


Diagram which compares the relative local and national importance of Hull's industries. For reasons of national security the names of the different industries have been deleted.

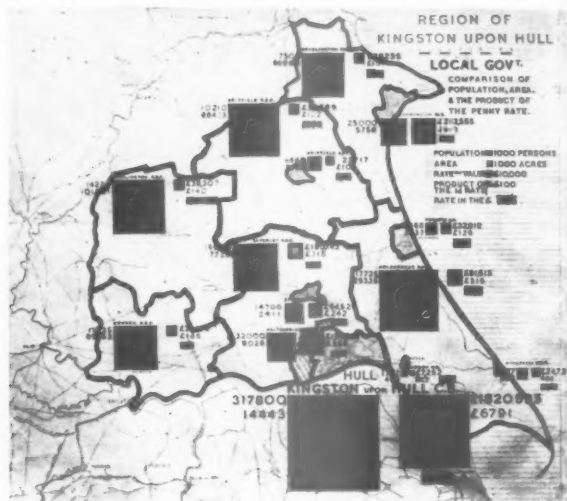
### 3 PHYSICAL AND ADMINISTRATIVE BACKGROUND

Comprising the following maps:

#### A.—The Region

1. Location of rural industries.
2. Distribution of population.
3. Zones of cultural and commercial influence.
4. Accessibility: Communication and Transport (see Section 5).
5. Drainage areas.
6. Distribution of gas, electricity and water supplies.
7. Administrative boundaries and productivity of the Id. rate.
8. Parks and places of natural beauty.
9. Regional Town Planning Schemes and land use zoning.

Diagram showing the administrative boundaries and comparison of population, area and the product of the penny rate in the Hull region.



#### B.—The City

1. The mosaic of administrative boundaries.
2. The existing Town Planning Schemes.
3. The Joint (Sub-Regional) Town Planning Scheme.
4. Land values in Hull.
5. Sites and buildings of historic interest.

Hull is a self-contained unit with a hinterland of first class grass and market gardening land.

The chief residential spread is west and north-west.

A Humber tunnel or bridge would improve accessibility to London and the Midlands.

The City and County of Hull's product of the penny rate in 1939 was £6,791. In the East Riding the average penny rate—divided between the seventeen authorities was £212, the aggregate for the county being £3,613.

The Regional Town Planning Scheme provides for a resident population of 1,482,096 based on zoning provisions.

The Hull Town Planning Schemes are zoned to accommodate an approximate population of 482,711.

#### GENERAL SYNOPSIS

Five-sixths of the population of the East Riding live or work in Hull.

Hull's rate is 20s. 6d. in the £. The average rate for the surrounding region is 10s. 3d.



Map showing the relative land values in the city.



# 4 THE UTILIZATION OF LAND

The basic physical structure and industrial pattern of the city.

The basis of planning is the right use of the land. The foundation of the physical survey is the Land Utilization Map of the City of Hull rendered upon 25 in. scale ordnance maps.

The regional land utilization map is a section of Dr. Dudley Stamp's Land Utilization Survey of Great Britain.

## MAPS

### A.—Land Utilization

From the 25 in. scale Land Utilization Map of Hull, abstractions are made on special survey maps showing:

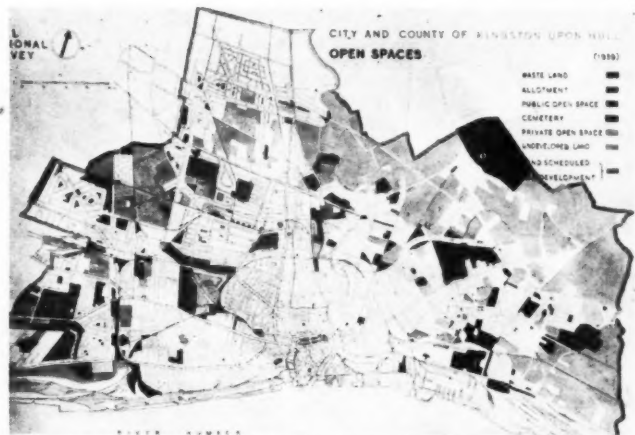
1. The location of industrial and railway undertakings,
2. The distribution of shops and business,
3. The housing areas,
4. The open spaces.

The actual area occupied by each of these categories is in process of being computed and contrasted with the amount zoned for these uses in the existing Town Planning Schemes.

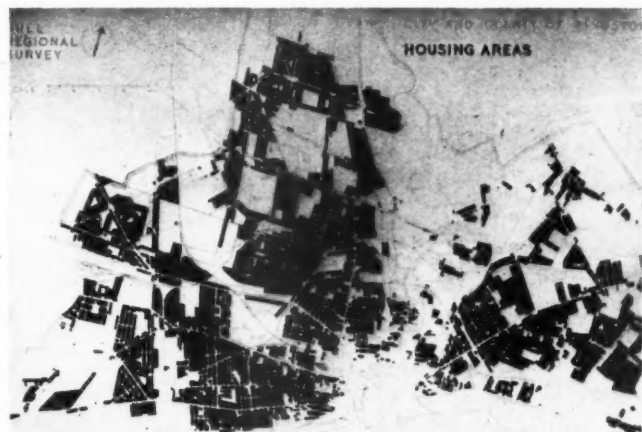
### B.—The Industrial Pattern

Maps showing the location of factories according to:

1. Type of manufacture,
2. Mobility,
3. Numbers employed,
4. Location factor,
5. Atmospheric pollution by
  - (a) smoke,
  - (b) smell and noise.



Map showing the different kinds of open space in the city.



Map showing the housing areas. The area occupied by the different categories of land use is being computed and contrasted with the amount zoned for these uses in the existing town-planning schemes.



Map showing the location of shops in Hull. Other maps show the location of factories including an important one analysing the relative mobility of existing factories.

## 5 COMMUNICATIONS AND TRANSPORT

The analysis of the system of communications and transport by road, rail, water and air in its local, regional and national context in relation to the movement of people from home to work, recreation, etc.

The distribution of material and manufactured goods.

Natural obstacles and peculiarities and difficulties caused by technological advance and over-development.

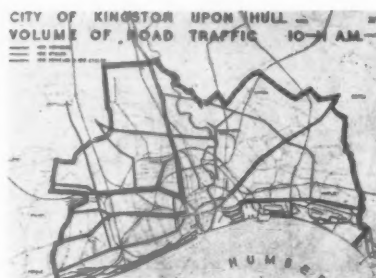
The following maps form the basis for this section:

### Local

1. Volume of road traffic at peak and slack periods—vehicles.
2. Volume of road traffic at peak and slack periods—cycles.
3. Volume and flow of traffic in central area.
4. Traffic restrictions, parking places, etc., in the central area.
5. Classification of streets according to character of traffic.
6. Street accidents—general.
7. Street accidents—in central area.
8. Road transport routes—bus, trolley bus and tram.
9. Density of traffic on road transport routes.
10. Railways and level crossing delays.

### Regional

11. Volume of traffic on first class roads.
12. Accessibility—railway and bus routes.
13. Accessibility—time-distance, frequency by fastest trains.
14. Accessibility—time-distance, frequency by bus.
15. Daily train journeys to Hull.
16. Density of traffic on bus routes.



Maps showing the volume of road traffic. Left: 10 to 11 a.m. Right: 5 to 6 p.m.

### National

17. Main communications system.
18. Time accessibility zones by train.
19. Inland waterways.
20. Coastal shipping.
21. Air routes.

### GENERAL SYNOPSIS

#### THE CITY

Fan-shaped plan with six main radial roads and a new peripheral ring road, not yet complete.

234 miles of roads and streets.

#### ROAD TRAFFIC

##### Cycles

The 1936 census recorded an average of 7,302 cycles per 16-hour day at a point in Hull—the highest number recorded at any census point in Great Britain.

