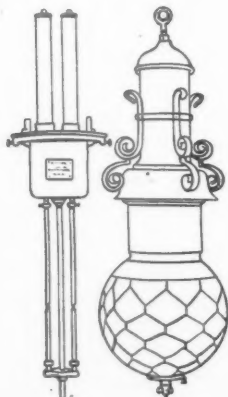


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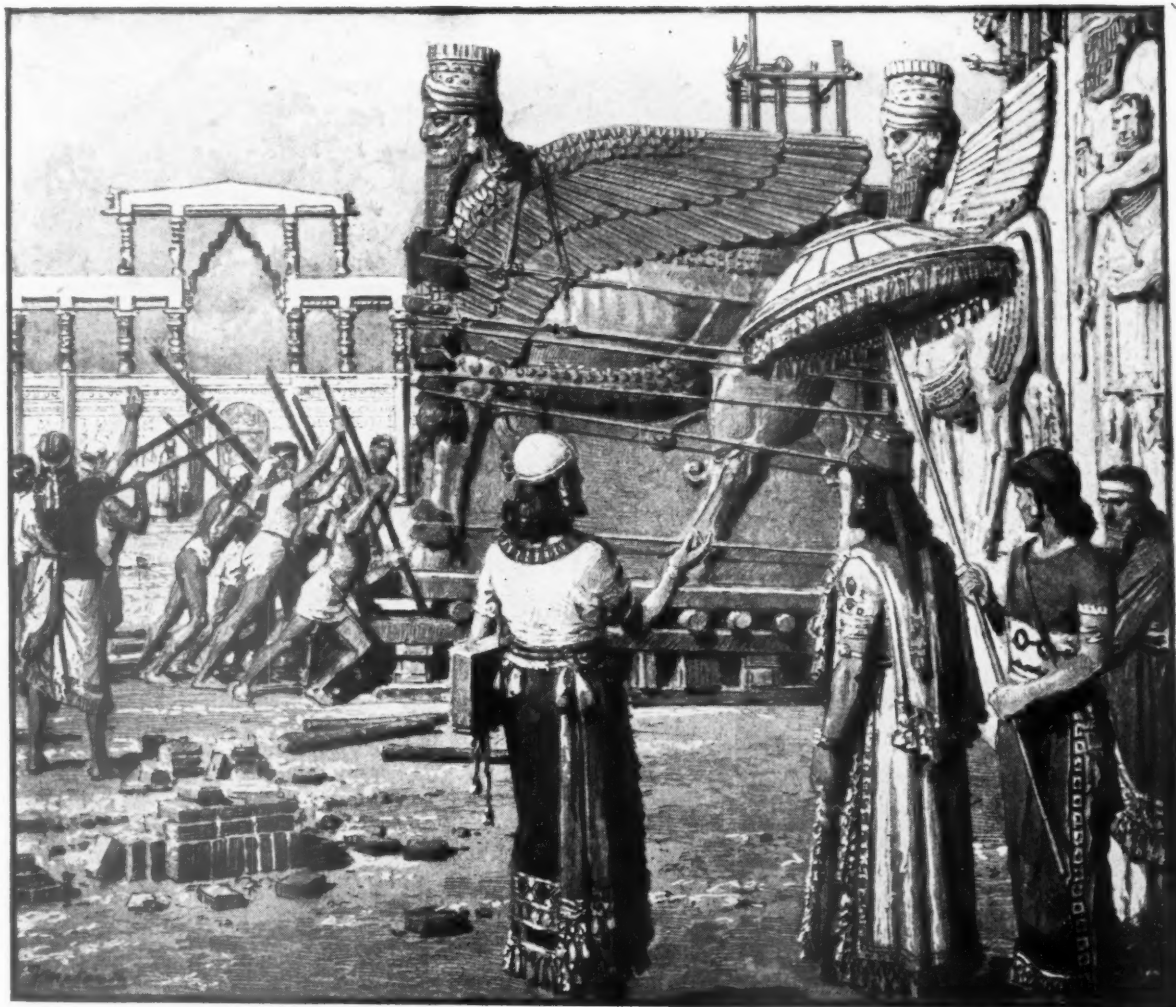
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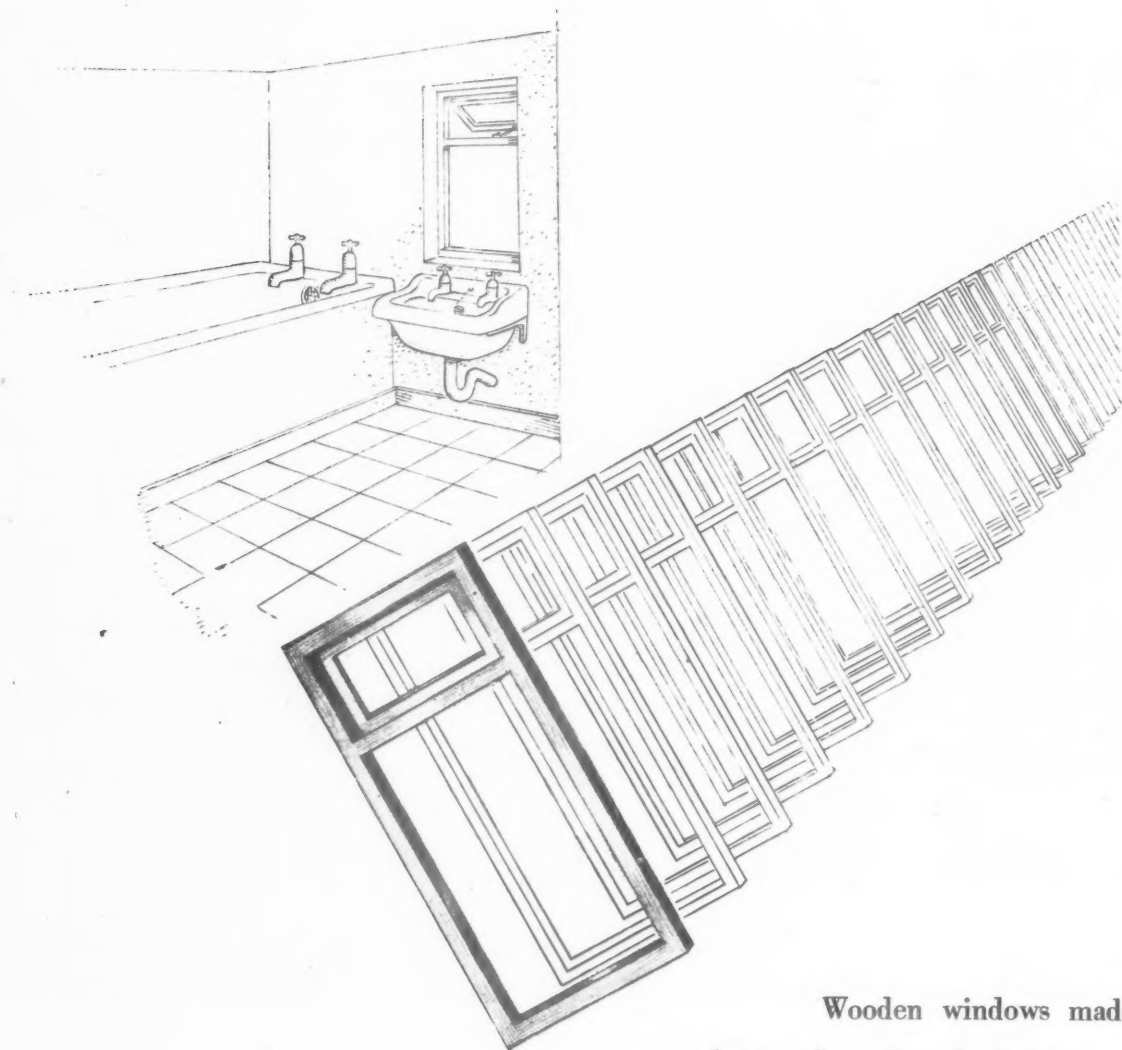
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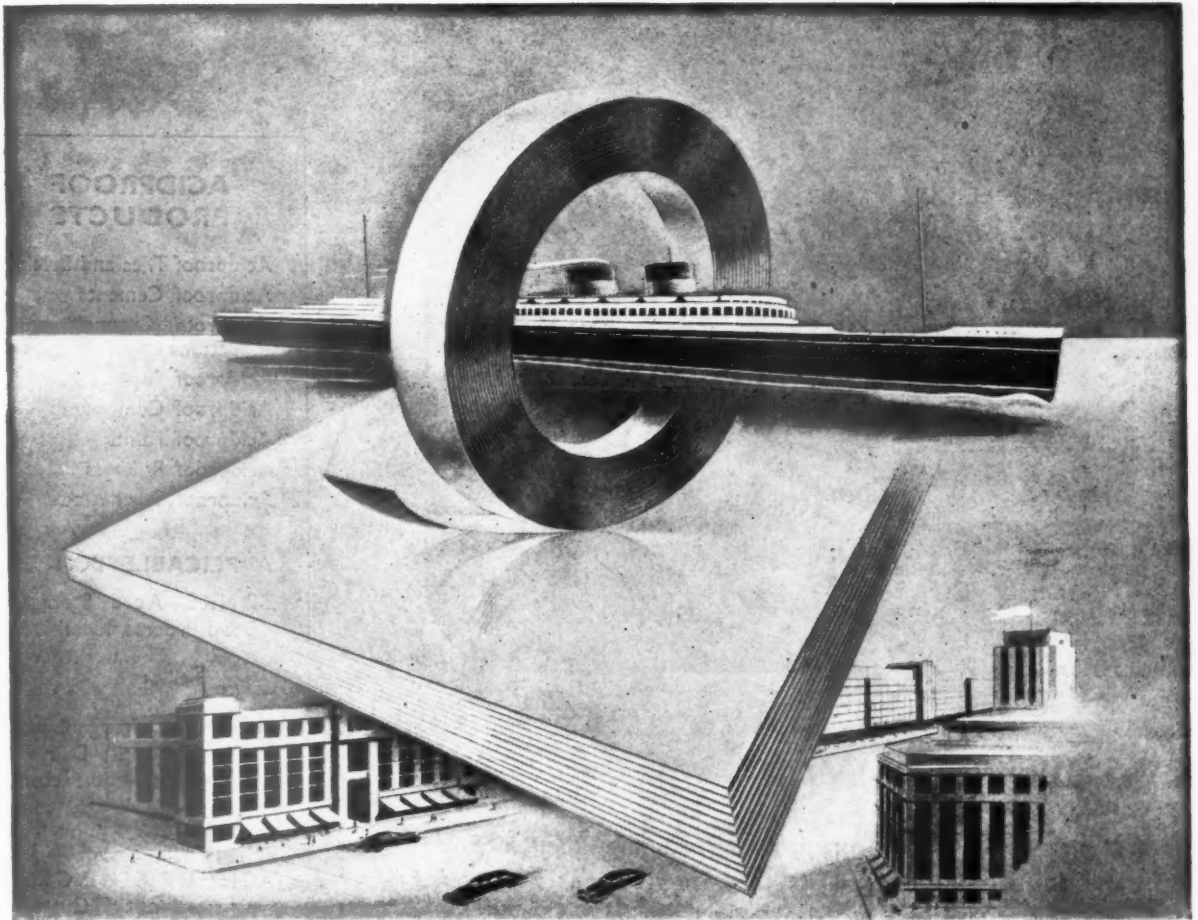
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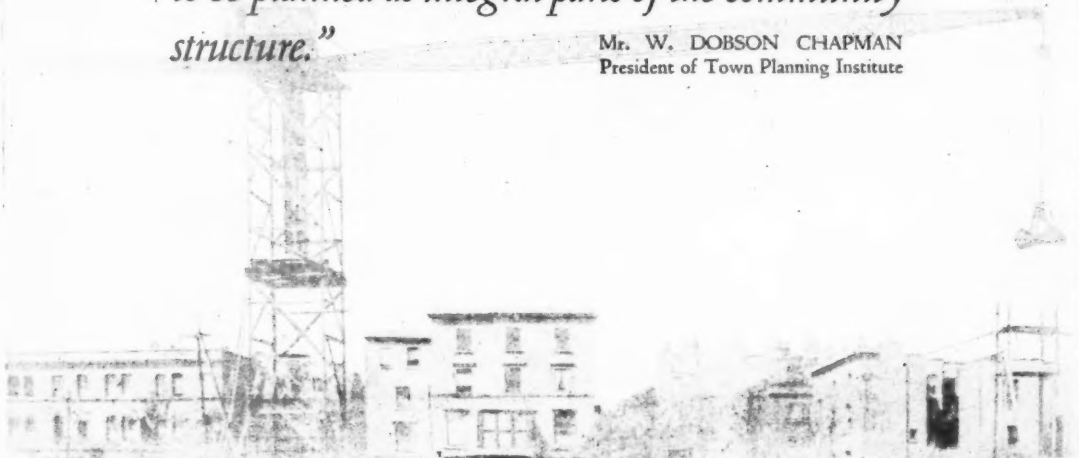
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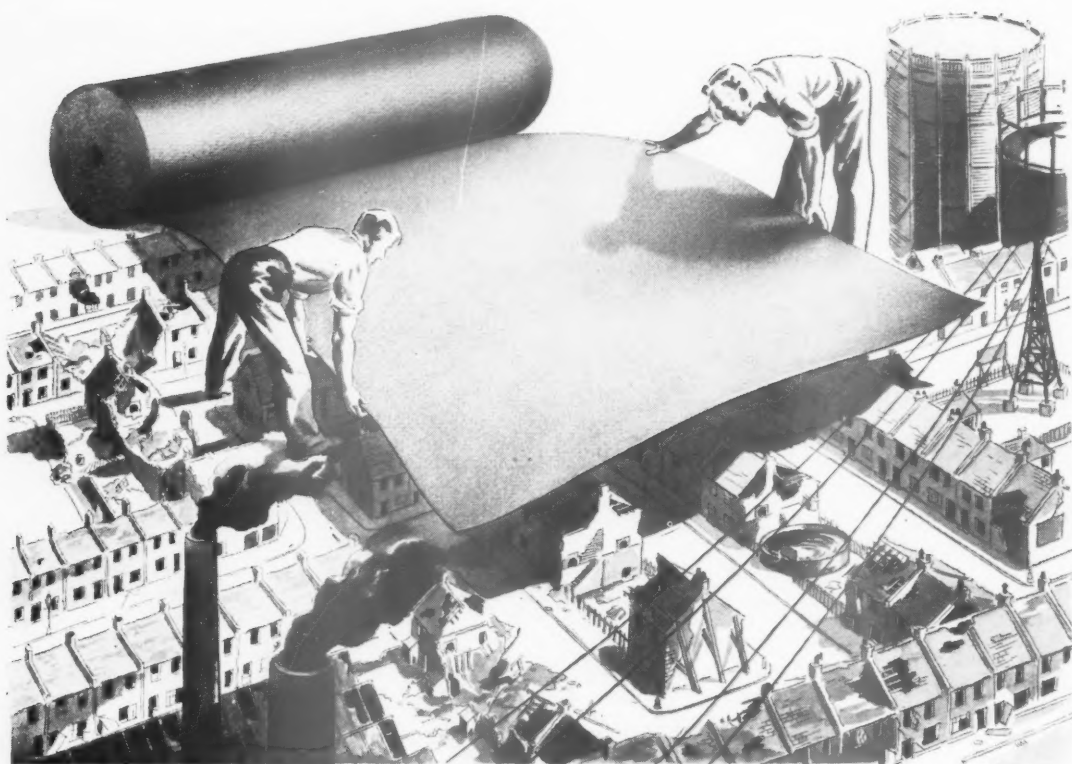
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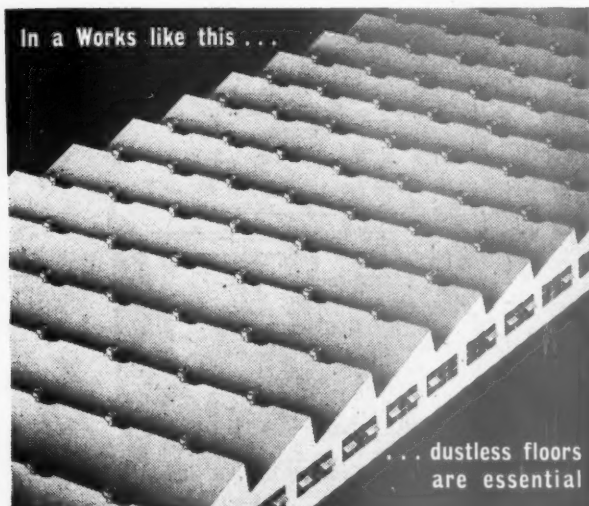
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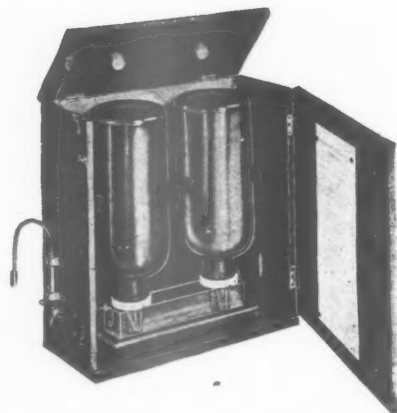
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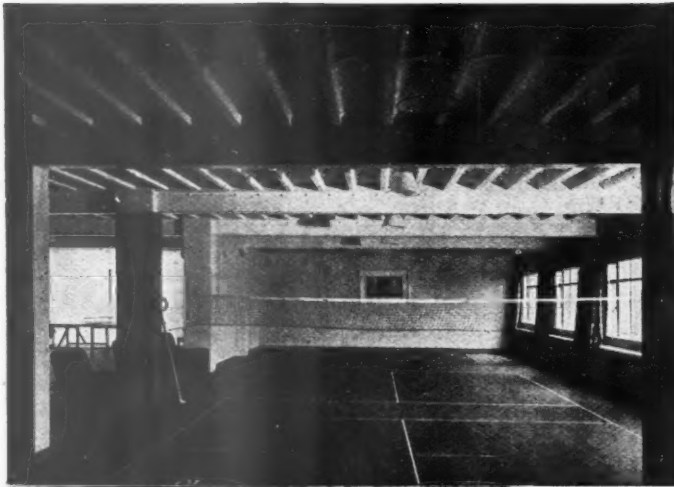
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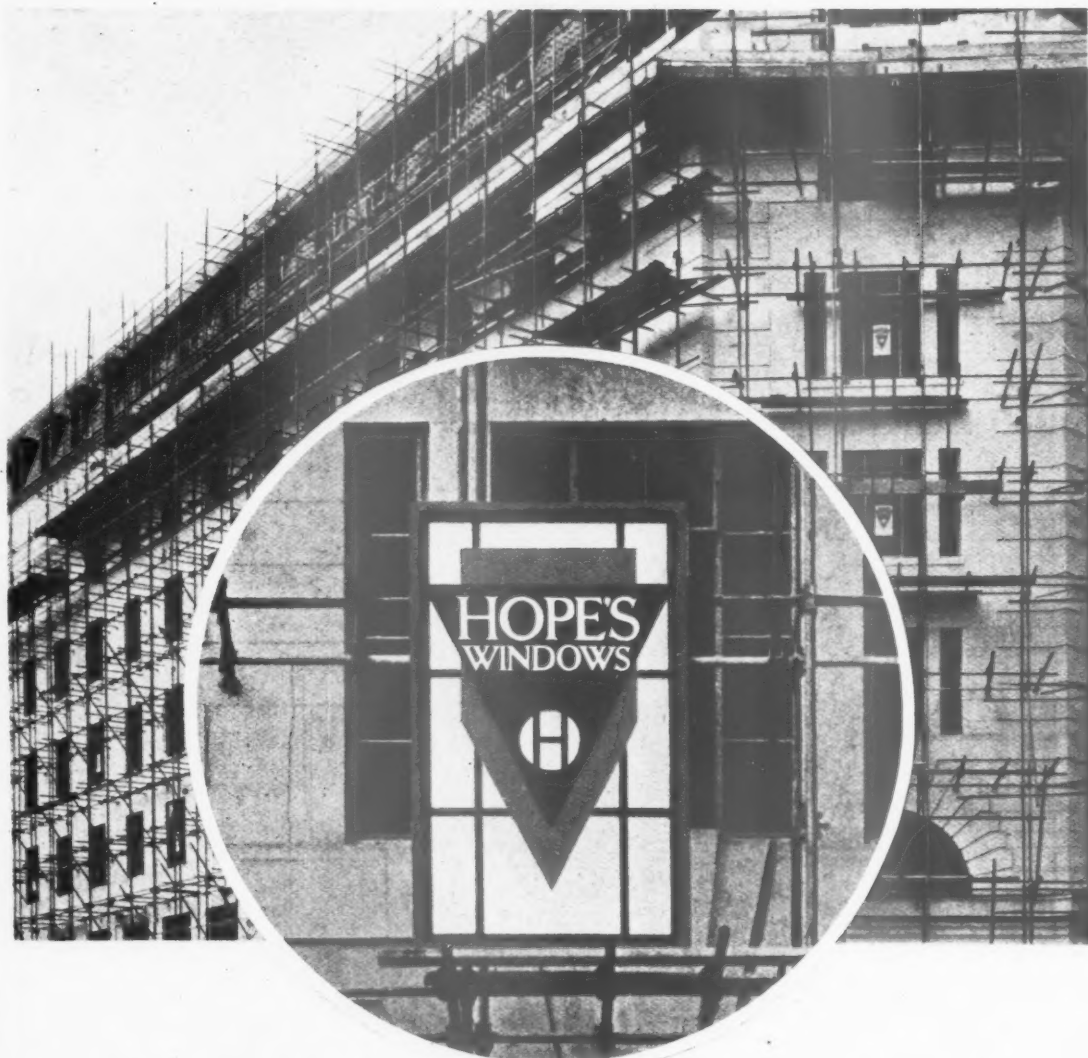
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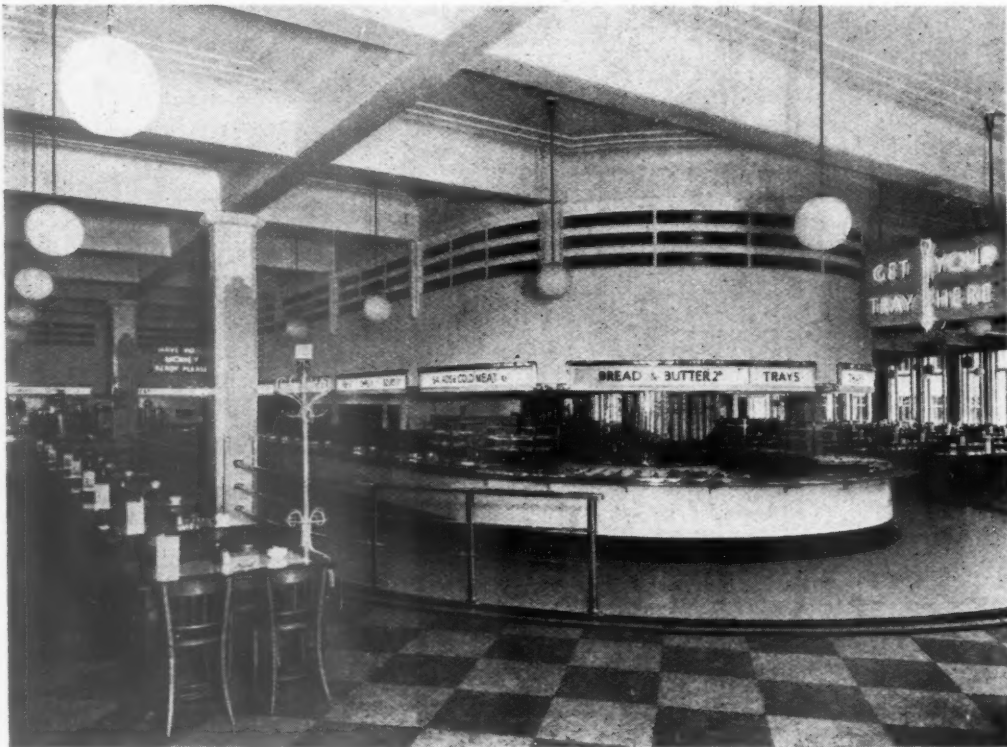


