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THE JOURNAL OF THE CAPE, NATAL, ORANGE FREE STATE AND TRANSVAAL PROVINCIAL INSTITUTES
OF SOUTH AFRICAN ARCHITECTS AND THE CHAPTER OF SOUTH AFRICAN QUANTITY SURVEYORS

CONTENTS FOR MARCH 1947

CAPE TOWN FORESHORE PLAN, prepared for publication by Professor G. E. Pearse	51
TRANSVAAL PROVINCIAL INSTITUTE OF ARCHITECTS	
Annual Report, 1946-1947	66
Small House Service Bureau	70
President's Address	72
CAPE PROVINCIAL INSTITUTE OF ARCHITECTS	
Annual Report, 1946-1947	75
THE STUDENT'S FORUM	77
CONTEMPORARY JOURNALS	79
NOTES AND NEWS	80

EDITOR, W. DUNCAN HOWIE

3

VOLUME THIRTY-TWO, No.

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Model of the Foreshore Development

A view looking up the Monumental Approach from Duncan Dock, with Table Mountain behind.

CAPE TOWN FORESHORE PLAN



An Historical Survey prepared for publication by Professor G. E. Pearse

After several years of controversy and discussion, the planning of the reclaimed area, known as the Cape Town Foreshore Scheme, and its links with the historic city, has at long last been finally settled.

* * * * *

Before referring to the new plan in detail it might be as well to discuss the evolution of Cape Town's historic plan.

In 1650 the Dutch East India Company decided to establish a station at the Cape of Good Hope—a half-way house to India—where ships could be revictualled and obtain fresh water. For this purpose Jan van Riebeeck was sent out in 1652 with instructions to erect "a defensive Fort at the Fresh River, adjoining or near to it, as a permanent residency" also to "search for the best and fattest ground in which everything planted or sown will thrive well, which gardens shall be properly enclosed."

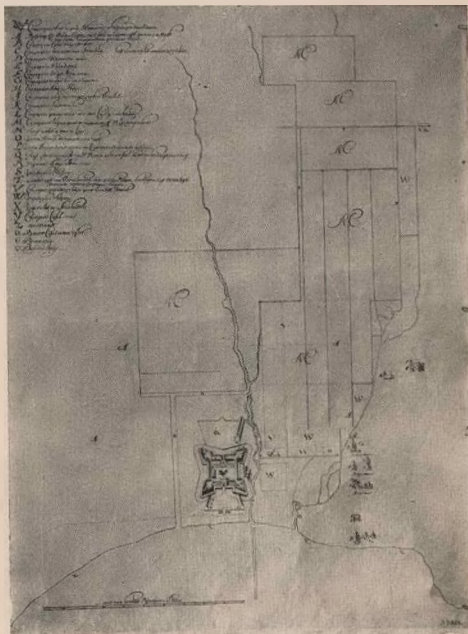
In this way European civilisation first reached the Cape and the foundations of the South African nation were laid.

The little Fort de Goede Hoop, erected by van Riebeeck, was a simple structure of timber and earth, situated on the banks of a small stream, known as the Fresh River, which flowed down Table Valley. Its position was somewhere near the site of the old Post Office in Adderley Street.

During the administration of van Riebeeck, 1652—1662, many servants of the Company were given their discharge and grants of land either to set themselves up as tradesmen in the vicinity of the fort or to farm along the banks of the Liesbeek River behind the mountain. The earliest plan of Cape Town, dated about 1660, shows the position of the fort and the sites of the first houses, also the first streets of the future town, running east to west and named Olifants, Reiger and Heere.

The foundation of a town caused some concern with the Directors of the Company and in a despatch dated April 9th, 1662, van Riebeeck writes:—

"Our idea of laying out a town here has always been very little, as will be observed from our despatch on the 11th March last year, in which we mentioned that we no longer allowed any freemen to reside near the fort except those who had previously accepted a good sized piece of ground for raising wheat, as we can very well feel the burden of freemen, exclusive of agriculturists, and therefore will allow no more than there are already, for whom, should they build any houses here we have, that they might be erected in proper order as an incipient town, marked off 50 roods outside the fort's walls, so that at



Plan of the Settlement at the Cape, c. 1660

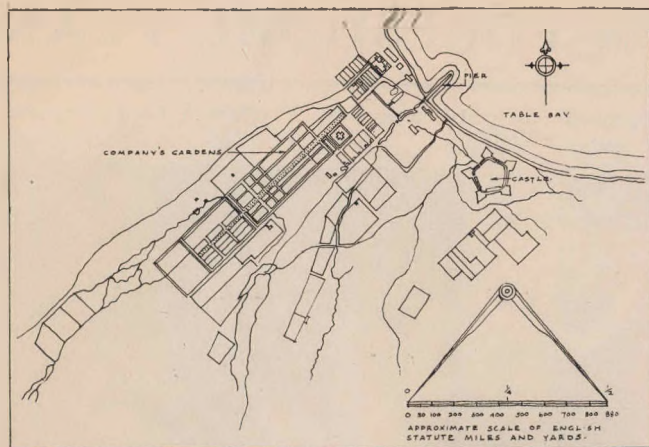
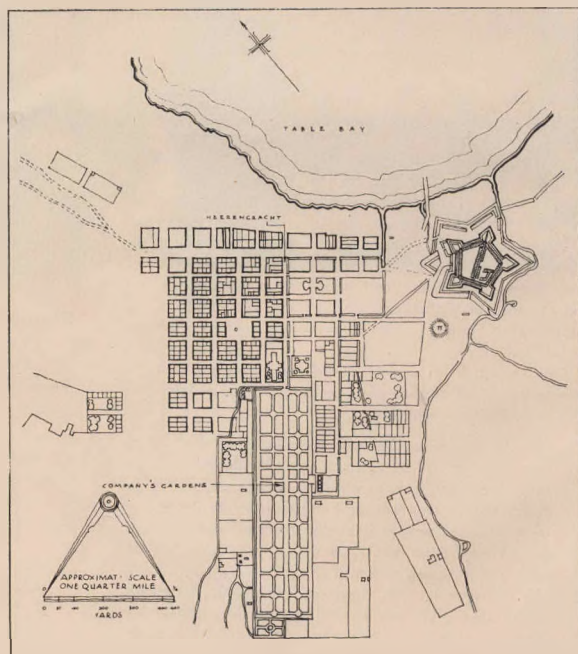
(From the original at the Archives, Cape Town)

The stream, Fresh River, runs through the site of the present Standard Bank and the old Post Office.

- M. represents the Company's gardens.
- E. represents the Company's stables.
- W. represents the gardens of Burghers.
- F. and R. are Brick Kilns.
- D. is the Company's Water Mill.
- C. is the Gardener's House, let to a free Burgher.

present it seems to have more the name than the reality; but if we had not opposed it, all the freemen would have left the country and come to live near the fort. This has, however, been quietly provided against, so that we are very little pestered about it any more."

Cape Town, about 1700



Cape Town, about 1767

When van Riebeeck left the Cape in 1662, the small village of De Kaap was in existence, a mere huddle of houses, it is true, but an unmistakable centre of western civilisation. The European population consisted of only sixteen free families, ten mechanics, one grocer, one baker, and four canteen keepers, but the colony had extended by this time as far as Wynberg.

* * * * *

After the outbreak of war with England in 1666, it was decided to erect a stronger fortress and the Castle in its present position was commenced. The work was stopped when the Treaty of Breda was signed, but in 1672, when Louis XIV invaded Holland, it was hastily resumed and the new buildings were occupied by the garrison two years later.

During the governorship of Simon van der Stel, 1679—1699, the colony was extended considerably and the towns of Stellenbosch and Paarl were laid out. Immigration was encouraged and in 1688 the first batch of French Huguenots arrived, some two hundred, who settled mainly at Drakenstein and French Hoek. Of these Huguenots it has been said that "socially and economically their influence was out of all proportion to their numbers. They were of a better social class than most of the Dutch and German settlers who accompanied or preceded them; some of them were skilled vine and olive dressers or artisans." This colonial development had its effect upon the town, Kaapstad, as it was now called, and during the administration of the Van der Stels, father and son, it grew rapidly and was referred to eulogistically by visitors.

The Castle, which up to now had been a mere military work, was embellished by Simon with its beautiful gateway, and the Kat, or dividing wall, with its luxurious quarters for himself and the Secunde, was constructed. Under his care the Gardens, a fragment of which still exists, were laid out and became a wonder to passing travellers and visitors. A garden house, used for accommodating distinguished visitors, and now embodied in these gardens, and a great hospital and reservoir were also built by him.

His son, Willem Adriaan, built the Groote Kerk and laid out another fine garden behind the mountain at Newlands. The Great Parade, was levelled and planted with trees. On the south side of the Parade the Keisersgracht, now Darling Street, was laid out, and to the north along Strand Street, on the shores of Table Bay, the main storehouses of the Company and the abattoirs were erected.

The plan of Cape Town in 1700 gives some idea of the care which had been given to its layout. In this, one can see the plan arrangement which was adhered to for over two hundred years. The Heerengracht followed the line of the stream or Fresh River, which was now canalised, and formed the major axis of the plan; the Great Parade, leading from the Heerengracht to the Castle, formed the minor axis and crossed the former at right angles.

In 1710 discussions took place as to the growth of the town and it was solemnly resolved by the Council of Policy "to leave the plein (parade) as it is at present and not to have

any buildings erected on it in course of time." Also "that the place on which the burgher watchhouse now stands (Greenmarket Square) shall be kept for a new watchhouse, and in course of time for a townhouse likewise. Moreover there shall be added to it two adjoining erven. . . . The whole shall be used for the public service of the Lord of the land, . . ."

Little development appears to have taken place between 1710 and 1750, owing to the decline of the Dutch East India Company and European wars.

* * * * *

The succession of Ryk Tulbagh to the governorship in 1751 marks another landmark in the development of the Colony. During his regime, and in fact for the next twenty years, the country passed through a period of unparalleled prosperity, interrupted by one or two periods of depression. Many improvements were effected and the architecture of the town probably reached the flood tide of its development during this period. In 1768 a new hospital was begun overlooking Hospital Plein, later Calcedon Square, but this was not completed until 1786. It was, however, mainly used as a barracks and it is as the Great Barracks that it is best remembered.

A plan of the town dated 1767 shows the general arrangement of the streets and squares, an arrangement adhered to until the mid-nineteenth century.

In 1775 there were some 1,200 substantial houses, many of which were double-storeyed with flat roofs. These houses were plastered and whitewashed or tinted in gay colours. The streets were planted with oak and pine trees and had brick-lined canals of running water. The Burgher Watchhouse, later the Town House and now the Michaelis Gallery, was erected in Tulbagh's time. Thus the town, with its fine Church, now destroyed, its hospital and background of gardens, had an air of distinction hitherto unknown.

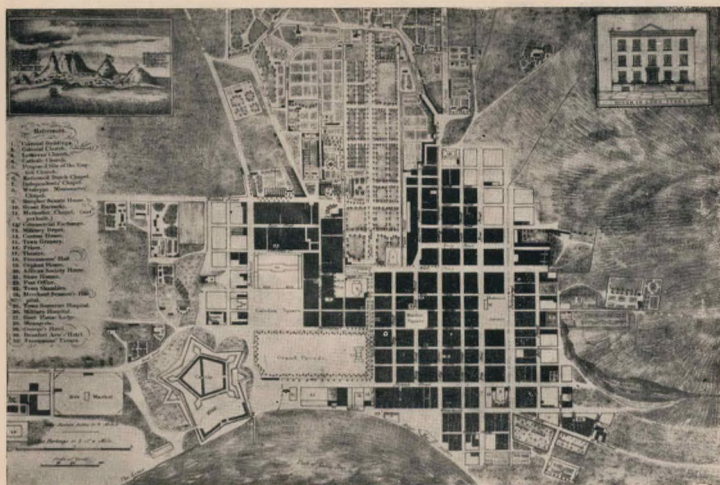
In 1781, when Holland and England were again at war, the Cape was garrisoned by French troops, and house property rose fifty to one hundred per cent. in value. Kaapstad blossomed forth as "Little Paris" with marked effect upon the morals of the rising generation. It was during this period that Louis Michel Thibault, a distinguished French Architect and Town Planner, arrived at the Cape as an engineer officer in the French forces, and remained here until his death in 1815. His influence on the embellishment of the town and its architecture was immense and it is due to him and to Anton Anrijt, a German sculptor, with whom he was closely associated, that the so-called Cape Dutch architecture reached the pre-eminent position which it holds to-day. Thibault was successively employed by the Dutch and British governors of the Colony as an architect, engineer and land surveyor. Many, if not all, of the buildings now preserved as historic monuments, are from his designs and he too was responsible for the improvements in the public square and gardens of the town. He laid out the canals which encircled the Great Parade and erected a monument surrounded by public fountains at the north-west corner.



