

Zeitschrift: Bauen + Wohnen = Construction + habitation = Building + home : internationale Zeitschrift

Herausgeber: Bauen + Wohnen

Band: 15 (1961)

Heft: 4: Industriebauten = Bâtiments de l'industrie = Factories

Rubrik: Summary

Nutzungsbedingungen

Die ETH-Bibliothek ist die Anbieterin der digitalisierten Zeitschriften. Sie besitzt keine Urheberrechte an den Zeitschriften und ist nicht verantwortlich für deren Inhalte. Die Rechte liegen in der Regel bei den Herausgebern beziehungsweise den externen Rechteinhabern. [Siehe Rechtliche Hinweise.](#)

Conditions d'utilisation

L'ETH Library est le fournisseur des revues numérisées. Elle ne détient aucun droit d'auteur sur les revues et n'est pas responsable de leur contenu. En règle générale, les droits sont détenus par les éditeurs ou les détenteurs de droits externes. [Voir Informations légales.](#)

Terms of use

The ETH Library is the provider of the digitised journals. It does not own any copyrights to the journals and is not responsible for their content. The rights usually lie with the publishers or the external rights holders. [See Legal notice.](#)

Download PDF: 06.05.2025

ETH-Bibliothek Zürich, E-Periodica, <https://www.e-periodica.ch>

Summary

Paul-Henry Chombart de Lauwe

The Social Sciences, Planning and Urban Development

Preliminary Note (pages 139–142)

The points of view set forth in the article in question are based on a twofold experience. On the one hand, travels in widely differing countries, on the other, direction of a research team for 10 years. These experiences oblige us to distinguish three levels of research: fundamental research, applied research and oriented basic research. As an example of the first type we may cite the two volumes published on Paris and its metropolitan area; as an example of the second there should be mentioned the preparatory sociological surveys for the development plans of Bordeaux or Maubeuge; as an example of the third we may point out, finally, the research being undertaken at the present time on the evolution of society in urban environments, basing ourselves on comparative surveys carried out in different cities.

In the 19th century and at the beginning of the 20th, industrial expansion provoked a rapidly accelerated growth of cities without it being possible for planning to be undertaken effectively with a view to channelling and directing this growth. The phenomenon has assumed such proportions, especially in the countries developing their economic potential, that planning is now becoming an absolute necessity. This coming to terms with the problem marks a turning-point in industrial civilization.

Spectacular demographic and sociological changes follow in the wake of technological developments, but they depend also on certain currents of thought influencing the ideas of the planners. The people in all the countries where there is a more or less clear awareness of this expansion are increasingly giving voice to aspirations which ought to be met in any future planning. In fact, however, these aspirations are difficult to pin down and the technical experts have a great opportunity, above all, to make mechanisms of various kinds "work," whereas there ought to be created a framework within which the new social structures could develop harmoniously. Real planning ought to consist in conducting technical studies of the given problems in line with methodically analyzed needs and aspirations. This is the place for the enquiring spirits in the social sciences. Their role is a twofold one, combining research and creative thinking. The intellectual approach common to town planners and to sociologists consists in seeing man located in space and in devising for him the means of making proper use of space. The current divorce between man in modern society and the constructed space of his cities results in part from the lack of a clear realization of the idea of social space. What we lack is an anthropology in which definition is given to the aspirations of present-day man with a view to the future which is imminent, with a view to his rooted values.

I. Theorizers and Planners

Two conceptions of planning can be envisaged. The first consists in drawing up plans, carefully worked out in technical detail, which are simply imposed on the population of the given area. However, another conception can be put forth. The needs and the aspirations of people can be studied in a different way; they need not be ascertained only by rapid public opinion surveys, which are valid only for limited research projects and for short-term predictions.

