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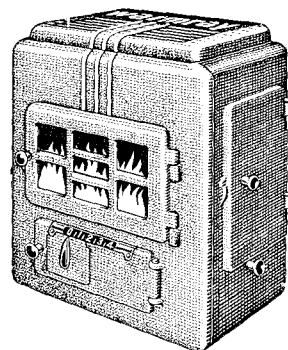
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has over 7,000 cu. ft. heating capacity, equipped with a non-jamming shaker grate.

★ BURNS ANY SOLID FUEL—AND NEED NEVER GO OUT.

★ Beautifully enamelled on solid cast iron, Model "H.D." introduces a new mottled CERAMIC GREY, a matching tint for the contemporary or traditional home. HAWAIIAN CREAM is also available.

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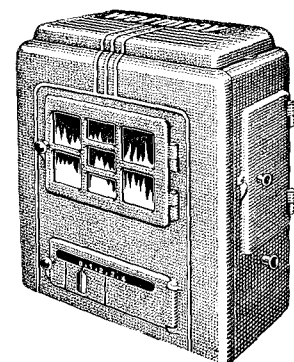
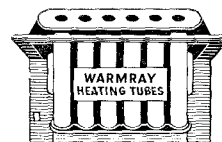
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THEM ALL, REGARDLESS
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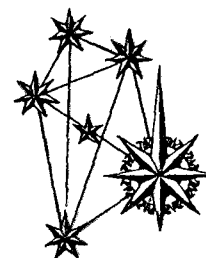
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Volume 1, No. 8

PUBLISHED QUARTERLY

September, 1960



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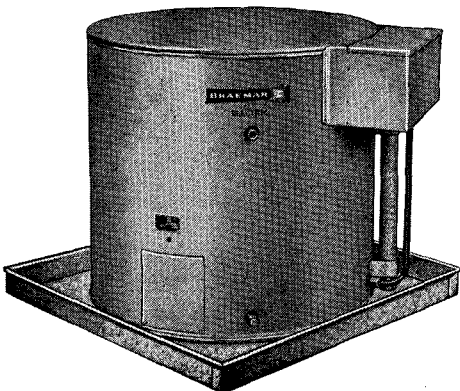


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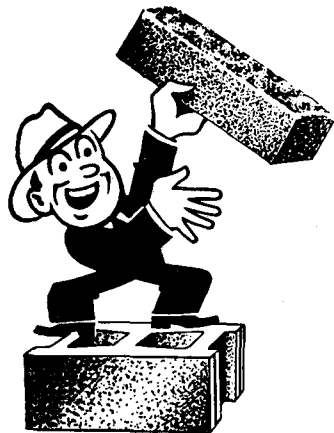
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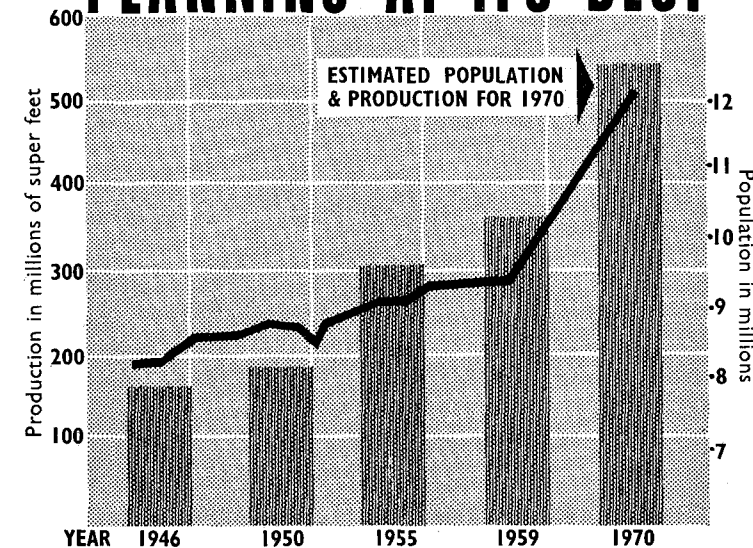
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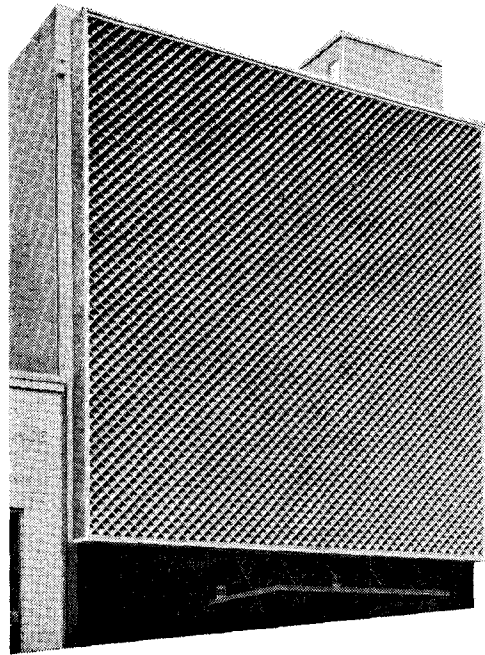


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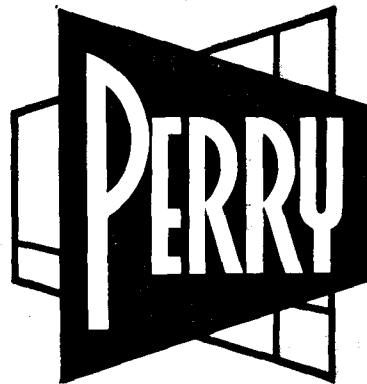


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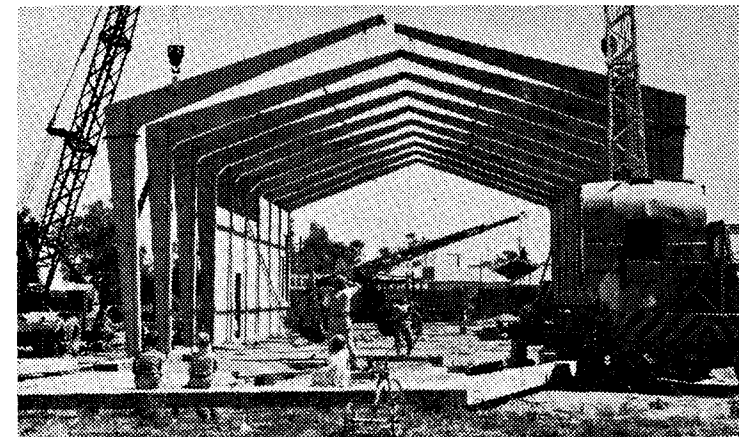


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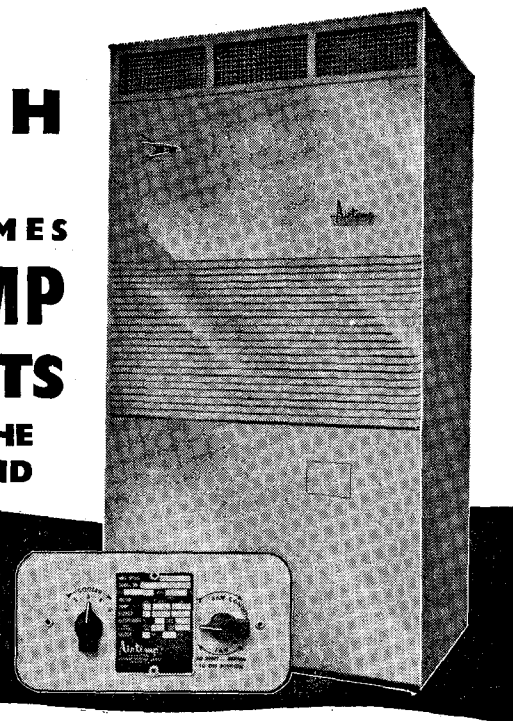
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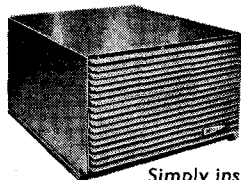


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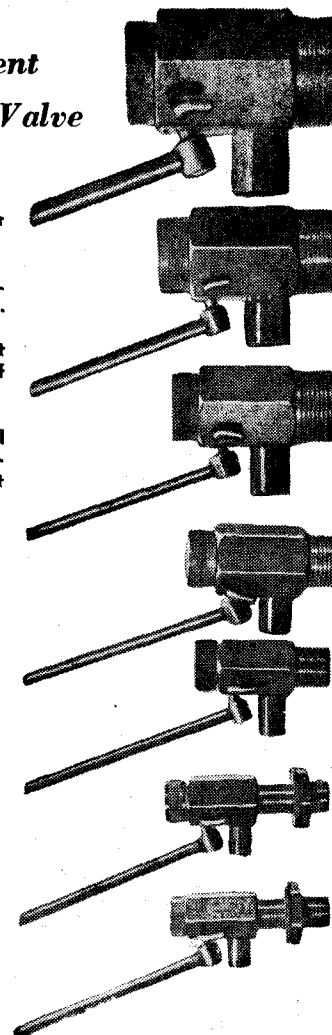
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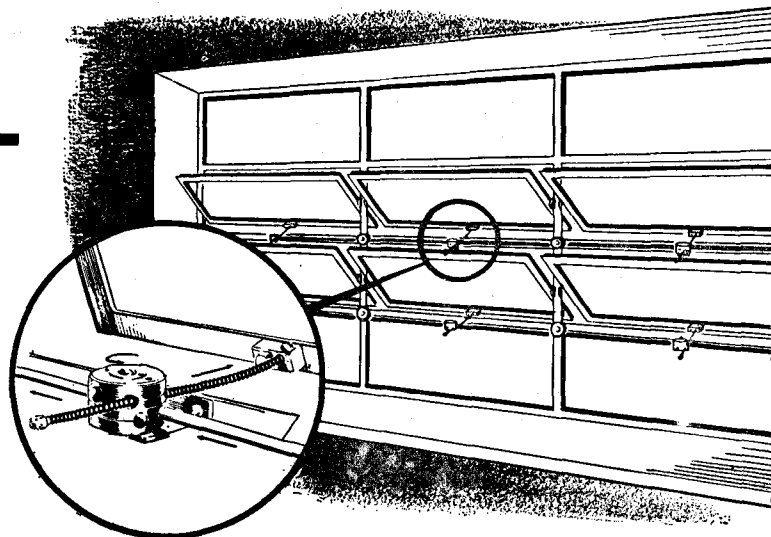


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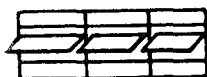
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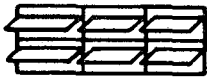
ALUMINIUM WINDOWS



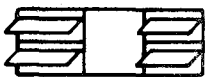
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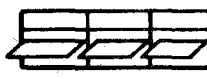
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Windows of special size or involving wide departures from standard sizes and designs are manufactured to order. Discussions with our technicians ensure advantages from the viewpoint of design, manufacture and economy.

WINDOW SIZE . . .

Because of the rugged construction, standard size units are made as large as 8' 2 1/2" high by 3 ft. 11 1/2" wide, and can be purpose made up to 5' 0" without involving special and costly reinforcement.

OPENING SASHES . . .

Opening sashes are designed to permit easy cleaning from inside the building.

FINISHES . . .

- Aluminium windows are available in three standard finishes:
- (a) Natural finish and clear lacquered—a pleasing low-cost natural aluminium finish.
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Brick or concrete construction. Each "basic unit" window is supplied with two clip-on anchors and two fixed sill anchors. Multiple windows involve multiple quantities.

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Wunderlich

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The planning and design know-how is there if we choose to take advantage of it. But we don't yet have in Sydney the new type of civic organisation which is necessary to sponsor, promote, and then to implement and build the plans and designs. This lack of organisation is now the major blockage to the proper renewal of our city.