Burchell's Panorama of Cape Town, 1811

This view shows the Grand Parade in the foreground, with the Heerengracht beyond.

By permission of the Gubbins Trustees



George Thompson's Plan of Cape Town in 1823



Cape Town, c. 1839

Elliott Collection

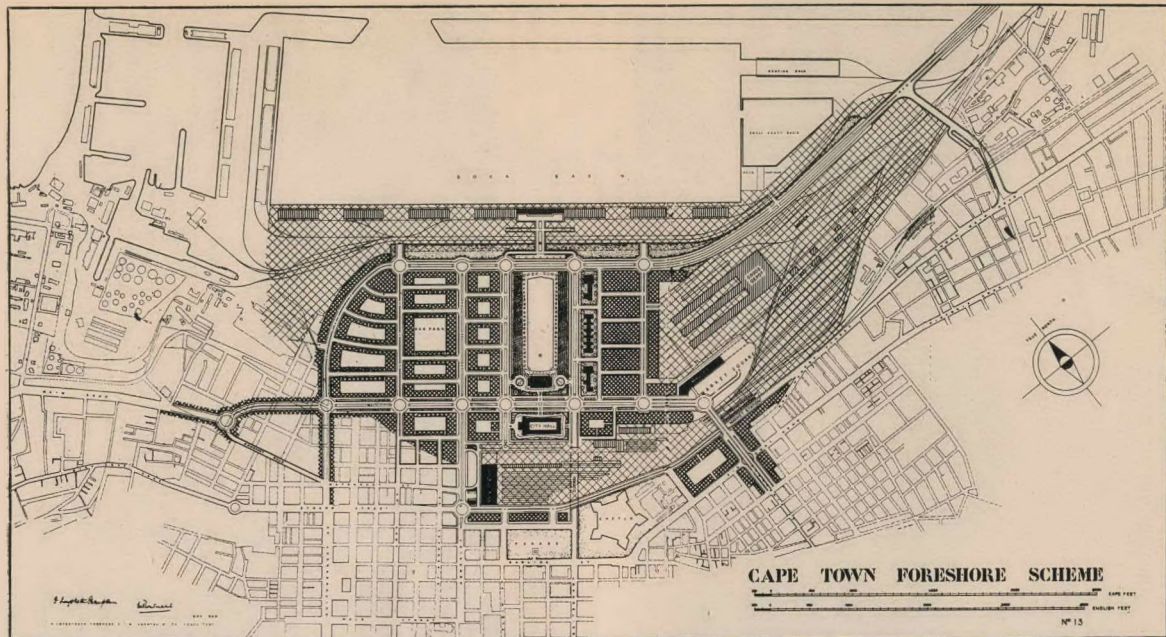
The British occupied Cape Town from 1795 to 1803, when it was handed over to the Batavian Republic, but, to protect it from the French it was again occupied by the British in 1806, and under the general peace settlement of 1814, was finally ceded to Great Britain. During the interim period 1803—1806, Commissioner de Mist granted the coat of arms possessed by the City of to-day.

The town's boundaries in 1814 were Waterkant Street and the shore of Table Bay to the north and Roeland Street, the Gardens and Orphan Street to the south, the eastern and western boundaries being known respectively as Buitenkant and Buitengracht Streets. Under the Earl of Caledon, 1807—1811, and Lord Charles Somerset, 1814—1826, many improvements took place in Cape Town. The old slave lodge was converted into public offices, the granary, later the Caledon Police Court, was erected and many fine houses, reflecting the late eighteenth and early nineteenth century architecture of England were built. Iron pipes were now laid along the principal streets, with taps at convenient intervals to serve the inhabitants with water. In 1819, the Commercial Exchange, the first important civic building, was erected at the Heerengracht end of the Parade. It was used for public functions and in the wings were housed the first public library and museum. In this way an important civic centre was established linking the town with the seat of government, the Castle. The Exchange was removed in the middle of the nineteenth century to make way for the General Post Office and the Standard Bank, thus destroying for all time the Grand Parade, the scene of so many important historic functions in South Africa's history.

Thompson's plan of 1827 shows Cape Town in its prime, extending from Buitenkant Street on the east to Chiappini Street on the West. The Great Barracks and the Parade Ground (Caledon Square), Stal Plein, Greenmarket Square, Hottentot Square (Van Riebeeck Square) and the detailed layout of the houses and gardens, surrounding the historic gardens of the Company, are all clearly shown. Between the Castle and the shore were the Inghoff Battery and, to the east, the new market and the Lines. The Somerset and Military Hospitals and the more important civic buildings are also indicated.

In 1830 a portion of the Gardens was given to the Anglican Church for the erection of St. George's Church, now the Cathedral. In 1841 the upper portion of the Gardens was handed over to the South African College, and later in the century other encroachments took place with the building of the Public Library, the Museum and the Houses of Parliament.

With the advent of Municipal government and by-law planning in 1840 and the construction of the railway in 1860 the disintegration of Cape Town began. The first railway line, known as the Wellington—Cape Town Railway, entered the town between the Castle and the beautiful Inghoff Battery, later removed for railway expansion. This railway was brought along Strand Street to its terminus on Adderley Street and thus formed the first barrier between the Grand Parade and the seashore. The railway took the place of the stage coach and occupied very little space. Nevertheless it



Plan for the development of the Cape Town Foreshore Area,
 prepared by F. Longstreth Thompson and L. W. Thornton White,
 Town Planning Consultants to the Railway Administration.



Model showing the Railway Administration's proposals for the development of the Foreshore Area in relation to the older parts of the City, including modifications on the Consultants' earlier scheme, illustrated on the facing page.

was permitted to encroach on the historic civic centre, the Grand Parade, and also to destroy a portion of the Castle.

Following the railway came industrial development, commercial rivalry and land speculation. Many beautiful eighteenth and early nineteenth century buildings were swept away and gradually the foreshore became a vast railway goods and marshalling yard. Most of the changes which took place during the early part of the nineteenth century were brought about by the application of scientific inventions, introduced in rapid succession, but, unfortunately, without proper consideration being paid either to their immediate or ultimate effect on the progress of humanity in its truest and widest sense. The locomotive and the machine did more to revolutionise old methods than the sum total of all the inventions of preceding ages; but their acceptance was hasty, ill considered, and in many cases destructive of amenities which, barely noticed, or entirely ignored at the time, are recognised to-day as being of enormous importance and worth a great deal to reclaim. We now realise that our towns which grew up without regard to much more than the rapid amassing of monetary wealth, have by the circumstance of their inception and growth utterly suppressed the natural proclivities of man; that our railway systems which have assisted so enormously in extending our commercial relations have at the same time not

only ruthlessly entangled our towns in an impasse of dead ends, but have also completely destroyed some of the fairest landscapes in the land. Apart from the damage done by successive government and local authorities, few of Cape Town's squares remain intact. Hospital Plein, or Caledon Square, except for a small fragment known as the Mayor's Garden, has disappeared. Stal Plein, once a fine open space in front of Government House, has been partly built over and the Grand Parade has been destroyed for all time, first by the buildings erected during the last century and to-day by the new Post Office and its surrounding buildings.

Early in the present century it was realised that the problem of Cape Town's expansion was becoming more and more difficult and that increased traffic and the advent of the motor vehicle had raised serious traffic problems.

A portion of the foreshore was reclaimed by the Municipality to provide a further outlet for road traffic and a screen to the unsightliness of the railway. After Union a portion of this reclaimed area was seized by the Union Government for railway expansion. In 1935 the Government decided to embark on a great reclamation scheme which would provide increased space for railway and harbour development and also permit further extension to the city itself. In the original proposals the axis of the new basin was not sited normal to

that of Adderley Street, with the result that the amount of reclaimed land would have been considerably less than at present. It was due to the representations of Mr. W. S. Lunn, the City Engineer, to whom the City owes a very great debt, that this plan was changed.

* * * * *

Plans for the layout of the reclaimed area were prepared by the Railway Administration and the City Engineer but these represented no more than a preliminary investigation into the scheme. In 1940 the Minister of Railways appointed Mr. Longstreth Thompson and Professor Thornton White as their town planning consultants. The City Council then decided to appoint Monsieur Beaudouin, a French town planner to look after their interests.

M. Beaudouin's plan and report were presented to the City Council in June, 1940, and that of the Administration's consultants in August, 1940.

Each of these schemes shows a monumental approach and civic centre in the reclaimed area, separated from the Parade by the railway barrier. In neither of the schemes, however, were the traffic problems adequately solved, but M. Beaudouin did attempt to provide a satisfactory link between the Parade and the new Civic Centre by bridging over the railway and thus screening the tracks.

The Railway Administration's scheme with modifications was eventually adopted by the Cabinet but the City Council opposed the proposals and were strongly supported by the citizens of Cape Town. It was largely due to the efforts of the City Engineer, supported by the City Council, that a Committee was appointed by the Minister of Railways early in 1945 under the Chairmanship of Major General Szlumper and consisting of representatives of the City Council and the Railway Administration to hear evidence from both sides. As a result M. Beaudouin's proposals were partially adopted and a Joint Technical Committee, representing the City Council and the Railway Administration with Mr. R. H. Kantorowich as town planning officer and Messrs. R. E. G. Hope and J. H. C. Hofmeyr as town planning assistants, was set up.

M. Beaudouin was appointed as Town Planning Advisor to the Committee in June, 1945, and once again visited Cape Town. Considerable changes were made in his original scheme and South Africa owes a great debt to Mr. Kantorowich and his able assistants for their final solution of the plan. The Joint Technical Committee issued an interim report and final plan in June, 1946. The description of this plan reads as follows:—

COMPONENT ELEMENTS OF THE PLAN

“The Foreshore Plan has been designed to provide for a diverse set of uses, both public and private.

They are:—

1. Monumental Approaches:

- (a) From the Sea—the ‘Gateway to South Africa.’
- (b) By Land—the ‘Grand Boulevard.’

2. Providing and Co-ordinating Necessary Major Road Connections with the Rest of Cape Town.

and

Minor Internal Distributory Roads.

3. Maritime Terminal.
4. Entrances and Exits to the Harbour Area.
5. Customs House and Dock Offices.
6. New Railway Station.
7. Railway Administration Offices.
8. Railway Hotel.
9. Railway Goods Depot and Offices.
10. Extension to the Existing Shopping Area.
11. Extension to the Existing Office Area.
12. New Warehouse Area.
13. Site for Civic Centre.
14. Appropriate Treatment of the Castle and the Grand Parade.
15. Reservation of Sites for Other Public and Semi-Public Buildings.
16. Parks, Gardens and Car-Parking Areas.

In addition to satisfying the above-listed particular requirements, the aim of the planning has been to knit the foreshore area closely into the fabric of the existing Central City Area so that when the new area is finally developed, it will not appear as an appendage out of character with the old City, and to resolve the problem of the physical barrier arising from the existence of railway lines between the old City and the new.

I. — THE MONUMENTAL APPROACHES

“The scheme is fundamentally a simple composition: the intersection of two great axes. Within this cross-like framework, all the relatively subordinate elements of future Cape Town find their places.

