

Footnotes

- 1) F. Braudel. La Méditerranée et le monde méditerranéen. (Paris, 1966), second enlarged edition of the original published in 1949. Also available in English.
- 2) Supporting evidence for the eastern Mediterranean has been produced by the pioneering efforts of Ord.Prof.Dr.Ömer Lütfi Barkan as referred to in Braudel's second edition cited above, p. 299 and in the following selected works in European languages:
 - Ö.L. Barkan. "Essai sur les données statistiques des registres de recensement dans l'Empire Ottoman aux XV^e et XVI^e siècles." Journal of the Economic and Social History of the Orient, Vol.I, 1, 1957.
 - Ö.L. Barkan. "Research on the Ottoman Fiscal Surveys." in M.A. Cook (ed.). Studies in the Economic History of the Middle East. (London, 1970), pp. 168-169.
 - M.A. Cook. Population Pressure in Rural Anatolia, 1450-1600. (London, 1971).
- 3) J.H.G. Lebon. "The Islamic City in the Near East, Comparative Study of the Cities Alexandria and Istanbul." Ekistics 182, January 1971, pp. 64-71.
- 4) C. Erder. "The Care of Historic Monuments and Sites in Turkey." From Medina to Metropolis. L. Carl Brown, editor, The Darwin Press (Princeton, New Jersey, 1973), pp. 277-288.

Vibeke Fischer Thomsen (Denmark)

AERØSKØBING - THE DEVELOPMENT AND CONSERVATION PLAN

1. Map of Denmark

This series of slides illustrates the combined development and conservation plan for the town of AERØSKØBING in Denmark. The plan was prepared by the local authorities with the assistance of the Foundation for Building and Landscape Culture, and was completed in 1971. Vibeke Fischer Thomsen, architect and townplanner, was responsible for the plan.

2. AERØ and AERØSKØBING

AERØSKØBING is one of Denmark's oldest market towns. It is situated on the island of AERØ, one of a group of islands south of Funen. The town dates from the 12th century, and its plan resembles that of contemporary towns in North Germany. It was granted a municipal charter in about 1500 and since then it has served as a centre for trade, crafts and local administration. In former times shipping played an important part in the town's daily life. There has been no recent industrial development of any significance.

3. Illustrative plan of AERØSKØBING today

Today AERØSKØBING has 1100 inhabitants. Most of the working population is occupied in trades connected with tourism. AERØSKØBING's fame as a tourist attraction is due to its

well-preserved urban environment. The old part of the town comprises about 400 houses of which 37 are under preservation orders. Today's townscape was fashioned during prosperous times in the last century, although a few houses remain unaltered since the end of the 17th century.

4. Drawing from about 1850

This drawing from about 1850 shows AERØSKØBING's situation by the sea at the foot of a range of hills. Today, as in former times, the old part of the town is surrounded by open fields, and the well-defined town boundary remains intact. The town's profile of rooftops, half hidden by trees, is still crowned by the church tower.

5. Four plans showing AERØSKØBING's historical development

Along the coast, west of the old harbour town, a new area of detached housing has grown up since the turn of the century. The old and the new parts of the town characterise the differing urban ideals of the two epochs, but they have one thing in common - their link with the sea.

The fundamental aims of the combined development and conservation plan are on the one hand to fulfil contemporary requirements and on the other hand to preserve traditional qualities. Therefore the two plans are shaped in such a way that each respects and reinforces the other.

6. The development plan

In the development plan the new residential areas are placed to the west of the town, where expansion is taking place to-day. These areas surround a park in which various public buildings can be placed - a new town hall has already been built here. AERØSKØBING's considerable traffic problems are solved by a proposed new road, following the boundary between the old and the new part of the town, thus giving access to the harbour as well as to the new residential areas. One reason for this radical solution is that heavy traffic in the narrow streets has already caused serious damage to the old houses.

7. Illustrative plan showing proposed development

The new road flanked by trees, gives access to two service roads leading to public parking lots on the south side of the town, which can be established as need arises. In this way it should be possible to eliminate street parking completely. Consequently, the old town can be transformed into a single coherent pedestrian area in the summer months when a large number of tourists visit AERØSKØBING.

8. Brogade, with a view of the harbour

In the plan the old part of the town is reserved for residential purposes. Shops and other necessary functions are permitted, in so far as they can be fitted into existing buildings. Further space for these facilities can be attained by converting properties which today are occupied by wholesale and industrial firms. Such firms often function badly and create traffic problems where space is confined, and these can eventually be relocated east of the town in the new area for light industry.

9. The pharmacy

While the development plan involves the entire built-up area, the conservation plan is only concerned with the old part of town. A close study of the old houses will reveal how their previous owners lived and worked, directly expressed in the building customs of different times. However, only a few houses remain completely intact, for most buildings have been adapted to meet changing demands throughout the years.

10. Prior's house

Prior's house from about 1690 is one of the houses of whose date we can be certain. It is a half-timbered gabled house, rectangular in plan, built according to North German tradition. A protruding bay has been added to the street facade at a later date.