We have never failed to note, according to exact tests, that the programs put forth by planners in certain cases create tensions, discontent and resistance which could have been avoided to some extent if we had possessed more profound knowledge of actual human behaviour and above all of the motivation underlying this behaviour. The genius of the planner does not consist in making flawless calculations or in inventing a new idea out of nothing. The planner ought, above all, to grasp the trend of an evolutionary development and set up a framework, as it were, that will train this growth in the right direction. Basic aspirations should be expressed in the program put forth by the planner. One of the main problems is to guarantee free communication between the people and large and governmental bodies. Man needs not only comfort and luxury but also noble works symbolizing his beliefs. In this sense a certain degree of prestige planning is a necessity. A general planning program, elaborated by a single man or by a team, can be impressive if the first concern is to feel the public pulse at all times. It is by studying human behaviour that this result will be attained. Planning based mainly on the study of technical problems, economic factors and demographic forecasts is incapable of doing justice to all the problems posed. There should be superimposed upon the scheme: needs—function—totality of functions, another series of schemes worked out on a comparative basis for different segments of the population: jobs—behaviour, functions—social structures, behaviour—needs—aspirations, tied to the given cultural patterns, as well as to the given beliefs and currents of thought. Research ought therefore to be geared to experimental observations carried out under conditions which are ever more effectively controlled, a methodic choice being made of fields of comparison and samples and a progressive elaboration being made of hypotheses from the time of the initial observations. The second stage consists in proceeding to a real pragmatic attack on the problem, drawing up plans into which are introduced elements defined in advance in line with precise hypotheses with a view to observing the results. Research ought likewise to be engagement, that is to say, it ought to oblige planners to live in close contact with the given populations and to consult these populations in the course of their work. Under these conditions, basic research, disinterested in the scientific sense of the word, will be more effective and more useful.

II. Standard Problems

The sociology of planning ought to be able to rely on concrete research on the basis of which it is possible to proceed with some hope of success to more general studies. It would be dangerous to imagine sociology as a theoretical set of considerations far removed from reality, giving technicians an opportunity to evade pressing everyday problems. By way of example, some standard problems can be cited from the work of our research group.

a) The evolution of the town

Going in hand with several observations, which are already known, on the types of dwelling, we have been led step by step to perfect new methods to represent population volume, the delimitation of agglomerations, demographic development by way of sectors, trade distribution according to the rhythms of visits to the shops set up by the inhabitants of a town, the study of alternating emigration, the structure and delimitation of districts, the pinpointing of the phenomena of social disintegration and the classification of districts that have come down in the social world, etc. Various techniques used by us have been used habitually in the work of other town-planners.

b) The evolution of the district and neighbourhood relationships

Even the idea of the district needs, as we have already pointed out more than once, to be defined anew. There are in towns units of social life that can be established not merely in accordance with the work done on the various trades, as we said previously, but in accordance with neighbourhood relationships and various other criteria. These units are not the same in working-class districts as those where the living-standards are high. The comparative studies carried out in old districts and new housing-centres brings out most clearly differences

in behaviour and needs. In rural life the village is the reflection of society as a whole. The role of a district in urban life cannot be the same; what is it then? Once this question has been set, it can be solved by precise studies, studies that are not as long as one might think. Within the general scope of these studies the most interesting of the lines followed is that which attempts to link in a precise fashion variables that have been carefully selected and defined and to study them under more and more stringently controlled conditions from the point of view of experimental research.

III. A new view of social space

The totality of facts studied must be replaced by a space, which it is necessary to define in order to prevent confusion and error. This form of space, which is neither ordinary geographical space nor social space that has no links with the material framework, possesses a multiplicity of dimensions. It is also the reflection of a civilization. The manner in which human beings both see and conceive objects in this space corresponds to their view of the world and their system of values.

a) A multi-dimensional space

For a long time human beings have lived in a two-dimensional space. At the present moment the third dimension is occupying an increasingly important place in social relations (point blocks, etc.). But, above all, there are other dimensions that progressively come into play: time, time-money, income level and others.

b) The reflection of a civilization

The socio-geographical space in we place people and the facts under study reflects social structures and the culture of the society in its totality. What is valid at the level of the town, where the shapes on the ground express the life of a society in its entirety, also holds for the interior of a dwelling. The space in which the family lives is handled in a way that is a function of a view of the world that will vary depending on the civilization in which the family is to be found.

c) Perception and representation of space

Men behave and think within this complex space according to the different social groups to which they belong. The material framework may be such that it is impossible to make this projection of the space represented in real life and then there will come about serious forms of disequilibrium as a result.

d) Dynamic study and planning

Some form of agreement must be found among the system of thought, the social structures and the material framework. Each and every type of planning must bear in mind this reciprocal play between the framework and human beings.