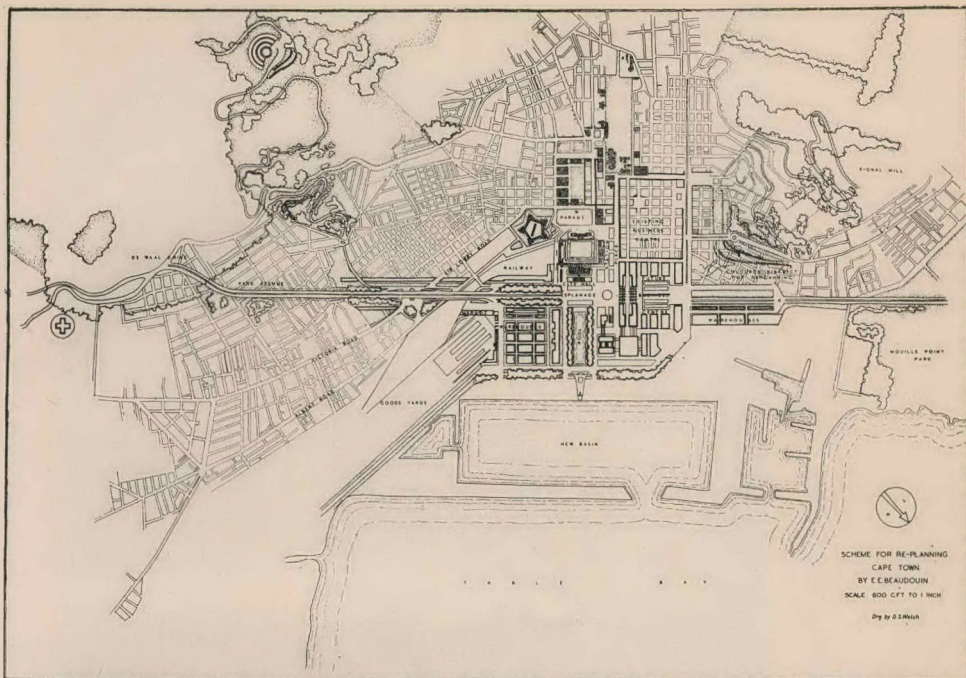
“The first axis is the Monumental Approach from the sea. It is really a double axis consisting of two parallel and complementary parts as follows:—

- (a) An Open Park Approach from the Duncan Dock to the City Hall providing a clear vista of Table Mountain, and
- (b) A Motor Vehicle Approach up the extension of Adderley Street.

“The Park Approach is a broad strip treated in the character of the present gardens at the head of Adderley Street. It is designed as a traffic-free pedestrian way. Where major roads are met, the Park is taken under or over the traffic.

“The fine view of the mountain which used to be a feature of Adderley Street Extension perpetuates the historic ceremonial drive-way into the heart of Cape Town. Adderley Street is developed into a fine modern, commercial street.

“The second axis is at right angles to the first and is the approach to Cape Town by land. This axis is formed by a Grand Boulevard entering the City from both the Wynberg and the Sea Point ends.



Plan for the development of the Cape Town Foreshore Area prepared by Mons. E. E. Beaudouin, Town Planning Consultant to the City Council of Cape Town, showing the bridging over of the railway to link the Parade and the new Civic Centre.

" From the Wynberg side, the Boulevard comes from the De Waal Drive, leaving it shortly after the Groote Schuur Hospital is passed.

" The Boulevard then sweeps down the mountain-side in a series of smooth curves before entering the City in the reclaimed area. It meets Adderley Street to form a great traffic place and then in order to avoid the Table Bay Power Station, splits into a South and a North Arm between Adderley Street and Buitengracht Street. The Boulevard then continues in the Sea Point direction to meet the Present Main Road in the vicinity of the Green Point Common.

2. — THE ROAD SYSTEM

" The road system forms one of the most highly important aspects of the present proposals. It is fundamentally by means of the road system that the reclaimed area can be closely linked to the other parts of the City. The road system serves also to separate different types of traffic from each other, so that transport can move freely in the City.

" In the present plan, there are roads of three categories, viz. :—

1. Main Approach Roads.
2. Internal Distributory Roads.
3. Goods Circulation Roads.

" The *Main Approach Roads* listed below come from the Eastern, Western and Central Residential Areas and bring fast moving traffic into the centre of the City.

(a) From the Eastern Area:

The Grand Boulevard, the New National Road (Marine Drive), and New Market Street leading into Strand Street Extension, and the existing approaches by way of the de Waal Drive and Sir Lowry Road.

(b) From the Western Area:

The Boulevard, and the existing Main and High Level Roads.

(c) From the Central Residential Area:

As existing by way of Buitenkant, Hatfield, Long and Buitengracht Streets.

"It is estimated that the Main Approach Roads will be capable of carrying over 2,000 vehicles per hour into or out of the centre of the City. This is approximately three times the present carrying capacity of the roads approaching existing Cape Town.

"The *Internal Distributory Roads* break down the Approach Roads and distribute the entering vehicles to their destinations. The most important of these roads are Adderley Street, Long Street, Bree Street and Buitengracht Street, but the other minor roads in the Foreshore Area and the old City serve the same purpose. It should be noted that the distributory roads are mostly at right angles to the most important Approach Roads, and run parallel to Adderley Street.

"The *Goods Circulation Roads* are roads to and from the Goods Depot and the Harbour Area gathering the heavy traffic and providing easy routes which are clearly separated and distinguished from the Main Approach Roads.

"The most important Goods Circulation Road is the one providing a link between the New National Road and the Boulevard across the face of the New Goods Offices at the Eastern end of the reclaimed area. This road will be described in this report as "Castle Bridge Road," for it continues beneath the Boulevard to bridge over the railway, coming down to ground level again behind the Castle between Strand Street Extension and Sir Lowry Road.

"The other Goods Circulation Roads are in the Harbour Area, and the portion of the National Road along the Harbour Boundary serves to distribute goods to the Commercial Area on the Sea Point side of Adderley Street up Long Street.

"The position of the Railway Station on Adderley Street, determined by the accepted recommendations of the Szlumper Committee, entails the bridging over, at regular intervals, of the railway between Woodstock and Cape Town. These bridges form an important part of the Main Road System.

"There are three road bridges over the tracks. The first forms part of the Boulevard, the second is Castle Bridge and the third is a reconstructed Church Street Bridge at Woodstock. Where the two former bridges cross Sir Lowry Road and New Market Street, an elaborate traffic interchange in a park-like setting is designed so that traffic can pass freely from any one route to another without having to cross the path of traffic flowing in the opposite direction.

"The traffic of Sir Lowry Road, which at present is delivered into Darling Street and then into a complete bottleneck at Adderley Street, is shown split into two streams, one into Strand Street and the other, via the road-improvement area near Church Square, into Wale Street.

"The central portion of the Boulevard Bridge is continued over the intersection with Castle Bridge Road so that the fast approaching traffic is not held up through having to circulate with slow-moving goods traffic.

"The Church Street bridge as reconstructed will link up the Marine Drive with Albert Road and Victoria Road.

3. — THE MARITIME TERMINAL

"At the seaward head of the Monumental Approach is the Maritime Terminal, so designed because it is the terminal of sea, road, rail and pedestrian traffic that comes to the Duneau Dock. Here, the Blue Trains, the Mail Boats, public and private transport meet so that there can be an easy and quick exchange of passengers from one form of transportation to another. A concourse common to all these separate types of transportation forms the main building element at an upper floor level, and in it will be contained the restaurants, rest-rooms and similar amenities proper to such a terminal.

"The terminal is closely associated with the main entrance to the Harbour area as a whole.

4. — ENTRANCES AND EXITS TO THE HARBOUR AREA

"The main entrance and exit for fast traffic to the whole Harbour area, and to the Maritime Terminal, is at the foot of Adderley Street. The railway tracks are crossed by bridges so as to avoid any delay at level crossings.

"The main goods traffic entrances and exits are placed at the foot of Long Street and Castle Bridge Road, the former leading into the centre of the Business and Commercial Area of new and old Cape Town and the latter serving Upper and Eastern Cape Town. By this arrangement, the slow goods traffic avoids the monumental circulations of central Cape Town.

"The subsidiary entrances existing at Dock Road and at the Sea Point side of the Harbour Area are retained as secondary circulation facilities.

5. — CUSTOMS HOUSE AND DOCK OFFICES

"The plan sites these two buildings at the foot of Adderley Street on either side of the main entrance to the Harbour Area. In this position, the two buildings will not only lend dignity to the entrance but will be conveniently adjacent and accessible to the business community of Central Cape Town.

"The King's Warehouse, which is served by both rail and road, is placed behind the tall office building of the Customs House. Thus the King's Warehouse is hidden from the Harbour entrance and Central Cape Town.

6, 7 and 8. — THE RAILWAY GROUP

New Railway Station;

Railway Administration Offices;

Railway Hotel.

"The group of Railway buildings forms a most important part of the whole plan, and is arranged in a single compact group facing Adderley Street. The position of the Station was determined by the Szlumper Commission, i.e. fronting Adderley Street on a line 314 feet from the opposite building line.

"The Main Station is grouped with the tower of the Railway Administration Offices, and with the proposed new Van Riebeeck Hotel.

"The platforms of the Railway Station are decked over and this deck forms part of the Monumental Park Approach previously referred to. The deck is bounded on the North-



As a result of the findings of the Szlumper Commission, a Joint Technical Committee, representative of the Railway Administration and the Cape Town City Council was set up in order to produce a scheme satisfactory to both parties. M. Beaudouin was appointed Town Planning Advisor to this committee, and his earlier proposals were partially adopted in the final scheme, which has been worked out by Mr. R. H. Kantorowich, Town Planning Officer, and his staff. The illustration shows the Committee's proposals for the planning of the Foreshore Area.



Model showing the new Shopping Precinct in the foreground, the group of Railway buildings, including the new station buildings, the Van Riebeeck Hotel and Administration offices at left centre, behind which is seen the Castle, the Grand Parade, and to the right, the existing shopping and commercial centre of Cape Town.

Western side by the Main Station Concourse and on the South-Eastern side by a Subsidiary Station Concourse serving the Eastern end of the platforms.

" Road service to the Main Station is off the traffic circle forming the intersection of the South arm of the split Boulevard with Adderley Street. A one-way loop road leads to a station yard behind the Administration Offices and the Hotel, where parking for private cars and taxis is provided. Access to parking on the top deck is provided by a ramped road from this station yard.

" In this way, the Adderley Street front of the Station is reserved for pedestrian access only. Here a forecourt provides subway access to the opposite side of Adderley Street into Exchange Place and Riebeeck Street. On the Strand Street side, a subway takes pedestrians safely under Strand Street.

" Road access to the Subsidiary Station Concourse is off the Castle Bridge. This leaves the Park Approach over the deck uncrossed by cars.

" The Railway Administration Offices are to be housed in a sky-scraper block which is linked at first-floor level with the Main Railway Concourse. This building will give dignity to the beginning of the new extension of Adderley Street.

" The van Riebeeck Hotel is sited in an ample park setting at the intersection of the Boulevard with Adderley Street.