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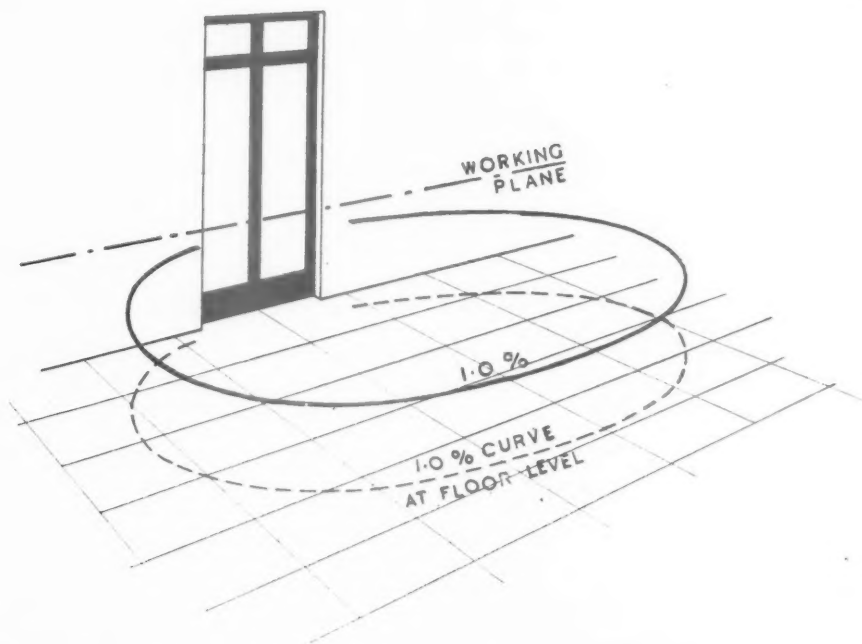
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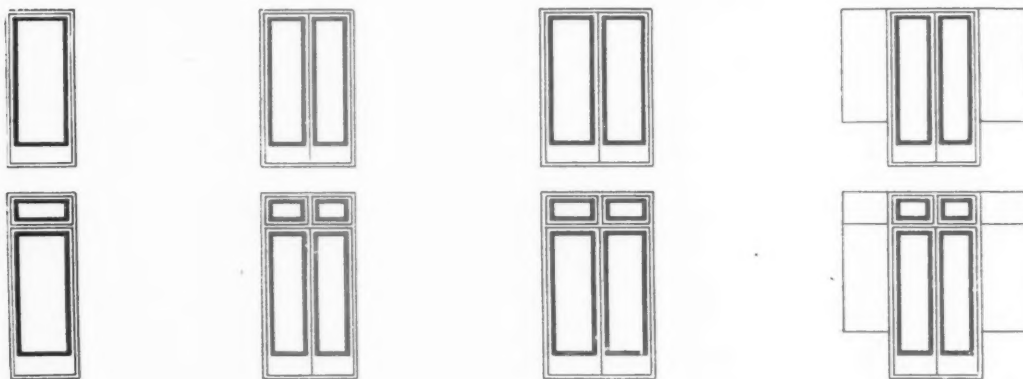


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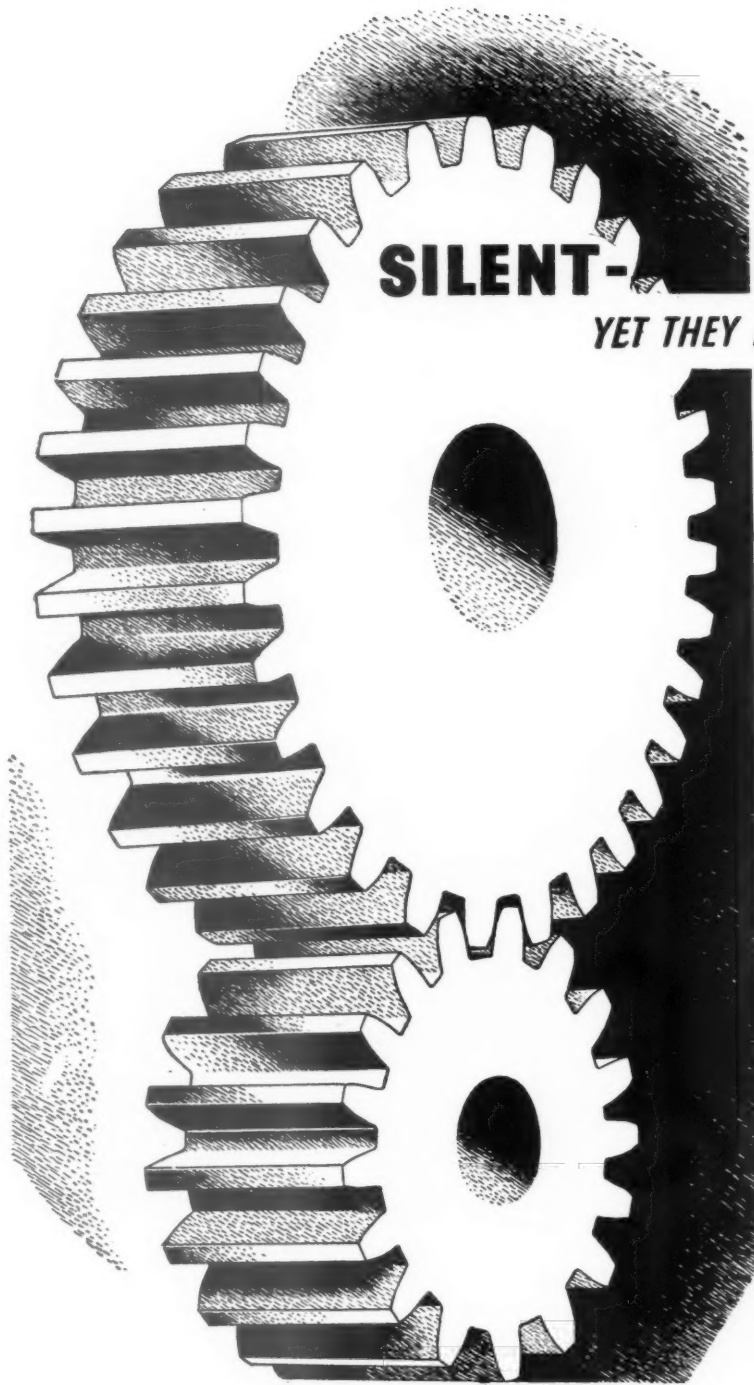


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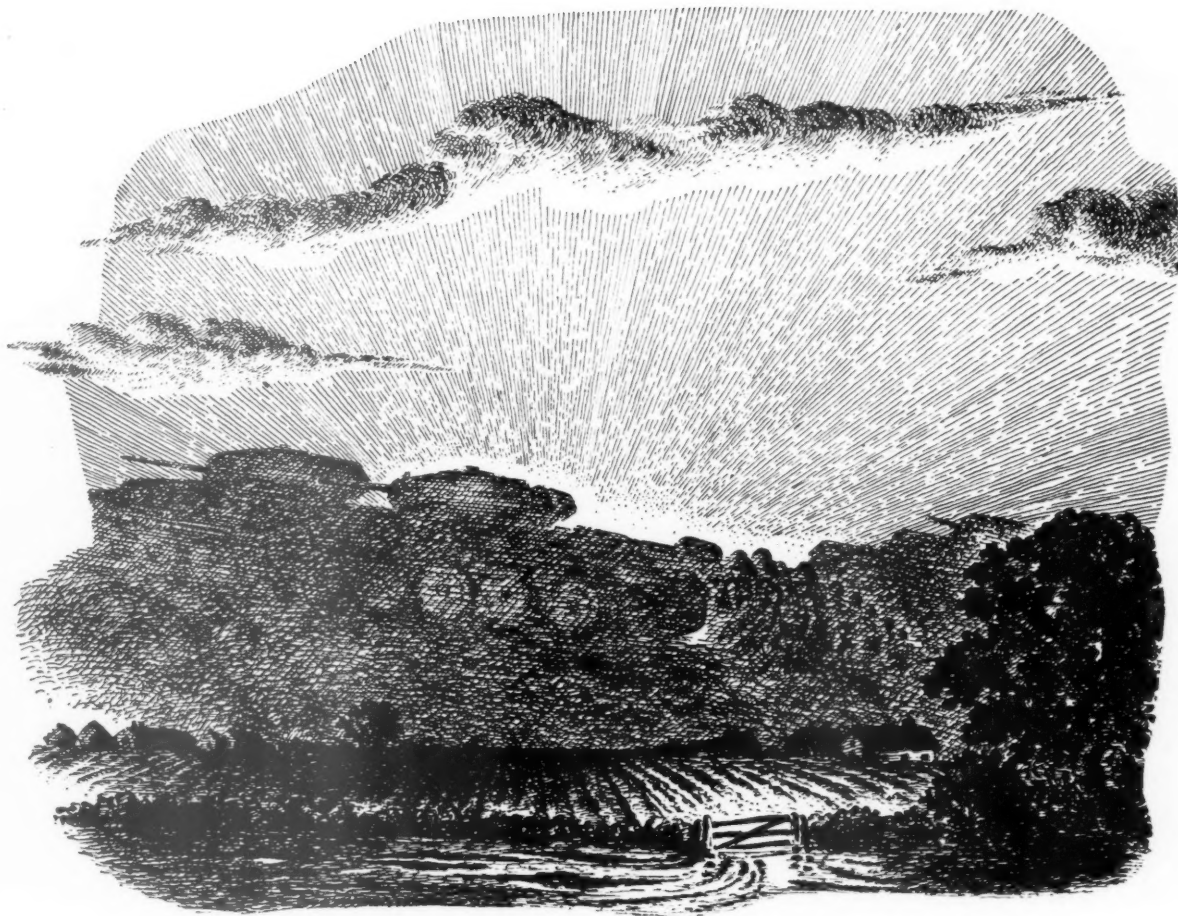


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NEWS

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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.

Considerable inroads into the country's SUPPLIES OF STANDING TIMBER have been made by the heavy fellings which have yielded large quantities of timber for war purposes. To reduce the inevitable damage to woodlands in Scotland as far as this can be done without endangering essential supplies, the Minister of Supply, after consultation with the Secretary of State for Scotland, has appointed a Landowners' Timber Consultative Committee for Scotland to advise on this matter. The Committee will consist of: Scottish Land and Property Federation: The Duke of Buccleuch, and Major John Stirling of Fairburn. The Royal Scottish Forestry Society: Sir George Campbell of Succoth. Chartered Surveyors' Institution: Major R. Hunter Murray. Land Agents' Society: Mr. G. R. McGarva. Association for the Preservation of Rural Scotland: Lt.-Col. Sir J. D. Ramsay. Department of Agriculture for Scotland: Mr. T. B. Manson. Forestry Commission: Mr. A. H. Gosling, Assistant Commissioner for Scotland.

On Friday of last week the DEATH OF MR. CHARLES ERNEST ELCOCK, F.R.I.B.A. occurred in the Royal Masonic Hospital at the age of 65. Mr. Elcock was the architect who, in partnership with Mr. Frederick Sutcliffe, designed the *Daily Telegraph* building in Fleet street. He specialized in modern hospital design and had a share in the architecture of more than 20 hospitals all over England.

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 MAY
JUNE AND JULY

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 of abbreviations on the front cover.