Let us therefore give very serious thought to that definition of Urban Renewal which I gave you at the beginning of this paper: "The systematic application of all the powers of Government, in partnership with private enterprise, to the re-shaping of the urban environment to better meet the needs of modern society, with special reference to the obsolete and decaying areas of cities, where the immediate need and opportunity is greatest."

"ABOUT OURSELVES"

Mr. Gavin Walkley (Vice-President), Head of the Department of Architecture, South Australian Institute of Technology, is at present on an overseas tour and has written from Brasilia, describing it as a scene of feverish activity and phenomenal progress. He says there are now about 150,000 people there, with another 50,000 in a satellite town 30 kilometres away.

Edinburgh Corporation, Scotland, has approved in principle a 20-year plan for re-development of Leith Street and St. James Square in what has been described as "the biggest and perhaps the most imaginative civic project since the erection of the New Town". Plans involve the complete remodelling along modern lines of one of the city's most important areas, and new commercial buildings of impressive volume and height would stand at the east end of Princes Street.

The death has been announced of Signor Adriano Olivetti, head of the great typewriter industry and a Vice-President of the International Federation for Housing and Planning. Signor Olivetti was an enthusiast for good principles of town planning, including the limitation of the growth of cities and the creation of new towns. His many ideas on industrial welfare, education and culture were given positive effect in his own town of Ivrea.

The Ebenezer Howard Memorial Medal has been presented to Mr. Clarence S. Stein, the distinguished American town planner and architect. The memorial medal is awarded by the Town and Country Planning Association (London) to keep alive the memory of the great originator of the Garden City movement.

The March, 1960 issue of "Town and Country Planning" contains plans and a description of Moscow's first new town, Kryukovo. It is the first of eight satellite towns for Moscow, and is situated 40 kilometres from the capital.

A recent issue of the American publication "House and Home" contained a searching and critical diagnosis of the causes and the consequences of the 10-year-old land boom in the United States. Prices are "now overdue for a fall" says "House and Home"—"suburban land will sell for much less before it sells for much more".

In Baltimore in 1954, the city's merchants realised that suburban shopping centres were draining away their trade. Downtown retail trade had dropped by 19 per cent. in seven years, in the same way that Sydney's city retail trade has been dropping. A merchants' committee was formed but the head of this committee soon discovered, as he said, that "downtown decay is not just a retailer's problem". A new organisation, the Committee for Downtown, was set up with a levy against the members of one-tenth of one per cent. of the assessed value of their property. About the same time, the Greater Baltimore Committee, a group widely representative of business, commerce, and industry, was being set up to advance the fortunes of Baltimore and the metropolitan area that surrounds it. The population of the Baltimore metropolitan region is about 1,700,000, only slightly smaller than Sydney.

These two organisations, one for the central city, one for the metropolitan area, got together and financed a joint Planning Council, which hired a staff of city planners. The planners set about a two-year study of the central business district, and came up with a Master Plan, all for the expenditure of only \$150,000. The plan was prepared in close collaboration with the City's official City Planning Department, and other Government agencies.

The Planning staff then went on to work out details of a commercial project covering nine blocks in the centre of the city, which has come to be called "Charles Centre".

Charles Centre covers 22 acres right in the middle of downtown, where the financial centre and the shopping centre overlap. Baltimore's about the same size of Sydney, so that's the equivalent of a 22-acre site here somewhere around Hunter Street or King Street.

Only five existing buildings are to be kept, the remainder will be replaced with eight new office buildings, an 800-bedroom hotel, a television centre, and an underground parking station for 4,000 cars.

Most of the existing streets will be closed and discarded. The area will be divided into several pedestrian precincts, with parks and malls.

The total cost of Charles Centre was estimated at \$127 million, of which \$35 or \$40 million were to be in necessary public works which would have to be done by the City of Baltimore. The remaining \$80 million is to come from private investment. Now this is commercial re-development, which is rather difficult, although not impossible, to have subsidised by the Federal Government. So the Baltimore people decided that they didn't want to even try for Federal help; they would rather do the job entirely themselves.

The plan and the proposal for Charles Centre were presented to the public at a City Council meeting on March 8, 1958. The Council soon agreed to back the plan and do its share of the necessary public works. The City went to the voters to gain approval of a \$35 million bond issue to finance the city's share. In November, 1958, the bond issue was passed at the polls by a resounding majority. The Council and the Committee for Downtown are now working on the details of implementing and building Charles Centre.

Charles Centre is a good example of the only proper way to build cities in this second half of the twentieth century. The old way of building one small structure on a tiny lot wedged in between two other small structures, all facing onto a hopelessly outmoded street, is as obsolete as the hansom cab. The motor car has come to stay. We have to provide properly for it, and then to keep it in its place. We can only provide properly for it by comprehensively designing large pieces of a city to a co-ordinated plan. And we face the same necessity for large-scale design and comprehensive planning in trying to deal with our inner-area housing and slum-clearance problems.

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6th AUSTRALIAN PLANNING CONGRESS

Brisbane — 30th July to 5th August, 1960

The Congress, with Mr. Max Lock as principal guest speaker, produced many thought-provoking talks and discussions by the several groups. Space restrictions prevent the publishing in full of all the addresses, but summaries of the general proceedings and the group discussions are given for the benefit of members who could not attend in person.

A Summing up of the Congress Proceedings

By Mr. MAX LOCK

You are, I suppose, at the beginning of this difficult and almost impossible process of trying to get order into our environment. . . . Your life is really an extremely dedicated service, because you have to be able to achieve the beauty of our environment, which was mentioned earlier as being very largely lost since the Greek and the Roman days, the Mediaeval days and the Renaissance days; we have somehow, in the rush for profits in the last 100 years, allowed civic values to disappear altogether. . . .

I have been asked to give my general impressions about planning here as a whole. I feel that the planning is still in its very early stages. It is more advanced, I think, than our planning was in England before the 1947 Act, that is, the days of our 1932 Act. The good thing is to me, that it has not so far advanced that it has had to make the countless mistakes that we have made, and that we have had to get our selves out of, at great pain. It seems that you still have the chances of being able to produce a really first-class planning ordinance benefiting by the mistakes that we have made: to do planning earlier and so avoid some of the problems which have grown up around us in Britain. . . .

It is for planners and those who are responsible for building and housing to lead the way. I don't say that entirely the official planners should show the way, but I think that the secret of good planning is to make all those persons concerned with public service feel that they have a part to play in the planning. . . . If a speculative builder can feel that he is contributing to the beauty of his city for the future generations, and if he can be brought into the whole planning work, then we

will get an enlightened type of speculative development. We have one or two examples of that kind of thing in England, and of those we are beginning to be proud, and these examples are being emulated. I expect some of you who are architects read about the "Span Houses"; this system of laying out pleasant housing spaces, one large park with individual flats, which are only two-storied buildings, as group houses and sharing their common amenities. This is now beginning to be very much more popular than the dividing up into lots and selling off as individual units, each competing with the other. . . .

Planning is such a weak creation at the present moment, that we cannot afford to have any rivalry within the planning forces. We must, where necessary, call in those people who have the know-how, who have the experience and who can help for a short time or for a long time, who are responsible for the job, with no sense of rivalry whatsoever.

And, of course, there is in many cases the question of cost. It costs far less to have an independent team come in, working in co-operation with the Council, than it does to have to employ, permanently, a large staff capable of doing that job as efficiently as the independent team. An independent team will quote for a scheme and they will stand or fall by that scheme. You know how much you are going to pay for the work you see. But with a permanent department you can't sack people when there is no more work to be done. The dangers of the independent team is that if you let them go forever and never call them back again for anything, then some of their work is lost because there is no continuity.

TOWNSVILLE CITY COUNCIL TOWN-PLANNING OFFICER

APPLICATIONS are invited for the position of Town Planning Officer with the above Council.

Preference will be given to applicants with the following qualifications:

- (a) A Town and Country Planning Degree or Diploma.
- (b) At least five (5) years' experience in a senior planning position.
- (c) Membership or fellowship of the Australian Planning Institute.

Copies of references only should accompany the application.

The salary range is £2,200 to £2,500 per annum (including Northern Allowance) and the successful applicant will be paid a salary within this range commensurate with his qualifications and experience.

If the appointee gives an undertaking to remain in the service of the Council for a period of not less than two (2) years, the Council will make a reasonable contribution to his travelling and removal expenses.

Applications should be endorsed "Town-Planner" and will close with the undersigned on 17th October, 1960.

TOWN HALL
TOWNSVILLE

C. B. CAMPBELL,
Town Clerk.

COLONY OF FIJI TOWN PLANNING OFFICER LANDS DEPARTMENT

Applications are invited for the post of Town Planning Officer, Fiji.

QUALIFICATIONS

Applicants must be A.M.P.T.I. or possess other recognised equivalent qualification. Preference will be given to candidates with at least five years' suitable experience.

DUTIES

To take charge of the Town Planning Section in the Department of Lands, Mines and Surveys and to be responsible for a wide range of duties, including the carrying out of planning surveys and research; the preparation and implementation of outline development plans and detailed layouts, particularly in the sphere of low-cost housing; and to advise the Director of Lands and Local Authorities on planning legislation and practice generally, including the control of development.

The appointment would be on a 3-year contract in the first instance. The salary scale is £F840 x 40 — 1,000 x 50 — (1,100) x 50 — (1,400) x 50 — 1,700, the entry point to be in accordance with the appointee's qualifications and experience. In addition, a post allowance is payable in the range £F160 to £F300, according to basic salary, and a gratuity at the rate of 15% of basic salary (£F100 = £A111) fares paid.

Application forms are available from—

Fiji Government Agents
Box 1624 G.P.O., Sydney

Hard though it may be to believe, leading citizens in cities all over the United States are organising action committees to spur urban renewal. Bankers, business and professional men, retailers, civic and labour leaders are getting together in co-operation with local Government leaders. They are setting up their own well-financed and well-staffed organisations to carry out all kinds of research, planning, designing, campaigning and financing operations in the field of urban renewal, covering commercial and industrial projects as well as residential ones.

There are a lot of people, both "big" and "little" people who have a stake in the revitalisation of central urban areas; and these people are rallying to the support of their local Governments to make the renewal process work.

The official Federal Programme is really only half the story. It drew national attention to urban problems by giving them official recognition. But public servants, either Federal or Local or both together, are not capable of replanning or rebuilding cities on their own.

Let's take two cases of this citizen participation. One, in New Haven, is an example of urban renewal where the leadership came from and remains with the Mayor of the city. The other, in Baltimore, is one where the initial leadership and the real work have both been given by private citizens and businesses. These two cases are typical of others throughout the country.

Mayor Richard Lee, of New Haven, was the first U.S. city mayor to make urban renewal the cornerstone of his career. In the early fifties he decided that here was an issue capable of winning elections and building a reputation. He proved the first point in 1953 by winning election as Democratic mayor of New Haven, the first Democrat to win for many, many years.

He then set up a Citizens' Action Commission, which has a small executive committee and six sub-committees. The sub-committees deal with:

(1) Metropolitan planning, (2) Human values—health welfare, recreation and social problems, (3) Industrial and Harbour development, (4) Housing, (5) Education, and (6) The Central Business District, traffic and parking.

Members of the professions, union representatives, clergy, managers and executives, newspaper men, and minority groups are on these committees, each of which has a membership of about 100 people!

The central committee comprises nine presidents of banking, insurance and business corporations, the President of Yale University, the Dean of the Yale Law School, district leaders of the A.F.L. and of the C.I.O. labor organisations, two civil servants, three lawyers, and a high school headmaster. Each of the sub-committees is represented on the central committee.

The central committee functions as a Mayor's "Citizen Cabinet" on the City's Development Programme. It meets monthly in the Mayor's office, where plans are presented and given detailed consideration. This committee is made up of influential citizens. They are non-partisan in party politics. They are accustomed, however, to large operations and quick decisions and are invaluable to the city Government in assessing and promoting the various projects. Their prestige gives impressive support to urban renewal.

These men represent the real "power structure" of New Haven. Nothing really big could get done anyway without the joint support of both the financial institutions and the labor organisations. So it's really the most practical thing to get these people into the planning process right from the start.