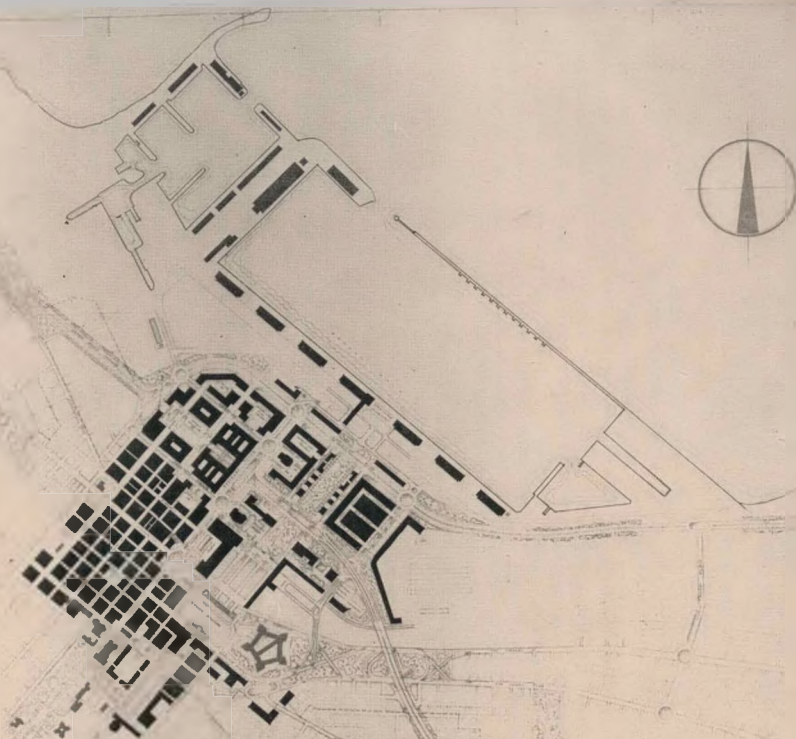
It is therefore readily accessible from the Station and the Commercial area at the same time commanding a fine view over the Monumental Park Approach, extending all the way to Blaauwberg Strand and the distant mountains.

9.—RAILWAY GOODS DEPOT AND OFFICES

" The position of the Railway Goods Depot was determined by the Szlumper Commission and is towards the Woodstock end of the Foreshore. As has been pointed out, road access through the Goods Offices to the Goods Depot is off Castle Bridge Road. The Committee wishes to stress the importance of the internal elevation of the Goods Offices for they will be clearly visible from the Boulevard and the National Road, approaching from the Eastern end. These elevations should be designed and finished with the same care as would be devoted to a normal street elevation of an important building.

10 and 11.—EXTENSION TO THE EXISTING SHOPPING AND OFFICE AREAS

" The main extension of the present commercial area is towards the Harbour boundary. Following the predominant pattern in the old City, all shopping is confined to the Sea Point side of Adderley Street, whereas offices, buildings, banks, and buildings of a like character make up the opposite side of the Street.



- LEGEND**
- PARKING
 - OPEN SPACE, CEMETERY AND PROPOSED
 - RAILROADS AND RAIL
 - INDUSTRIAL, WAREHOUSE AND OTHER BUILDINGS
 - PROPERTY OF S.A.A. & C.
 - EXISTING BUILDINGS
 - PROPOSED BUILDINGS
 - MARITIME MEDICAL AREA
 - MARITIME MEDICAL AREA

JUNE 1957

CAPE TOWN FORESHORE PLAN.

CAPE TOWN FORESHORE

JOINT TECHNICAL COMMITTEE

1/1/57

REVISIONS

REVISIONS

REVISIONS

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SCALE

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"A great square is formed at the intersection of the Boulevard with Adderley Street. Twin tower structures mark the termination of the Boulevard. The first tower is the Railway Administration Building, already referred to, and it is suggested that the second might be reserved for some future Airways Building, or some equally important office block.

"Facing the square on the Sea Point side is a large block of buildings forming the new Shopping Precinct. This has been planned with internal goods service roads for loading and off-loading, and with a large central pedestrian square. All shopping in this block can be undertaken without encountering motor vehicles.

"This new shopping precinct is connected to the old shopping district by the Entertainment Zone. This is at present in process of crystallization around the Colosseum, the Alhambra and the Plaza Theatres. Sites for new Theatres are arranged around a parking square serving this zone.

"On the Sea Point side of the new Shopping Precinct between Long Street extension and Bree Street extension, is the site of the Table Bay Power Station. When this is ultimately removed, the block may be used for commercial purposes. Rail access to the Power Station site can be provided without interfering with the free flow of the traffic along the Boulevard.

12. — NEW WAREHOUSE AREA

"The area between the Goods Depot and the Monumental Approach is given over to new Warehouses and Wholesalers' Offices. This area is planned so that road access is from the Goods Circulation Road passing across the face of the Goods Offices only. Thus heavy traffic and loading activities will take place behind the scenes.

13. — SITE OF CIVIC CENTRE

"At the head of the Monumental Park Approach is the present City Hall. Many alternative proposals for a site for a new Civic Centre have been investigated, but the Committee feels that the present City Hall site is the best as a nucleus for the new Civic Group. The present site commands the strategic pivotal position in the Monumental Approach between sea and mountain, and enjoys an intimate relationship with the Parliamentary Group, as well as with the Grand Parade and the Castle.

"The present City Hall site alone would not be sufficient for an adequate City Hall. It is therefore suggested that the Mayor's Garden site, the Drill Hall, the site fronting the Parade between Corporation and Plein Streets, together with a sufficiently large contiguous area in the rear, be included in the new City Hall building complex. The Committee would emphasise the importance of ensuring that the whole building frontage to the Parade be reserved for Civic Buildings.

"At present, the City Hall site is cut off from the Parade by the heavily trafficked Darling Street. This interference will be considerably reduced when the deviation of Sir Lowry Road into Strand Street and Church Square is carried out, but,

in addition, intimate connection with the Grand Parade can be achieved by bridging a ceremonial balcony at first floor level over Darling Street onto the Parade.

"A City Hall on its own does not constitute a Civic Centre. It is therefore suggested that, eventually, the area behind the Mayor's Garden be opened out into a Park extending up to Roeland Street linked by way of Stal Plein into the Gardens. This Park would be flanked by Public Buildings to form a Civic and Governmental Group of importance.

14. — APPROPRIATE TREATMENT OF THE CASTLE AND THE GRAND PARADE

"The preservation and rehabilitation of the two most valuable historical assets of central Cape Town must be an aim of any new planning of the City. The best way of ensuring that this necessary improvement shall take place is by associating the historical area so closely with the future life and activity of the city that it cannot be overlooked.

"The proposal to site the new City Hall on the Grand Parade frontage makes the Parade the Court of Honour for all major civic receptions. The Grand Parade will be increased in area by the addition of the strip of ground between Castle and Strand Streets, for this strip will be covered only partially by a grand stairway leading to the Station Deck. This stairway forms a natural auditorium for seating the public when functions or pageantry take place on the Parade. The Parade is connected to the Monumental Vehicle Approach of Adderley Street by the open strip between Castle and Strand Streets.

"The decision to include the Castle Bridge behind the Castle in lieu of a road bridge on the line of Buitenkant Street ensures that the Castle and the Parade will form one unit with an unobstructed view of the Castle from the Grand Parade. The Castle itself must be shorn of all alien encumbrances erected against its sides and restored in keeping with its national importance.

"The area behind the Castle, extending towards Woodstock has already been referred to in connection with the traffic interchange. It must be touched on here again, for the park surroundings of the traffic interchange help materially to set off the Castle from the Woodstock Approach.

"It is also urged that strict architectural control should be enforced on all new buildings to be erected facing the Castle between Buitenkant Street and Castle Bridge, so that the dignity of the most important Civic Group may not be impaired.

15. — RESERVATION OF SITES FOR OTHER PUBLIC AND SEMI-PUBLIC BUILDINGS

"Sites have been set aside in the Foreshore Area for Public and Semi-Public buildings. These buildings are set informally in park-like surroundings in the Monumental Approach.

"The Semi-Public buildings would be low, free-standing structures lining the South-Eastern side of the Park strip between the National Road and the Boulevard.

"The site for an important public building group is between

the Boulevard and the Station on the side of the Park Approach opposite to the new van Riebeeck Hotel.

16. — PARKS, GARDENS AND CAR PARKING AREAS

"A glance at the plan will serve to show how liberally the city will be endowed with Parks and Gardens. Both the Boulevard and the National Road are shown entering the central area through broad landscaped belts of green. The traffic interchange behind the Castle and between Sir Lowry Road and New Market Street will take place in a great Park.

"The aim of the planning has been to add to the Parks and Gardens already existing in the City and to link all into a comprehensive Park System. Thus, the Foreshore Plan shows a green strip extending from the top of the Gardens via Stal Plein into the new Civic Centre. This is linked to the Parade, then over the station deck, to the new gardens of the Foreshore Area. At the same time the greenery extends around and behind the Castle in the direction of Trafalgar Park, Woodstock.

"Whenever possible, the pedestrian walks are taken over or under the major traffic arteries.

"In the matter of parking, it is estimated that the scheme, when completed, will provide, including existing facilities, parking accommodation for 18,500 private motor cars, this without taking into account the possibility of commercial parking in special parking buildings. The total is made up as follows —

I. Parking in Open Spaces specifically reserved for the purpose	8,553
II. Parking on South African Railways and Harbours premises	1,548
III. Out of sight parking under buildings in Foreshore Area	2,841
IV. Parking in Traffic Interchange at Sir Lowry Road	1,000
V. Casual Kerbside Parking	270
VI. Parking in Old City, both existing and in open space of New Civic Centre	4,260
Total	18,472

APPROXIMATE ESTIMATES OF COST AND VALUATIONS

"In accordance with paragraph 5 of the Terms of Reference, your Committee now proposes to devote its attention to the problem of estimating the cost of the main features of the scheme and to zone the areas with a view to preparation of schedules of valuations in respect thereof.

GENERAL CHARACTER OF THE SCHEME

"It has been the aim and object of the Planning to give tangible form to the Prime Minister's wish that the Foreshore Plan should provide a dignified gateway, not only to Cape Town, but to the whole of South Africa.

"In fulfilling this aim, a balance has had to be struck so that the Foreshore should not be planned in such a grandiose manner that it would be out of harmony with existing Cape Town and the great mountain amphitheatre setting. Nor would there be any value in proposals beyond the financial resources of the people of South Africa.

"The final outcome shows that the plan has dignity in its great places, squares and noble buildings, tempered by a park-like informality.

"The Foreshore area should be capable of developing logically and sympathetically from the old central area so that in time South Africa will have a new centre to its beautiful Mother City, conceived both in the garden spirit of the plans of the early Dutch Settlers, and in keeping with the highest demands of modern practical requirements."

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The Committee is to be congratulated on the result of its work and Mr. Kantorowich and his staff on the solution of a problem which should make the new Cape Town, with its superb setting, worthy of its position as the Mother City of South Africa, and a culmination of the great achievements of the early Dutch and English Governors who founded the City and exercised so much care in its development.

TRANSVAAL PROVINCIAL INSTITUTE OF ARCHITECTS

ANNUAL REPORT 1946 - 1947

Your Committee has pleasure in submitting this, the Twentieth Annual Report together with the Annual Balance Sheets, and accounts for the year ended 31st December, 1946.

MEMBERSHIP

The membership at the close of the year consisted of 229 Practising Members; 132 Salaried Members; 36 Retired Members; 5 Absentee Practising and 7 Absentee Salaried Members: a total of 409 Members.

During the year under review, 33 new members were registered, 1 member died, 12 were transferred to other Provincial Institutes and 1 member written off the register. The total membership showed an increase of 20 as compared with last year.

The new members enrolled during 1946 were: G. M. Hussey, E. Horwitz, R. E. F. Hendrikse, G. C. Osler, R. B. Reynolds, W. Poole, H. W. E. Stauch, J. G. O. Watson, A. J. Jenks, A. Osmond, H. N. F. Rodda, J. J. van Niftrik, L. Lasersohn, F. A. C. Dixon, N. Kip, I. Dörner, F. H. Vermeulen, W. J. C. Rossouw, W. H. Hoffe, R. F. McGaw, A. Israel, H. W. E. Green, H. F. West, A. B. L. Burnman, C. Segal, C. Hersch, E. V. Hulse, R. G. Robb, M. Hackuer, D. A. F. Smuts, S. A. G. Ellis, K. S. Birch, S. Prieve, W. E. Edleston, W. C. Powell, E. G. Beuch, B. Boot.

OBITUARY

It is with deep regret that your Committee has to record the death of William Daniel van den Berg Pretorius.

COMMITTEES AND MEETINGS

Following the election of the Committee at the Annual General Meeting in March, 1946, Mr. John Fassler was elected President, Mr. A. V. Nunn, Senior Vice President, and Mr. A. C. Fair, Junior Vice-President for the ensuing year.