IV. A program?

It is as yet too early to give a definition of an overall program for the work in question here. The efforts being made in France at the moment at the "Commissariat Général du Plan" in conjunction with sociologists, demographers and economists will make it possible for us to move on to a new stage. It will be possible to line this work up with experiments carried out in other countries step by step.

However, before the lines along which the work will be done are put forward more clearly, we believe that the sociologists will have to keep in mind as their main aim the idea of satisfying the needs and aspirations of various levels of the population. Planning, therefore, should be subsidiary to the desire to make use of techniques to bring about the framework best adapted to social structures and not to adapt social structures and behaviour to an evolution in technique over which we should no longer have any mastery.

Bengt Blasberg and Henrik Jais-Nielsen
Printer's at Hålsingborg
(pages 114–118)

The building in question is part of a huge programme covering the disposition of a Swedish printer's at Hålsingborg in an area at the edge of the town. The organization of the various functions of the new building is exemplary. The construction is lucid and simple. The elements can be dismantled and remounted at will.

Kurt Simberg

Asbestos Factory at Lojo
(pages 119–121)

The conception of the building in question is simple and perfectly lucid: three main sections form the whole; the raw material store, the production hall, the store for finished products. Each section of the building can be separately lengthened. The system of construction is light and flexible.

Dirk Bornhorst and Pedro Neuberger
Exhibition Pavilion at Palma Sola
(page 122)

This is a sales and demonstration hall for the firms of VW and Porsche in Venezuela. Engineers: Johansson and Richter.

Thornton Ladd and John Kelsey
Production and Research Building at Berkeley (page 123)

The building in question houses the research and production sections for control mechanisms for rockets. It is the role of the architecture to create the atmosphere of the research intended to be carried out. The conception and construction are absolutely lucid and reflect the feeling of balance in "architect-engineer-constructor."

Atelier 5
Tool Factory at Flamatt
(pages 124–127)

The electric tool factory in question is about 12 km from Berne. The principle underlying the multi-storey buildings and the coupled sheds is lucid and simple. It permits maximum flexibility.

Hans Kündig and Fritz Weinmann
Heating Centre at Zurich Airport
(pages 128–131)

Tanks, the actual heating centre and the distribution of pipes are the main features of this industrial building. More than elsewhere they necessitate an absolutely perfect familiarity with technical data.

Roland Ostertag
Service and car station at Leonberg
(pages 132–134)

5 main functions are to be found in the building in question: the petrol section, the mechanical workshop, the garage, the car-driving school and the owner's flat. The conception is lucid and simple.

Vito Latis
Firm's Canteen in Former Hangar
(pages 143–145)

The flexibility in use of industrial buildings goes to show how necessary it is that industrial construction should possess spatial flexibility. Our example is a proof of this fact: a factory shed at one time turned into a hangar and then, during a process of general renovation, became the canteen for the firm. Depending on future organization, it is to be expected that the hall in question will change its function again! It is an obvious point that this flexibility renders the employment of light building-materials a matter of necessity.

The lavatories and cloakrooms are set in the centre of building, the total surface of which is 14 x 72 m. Also sited at the centre are the communal hall and bar, main entrances and kitchen. At the two ends of the building there is a hall for 360 workers and another one for 150 office staff. This division corresponds exactly to the work and the schedules of workers and staff. The plan of the building is lucid and simple.

Giulio Minioletti and Giuseppe Chiodi
Canteen for 800 people
(pages 146–148)

This canteen is intended for the employees of the firm of Pirelli. Various studies have culminated in the following result: the 1,600 employees take their meals in two shifts—800 people each time—of forty minutes. Between the two shifts there is a ten-minute pause. This extremely regular rhythm necessitates perfect organization in the preparation of the meals, their distribution and the general order of principal and secondary services.

Pier Luigi Nervi

Construction, rentabilité, esthétique et teamwork (page 113)

On peut dire que le destin a apporté toutes les chances possibles à Luigi Nervi. En effet, grâce à d'heureuses circonstances Nervi fut employé, entrepreneur — plus de dix ans — et professeur. Ces multiples occupations lui ont permis de faire maintes expériences intéressantes. L'article en question nous parle de l'une ou l'autre de ces expériences.

Pour commencer, l'on peut dire que les différents aspects de la construction sont intimement liés les uns aux autres: fonction, statique, rentabilité et «beauté». A vrai dire, mieux vaut remplacer le mot «beauté» par «force d'expression». Jamais un bâtiment impeccable au point de vue statique manque de «force d'expression» et jamais un chef-d'œuvre économique oblige l'architecte à négliger «l'architecture».