The Federal Administrator of the U.S. Urban Renewal Authority has described the urban renewal programme being carried out by New Haven as "spectacular, imaginative, exciting and comprehensive—a model for urban renewal in the cities of America".

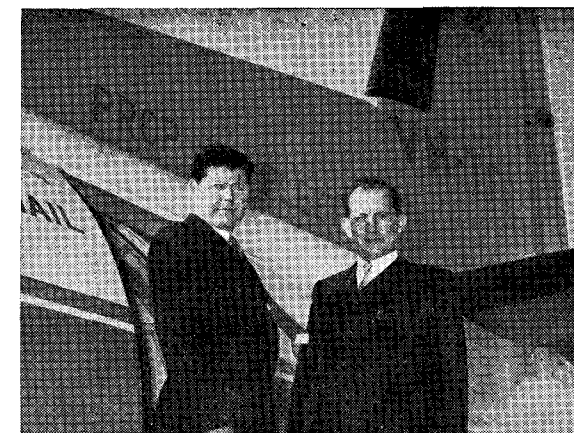
... We, as planners, are ignorant of really the environmental problems and therefore we do need to have the view of those people who are there, just like the doctor needs to know the reaction, the opinions, the mentality of his patients. . . .

We have mentioned, too, in this congress, the importance of planning within a framework; first of all, the town plans that are made should be made within the framework of a more regional, wider regional or sub-regional structure. Even if that framework is not in clear focus because of the under-development of the country concerned, or the area concerned, there should be a framework which is revisable every so often, every five years if you like, or as often as is necessary, so that when the Mayor of a town is asked questions as to what is going to happen here or there, or the Clerk of the Shire is asked what is going to happen in twenty years time in a certain place, there would be some kind of development plan based on careful research and survey to refer to.

I understand, of course, that in Queensland a lot is being done in the geological survey, the survey of the natural resources, but it needs to be put down and mapped and it needs to be used in the interests of the people on the whole. A map needs to be simplified for the whole region and perhaps published in the press, and assessments made as to what we think is going to happen in 20 years' time in a whole region, so that the people can be interested in it.

I was most interested this morning to hear someone's impression about the children being taught about planning in schools. We should place the subjects of "Civics" in quite as high a capacity as we do subjects of foreign language. Charity begins at home and if they are to be trained to be good citizens, they must have from the very beginning an elementary knowledge of civics. This is the thing that is hardly ever taught in our schools because of the unfortunate academic and scientific structure of our education, which leaves out so many of the vital humanities.

I think that in Queensland, at least, there is lacking a positive control for building beautiful towns. We find, as I found yesterday in being taken around the outskirts of Brisbane, charming and lovely buildings, some of them modern buildings that have been built by some of the best architects here, next door to absolute horrors. We get that at home, as well, but if there were a stronger standard of design insisted upon, I feel sure that those difficulties would not be present so obviously.



Left: Secretary to Congress, M. Juppenlatz.
Right: Chairman, F. Scorer.



Discussion Group—The Human Environment of Our Towns and Cities: Dr. I. Boileau, Sydney University; S. B. Hart, Government Town Planner, South Australia; I. McInnes Green, Town Clerk, Perth.



Discussion Group—Real Estate and the Town Plan: J. Gray, Town Planner, Townsville; Dr. K. Langer, Queensland; T. P. O'Keefe, Valuer-General's Dept.; W. F. Sambon, Mayor of Fremantle.

About the best way to deal with this problem is to first of all lay out the framework on a type of design you want and then, later on, when it comes to the architectural stage, either insist that developers have architects appointed by the Local Authority or have their own architects collaborate very closely indeed with you at the very earliest drawing-board stages.

The legislation here, as far as I can see, is very imperfect still. All the legislation needs to help to get good planning, I would say, is that it should not be made too complicated. Even the legislation you have at present is only working at 25% capacity because of your lack of trained men. I have no doubt that those who are there are doing a noble job, but they are far too few for the job.

Then I come to the citizen's attitude; I feel that (and I haven't yet seen the rest of Australia) the Queenslanders are very independent; they are likeable individuals because of this independence and their forthrightness; but nevertheless, when they come into the city from outside, they don't, in my view, change sufficiently from a country man into a townsman, and they haven't got a very strong sense of responsibility for all social costs that each is involving by coming into town. He expects to be able to drive his car into the centre of the town and park it there if he likes, outside the place he wants to go, and he expects, if he owns land, to be able to sell land at great profit and to keep all profit to himself; and he expects to have a large plot, 60 feet by 100 feet deep, and that the council should supply all the services in water, electricity, etc., all for nothing except his rates!

Well, of course, the townsman necessarily comes into town because he expects higher standards of life. One simply has to get a proper equation between what the private individuals need in a town and what the public authorities need in being able to provide him with those things. Therefore I would see nothing against a system of some form of development charge for those people who make a profit out of land, so that the services which are needed for the place, as planned, can be supplied to those places.

If the individual is going to have one car per person or per two persons and expects to bring those cars right into the centre of the town, he must expect to have very much higher rates to have to pay for maintenance of the double stories of roads that he should have, to accommodate and separate the pedestrian levels from car levels. One thing can't go without the other and I was very glad to hear a very sane approach towards this question of the relative uses of public and

private transport put forward during the discussion groups.

I think that the other question is one of density; if we live in towns we cannot expect to be still living in the bush; we must have the expectancy of living a little closer together. We must therefore plan our environment accordingly. This has advantages and is contained in all generations of city building, Greek, Roman, Mediaeval, Renaissance; of urbanity in the town as against elasticity in the country. Why don't we create a new urbanity by getting the right formula for housing and living in our cities in such a way that it is going to make the town more economical to run?

... I think one of the things that has been said, and which I would strongly endorse, is that transport or transportation and planning are really one and the same thing, in the fact that in all planning, even if you start from the plan of a house, you should, if you are a good architect, plan house around the basic circulations that have to take place in that house. It is only when you have got those things in their correct order or arrangement, you really get the arrangement of your rooms. As you come to the neighbourhood, it is the same. And especially today when you have to plan to get car traffic with road hazards separated from the pedestrians and the children who play in the area. Then it becomes a most important factor as we come to the town, that the circulatory problems are the first ones upon which the others hinge; the same applies to the region as a whole. I think we must follow that view as, after all, that is nature's way; we are all nature's organisms grown up around the basic circulations, the life giving circulations.

If, in the end, we plan our regional and national structure around our basic circulations of traffic and communications generally, we shall probably find that the headache we now have, of everybody rushing from the isolated country back of the beyond into the town, will probably be arrested, because by our wise planning of circulations we shall be able to bring much nearer to the metropolis the small communities that are dying because of their inaccessibility.

The question of proper routing of development roads in such a way that the life of the communities near them is revived and not allowed to die is, in fact, the only solution to our problem in Britain. . . .

Top Right—Discussion Group on Planned Land Settlement: Professor R. Greenwood, Qld. University; Mr. Gurnett-Smith, C.S.I.R.O.; F. B. Haig, Com. for Irrigation & Water Supply, Qld.; Mr. Sloane, Dept. of Agriculture, Qld.

Bottom Right—Discussion Group, Planning Law and the Rights of the People: M. W. Millburn, Tasmania, Assist. Com. for Planning; K. Gifford, Victoria, Barrister; The Hon. L. Logan, Minister for Town Planning, W.A.

borrower knows what he is doing, has a workable plan of what he intends to do, and that what he intends to do will be profitable, or useful, or in the urban renewal case, in the highest public interest. It's all eminently sensible and business-like. The only trouble is that the process of checking and approving what the Local Authority wants to do takes a long time and uses up a lot of red tape.

The 1954 Act also extended to all types of urban re-development and rehabilitation projects the same kind of mortgage insurance that was previously available for private suburban housing. Under this system, if the Federal Government approves the designs and plans for a project, it is also willing to insure any mortgage that any lender will give on the project, up to 90 per cent. of replacement cost.

When mortgages are insured in this way against any default, there is, of course, no risk involved for the lender. This safety of investment attracts a lot of investment money into the real-estate market which would otherwise have gone elsewhere. A high and continuous flow of money into real-estate mortgages means that interest rates tend to be lowered by competition among lenders. And, of course, mortgage insurance of up to 90 per cent. of the replacement or cost price of an urban renewal project means that a private re-developer can push ahead with a project if he can raise a **mere 10 per cent. cash equity**.

The 1954 Act also made money available for various kinds of planning studies. Metropolitan and regional planning is specifically encouraged and assisted.

Finally, the 1954 Act also made special grants available for "Demonstration Projects". Five million dollars were set aside for the payment of a Federal two-thirds share in the costs of special experimental projects.

So far, the rate of combined public and private investment in Federally sponsored urban renewal

is only about **2 per cent.** of the total U.S. rate of investment in **all forms of construction**. Now the public share in this urban renewal investment is three dollars out of every thirteen. Therefore the total amount of public money going into urban renewal projects is something like a mere half of one per cent. of the total overall U.S. construction investment. This latter overall construction investment includes highways and public works as well as residential, commercial, and industrial buildings.

This is a pretty tiny proportion. You may appreciate that critics of the U.S. urban renewal effort seem justified when they say that it's simply not enough, and that even today slums are being formed in the United States at a faster rate than they are being cleared or rehabilitated. As I mentioned before, the present urban renewal effort is nothing more than a highly successful pilot programme. It will have to be greatly enlarged if American metropolises are to be saved from utter disruption.

But Federal aid for urban re-development is only ten years old, and the 1954 Act has been operating for barely five years. The most significant and beautiful projects are naturally not yet fully constructed.

Nevertheless, the size, fine finish, imaginativeness, and urbanity of many projects now going into construction will, I believe, make this coming decade one of the finest ever in American city-building history.

The standards of urban design are improving rapidly, and urban design is evolving into a distinct discipline in its own right, separate from architecture and city-planning. This is a most exciting new frontier yet to be fully explored and developed.

But the production of these designs needs to be backed by enthusiastic and determined support in order to get them adopted and built. And this brings us to what I consider the most important practical technique of the U.S. urban renewal programme, namely, the extent of **citizen participation** in city planning and urban renewal.

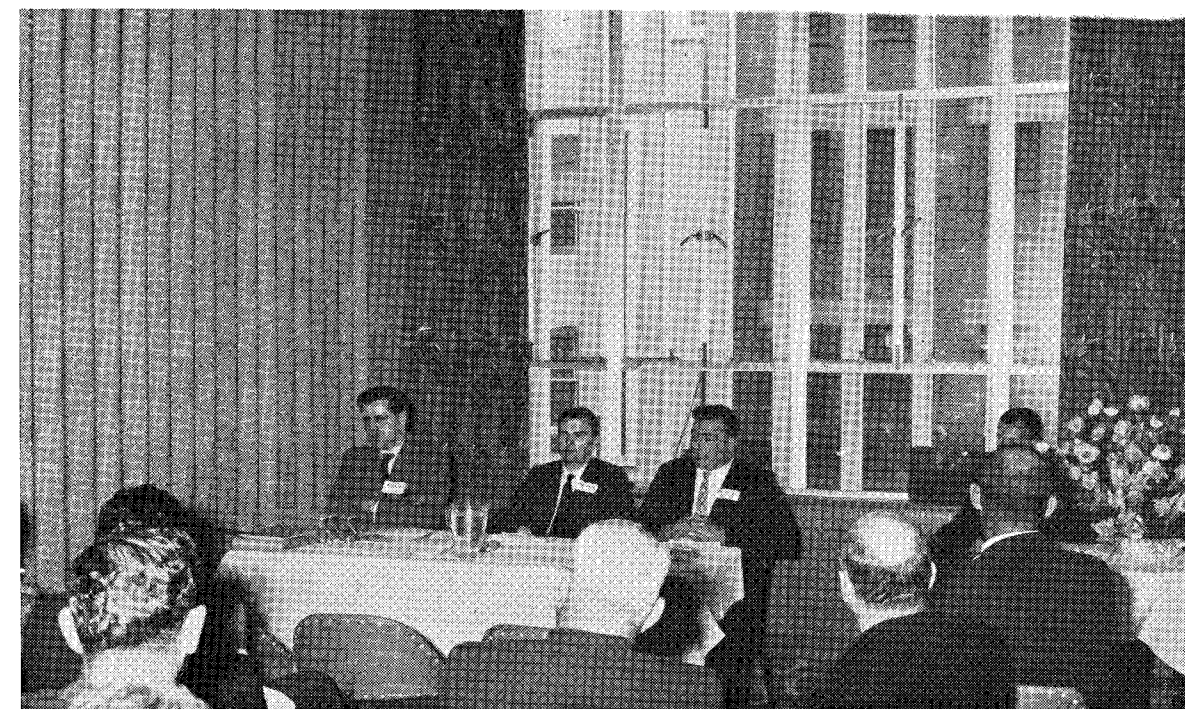
neglected, malignant cancer. The new style of "urban renewal" under the 1954 Act introduced the concepts of preventive medicine, of early diagnosis and of early treatment, combined with strengthening exercises in the form of comprehensive city planning.