### Peak Hour Volume

On the main radial roads near the city centre

Up to 1,500 cycles  
Up to 500 vehicles } War-time census.

### Daily Volume (16-hour day)

On main radial road near city centre

Character of vehicular traffic.	Volume.
Cycles .. .. .	11,400
Vehicles .. .. .	10,750
Cars and light goods vehicles ..	62%
Heavy goods vehicles .. .. .	18%
Trams and buses .. .. .	13%
Horse-drawn vehicles .. .. .	6%
Hand carts, etc. .. .. .	1%



Road accident map showing positions and numbers of fatal, injurious and non-injurious accidents.

**On main road in industrial area**

Character of vehicular traffic.	Volume.
Cycles .. .. .	3,520
Vehicles .. .. .	2,618
Cars and light goods vehicles ..	34%
Heavy goods vehicles .. .. .	40%
Trams and buses .. .. .	3%
Horse-drawn vehicles .. .. .	19%
Hand carts, etc. .. .. .	4%

**Street Accidents**

Total of 3,137 in the year 1939.  
40 per cent. caused personal injury or death.  
1,275 people injured, 38 people killed.  
4,845 vehicles involved.

36% motor cars.  
25% bicycles.  
18% motor vans and lorries.  
9% buses.  
3.5% horse-drawn vehicles and hand carts.  
2% tramcars.  
.5% trolley buses.

**Passenger Transport**

Municipal bus, trolley bus and tram services.  
5,000,000 vehicle-miles per annum.  
75,000,000 passenger journeys per annum.  
235 passenger journeys per annum per head of the population.

Regional and local road transport services are co-ordinated to avoid competition and unnecessary duplication.

**Railways**

A main inner ground level ring railway and an outer high level ring railway encircle the city.

The central terminus collects 2,000,000 tickets per annum.

There are six subsidiary passenger stations and six goods stations.

**Level Crossings**

In a 15-hour day (8 a.m. to 11 p.m.) at the five principal crossings, there are:

500 closings,  
1,000 minutes delay,  
80,000 vehicles held up.

**Regional Roads**

The recently improved Boothferry trunk road connects Hull and Liverpool, and carries the main east to west flow of traffic. The Beverley-York arterial road connects with the north-east industrial area and is an alternative route to the West Riding. There is a heavy coastwise volume of traffic in the summer months.

**Daily Volume (16-hour day)****Boothferry Road**

Character of vehicular traffic.	Volume.
Cycles .. .. .	930
Vehicles .. .. .	3,790
Motor cycles .. .. .	9%
Cars and light goods vehicles ..	58.5%
Heavy goods vehicles .. .. .	30%
Buses .. .. .	2%
Horse-drawn vehicles .. .. .	.5%

**Beverley—York Road**

(Includes traffic to Beverley)

Character of vehicular traffic.	Volume.
Cycles .. .. .	1,539
Vehicles .. .. .	3,857
Motor cycles .. .. .	10%
Cars and light goods vehicles ..	65%
Heavy goods vehicles .. .. .	17.5%
Buses .. .. .	7%
Horse-drawn vehicles .. .. .	.5%

**Main National Communications**

The main north to south road and rail system bye-passes Hull 30 miles to the West.

Direct north to south communication through Hull is obstructed by the Humber Estuary and the Yorkshire Wolds—a chain of chalk hills.

A Humber ferry connects Hull and East Yorkshire with Lincolnshire.

**Inland Waterways**

The Humber Estuary is the head of a vast network of 600 miles of inland waterway over which 750 craft ply.

The Aire and Calder, one of the principal navigations, carries 500,000 tons of goods per annum to and from Hull.

**The Airport**

In 1929 Hull established one of the first municipal airports—200 acres east of the city adjacent to a potential Humber flying boat base. National and Continental air services were run.



Level crossing road jam.

## 6 PUBLIC UTILITY SERVICES



The analysis of the local and regional distribution and adequacy of public utility services. Tariffs, peak periods and consumer habits. Domestic and industrial consumption. Commercial bye-products, etc.

**Maps showing the following Services**

1. Electricity
2. Gas.
3. Water.
4. Sewers.
5. Refuse disposal.
6. Telephones.
7. Radio.

### CITY OF KINGSTON UPON HULL OPEN LAND DRAINS



Plan of open land drains. These are necessitated by Hull's waterlogged site. An opportunity has been missed in developing them as pleasant tree-lined canals.

# 7 HOUSING AND URBAN BLIGHT

The analysis of housing, its location and conditions.

## A.—HOUSING AREAS

Maps showing:

1. Their growth and
2. Their location.

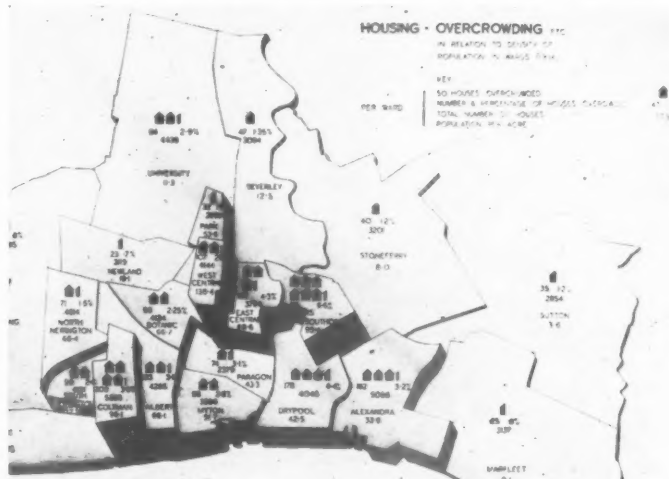
## B.—ECONOMIC FACTORS

1. The shift of rental values.
2. The present ownership and tenure of dwellings.

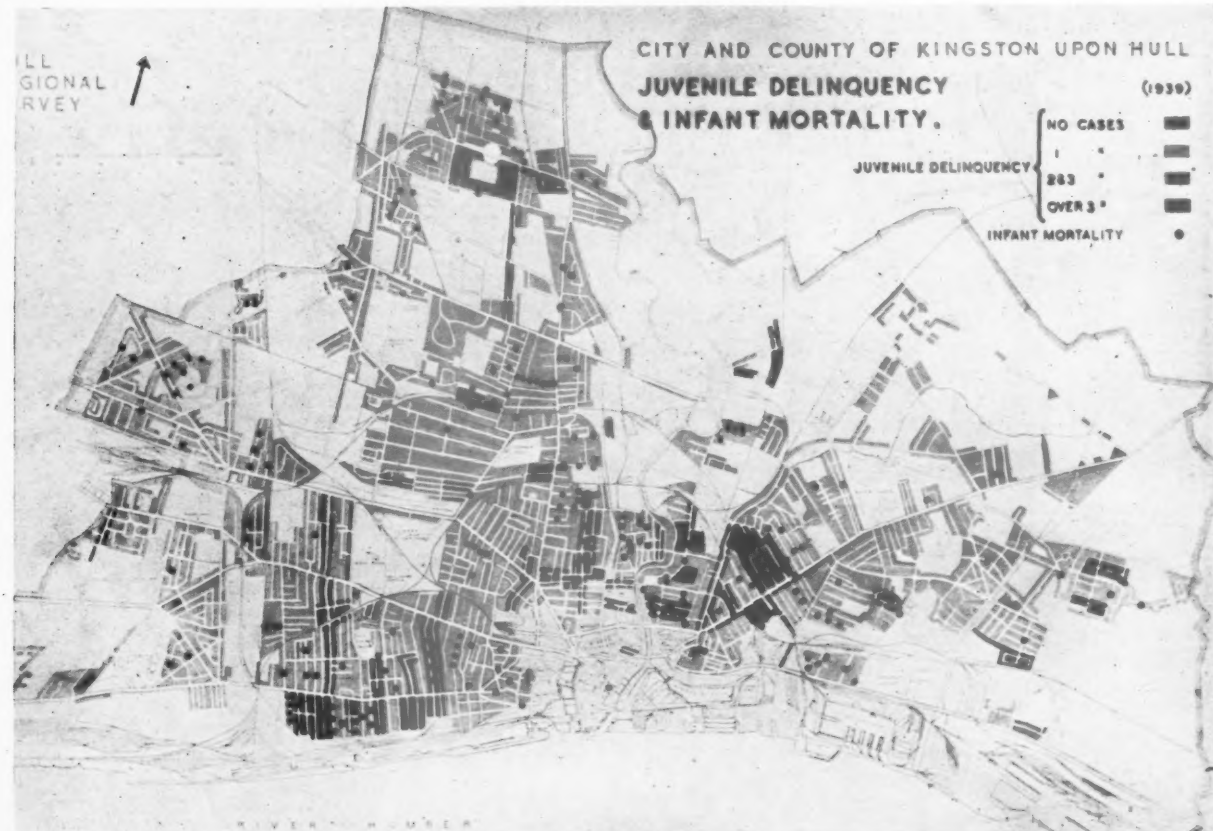
## C.—THE ANALYSIS OF URBAN BLIGHT (IN RESIDENTIAL AREAS)