11. Zahrtmann's house

Zahrtmann's house shows the transition from German to Danish style. The original gable was removed and a new roof constructed parallel to the street. This alteration dates from the end of the 18th century. At the same time the street front was rebuilt in brick and later decorated with plastered corner-stones. Zahrtmann's house is an example of the considerable changes that some of the houses have undergone.

12. Philip kock's house

In the second half of the 18th century the prototype of the small town house began to appear. The smallest of these houses were built in three bays. Often there was too little space for a large family. But since houses were built together, it was possible to expand by renting or buying one or two bays of one's neighbour's house. In this way a large degree of flexibility could be attained within the fully developed town structure.

13. The post office

A house could also be enlarged by adding a protruding bay often in two storeys, to the street facade. Later on it became the custom to include such a bay when the house was first built, as with the post office from 1794. The houses shown on the last two slides are among the 37 which are under preservation orders. By law, the National Museum can ensure the conservation of architecturally and historically valuable buildings.

14. Kjøbninghof - the courtyard

The preservation law has its limitations in that an order can only be placed on a single building, not on the building and its environment. AERøskøbing's most distinctive quality is however the interplay between the valuable single building and the surrounding elements such as other buildings, streets and squares. Gardens and courtyards are also important units of the townscape.

15. Garden with chicken-house

Narrow alleys, serving as more or less official short cuts, give the passer-by a chance of seeing private gardens. The traditional vegetable plot is still common, but more modern garden types are appearing. Fruit trees such as apple, pear and plum are everywhere and the mild climate also enables mulberries and apricotplums to be grown.

16. Svarre's house with kock and Drejøs house in the foreground

In the conservation plan area the ordinary building regulations concerning the outward appearance of the houses are legally binding for every property in the area. The plan permits alterations to be made which are not covered by ordinary maintenance, but it also allows the local building authority to reject projects which do not harmonise sufficiently with their environment. The building authority can also add certain conditions to the building permit for example that the roof must be of red tiles. The yellow brick building on the picture was built in 1968 on the site of a derelict one-storey house from about 1800 which was removed.

17. Facades to vestergade 1941 and 1971

The whole consists of details. The composition and treatment of details are often of great importance to the final effect. Heavy-handed renewal can destroy irreplaceably while careless attention to details will change the character of the street scene and spoil its unity. The alterations to this facade, which are shown in a heavy line, were made between 1941 and 1971. Chimneys, shopwindows domestic windows, signs, front doors, front steps and not least of all colour schemes are matters to be considered carefully every time a restoration or maintenance job is undertaken.

18. Front door, Vestergade 22

In practice, houses are conserved by being used in a sensible way and by their daily care and upkeep, and it is the inhabitants of the old town who are responsible for the preservation of its appearance. In ordinary matters of maintenance the town's two conservation societies keep an eye on developments and they can in special cases give strictly limited financial support. As part of the conservation plan a set of instructions on the subject of maintenance has been prepared and sent to all householders in the area.

19. Street lamp

The plan also contains advice to local authorities on the preservation of public open spaces. Cobbled streets and street lighting are among the items which are treated here. With support from the Foundation for Building and Landscape Culture a special electric fitting has been developed for the original street lamps.

20. Nørregade with the church-yard trees

At the present time conservation is being encouraged by the National Museum, which is preparing a register of AErøskøbing's building. It will consist of a detailed description of each house from the available documents, aiming at a complete record of historical development. The register will include a description of the town's trees. This constitutes a new element in the field of conservation, which traditionally is confined to buildings.

21. The quay path

By means of the law on nature conservation it is possible to protect specially valuable trees and other plants. So far this has only been done infrequently and only for architectural reasons. The possibility of co-ordinating building and nature conservation is under discussion at present. The aim of this is to find a better legal method of protecting the total environment with significant cultural values in the form of both buildings and natural elements.

22. The source of wisdom

Both the maintenance of an old town environment and the creation of new built-up areas require close co-operation between citizens, politicians and technicians. The combined development and conservation plan which is described here is merely a tool with which to carry out these tasks.

The last picture in this series shows AErøskøbing's former school - named "The Source of Wisdom". An understanding of our past and an ability to identify oneself with it are the best means of giving our heritage a chance to survive.

Jorge G a z a n e o (the Argentine)

EXAMPLES AND CASE STUDIES IN SOUTH AMERICA

First of all we feel it necessary to establish the general characteristics of the Latin-American territory; its structure, regions of influence and, within these, the areas of deep-rooted urban tradition belonging to a comprehensive organisation characteristic of the period of Spanish and Portuguese influence.

The West Indies (Antilles), being connected with the European Continent by marine currents which marked the route for ships plying between Spain and her colonies, were the natural gateway to the Empire and it is easy to understand why they were defended by a shield of fortified towns with an urban landscape of their own.

The central and south American territories, crossed from north to south by a geographical spine which brings them together as a whole, had already imposed on pre-hispanic cultures a pattern