The Act states that a Local Authority must produce a "**Workable Programme**" for the elimination of existing blight and perhaps more important, the prevention of further decay. A "Workable Programme" must include:

- (1) A comprehensive plan for the future growth and change of the community.
- (2) A demonstration that the Local Authority has, or will have, an administrative organisation sufficient and able to carry out the urban renewal programme that it proposes.
- (3) A demonstration that the Local Authority has, or will soon have, proper building, safety and health codes, and that these codes are, or will soon be strictly enforced, especially in "borderline" neighbourhoods which may be slowly sinking into a slum condition. (It will come as a surprise to Australians to learn that many U.S. cities and towns have been, at least until recently, severely deficient in these matters.)
- (4) Analyses of blighted and decaying neighbourhoods to determine whether they need complete re-development or merely some degree or another of renovation and rehabilitation. These neighbourhood analyses are supposed to be full-bloom planning investigations, and they themselves, when complete, make up the real "meat" of the local urban renewal programme. The Federal Government makes loans and advances to communities which would not otherwise have sufficient funds to pay for the proper preparation of these neighbourhood planning studies.

- (5) A demonstration of the financial ability of the Local Authority to meet its share of urban renewal costs, together with all the other costs of general community services and facilities which may be necessary to keep up the residential quality of the district. This should ideally include a Capital Improvement Programme which budgets the Authority's capital investments over the coming six-year period.
- (6) A demonstration of the community's ability to re-house adequately all families displaced by re-development projects, rehabilitation projects and by other public works. Federal grants are available to assist with moving expenses; \$200 may be granted to each family, and \$2,000 to each business.
- (7) A demonstration of what has already been done, or of what is being done to encourage and to maintain public support and active citizen participation in the urban renewal programme. This may be a top-level and city-wide committee of bankers and insurance company presidents working on the financial side of things, and it may also be a group of very ordinary citizens who have formed a neighbourhood committee to work with and assist the planners in the job of neighbourhood analysis and planning.

All of these requirements must be fulfilled before Federal grants for a write-down of land costs can be made. They seem to me to be for all the world what any Bank Manager would want to know before he would invest money in anyone's private enterprise. In this case the city or town desiring Federal aid is treated like a private company seeking to borrow extra working capital to extend and improve its business. Whoever would provide the capital wants to be assured that the



THE SUMMING UP BY GROUP CHAIRMEN

PLANNED LAND SETTLEMENT

By Mr. F. B. HAIG

It may have been no accident that Victoria's spectacular increase in industrial development and population growth in post-war years has been concurrent with a marked increased volume of exportable rural productions such as wool, butter, and wheat, and very active land settlement.

Perhaps therein lies an excellent lesson for Queensland. In any case it is an aspect of development with which I suggest this Institute should continue to concern itself, if it is to retain the name of Planning Institute, otherwise it should adopt the title of Town Planning Institute.

Examination of the basic requirements for sound planning and development provides a basis for assessing the relative scope for private and statutory authorities in a particular region. These might be listed as follows:

1. Assessment of development possibilities in regard to market outlook, economics of production, transport and processing; relationship to an overall development plan.
2. Selection of suitable general area for practicable production from such a basic data as land and water resources, rainfall, climate, development costs, experimental or existing commercial production.
3. Provision of detailed planning information such as soil surveys, crop yields, production costs, on which to select appropriate production, including if possible, alternative production to cater for changing demands, markets, costs, and unseen hazards.
4. Provision of adequate living areas for flexibility of production, particularly having a regard to increased mechanization.
5. Provision of adequate finance for settlers, including if necessary, free development of farms prior to settlement to ensure (a) avoiding excessive hardships during development phase and (b) adequate working capital to provide revenue stability while at the same time avoiding over-capitalization.
6. Guidance and advice to settlers on production management and marketing.

7. Provision of rural amenities, including roads, power supplies, schools, and urban services and amenities.

It was generally agreed that Government agencies must provide items one to three, as such are the essential factors belonging to Government agencies. Item six, "advice and guidance to settlers on production management and marketing," and item seven "provision of rural amenities" and the services aspects of those items were also considered generally to be the province of Government agencies. Probable exceptions to some of these can be the development of mineral resources where the complete development of the actual mining activity and the provision of urban facilities and housing is not unusually provided by the organization itself.

It is clear that there is scope for much scientific work prior to preparation of a plan for settlement. There is also scope for continued scientific work during and following the settlement. We avoided the problem of clearly defining the scientist and his specific tasks, by listing and examining the requirements having a scientific flavour. Demarcation between scientific and non-scientific work is left open. Requirements were examined under three phases, the first one, requirements for settlement planning. These include: (1) The assessment and production possibilities, overall production and transport and marketing economics. This implies an assessment of market outlooks or needs, general climatic suitability and location in respect of market. (2) Broad scale assessment of available natural resources, land, water, minerals, timber and rainfall and climate and selection of areas suitable for practicable and overall economic production. (3) Examination of the relationship possible of production with existing primary development, including forestry and existing and potential secondary development and (4) overall assessment of development, and individual costs, benefits and returns. (5) Provision of detailed planning data including soil surveys, experimental production and land use potentials, and then determination (6) suitable determination of suitable living areas and possible farm development requirements.

THE AUSTRALIAN PLANNING INSTITUTE (SYDNEY DIVISION)

SIDNEY LUKER MEMORIAL

The Sidney Luker Memorial Lecture, 1960, will be delivered by Sir William Hudson, K.B.E., Commissioner of Snowy Mountain Hydro-electric Authority, on Friday, 18th November, 1960, at 8 p.m., at History House, 8 Young Street, Sydney.

Sir William's lecture will be on the past and future work of the Authority, and its role in the national development programme.

On this occasion also, the Sidney Luker Memorial Medal will be presented to Mr. R. D. L. Fraser, Chief County Planner of Cumberland County Council.

The Sidney Luker Memorial commemorates the work of the late Sidney L. Luker, the first Chief County Planner of The Cumberland County Council, and one of the pioneers of the Town Planning Movement in New South Wales.

The Chairman of the Meeting will be the President of The Australian Planning Institute (Sydney Division) and all subscribers to the Sidney Luker Memorial Fund (including all members of organisations which have subscribed to it), all members of The Australian Planning Institute, and their guests, are invited to attend.

URBAN RENEWAL

A paper delivered by W. GEORGE CLARKE, to the Sydney Division of the A.P.I.

(Concluded from the June issue)

The 1954 Act, introducing Urban Renewal as a concept and as a technique

When President Eisenhower took office in 1953, he appointed a 23-man Advisory Committee on Government Housing Policies and Programmes. This Committee reported to the President that the 1949 Act was all right as far as it went, but that it needed to be radically broadened and improved. The Committee invented the new and previously unheard name of Urban Renewal to describe the broader concepts and techniques they favoured.

The President and Congress went along with the experts' report and incorporated their recommendations into the Housing Act of 1954.

The President's Committee recognised that it was useless to wait until a living area had finally completed the cycle of degeneration into a slum and then to hope that even the combined powers of public and private enterprise would be able to clear and completely re-develop all such areas over the country. "It is obvious," said the Committee, "that we must check the cycle of decay before slums are born."

The 1954 Act laid down that all living areas ought to be watched for signs of decay. Good existing neighbourhoods were to be carefully **conserved**, and wherever possible, partially-blighted neighbourhoods were to be **rehabilitated** and renovated.

The 1954 Act said, in effect, that the Federal Government was prepared to loan money for planning studies, to give money for land-cost write-downs, and to insure private investors against loss, **only on condition that** a Local Authority proved that it had gotten down seriously to the job of overall slum prevention and overall city-planning.*

The old style U.S. re-development project under the 1949 Act was like a single surgical operation on the body of a city suffering from a

* This, I am told, was the idea that the Australian Federal Government adopted in 1944, when it was offering the States what later became the Commonwealth-States Housing Agreement. Federal money was to be made available for Housing Commission work only on condition that the States established strong comprehensive town-planning legislation. The result of this insistence was that several States did, in fact, pass town planning legislation. New South Wales was notable in this regard. However, in the sixteen years which have elapsed since then, the Commonwealth Government appears to have lost a lot of the interest it once had in the quality and permanent nature of the neighbourhoods being created with Commonwealth money.

LEGISLATION IN VICTORIA

Streamlining of Victoria's Town and Country Planning Legislation has been approved by the Victorian Parliament, which passed an amending Bill.

Under the new legislation an amending scheme may be prepared and carried through to the stage of submitting it to the Minister, although the scheme which it amends may not have been approved by the Governor in Council.

The amendment will have its greatest affect on the metropolitan area, where the Melbourne and Metropolitan Board of Works plan is still awaiting final approval.

The planning scheme, prepared in 1950-3 and amended as the result of 4,000 objections received after its period of public exhibition, was finally adopted by the Metropolitan Board of Works in October, 1959.

The plan was then referred to the Town and Country Planning Board of Victoria for report, as required by the Act. The process of examination is still continuing, and it may be necessary for the plan to be re-exhibited in view of substantial changes made since its first exhibition.

In these circumstances the final approval of the plan could be long delayed. Meanwhile Melbourne's record growth has given rise to a number of amendments to the existing scheme. The legislation which has now been approved will enable the Board of Works to prepare and submit amending schemes.

A further amendment protects the rights of persons who may be detrimentally affected by the

granting of a permit to an applicant who appeals to the Minister. The new provision requires the applicant to notify the basis of his appeal in order that the Minister may hear objections.

The legislation also removes an area of conflict between a planning scheme and municipal by-laws. A right of appeal is now given to an applicant who, being authorised by an interim development order to develop land is restricted in so doing by the operation of a zoning by-law under the Local Government Act. Under the appeal procedure both the appellant and the Council will have the opportunity of stating their views. The Minister is empowered to, if he thinks fit, declare any municipal by-law null and void to the extent necessary to give effect to the planning permit.

Finally the legislation validates the action of the Town and Country Planning Board in placing an interim development order over the Fern Tree Gully area despite the fact that the Fern Tree Gully Council was engaged in preparing a planning scheme. The amendment provides that the Town and Country Planning Board shall, at the request of the Minister, prepare a planning scheme for any area or areas of land specified by the Minister whether or not a scheme or joint scheme has been or is being prepared for that area or areas or any part thereof by any other responsible authority.

The amendment will act as a warning to other municipalities which permit wholesale subdivision of land, as was the case in Fern Tree Gully, that the right to plan may be virtually withdrawn.

The second phase during the development, the items to be considered for scientific examination include: (1) Planning project and farm development programmes, (2) The provision of advice and guidance to settlers and continued experimental production, to firstly lift production levels and improve production efficiency and secondly, to overcome new cultural problems.