Comprising the following maps:

1. The rateable value of housing.
2. The age of structures.
3. The state of repair of structures.
4. Density of dwelling per acre.
5. Sanitary amenities (houses having no baths and no hot water).
6. Mixed developments (factories, etc.) in housing blocks.
7. Amount of winter sunshine in dwellings.
8. Amount of atmospheric pollution by smoke, smell and noise.
9. Amount of juvenile delinquency and infant mortality.
10. Amount of overcrowding (in wards).



Above: Diagram of the overcrowding in relation to density of population in the different wards (1936). Right: One of the transparent maps, showing the worst plague spots ripe for immediate reconstruction. The spots suffer from all six adverse factors of blight.



Map showing juvenile delinquency and infant mortality. Compare this map with those of the plague spots and the age of structures illustrated.



In Hull there are 86,600 houses. The housing extends in rings following the development of the Humber docks.

Motor transport has shifted high rental values from the once fashionable main roads to the outer sub-region.

Medium rental areas have depreciated except where natural buffers against noise and commercial expansion exist.

56.4 per cent. of houses are rented from private landlords.

11.6 per cent. of houses are rented from the Corporation.

37.2 per cent. of houses have a rateable value of under £10 per annum.

25.6 per cent. of houses are over 60 years old.

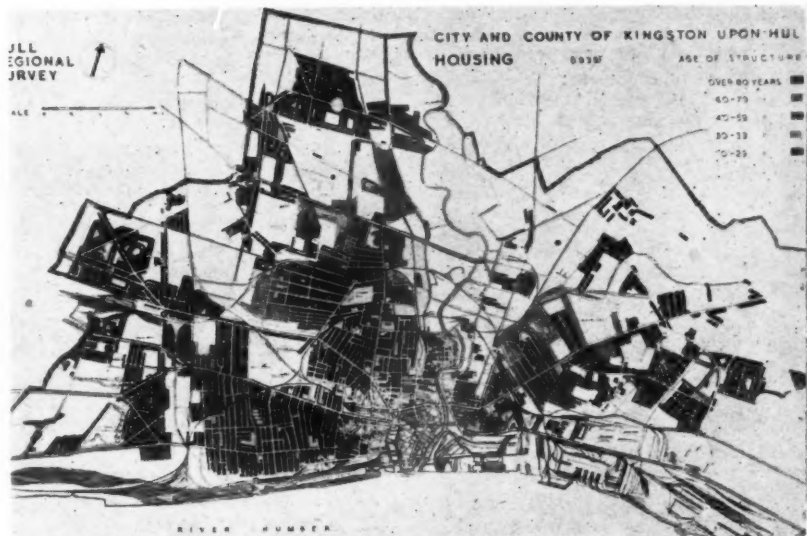
23.7 per cent. of houses have exceeded their economic life.

29.2 per cent. of houses are built at more than 50 to the acre.

39.3 per cent. of houses have no bath or hot water.

#### Transparencies

Superimposed transparencies show that 10.2 per cent. of houses suffer from all six adverse factors of blight. To this will be added the maps of the blitzed housing areas giving a complete diagnosis of the worst plague spots of "civic cancer" ripe for reconstruction.



Map showing the age of structure of houses from over 80 years, 60 to 79 years, 40 to 59 years, 30 to 39 years, and 0 to 29 years.

## 8 SHOPPING AND RETAIL TRADE

The distribution of shops and their relation to housing, town-planning and economic factors.

### 1. DISTRIBUTION

A. The general distribution of shops in food districts, shown together with the following factors:

- (a) Number of resident population.
- (b) Number of registered customers.
- (c) Type of shop:
  - Food.
  - Clothing.
  - Household.
  - Miscellaneous.
- (d) The number of empty shops.

B. The specific distribution of each kind of retailer in:

1. The food category.
2. The clothing category.
3. Household goods.
4. Miscellaneous merchandise.

### 2. SHOPS IN RELATION TO TOWN PLANNING AND THE REGION

1. The location and area of shops in Hull compared with land zoned for shops.
2. The location of retail markets.
3. Boundaries of retail distribution.

### 3. SHOPS IN RELATION TO HOUSING

Houses which are half a mile or more from a shopping centre.

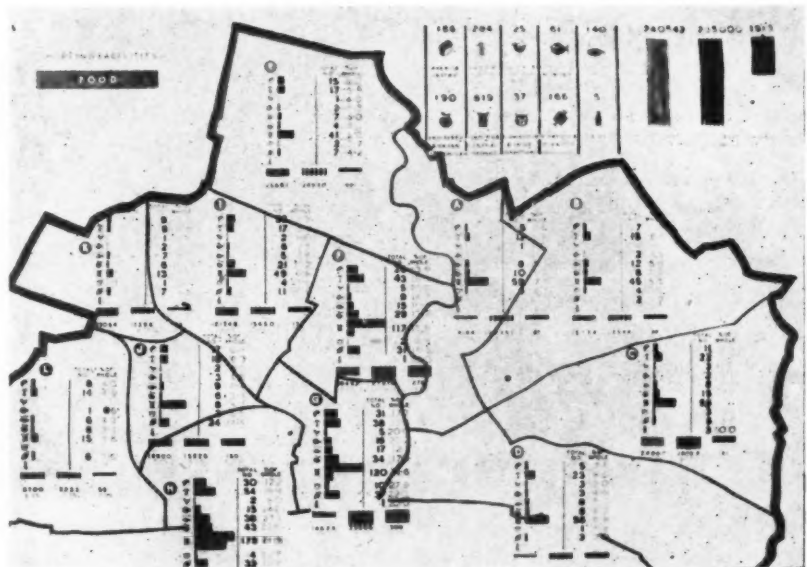


Diagram of food shopping facilities. The general distribution of shops in food districts is shown together with number of resident population, number of registered customers, type of shop and the number. 52 per cent. of Hull's shops sell food.

### 4. ECONOMIC FACTORS OF RETAIL TRADE IN HULL

As far as available statistics show. The analysis and distribution of shops according to:

- (a) Numbers employed.
- (b) Annual turnover.
- (c) Economic type:
  - Independent.
  - Multiple.

Co-operative.  
Department stores.

- (d) Spheres of service.
- (e) Shopping habits of various economic groups.
- (f) Incident and trends of increment and decrement (prosperity and blight).

In Hull there are 3,653 shops. In addition a third of this number are empty.

**Distribution**

The average distribution is one shop to every 70 persons (war-time population).

But distribution is unequal:

In area "H" there is one shop to every 63 persons (W. Central Dock area).

In area "K" there is one shop to every 237 persons (N.W. outskirts).

40 per cent. of the shops occupy the central twelfth of the city.

In Hull every other shop (52 per cent.) sells food.