Selon Nervi, seule la «collaboration» peut nous mener au but, collaboration entre architecte, ingénieur et constructeur. La séparation artificielle entre la forme et la substance est la triste résultante d'un divorce de l'art de construire qui a eu lieu au milieu du siècle dernier. Tant que nos écoles d'architecture n'auront pas réussi à former des architectes qui comprennent la construction, il ne sera pas possible de résoudre le problème. Il faudra donc avoir recours au teamwork entre l'architecte, l'ingénieur et le constructeur. Dès le début du planning ces trois personnages devront travailler à la même table. De plus, il faut ajouter que la qualité de plans exécutés simultanément dans cet esprit sont beaucoup plus exacts, donc rationnels et rentables.

Nous posons quelques questions à Monsieur Nervi:

«Croyez-vous à l'avantage qu'il pourrait y avoir à ce que l'architecte, ingénieur, ou constructeur, soit en même temps «entrepreneur»? Pier Luigi Nervi:

A mon avis, il existe une forte différence entre entrepreneur et constructeur. Néanmoins je suis resté entrepreneur et constructeur! En pensant au problème qui se posait à Turin lorsqu'il s'agissait pour nous de construire une halle dans

l'espace de 10 mois, je me souviens que c'est avec «amour» — et j'insiste sur ce mot — que nous avons recherché les méthodes de construction correspondantes. Ce problème était principalement d'ordre constructif, en second lieu d'ordre statique et esthétique! L'on remarquera l'enchaînement de ces différents critères! Je crois d'ailleurs d'une manière toute générale que le constructeur jouera toujours un rôle particulièrement important. Je crois même que dans beaucoup de cas il aura le dernier mot! «Croyez-vous à la réalisation pratique de votre programme de collaboration entre architecte, ingénieur et constructeur? Cette réalisation ne diminue-t-elle pas sensiblement l'individualisme de l'architecte?» Nervi:

A mon avis, le teamwork est valable pour l'architecture comme pour la construction des navires ou avions. Dans l'avenir nous serons obligés de faire intervenir de grands groupes de planning. Les petits groupes et petits bureaux ne peuvent pas se payer le luxe de l'expérience. Seul le travail d'équipe a de l'avenir.

«Un tel travail d'équipe ne retire-t-il pas à l'architecte toutes possibilités de création individuelle «artistique»? Comment expliquer cet état de choses aux jeunes architectes?» Nervi:

En principe, il faut retirer toutes illusions aux jeunes architectes. Il faut leur expliquer que le mot «art» doit être employé avec extrême prudence. Le côté «artistique» de l'architecture se développe automatiquement si les conditions générales nécessaires à toute architecture juste sont remplies. Les jolis dessins sont dangereux, ils cachent souvent les problèmes pas encore résolus!

«Que pensez-vous du teamwork dans les universités?» Nervi:

Mes expériences à l'université de Rome à ce point de vue sont déplorables! Peut-être la génération suivante fera-t-elle mieux!

«Connaissez-vous de jeunes hommes en Italie qui reprendront vos idées et les réaliseront?» Nervi:

En principe je n'en connais qu'un seul! Et ce seul personnage est constructeur de ponts; je pense donc qu'il n'aura pas l'occasion de s'occuper de l'orientation des jeunes architectes.

Pier Luigi Nervi

Construction, Profitability, Aesthetics and Teamwork (page 113)

It could be said that fortune has smiled upon Luigi Nervi. In fact, thanks to happy circumstances Nervi was an office employee, an industrialist—more than ten years—and a professor. These multiple activities of his have enabled him to have all kinds of varied experience. The article in question speaks of some of these experiences.

To begin with, it can be said that the different aspects of building are closely bound up together: function, statics, profitability and «beauty.» To tell the truth, it would be better to replace the word «beauty» by «force of expression.» A building that is flawless from the static point of view never lacks «force of expression» and never does an architectural masterpiece oblige the architect to neglect «architecture.»