During the third phase, which is the continuance of the settlement's existence, the items are: (1) Provision of advice and guidance to settlers and continued experimental production to maintain production efficiency and overcome new problems and (2) Experimental production to provide alternative production and flexibility in that production if required. All those factors have some scientific flavour and create a place for the scientist in planning in the pre-development phase, and in the determination of the plan and in the actual implementation and maintenance of the settlement.

The remaining topics, "limit of Government assistance to planned settlement and planned migration for new towns," were combined in the one group discussion, as, apart from the time factor, they were regarded as inter-related subjects. Two principal factors limit Government assistance; the funds available, and generally it was suggested that Governments should do only those things that cannot be done by private enterprise. These include provision of community services, or where the development is being assisted, is definitely assessed as being desirable yet not practicable without such Government assistance. The return to Governments from assistance to land settlement must be largely indirect, as a result of increased production. Since under present financial arrangements little of this indirect return or benefit reaches the State, investment by States from their own resources is clearly not very effective. The Federal Government has virtually recognised this fact by its participation in War Service Land settlement, which has been very significant in providing increased production.

It would appear that unless there is continued participation by the Commonwealth in land settlement, States will not find the form of investment sufficiently attractive to maintain the necessary progress under the pressure of other requirements of allocation of State funds. It is necessary to assess, therefore, in determining the limit of Government assistance, the desirability, and in view of pressure for available funds, the priorities, by Governments. The benefits which can be

reasonably assessed as a ratio of two to one, two benefits to one cost, might be regarded as indicating favourable projects. Some lower ratio may be expected where significant benefits can be indicated but are not readily assessed in monetary terms.

... In regard to this topic the group resolved that planning should include a study of relative benefits and costs, of expansions of metropolitan areas, of provincial cities, other existing urban centres, creation of new towns, and rural settlement. The group considered that under the present circumstances, new towns should be planned for migration rather than migration planned for new towns. The demand exceeds the supply in other words.

COMMUNICATIONS AND TRAFFIC

By Mr. F. G. COSTELLO

... Any plan for a State-wide transportation system must take into consideration the fact that while its purpose is to serve townships and communities, it is not a real service to such a community if it so concentrates traffic into a township as to cause congestion and danger. Therefore, a planned State-wide system should provide for future by-pass roads to meet the probable development of townships.

All types of transport and communications are inter-related and require to be properly co-ordinated if they are to serve the community efficiently. ...

Any co-ordination should include the bringing together of the advisory planning and constructing sections of the work. While it was considered that a national plan, and then in turn a State plan, for the whole system of transportation and communication was not only desirable but imperative for the efficient working of these life-blood streams of the nation, such a plan would be to a large degree impracticable without national and regional planning for overall development; not only the transportation, but what it is transporting, and where it is transporting to.

It is obvious then that transportation is concerned not only with the roads, the routes of travel, but also the destination termini. ...

The pedestrian is still a very important person to be considered in dealing with transportation. Even the private motorist becomes a pedestrian as soon as he has left his car. Therefore, unless the city is designed as a city of drive-ins, all city users are, for some considerable time during the day, pedestrians.

The impact of traffic on towns and cities will vary considerably according to the size and character of the town. We cannot lay down a solution for one size and type of town and impress it upon all towns. In many smaller country towns, even though a large number of people from the surrounding districts drive in, and drive in at one time on certain days, the traffic problem is not really acute. The important thing is in such towns that we should be able to foresee the growth and to make provision now for planning which will, as need arises, meet the traffic problems of the developing community.

... The "origin and destination" survey should reveal much and if properly used, should be able to reveal the general movements of the population each day, where they come from and go to, what calls they make on the way and how long the motorist parks in any one place, along with a lot of other information. However, the O. and D. survey must be sensibly applied, and its information adjusted to future planning of the city. Obviously new industries in new places, new housing estates, even new transport routes and convenience will change the recordings. Electrification of railways and other such developments will bring into being totally new movements of the O. and D. survey. However, having ascertained what can be set down as the main movement of the city's population, careful analysis must be made of what are the real needs for developing a better city to live in and to work in. ... This question, and for that matter, all aspects of city planning, must be weighed under two heads, finance and the effect on the city.

One theory of cure for the congestion is to provide getaways by "express roadways" through the city. They are costly, both in money and in land area, and we questioned whether they really achieve a cure and whether the people really want to see the city carved into segments by these heavily trafficked highways.

A suggestion which has much to commend it is to reduce the need of transportation. This would be achieved by development of true satellites with good living area in proximity to industries and in the development of full community life within the satellites, or even in the outer suburbs of the bigger cities. This envisages wise zoning of land areas for use.

It is surely apparent that it is not an essential that every car owner should be able to drive into the city every day. It is admitted that there are some people to whom this is a real necessity, but

they should not be allowed to obstruct traffic by unlimited kerbside parking; nor is it usually necessary that they must be parked at the very door of their destination.

It would appear that there are three stages of car parking to be provided.

One at the outer suburban railway and bus terminal so that the motorists from the more scattered areas may drive to the station and then travel by public transport.

The second stage of parking would be on the fringe of the central city area, so that motorists could drive to this fringe and then, by quick timetable of public transport, to their destinations within the city.

Thirdly for those who must have their cars nearby in the city, some well-placed central-city, multi-storied parking stations. Coupled with the parking stations would be the use of kerbside parking meters.

... However, an important thought was raised and it is thrown forward as one worthy of consideration, that surely this business of passenger transport is a service to the public in much the same manner as water supply or sewerage. It is now time that authorities recast their thinking on passenger transport, whether railways, buses, or trams. Is it necessary that they must be made to pay? They certainly must be run efficiently and as economically as possible, and passengers must pay towards the service, but should not the service be subsidised in order to give a better city in which to live. It was pointed out that most of the transport services are subsidised, but instead of calling it subsidy, they call it "deficit" and they usually then headline it in the newspapers and pillory the man that has been trying to organise the show. It was felt that there could be something done to adjust this so that you get efficient passenger transport service without exorbitant charge for the users.

Another suggestion made was to introduce stack-a-by small cars, which you could hire for a certain distance; they could be brought in and easily stacked in a compact mass in the centre.

It was felt that there is a need to recast our thinking on the objective of transportation planning. The system is not a means of satisfying the luxury ideas of selfish citizens. It should be a system in which there are better living and working conditions provided for all the people to form an efficient and satisfied community.

Mr. Keeble is a man of wide interests, and naturally has firm convictions and strong views, which do in fact "intrude" into the text at numerous points:

(The design for the new Barbican by Kadleigh) "is, in my view, a monstrosity which implies that, while there may be no limits to human constructional ingenuity, the limits of social organisation in relation to land use are desperately narrow". (p. 15.)

"... no design, however aesthetically admirable, is, in my view, justifiable if it sacrifices reasonable economy and convenience". (p. 208.)

However, the author's opinions never appear without a reasonable statement of other views, and contribute much towards the achievement of that rare thing—a text-book which is a pleasure to read.

If "history, as such" finds no place in his book, Keeble certainly displays a healthy respect for the existing social and physical environment, and raises the fundamental and difficult problem of the extent to which planners ought to tamper with historical trends and traditional demands. Although there are no "adventurous speculations on aesthetics," and the author castigates those who would subordinate all other influences for the sake of visual design, he does not ignore the need for coloured maps to be drawn with the aim of providing the opportunity for good architecture.

The descriptions of professional practice and statutory procedures are naturally given an English context, but they are of great value to the Australian (or any other) student or practitioner. Keeble takes care to stress principles before detail, and his comments on difficulties in official planning have a familiar ring:

"... industrialists are confused by and resentful of what they regard as a dual system of control. It seems absurd to many of them that, having obtained a certificate from the Board of Trade ... they nevertheless have to fight an appeal against a planning refusal."

Have we not enough examples of industrialists eagerly invited by State Premiers to establish

themselves in places where the Planning authorities concerned are embarrassed by the situation?

While it is undoubtedly dangerous to suggest that Australia should follow blindly along any path laid in the U.K., any critical exposition of the English system such as comprises the third part of this book ("Development Control and Planning Organisation") is relevant here. Surely we could more radically adapt the British 1932 legislation which we adopted rather blindly in 1944 (at the very time when its authors were discarding it) and which we have modified only slightly since. The advantage our dilatory attitude has created is the opportunity to study the defects of other people's efforts. It is an advantage that should be pressed home before the list of our own inadequacies becomes too long to contemplate.

The changed format of the book, from the octavo of the first edition to a double-octavo page, is an improvement largely because of the better presentation of the excellent illustrations, notably those of survey technique. But it is a pity that the system of printing each new page as the equivalent of two old ones was not abandoned in favour of three smaller columns of text which could have been scanned line by line. One is given the impression of reading an octavo book which has been sliced up and stuck together in a different way.

This is probably the best text-book for students, and the most comprehensive handbook on planning available in Australia, but its appearance here chiefly underlines the need for the same principles to be presented in an Australian context. Brown & Sherrard's excellent "Town and Country Planning," which was welcomed in England for the same general value that attracts Keeble to this reviewer, is now out of date; the wisdom of the Melbourne University Press in re-printing it without revision is questionable in the light of developments in Australian planning practice over the decade since it was written. But even when a local equivalent appears, it is likely to accompany Keeble, rather than displace him, as an essential reference for the Australian planner.

JOHN J. BAYLY.

ADELAIDE DIVISION

NEW MEMBERS

The Division in recent months has welcomed to the membership Messrs. J. H. Inglis and K. Ebert as Affiliates, and Messrs. K. J. Atkins and F. A. C. Wilson as Members. Mr. N. S. Hewitt, having gained a Diploma in Town Planning at the S.A. Institute of Technology, has transferred his grade of membership from Student to Member.

The President extended the congratulations of the Division to all these gentlemen at recent general meetings.

MEETINGS

The high standard with which the current programme commenced has been sustained in the last three meetings. In April, Mr. G. R. Shedley, whose work on shopping centres at Elizabeth will be well known to many interstate and overseas visitors, showed some excellent slides from both the Old and New Worlds on the theme "Places of Meeting, Marketing and Merrymaking".

At the June meeting the Division took advantage of the presence in Adelaide of interstate Federal Councillors, and received an excellent address from one of them, namely Dr. F. W. Ledger, the Director of Town and Regional Planning at the Melbourne University. Dr. Ledger, in dealing with his subject "Town Planning Problems in Victoria", highlighted some of the pitfalls which may be placed in the path of planning administration by footdragging politicians.

Professor W. R. Blunden, Professor of Traffic Engineering at the University of New South Wales, during a busy week in Adelaide in connection with a short traffic engineering course, nevertheless still found time to address the Division on "The Responsibility of the Town Planner and Traffic Engineer in Urban Transport Planning."

The lengthy and lively discussion which followed paid tribute to the quality of Professor Blunden's address which showed how traffic engineering research was throwing new light on old problems, and outlined the joint and separate fields of endeavour for the town planner and traffic engineer.

A visit to Adelaide formed part of Mr. Max Lock's itinerary during his recent Commonwealth tour following the Brisbane Congress, at which he was the principal guest speaker.

On the 31st August, Mr. Lock addressed a general meeting of the Division on "New Trends in Town Building". Ranging in his talk from urban renewal in Britain and America to the fascinations of Brasilia, Mr. Lock also has some perceptive and penetrating comments to make on current domestic problems in Adelaide.

SYMPOSIUM

A one-day symposium on the subject "Town Planning and Industry" is to be held on Friday, 28th October, 1960, by the Adelaide Division in conjunction with the Department of Adult Education of the University of Adelaide. The Hon. Attorney-General, Mr. C. D. Rowe, has kindly consented to open the proceedings, which will include papers from prominent persons in industry and from the Government Town Planner, Mr. Hart. The intention is to pinpoint some of the locational problems that industry has to face in a rapidly changing world, and to ascertain to what extent the industrialist can hope to find solutions for those problems within the field of planned growth of towns and cities, and through the operation of town planning measures.