42 per cent. of the food shops are grocery stores.

**Public Houses**

35 per cent. of Hull's 278 public houses are in the central 2½ per cent. of city.

## 9 SOCIAL SERVICES

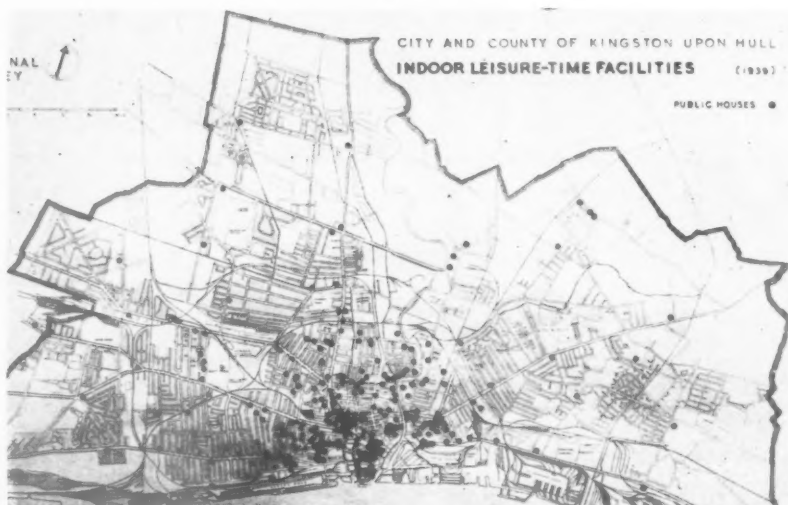
Maps showing the location and distribution of the following services in relation to housing areas:

1. Educational. Schools according to type and capacity.
2. Cultural and religious buildings.
3. Recreational services:
  - (a) Indoor.
  - (b) Outdoor (winter and summer sports facilities).
4. Food and drink:
  - (a) Licenced premises.
  - (b) Canteens, hotels, restaurants.
5. Administrative services:
  - Police.
  - Postal services, etc.
  - Telephones.
6. Health and welfare services.

### HULL'S HEALTH AND ENVIRONMENT COMPARED WITH OTHER CITIES (1931)

Of the 31 towns of over 100,000 inhabitants, Hull's rate is among the heaviest for:

Expenditure on Health .. ..	6th
Deaths from T.B. .. ..	2nd



Map showing the location of public-houses. These are clearly badly distributed. 35 per cent. of Hull's 278 public-houses are in the central 2½ per cent. of the city.

Pneumonia deaths .. ..	3rd	Lawbreaking .. ..	5th
Birth rate .. ..	12th	Juvenile delinquency .. ..	9th
Infant mortality .. ..	4th	and among the lightest for:	
Violence .. ..	4th	Deaths from bronchitis .. ..	20th
Drunkenness .. ..	5th	Annual rainfall .. ..	22nd

## 10 RECOMMENDATIONS AND CONCLUSIONS

A review of the method of survey and recommendations relating to:

1. Collection and collation of statistics from official and non-official sources.
2. The comparison of Hull's conditions and possibilities of future development with other cities.
3. Map presentation — scale and reproduction.
4. Co-operative planning research as an integral and permanent part of the local and regional planning.

The conclusion—the result of the co-operative pooling of information—should grow naturally out of the research. The diagnosis should indicate the treatment necessary for cure. The ultimate recommendations would be—in the light of an integrated analysis (covering the nine foregoing sections):

1. To formulate the lines of a framework for a comprehensive town planning policy.
2. To indicate the necessary reform in legal and financial machinery that would be necessary for its implementation.
3. To consider any other factors necessary for the formulation and maintenance of a long-term and flexibly working Master Plan for the city and its region.



Obsolescent houses in Hull.



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The eighteenth century Charterhouse at Hull.

## CIVIC DIAGNOSIS

*On July 14, at the Housing Centre, Mr. W. S. Morrison, Minister of Town and Country Planning, opened the interim exhibition Civic Diagnosis, the work of the Hull Regional Survey Research Group, which forms the subject of this special issue of the JOURNAL. Below is an extract from his speech in which he explains the value of the survey. This is followed by a lecture given by Mr. Max Lock, the leader of the survey, at the Housing Centre on July 20 in which he analyses the technique used in the Hull diagnosis.*

**W. S. Morrison:** This afternoon, I have, so to speak, come into a laboratory. The work by Mr. Max Lock, which this exhibition demonstrates, was in the nature of a controlled experiment and of a prelude to planning. It was in some sense an accident—a happy accident, I think—that led to the City of Hull being chosen as its setting. The project began with a research scholarship provided by that enterprising body, the Leverhulme Trust. It was completed under the auspices of this Centre, thanks to the help of generous friends, among whom I may be permitted specially to name Mr. R. G. Tarran. It was designed, I understand, to demonstrate compactly the various forms

of research which should go to the making of a plan, and to show how the results can be put into pictorial or tabular form for the benefit of those upon whom depends the planning of a community's future. A preliminary survey like that, if it is to be thorough and its results of value, asks a number of questions. What lies on or under the land? How is the land at present used or misused? How is the city related to the region? What is the state and what are the prospects of its industry? What is the condition of its property, whether residential, industrial or commercial? In what channels does its traffic move, and where is traffic circulation impeded? What buildings of architectural merit should be preserved and given a worthy setting? What public services and what community buildings, what play grounds and open spaces, does it possess and what additions to them does it need? What access has it to the countryside? The answers to many of these questions, of course, are already available. But they have first to be assembled; then woven into a pattern of the physical, economic and social structure of the area, and finally depicted in a form which will carry their message vividly to all who may be called upon to consider and act upon it.

Mr. Max Lock, in making his survey, took these and many other points into account and here in this exhibition you have the answer stated in a form which he who visits the exhibition may read. You will feel with me, I am sure, that he is warmly to be congratulated on the thoroughness of his work and the admirable and attractive clarity of its exhibition; and he, I know, would wish us to include in our tribute the staff and students of the Hull School of Architecture, and the officials of the Hull Corporation, who gave him such generous help. I hope that the exhibition will have many visitors. I am sure that no visitor could fail to profit by it. I venture to believe that the material which it embodies will have a long life as an excellent example of the art of preliminary survey.

Mr. Lock's work was an exercise in technique. He would not suggest that in this demonstration of his results you have the picture of the Hull that should be. The city has since commissioned Professor Abercrombie, with Sir Edwin Lutyens as Architectural Adviser, to prepare an outline scheme of development. But even though it was no more than an exercise in technique, there is no doubt—and here I have Professor Abercrombie's word for it—the work done by Mr. Lock with Kingston-upon-Hull and Humber-side for its setting, will be of great practical value to the two distinguished men whom Hull has now called to her aid.

**Max Lock:** We are recognizing the inability of the planner really to fulfil the needs of the changing technique in life generally, in particular the changes resulting from the coming of the motor car. Most of us too are aware of the extent of the planning problem and the inadequacy of the existing legislative machinery to cope with it. As we look at our cities we know too that the outward evidence of congestion, of dirt, of decay and blight are the measurable physical factors which give the first clue to the nature of the less measurable, but the more important economic and social realities that lie beneath the surface. We are beginning to realize that, as town planners, to be preoccupied with buildings only, with vistas and facades by themselves, is to concern ourselves with the complexion only of the civic organism. Bombing has shown the need for a bold and comprehensive approach to city planning. The popular interest in the London plan is plain enough evidence of this. The people are concerned with realities, their own things which lie behind civic design, a decent job, a nice home not too far away from work, with shops, schools and places of amusement not far from their doorsteps and, above all, quick and easy transport from place to place, as well as to the centre and to the

country. The 19th century saw the campaign for public health. That campaign is only to be won now on the field of environment. It is the 20th century that we hope will defeat Sir William Beveridge's Giant Squalor. For this campaign we need, not a Hausmann, a Le Notre, nor a Schintal, nor any other genius to come and impose his plans on us from above, but rather we need an army of civic surgeons who, from within, can collectively and co-operatively find out what is wrong and prescribe a cure in terms of the ascertained needs of the inhabitants themselves of a city or region. Because the externals of society mattered more than anything else, the 19th century planners were fond of the purely architectural, cosmetic approach. To-day we think of buildings and towns as men and women before they are bricks and mortar and of architecture as the expression of a properly integrated economic and social well-being in the civic organism itself. That being so, the approach to the problem is no longer "cosmetic" but "diagnostic," and our town planning cures cannot be prescribed until we have investigated the layers of social structure that lie beneath the surface of our Oxford Streets and our Isle of Dogs, and our Dagenhams. It is not enough to have a desert of urban blight, like Finsbury with its high incidence of death and disease, and then to plant in this desert an architectural rose even if it be as consummate in beauty as the Finsbury Health Centre. We now have our chance to plan against blight and against those conditions which make for high expenditure on public health services and which create the need for expensive health services.