According to Nervi, only «collaboration» can lead us to our aim, collaboration among architect, engineer and builder. The artificial separation between form and substance is the melancholy result of a divorce between art and building which took place in the middle of the last century. As long as our schools of architecture have not succeeded in training architects who understand building it will not be possible to resolve the problem confronting us. It will be necessary to resort to teamwork among architect, engineer and builder. From the very beginning of a project, these three will have to work at the same table. Moreover, it must be added that the quality of the plans executed simultaneously in this spirit are much more exact, therefore rational and economically viable.

We have a few questions that we should like to put to Mr. Nervi:

«Do you believe that there would be any advantage in the architect, the engineer or the builder being at the same time a «contractor»?» Mr. Nervi replies: In my opinion, there is a vast difference between a contractor and a builder. Nevertheless, I have remained both contractor and builder! When I think of the problem confronting us in Turin when our assignment was to erect a hall

within 10 months, I recall that it was with «love»—and I stress this word—that we worked out in detail the construction methods indicated. This problem was principally a structural one, and only in the second instance a problem of statics and aesthetics! You will note the interrelationship among these various criteria! I believe, moreover, in a perfectly general way that the contractor will always play an especially important role. I even believe that in many cases he will have the last word!

«Do you believe in the practical realization of your program of collaboration among architect, engineer and contractor? Won't this realization appreciably restrict the individual freedom of the architect?» Nervi:

In my opinion, teamwork applies to architecture just as to the building of ships or planes. In the future we shall be obliged to call in large planning teams. Small groups and small firms cannot afford the luxury of wide experience. Only team projects have a future.

«Won't such team projects rob the architect of all possibilities of individual «artistic» creation? How are you going to explain this state of affairs to young architects?» Nervi:

In principle, young architects should from the outset not be allowed to nourish any illusions. They ought to realize that the word «art» is to be employed with extreme prudence. The «artistic» side of architecture will develop automatically if the general conditions necessary to any right architecture are met. Pretty designs, fine in and for themselves, are dangerous, they conceal, often enough, problems as yet unresolved!

«What do you think of teamwork in the universities?» Nervi:

My experiences at the University of Rome are, in respect of this matter, deplorable! The next generation may do it better!

«Do you know any young men in Italy who will take up your ideas and realize them?» Nervi:

In principle, I have known only one! And this young man is a bridge builder; I therefore feel that he won't have any opportunity to concern himself with getting young architects properly oriented.

Biografische Notizen

Pier Luigi Nervi

Geboren 1891 in Sondrio. Studium an der Universität Bologna. Ritter des »Gran Croce« für Verdienste an der Republik. Ehrenmitglied verschiedener Akademien in Europa und Übersee. Goldmedaille der englischen Königin 1960, Ehrendoktor der Universitäten Buenos Aires, Edinburgh und München. Seit 1946 Professor für Bautechnik an der Universität Rom. Teilhaber der Architektenfirma Nervi & Bartoli.

Wichtigste Publikationen:

Arte o scienza del costruire, Rom 1945
Costruire correttamente, Mailand 1954
Structures, New York 1956

Wichtigste Bauten:

Sitz der UNESCO in Paris in Zusammenarbeit mit M. Breuer und B. Zehruss 1953
Palazzetto und Palazzo dello Sport in Rom 1957–60
Palazzo del Lavoro für die Ausstellung »Italia 61« in Turin, im Bau

Bengt Blasberg

Geboren 1927 in Kopenhagen. Studium an der Akademie der schönen Künste Kopenhagen. Mitarbeiter bei Ralph Erskine in Stockholm. Seit 1957 eigenes Büro zusammen mit Henrik Jais-Nielsen in Hålsingborg, Schweden.

Henrik Jais-Nielsen

Geboren 1930 in Kopenhagen. Studium an der Akademie der schönen Künste Kopenhagen. Mitarbeiter bei Kay Fisker in Kopenhagen und Ralph Erskine in Stockholm. Seit 1957 eigenes Büro zusammen mit Bengt Blasberg.

Mit Bengt Blasberg gemeinsam ausgeführte Bauten:

Industriebauten und eine Gruppe von Einfamilienhäusern

Kurt Simberg

Geboren 1913. Studium an der Technischen Hochschule Helsinki. Eigenes Büro in Helsinki seit 1946.