During the year (ended February, 1947) 12 ordinary and 4 special meetings of the Committee have been held, and the following is a record of the attendance thereat:—

Mr. John Fassler (President)	15
Mr. A. V. Nunn (Senior Vice-President)	15
Mr. A. C. Fair (Junior Vice-President)	12
Mr. D. M. Cowin	13
Mr. H. Fyvie	12
Mr. D. S. Haddon	13
Mr. N. L. Hanson	11
Mr. W. D. Howie	15
Mr. C. C. Irvine-Smith	13

Mr. W. A. MacDonald	15
Mr. W. G. McIntosh	14
Mr. C. E. Todd	15

LEAVE OF ABSENCE

The following members were granted leave of absence for various periods during the year: Mr. W. D. Howie, Mr. J. Fassler, Mr. W. G. McIntosh, Mr. H. Fyvie, Mr. A. C. Fair, Mr. N. L. Hanson, Mr. C. C. Irvine-Smith, Mr. D. M. Cowin.

SUB-COMMITTEES

During the year the Provincial Committee and 19 additional members of the Institute served on subsidiary committees. The policy of spreading the work of the Institute as much as possible will be continued, for service on sub-committees forms an excellent introduction to service on the main provincial committee.

MILITARY AWARDS

Your Committee has pleasure in announcing the award of the Bronze Star Medal by the President of the United States to Captain Alan R. Meadley, of the S.A.E.C.

THE SOUTH AFRICAN ACADEMY

The Academy Committee accepted the resignation of Mr. F. L. H. Fleming with regret. The thanks of the Institute are due to Mr. Fleming for his long and continuous service to the Academy in assisting to build up the standard of this Exhibition.

The twenty-seventh Annual Exhibition held for the third time in the Municipal Art Gallery, Joubert Park, during October, 1946, and opened by the Administrator of the Transvaal, was a successful event. This year Prof. Winter Moore, of Rhodes University College, Grahamstown, and Mr. Jean Welz, of Worcester, Cape Province, travelled to Johannesburg at the Academy's expense to serve on the Jury. The policy of endeavouring to obtain the services of the most suitable artists in South Africa on the jury will be continued in future.

The award of a medal for an outstanding piece of sculpture or painting was inaugurated, but an award was not made this year. Mr. Moses Kottler, the eminent sculptor, has agreed to design the medal.

A brochure illustrating the 1946 exhibition is now in course of publication.

Your Committee feels confident that the above developments will increase the importance of the South African Academy

and make it an exhibition truly representative of the best work in architecture, painting and sculpture of any year. It is gratifying to record that the architectural section at the last Academy was better than it has been for some time.

At present the Committee is studying a proposal made to it, to transfer the Academy to Pretoria at the conclusion of the Johannesburg Exhibition. It is thus quite likely that it will be on view in both cities at the end of this year.

In spite of the additional expenditure which has been involved the South African Academy is in a strong financial position. The Committee acknowledges with thanks a grant of £100 which was made by the City Council of Johannesburg during 1946.

The thanks of the Institute are due to the Transvaal Art Society for their valued collaboration in organising these Annual Exhibitions.

FINANCE

As the Annual Balance Sheets were not available at the time this report was being prepared it is not possible to review the financial position of the Institute here. A full report will thus be made at the Annual General Meeting by the Chairman of the Finance Committee, when the Balance Sheets will be available to members.

Mention may be made at this stage, however, of the difficulties which the Finance Committee has experienced with regard to the publication of the "South African Architectural Record." Owing to difficulties which are being experienced generally in the printing industry in South Africa, the Record fell behind and the time lag between the month which it represented and the actual publication date became so great that serious dislocation of its finances and advertising contracts was imminent. As a result of strong pressure which was brought to bear on the printers some improvement was effected towards the close of 1946, and it is intended to bring the Journal fully up to date in the first half of this year.

PRACTICE

One unprofessional conduct enquiry was held during 1946 and a second is due to take place during March, 1947.

The strong recommendation that a competition for the proposed new Stock Exchange Building not having been acceptable, a referendum was conducted by the Institute and a panel of architects submitted to the Stock Exchange Committee. Messrs. Nurember, Summerley and Lange were selected to undertake this commission.

The Conditions of Employment for Hospital Work

The conditions of employment for Hospital Work which a number of hospital boards have endeavoured to impose upon architects were considered to be unsatisfactory by the Institute. The liaison committee of the Institute discussed this matter with the Provincial authorities but no conclusions could be reached. Since October, 1946, the Provincial Committee has been endeavouring to meet the Province's Executive Committee and has submitted a memorandum on the subject which was requested. Repeated efforts having failed to

arrange a meeting, an appeal was made to the Administrator himself last month, but although the Institute has been assured that the matter is receiving attention no meeting has eventuated. In the mean time to protect the interests of members who are supporting the Institute's efforts, your committee has had to ban several hospital projects during the past few months.

CENTRAL COUNCIL

The Transvaal delegates to the Central Council this year were Messrs. D. M. Cowin, J. Fassler, D. S. Haddon, N. L. Hanson, W. A. Macdonald.

The Transvaal was honoured to have Mr. D. M. Cowin appointed President-in-Chief. As the business with which the Central Council had to deal was very considerable this year two meetings of the full Council took place. The first was on Wednesday, Thursday and Friday, April 24th, 25th, and 26th and the second on Monday and Tuesday, December 2nd and 3rd, 1946. A review of some of the matters dealt with comprises:—

Joint Council for the Building Industry

An important step forward in co-ordinating the various sections of the building industry was the establishment of the Joint Council for the Building Industry, which is representative of the Central Council, Institute of South African Architects, the National Federation of Building Trade Unions. The Building Industry will now be able to speak with one voice on the problems which confront it at present and in the future. The first step taken was to authorize the representatives of the Building Industry on the Building Controllers' Advisory Council to make joint representations to the effect that the present Advisory Council is not sufficiently representative of the Building Industry, therefore it does not and cannot function as originally intended, that it should meet more frequently, and that the present Advisory Council be accordingly reorganised. The Constitution of the Joint Council has not been settled yet and is one of the matters the new Central Council will have to settle.

The Post of City Architect, Pretoria

The Pretoria Architectural Society succeeded in persuading the Pretoria City Council to establish the post of City Architect, and in consultation with the Central Council the detailed aspects of the appointment were settled. The City Council recently advertised the post throughout South Africa, and applications are now being considered.

Municipal Art Centre and Opera House, Johannesburg

The Central Council has exerted all its efforts during the past year to persuade the Johannesburg City Council to hold a competition for the new Municipal Art Centre, Theatre and Opera House. Although a number of meetings with the Council have taken place this matter is still not finally settled. The City Council desires the Institute to submit a panel of architects from which one will be selected, but the Central

Council are doing everything possible to give architects generally a chance to compete for what will be one of the most important projects in the country. Much consideration has been given to the question as to whether panels of architects desired by promoters of building projects will be furnished or not, all efforts to establish a competition having failed. Opinion amongst the constituent bodies is very divided on this issue and it has therefore been referred to the Congress this year.

National Housing

The question as to whether the profession would continue to support the National Housing effort was debated at the December meeting of the Central Council. It was decided to continue to give the Government all the support possible and new scales of fees were settled for flatted types of dwellings, which will be introduced into the Transvaal in the near future. The fees to be paid for abandoned work at various stages were also settled as well as the conditions under which plans may be used where the architect is not available.

Board of Education

Towards the end of 1946 the Board of Education arranged an inspection of all Schools of Architecture in the Union of South Africa. This is the first time such an inspection has been made and should be repeated from time to time as necessary to ensure that a good standard of training is maintained. The inspecting committee recently issued an interim report on their tour.

A sub-committee dealing with the recognition of practical experience under War Measures No. 16 of 1945 has considered numerous applications from ex-servicemen and has made appropriate recommendations to the Minister.

Salaried Members

When the Commission of Enquiry into Salary Scales in the Public Service issued its report, the Executive Committee felt that action should be taken by it on behalf of its salaried members. A memorandum was prepared which was forwarded to the Minister of the Interior under whose Ministry the Public Service Commission comes. As a result of this memorandum the Minister of the Interior and the Minister of Public Works received a deputation from the Central Council when a frank discussion took place on salary scales.

The Transvaal Provincial Institute was also instrumental in making another move on behalf of its salaried members. A sub-committee was formed to enquire into and suggest improvements to the status of this class of member. One of the recommendations put forward was, that the time was opportune for the abolition of the two classes of membership.

The Central Council was asked to conduct a referendum of all salaried members so as to determine their views. A questionnaire was issued to this class of member in all the constituent bodies. The result was disappointing as only 56 of the total membership replied. Of this number 33 desired a continuance of the existing classes of membership and 23

favoured a common form of membership. In view of the poor response the Executive Committee recommended that no action be taken.

At the December meeting of the full Central Council, it was decided to raise the annual subscriptions of salaried members to £4. 4s. per annum as from January 1st, 1947.

General

The fees sub-committee of the Central Council is finalising the new scale and a list of Rulings on professional practice issued by the Central Council from time to time is being revised and brought up to date for circulation to all members.

BUILDING CONTROL

During the year Mr. M. D. Ringrose with Mr. A. D. Philpot as alternate in Johannesburg, and Mr. V. S. Rees Poole in Pretoria, served on the Local Advisory Committees to Building Control. Mr. Ringrose's reports were circulated to members during the year. The issue created by the granting of a permit to Mr. Ivan Walker for a house considerably in excess of that permitted which was brought to the attention of the Institute at the last Annual General Meeting was taken up by the Provincial Committee and a full report of the outcome of the Institute's approach to the Minister concerned and a final statement in the press were circulated to members.

AFFILIATION WITH THE S.A. ASSOCIATION OF ARTS

Because of the role this Institute is playing through the Academy in fostering art in South Africa, your committee decided to affiliate with the South African Association of Arts whose headquarters are in Cape Town. This body, which has grown out of the South African Fine Arts Association, established in 1871, is also actively furthering the development of art in South Africa. A representative of the Institute with alternate will be nominated to the Council of the S.A. Association of Arts.

ACADEMIC DISTINCTION, DR. GORDON LEITH, M.C.

During August, 1946, the University of the Witwatersrand honoured the profession by conferring an honorary doctorate upon Mr. Gordon Leith. The Provincial Committee feel sure that all members will join in congratulating Dr. Leith on the distinction which has been conferred upon him.

To mark this important event the Central Council arranged a banquet on December 3rd. The Minister for Public Works Mr. J. W. Maset, the Minister for Health, Dr. Henry Gluckman, and the Mayor of Johannesburg, Councillor James Gray, M.P.C., were present. This function was most successful and should be repeated each year to foster the public relations of the profession.

LECTURES

During the year the following lectures were given at Kelvin House to members of the Institute: "Building Research in South Africa" by Mr. P. H. Connell; "Present Day Ten-

dencies in Hotel Planning" by Mr. D. S. Haddon; "A Journey to the Americas" by Mr. Norman Eaton; "Mural Painting" by Mr. le Roux Smith le Roux. A memorial evening to the late Sir Herbert Baker was arranged at the University of the Witwatersrand in collaboration with the Students' Architectural Society. Papers were read by Prof. G. E. Pearce, Mr. F. L. H. Fleming, Mr. V. S. Rees Poole and Mr. Gordon Leith, M.C. The proceedings were recorded in the "S.A. Architectural Record" and should be of value to future architectural historians of the period.

With the object of giving ex-servicemen embarked on the C.O.T.T. training scheme a broader view of the building industry and of architecture with which it is so intimately concerned, a series of lectures was given on the following subjects by the members mentioned below.