It is not possible to give a detailed report on each section of the Hull Survey in the short time that is at my disposal. This must be left to appear in the illustrated interim report which we hope soon to publish. But there are one or two things that I should like to emphasise.

First of all, the debt we owe to the Hull officials for their enthusiastic co-operation. There was no problem upon which we touched that they and their staffs did not willingly help to solve by coming forward with statistics and calculations and in many cases with special reports taking many days to make on the field, such as the numbers of houses having no baths or hot water, and the conditions of structures, compiled by the entire sanitary inspectorate under the chief sanitary and housing inspectors. Then there were the accidents over a period of three years tabulated by the police and the ownership and tenure of dwellings compiled by the valuation officer and his staff. These and many others have fed with sheets of figures the map-making machine at Park Avenue, Hull. One's general impression has been that it seems a pity that so much statistical information should be kept in departmental files as is normally the case, unrelated to other vital factors which help to build up a picture of environment. One would like to see in every municipal office a statistical and research department rather like the planning agencies in America, where the planning officer and his staff act as the diagnosticians of environment as the medical officer of health is the diagnostician of public health.

The planning officer would prefer a fourfold function in his own area:

1. To review, collate and interrelate the work of all departments which relate to physical planning, both inside and outside local government.
2. To organise information in the form of maps and statistics.
3. To act as a practical diagnostician of all conditions relating to the physical environment.
4. To organise publicity and to enlist the co-operation of the citizens themselves.

The Scott Report puts its finger on a much needed reform when it recommends that no local authority responsible for preparing

planning schemes should be without qualified planning officers. This calls for an extensive development of our planning schools to train men and women who know how to permeate society, how to investigate and how to interpret the social and economic life needs of a community in terms of appropriate layout and design, and to produce a new army of planning officers whose skill on the drawing-board and in committee is matched by their skill in the understanding of human and business affairs.

We cannot have good cities until we raise the status of the planning officer and let him take his place beside the town clerk, the city engineer, the city architect and the medical officer of health.

But to explain a little the drawings in this exhibition. I do not know how many there are, but I do know that this survey never will be and never can be finished. Planning is never finished. In having abandoned the "cosmetic" approach, I am still conscious that we have only penetrated skin deep; but we have had a very willing team in which there has been a most happy pooling of the geographic, economic, social and physical aspects of the survey. The advantage of that pooling has been that we have all learned something of each other's specialities, so that as the problem becomes deeper so it appears the more rounded. The end of our survey may probably coincide with the issue of the interim report which is already in the course of preparation. But before continuing further I and my colleagues should like through this exhibition to have the benefit of your comment and criticism. The drawings are intended to contribute to the field of preliminary investigation in urban areas generally, and will be shown at the Birmingham Summer School and at Hull before the work is again resumed upon them. Meanwhile the rolling stone is resting for a while at the Housing Centre so that it may gather the green and maturing mosses of your criticisms and suggestions.

We now come to an outline commentary about the maps themselves. *Section 1* is largely the responsibility of George de Boer, our geographer, and it outlines the geological structure of the region as well as the geographic influences upon human settlement and occupation. The climate of the East Riding is sufficiently warm to make it one of the most northerly wheat-growing districts in the planes of York and Holderness. But thin soil is found on the Wolds which has necessitated a highly specialised system of sheep folding and crop rotation common to the East Riding. The geological map showing places of human settlement superimposed in red indicates that the lowland villages are almost all on glacial drift avoiding the marshy alluvium so liable to flood. The rich alluvial soil immediately around Hull yields first class market gardening produce and, of course, chief extracting industry in the area is cement, with big factories at Walton and Wilmington. Historically, Hull has undergone two developments, firstly, the city as a port on the river Hull from about 1200 until 1809, and, secondly, the city of Hull as a port on the river Humber, from the date when the encircling moat was gradually converted into a ring of docks, and later extended east and west along the south fronts of the Humber, that is from 1809 until the present day. But perhaps during the 18th century and early 19th century, the most significant feature of Hull was its importance as a bridgehead of a vast network of inland waterways.

*Section 2*, which was undertaken by Mr. E. Spilman in association with Mr. R. Evans, is an economic investigation into the population and trade of Hull. It is not possible to deal adequately with any of these sections but it is sufficient here to point out that the high birth-rate in Hull, giving a higher local percentage of children than is found in the average for England and Wales as a whole, necessitates a special consideration upon the provision of educational facilities, whereas the death-rate in Hull, which is higher than

the national average, means that there are less persons over 65, and therefore less expenditure than normal upon public assistance.

Hull, compared with Bradford and Leeds, has a lower percentage of gainfully occupied persons—45.3 per cent. compared with 53.5 per cent. for Bradford and 50.5 per cent. for Leeds. Hull is particularly at a disadvantage so far as the employment of women labour is concerned. For every 100 men at work employed, 36 women in Hull are employed; whereas in Bradford, it is 59.5 and Leicester 65.7. The need for the inducement of light industry into Hull which engages female labour is a prime necessity after the war.

So far as Hull's trade is concerned, we can now only discuss one of the diagrams. The Barlow Report has recommended that every area should work out the local as against the national importance of each of its industries. This has been indicated in diagrammatic form, which we should like to see similarly worked out for every other urban area or industrial area. To take one example, the figures for fishing show that the numbers of people employed in the fishing industry in Hull is only 3.5 per cent. of all people employed in all industries in the city, whereas on the other side of the diagram the percentage of British fishermen who work in Hull are as high as 14 per cent. of the whole. This should be compared with industries such as building, which has a high percentage of local significance (6.7 per cent.) of all employees on a low percentage so far as its national importance is concerned (.45 per cent.). The average of all united insured workers employed in Hull expressed as a percentage of total employment of the country is about .7 per cent.. Were there charts like this for every area, they might together form a basis for a central government inducement policy for the location of industry.

*Section 3* deals with the administrative background of Hull and its region. One of the most striking things about the present administration in cities is [the confusing mosaic of administrative boundaries for various purposes. Police districts, sanitary areas, food areas and wards, as well as Civil Defence areas—all seem to have as little relationship with each other as possible. It is obvious that the collation of statistics from areas which do not correspond makes the task of planning infinitely more difficult than would be the case were the departments clearly defined and so planned to correspond more precisely with each other.

The analysis of existing Town Planning Schemes in the city and this region have revealed that under the zoning provisions the City of Hull provides for a population of 482,711 people within its boundaries and the Regional Town Planning Scheme, covering an area of very approximately 15 miles radius from Hull, provides in its zoning for a resident population of 1,482,096 people. We are indebted to Mr. Edward Sleight for his painstaking work upon these calculations.