GLOUCESTER. *Rebuilding Britain Exhibition.* At Gloucester Technical College. Guide lecturer: Miss Henry. (Sponsor, BIAE.) MAY 4-6

HYDE. *Living In Cities Exhibition.* At Bayley Hall, Hyde. (Sponsor, BIAE.) MAY 4-6

ISLE OF WIGHT. *Homes to Live In Exhibition.* Accompanying CEMA Design Exhibition. (Sponsor BIAE) MAY 4-23

LIVERPOOL. *Can the Re-housing of the People be Achieved without Prefabrication.* Discussion opened by J. Grieve. At the Stork Hotel, Queens Square, Liverpool. (Sponsor, Association of Building Technicians, Liverpool Area Branch.) 7 p.m. MAY 5

LONDON. *Artists International Association's 1944 Exhibition.* At 61 Suffolk Street, S.W.1. This year is the tenth anniversary of the founding of the Association. Members come from every school of painting. Every work of every exhibition is chosen by an elected committee, for membership carries with it no right to exhibit. This year the exhibition includes all schools, and students have contributed a number of works, as well as the association's better-known members. For the first time the Association has invited the London Philharmonic Orchestra to show a series of drawings of its members by Kapp, together with a series of portrait busts by Ann Mahler, wife of Fistouleri, the orchestra's principal conductor, and daughter of Gustav Mahler, the Austrian composer. MAY 4-6

W. N. C. Clinch and F. Lynn. *The Design and Performance of Domestic Electric Appliances.* At the Institution of Electrical Engineers, Savoy Place, Victoria Embankment, W.C.2. 5 p.m. MAY 4

Arthur Ling. *Housing and Town Planning in the Soviet Liberated Areas.* At the London School of Hygiene and Tropical Medicine, Gower Street, W.C.1. Chairman, Professor C. H. Reilly. (Sponsor, Society for Cultural Relations with the USSR.) 2.30 p.m. MAY 6

The Artist and the Theatre. Fourth lecture on the Artist and Reconstruction. Under the auspices of the Artists' International Association. At the National Gallery, Trafalgar Square, W.C.2. Admission 1s., members 6d. 3 p.m. MAY 7

George Laws. *Chief Sanitary Inspector to the Richmond Corporation. A Hundred Years of Sanitary Progress.* At the Royal Sanitary Institute, 90, Buckingham Palace Road, S.W.1. Chairman, Kenneth R. Hay. 2.30 p.m. MAY 9

Evelyn Gibbs. *Art in Education.* Fifth lecture on the Artist and Reconstruction. Under the auspices of the Artists' International Association. At the National Gallery, Trafalgar Square, W.C.2. Admission 1s., members 6d. 3 p.m. MAY 14

AA Election of Officers and Council for Session 1944-45. At ordinary general meeting at 34-36, Bedford Square, W.C.1. 6 p.m. MAY 16

Dr. J. H. Paterson. *The Welding of Plastics.* At Institution of Civil Engineers, Great George Street, S.W.1. (Sponsor, Institute of Welding.) Dr. Paterson's paper will be followed by a demonstration. 6 p.m. MAY 17

Philip James. *The Patronage of Art in the Post-War World.* Sixth lecture on the Artist and Reconstruction. Under the auspices of the Artists' International Association. At the National Gallery, Trafalgar Square, W.C.2. Admission 1s., members 6d. 3 p.m. MAY 21

H. J. Manzoni, City Engineer and Surveyor, Birmingham. *Sanitation in Post-War Building.* At Royal Sanitary Institute, 90, Buckingham Palace Road, S.W.1. Chairman, Osmond Cattlin, Vice-President of the Royal Sanitary Institute. 2.30 p.m. MAY 23

RA Exhibition. Weekdays 9.30 a.m. to 7 p.m. Sundays 2 to 6 p.m. Admission: One Shilling. MAY 4-AUG. 7

RIBA Council Election Results. To be announced at general meeting at 66, Portland Place, W.1. Followed by informal meeting at which Sir Malcolm Trustram Eve, Chairman of the War Damage Commission, will talk on *The War Damage Act and Architects.* (Sponsor, RIBA.) 6 p.m. JUNE 27

NEWTON ABBOT. *Colour Exhibition.* At Newton Abbot School of Art. (Sponsor, CEMA.) MAY 4-13

SMETHWICK. *The Englishman Builds Exhibition.* At Holly Lodge High School for Girls, Smethwick. (Sponsor, BIAE.) MAY 4-11

SOUTHEND. *Rebuilding Britain Exhibition.* At Southend Municipal College. (Sponsor, CEMA.) MAY 4-5

ADVERTISER'S ANNOUNCEMENT

THE NEXT QUESTION IS—

Another unbroadcast Brains Trust Session

QUESTION MASTER : To-night's Brains Trust is again loaded by a super brain, an anonymous expert, who will keep us all on our toes. Dr. Treat M. Roughly, Professor Noad-Hall and Captain Campstool are also here, ready for anything that comes. The first question is from Clarence Footle, of Little Dithering. He asks, "Is there any means whereby glass can be made more cheaply and without those wavy lines in the windows?" Campstool?

Captain Campstool : Well, it seems to me it ought to be so. Look at radio sets or, er—bicycles. They were much more expensive when they first came out than they are now, but standardisation and big demand have brought down prices, and have given the public a very good article, very cheaply, though I think, and always have thought, loud-speakers are a nuisance!

Dr. Roughly : Apart from the masterly touch of irrelevance in the matter of loud-speakers, I must really take exception to Campstool's parallel. Glass is far from being a new discovery and it is already made by mass production. If price is to be reduced or quality improved, or both, then the change must come as a result of something other than mass demand—either by some new discovery which will cheapen or speed up processes or by a drop in the price of raw materials.

Professor Noad-Hall : There is, of course, a third way—for the Government to subsidise glass in order to help its housing plans along.

Dr. Roughly : But that does not answer the question, "Is there any means whereby glass can be made more cheaply?" Subsidies may reduce prices but they will not reduce the cost of production. Moreover, a subsidy cannot improve quality.

Captain Campstool : Surely, though, if everybody specified better quality glass—glass which did not make the scenery wave about and look like the morning after—the better quality glass would then sell in greater quantities and its price could be reduced.

Question Master : I think this is where I call upon the expert.

The Expert : I am going to make some qualifying comments on this question of price. The questioner, presumably, refers to transparent glass, and by wavy lines he apparently means the distorting character of sheet glass. He really asks two questions. "Is it possible to reduce the cost of all glass?" and "Is it possible to provide glass that doesn't distort vision?" Now sheet glass is what we call fire finished, and this means that the two surfaces cannot be perfectly flat and parallel. Hence the distortion. Plate glass is different. It is ground, smoothed and polished on both sides, so that they are absolutely flat and parallel. This costs money. The use of plate glass, then, puts an end to distortion, but it is considerably more expensive.

When you think of the cost of the raw materials, the cost of transport, the cost of fuel used in melting, the cost of skilled technicians to keep control, the cost of the highly technical process of drawing, the cost of cutting, packing and delivering—when you think of all these expenses, not to mention overheads, does a price ranging from 3½d. to 8½d. per square foot for sheet glass seem excessive? What

more do you want? After all, it is the cheapest of all building materials, per superficial area. Of course, miracles of production have been performed, and will no doubt be performed again—but I think Mr. Footle will agree that prices have been brought down to very narrow margins. That is the best answer I can give to the first part of the question. To the other, I have to say that the undistorted vision of plate glass will always cost more than the slightly distorted vision of sheet glass.

Question Master : After such an undistorted answer I'm sure anything more would only blur our vision—so we will move to the next question, which comes from a young surveyor, Mr. Rollo Portworthy, of Gout-under-Foot. "Is it not a fact that there will be no glass used in the future, plastics taking the place of windows?"

Professor Noad-Hall : That depends upon when we mean by the future. If the questioner is thinking of the period immediately following this war, then the answer is a safe No. Apart from any technical pros or cons, the cost of transparent plastic sheets is not likely to compete with the comparatively low price of glass, unless some new revolutionary discovery is made. These things can't happen overnight.

Captain Campstool : Plastics—wouldn't they be a bit sticky to clean—as windows, I mean?

Professor Noad-Hall : Why? Are you confusing plastics with toffee or chewing gum?

Captain Campstool : Well, aren't they sticky? They sound sticky.

Professor Noad-Hall : The letters "stick" occur in the word plastics: are you attempting to make a complicated pun?

Captain Campstool : Well, I mean to say, there is a sort of suggestion of glue, or something—but I'm no chemist.

Dr. Roughly : Obviously. But for once I am in partial agreement with Noad-Hall—on the matter of gradualism. But it still leaves the question whether, even by gradual degrees, plastics will ever completely replace glass for window lighting. Superficially, an unbreakable material has advantages over a breakable material, but there are other factors which will be assessed only after plastic windows have been in use for some considerable time.

Question Master : Mr. Expert, what have you to say?

The Expert : There is little to be said in answer to this question. As we know them to-day, plastics lack the durability and surface hardness of glass, so it is reasonably certain that existing plastics will never replace glass in any universal sense. The potentialities of the plastic industry are so great, however, that any of a hundred notions of this sort may conceivably materialise in time. But we simply don't know.

Question Master : Well, there you are, Mr. Portworthy, the answer is in the plastic future. And now our time is up. Once more I must say how grateful we were to be helped over these technical stiles by our able expert, who, you may have guessed, is a member of the glass manufacturing firm of Pilkington Brothers Limited, of St. Helens, Lancashire.

Advert.

from AN ARCHITECT'S Commonplace Book

ELEGANCE OF THE VICTORIAN WATER-CLOSET. [*From Cleanliness and Godliness, by Reginald Reynolds (Allen and Unwin)*]. As to the *Simplicitas*, we learn that it is . . . constructed in one piece of stoneware, also glazed ware, or the more ornamental kinds of Queen's ware. This insistence upon *decoration* shews us how the Victorians, in the importance which they attached to elegance, carried their principles to the bitter end; and an illustration shows us a most ornate closet, garnished with a florid conglomeration of Second Empire and South Kensington Acanthus, twined with vine leaves; a model worthy to be placed beside the Albert Memorial as a monument to an illustrious age.

Mr. Henry Willink, the Minister of Health, stated in the House of Commons that 997 FARM WORKERS' COTTAGES ARE FINISHED and 667 occupied. All the tenants, Mr. Willink said, are agricultural workers. A question on house building (urban authorities) was put by Mr. R. Duckworth, who asked the Minister what urban local authorities are now actually building new houses; and whether these receive any State subsidy. Mr. Willink: One urban local authority (Burnham-on-Crouch Urban District Council) is building four of the war-time agricultural cottages which are subsidized, and, so far as returns have been received, 17 urban authorities are completing 280 unfinished houses to meet urgent housing needs in their district, most of them without subsidy.

A Ministry of Health inquiry is being held at Croydon into a STRUGGLE TO RETAIN AN OPEN SPACE. On the one side is the council, who want to erect 470 houses, shops, a church and schools on Beckenham golf course, while on the other side is the East Ward Electors' Association, supported by youth and athletic clubs, who want to preserve the open space. The council own the land and are hoping to start building as soon as possible after the lease expires in December. Councillor R. A. Dippie, said: We are fighting on behalf of the youth of Croydon. I feel the borough must have all the open space it can.

The character of Belgravia and MAYFAIR SHOULD NOT BE SPOILED by the building of large numbers of working-class flats. This opinion is expressed in a report by the Westminster Planning and Improvement Committee on the County of London Plan. The Committee states: Every capital city of importance contains a high-class residential area close to the centre. While the large houses of the past are giving way to flats and smaller houses, the high-class residential character of the area is being maintained and should be encouraged. The proposals in the Plan to erect a substantial number of flats would damage the distinctive character of the residential portions of the West End, are economically unsound, and would not serve the best interests of London. Suggestions and criticisms by the Committee include: *Government and Commonwealth Centre* round the houses of Parliament and Westminster Abbey might be extended along Carlton House Terrace and in the neighbourhood of Trafalgar Square. *Bridges*.—New bridges at Charing Cross and the Temple are not required. *Embankment*.—Proposal to make river front accessible for 11.7 miles instead of 3.6 miles by sweeping away wharves from so many

frontages fails to pay regard to their value to the commercial life of the Metropolis. *Oxford Street and Regent Street*.—Any proposal to exclude public transport and make them merely shopping streets would be a serious injury to the West End. The Committee considers the provision of airfields within easy reach of London of the utmost importance.

Mr. T. Alwyn Lloyd, F.R.I.B.A., P.P.T.P.I., has been advising several towns near Birmingham in relation to POST-WAR PLANNING and re-development.

A report, illustrated by maps, was recently submitted to the Bromsgrove Urban District Council with reference to the future of the Georgian High Street, sites for public buildings, replanning of the traffic routes at key points and provision of open spaces. For the Borough of Bilston a layout has been prepared for a large housing estate, with community and youth centres, together with a public park on land that has been derelict for many years. Further surveys are now proceeding in relation to another part of Bilston, which is to be replanned as a community for industrial location, housing, open spaces, shop and social centre for a large neighbourhood which in past years has been developed at random and now comprises a considerable area of derelict land. An outline planning scheme based on local survey and detailed report has been submitted to the Brierley Hill Urban District Council, in relation to re-development of the central area, siting of civic centre, internal by-pass and shopping precinct. Proposals have been made for creating new community centres in the outlying neighbourhoods of the Urban District, with a generous allocation of park belt. In this work Mr. Lloyd has collaborated with Mr. H. Jackson, F.R.I.B.A., of Birmingham. An outline planning scheme for the Dudley County Borough is in course of preparation by Messrs. Lloyd and Jackson in relation particularly to the creation of a series of communities, with their own schools, social and cultural centres, open spaces, etc. Much had already been done prior to the war in central replanning at Dudley, and this is to be co-ordinated under the new proposals and by improvement of communications brought into better relation with the rest of the Borough.

Two farms, Millbeck and Harry Place, in Great Langdale, Westmorland, with 289 acres of land, have been GIVEN TO THE NATIONAL TRUST by the Master of Trinity, Dr. G. M. Trevelyan, O.M. The Trust already owns the Dungeon Ghyll Hotel and three farms at the head of the valley, thanks almost entirely to Dr. Trevelyan's earlier generosity, and this addition of two typical Lakeland farms in important positions lower down towards Chapel Stile will con-

tribute most valuably towards the consolidation of the Trust's property in the valley. Millbeck Farm includes part of the lower slopes of the Langdale Pikes and the paths up to it. The National Trust will shortly come into possession of more property near Hawkshead, in the Lancashire part of the Lake District. The late Miss Bertha Peacock, who died in January, devised to the Trust her farm Sykeside, between Colthouse and Wray, and the hill Latterbarrow, a conspicuous landmark which commands good views of the head of Windermere and the surrounding fells. The total area is about 157 acres. Miss Peacock had also given to the Trust four cottages in the village of Hawkshead near the house where Wordsworth lodged when he went to school. In addition, Miss Peacock and her two sisters (who died in 1939) have each left to the National Trust their shares in Green End, which is a house with cottage and land at Colthouse and includes fields on the shore of Esthwaite Water. Green End is a small seventeenth century house, but seems to have been refronted about 1800 by Mr. Braithwaite Hodgson, who at that time was a considerable landowner in the neighbourhood.

A deputation from NFBTE to the Minister of Health opposed the Government's proposal to employ big contractors using equipment released for aerodrome contracts in preparing BUILDING SITES FOR POST-WAR HOUSING. The deputation urged that preparation of the sites would be better and more economically done by local firms. The type of plant required, being mostly hired, should be equally available to large, medium and small contractors; and labour directed by the Ministry of Labour equally available to all.

The erection of houses during the first two years after the war SHOULD BE A NATIONAL RESPONSIBILITY and not a charge upon local rates. Camberwell Finance Committee, in expressing this opinion, urges the Council to ask the Government to make good any financial loss during the first two years of peace. The Committee's chairman, Councillor Alfred C. Warwick, states that during the war local authorities have been given Government permission to requisition property, adapt houses into flats and to carry out war damage repairs, the cost of each case falling upon the Government. The Committee believes that the question of providing homes after the war will be just as urgent and state: It is clear that those local authorities who have suffered most severely from air raids will be financially handicapped in any schemes that they may desire to carry out owing to the loss of rateable value.



Swedish Detail

An outstanding characteristic of contemporary Swedish architecture is its refined and careful detail, a fact indicated by the examples illustrated in this issue of the JOURNAL, and typified by the treatment of the desk lamp shown above. The photograph was taken in the common room of a secondary school for girls in Stockholm by Nils Ahrbom and Helge Zimdahl. In the design of standard or desk lamps the flex leading to the lamp is usually considered

by the architect to be too small an interior detail to be worth considering, the result being yards of unsightly and dangerous trip-wire. Here the flex, supported for part of its length by a steel tube fixed to a wall swivel, has been incorporated into the whole design with an effect which adds to the tidy simplicity of a gay and charming room. This photograph and the others dealing with Swedish work in this issue are by G. E. Kidder Smith of New York.

London M.P.s have formed a Building Committee to discuss PARLIAMENTARY BUILDING QUESTIONS AS THEY CROP UP with representatives of the London Master Builders' Association.

The Labour Party has appointed Alderman C. W. Key, Messrs. S. P. Viant and Lewis Silkin; and the Conservatives, Messrs. E. H. Keeling, Geoffrey Hutchinson, K.C., and Sir Harry Selley. The decision follows a meeting held shortly before Easter at the invitation of Mr. H. C. Harland, President of the London Master Builders' Association, which was attended by over 40 M.P.s. of all parties. At the meeting Mr. Harland suggested that as building was likely to bulk largely in discussions in the House of Commons during the next few months, M.P.s in the London area should be in closer touch with the Association, and offered to place all the information the Association might have on specific questions at the disposal of M.P.s prior to discussions in Parliament. Col. G. F. Doland, secretary of the London Conservative Members Group, and Mr. Lewis Silkin, a member of the Central Housing Advisory Committee, both welcomed the suggestion for closer liaison between the building industry and the House of Commons. The general feeling of the meeting was that nothing but good could come of it, and it was left to the London members to nominate a Committee from their numbers to keep in touch with the Association Executive. The above Committee is the result.

The Poplar Borough electricity engineer, Mr. Robert Illingworth, has devised a PREFABRICATED ALL-ELECTRIC KITCHEN.

To prove that the kitchen will go into any house he will instal one in Poplar in the next few weeks, choosing the housewife by ballot. The kitchen is made of cream-painted metal and is 10 ft. 6 in. wide, 7 ft. 6 in. high, and nearly 2 ft. deep. It is in 72 parts, and its size can be adjusted to the size of the house by adding or taking away parts. It has airing, broom, cutlery and cleaning cupboards; several drawers; a 15-gallon water heater; ironing board; refrigerator; electric oven; hot plates; electric clock; plate racks, and fluorescent lighting. A ventilating system carries away steam and the smell of cooking food. Designs of the kitchen have been submitted to the Minister of Health.

The number of houses required after the war will be so great that there will be plenty of ROOM FOR PRIVATE ENTERPRISE and local authorities, said Mr. Willink.

Speaking in London at a luncheon of the National Federation of Registered House-builders, Mr. Henry Willink, the Minister of Health, said: Quality is as important as quantity. The country expects that every house will be well built, and he congratulated the federation on having united in a common resolve to maintain an approved standard of workmanship in every house they build. We owe it to the young men and women in the Forces, who will want new houses in which to set up homes of their own after the war, to see that they get good ones, said Mr. Willink.

THE CONTROL OF RENTS

IT is dangerously easy to overlook the effect the Rent Restriction Acts have had and must have on housing. Of the 4,105,000 houses built in the twenty years between 1919 and 1939, 2,968,000 were built by private enterprise for private ownership, which means that nearly three out of every four owners of houses built within these twenty years regard their houses as things which, actually or potentially, will yield them some kind of a return on the capital invested. If the return is good, there are many anxious to build. If the return is bad, new building must be stimulated, usually at the expense of the State.