1. Contemporary Methods of Building Construction, by Mr. W. D. Howie.
2. Twentieth Century Building Materials, by Mr. P. H. Connell.
3. Reinforced Concrete in Architectural Construction, by Mr. R. L. Niebuhr.
4. Steel in Architectural Construction, by Mr. J. M. Shunn.
5. The development of constructional methods and their effect on architectural design, by Mr. John Fassler.
6. The interpretation of working and detail drawings and specifications, by Mr. P. S. Aneck Hahn.
7. Natural and Artificial Lighting in Architecture, by Mr. H. Joubert.
8. Craftsmanship and the Equipment of Buildings, by Mr. D. S. Haddon.
9. National Housing and the Building Industry, by Mr. U. Tomaselli.

The Institute also participated in a Congress "Science in the Service of South Africa" sponsored by the S.A. Association for the Advancement of Science, the S.A. Chemical Institute, the Association of Scientific Workers and the University of the Witwatersrand.

The following papers were contributed by members of this Institute to the proceedings:—

1. Planning and Design of Layouts, by Messrs. R. A. Pistorius and R. L. Niebuhr.
2. Planning and Design within the Home, by Mr. H. Joubert.
3. The Technical Problems of Housing, by Mr. A. C. Fair.
4. The Organisation of Housing, by Mr. D. M. Cowin.

AWARD OF A MEDAL FOR THE BEST BUILDING

The problems involved in such a project were investigated by the Provincial Committee, and at its last meeting general agreement was reached regarding the conditions which should govern this award. The Committee has recommended to the incoming Provincial Committee that an award should be made during the year 1947-1948.

MEMORIAL TO THE LATE DR. REX MARTIENSEN

Your committee considered the question of creating a memorial to Dr. Martienssen who played such a prominent part in the profession during the period 1930-1942.

It is intended:—

- (a) To establish a prize to be awarded for an essay dealing with some aspect of Mediterranean Architecture. This competition is to be open to architectural students in South Africa.
- (b) To publish his writings on Greek Architecture and Town Planning.

A sub-committee of the Institute met the Publications Committee of the University of the Witwatersrand recently and the principle of collaborating in the publication of his work with the Institute, was agreed to. It now remains for the Joint Committee representative of the University and the Institute which was set up to determine what will be published and thereafter obtain an estimate of cost. An appeal will then be made to the profession to raise the necessary funds.

PRIZES TO SCHOOLS OF ARCHITECTURE

During the year your committee donated the following amounts for prizes to the following Schools of Architecture:—

University of the Witwatersrand: £15. 15s.

University of Pretoria: £15. 15s.

FUNCTION TO WELCOME EX-SERVICEMEN

During November, 1946, a dance was organised at which ex-service members were the guests of the non-service members. The function was a great success from every point of view. The Bar B Q Ranch provided a setting that was just sufficiently exotic to create an appropriate atmosphere. The support this function received should encourage future committees to arrange an annual dance as one of the items on the programme of the year's events. A sum of £59. 10s. was contributed to the Benevolent Fund, this sum representing the proceeds from a raffle which was arranged at the dance.

PUBLIC RELATIONS

In October, 1946, your committee appointed a Public Relations Committee whose function it would be: (a) To ensure that any undertaking in which the Institute is interested receives publicity; (b) to provide active liaison between the Institute and any other promoting body such as the Students' Architectural Society; (c) to ensure that correct and adequate information is given to the press concerning any events of importance, the publicity of which would enhance the status of the profession; (d) to respond promptly to any publication affecting the profession or architecture in general; (e) to encourage the preparation and publication of articles designed to promote public interest in the progressive development of architecture and town planning in our cities.

Previously your committee had investigated the possibility of expanding the resources of the Union Department of Education's film library used by schools throughout the

country, to include for example, films dealing with the historical aspects of architecture, or films designed to engender an understanding of the art of architecture. The director of the bureau was prepared to assist and your committee recommended that the Central Council become a member of the film bureau. The Central Council duly joined, and the R.I.B.A. London was approached for recommendations for the titles of films covering the subject of architecture in various ways such as: historical aspects, aesthetic appreciation, new materials and methods of construction, town planning and the appreciation of painting and sculpture. When recommendations are received from the R.I.B.A. they will be forwarded to the director of the bureau, who will then consider purchasing copies for South Africa.

URBAN AESTHETICS

In the near future the Pretoria Municipality will be considering the question of framing regulations governing the urban aesthetics of that city. The Vereeniging Municipality has already requested the assistance of the Institute in framing a set of regulations for Vereeniging. In view of the fact that architects will be affected by regulations of this type, it is appropriate that this Institute should play a prominent part in framing them. The Provincial Committee has thus agreed to assist Vereeniging and will also assist other Municipalities if approached.

The Johannesburg Chamber of Commerce recently submitted a memorandum relating to the by-laws limiting advertising in the city. Since the Institute is not in agreement with the wider facilities that would be enjoyed by advertisers to the detriment of the city, your committee will be submitting a memorandum to the City Council on the subject. It will also be recommended that a committee to concern itself with the urban aesthetics of Johannesburg should be set up.

PROVINCIAL WORK

The Liaison Committee of the Institute endeavoured to reach finality this year with regard to the question of the payment of consultants. No progress was made principally because of the difficulties encountered in determining precisely at what stage a consultant would be employed and also because the Liaison Committee found it difficult to negotiate an issue of this kind as it had to refer all matters back to the Institute for confirmation. The same confirmation was necessary on the part of the Provincial representatives and their Executive Committee.

A new approach to the problem was then suggested by the Institute which was that an increased fee should be paid the architect who would then be able to pay any consultants necessary without undue financial loss to himself.

A memorandum has been submitted to the Province along these lines and the whole matter of consultants will be dealt with at the meeting with the Executive Committee which was requested to discuss conditions of employment of architects by Hospital Boards.

NATIONAL HOUSING

Owing to the excessive costs of Type "A", "B" and "C" houses which were built in the Housing Commission's First Programme, a new Type "D" House was developed which has formed the basis of the second building programme now in full swing.

The Commission is experimenting with semi-detached and flatted houses to gain some indication of the costs involved on the Witwatersrand before these types are used more widely in later programmes.

By Order of the Committee :

R. PAIKER,
Secretary.

THE SMALL HOUSE SERVICE BUREAU — COMMITTEE'S REPORT

The past year has been one of the busiest and most eventful in the Bureau's nine years of existence. At the beginning of the year the Bureau was concerned only with the Sandringham housing scheme for the B.E.S.L. Approaches had, however, been made by the Rustenburg Branch of the B.E.S.L. for similar assistance, and the National Housing and Planning Commission had approached the Central Council to ascertain what assistance the profession could render in the supply of plans for small houses to be erected under the 90% Government Housing Loan scheme for ex-servicemen. The Central Council's memorandum was referred to the constituent bodies. when it was agreed that the T.P.I.'s Small House Bureau should make its resources available irrespective of the action of the other provincial committees.

SANDRINGHAM HOUSING SCHEME FOR THE B.E.S.L.

At the beginning of the year the first allocation of 51 houses had been completed and the second of 35 houses was nearing completion. The third allocation of 96 houses was under way. In September the fourth allocation of 145 houses, all within 1,400 super feet in area, was commenced, giving a total of 325 houses in all. Only 35 stands remain to be filled, but the decision to proceed with these has been deferred till the response to the last application has been determined.

Messrs. Alan Fair and Partners are to be congratulated on their efficient and enthusiastic administration of the development, which has not only provided the houses but has been influential in improving the layout and amenities of the town-

ship. As members are aware the scheme has proved a pronounced success, and the Bureau expresses its gratitude to the contributors whose support has made this possible.

I should also like to express the Bureau's appreciation of the action of Messrs. Fair and Partners, in making over to the Bureau all fees accruing from the use of their plans in excess of four times, as well as fees accruing through the use of house types for irregular sites, for which with their detailed knowledge of conditions, they prepared sketches and in some instances the working drawings. This generous action, designed to assist in the development of the Bureau, has very materially increased the capital of the Bureau and has to a large extent made the subsequent expenditure on the Exhibition and Advertising possible.

RUSTENBERG BRANCH OF THE B.E.S.L.

Practising members were circularised in order that a supervising architect for the proposed scheme might be appointed, and from the names submitted the B.E.S.L. appointed Mr. C. E. Todd. Up to the present, however, no practical developments have occurred owing to siting and financing difficulties.

90% GOVERNMENT HOUSING LOAN SCHEME

By far the most difficult task the Bureau had to face was the request for assistance under this scheme. To meet what proved to be an emergency the Bureau operated through an advisory panel at the offices of the D.S.D.C., when contributors were called upon to assist and advise applicants in the selection of plans and related problems. Daily attendance was maintained in April, May and June, when a falling off of applications permitted a reduction of periods of attendance to one a week. The Committee is grateful to Mr. C. Sayce who took these duties himself until the material was withdrawn from the D.S.D.C. offices in November.

EXPANSION OF THE BUREAU

The difficulties experienced at the D.S.D.C. offices owing to the restricted nature of the resources of the Bureau led to practising architects again being asked to contribute plans, this time suitable for small sites and of an area not exceeding 1,400 super feet. As a result 70 new types of a very satisfactory standard were added to the Bureau's collection.

EXHIBITION

The seventy new plans were exhibited for a week in November at the Johannesburg Public Library. The Exhibition which received favourable Press comment, was opened by the Mayor of Johannesburg. The President and Chairman met representatives of the Building Societies at

the Exhibition and explained the aims and objects of the Bureau to them. The outcome of this meeting was the invitation of the Association of Building Societies to display a suitable notice in the various banking halls drawing the public's attention to the services available.

ADMINISTRATION OF THE BUREAU

The Administration of the Bureau has proved a difficult question on account of the lack of continuity inherent in operation through an intermittent advisory panel, which, since the Exhibition, has functioned at the Institute's offices. It is proposed, with the concurrence of those who attended the Special Meeting of Contributors in January, to appoint an architect for a limited period to supervise the working of the Bureau at the Institute's offices.

FINANCIAL ASPECT

The Bureau's revenue has been drawn almost entirely from the Sandringham project. The sale of plans to the public has been most disappointing, only four sets having been sold since the Exhibition, and only four under the 90% loan scheme.

The question of publicity has been considered, but it was felt that, until the Bureau was more firmly established wide publicity would only prove embarrassing, but that the display of notices in the Building Societies' offices should result in an improvement.

Largely owing to the efforts of Mr. Fair the Bureau's accounts have been brought up to date and a separate set of books written up. The Bureau thus operates on a separate banking account under the general supervision of the Finance Committee.

GENERAL

In January the Springbok Legion's Ex-Servicemen's Housing Committee approached the Bureau for assistance for their members having stands at Roosevelt Township. The Bureau responded, and at present some twelve ex-servicemen have selected plans. This group has asked for further assistance to initiate building. It is likely, therefore, that the incoming committee will be asked to appoint a supervising architect to administer the scheme.

Following the Exhibition the Town Clerk of Witbank indicated his interest in the Bureau's facilities in view of the proposed construction of a number of houses there. Up to the present, however, no definite information has been received from the Town Council.

The thanks of the Committee are due to the Secretariat for their willing help and the valuable assistance given the Chairman and Committee throughout the year.

W. D. HOWIE, Chairman.

TRANSVAAL PROVINCIAL INSTITUTE OF ARCHITECTS

ADDRESS OF THE PRESIDENT, MR. JOHN FASSLER

Mr. President in Chief, Ladies and Gentlemen: My first duty is to thank you for the honour you have conferred upon me in electing me President of this Institute of Architects. I can say with sincerity, that I have felt very honoured indeed to lead the profession in the Transvaal during the past year. I have also to thank the members of the Provincial Committee for their unflinching support, and for the way in which they contributed their time and energy to the consideration of the many problems that came before them. I would also like to express my appreciation of the very loyal manner in which our secretary, Miss Paiker, handled the affairs of the Institute. She and her staff have carried a heavy burden, and I hope this will be lightened by new arrangements for the management of the South African Architectural Record which are being considered.