BOOK REVIEW

KEEBLE, Lewis. "Principles and Practice of Town and Country Planning." 2nd Ed. Completely rewritten. Estates Gazette, London, 1959. pp. 338, 81 B. & W. illus.

In his introduction to the first edition of this book, Professor R. A. Cordingley wrote that the author's purpose had been "... to review in as much detail as can be compassed in a single work the whole scope of legally-practicable Planning; the mechanism of operation, the type and nature of the

problems encountered and methods and principles applied in their solution. History, as such, here finds no place, and there are no adventurous speculations on aesthetics. In so far as his convictions allow, the author refrains from intruding his own views".

The transportation system contributes much to make or mar the development of the nation, the State and the town. The need is not necessarily merely to make room for more and more cars on the roads, nor to provide highways to existing places of living concentration. It is to move people and goods to their destinations and this involves all means of transport, both private and public. . . .

. . . It is recognised that transportation is very closely linked with and inseparable from other sections of town and country planning. It cannot be studied alone. The responsibility for overcoming the problems presented by transportation will combine the talents of many professions—engineers, architects, economists, public administrators, business leaders. It becomes part of the planner's task to weave the abilities and the viewpoints of all these professions into one cohesive plan. . . .

There is a need for a greater degree of co-ordination in the functions of research and planning at a national level and appropriate dissemination of information from such co-ordinating body. An endeavour must be made to evaluate the soundness of existing transportation policies and practices, and these policies and practices must be amended or replaced when necessary for the efficient working of our cities and our nation.

The planner must at all times be fully aware that he is planning for the people, not planning people; that transportation and communication must remain the servant of the city. . . .

REAL ESTATE AND THE TOWN PLAN

By Dr. K. LANGER

Lately it has been considered and talked about in Parliament, to let private enterprises do bridges, pathways and so on, and it has been decided that the interior of our city, the heart of our city, should be re-planned and re-done by private enterprise. In some cases cited the developers could rely on the plan. In other cases they couldn't, for there was no such thing as a plan.

There is an argument, or there was an argument, that the development of land by developers is something to do with the price of the land, but as to what extent the price of the land is increased or is influenced by it was not determined by the group. Some thought that the main price has increased no more than other commodities at poor times. Others, however, did not agree with this.

There are examples where developments work smoothly, based on a plan like an example which was brought forward by the Mayor of Fremantle whereby the city has decided to develop an industrial area by giving the land away for £1 per acre to industrialists on the understanding that the industrialists undertook to erect their plants and bring the machinery into operation. The whole area was very soon developed and the sum total value of this industrial area was six million pounds. . . .

It has been generally agreed that the majority of the councils have not sufficient money to take up their schemes. They have not sufficient money to construct the bridges and build the roads, so private enterprise has to fill the gap. . . .

. . . It has been stated emphatically by all Real Estate people who took part and spoke, that they all want a framework for planning, a national frame, and a proper comprehensive town plan, to be their guide. No one was in disagreement on this point.

We want a visionary plan. Further, such plans would establish proper value; real values and not fictitious values. The ordinary citizen as well as the developer wants to know what he can do with his land or a particular piece of land. . . . A man who built a home, a company who builds a factory, or a factory estate, or a road or a bridge, is taking a considerable risk. Sometimes this risk runs into millions, and we consider that all these people are entitled to take a proper place in the planning, to have a proper say in the planning, and not the least would be the housewives.

We are of the opinion that the people, the bankers, and the unions, the industrialists, the developers should form a planning committee, employing a professional planning body, to plan the city. This was brought into contrast with what we may term dictatorial planning, whereby a plan is prepared then exhibited to the public and the people are asked, "Any complaints?" Their objections then must be given, they are invited to give their solutions, which are commented on by the council members or the planners, and therefore the authorities, then the plan gets lost. This is not democratic planning. This takes away the initiative from the people, makes people disinterested in their plan and this type of planning. To go further afield this sort of thing was responsible for the failure of the English venture in Northern Queensland.*. . .

* The British Overseas Food Corporation project at Peak Downs, where unprecedented droughts four years consecutively also helped to prejudice the scheme.

We want more planners; far more planners than we have. It is very nice to say that we should have advisory bodies of planners, but they don't exist, because we don't have enough. We want to have in every State University a Chair for Town Planning. What is wanted is an authority, a panel of experts to give advice similar to the Department of Agriculture. If somebody want to do something on his farm, the Department of Agriculture sends along some experts who spend weeks there teaching them how to plough and so on; I can't see why such experts shouldn't come to the aid of smaller councils who can't afford a planner and help them along. Tell them something about walking distances, traffic, climate, how to select the right residential area, segregation of traffic, shopping, playgrounds and so on, and similarly, where planning is proceeding, these experts should come along and lend a hand. We do not want the type of dictatorial planning, we want democratic planning. . . .

THE HUMAN ENVIRONMENT OF OUR TOWNS AND CITIES

By Mr. S. B. HART

The first day was devoted to the subject of the socio-economic realities of town and country. This is rather high-sounding, but Dr. Bettison, Senior Lecturer in Sociology at the University of Queensland, gave us a very excellent opening on this subject of living—the socio—and working—the economic—phases in town and country. He went on to explain that there is very little known about our cultural habits in Australia. Sociological information in Australia seems to be very hard to come by; there is very little of it. Dr. Bettison has worked in Central Africa and he went so far as to say that we knew more about the cultural habits and sociological habits of the natives of Central Africa than we do about our own people here in Australia. He stressed the need for further sociological research and the need for planning authorities to employ sociologists for particular items of survey work in the preparation of town and regional plans.

On the second day, we were discussing the question of stimulating town growth in rural areas. Mr. Hartnett, of the Premier's Department, New South Wales, who has spent many, many years on this job, gave us some very sound advice and went into great detail as to how we should go about doing the job. First of all he said we have got to take the region as a whole and collate

all the data to determine the resources and the potential of the area. The Murray Resources survey is an example. Then he said, in order to increase population you have to attract the secondary industrialist because primary industry will never cause any substantial increase in population. If secondary industry is attracted to the country, that in turn will cause an increase in service industry or tertiary industry. So in order to attract secondary industry every small town and every group in the region should form industrial promotion committees. In other words, they have to be prepared to sell themselves, and be able to say, "We have got this potential. We are able to help you, we are able to do this or that."

In Australia we are all capable of selling ourselves and that is what is needed in the country town. They have got to get onto their feet and say so, let everybody know that they are there. And then there is a place for Government; Government has a part to play. Financially, it has to assist with transport subsidies, it has to assist in the housing of key workers, it has to assist when small industries get into financial difficulties perhaps due to circumstances beyond their control, and so generate the industrial potential and population.

Well, that was the opening by Mr. Hartnett. Then bomb number one fell. Our first speaker said he completely disagreed with stimulating town growth in rural areas. He said there is no need for it. People can live a complete social life in a town or a big city and it is more expensive to settle people in the country than in the city.

Well, that is just the sort of thing you require to start off a discussion. Here was a challenge right at the beginning, that "the whole conception of stimulating growth in rural areas is wrong," and you will notice he said, socially and economically. Now one of our sociologists, Mrs. Kelly, of Sydney, came along and contributed very substantially to the discussion. Mrs. Kelly said that she had undertaken surveys on the fringes of Sydney and was appalled at the attitude of the people living in the dreary suburbs on the fringes of that city. In similar surveys in the country there was a completely different attitude towards living. It was a much healthier and finer type of life that you could have in the country than in any suburb on the fringe of a large city. Mrs. Kelly summarised it very well when she said, "I found in the dreary Sydney suburbs, when talking to a

Following negotiations with Commercial Publications of South Australia, the publishers of the Journal, the amount of subsidy paid by the Institute for each issue was reduced. It is hoped that the necessity for a subsidy payment will shortly disappear as advertising support increases.

The Journal was registered for transmission by post as a periodical, and is now mailed on a bulk-post basis to all members of the Institute from a central mailing point, thus relieving Divisions of this work, and reducing the overall cost of postage.

Code of Ethics. The Federal Council has adopted the code of ethics of the Town Planning Institute, London, and this code will be published in the forthcoming issue of the A.P.I. Calendar.

Scale of Fees. Following lengthy consideration by Division Committees, and in particular the Melbourne Division Committee, and the Sydney Division Committee, the Council adopted a new scale of fees for town planning charges. These will be published in the forthcoming issue of the A.P.I. Calendar.

A.P.I. Calendar. It is expected that the new issue of the A.P.I. Calendar will be published before the end of the year. The Calendar will be increased in size to enable the publication of new material, including the Institute's code of ethics and scale of fees.

T.P.I. Agreement. The President has conducted a correspondence with the President of the Town Planning Institute, London, in which the existing agreement between the two bodies has been discussed. Professor Denis Winston, who was closely associated with the drafting of the original agreement, will shortly visit London, and arrangements have been made for Professor Winston to carry on the discussion and report back to the Council. The Council's objective is to have certain features of the agreement amended in order that the agreement will, as was originally intended, be a truly reciprocal arrangement, and not an arrangement which, in some respects, makes the Australian Planning Institute subservient to the Town Planning Institute, London.

Registration of Town Planners. The Council decided to support moves being made in various States for the registration of town and country planners, and the President has agreed to write letters, where invited by the local Division, to

the Premier of the State urging that consideration be given to the introduction of legislation dealing with the matter.

New Grade of Member. At the close of the year consideration was being given to the establishment of a new grade of member to cater for members of the legal profession associated with town and country planning. The proposal, initiated by Mr. Juppenlatz, of Brisbane Division, is now before Council, following the circulating of detailed proposals to Division Committees.

Examinations. The Council approved a syllabus prepared by the Brisbane Division in connection with an examination proposed for applicants who may gain admission to the Institute under the modified provisions approved at the last annual general meeting, and applying to States where no recognised form of planning course is available.

By-laws. In view of doubts expressed concerning the Council's authority to remit or reduce fees in the case of members temporarily absent from, or permanently residing away from the territorial boundaries of the Institute, a by-law covering the action has been drafted, and will be submitted to the annual general meeting.

Royal Charter. The Council expressed its congratulations to the Town Planning Institute, London, which was granted a Royal Charter during the year.

Travelling Expenses. The Council is considering proposals submitted by the Perth Division which would deal with the travel expenses of delegates attending meetings of the Federal Council.

Congress. The Council heard reports at each of its meetings from delegates of the Brisbane Division concerning the detailed organisation of the 1960 Congress in Brisbane. One of the Council meetings was held in Brisbane during the year when first-hand information was obtained on the progress being made. The Council wishes to record its appreciation of the sterling efforts of the small group composing the Brisbane Division who have undertaken the complex and extensive work of organising the institute's bi-ennial Congress.

The Australian Planning Institute

NINTH ANNUAL REPORT OF THE FEDERAL COUNCIL

FOR THE YEAR ENDED, JUNE 30th, 1960

Gentlemen,

I have pleasure in presenting the ninth annual report of the Federal Council for the year ended 30th June, 1960.

The office bearers of the Institute, elected at the eighth annual general meeting of the Institute held at Science House, Gloucester Street, Sydney, on 16th September, 1959, were:

President: Mr. M. C. Edwards (Sydney).

Vice-Presidents: Messrs. J. A. Hepburn (Perth) and Gavin Walkley (Adelaide).

Hon. Secretary: Mr. F. J. O'Neil (Sydney).

Hon. Treasurer: Mr. M. J. Lea (Melbourne).

Public Officer: Mr. Gavin Walkley (Adelaide).

Auditors: Messrs. V. G. H. Harrison & Co.

The following members represented Divisions at meetings of the Federal Council and Federal Executive held during the year:

Messrs. Abrahams, Joseph Smith, Henry Smith, Faithfull, Walkley, Hewison, Willmott, Wark, Lyneham, Pearce, Juppenlatz, Heath, Scorer, Hart, and Dr. Ledger.

Four meetings of the Federal body were held during the year in Sydney (September), Melbourne (November), Brisbane (March), and Adelaide (June).

MEMBERSHIP

The Council admitted 13 applicants to corporate membership, 21 applicants for affiliate grade and two applicants to student membership.