In times of war, every commodity in short supply is subjected to some form of price control. In the case of consumable goods, the process is theoretically simple, being based on the cost of the goods with either an addition, for profit, or a subtraction, made good by subsidies, if the price must be kept down. It is much more difficult to apply the principle of cost where the article is durable, and the experience of price control in the furniture trade has not provided any conclusive answer. But there, at least, a principle with some recognisable element of justice in it has been applied. On the other hand, control of rents has been left to chance, and chance, while sometimes satisfactory in the life of an individual, is not the best basis for governmental action. At the moment, whether you receive a good return on an investment in house property depends on the rent at which it happened to have been let at a date arbitrarily selected. If the house was built before 1914, that date may be one nearly thirty years ago, and thirty years is an appreciable time, even in the life of a house. The existing Departmental Committee on Rent Control cannot be considered a premature appointment.

As the cost of living rises, it is fair that the owners of house property should be entitled to some increase in rent. It can never be fair to single out the owners of any particular class of legitimate property for treatment more harsh than that generally applied. It is not only unfair. It is also stupid, for we shall depend on private ownership of house property for some percentage of any post-war housing programme. At the moment, the rents of identical properties may vary appreciably simply because they became empty and were re-let at different times. The result may not be unjust in bulk, but it may be so in individual cases, and, while hard cases make bad law, it is a bad law that makes hard cases. The problem of the fair regulation of rent control depends in the essence upon finding a fair datum line on which increases, or decreases, may be calculated. At the moment we use as the datum line a former rent. As the Chartered Surveyors' Institution points out, in a memorandum it has submitted to the Rent Control Committee, a more equitable datum line does in fact exist. It consists of the valuation list for rating purpose. The CSI proposes that the controlled rent

of every occupied property affected by the Rents Acts should either be based on its gross value for rates or on the existing standard rent, whichever is the greater. Its proposals also make provision for rents which include some element of service. The weakness of that case is that, while they provide a machinery for levelling rents upwards, thus remedying hard cases among landlords, they leave untouched the case of the tenant whose arbitrarily fixed standard rent is too high. No one will be surprised if a surveyor attempts to make the best of both worlds, but then, surveyors are not accustomed to having their initial proposals accepted without some debate. The real urgency of the problem lies in the situation which will arise when the war is over. Private enterprise will build houses but the cost of building may be such that some form of subsidy will be essential if these houses are to be let to, or bought by, wage earners in the lower levels. Houses will still have a scarcity value and uncontrolled rents will be very much inflated rents. We have seen once what kind of situation results from that kind of vicious circle. As the Surveyors' Institution points out, the rateable value of every house can be reduced to a common national formula and can come into existence before ever the house is let. The obvious answer is to use that as the datum line, instead of what rent a landlord can secure, and let Parliament decide what, if any, is to be the percentage increase over the pre-war figure that the post-war landlord may legally demand.



The Architects' Journal

War Address : 45, The Avenue, Cheam, Surrey

Telephone : Vigilant 0087-9

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

WEST WYCOMBE COMPETITION

Some time ago I obtained the conditions of the West Wycombe competition the winning scheme for which was published in the JOURNAL for April 20. The conditions seemed hopeful and commendably brief. They implied that here in the village of West Wycombe the National Trust was anxious to provide reasonable homes for post-war

heroes. They encouraged competitors by hinting that a contemporary design would not necessarily clash with the general character of the village; the conditions seemed to recognize that an honest, straightforward design without concession to the tradition neurosis which paralyses creative thought in this country might prove acceptable.

Let me quote from them: "A group of cottages, which, at one and the same time, will be a new contribution to the design of country cottages, and serve to enhance rather than detract from the beauty of West Wycombe. Though the new cottages should not be strangers to the village, yet, it is hoped that they will be something more than replica work, and that they will give evidence of modern planning and equipment."

Anyone who examines the schemes published will find that the signposts leading to peace all indicate that Ye Tea Shoppe complex is still on top—even in the minds of architects. I had entertained a shy and shrinking

hope that we would not return to pre-1939 conditions in the world at large. It is evident in architecture that we are going back even further. The bogus romanticism which characterizes the design of the three winning schemes is saddening. They should be circulated widely in the Services so that the younger architects who are fighting in this war will know what they are returning to. The West Wycombe competition might have assisted in breaking down the sentimentalities associated with half-timber work on the by-pass, might have helped to show the public at large that good modern houses could be designed which would fit in with our landscape and with traditional building. The assessors appear to have made no attempt to do this.

MOTCP, MOH AND OXHEY

There may be stalemate at Anzio and motionless suspense on the invasion coast, but in Whitehall the battle is still in full swing. Silent, inexorable, as complicated as the Burma campaign, it moves up and down the corridors of the Ministries, marked only by the heavy breathing of the contestants, by the occasional shrill cry of triumph as a White Paper or manual is produced in defiance of a rival, or by shreds of evidence which are thrown out occasionally like scraps of clothing from a Rugger scrum.

By piecing such shreds together you can sometimes tell how goes the day, and the two scraps which recently emerged from the MOH *versus* MOTCP struggle seem to indicate that the former is still game and on its feet.

Two Government enquiries are now under way, one into the pros and cons of having a Dr. Barnardo Home in the New Forest, the other into the LCC scheme for Oxhey. The second which deals primarily with the right use of land and the layout of roads and housing, is being conducted by MOH, while the former, which is of minor importance (except to Dr. Barnardo and the local residents), has been tossed to MOTCP presumably to keep it out of the way.

Whether the Oxhey scheme is a good one or not only later evidence can show, but as, apparently, it is to be bisected by an arterial road, it does not sound as if contemporary town-planning principles were being followed.

There is plenty of talent and experience in MOTCP and it seems a pity not to use it. Unless perhaps it is being used by means of a sort of Wingate's Column behind the MOH lines.

POETS' CORNER

SYRENS AS ARCHITECTURE

Each panic voice engraves upon the night
The trace and pattern of a crystal pier,
Shaft-laden, mounting in confined flight
To crown the city with a vault of fear;
And each electric tocsin stoops and springs
And spins to meet the sky-vibrating crest
Of crescent ribs and criss-cross crenellings,
A fever-fretted heaven of unrest.
Now, silence. Now, the galleries of noise
Hang in the quiet sky, and in my heart
Pulse the re-echoes of their equipoise.
Now am I school'd in Piranesi's art,
Who dream'd the converse, dream'd of Rome
unbound,
Temples dissolved, cascading into sound.
John Coolmore

STAMP DESIGN BY DULAC

Postage-stamp design is a law unto itself. Although many postage-stamps issued to-day are frankly propaganda for the country issuing them, their design has been but little influenced by modern poster or commercial-art technique. Most stamps fall into one of two groups; either the classic-simplicity group started by the early head-of-Queen-Victoria issues of Great Britain, or the give-'em-all-you've-got group, in which the designer's aim is to crowd a mass of detail worthy of a full-size landscape painting into a canvas only one or two square



The stamp design by Dulac referred to by Astragal.

inches in area. The second type, though much sought after by juvenile philatelists, usually fails aesthetically for the obvious reason that the artist does not adapt his technique to his medium.

Interesting as an exception to both these groups is the new issue of stamps for the Free French colony of Réunion, designed by Edmund Dulac, who has had experience of stamp design previously and also of package design. The influence of the latter can be seen in his new stamps. Illustrating typical products of the island of Réunion, they are reminiscent of some of the labels one saw before the war on high-class products, though perhaps even here the detail is overdone and out of scale with the area surface designed. The way in which the essential lettering is made a part of the design, instead of being stuck on at top and bottom as an apparent afterthought, is, however, notably different from the common run of stamp design. An artist with commercial experience has been able to use that experience in a field where a breath of fresh air from outside, such as he provides, was needed.

ASTRAGAL



LETTERS

J. Nelson Meredith, F.R.I.B.A.
(City Architect, Bristol)

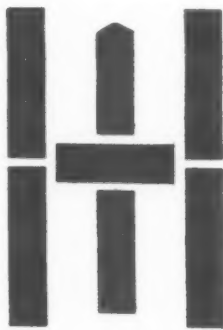
N. C. Stoneham

Buildings of Historic and/or Architectural Interest

SIR.—In my opinion, the above buildings should be marked and I am pleased to say that I have received the authority from the Bristol Planning Committee to mark as a beginning the buildings of Historic and/or Architectural Interest in the ownership of the Corporation. As far as I am aware, Bristol is the first city to take this step, but I hope it will become a national matter.

In enemy action a case could occur where an important building is damaged, demolition and clearance put in hand, with the result that valuable material is possibly lost, whereas had some distinguishing mark been used it might have proved a means of preservation.

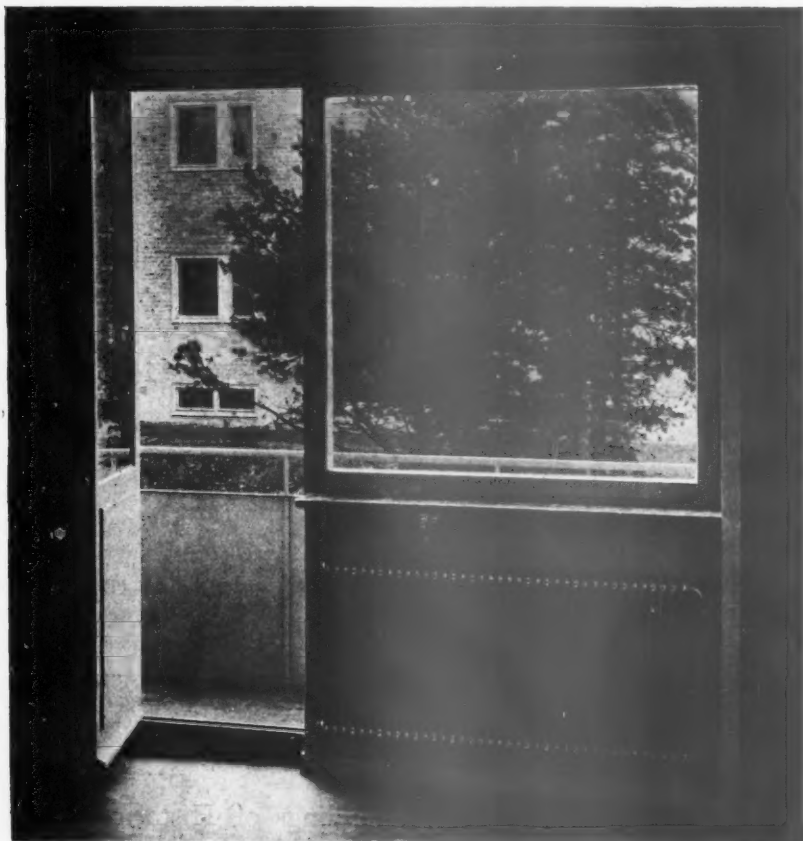
Incidentally, I feel the marking of buildings would add interest to cities, towns and villages. It is the intention in Bristol firstly to use the



1 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14
SCALE OF INCHES

Signs to be fixed to buildings of historical and/or architectural interest by the Bristol City Architect. Left, historical interest, centre, architectural interest, and right, historical and architectural interest. See letter from Mr. J. Nelson Meredith, the City Architect.

WINDOW TREATMENT



Windows in flats designed by Cyril Marius in the Abrahamsberg district of Stockholm illustrate the care taken by Swedish architects in the design of details. Top, a view from a living room showing the entrance on to the balcony and the large pane of glass doubled for insulation; a feature is the radiator of light steel, which has a pleasant decorative value. Below, an under-window vent which admits air in winter when it is too cold to open the large windows; the vent runs through the cill and is about a foot wide and an inch deep; turning the knob, a controlled amount of air is admitted; being above the radiator the rising heat circulates the incoming fresh air throughout the room; note the neat metal window catch and the marble window slab.

marks by means of stencils and later to provide and fix permanent plaques.

Bristol

J. NELSON MEREDITH

Architects and Industry

SIR,—Could some architectural students be more orientated towards industry during their period of training? In peacetime architectural schools all over the country turn out hundreds of new architects, full of hope, enthusiasm, lofty ideals—and little chance of making a living. If, then, some of them could, say, half-way through their curriculum be steered towards industry—and especially that part of industry associated with building—they might find an outlet for their endeavours that would be profitable to themselves, industry and architecture.

At present industry is viewed, especially by the newly fledged, rather with a condescending toleration, similar to the Victorian regard of tradesmen. Yet industry deserves so much more than that. Part of it, the part that makes the bits and pieces which the architect requires in order to be an architect, is only another facet of the same diamond from which the architect is cut. All are part of what is known as the building industry.

Why, then, should the budding architect, and the fully blossomed one as well, not seek to know and work with his counterpart as much as possible?

The building industry is more and more realizing the need for the assistance of architectural training. Every month yet another firm calls upon an architect to help its development. Why, then, should not the architectural schools recognize this fact officially and prepare some of their students for this particular type of work?

As the matter stands at present, industry calls in an architect, often one who has made some sort of a name designing in a particular material, and then has to sit down to teach him about manufacturing, of which he knows precisely nothing. Would it not be a good idea to teach both simultaneously?

Architects are quick to criticize the design of an industrial product. But are they as ready to sit down and devote study to the industrial problems which may have conditioned that design?

But leaving actual manufacture, there are many other ways in which an architectural training can assist industry. One of the reasons why architects mistrust industry is because of the salesman. "I want somebody to come and talk to me who knows what he's talking about, not one who just talks blah and blather and says nothing." Many times has the architect expressed those sentiments. Well? Is not the answer one who can talk both the architects' and the manufacturers' language? Call him a technical representative, if the word Salesman stinks too much.

Then there is the whole field of architectural publicity and journalism. Architects bewail the way that the popular press treats architectural matters. Yet reading the average architect's writing on the same subject is something that is just too painful. So, once again, the problem suggests the answer.

In my own field of advertising the same trouble crops up. Asking an architect, critical of architectural advertising, to produce a series of advertisements or a booklet, results in much the same effect as asking an architecturally minded advertising man to design a house—something pretty awful. Yet a real knowledge of both can work wonders.

Is not, then, a prima facie case made out for teaching would-be architects something more than just architecture? If there be, is not the idea well worth exploring and seriously considering by those who regulate these matters?

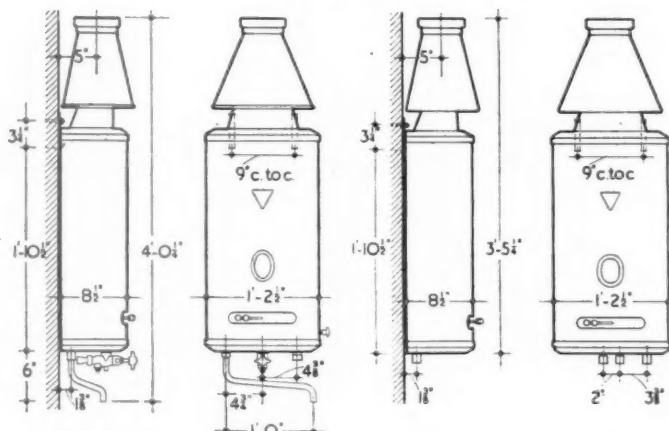
Demobilization is going to send many service men back to the architectural schools. Would it not be worth while considering how a percentage of them could be steered into other walks of life than the architect's drawing-board, and still make valuable use of their architectural training?

London

N. C. STONEHAM

THE ARCHITECTS' JOURNAL LIBRARY OF PLANNED INFORMATION

DOMESTIC WATER HEATING 15: ASCOT INSTANTANEOUS AND STORAGE GAS WATER HEATERS

ASCOT MULTIPOINT—Type NEA 32 . . .
and SINGLE POINT—Type SG 32 . . .

SINGLE POINT SG 32/I.

MULTIPOINT NEA 32.

SPECIFICATION :

Output : 1,300 B.Th.U./minute
or from 2.2 gallons heated by 60°F. (50° to 110°F.)
to 1.3 gallons heated by 100°F. (50° to 150°F.)

Types NEA 32TI and NEA 32MTI incorporate temperature selector showing five settings ; intermediate positions may also be used.

Setting No.	1	2	3	4	5
Temperature increase °F. . .	45	59	72	88	107
Governed flow in gallons/min.	2.9	2.2	1.8	1.47	1.21

Note.—The above figures are subject to ± 5 per cent. variation.

Input : 1,650 B.Th.U./minute
or 3.25 cubic feet of gas c.v. 500.

Exterior Finish : White vitreous enamel case with all exposed metal parts chromium plated.

Automatic Valve : Prevents gas passing to burner unless a minimum quantity of water is flowing through the heater.

Draught Diverter : Supplied integral with the heater, with socket for 5" internal diameter flue.

Main Gas and Pilot Cocks : Interlocking.

INSTALLATION SPECIFICATION.

- SG 32/I :** Single point bath gas water heater with spout.
- NEA 32/6 :** Multipoint gas water heater, to supply all points in flats or houses. Suitable for low pressure water supply or mains connections up to 100 lbs./sq. in.
- NEA 32/I :** Similar to above, but only suitable for connection to mains. May be used up to 250 lbs./sq. in.
- NEA 32TI :** Similar to above, but automatic valve incorporates water governor and temperature selector.
- NEA 32M... :** The letter M indicates gas
- SG 32M... :** Volume governor fitted to any of the above types of heater.

(a) Gas.

Connections : All types $\frac{3}{4}$ " tapered B.S.P. male thread.

Supply Pipes : All types $\frac{3}{4}$ " up to 15 ft. run from the meter ; 1" or larger over 15 ft. depending on distance.

Meter : Rated capacity to be not less than 200 cu. ft. per hour in addition to requirements for all other appliances.

Stop Cock : Must be fitted on the supply pipe close to the appliance to facilitate maintenance and regulation.

(b) Water.

Connections (Hot and Cold) : NEA 32/I, NEA 32TI, SG 32/I— $\frac{1}{2}$ " tapered B.S.P. male thread. NEA 32/6— $\frac{3}{4}$ " tapered B.S.P. male thread.

Supply Pipes : May be from the mains for all types (the permission of the local water authority having first been obtained). For mains connection— $\frac{1}{2}$ " supplies. For tank connection— $\frac{3}{4}$ " to 1" depending on the head of water available. (See Information Sheet, Domestic Water Heating 13).

Stop Cock : (With valve secured to lift with the spindle) must be fitted on the cold water supply close to the appliance to facilitate maintenance and regulation.