* * * * *

This Institute together with those of the other Provinces, will be holding its 21st Annual General Meeting next year. I trust that our coming of age will be celebrated with all the ceremony which such an important occasion deserves. It will be the lot of the President then in office, to assess what the profession has achieved up to date, and attempt an estimate of how far it has fulfilled its destiny in serving the people of South Africa. It will be a golden opportunity to foster our public relations, and radio, cinema and press, should be drawn into whatever programme is arranged.

The occasion, I feel, will also be appropriate to pay special tribute to those architects who paved the way for the Act of Parliament that protects our title, who founded architectural education, and in the Transvaal, the valued South African Academy. My generation and others have enjoyed the benefits of an inheritance which was built up over many years by the work of our older practitioners.

It is fitting I think, to consider what contribution we can make in our turn, to enable this Institute to keep pace with a rapidly changing world. There is firstly the Act itself, and Regulations. Experience over the last 20 years has shown that the Act is in need of revision. The protection of our work as well as our title is necessary. This will not be an easy modification to effect, but there is no doubt that considerable improvement would take place in our urban environment if architects were employed on all building projects within municipalities.

A necessary preliminary is to build up the reputation of the profession, through the maintenance of a high standard

of service to the public. In this regard our cause has been strengthened, in my opinion, by the magnificent way the profession organised and initiated the National Housing programme. We decided to support National Housing in 1945 with our eyes wide open, realising that we would have to bear the blame if anything went wrong. The public were hostile, and the Institute defended itself splendidly against the barrage of abuse and criticism that followed the commencement of the first programme. It also supplied the Minister of Health and Housing with arguments, to use against his own colleagues, who were naturally influenced by public opinion. But, what a different picture presents itself to-day. National houses wherever they may be seen, stand out against the mediocre buildings which figure so largely in suburban development. In carrying out this notable and important service to the country, the Institute certainly gained the gratitude of the Minister concerned, and the high praise he has bestowed upon us in public not once, but many times, is on record, and will all help our cause.

If it can be shown that the employment of architects is of benefit to all sections of the community both rich and poor, and it therefore follows, of benefit to the country as a whole, then I think the achievement of Clause 3 (c) will not be impossible. We have demonstrated what can be done in the small house field. The employment of architects on the Provincial school and hospital building programmes, is also a further opportunity to display our ability to serve the public of South Africa.

It was with the object of creating a better understanding of the work of the architect and his value to society that the Provincial Committee established its Public Relations Subcommittee. The work of such a sub-committee can do much to prepare the way for the alteration of the Act I have just mentioned. Members of the Provincial Committee itself, however, cannot contribute substantially towards propaganda. For service on the main committee and sub-committees, is sufficient of a burden for any practitioner to bear. We need the assistance of members of this Institute who can write in a manner that has public appeal, who are prepared to broadcast or undertake lectures when necessary. Work on such a committee has its fascination and we would be glad to have the names of any of you who would like to apply their efforts towards furthering the interests of the profession in this way.

Two other aspects of the Act are also in need of modification. We feel it is desirable that students studying architecture

be embodied in the profession at an early stage of their training. This is not possible at present. Then there is also the desirability of arranging for graduates to undergo a period of practical experience after leaving universities, before being able to set up in private practice.

Alterations to Private Acts are expensive undertakings under present conditions but I feel the Central Council must build up its financial resources to be able to take advantage of a suitable opportunity—perhaps within the next decade—having prepared the ground carefully so that our case may be presented in the best possible light.

Many of the Regulations under the Act are also due for revision. The Central Council has been collating these for some time and it is intended to table the revisions in the Houses of Parliament this session.

* * * * *

In the sphere of education further development is necessary. I do not propose to mention architectural training particularly but wish to refer to another branch of our work. The study of Town Planning is rapidly becoming a normal post graduate extension of the architectural qualification. Your Central Council anticipated this, when it pressed for the establishment of training facilities in Town Planning, to equip architects and others to participate in work arising from the desire of City Councils throughout the country to plan for the future expansion of their towns. But although courses have been established, there is need in the National interest, for the founding of a chair of Town and Country Planning in South Africa, so that researchers into the subject may be encouraged to develop techniques, which will take account of our special conditions in which the racial differences and uneven economic circumstances of the people, form features of our life. I am glad to say that the Central Council has decided to take steps to explore the problem of establishing such a chair, so that the correct approach may be made to the appropriate authority at an early date.

The Schools of Architecture are in need of scholarships. The only scholarship, that established by the late Sir Herbert Baker, has not been a success in my opinion. Its conditions need to be overhauled, and the necessary modifications effected if possible. It should be made available more regularly, and be won by projects that do not necessarily bear the stamp of New Delhi. One scholarship is not enough, and I am glad that, at the banquet in honour of Dr. Gordon Leith last year, the President-in-Chief bluntly suggested to the Minister of Public Works, that he should establish a scholarship for the profession, as a tangible sign of the Government's appreciation of the service this profession rendered the country during the war period. The request was taken seriously and I am glad to say that Mr. Mushet has since followed the matter up. I would also like to mention, that whereas the School of Architecture at the University of the Witwatersrand has four special prizes contributed by members of this profession, the School of Architecture at the University of Pretoria only has one. May I remind our wealthy practi-

tioners that the most effective way of forging an everlasting link between their names and the profession, is by the establishment of prizes and scholarships at our Transvaal universities. Having given some consideration to developments in educational matters, let me now turn to the profession itself.

My impression is that it has not grown up in the past 20 years to the extent that it should have done. This immaturity manifests itself in many ways. Members reply in great numbers to circulars inviting them to submit their names for consideration for architectural commissions. On the other hand, they do not trouble to reply to circulars inviting them to attend a dance, or a Congress, nor do they support lectures which Provincial committees take the trouble to organise. They seem unwilling to prepare papers for publication, or even to record their own work in the Journal. Now if architecture in the Transvaal—and I feel that some excellent work is being done here—is to be thought highly of outside South Africa, it is essential that practitioners should discuss the problems, aesthetic and practical, that are involved in their fascinating art. We are in particular need of such discussions at the present time, for the war has broken up the main stream of architectural thought which flowed with such vigour from Europe, into many rivulets, that now need to be brought together again before they lose themselves in a morass of stagnation. The profession, in some quarters, has shown a fine spirit. I would like to pay tribute in particular to our Pretoria members, much of whose work has beautified their town, whose concern for the future of that capital city led them to press successfully for the establishment of the post of City Architect, the first in South Africa. The growth of this corporate spirit as one finds it in Pretoria has not been general, and my impression of Johannesburg is that we tend to exist as a series of individuals working in watertight compartments, having very little contact on matters which directly concern the art of architecture itself.

* * * * *

Reference to architecture as an art brings me to my next subject. At the recent South African Academy when it was my privilege to introduce the Administrator of the Transvaal I made a plea to the public that they should be prepared to employ South African painters and sculptors on a wider scale than has yet been possible. I pointed out, that although it would be expensive, we owed it to our artists to provide them with opportunities to develop their skill and craftsmanship, and in turn enrich South African culture. I think the time has come to take the leadership in art, which architecture as the mother of the arts confers upon us, much more seriously than we do.

The men who founded this Institute were aware of the necessity of providing art in South Africa with a focal point and I think it stands to their lasting credit that the South African Academy was founded. The statement which appeared in the quarterly journal of the Association of Transvaal Architects in September, 1919, makes interesting reading. I quote, "The Council of the Association realising that public

appreciation of Art and Architecture in South Africa has been neglected in the past, and too few facilities afforded those interested in art in all its branches to view contemporary work, and the need for stimulating public interest in these matters, has decided to hold an art exhibition in Johannesburg early in the new year. This exhibition which will be styled the "South African Academy" will be held under the aegis of the Association of Transvaal Architects and it is intended that it shall be an annual affair, which in subsequent years will be held in other centres in the Union." It has been held regularly since then, and we are on the way to arranging to have it exhibited in another centre. The Academy alone, however, is not enough, and I feel that we as a profession should endeavour to create opportunities for the artists of our country. You may feel that it is difficult to find men and women capable of carrying out mural paintings for example, but unless opportunities occur with reasonable frequency there will be a lack of skilled experience, and the vicious circle must be broken somewhere. I personally would be prepared to tolerate some bad art to begin with, provided that it formed the prelude to something better. I would commend these remarks particularly to those members engaged on school projects for the Province. There would very likely be some difficulty on the financial side, but if members thought it worth while, I think the matter could be taken up officially with success.

* * * * *

Passing from Art to Building, I wish to touch on the Building Industry. The growing realisation that we form a very important part of it has led to the foundation of the Joint Council representative of the architectural profession, the National Federation of Building Trade Employers and the building Trade Unions. Ultimately the success of our work depends on the way it is executed in practice. Standards of skill amongst artisans, and the qualifications of those engaged

in contracting thus concern us vitally. I think all practitioners will agree that there is great room for improvement at the present time. The constitution of the Joint Council has not yet been settled, so that it is not possible to say very much about the future activities of this body. Mention must be made, however, of the immediate advantage of those directly concerned in the Industry of now being able to speak with one voice on issues which affect the country as a whole. The founding of the Joint Council is, I feel, a significant development, and I hope its future will be a constructive one.

* * * * *

It now remains for me to sum up this address. I have endeavoured to indicate some of the contributions we can make to the profession in our time. These comprise, firstly, the alterations to the Act and Regulations, the latter being almost accomplished. There is, too, the necessity of establishing a chair of Town and Country Planning in the Union, and the provision of further scholarships and prizes available to students in the Transvaal; the need to foster closer contact amongst architects particularly in Johannesburg, and the desirability of practitioners publishing their work and experiences far more than they do. Then there is a need to take that leading place in art which we enjoy, much more seriously, not forgetting our responsibilities to the painters and sculptors of this country. The achievement of the objective of the founders of the South African Academy to make it a truly national exhibition on view in all the important centres, must be pursued, and finally strong support of the Joint Council for the Building Industry must be given.

* * * * *

In conclusion may I say that, although I have been mildly critical of this Institute, yet when I review what it has achieved so far, I feel proud indeed to be one of its members.

THE CAPE PROVINCIAL INSTITUTE OF ARCHITECTS

ANNUAL REPORT 1946-1947

MEMBERSHIP

The membership at the close of the year consisted on 153 Practising, 56 Salaried, 13 Retired, 2 Absentee and one Life member, making a total of 225. The deaths are recorded with deep regret of the following members: Messrs. W. J. Delbridge, C. A. Steven-Jennings and V. T. Jones.

MEETINGS

The Annual General Meeting, one Special General Meeting and thirteen Provincial Committee meetings besides numerous Sub-Committee meetings were held during the year. At the first meeting of the Committee Mr. B. St. C. Lightfoot and Mr. E. D. Andrews were re-elected as President and Vice-President, respectively, for the year under review.

The following is the record of members' attendances at Provincial Committee meetings, showing the actual attendances and possible attendances:—

	<i>Attended</i>	<i>Possible</i>
E. D. Andrew	13	13
K. V. Commis	12	13
R. F. R. Day	10	13
L. A. Elsworth	12	13
B. St. C. Lightfoot	7	10
B. Mansergh	9	12
D. F. H. Naude	6	13
R. F. Ohlsson	12	13
H. Roberts	10	13
S. H. Todd	3	5

During the year under review the President was granted leave of absence for approximately three months and the thanks of the Committee are due to Mr. E. D. Andrews, Vice-President, for acting in his place.

Mr. Todd was also given leave of absence for approximately eight months owing to his visit overseas.

FINANCIAL

The audited accounts accompanying this Report show the financial position to be as follows:—

Revenue for the year exceeded expenditure by the sum of £559 19 9

The Balance Sheet shows that Assets as at 31/12/46 exceeded Liabilities at the same date by the sum of £1,107 12 6

As compared with the previous year all items of revenue show increases, the main increase being in subscription revenue, the figures for 1945 and 1946 being £875. 3s. 6d. and £1,775. 0s. 6d., respectively. The increase in subscrip-

tions for Practising members and additional revenue derived from new registrations. The remission of subscriptions of members on active service fell away during 1946 whereas £147 was written off during 1945.