*Section 4*. It is at this point that we come to compare the amount of area zoned for the various uses with the actual amount used for those purposes. The preparation of land utilization maps mostly under the direction of Rita Bronowski (such as the 25 in. scale map shown on the end wall), is a long and tedious undertaking, and could not have been completed accurately without the assistance of the City Valuer and his staff, who so helpfully have co-operated with us throughout the survey. This land-use map is the basic skeleton upon which all further analysis grows. We are already engaged upon the laborious task of finding out the percentage of land used for various purposes, and up to the moment we have found that 3.5 per cent. of the land in the city is used for industrial purposes. This should be compared with the 11.49 per cent. of land zoned for those uses. Indeed, it is this over-zoning of land which perhaps is the most dangerous trend in past town planning schemes, particularly where industry and shops are concerned.

Owners of land zoned for shopping uses wait hopelessly for shopping values to mature and for buyers to come forward. These, of course, never arrive and the hopeless landowner seizes upon any type of shoddy development, in the hope of getting some return on his land. The result is that the land becomes unsuitable for residential development and we get an incipient area of urban blight, so common in some of our newer suburban developments and in much of the bungalow extensions of cities in the United States.

Perhaps it is true to say that the siting and zoning of shops is the key to the urban planning problem. *Section 8* reveals that one-third of the 3,650 shops in Hull are empty. What is the sense of zoning for three or four times as much land to be used for shops than exists at the moment when it is obvious that existing uses are already excessive? Again, if we glance at the accident maps in *Section 6* we shall see that the red triangles revealing the intensity of accidents on that map correspond in location and intensity to the map in *Section 4* which shows the actual location of every shop in Hull. Shopping in this city, like that in others, is strung out shoe-string fashion along the main roads. It is a challenging thought that if we plan shops along the main roads in accordance with existing zoning traditions, then we are planning to kill so many children a year. It is only by this combination of statistics collected from the police, the Food Office and from our own field survey that factors like this can be proved.

*Sections 5-6*. Mr. Robert Meadows has been directing this section on transport, communications and piped services, and for a time was assisted by David Crompton. While discussing the question of road transport and accidents, this factor has always revealed the serious defects in the circulation of the city organism. We might dwell for a moment on the problems caused by the non-co-ordination of the road and rail transport in the city. It would be noticed that the accident rate is highest at three places (a) as already has been said, where there are shops; (b) where short straight streets connect with main arterial roads; (c) where there are bridges overpassing the road or level crossings. Now there are 19 level crossings in Hull, five of which occur on the main inner railway line which encircles the centre of the town and serves the docks. Every day in peace time at these five gates, all of which occur on the important radial arteries leading out of the city, a total of 80,000 vehicles are held up, 1,000 minutes are wasted, and there are 500 closings of the gates. There is the clearest case for the pooling of road and rail transport interests in the city, and possibly for the conversion of this inner ring railway into a road and the transference of all rail traffic to the high level railway which encircles the city a few hundred yards further out than the existing ground level track.

Time does not permit me to dwell on the further aspects of traffic flow, nor upon the disposition of the public utility services, but there is one feature which should not be passed over. Owing to the low-lying nature of the soil and the height of the water table, Hull is liable to flood. An elaborate system of open land drains penetrate the city. Like Amsterdam, Hull could have had its girdle of tree-lined canals, with its dignified stoeps and grass-lined verges. There is plenty of opportunity, as the photographs show, for reconstructing these drains to become pleasant green walks for pedestrians and cyclists, who would be better kept away from the main roads, and Hull, as the survey undertaken by the students of the School of Architecture shows, is a city of many cycles.

*Section 7*. We now come on to the kernel of the diagnosis, so far as immediate reconstruction is concerned—the analysis of urban blight in residential areas in ten sections.

In this we have been guided by the recommendations of the Federal Housing Administra-

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tion of Washington, and we have found that the Block Data Method used in American cities of the grid-iron plan is perfectly applicable to the less geometric English type of city. In this analysis we have had the utmost help and co-operation from the city officials. The sanitary inspectorate provided us with detailed reports of their own areas block by block. In the same way we were assisted by the rating and valuation office for maps showing ownership and tenure and rateable value; the maternity and child welfare officers for the addresses where infant mortality occurred; and the probation officers for the addresses of juvenile delinquents. As you see, blocks in which 80 per cent. of the houses suffer from the adverse factor under consideration, are shown in red. From the red portions of the maps transparencies are made and superimposed over one another to give a cumulative picture of the incidents of urban blight. The numbers of the houses contained in each block have been shown on a basic key (which is not shown here) upon which the completed transparencies are placed. Thus it is possible to know the approximate numbers of houses affected by any adverse factor. There are 86,000 houses in Hull, the housing extends in rings following the development of the Humber docks.

Sections 8-9. The distribution of shops in Hull is one of the most important sections of the housing problem. As is also the disposition of the social, cultural, health and welfare services. In common with most cities, the distribution of most shops is extremely unequal. The five large scale diagrammatic maps prepared by Joyce Meadows and other members of the team illustrate this maldistribution. For instance, we see that in the crowded dockland area there is one shop to every 63 persons, and at the same time every third shop is empty. On the other hand, on the N.W. outskirts on one of the newest housing estates we find that there is one shop to every 257 persons, and every tenth shop is

empty. In Hull, every other shop sells food, and 42 per cent. of the 1,800 food shops are grocery stores. Reviewing the social services and places of public resort, we find that the same concentration of these in the central area of the city, for instance, 35 per cent. of the public houses occupy the central 2½ per cent. of the city. The final function of the maps illustrating social services, is by further analysis, possibly on transparencies, to assess the measure of right distribution related to the housing area. The six fields in this section are at present under analysis.

1. Educational, schools according to type and capacity.
2. Cultural and religious buildings.
3. Recreational services; (a) indoor, (b) outdoor (winter and summer sports facilities).
4. Food and drink; (a) licensed premises, (b) canteens, hotels, restaurants.
5. Administrative services; police, postal services, etc., telephones.
6. Health and welfare services.

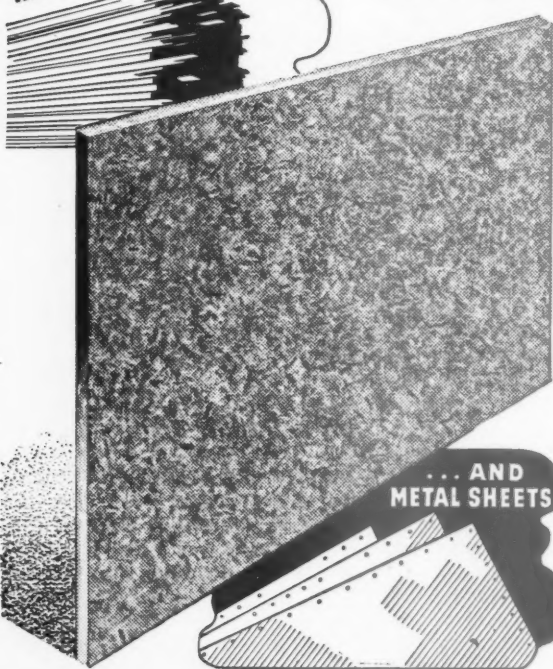
Finally, it only remains to be said that a survey of this nature will be a continuous process. Civic diagnosis should be going on in every area. The two things which are most needed at the present time seem to be strong central guidance backed by Government finance for research combined with much freedom in local initiative and the enlargement of function of the local planning agencies. For instance, it is interesting to note that New York City has earmarked £4,000,000 for post-war planning research alone. If that freedom is to mean anything, cities must be allowed to plan themselves from within, rather than to be planned from without or from above, and it is only the co-operative pooling of all information relating to the particular environment which can begin to frame both a short term and a long-term policy in terms of the ascertained needs of the people themselves.