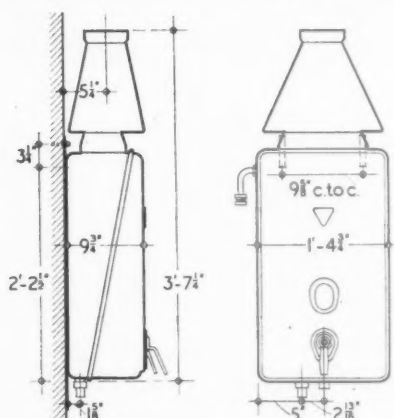
Head of Water : NEA 32/I, NEA 32TI for mains connection only with pressure not less than 15 lbs./sq. in. NEA 32/6 can be connected to tank supply with not less than 8-10 ft. head measured as difference in level of water and the highest draw-off tap.

(c) Flue.

Must be fitted (in all cases) ; 5" internal diameter asbestos cement flue pipe to be used (See Information Sheets, Domestic Water Heating 10, 11, 12), or preferably a built-in flue of equivalent cross sectional area. All appliances supplied with integral draught diverter.

[TURN OVER]

ASCOT MULTIPOINT APPLIANCE—Type NEA 38.



MULTIPOINT NEA 38.

SPECIFICATION :

Output : 1,500 B.Th.U. per minute
or from 2.5 gallons heated by 60°F./min. (50° to 110°F.)
to 1.5 gallons heated by 100°F./min. (50° to 150°F.)

Input : 1,875 B.Th.U. per minute
or 3.75 cu. ft. of gas with c.v. 500.

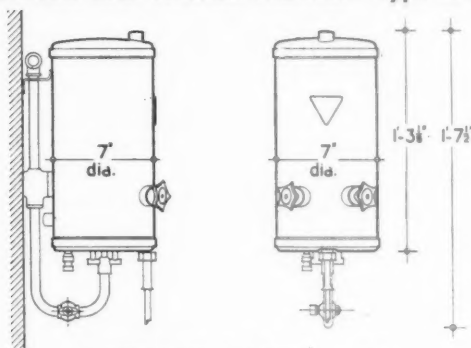
Exterior Finish : White vitreous enamel case with all exposed metal parts chromium plated.

Automatic Valve : Prevents gas passing to burner unless a minimum quantity of water is flowing through the heater.

Draught Diverter : Supplied integral with the heater, with socket for 5" internal diameter flue.

Main Gas and Pilot Cocks : Interlocking.

ASCOT STORAGE GAS WATER HEATER—Type A 3/6.



STORAGE HEATER A 3/6.

A thermostatically controlled storage water heater, specially designed for hairdressers, dentists and other purposes where small quantities of hot water are required with accurate temperature control.

SPECIFICATION :

Output : 9,000 B.Th.U. per hour
or 1.5 gallons raised 100°F. in 10 minutes.

Input : 11,200 B.Th.U. per hour
or 0.375 cu. ft./minute of 500 c.v. gas
or 22.5 cu. ft./hour of 500 c.v. gas.

Exterior Finish : All chromium plated with black ebonite handles.

Thermostat : Capsule type, cuts down gas consumption to standby rate when temperature reaches 165°F.

Inlet and Mixing Valves : Incorporated in the appliance.

INSTALLATION SPECIFICATIONS.

NEA 38.

(a) Gas.

Connections : 1" tapered B.S.P. male thread.

Supply Pipes : 3/4" to 1" according to the length of run.

Meter : Capacity to be not less than 225 cu. ft. hour in addition to other requirements.

Stop Cock : Must be fitted on the supply pipe close to the appliance to facilitate maintenance and regulation.

(b) Water.

Connections

(Cold) : 3/4" union and lining.

(Hot) : Union to take B.S.P. male thread on 1/2" pipe.

Supply Pipes :

Main : 1/2" to 3/4" depending on length of run and available pressure.

Tank : 3/4" to 1" according to length of run and available head of water. (See Information Sheet, Domestic Water Heating 13).

Stop Cock : (With valve secured to lift with the spindle) must be fitted close to the appliance to facilitate maintenance and regulation.

Head of Water : Of not less than 8-10 ft. should be available. May also be connected direct to the main. (The permission of the local water authority having first been obtained.)

(c) Flue.

Must be fitted (in all cases) 5" internal diameter asbestos cement flue pipe to be used (See Information Sheets, Domestic Water Heating 10, 11, 12), or preferably a built-in flue of equivalent cross sectional area.

A 3/6.

(a) Gas.

Connections : 3/4" female B.S.P.

Supply Pipes : 3/4" to 1" according to length of run and available pressure.

Meter : Rated capacity to be not less than 25 cu. ft. hour in addition to all other requirements.

Stop Cock : Must be fitted on the supply pipe close to the appliance to facilitate maintenance and regulation.

(b) Water.

Connections : 3/4" bent union and lining.

Supply Pipes : 3/4" to 1".

Stop Cock : Must be fitted to facilitate maintenance.

Head of Water : 12-15 ft. minimum.

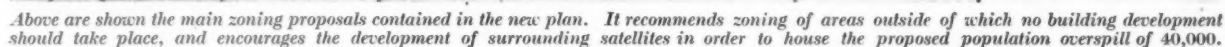
(c) Flue : Not required.

Issued by Ascot Gas Water Heaters Ltd., North Circular Road, Neasden, N.W.10. Telephone : Willesden 5121 (14 lines).

Information from Research & Development Department, Ascot Gas Water Heaters Ltd.

INFORMATION SHEET: DOMESTIC WATER HEATING 15

SIR JOHN BURNET TAIT AND LORNE ARCHITECTS ONE MONTAGUE PLACE BEDFORD SQUARE LONDON W.C1



7. PATON WATSON AND PROFESSOR ABERCROMBIE

The Plan for Plymouth, reviewed on these pages, is the work of Mr. J. Paton Watson, the City Engineer and Professor Abercrombie. It is now on exhibition at the Plymouth Municipal Art Gallery, and represents a magnificent achievement for a city the size of Plymouth. As the guide to the exhibition states, it is only by popular interest, popular understanding, popular participation and popular backing that this plan can be achieved. The authors have fulfilled their part admirably. It is now up to the people of Plymouth.

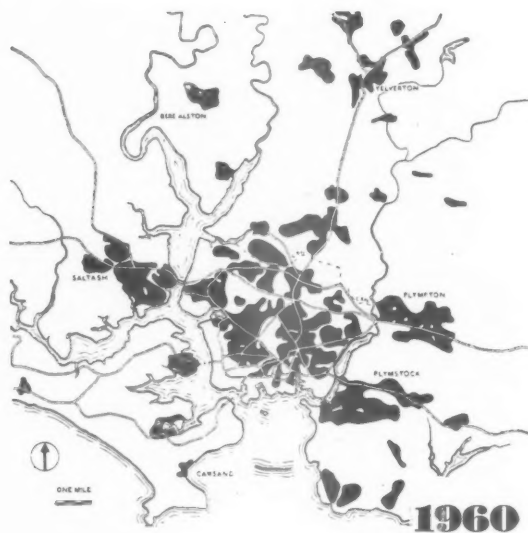
Plymouth has been created by its position on the national map and on the regional coast. For four hundred years the naval occasions of the country have given the special character to its marine development. And this remains its chief occupation. Its basic industries are (a) Dockyard; (b) Shopping; (c) Holiday and Tourist; (d) Miscellaneous Industry.

The pattern of Plymouth is a complicated one. It was, until 1914, three separate towns, Plymouth, East Stonehouse and Devonport, which had all grown up separately along the river

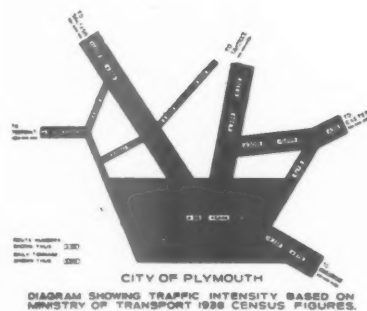
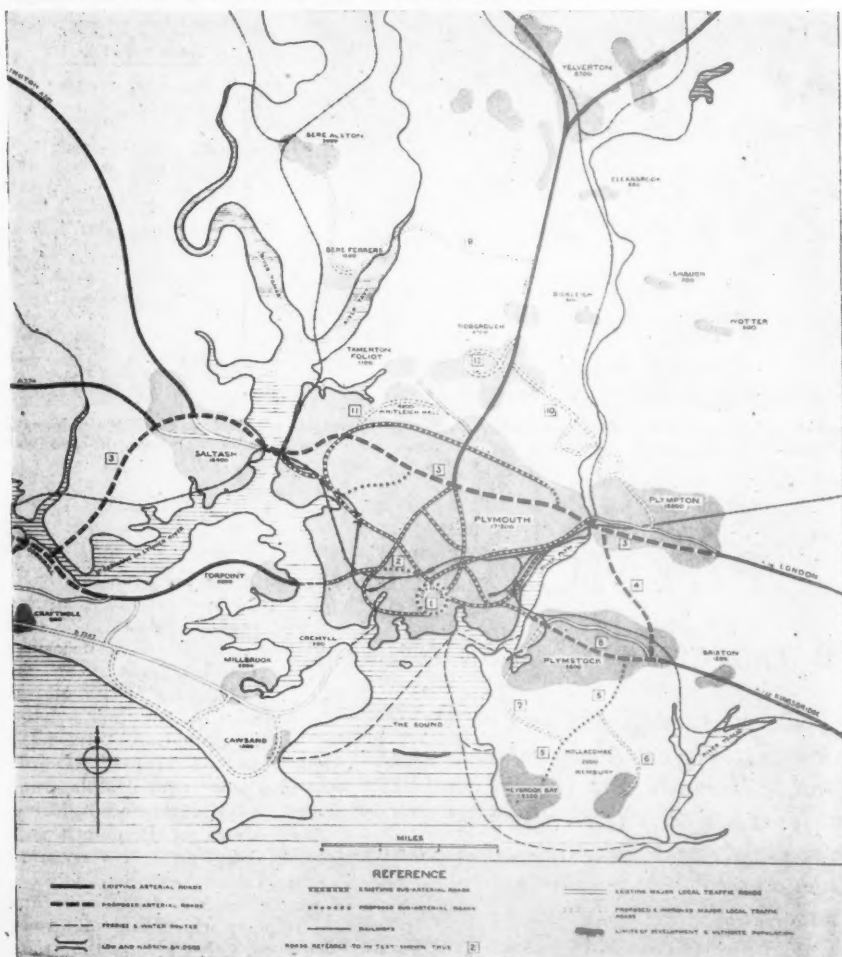
POPULATION



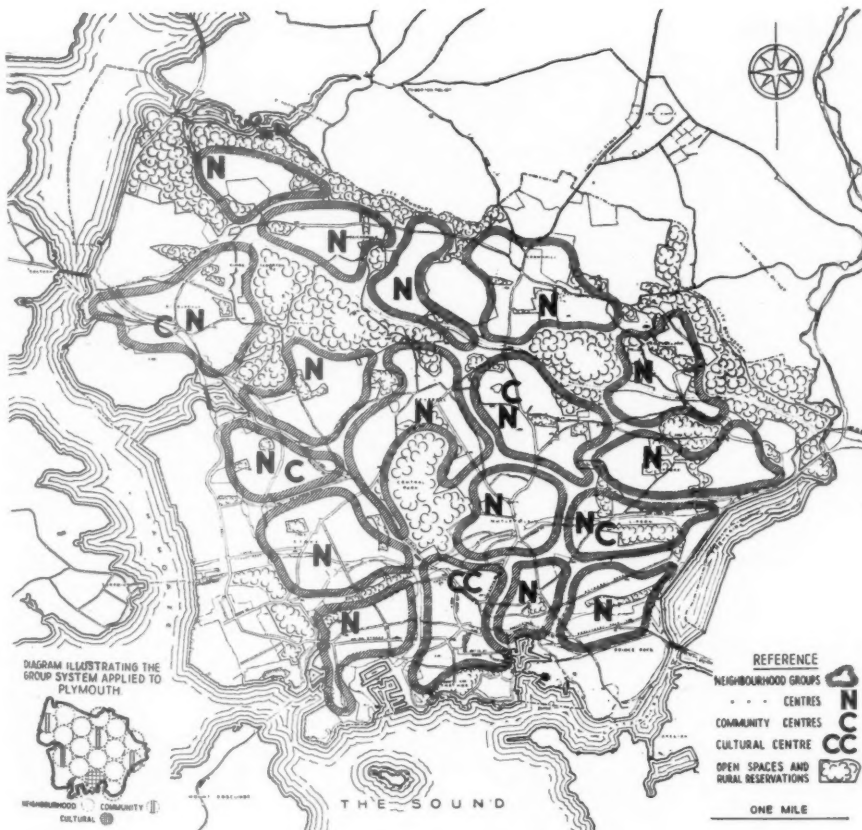
1939 (above): City Population 220,800. Over-centralization and scattered expansion continue with increase of mechanical transport. 1960 (right): City Population 180,500. Proposal for ordered de-centralization into planned suburban satellites.



COMMUNICATIONS

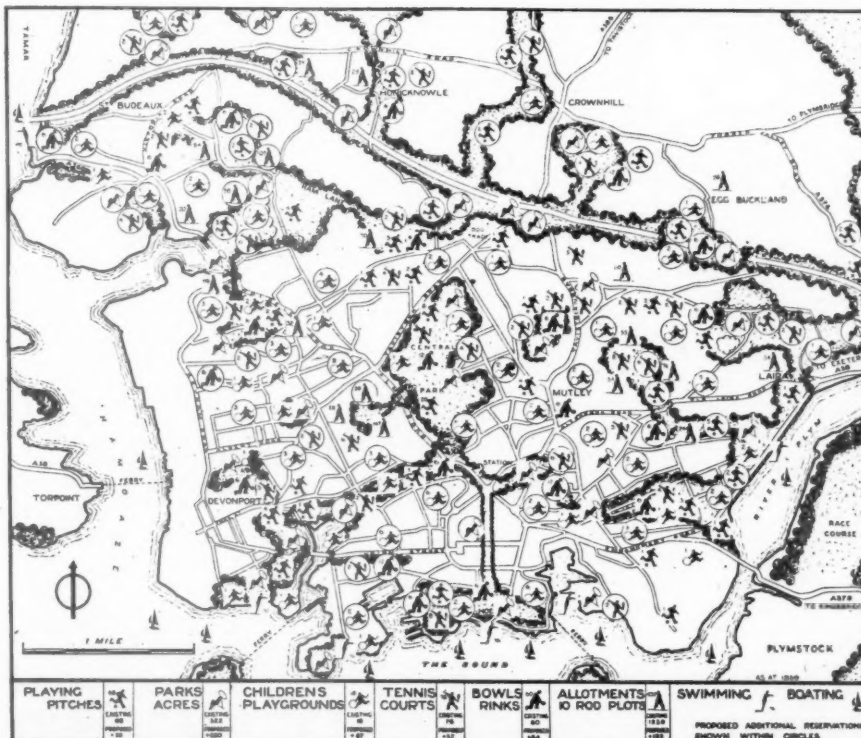


Traffic congestion in Plymouth, before the war, was, except for London, the worst in Southern England. The main by-pass route through the Forder Valley and Crownhill to St. Budeaux was much built-up, narrow, tortuous and hilly. The plan provides radial roads which join an inner-ring road enclosing the shopping and business area of the city, through which there would be no direct road forming a short cut.



COMMUNITY AND RECREATION

The plan above shows the division of Plymouth into neighbourhood and community groups. The authors point out that at this stage it is not possible to define areas covered by the smallest or Residential Unit; these will be worked out in detail during reconstruction. Below is a plan of the open-space proposals. Much of the open-space, before the war, was situated beyond easy reach of the bulk of the people.



estuaries until they merged; still, however, keeping their separate entities and centres, surrounded by rings of high densities and congested housing. Its development is amorphous and has no focal point.

The overall density of the population of the City of Plymouth did not rank high in comparison with that of other towns of similar size. It had a gross density of 22.7 persons per acre. Although the average density works out at 71.2 persons per acre, there are two wards with a net density exceeding 200 persons per acre, whilst there are many more with densities between 100 and 200.

The combined area of derelict properties (blight and blitz) in the central areas, which cover some 900 acres of the city, amounts to a total of about 300 acres.

The density of the traffic at St. Andrew's Cross, in the centre of Plymouth was, before the war, the highest in Southern England, except for London itself. There is a serious deficiency in circumferential roads.

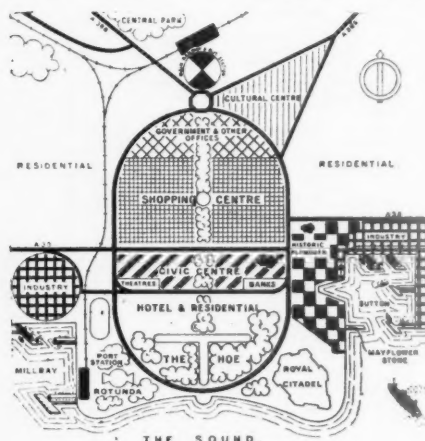
Plymouth has now either existing or in town planning reservations a total of 3.6 acres only of public open space and 1 acre of private open space per 1,000 of the population.

THE PLAN: OCCUPATION.

The planners have assumed that the activities of H.M. Dockyard will continue. An increased and more completely self-contained area is provided. The destruction of Plymouth's secondary main shopping centre at Devonport has led the planners to concentrate the greater area of shopping floor space in the new Plymouth centre. In addition to this there will be subsidiary shopping centres grouped on the basis of the communities. The proposals include recommendations for increased facilities for holiday-makers and tourists, and for areas which are suitable for light industry.