The Levy paid to the Central Council amounted to £534. 12s. 8d. as compared with £273 during 1945; the increase in Levy is due to improved collections during the year under review and the increase of subscriptions in the Practising Class. Other items on the expenditure side which show increases are secretarial fees, grants to Local Committees, travelling expenses, circulars, notices and typing and legal expenses. The surplus of income over expenditure amounting to £559. 19s. 9d. shows a vast improvement over the results of the previous year which showed a surplus of only £54. 8s. 8d. With the addition of the surplus, the Capital Account stands at £1,107. 12s. 6d.

CENTRAL COUNCIL

The Annual Meeting of the Central Council was held in Johannesburg on April 24th, 25th and 26th; the Cape Institute was represented by the President and Vice-President. An additional meeting of the Central Council was held in Johannesburg on December 2nd and 3rd; this meeting was attended by the Vice-President and Mr. K. V. Commis (in lieu of the President who was absent overseas). The matters discussed at these meetings included the following: Competitions, Post of City Architect, National Housing, Professional Education, Small House Bureaux, Architectural Congress, Limitation of Students, Building Control, Government Work, Revision of Scale of Fees, Classification of Membership, Unprofessional Conduct Regulations, Historic Monuments Commission, Town Planning, Revision of Standard Forms of Building Contract, Tour of Inspection of Schools of Architecture and Quantity Surveying, and many other matters of professional interest.

LOCAL COMMITTEES OF ARCHITECTS

The Local Committees at Port Elizabeth and East London continued to function efficiently during the year under review; the Chairmen were Mr. H. J. Tanton and Mr. C. W. Stocks at Port Elizabeth and East London, respectively. Financial grants were made to the two Committees on the basis of one-third of all subscriptions collected from members in their areas.

THE SCHOOL OF ARCHITECTURE

The number of students attending the Architectural and Quantity Surveying courses at the University of Cape Town

during 1946 was 243. Of these the architectural students numbered 219, with 95 in the first year, 45 in the second year, 33 in the third year and 46 in the final year. The Quantity Surveyors numbered 24 of which 8 were first year, 10 second year, 3 third year and 3 final year. Sixteen architectural students and two Quantity Surveying students qualified during the year.

C.P.I. PRIZES

The C.P.I. Prize offered to students of the University of Cape Town School of Architecture for the best work done during the final year of the Course was awarded to Mr. J. J. Barnett. It was decided to resuscitate the C.P.I. Prize for Measured Drawings and all members were circularised with the Conditions; the Committee regret to report that this invitation to members and students met with very poor response. It was decided that the Competition for the award of the C.P.I. Bronze Medal be held in abeyance for the time being.

PASSING OF PLANS AT THE CITY HALL AND NEW BUILDING REGULATIONS

Members will have noted in the public Press a considerable amount of publicity instigated by the Institute. The only definite result is that the authorities have promised new Building Regulations within a period of two years. The matter will be further ventilated at the forthcoming Annual General Meeting.

NATIONAL HOUSING

The National Housing Programme has suffered many vicissitudes during the past year. The members of the profession

who have helped with this work have displayed remarkable patience with official ineptitude. It must of course be stressed that the programme necessitated calling into being a central authority and organisation which at that time did not exist. The problem of payment for work abandoned after drawings had been prepared was the subject of negotiations between your Central Council and National Housing; the members of the Cape Town Panel concerned have been notified of the proposals put forward by Central Council. I am informed that National Housing contemplates extensive development of their building programme.

After lengthy discussion at Central Council in December last it was decided that the Institute would continue to assist the Government in this work.

C.P.I. HOUSE PLANNING SCHEME FOR EX-SERVICEMEN

The Secretary reports that he has had numerous interviews during the year with ex-servicemen wishing to take advantage of the Scheme but owing to various reasons, such as lack of finance and suitable sites, the majority of enquirers have been unable to build.

GENERAL

In accordance with past practice, the Presidential Address at the forthcoming Annual General Meeting will deal in fuller detail with other matters which have engaged the attention of your Committee during the past year.

B. ST. C. LIGHTFOOT,

President.

THE STUDENTS' FORUM

THE HISTORIC BUILDINGS OF JOHANNESBURG - 9

THE OLD GENERAL HOSPITAL

By Cyril A. Stoloff, Dip. Arch. IV

In 1887, a year after Johannesburg had come into existence, a site of about twelve acres was reserved for the erection of a hospital, but long before any building could be put up for the reception of patients, the space reserved was needed for their accommodation. Tents were accordingly pitched on the site, and these remained there until about 1906. From time to time, as funds came into the hands of the governing body, from subscriptions and donations, portions of the first General Hospital building was erected, and served the city until its demolition, which made way for the present buildings.

The building itself was of brick and stone, with elaborate cornices, keystones, tower and parapet balustrading. The main façade was still further decorated with plaster swags, and the large sash windows were fitted with venetian blinds. The adjoining side wings were linked with the central block by means of open corridors with cast-iron staircases to the grounds below. The pillars to the verandahs of corrugated iron were

also profusely decorated. These cast-iron pillars, were incidentally, all imported from England, being pre-fabricated standard items. It was then possible to choose designs from various stock patterns.

The hospital provided accommodation for 290 patients. One of the most colourful figures in the early days of the Rand, Mr. Barney Barnato, endowed a ward at the hospital, which was named after him. In 1903, the management of the hospital was in the hands of a body of ten members appointed by the Government of the Transvaal. The revenue was provided from fees, subscriptions, donations and a Government grant of £50,000.

In the early years of Johannesburg, there were only two other institutions to provide for the medical needs of the citizens. These were the Queen Victoria Maternity Hospital in Siemert Avenue, Doornfontein, and the Alexandra Convalescent Home in Orange Grove.



Photo: John Bacon



THE OLD GENERAL HOSPITAL, JOHANNESBURG

CONTEMPORARY JOURNALS

"THE ARCHITECTURAL REVIEW," December, 1946.

Another Man's Poison, by J. M. Richards, a vivid description of an excursion into suburbia, is a chapter from a new book, "The Castles on the Ground," about to be published, and written "not in order to make fun of suburban taste, but by sympathetic understanding, to illuminate the whole question of popular taste in relation to everyday life." Barbara Jones describes and illustrates the strictly traditional art of canal boat decoration under the title *The Rose and Castle*. H. V. Molesworth Roberts presents a well documented survey of the architecture of Leonard Aloysius Stokes, and evaluates his contribution to the modern movement. Joaquim Cardoso in *Rebirth of the Azulejo* discusses the significance of the use of the blue glazed tiles (azulejos) as a wall finish in modern buildings in Brazil.

The issue also includes three houses in Western U.S.A., which afford an interesting comparison to three Danish houses.

In *Design Review* Gordon Russell tells the success story behind the production of utility furniture in Britain.

"THE ARCHITECTURAL FORUM," December, 1946.

Three recent schools in Wayne County, Michigan, built during the war, illustrate cheap, easily erected designs determined by severe cost restrictions.

The projected scheme for the "Malibu Quarterdeck Club" for private bathing and boating on the Californian Coast is illustrated, also four houses in different parts of America, including Canada's first solar house.

The new Terrace Plaza penthouse hotel in Cincinnati epitomises all the advances made in recent hotel design and "proudly displays its own—not the least of which is its relationship to two large stores which form its pedestal."

Concluding this issue is the new Royal Melbourne Hospital planned for 700 beds and with provisions for the teaching requirements of Melbourne University's Medical School.

"PROGRESSIVE ARCHITECTURE — PENCIL POINTS," December, 1946.

The enormous Boeing Aircraft plant at Renton, Washington, erected on an almost ideal site and planned for flexibility and speedy flow-line production on a vast scale, is fully analysed and illustrated.

Oscar Niemeyer's remarkable Chapel of St. Francis at Pampulha, Brazil, with its rationalised and imaginative use of structural methods, its almost primitive character, and its great Portinari ceramic tile mural, is as refreshing as it is unprecedented.

The John Ward Men's Shoe Store in New York represents a blending of clean design with successful sales requirements by reason of its ingenious integration of interior and exterior spaces.

"Materials and Methods" contains Dr. Sigfried Giedion's history of the kitchen range, a part of a new book dealing with the effect of mechanisation on human environment.

"ARCHITECTURAL RECORD," December, 1946.

"Building Types Study 120" is on Industrial Buildings, with articles on *The Plant as a Place to Work*, by Roland Wauk; *Current Danger in Pennywise Saving*, by E. Warren Bowden; *Trends in Industrial Plant Design* by George H. Miehs; *Designing the Small Industrial Plant*, by John Cromelin; and a recent plant illustrating efficient design.

"Architectural Engineering" includes *Air Conditioning Systems for Rental Buildings*, by George M. Meek, and *Comparative Economy of Fireproof Floor Systems*, by Theodore Barpato.

"JOURNAL — ROYAL ARCHITECTURAL INSTITUTE OF CANADA," December, 1946.

Two interesting articles are published in this issue, the first *Paint and Painting*, by J. C. Keeley, discusses the materials used, and *Pre-Stressed or Pre-Compressed Concrete*, by V. S. Murray, who discusses the advantages of the elimination of tensional stresses in concrete under normal load conditions.

NOTES AND NEWS

APPOINTMENTS SOUGHT AND OFFERED

Major Alan S. Morris, of Alan S. Morris and David E. Morrison, 123*4, Newgate Street, London, E.C.1., is anxious to come to South Africa and seeks an appointment with prospects of partnership. Trained at Polytechnic School of Architecture, Regent Street, 1928-1931, and obtained Associateship R.I.B.A. in 1934. Thirteen years' practical experience includes working with Miners' Welfare Committee, 1931-1933; Mendelsohn and Chermayeff, 1933-1935 on various works; Wimperis Simpson and Guthrie, 1935-1937, as Senior Assistant wholly responsible for two office buildings in London; Chief Assistant with Hiscock and Morreau, 1937-1938 on two large schools; 1938-1939 private practice; 1939-1941, Senior Assistant with Hackney Borough Council on design and construction of Air Raid Shelters. 1941 enlisted in Artillery Survey; 1942-1944, 2 l/c Artisan and Building Coy., R.E., in India; 1944-1946, Staff Captain, R.E., later Major, R.E., E.-in-C. Branch (Works Directorate) G.H.Q., India; 1946 D.C.R.E., Durham, in charge of all Army works in County; and in June, 1946 commenced private practice.

Further details from Editor, also reference to Professor L. W. Thornton White, University of Cape Town.

STUDENTS' ARCHITECTURAL SOCIETY

The Students' Architectural Society of the University of the Witwatersrand, Johannesburg, cordially invite members of the Institute to attend the series of evening lectures to be delivered during the ensuing year. Any member interested in joining the Society and receiving notices of these lectures should write to the Hon. Secretary, Architectural Society, University of the Witwatersrand, Milner Park, Johannesburg.

PROVINCIAL WORK

The following is a list of the allocation of Provincial work to members of the Transvaal Provincial Institute and tendered for during the quarter ending 31st December, 1946.

SERVICE	ARCHITECTS	QUANTITY SURVEYORS	CONTRACTOR	AMOUNT
Hercules Junior High: Additions	A. O. Fischbeck	R. H. Aitchison	S. D. Naude	£30,000 0 0
Nyltroom High: Girls' Hostel	Departmental	E. Gaisford	Pols & Van Dyk	48,800 0 0
Fakkel Junior High: Additions	Janks, Kling & Trope	Quail & Quail	J. H. G. Gerten	22,880 0 0
Heidelberg Volks High: Additions	Cortigall & Crickmay	G. B. McIntosh	P. J. Swanepoel	9,382 0 0
Lady Selborne Coloured: New Building	T. N. Duncan	Farrow, Laing & McKeechie	G. Newlands (Pty.) Ltd.	30,238 0 0
Livingstone School: Additions	Janks, Kling & Trope	H. Muller	Van der Spek & Mathysen	7,148 0 0
Robert Hicks: Additions	Burg, Lodge & Burg		D. Vellhuizen	4,542 3 3
			TOTAL	£152,990 3 3

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