## Acknowledgments

The Hull Regional Survey was sponsored to the Leverhulme Trust and to the Hull Corporation by Alderman Sydney Smith, M.A., Lord Mayor of Hull, 1940-41. On the expiration of the grant from the Leverhulme Research Fellowships, the Housing Centre came forward to sponsor the survey, and further grants were made to them for this purpose by Hull and London industrialists and other well-wishers. The chief of these benefactors were Mr. R. G. Tarran, of Hull, and in London, the British Commercial Gas Association. Mr. G. L. Pepler, of MOTCP, has been consulted throughout the survey and has facilitated access to the many official statistical departments. The officials of the Hull Corporation have provided a large amount of the statistical data and Mr. Richard Evans has placed at the disposal of the group his studies of the economic and social aspects of housing, employment and leisure time activities in Hull. The working team, originally three persons, has now expanded to four full-time and six part-time members. The demands of military and national service have made constant changes in personnel. The following is a list of names: \*Brian Alderidge, George de Boer, B.A., Rita Bronowski, \*David Crompton, A.R.I.B.A., \*Bernard Le Mare, A.R.I.B.A., \*Kathleen Le Mare, Max Lock, A.R.I.B.A., A.M.T.P.I., \*Alec Mallory, Joyce Meadows, Robert Meadows, A.R.I.B.A., John Morris, \*H. Lloyd Naylor, \*Peter Nicoll, \*Kenneth O'Brien, Pamela Owen, \*Ruth Pocock, Edward Sleight, Eric Spilman. A number of past and present Students of the Hull School of Architecture have given valuable assistance in the work in their spare time. Secretarial and other assistants; Kate Roberts, \*Valerie Boys-Roland, Caroline Rudland, \*Joan Silvey, \*Joan Stevens, \*Muriel Whittaker.

\* Denotes those who have left the Survey.

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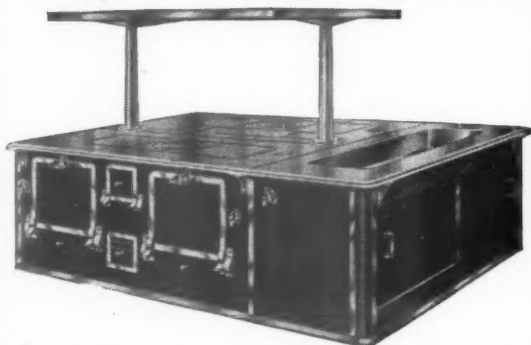


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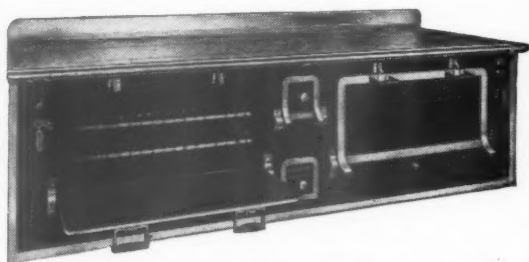


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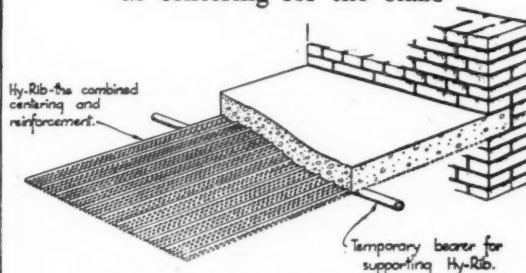
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Write, stating age and full particulars of qualifications and experience to Central (Technical and Scientific) Register, Ministry of Labour and National Service, Alexandra House, Kingsway, London, W.C.2, quoting reference E.A.654. 924

**URBAN DISTRICT COUNCIL OF NEWRY.****APPOINTMENT OF ARCHITECT.**

The above-named Council require the temporary services of an architect to prepare a Town Planning, Housing and Boundary Extension Scheme in consultation with the Town Surveyor. Provided the Council is satisfied with the services given the appointment will be for a period of twelve months in the first instance. Salary—at the rate of £500 per annum payable monthly. The appointment will be subject to the approval of the Ministry of Home Affairs for Northern Ireland, and may be terminated on one month's notice with the like approval.

Applicants must be Registered Architects and hold the final examination certificate of the Town Planning Institute. A preference will be given to applicants having practical experience in the carrying out of town planning schemes.

Applications stating qualifications and experience, and accompanied by copies of two testimonials should be delivered to the undersigned not later than the 6th August, 1943, addressed to "The Chairman of the Urban District Council of Newry" and endorsed "Architect."

Dated this 21st day of July, 1943.

W. M. CRONIN,  
Town Clerk.

Council Offices,  
Town Hall, Newry.

925

**NOTICE.**

The Central (Technical and Scientific) Register, Alexandra House, Kingsway, London, W.C.2, wishes to have an up-to-date record of all Town Planners and invites Town Planners who are not enrolled on the Register, but who possess either of the following qualifications, to apply for enrolment:—

- Persons who have passed the final examination of the Town Planning Joint Examination Board, or an examination exempting therefrom;
- Persons who, although not holding the qualification in (a) have had a suitable training in the profession and have had at least five years' actual experience in a position of direct responsibility in it.

In addition, the Central (Technical and Scientific) Register asks all persons already enrolled on the Register who possess either of the above qualifications to write to the Register and give full details of their experience in Town Planning. If they have previously given such details, it is requested that they should nevertheless write, so that their details may be brought up to date, and a complete record obtained. 926

**NOTICE.**

The Ministry of Labour and National Service point out that Engineering Draughtsmen are urgently required. It is suggested by the Architecture and Public Utility Advisory Committee of the Central (Technical and Scientific) Register after consultation with the Ministry, that architects not liable for military service who are not fully employed in a professional capacity at the present time could perform valuable war service by volunteering for training for employment as Mechanical Engineering Draughtsmen in the Ministry's own Government Training Centres, or with a local employer.

The Training Centres are at Birmingham, Bristol, Croydon, Glasgow, Leeds, Leicester, Liverpool, London (Edmonton and Park Royal), Manchester, Newport, Slough, Southampton, Walsend-on-Tyne, Watford.

For further particulars and information write to:

The Central (Technical and Scientific) Register,  
Alexandra House,  
Kingsway,  
London, W.C.2. 927

**Architectural Appointments Vacant**

Advertisements from Architects requiring Assistants or Draughtsmen, and from Assistants and Draughtsmen seeking positions in Architects' offices will be printed in "The Architects' Journal" free of charge until further notice. Other "Appointments Vacant" and "Wanted" will be found under later headings, and are subject to the charge given under each heading.

Wherever possible prospective employers are urged to give in their advertisement full information about the duty and responsibilities involved, the location of the office, and the salary offered. The inclusion of the Advertiser's name in lieu of a box number is welcomed.