One member was struck off the register for non-payment of membership fees, and one member who had previously been struck off the register was reinstated on payment of fees.

The resignation of an affiliate member was received.

Mr. R. I. McInnes, of Hobart, was elevated to Honorary membership of the Institute.

The Council agreed to approach His Excellency the Governor-General (Lord Dunrossil) with an invitation to accept Honorary Fellowship of the

Institute in view of his long previous Association with Town and Country Planning as Minister of Town and Country Planning in Great Britain.

LEVY

The levy imposed for 1959-60 was at the rate of £1/5/- per member for the administration of the Federal Council.

During the year it was decided that the levy for Federal purposes would be increased to £1/10/- per member as from 1st July, 1960, and that, in addition, a special levy of 5/- per member be collected and set aside for the assistance of Divisions conducting Congresses.

MEMBERSHIP FEES

The question of adjusting membership fees in view of increasing costs of the Divisions and the Federal Council was discussed at length during the year.

Finally it was decided that new membership fees would apply as from 1st July, 1960. The new membership fees are:

Fellows: £7/7/- per year.

Members: £6/6/- per year.

Affiliates: £4/4/- per year.

Students: £1/1/- per year.

A.P.I. JOURNAL

The Institute's Journal continued to make progress during the year, and is now being increasingly sought after by Australian and overseas libraries as a source of reference material. The standard of the Journal's editorial and pictorial content has been well maintained as a result of the efforts of the Adelaide Division Editorial Committee, and the work of the Honorary Editor, Mr. Graham Davis. This success has, in some cases, been in spite of the lack of support given by some Division Committees in the provision of editorial matter. During the year the Federal Council again asked Divisions to support the Journal by making available articles and news paragraphs for publication.

housewife, the attitude that 'they' ought to do this, why don't 'they' do that, 'they' should get the road done, always this word 'they'; whereas in the country the attitude is typified by the word 'we'; 'we' will get this road done, 'we' will do that, 'we' will form a new playground, and so on. That was the difference between living in the country and living in the suburbs, the difference being in the 'we' approach and the 'they' approach." Then Mrs. Kelly went on to say "not only on sociological grounds but on defence grounds and upon economic grounds, it is much better to concentrate and stimulate growth in rural areas." That introduced bomb number two—defence.

We were fortunate in having Colonel Winterton from the Civil Defence College at Mount Macedon, Victoria, in the group to talk about defence. Are we right in allowing our whole economy to be concentrated in half a dozen capital cities? It is said the modern weapon (and the word weapon, not bomb, is used) can be lobbed from a submarine which can come within a few miles of any of the capital cities and dropped right onto us. This is our vulnerability. Imagine it, a submarine rising just a few miles off Sydney, Brisbane, Melbourne, Adelaide, or Perth, and dropping one of these weapons. Col. Winterton said a 10 megaton weapon can cause total destruction for a range of four miles; for a seven-mile radius you get irreparable damage; severe damage up to 13 miles, and even at a distance of thirty mile radius, as he said rather smilingly, you get broken windows.

Then we came to this question of radio-active fallout. How far have cities to be apart if they are going to be clear of radio-active fallout? Fifty miles minimum, perhaps two hundred miles, and then a rather peculiar little thing came up, our bomb boys or what ever you would like to call them, have a peculiar sense of humour, they refer to a dirty bomb and a clean bomb, and depending on whether it is a dirty bomb or a clean bomb depends on how far apart we would have to build our major cities. . . .

Now the third point of view was the question of economics. Perhaps, before I go on with economics, I shall go back to the sociological point of view first. There is one other point that I remember was raised. Is it not the question of satisfactory design in the extension of our cities that is the real crucial point? Isn't it possible to design a capital city or a metropolitan area in such a way that the people can enjoy all the social life that they apparently get in the country? I

think it is, personally. I think we are doing it in South Australia at Elizabeth. I am sure that the conditions that are being provided there, open spaces, industry reasonably close to the homes, neighbourhood shopping centres, a town centre, are the requirements for good living and convenience. I think the Elizabeth type of metropolitan expansion provides the setting for a sound cultural and social life, and providing our cities grow in that way, then what is wrong? There may be others who differ, people who may like to feel that they belong to a small country town, rather than to a major city.

Now we have discussed sociology, we have discussed defence, and we then came on to economics. We were all very impressed, I think, by Professor Denis Winston's words when he said that we need a more quantitative approach rather than a qualitative approach to town planning, and on the question of economics is where the quantitative approach comes in. "Quantitative"—to know, this is what the point was in our discussion group. What is the relative cost of housing 100,000 people on the fringe of a metropolitan area compared with the relative cost of housing the same 100,000 people round a small country town? If we could get the answer we would have the answer to this question of economics. Mr. Hartnett came along with a figure that consultants had advised that the cost was approximately £650 per employee for a key industry on the fringes of Sydney, and that was the sort of figure that was used as a basis for subsidy in the country. And so, the group thought that it would be very advantageous if a research body, perhaps a university, could devote some effort towards trying to establish the facts as regards the economics of urban development. Cumberland County Council has done some good work on this already, but it is these comparative costs that we were trying to get at.

I would be very pleased and encouraged if I thought that Mr. Bruce Small's offer of yesterday to assist Universities to establish a chair of Town Planning in all States became a reality, and that the people who are concerned with land development and seeing the proper development of the country could, amongst themselves, find the finance that is necessary for this basic work. Providing that money is devoted to an institution which is completely independent, such as the Universities, with no strings attached, then I think we would start to get the answer to some of these quantitative problems . . .

Now the third topic discussed by the group was the development of inner city areas. Mr. McInnes Green, Town Clerk of Perth, and Dr. Boileau, Senior Lecturer in Town Planning at the Sydney University, both gave very fine introductory talks to the group. First of all, we realised that the re-development of our inner city areas was necessary, in order that movement and the cultural and social life within a city could remain alive; re-development was also necessary in order to improve these aspects and make them better than they were before.

The movement of people and goods and the question of social life and economic life within the city centre were the major issues, and we came to the conclusion that the only way in which satisfactory re-development could be carried out is on the basis of a plan. How that plan should be prepared; that was a matter for sound judgment, collecting all the facts, consultation with the people and the preparation of the plan by a planning authority. Having prepared the plan, there was then the question of implementation.

Inner city area was deemed to mean, not only the central business district, but also the inner ring of sub-standard housing and other property that surrounds the central business district. As regards residential re-development, it was felt that due to the smallness of blocks and the smallness of titles and holdings that abound in the majority of our cities some Government action was probably necessary in order to promote re-development, if only to make available the larger areas of land which sound re-development requires. There wasn't very much opposition to that idea. As regards the same principle being adopted in the central business districts, that produced a negative response. We all know the cases in our main shopping streets where land is held in comparatively small titles and where private enterprise is limited in its efforts to obtain a sufficiently large site upon which to build. The group considered, however, that Government assistance was not required to overcome this difficulty.

... It was felt that not enough regard has been given to the aesthetic aspects of re-development in the central business areas. Development is rather haphazard. ... Mr. Max Lock, in his very excellent slides of Brazil, showed us the contrast between what is considered to be good taste in Brasilia and what the people want. He compared Brasilia with the shack town of the Free City. This contrast is the sort of thing we are up against once we come into this qualitative analysis of what people want. ...

We had a good discussion on car parking and particularly, the means of getting people to the inner city centre. In other words, public transport. ... Public transport is the only way of keeping central business districts alive. We don't want to see a repetition of what has happened in certain cities in America, where we are told that a city of half a million can only support one departmental store such as Myers or something of that size; a million population can only support two; where departmental stores are just waiting for the day when they can sell their sites and move out and build such centres as we have here in Brisbane at Chermiside.

Do we want that type of development to go on? I believe the central business districts economically must be kept alive, and it can only be done by amplifying the role of public transport.

Also, of course, we are going to need more parking space. ... The important thing is to realise that if you are going to limit the time along the kerb to half an hour, a chap is entitled to say, "Well, if I can't park here, where can I go?" If you haven't got the answer then you are falling down on your job. You have got to provide a certain amount of off-street parking. It is just this "certain amount" of course, which is always the controversial point; just how much? You can see it going to the absurd position whereby we will have more car parks than we will have office buildings or shop buildings. Do a little calculation. It needs 200 square feet to park a car. The average space available for an office worker is about 100 square feet. I am lucky, I've

AUSTRALIAN UNIVERSITY TRAINING

While planning education and indeed the planning profession are of recent vintage in Australia, much has been done by the Universities. Sydney and Melbourne Universities each offer diploma and master degree courses; and the Institute of Technology, South Australia, and the Hobart Technical College have diploma courses, while introductory lectures are given to undergraduates of architecture and civil engineering at other centres. I understand the University of Melbourne has an Introductory Course in town and regional planning which takes the form of an undergraduate course. We have the precedent of Professor Holford's "Preliminary and Certificate Courses" at the University College, London.

Eventually each Australian University may have town planning courses, possibly separate schools or departments, some specialising in regional planning and civic design.

There are problems to be overcome such as the recognition of particular courses and qualifications for corporate membership of the Australian Planning Institute and more recently the fact that the Town Planning Institute "is not prepared to

recognise any post-graduate course for exemption from the final examination of the T.P.I. of less than three years part-time or one year's full-time study".

RECOMMENDATIONS

With this background I would like to recommend for your consideration that:

1. We need a broad basis of qualification for entrance into the profession. This "opening of the door" a little wider must, of course, be founded on recognised academic or professional qualifications in the related disciplines.
2. The A.P.I. should take a "new look" at planning education and actively consider ways and means of cadet training, assisting "country" personnel, and conducting Institute examinations.
3. The Profession should seek the support of Government departments, local authorities and private enterprise in fostering scholarships and research grants.
4. Education in planning should be mainly at a University level and consideration given to possible "undergraduate" courses.

A.P.I. ANNUAL GENERAL MEETING

PRESIDENT AND OFFICERS

Allen Allworthy Heath, A.M.I.C.E., A.M.T.P.I., (M), was elected the sixth President of the Australian Planning Institute at the annual meeting of the Federal Council held in Brisbane in August.

Mr. Heath is City Planner of Brisbane, and is at present engaged on the preparation of a planning scheme for the Greater Brisbane area. Prior to his Brisbane appointment in 1957, Mr. Heath served with the Department of Local Government, N.S.W., and the Melbourne & Metropolitan Board of Works. Prior to making his home in Australia Mr. Heath was Executive officer of the East Glamorgan joint planning Committee.

Mr. Heath is also President of the Brisbane Division of the Institute.

Other office bearers elected at the annual meeting of the Institute were:

Vice-Presidents: Messrs. Gavin Walkley (Adelaide) and Harold Smith (Sydney).

Hon. Treasurer: Mr. M. J. Lea (Melbourne).

Hon. Secretary: Mr. R. W. Hewison (Brisbane).

Hon. Public Officer: Mr. R. Wilson (Adelaide).

The retiring President (Mr. Maurice C. Edwards), who served the Institute in this position for two years, was thanked for his contribution to the Institute's growth. Mr. Edwards will remain an office bearer of the Institute as Immediate Past President.

The meeting also recorded a motion of thanks to Messrs. J. A. Hepburn (Vice-President), and F. J. O'Neil (Hon. Secretary), who retired from office.

HONORARY FELLOW

His Excellency the Governor General of Australia (Lord Dunrossil) was elected an Honorary Fellow of the Australian Planning Institute at the ninth annual meeting held on 1st August in Brisbane.

As Mr. W. S. Morrison, M.P., Lord Dunrossil was the first Minister of Town and Country Planning in Great Britain, following the second world war. Lord Dunrossil readily consented to the honour being conferred upon him.

This is a precise and valuable opinion, but reading the reports of the various American planning schools one finds a number of important questions raised:

Is Planning a separate field of study?

Does it need a separate school or should it be part of Architecture or Social Science?

Should it emphasise design skills, or provide a broad training in environment?