POPULATION. It is recommended that a maximum density in the city of 100 persons per acre should be adopted. Around this central core there should be an intermediate zone where a density up to 50 persons per acre would be permitted. Finally, on the outskirts of the city, 25 persons per acre would be the maximum. On the basis of these figures there is land available within the present city boundary for the accommodation of only 171,540 persons. Assuming the population of the city to be the same as in 1939, accommodation for some 40,000 will have to be found

CITY CENTRE



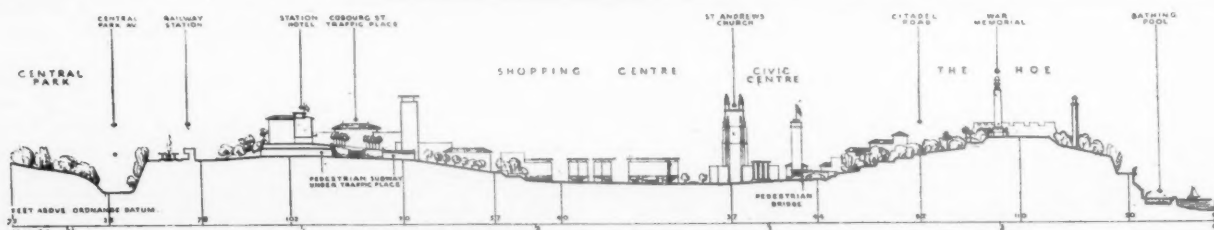
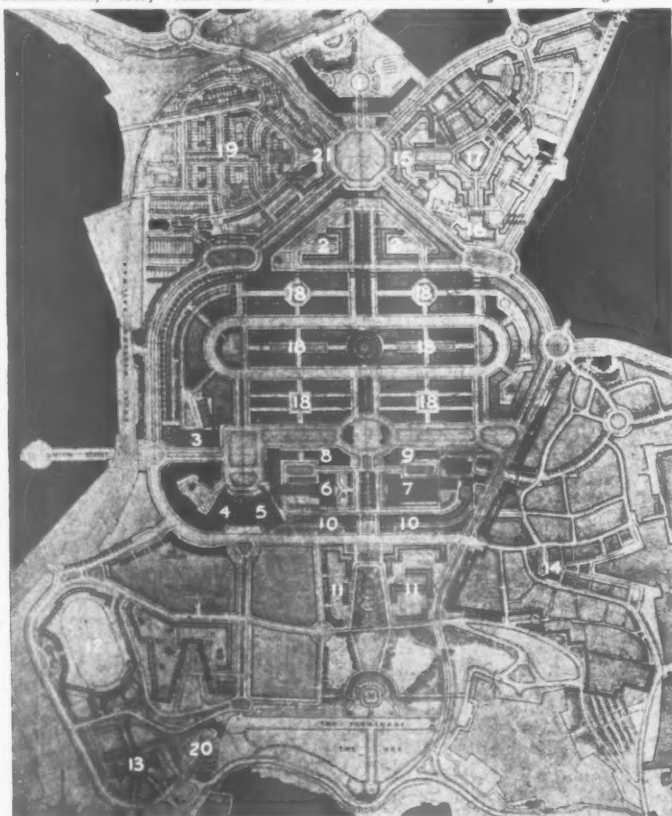
beyond the city's present boundaries. Proposals are made for housing this overspill by the expansion of selected areas within the Plymouth region.

COMMUNICATION. It is urged that connecting roads and radial roads converging on Plymouth should be treated as proper traffic routes if safety is to be achieved. In general the plan provides for the following requirements: (a) The by-passing of through traffic; (b) Segregation of different types of traffic; (c) Elimination of unnecessary intersections; (d) Car parking; (e) Provision for pedestrians.

COMMUNITY. Proposals are made for the division of the city into at least eighteen neighbourhood units, each with a distinct focal point. Centripetal grouping is suggested by the provision of Community Centres serving five or six neighbourhood units. The City Centre knits together the region as a whole. It is planned on the principle of precincts. The main feature will be a great Parkway, stretching from the proposed Station Hotel through the City Centre to the Hoe.

OPEN SPACE. The Zoning Proposals map, on p. 331, shows existing public open spaces, existing reservations, and proposed further reservations amounting to a total of 6.8 acres per 1,000 population within the city.

This page shows a functional analysis, plan, aerial perspective, and section, all illustrating the proposals for the new city centre, which includes the cultural, commercial, civic, residential and recreational centres of the new Plymouth.





DETAILS

OF A BLOCK OF FLATS AND CINEMA
IN THE GÄRDET DISTRICT, STOCKHOLM

Above, the entrance door to the flats illustrates the careful and refined, if at times rather mannered detailing; the return wall on the right is covered with reeded wood. Below, the complete building; on the right is the cinema entrance which falls well into the façade.



DESIGNED BY STURE FRÖLÉN

The Gärdet is a residential district on the north-east of Stockholm, consisting mainly of flats of medium and high rents. The project planned as a whole and built on ground leased from the Crown was begun about twelve years ago. Most of the building has been carried out in the last few years, including the job illustrated here, which is the end block of one of the more expensive rows and contains a cinema.

The building as a whole is not entirely satisfactory, and its chief interest lies in its detail, both as regards design and use of materials. Some of the detail, as in the balconies, is admirably restrained

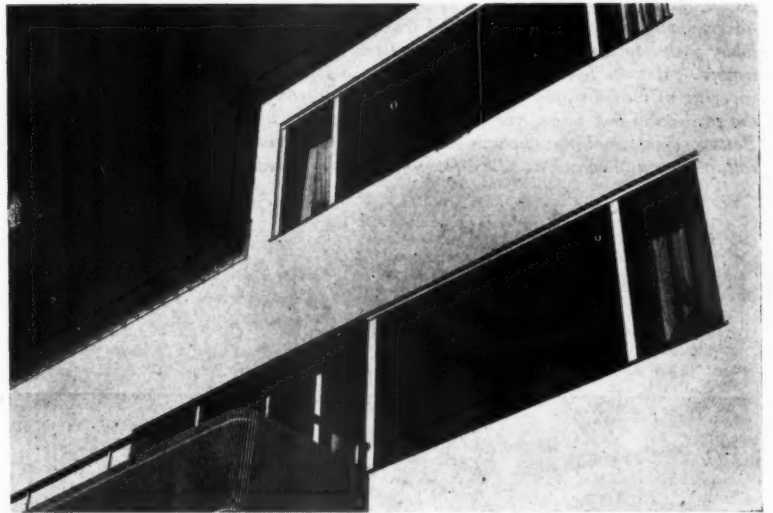
and refined; some of it, as in the entrance door to the flats is perhaps too highly mannered; some of it, as in the collapsible curtain across the cinema screen, is frankly vulgar; all of it has received careful attention.

Two features worth noting are: (1) the use of large panes of glass in the windows which the architect has rightly not felt compelled to break up into small panes in order to give what is to-day an artificially achieved scale; and (2) the effective way in which the difficult problem of controlling advertisement posters has been solved in the cinema lobby.



FLATS AND
CINEMA,
GÄRDET,
STOCKHOLM

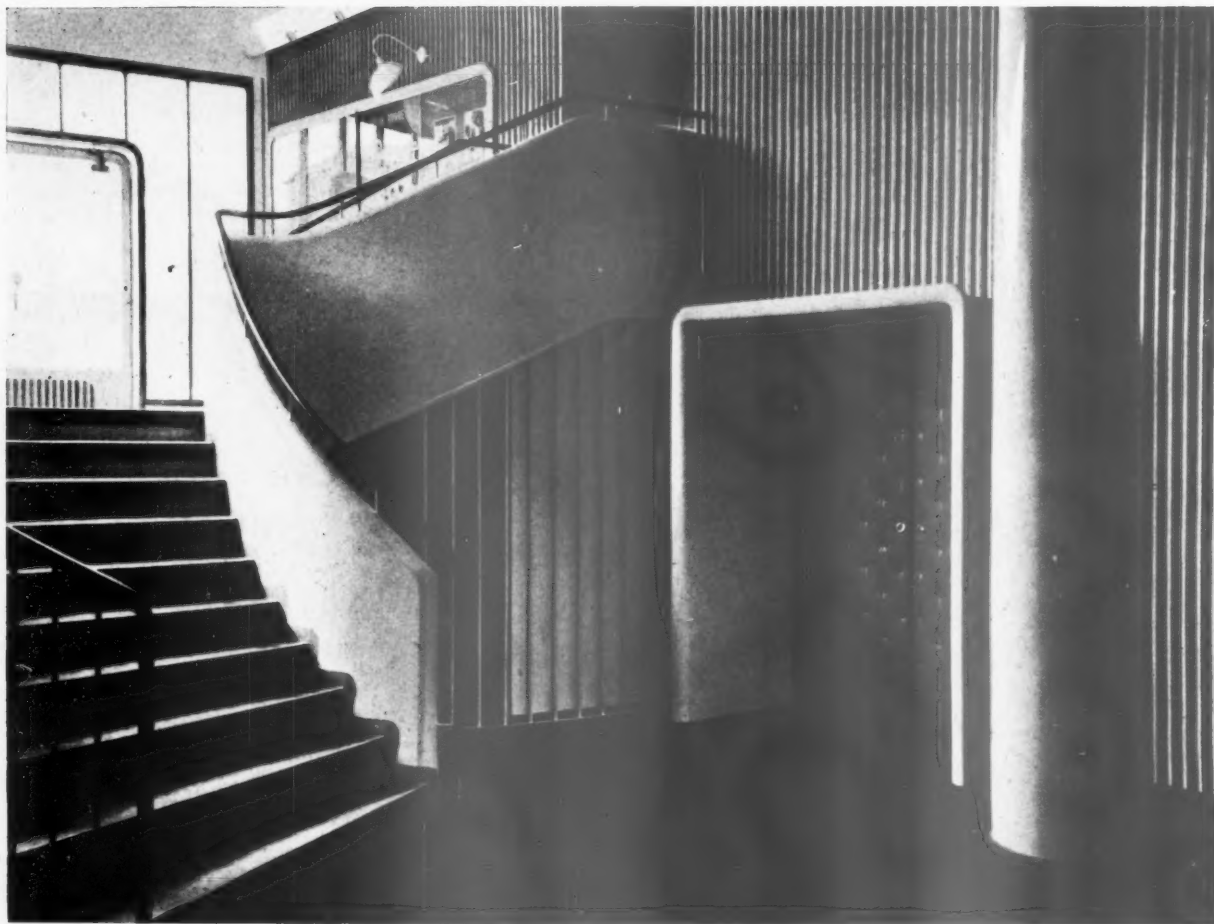
BY S. FRÖLÉN



On the facing page, a close-up of the entrance to the cinema, which is reached by a few steps down from the street level. Above, a view of two of the flat windows with their large unbroken panes of double glass. Below, the flat balconies with fronts made of thin strips of wood fixed to steel tubes and topped by a wood railing.



Right, the cinema lobby with its mirrored end wall and effectively controlled advertisements in their dish-shaped frames. Below, another view of the lobby; the door is padded and the walls around it are covered with reeded timber. Bottom left, the auditorium of the cinema where the same wall covering of reeded timber as in the lobby is repeated for acoustical reasons; the projection box is covered with mahogany set in brass expansion strips. Bottom right, looking towards the screen which has a fantastic curtain, collapsing and expanding like a fan for a reason known only to the designer.



FLATS AND
CINEMA,
GÄRDET,
STOCKHOLM

INFORMATION CENTRE

The function of this feature is to supply an index and a digest of all current developments in planning and building technique throughout the world as recorded in technical publications and statements of every kind whether official, private or commercial. Items are written by specialists of the highest authority who are not on the permanent staff of the Journal and views expressed are disinterested and objective. The Editors welcome information on all developments from any source, including manufacturers and contractors.

PHYSICAL PLANNING

1470

Aerodromes

AVIATION AS A STIMULUS TO ARCHITECTURE. Francis R. Meisch. (*New Pencil Points*, November, 1943.) New ideas on layout of aerodromes and their architectural implications.

1. The standard design (Fig. 1) is now shown to have a number of faults: (a) its operational limits can only be increased by double or triple runways; (b) the loading ramp positions are insufficient for more than dual-runway traffic; (c) operational conflicts arise at the ends of the runways—becoming increasingly difficult when these are doubled; (d) runway and taxi distances vary in length; (e) the standard field can only accommodate 60-75 operations per hour.

2. The central design (Fig. 2) appears to have many advantages: (a) possibility of runway expansion as well as the separation of runways by 1,000 ft. or more; (b) by the use of land stations round the central control building 20 to 60 loading ramp positions can be set up; (c) the lack of conflict between flight operations; (d) uniformity of runways and taxi distances; (e) cost studies have indicated that savings from smaller taxi distances and increased operating efficiency would soon pay for the necessary underground access to the field's centre.

3. Special international airports (Fig. 3) of entry and departure will be necessary to handle problems of customs, immigration, language, etc., that would unnecessarily encumber fields designed for domestic traffic. These airports might be designed as a single

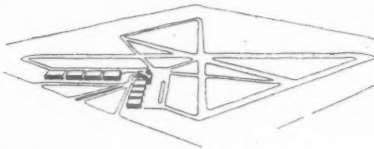


Fig. 1.



Fig. 2.

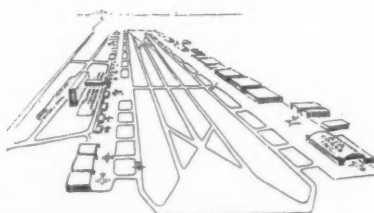


Fig. 3.

Design of Aerodromes. See No. 1470.

system of parallel runways 3-10 miles long, each separated by 1,000 or more feet. Taxiways would run parallel to the runways. In place of cross runways a V-shaped paved area is provided at each end of the parallel runway system to allow for landing and take-off with reference to wind direction and velocity. Expansion could be anticipated by limiting buildings to one side of the field.

HEATING

and Ventilation

1471

Electrical Installations

ELECTRICAL INSTALLATIONS—THE PRESENT AND THE FUTURE. A. G. Ramsey. (*Journal of the Institution of Electrical Engineers*, January 1944, p. 21.) Reviews shortcomings of present electrical installations, and seeks remedies for these defects.

Author considers that electrical apparatus tends to be too complicated, with high cost of production, and difficulties in maintenance. Newer and simpler designs are possible. Standardization of accessories, with reduction in the number of types, should lead to lower costs, simplification, and better service and easier maintenance. The standardization of 230-v. a.c. supply, and the unification of tariffs are regarded as of vital importance.

Electric light fittings have in most cases been designed without regard to factors such as diffusion, glare, colour and so on. The study now being made should lead to great improvements, in collaboration with the architect and decorative artist. Regarding domestic appliances the housewife has the right to expect not only reliable apparatus, but service in the widest aspects. Further, she should be able to plan her requirements in advance; this is impossible without dimensional standards. There is a need to modify and simplify designs, to develop new ideas, to reduce the number of types and to produce electrical goods in common demand at the minimum cost consistent with good and safe practice. There is also a need to educate the consumer to demand reliable and adequate service, in preference to something cheap and nasty. A number of possible improvements in domestic wiring practice are discussed. In standardizing domestic appliances, the scope of BSS should be enlarged to include dimensional standards, ratings and loadings of cookers, boiling plates, water heaters, refrigerators and wash-boilers, etc.

1472

Electricity Distribution

CO-ORDINATION OF DISTRIBUTION. (*Electrical Times*, February 3, 1944, p. 128.) Proposals of Joint Committee of Electricity Supply Associations for future policy and practice in distribution of electricity.

The memorandum, which has been submitted to the Ministry of Fuel and Power by the

JCESA, first outlines the history and development of electricity supply in this country. Part II deals with criticisms and suggestions for improvement. The five principal criticisms are (a) too many forms of tariff for similar supplies, some of which are not understood by the consumer; (b) too many different voltages and systems of supply; (c) lack of hire facilities and maintenance for domestic appliances; (d) overlapping supplies; and (e) non-uniformity of rural development.

Greater uniformity of bulk charges is desirable. A national form of tariff for domestic supplies is advocated, but the form is not decided. Three-phase, 400/230-v. 50-cycle a.c. system is suggested as the most suitable standard supply. Adoption of this should lead to a reduction in the cost of appliances. Development would be speeded up by making hire and hire-purchase schemes for domestic appliances obligatory. An adequate maintenance service would also aid development. With regard to rural supplies, the memorandum is against subsidy at the expense of urban consumers.

In the future, distribution is essentially for local control and action, but there should be organized co-operation between neighbouring undertakings, by means of Area Committees which should be set up. The duties of these committees are outlined; they should lead to greater efficiency and service to the consumer.

The memorandum urges that the Electricity Commissioners should be brought up to full strength after the war. The financial year throughout the industry should be uniform, and the calendar year is suggested. A uniform system of rating undertakings is recommended. Revision and consolidation of the Electricity Acts is urged.

The memorandum does not favour elimination of competition with gas and other fuel industries.

1473

Electric Services and Costs

BUILDING COSTS AND ELECTRICAL SERVICES. E. Jacobi. (*Electrical Times*, January 27, 1944). Possible post-war costs for building and electrical services.

This article is addressed mainly to the electrical industry, but architects will be interested in Mr. Jacobi's cost analysis. The assumption is made that building costs will be about 100 per cent. up, and electrical costs only about 40 per cent. up. From this it is concluded that electrical services will drop from being some 6 per cent. of total cost to only 4 per cent. There is an intense appeal to make architects and others concerned electrically minded.

1474

Electricity Supply

REPORT ON ELECTRICITY SUPPLY, DISTRIBUTION AND INSTALLATION. (*Journal of the Institution of Electrical Engineers*, January, 1944). Standardization of voltages considered. Costs estimated. Recommendations for National Plan and two-part tariff.

The Report falls into two main parts, Supply and Distribution, and Installation.

Under Supply and Distribution the problem of standardizing the non-standard voltages is considered. Costs are estimated, and it is recommended that standardization of all low-voltage systems should be carried out as a National Industrial Plan. The completion period is put at five years.

On availability of supply it is recorded that of 10.7 million houses some 2.8 millions, 26 per cent. of the total, remain without electricity. A large part of this number are in sparsely settled districts where supply is uneconomic. No mention is made of wind generators. (See Information Centre No. 1285: 11/11/43).

Wayleaves and service charges are discussed, and also the tariff question. The Committee considers the two-part tariff with favour, and thinks that fixed charges should be based on floor areas.

On Installation problems, mention is made principally of safety, and suggestions for general measures as well as for Codes of Practice are discussed.

1475 Electricity and Sales

LIAISON WITH THE ARCHITECT. G. A. T. Burdett. (*Electrical Times*, December 30, 1943.) Urges that electricity sales officer should keep in close contact with architect when new buildings are being planned and gives reasons.

The first essential in any building in which electricity is to be used is the provision of incoming mains of sufficient capacity. This may entail the provision of a sub-station or transformer chamber, and space for this is often difficult to acquire (especially at later stages) and the high rent may make it costly.

Provision should be made for (a) indirect lighting; (b) space heating, for which panel heaters, inset fires, convectors or tubular heaters are suggested; (c) water heating, usually of storage type; and (d) cooking and kitchen equipment. The hot water storage tank is best placed in the linen cupboard in houses. Author points out that for large buildings with a central supply of hot water, early consideration is necessary to obtain the required space. The extent to which kitchen equipment can be provided depends on the size and arrangement of the kitchen; and collaboration with the architect and the designer of the equipment is necessary. The sales development officer must ensure that electricity is considered along with other fuels at the design stage, and not as an afterthought.

1476 Industrial Electricity

INDUSTRIAL POWER SUPPLY. T. E. Houghton. (*Journal of the Institution of Electrical Engineers* (Part I), February 1944, p. 65.) Conditions compared where industrial electric power should come from public or private supply. Private generation of current often worth while, particularly when large quantities of process steam are needed as well.