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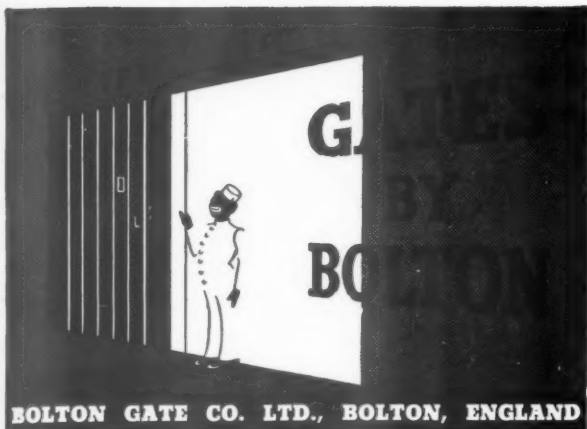
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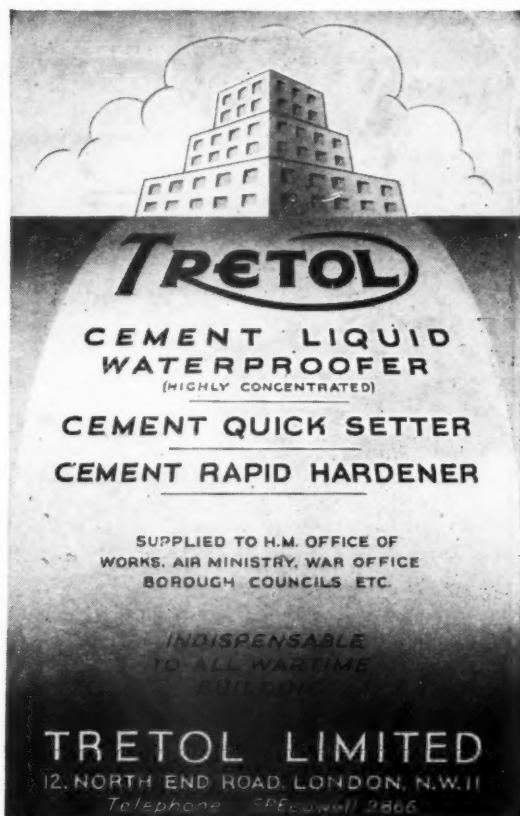
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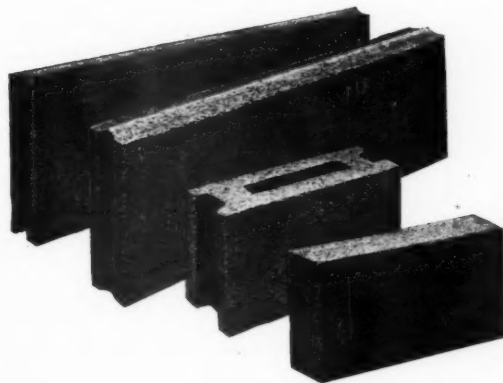
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**SENIOR ARCHITECTURAL ASSISTANT** requires position in progressive office on reconstruction and post-war planning or research; 12 years' sound experience on good classes of building. Scotland or Provinces preferred. Exempt military service. Box 119.

**PUBLIC SCHOOL BOY**, aged 17, desires post in architects office in the London area. Applicant takes Higher Certificate in July.—Write Mrs. Custance, 433, Edgware Road, W.2. 120

**SITUATION IN ARCHITECTS OFFICE** required by youth, aged 16 years. Leaving County School this term. Now sitting for General Schools Examination. Write Bass, 6, Denbigh Road, Southall, Middx. 121

**CHARTERED ARCHITECT**, over military age, desires engagement; wide experience in all branches; recently engaged upon War Ministry Buildings. Box 122.

**ARCHITECTURAL ASSISTANT**, seven years' experience, age 25 years, exempt military service, seeks position in architects or similar office. Experienced in design and construction, surveying, levelling and estimating. Studying for forthcoming Inter. R.I.B.A. examination. Good references. Box 124.

**CHARTERED BUILDING SURVEYOR**, 27, exempt Forces, requires situation in Birmingham; wide experience, including architectural work and quantities. Box 125.

**ARCHITECTURAL ASSISTANT**, age 19, desires post in architect's office, preferably in Birmingham or Shrewsbury areas. Competent draughtsman, able to make surveys, use level, theodolite, etc.; sound knowledge of building construction; over 2½ years as builder's draughtsman; studying for Studentship R.I.B.A. Not liable for military service. Prefer essential work. Available from July 26. Present salary £5 15s. per week. Box 126.

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**SURVEYOR, PROPERTY MANAGER, etc.**, requires appointment; 25 years' theoretical and practical experience in the profession and building trade. Not liable for military service; rendered war service 1914-18 first great war. Energetic, alert and conscientious; supervision all branches of the building, allied and specialists trades; all classes of buildings, etc., and also war damaged properties, etc. Excellent testimonials. Please apply Box 130.

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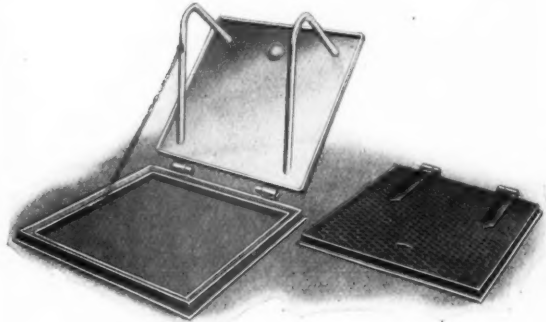
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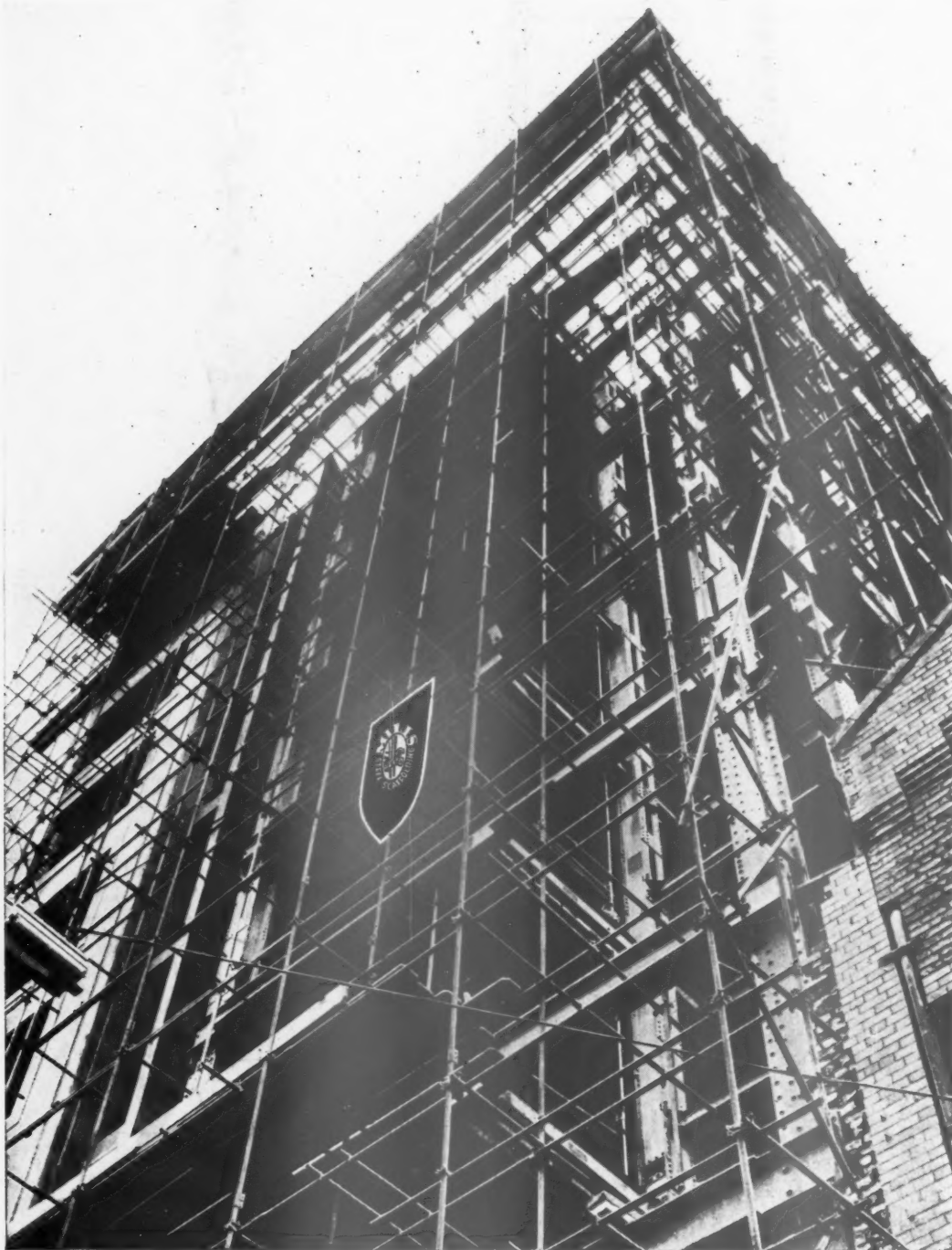
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