Professor Stephenson would probably agree with Professor Menhinick, of the Georgia Institute of Technology, who advocates that "the ultimate objective of the programme is the education of planners who are equipped not only to serve immediately as useful members of a planning organisation but who also, in the years ahead, may become leaders in the improvement of the urban communities with which they are concerned."

This implies professional competence in one calling, maturity, and post-graduate planning education.

THE UNDERGRADUATE COURSE

A very interesting development in planning education is the undergraduate course at Durham University. Professor Allen writes of this course: "It extends over a period of five years full-time residence and candidates are required to matriculate but need not hold any professional qualification. The syllabus has been devised to give a broad and general education in planning as understood today, and, whilst it leads ultimately to very full technological training, this training forms a part only of the general education of the student."

There are thus two avenues of thought, one the need for professional competence in a "basic" profession, the other recognising planning as a discipline in its own right.

In the field of Regional Planning where administrative, economic, and social problems may outweigh those of physical design then full-time study would enable adequate intercourse of skills. In all cases full-time study would be supplemented with "field experience" as is the practice in Architecture degree courses.

I think that persons trained in undergraduate planning courses would be particularly valuable to metropolitan and regional planning authorities in Australia. In New South Wales, where there is an acute shortage of Planning Assistants, one of the big problems is that many with a first discipline, particularly in architecture, obtain a postgraduate planning qualification but do not actively practise in our profession.

CORRESPONDENCE COURSE

In New South Wales many men in local Government, especially in country centres, have studied for the "Certificate of Town and Country Planner" examinations conducted by the Department of Local Government. One must admire this approach which is guided only with a prospectus of brief subject descriptions and reading lists, and reference to past examination papers. The possibility of correspondence courses along the lines of the College of Estate Management Postal Courses (London) should be investigated further. I consider it essential, however, that private study should be supplemented with summer schools and congresses where ideas can be exchanged and new techniques and trends explained. The Institute, the Universities and Local Government Associations could assist in this way.

GRANTS AND SCHOLARSHIPS

In town planning there is little encouragement in the way of scholarships and cadetships to attract good students to undertake formal university courses and proceed to high qualifications embracing full-time study. Local authorities particularly of the county and regional type should consider this. The N.S.W. Department of Local Government has instituted such a Cadetship programme. I feel strongly that we should encourage development companies, industrialists, etc., to assist in sponsoring research by way of granting fellowships to enable persons of the right calibre to undertake full-time research work at the university planning schools; for example The Leverhulme Post-graduate Fellowships offered at the Department of Civic Design, Liverpool University.

INSTITUTE TRAINING

The activity and success of the schemes by the Town Planning Institute (London) for the training of entrants into the profession are notable. Apart from regulations for Intermediate and Final Examinations the Institute "maintains an Index of Planning Officers and Planning Consultants willing and able to provide planning training . . . and a Register for recording Indentures of Pupilage and Agreements for Practical Training".

Our own Institute could formulate similar examination procedures including the form of "thesis" required in support of corporate membership. I think it is essential that, while in the first instance Divisions may feel the need to conduct their own examinations, the whole procedure should be arranged at the Federal level in order to assure flexibility and the highest possible standards.

got about 400 square feet, but your shorthand typist—measure up and see how much room she's got, poor lass. I doubt if she's got 200 square feet by the time we include record rooms and file cabinets. Now imagine if everybody is entitled to bring their car in and have 100 square feet of floor space for working and 200 square feet of ground space for parking. You would have a third for working and two-thirds for car parking. That is the extremity to which it could go, so that we have to try and strike a balance, and that balance must be struck by the use of public transport.

Finally, I want to say this: the preparation of a plan for a city and the successful implementation of the plan, is a test of the character of the people of that city. That applies both here and in Brisbane and in Adelaide or any other city. We are all very conscious of the need for a sound appraisal of the problems that we are going to face. Perhaps some of us here, some of us in the planning profession, too, have felt, after hearing all these diverse views, that we don't quite know where we are going. Perhaps that is understandable in this period of great change, so we must come back to our basic aim as expressed by Mr. Edwards, our Federal President, at the very beginning of the Congress, that we are trying to design towns to be better places to live in. . . .

Professor Sir Douglas Copeland, who we are very sorry couldn't be here, said some time ago, "Here in Australia, we must not fear the adventure and the costs of development". None of us are afraid of adventure, I think we have got a wonderful adventure ahead of us, but by wise planning we can reduce the costs to a minimum.

PLANNING LAW AND THE RIGHTS OF THE CITIZEN

By Mr. K. Gifford

The group was concerned with the fact that in some States there are delays of seven years, and in at least two cases, delays of up to eleven years, and one case of which we were told, there was a delay of eleven years and the scheme has not yet

been finalised by the supervisory authorities. The group therefore pressed a very strong view that there is a need for a streamlining of the town planning procedure. . . .

On the third day we were concerned with the right of appeal; the right of appeal is a very contentious problem. Who should have an appeal, who should have the right to bring an appeal? Should it be anyone at all, or should it be confined in some way?

The right of appeal arises at two different points; there is first of all the question of the interim development period. There is secondly the question of the approved planning scheme. We got some different views in respect of those two different periods.

. . . How do you determine the basis on which you are going to require public notice of application? You can't say that every problem that is in the opinion of the authorities contentious must be advertised, because that could fail. . . .

The view of the group is that it is preferable for the planning scheme to be prepared by the authority that is going to administer it. That does not, of course, exclude the sort of thing that Mr. Hart referred to in his outstandingly excellent address, the idea of calling the citizens in to bring evidence before the planning authority, to gain information from the public which can be included in the scheme. . . .

On the second day, we were concerned with the problems of the planning authorities after the adoption of the Planning Scheme; that is, after the planning scheme has been prepared, placed on public exhibition, objections have been received and considered, and the planning scheme has been adopted by the planning authority and forwarded to the supervisory authority for their consideration. . . . There was very considerable concern at the delays that occur in the review of the planning schemes by the planning authorities and by the supervisory authorities. Now let me say immediately that the group emphasised that this delay is not due to malpractice but to shortage of staff. . . .

Therefore I think the group in the end came to the view that the only practicable means of this would be to say, "In those cases where there is a discretion vested in the planning authorities, then it may very well be desired to require notice to be given of the application, for the modes to it, so that people affected have got a right to object". The legal situation, unless there is any controlling legislation to the contrary, should it be a by-law or anything else, is that any person has a right to make a planning application, and therefore, a planning objection, whether he has an interest in the land concerned or not. . . .

The group felt that it is only those people who have an interest in land, either in the appeal site itself, or the application site itself, or in some land affected by the plan in proposal, should have the right of appeal and a right of objection.

As a matter of standard practice, the department which has the supervision of all by-laws before they become law, requires the insertion of a right of appeal. I think that the insertion of the right of appeal is obviously in accordance with the views of the group that I am representing. The right of appeal, however, is the right of appeal to the Minister who is in power to appoint one or more persons to hear the appeal, and the decision is not the decision of the Minister himself, but of the persons appointed to hear the appeal. In practice, in the provincial cities of Queensland, it is a Stipendary Magistrate who, however excellent, is untrained in town planning law and untrained in town planning principles. It is a Magistrate with lack of training who hears the appeal. Of course the Magistrates do their best to determine the appeals as well as they can but they are lacking in the basic training. In Queensland in respect of a proved planning scheme, there is a right of appeal in connection with any discretionary use. Where the use, or the right to commence the use, or continue the use, depends upon a discretion of the planning authorities, the usual practice is to require a right

of appeal, and again in the provincial centres it is a right of appeal to a Stipendary Magistrate.

In New South Wales, there are two different rights of appeal. One in the case of the interim development control, and the other in the case of an approved planning scheme. In the case of the interim development control in New South Wales, the right of appeal is through the Minister, who appoints an inspector, a departmental officer, to hear the appeal or any objections. In the case of appeals under approved planning schemes, that is, appeals in respect of discretionary uses under approved planning schemes, it is the right of appeal to what is known as the Land and Valuation Court, which in effect is the Supreme Court under another name. The court is staffed by two Supreme Court Judges, Mr. Justice Sugarman, Mr. Justice Harvey . . . You can see therefore that our group was concerned with a very wide diversion of factors on planning appeals. The conclusion that we came to was that those people from Queensland, except for departmental officers, and from Victoria, are dissatisfied with the present system. Curiously those from all other States were quite satisfied. . . .

Two final statements the group desires to make. First of all that they sincerely and strongly commend the work done by Mr. Justice Sugarman and Mr. Justice Martin Hardy on the New South Wales Land and Valuation Court, in their analysis both of Town Planning Principles and the Principles of Town Planning Law. Secondly that we draw to the attention of this Congress the need for training in Town Planning Law in Australia. The reason for the last recommendation is that at the moment, as far as we are aware, there is no training in Town Planning Law in any Law Course in Australia. Town Planning Law is a matter of increasing importance and it is only fair for the town planners who are seeking to do so much that they should not be frustrated by lack of trained legal advice.

EDUCATION AND QUALIFICATION FOR PLANNERS

Outline of Address to the Planning Officers' Conference Sixth Australian Planning Congress, Brisbane, 1960.

By J. H. SHAW, Senior Lecturer in Town Planning, The University of New South Wales

The work of Abercrombie and others in county and regional planning has emphasised the need for a planning team comprising persons with different backgrounds, training, and experience. We are agreed that our profession is seeking to create a better environment for living. This means that we must combine the many skills and talents to design for happy and healthy communities, and as Professor Holmes Perkins, of Harvard University, has written "It has become hard to name a profession which has not some unique contribution to make to the search for a better environment. If all are to pull their weight effectively, vigorous practice is needed in the difficult art of collaboration."

EDUCATION IN "CIVICS"

In 1932 Dr. Thomas Adams, in reporting to Harvard University on the requirements for a city planning course, suggested that there were three classes of students who should be admitted: those concerned with the science of enquiry, those with the art of creative design and those with the system of administration. These were similar concepts to the earlier teachings of Patrick Geddes, who stressed the importance of a "social education" as well as technical training in town planning.

THE SCHUSTER REPORT

A far-reaching and important study on the Qualifications of Planners was the work of the U.K. Schuster Committee which reported in 1950. This lay committee advocated Planning as team work and that "an adequately staffed planning office with a large planning responsibility will, in one way or another, have available the advice of an architect, an engineer, a surveyor, a geographer, an economist, a lawyer, and on occasion, of other specialists as well."

The Committee recognised that a Plan should be more than a land use map; it should be practical, economic, capable of realisation and aesthetically pleasing. Furthermore it must be promoted, emphasising the role of the politician as well as of the designer and administrator.

Hence the difficult task of collaboration about which Professor Sir William Holford says "— as one moves away from the subjective arts of painting, sculpture and the theatre, towards the great social arts of architecture and town planning, the more necessary for their survival is this kind of collaboration." The exciting progress of the British New Towns with their lay chairmen and members of the managing Corporations gives hope of such successful collaboration.

With this background of the planning function I suggest that in Australia where we must be concerned with national and regional planning as well as with town and metropolitan planning, and indeed now urban renewal, we should have a wider basis of qualification for entry into the planning schools and the profession.

Working in an English County Planning Authority alongside of persons with a variety of backgrounds and outlooks, and with academic or Institute (T.P.I.) training in planning, is a pleasant and interesting experience. A considerable amount of development plan and development control work is in fact being carried out by men and women who are chartered surveyors, estate managers, geographers and T.P.I. "graduates"; in short I suggest a "better deal" for our geographers, and more active training within the Institute.

UNIVERSITY TRAINING

Professor Gordon Stephenson, formerly of Liverpool University, had this to say: "It is only at a University that specialists may properly begin to work together, and yet the modern University is a big organisation and like others of similar size, it tends to be an agglomeration of 'independent' departments. If one accepts the fact that the planning process involves men of different basic disciplines, and in Liverpool we do accept it, the problem is to bring them together at post-graduate level and in doing so bring various departments together."