Most industries can be classed under three heads, namely:—(a) those in which the cost of electricity is relatively a small part of the cost of the product, and where little process steam is required; (b) those requiring both process steam and electricity; and (c) those requiring large supplies of electricity, and in which the cost of power is a large proportion of the total costs.

The first class is the commonest and ought to purchase the power required from public utility undertakings. The second class should consider private generation in a thermal-electric station. The condenser loss in ordinary power stations can be reduced or eliminated where process steam is required by the use of extraction or back-pressure turbines. The efficiency of electricity generation should be up to 65 or 70 per cent. even with a capacity as low as 150 kW. If the electrical load is greater than the power which can be generated by the steam discharged to process, careful consideration is needed whether to purchase or generate the excess. If the power generated is in excess of the demand, every effort should be made to dispose of it to other users.

The overall efficiency of steam and electricity output may reach 85 per cent. A plant requiring 300,000 lb. of steam per hour could generate 11,500 kW. at an annual coal consumption of 136,000 tons. On the other hand, if the current were purchased, the total coal consumption would amount to 192,000 tons. In one case quoted, there is a case for private generation when the load factor exceeds 15 per cent. for the highest tariff, and 45 per cent for the lowest. It is even more favourable if d.c. is wanted. In another example, the plant provides 100,000 lb. of steam and 10,000 kW. at a combined efficiency of 76 per

cent., and the coal saving amounts to 18,000 tons annually. The author estimates that 2½ million tons of coal could be saved annually if public supply undertakings distributed steam or hot water in a similar way.

For the third type of industry, private generation is definitely favoured. The capital cost per kW. is generally lower, there are no transmission losses, it is less liable to interruption failure, there is less standby plant, and the output per kW. installed is high.

QUESTIONS

and Answers

THE Information Centre answers any question about architecture, building, or the professions and trades within the building industry. It does so free of charge, and its help is available to any member of the industry. Answers are sent direct to enquirers as soon as they have been prepared. The service is confidential, and in no case is the identity of an enquirer disclosed to a third party. Questions should be sent to: THE ARCHITECTS' JOURNAL, 45, The Avenue, Cheam, Surrey.

1477 Demobilization

Q I have followed the question of post-war planning and reconstruction with great interest, but am wondering what is going to be the position of assistants like myself, being in the T.A., called up just before the outbreak of war and since that day completely cut off from my profession. After service on the Burma Border my health broke down; I have been graded category C.1 permanently and feel that now I would be doing far more good back in my job, yet I am told my release is impossible. What action is the RIBA, taking to see that people such as myself are released as speedily as possible when hostilities cease?

A The RIBA has set up a Demobilization Committee, dealing with the demobilization of architects. Only members are likely to be able to secure the aid of the RIBA, who assure us that, as far as can be ascertained, Forces at home will have no priority in release over those overseas, and no favouritism will be expressed. The Ministry of Labour states that the matter of different medical grades of men in the Forces affecting their release, is still unsettled and, therefore, the RIBA is unable to make a ruling on this point. The RIBA will give further advice to members if they communicate with Mr. S. P. Spragg, the Acting General Secretary, the Demobilization Committee of the RIBA, 66, Portland Place, W.1.

1478 Cube Cost of Cottages

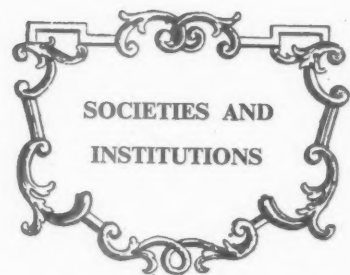
Q With reference to the National Trust Competition, West Wycombe Cottages, what were the prices for foot cube which were ruling in Spring 1939?

A Prices for agricultural workers' cottages in the Spring of 1939 varied from 10d. to 1s. 2d. per foot cube.

1479 Ideas on House Construction

Q I have some ideas concerning speeding up erection of houses, minimizing sound from outside, heating, etc., and should be pleased to know if you could inform me what Committee would be interested to have particulars placed before it.

A We suggest that you might submit your ideas to Mr. A. M. Chitty, M.A., A.R.I.B.A., A.A.D.P., Ministry of Works, Directorate of Post-War Building, Lambeth Bridge House, London, S.E.1. Apart from this you might consider submitting them to the appropriate Committee of the RIBA (presumably the Housing Committee).



Speeches and lectures delivered before societies, as well as reports of their activities, are dealt with under this title, which includes trade associations, Government departments, Parliament and professional societies. To economise space the bodies concerned are represented by their initials, but a glossary of abbreviations will be found on the front cover. Except where inverted commas are used, the reports are summaries, and not verbatim.

HC

J. Tyrwhitt

At the Housing Centre, 13, Suffolk Street, S.W.1. Talk on ADAPTING WAR-TIME SITES FOR POST-WAR INDUSTRY by Miss J. Tyrwhitt. Chairman: W. F. B. Lovett, A.R.I.B.A., A.M.T.P.I.

J. Tyrwhitt: A sound plan must be based upon an adequate survey in which due regard has been paid both to the natural features of an area and to those that man has imposed upon it, many of which—in the course of years—may have become an integral part of the landscape. A set of twelve maps has been prepared as a simplified version of such a survey.

At the present time labour for planning schemes is terribly—perhaps even catastrophically—scarce and there is danger that, unless an obviously clear and rapid method of planning survey is put forward, very many plans will be made, based upon no surveys at all. It is not suggested that this set of twelve maps represents a diagnostic study of an area—they are more in the nature of a preliminary overhaul, a general reconnaissance. All that is claimed for them is that they serve to throw into relief the inter-relation of the main characteristics of an area.

The work is experimental and the intention was threefold:—

- (1) To discover whether it was possible to produce an adequate survey of an area from information already available in published form.
- (2) To discover the minimum number of survey maps that were really necessary for a planning scheme.
- (3) To discover whether it was possible to work out a technique for drawing out the survey maps in a manner
 - (a) that would be attractive to the average town councillor;
 - (b) that would not demand too high a degree of artistic skill on the part of the draughtsman; and

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tford."

(c) that would reproduce clearly and graphically in black and white.

Until recently town planning has been considered the prerogative of the architect, the engineer or the surveyor. The official town planner has first to be a member of one of these three professions. Gradually it is becoming apparent that other professions have a great part to contribute to town planning: The geographer, the economist, the doctor, the sociologist—and many others. In addition, war-time contacts have shown that the people of a town—the general populace, not only the property owners—are prepared, indeed anxious, to take not only an interest but an active part in the re-planning at least of the immediate area in which they live.

Survey before plan. If we believe this to be necessary for the experts—who, presumably know quite a bit about the problems of the job—how much more is it necessary for the populace—who must be expected to know very little about it at all.

Geddes ideal Civic Survey Centres may not yet be possible, but if one could get the survey maps, just the essential surveys, into the hands of the public of a town, might one not hope that a good planning scheme for that town would be backed by the consent and goodwill of the townspeople? Might one not equally hope that a bad planning scheme—warped perhaps in deference to local interests or for fear of local sentiment—would be rejected by a populace that knew by having studied the survey maps, that certain short-term or penny-saving measures would not be for the general welfare of the town as a whole? This is not to suggest that every Tom, Dick and Harry living in the area will either be able or willing to study survey maps, but only that all those who are able and willing should have the opportunity of doing so. This is the idea—and the hope—underlying this set of simplified survey maps.

Planning must be based on survey: Planning must be carried out with the co-operation of the population. Unless we hold firmly to these two criteria we shall get either monumental schemes imposed by a dictator or derelict areas forgotten by a time-serving parliament. A planning democracy will be something new—and rather exciting.

TWELVE SURVEY MAPS

Now to the maps. There are twelve of them. The first three show the natural features of an area: the next eight various "humanized" aspects and the last a synthesis of some of the physical features. This forms a sort of base map for the subsequent plan. The information shown can be deduced from published sources. The technique of presentation can easily be mastered and, as no colour is used, prints of photographs of the original maps can readily be made for distribution to members of local government committees and others concerned with planning.

It is advisable to repeat some one general feature on each map, that can act as a guide so that places can be readily related by eye throughout the series. In the twelve maps shown, the line of the river is included throughout for this purpose.

The whole series of maps must, of course, be drawn to the same scale. In this case the scale chosen was two miles to the inch. In the reproductions this is reduced to $\frac{1}{2}$ mile to the inch.

For actual planning purposes all the survey maps must be on transparent paper. If a black and white technique is adopted this is quite simple: the original drawings are done on stout tracing paper from which dyeline and true-to-scale prints can easily be taken. The originals are then available for the use of the planning office. The special features of each of the maps are:—

RELIEF

Contours from Ordnance Survey One Inch to One Mile Fifth Edition maps.
Ordnance Survey Six Inches to One Mile maps (for additional spot-heights).

This map is quite straightforward. The contour lines are shown at 508 intervals and tinted at 2,008 intervals and spot-heights are included. The additional feature on this map is the emphasis of steep slopes. Two gradients are shown: over 1 in 7 and between 1 in 7 and in 20. In planning, the slope of the ground is often of greater importance than its altitude and the strengthening of these areas serves to throw the landscape of the district into sharper relief. For instance the central hill only just rises to 300 ft., but its steepness and suddenness in the river plain make it a more prominent landmark than much of the rolling downland to the south-west.

ROCK TYPES

Adapted from Geological Survey One Inch to One Mile maps, with help of Geological Survey Sheet Memoirs.

A direct geological map—either of solid or drift geology—is not of immediate value to the planner. He is more concerned with the relative character of the rock types than with their relative age and therefore this lithological map has been included. This is the only map for which the survey draughtsman may require expert guidance, as the data is derived, rather than directly copied, from the source material. This guidance could be given by any geographer—and most planners would probably be able to consult with a member of the staff of either a university or a secondary school. The map is a particularly valuable one and—even failing expert help—an attempt should be made to interpret the geological survey maps in this way.

WATER

Streams, springs, wells, reservoirs, and land liable to flood, as shown on Ordnance Survey Six Inches to One Mile maps. Other material deduced or adapted from Geological Survey One Inch to One Mile maps, Sheet Memoirs, and Memoirs (county) on Water-Supply.

In this map the location of existing water courses, springs and wells is combined with the demolition of areas of permeable and impermeable land. Land liable to flood; zones of springs; the routes of piped water supplies (when this information is available) and water-sheds can well be included in this map.

FARMLAND

Land Utilization Survey One Inch to One Mile maps, and County Reports (*The Land of Britain*, edited L. Dudley Stamp).

This is a direct transcript of arable and pasture land, heaths, orchards and built-up areas from the Land Utilization Survey. All other categories of land (mainly woodlands) have been left blank.

SITES FOR PRESERVATION

Land Utilization Survey One Inch to One Mile maps, with additional information on Commons supplied by Ministry of Town and Country Planning.

County Reports of Royal Commission on Ancient Monuments, Victoria County Histories, Ordnance Survey Six Inches to One Mile maps.

Woodlands and Parklands (whether in public or private ownership); Commons; Ancient Barrows and Trackways; historic buildings and monuments are all shown on the same map. In this case a disused canal, that might form part of a footpath system, has also been included.

DISTRIBUTION OF POPULATION

1931 Census Reports: County Volumes, Parish tables. Parish boundaries and settlement distribution as shown on Ordnance Survey One Inch to One Mile Fifth Edition maps. (Some additional detail is shown on Ordnance Survey Six Inches to One Mile maps, but these are usually less up-to-date).

This method of presentation of the groupings of the population has been found the most satisfactory, but it breaks down when there is

a great difference of population between towns and villages to be shown on the same map. The population dots have been grouped approximately in the pattern of the built-up areas in which the people live. Bus routes and railway stations are also shown on the same map, and areas more than a mile from a bus route have been tinted, to bring out their inaccessibility. The railway line has not been included as the trains can only be boarded at the stations. The even pattern of spacing of villages over the good farming land— $1\frac{1}{2}$ to 2 miles apart—is not unusual.

ADMINISTRATIVE AREAS AND POPULATION CHANGES

Ordnance Survey County Diagrams of Administrative Areas (Half Inch to One Mile).

Census Reports.

Statistical summaries for individual parishes for period 1801-1901 are available in tabulated form in second volumes of Victoria County Histories.

Only the administrative boundaries that most directly affect the social life of the area have been shown, that is the various local government boundaries, the parliamentary divisional boundary and the petty sessional boundaries. In addition, population changes between 1851 and 1931 are shown by hatching the built-up areas within which these changes have occurred. The information is available only for civil parishes as a whole, but it has been considered misleading to imply that any considerable population changes can have occurred in the unbuilt-up areas.

OCCUPATIONS AND INDUSTRIAL WORKS

Statistics from 1931 Census, Industry Tables, Table 3.

Locations of industrial works from:—

Kelly's County Directories.
H.M. Stationery Office Lists of Mines and of Quarries.

Ordnance Survey Six Inches to One Mile maps.

Land Utilization Survey One Inch to One Mile Fifth Edition Maps.

Information regarding industrial occupation can only be obtained for Rural and Urban Districts as a whole, so that it is important to devise a technique which gives the observer the actual numbers of workers in each main occupational group, and not only show them as a percentage of the total. The method shown on this map was finally considered to be the most satisfactory of those tried out. This map also shows the villages possessing a water supply, electricity and gas, and the electricity transmission grid. The routes of the water and gas mains are not shown as these were not available from any published source.

Finally the map shows the location of all pre-war industrial undertakings though the numbers employed at each could not be included—again for lack of published information.

Both these two gaps could have been filled by local enquiry but the gaps would seldom seriously affect the planning schemes as the information that has been shown would normally be sufficient to deduce the rest within reasonable limits.

COMMUNICATIONS

Ordnance Survey One Inch to One Mile Fifth Edition maps.

Ordnance Survey Half Inch to One Mile Ministry of Transport Road maps.

Local 'bus time-tables.
Ministry of Transport Road Traffic Census 1938.

Four categories of roads have been shown and two of railways. Footpaths have not been shown but might usefully be included if this did not complicate the map too much.

Bus routes have been included and traffic densities along main roads. Railway densities are not added as the railway track is at all times kept apart from the surrounding countryside and the life of the district is little affected

whether two, twenty or two hundred trains pass over the tracks daily—except at level crossings or entrances to tunnels.

EDUCATION AND MEDICAL SERVICES

Board of Education List of Public Elementary Schools in England (H.M. Stationery Office).

Board of Education List of Secondary Schools (H.M. Stationery Office).

Ordnance Survey Six Inches to One Mile maps for locations.

Hospitals Year Book, 1938. Kelly's County Directories.

Schools and hospitals have been shown at their approximate position in relation to the built-up area of each town or village, but similar information was not available for doctors or district nurses. The bus routes have again been included on this map because of their importance to the school children.

SOCIAL AND COMMERCIAL FACILITIES

Shops—Kelly's County Directories. Banks—Bankers' Almanack and Year Book.

Ordnance Survey One Inch to One Mile Fifth Edition maps.

Post Offices—List of Post Offices, Cinemas—Kine Year Book.

Places of Worship and Public Halls—Kelly's County Directories.

Ordnance Survey Six Inches to One Mile maps.

The particular facilities shown were chosen for their value in pointing out the importance and aliveness of the towns and villages; and also because reasonably up-to-date information on these facilities could be obtained without any field survey work. Both the last two maps need to be studied together with the map of Population Distribution before their significance is apparent. The boundaries of the built-up areas are again included on this map to give a general impression of the area within which these facilities are concentrated. The scale of the map did not make it possible to show the facilities geographically though this information would have been available in the case of churches, post offices and public-houses from the Ordnance Survey maps.

LAND CHARACTERISTICS

Based upon a synthesis and interpretation of the foregoing maps with additional information from such local soil surveys as are available:

This map is derived from a judicious blending of the first four maps of this series. It would be possible to include other features on it—such as an indication of the liveness and size to the towns and villages, but the degree of reduction of this series of maps made this inadvisable. A suggested method of measuring liveness of towns and villages is to list, by initials and symbols, the existence in Towns of a Market, Secondary Schools, Assembly Hall, Hospital and Cinema; in Villages, Water Supply, Electricity Supply, Public Telephone, District Nurse and Village Hall.

SMMT

A. F. P. Phillips

April 20, at the annual general meeting of the Society of Motor Manufacturers and Traders. Speech including a reference to NATIONAL MOTORWAYS by the president, A. F. Palmer Phillips.

A. F. P. Phillips: The cost of a national system of motorways running to £100,000,000 happens to represent the surplus payments made by motor users in the last seven years of peace.

I understand from public statements that the principle of motorways has been accepted by the Government, but it is disappointing to

hear at the same time that only experimental stretches are to be considered. The experts who are in daily touch with our road usage are satisfied that a comprehensive system of long-distance roads suitable for modern traffic is essential, and I would take this opportunity of complimenting the County Surveyors on their enterprise in providing an outline of such a system which, I believe, has been substantially adopted by other prominent technical bodies also closely interested in the question.

I would urge the Government to declare definitely for a policy of national motorways on lines at least approximate to those suggested and at the same time to arrange to tackle the equally serious problem of making suitable for their purpose the large number of existing roads which to-day, through growth of traffic or changing means of transport, are almost totally unsuitable for the work they are called upon to perform and which, in the opinion of those competent to judge, provide the cause of the vast majority of road accidents to-day, the number of which will not be seriously reduced until such steps as are suggested are taken.

On the question of finance a good deal of misapprehension has been created by the loose quotation of large sums of money alleged to be involved. Apart from the fact that the estimated cost for the proposed system of roads of 100 millions would be spread over the number of years required for its construction, the balance of payments made by motor users to the Exchequer in the last seven recorded years before the war showed a surplus of just that sum over and above the total cost of constructing, maintaining, cleaning, sweeping and lighting every road, street and alleyway in Great Britain during that period. The financing of such a programme should present no problem and could be done by way of a loan, the services for which could be provided out of a much reduced motor taxation.

LPC

R. L. Reiss

April 17, at Frascati's, Oxford Street, London. Meeting of the London Publicity Club. Talk on REBUILDING LONDON—NEED WE FOLLOW NEW YORK? by R. L. Reiss.

R. L. Reiss: A comprehensive plan for the gradual re-planning of London County has been published by the LCC. The re-planning of London is a vital concern not merely for Londoners but for the nation at large, in fact, for the Empire. The LCC plan is not submitted as a final proposal but the public is invited to consider it and to make constructive suggestions.

It is natural that when considering London, one should look for guidance both as to what we should do and also what we should avoid, to the nearest parallel, and New York most naturally occurs to one's mind. But first let us consider what we mean by London. In Wren's day London really meant the City of London. Westminster was a separate city, Southwark had a separate identity. Most of what now constitutes London County was still open fields or market gardens or a series of detached separate communities. Towards the end of the last century, when the London County Council was first brought into being, most of the then continuously built-up London was included within its boundaries. Even then, it is true, there were growing suburbs outside of which West Ham was the most populous. During the last 50 years, although the LCC boundaries remain what they were, continuously built-up London stretches far away beyond them. It is now possible to go through continuously built-up streets for 30 miles from one side of London to the other. In fact, London is now really the 440,000

acres constituting the Metropolitan Police district and not merely the 74,000 acres within the London County boundaries. Most Londoners have a general idea that during the 20 years between the wars there was a continuous spread of the London suburbs. Most also realize that within the London County boundary itself there was a considerable amount of redevelopment and rebuilding. A few, however, realize the extent of the transformation which took place during that period. May I remind you of a few of them.

1. Between 1921 and 1931 the population of London County fell by about 90,000, but between 1931 and 1939 it fell by a further 360,000, and yet there were actually more dwellings within the county in 1939 than there were in 1921, but the average size of the family occupying them was much smaller. There was a migration of population outwards into the suburbs. Meanwhile, what was happening in outer London, i.e. that portion of the Metropolitan Police district outside the county boundaries? Between 1921 and 1931 the population of outer London went up by over 800,000, and between 1931 and 1939 by a further 800,000. Actually in 1939 there were 700,000 more people in outer London than there were within the county boundaries. This large increase in outer London was only partly due to movements from Central London. It was due in greater measure to migrations from other parts of the country—in particular from the depressed areas. The cause for this was the fact that an overwhelming proportion of the new light industries settled in outer London. The first thing therefore to consider in the rebuilding of London is as to whether it is in the interests of Londoners and of the nation that London should continue to spread in size and increase in population. The Barlow Commission which reported at the beginning of the war, emphasized the national menace presented by the concentration in Greater London—a menace both socially and strategically.

2. As a result of this, London should no longer be considered merely as the area within the London County but the whole of greater London. The LCC plan, therefore, is only a plan for the central area and must be considered in relation to the plan for the whole London region which is being prepared in the Ministry of Town and Country Planning.

3. Because of the growing spread of London and because of the congestion in the central area, the LCC between the wars adopted a three-fold policy with regard to housing.

(a) At the start they acquired all available residential building land for housing schemes.

(b) Because there was not enough of this they acquired large estates outside the boundary.

(c) Because the distance of these estates from the workplaces of large numbers of people living in the central slums, they built 4- and 5-storey tenement dwellings within the county, rehousing people in many cases at densities of over 200 persons to the acre as compared with the 40 or 50 on their outer estates.

4. As the result of this and of the large amount of speculative building in the suburbs, those people who remained in central London had fewer open spaces and were still further removed from the open country.

5. Finally, the LCC in conjunction with the neighbouring county authorities embarked on a policy of acquiring land outside greater London to preserve a green belt round it.

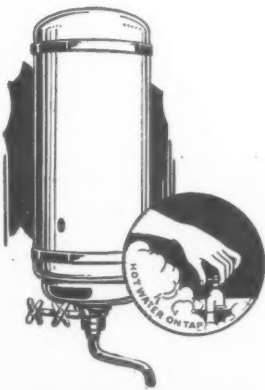
The fundamental questions which have to be considered in connection with the rebuilding of London are:

(a) Whether the population and industry of greater London should remain stationary, should increase, or be reduced. We have to know what population we are rebuilding for.

(b) If the population is to remain stationary or increase, rehousing in the central area will have to be done at high densities, and it will be difficult to acquire sufficient additional open space. The LCC recognize that half a million people should be decentralized from London County, but even then the LCC plan provides



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for a large part of London to be rebuilt at densities of 200 persons to the acre.

(c) If the population is to be reduced, where is the surplus population to go, and closely associated with this, what about the redistribution of industry?

Now let us digress to consider New York. In central New York there are far higher densities and far higher buildings than in London, or than would be legal in London under the London Building Act, but in consequence land values in central New York are much higher than in London and rents are much higher. On the other hand, in the outer parts of New York densities are lower than in the outer parts of London and land values are lower. I suggest emphatically that instead of trying to compete with New York with high buildings and high densities, New York shows us what not to do. The slum conditions of New York are, in my opinion, far worse than the slum conditions in London, and the problem of clearing the slums in central New York is even more difficult than in London. So far from increasing the heights of our working-class tenement buildings, we ought to reduce them. Instead of working to an increasing concentration, we should decentralize. It will only be possible to get a dignified and reasonably spaced London if it becomes part of national as well as social policy, to decentralize both industry and population from greater London, and particularly from the county area. Only in this way will it be possible to rebuild the city satisfactorily, to preserve adequate open spaces, to widen our traffic routes and to mitigate the intolerable congestion upon the tubes and buses. Only in this way will it be possible to give to every working-class family reasonable conditions of life—only in this way will it be possible to obviate the strategic dangers of London as a large target area. In

the past we have tended to measure the greatness of London by its size, to be disappointed if it did not keep pace with New York. In future the measure of our success will be the extent to which we can reduce the population of London and so give better living conditions to those who remain.

NFBTE

Memorandum

Following its deputation to the Minister of Health on the ADVANCE PREPARATION OF HOUSING SITES for the Government's post-war housing programme, the National Federation of Building Trades Employers has sent an explanatory memorandum to the Society of Town Clerks, the Institution of Municipal and County Engineers, the Society of Clerks of Urban District Councils, and the Institute of Municipal Treasurers and Accountants.

Considerable apprehension, says the memorandum, was caused by the proposals in Circular 14/44, issued by the Ministry of Health, for the Advance Preparation of Housing Sites to be carried out by the grouping of sites and letting the work to large contractors. That apprehension was increased when it appeared that a small list of some 60 contractors, considered as specially capable of doing the work, had been prepared by the Ministry of Works.

It appeared to the Federation that the proposals in practice would be neither economical nor in the best interests of the

country, while they would result in further detriment to the small and medium builders whose existence and efficiency will be so vitally necessary to the successful and expeditious carrying out of the post-war building programme.

On Friday, March 31, 1944, a deputation of members of this Federation, including the President of the National Federation of Registered House-Builders, therefore waited upon the Minister of Health, who was accompanied by the Director-General to the Ministry of Works, and put before him the views of the two Federations.*

The Minister assured the deputation that the Government fully recognised the good housing work done by small and medium builders before the war, and appreciated that if houses were to be built quickly after the war it would be necessary to employ builders of all types. He further said that in connection with the advance preparation of housing sites it was not intended to distinguish between larger or smaller firms nor to restrict Local Authorities to a select list prepared by the Government. Local Authorities could advertise for tenders for the work in the ordinary way, or, if they preferred, make their own select lists. The Ministry of Works would ensure that, where necessary, plant would be made available for the finally accepted tenderers.

As a result of the interview, concludes the memorandum, it is clear that Circular 14/44 has been misunderstood, and that Local Authorities are free, if they so choose, to carry out this work in accordance with their normal practice and not under the grouping proposals. The National Federation hopes that Local Authorities, whether they decide to enter into a grouping arrangement or not, will give local builders the opportunity of tendering for the work.

* See ARCHITECTS' JOURNAL, April 13, p. 288.

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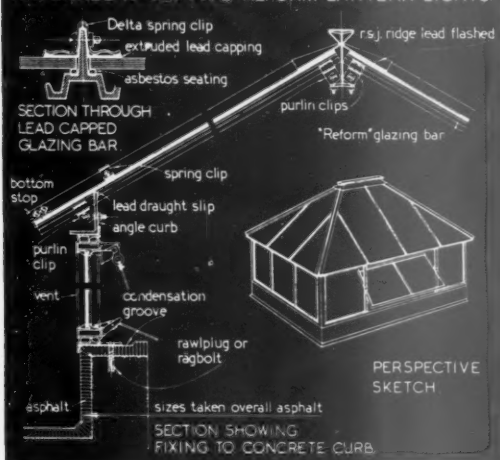
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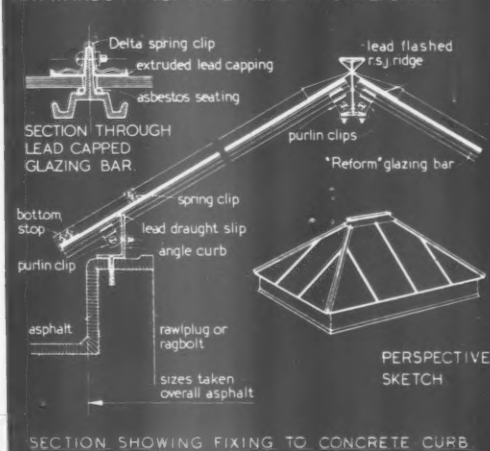
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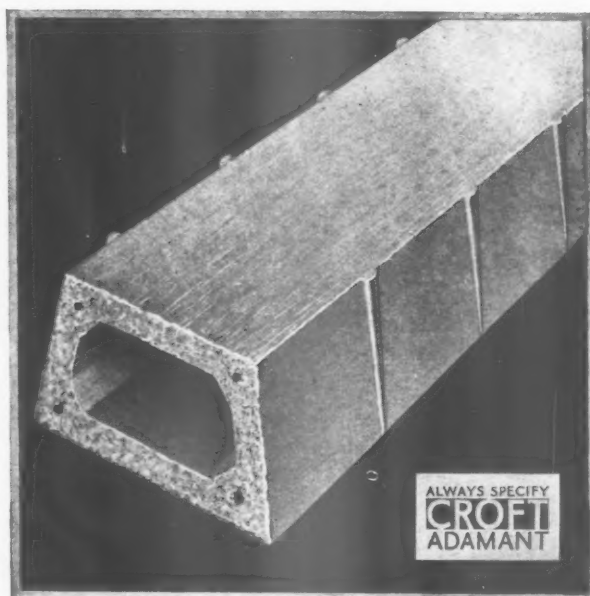
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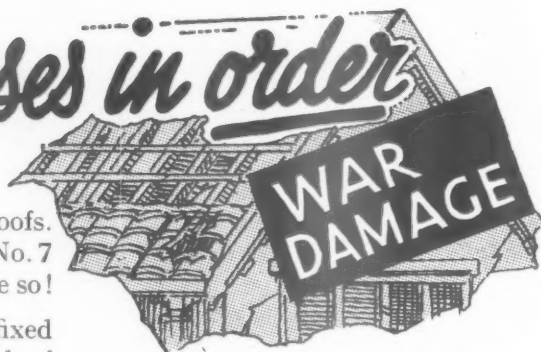
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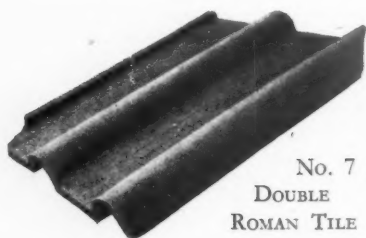
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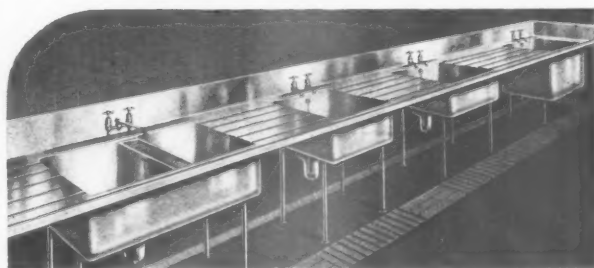


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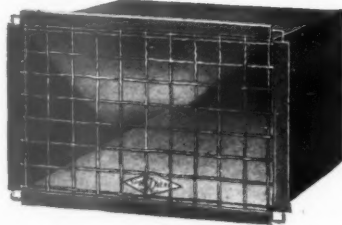
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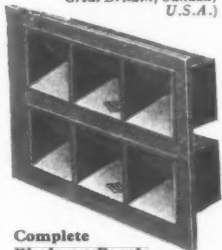
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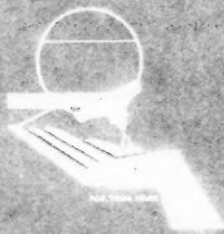
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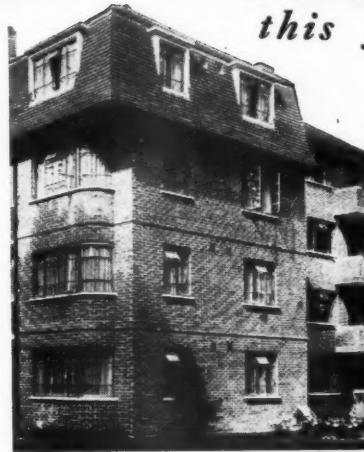
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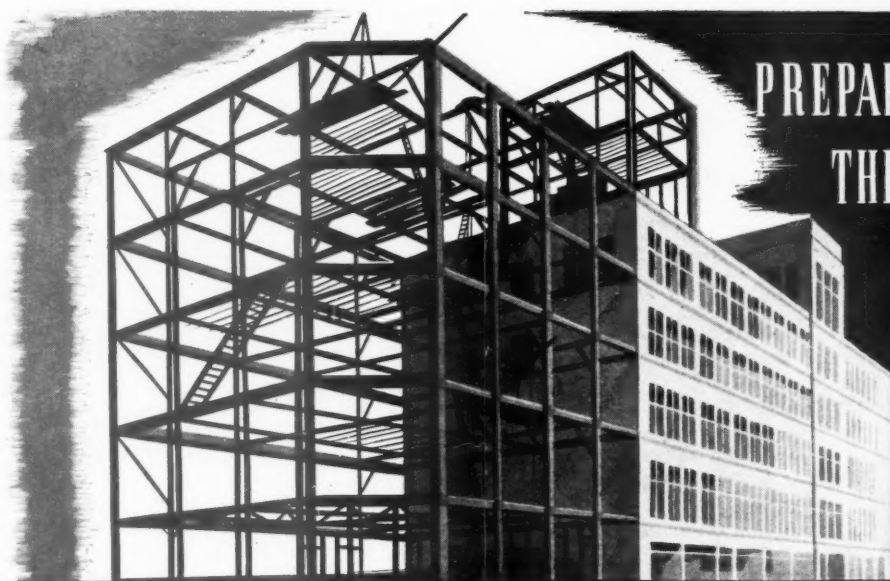
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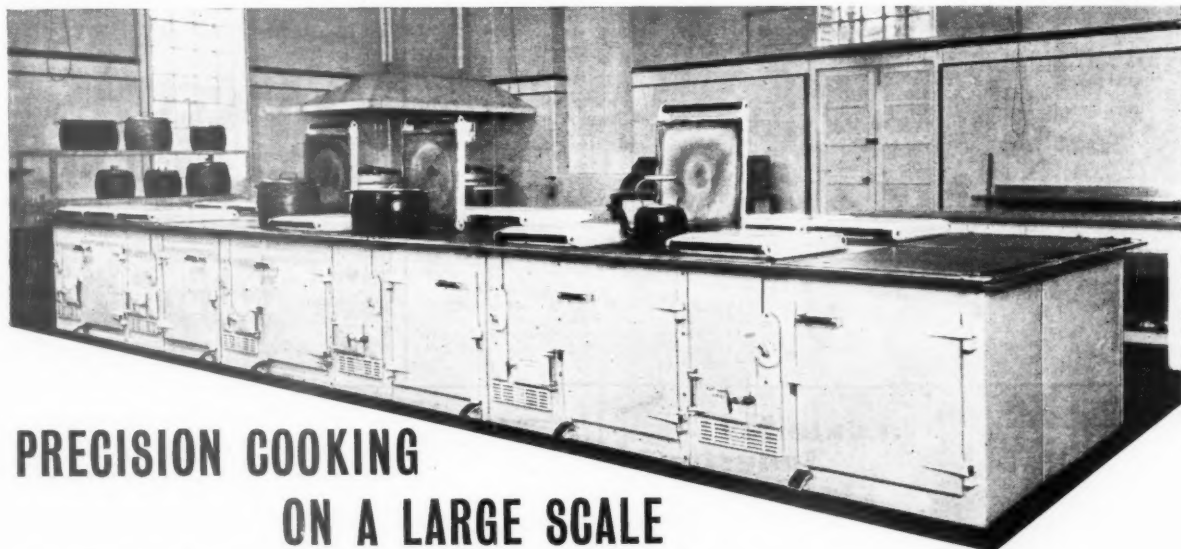
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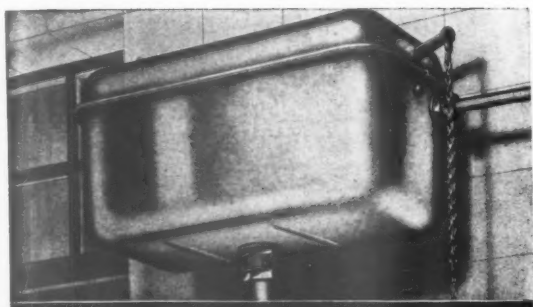


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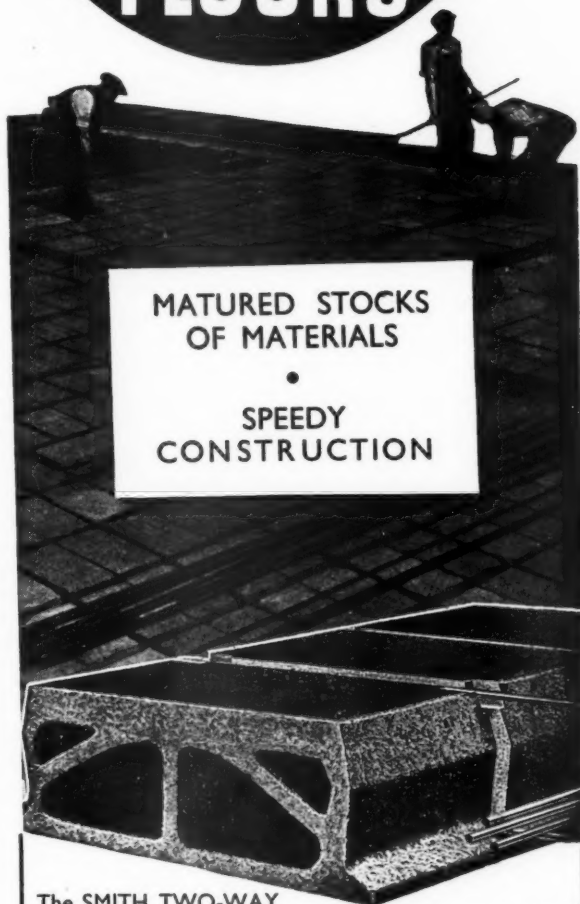
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