Bauten:

Handelshochschule Helsinki 1953
Autoreparaturwerkstatt Stockmann in Helsinki 1957

Tabakfabrik Rettig in Turku 1960

Dirk Arturo Bornhorst

Geboren 1927 in Lübeck. Jugendzeit in Venezuela, wo seine Familie seit 1865 ansässig ist. 1940–44 in Japan, 1944–47 in Nordchina. Studium an der Universität Pasadena, Kalifornien. Fachhörer an der ETH, Zürich 1951–52. Seit 1953 Büro in Caracas zusammen mit Jorge Romero Gutierrez und Pedro Neuberger. Seit 1960 hält er Vorlesungen an der Universität Caracas.

Bauten:

Zollgebäude für Maracaibo 1954
Evangelische Kirche in Caracas 1955
Verschiedene Einfamilienhäuser
Helicoide de la Roca Tarpeya (Einkaufszentrum Caracas), seit 1958 im Bau

Thornton Ladd

Geboren 1924 in Oregon. Studium an der Universität Los Angeles.

John Field Kelsey

Geboren 1925 in Los Angeles. Studium an der Universität Los Angeles.

Mit Thornton Ladd gemeinsam ausgeführte Bauten:

U.S. Konsulat in Niagara Falls, Kanada
Union Bank in Orange, Kalifornien
Methodisten Kirche in Pasadena

Atelier 5

Gegründet 1954. Mitarbeiter: Erwin Fritz (geboren 1927), Samuel Gerber (1932), Rolf Hesterberg (1927), Niklaus Morgenthaler (1918), Hans Hostettler (1925), Alfredo Pini (1932), Fritz Thormann (1930).

Wichtigste Bauten:

Boilerfabrik in Thun
Zementwerke in Därligen
Mehrfamilienhaus in Bern
Siedlung Halen bei Bern
Werkhof in Flamatt
Radiomaststation Gurten bei Bern

Karl Kündig

Geboren 1883 in Zürich. Studium an der Kunstgewerbeschule Zürich und am Technikum Winterthur. Ausbildung bei Professor Billing in Karlsruhe. Von 1910 bis 1942 eigenes Büro mit H. Oetiker. Seit 1958 Büro gemeinsam mit Fritz Weinmann.

Fritz Weinmann

Geboren 1924 in Mettmenstetten, Zürich. Studium an der ETH, Zürich. Seit 1958 Teilhaber des Architekturbüros Kündig und Weinmann.

Gemeinsam mit K. Kündig ausgeführte Bauten:

Geschäftshäuser
Garten- und Seerestaurant in Oberrieden
Mehr- und Einfamilienhäuser

Roland Ostertag

Geboren 1931 bei Stuttgart. Studium an der Technischen Hochschule Stuttgart. Mitarbeit bei Dr. J. Joedicke 1954–56. Seit 1956 eigenes Büro. Seit 1959 Assistent an der Technischen Hochschule Stuttgart.

Bauten:

Einfamilienhäuser
Wirtschaftsoberschule Reutlingen
Sparkasse Fellbach
Verwaltungsbauten

Hans Maurer

Geboren 1926 in München. Studium in München. Seit 1949 selbständig. Chefarchitekt der Firma Siemens in München. Förderungspreis der Stadt München für Architektur 1960.

Paul-Henry Chombart de Lauwe

1936–39 Untersuchungen über Heiratsbräuche, Opfer und Ahnenkult in der Sahara und in Kamerun.

1946–49 Untersuchungen der Lebensgewohnheiten in der Sahara. Arbeiten über Religions-Ethnologie.

1949–56 Untersuchungen über Gewohnheiten und Verhaltensweisen von Arbeiterfamilien in Paris. Bildung eines Forschungsteams im Centre d'Etudes Sociologiques Paris. Arbeiten über angewandte Soziologie. Studie über Überbauungen im Industriegebiet des Sambre-Tales und in Bordeaux.

1957–60 Untersuchungen über die Frau im Berufsleben und ihre Stellung in der Gesellschaft; Untersuchungen über die Veränderung der Familie in neuen Siedlungen, z. B. in Nantes-Rézé; Studien über die Veränderung des sozialen Lebens im städtischen Milieu.

Chombart de Lauwe ist Direktor der

Groupe d'Ethnologie Sociale au Centre National de la Recherche Scientifique (CNRS) in Paris.

Wichtigste Publikationen:

Paris et l'Agglomération Parisienne 1952
La Vie Quotidienne des Familles Ouvrières 1955

Famille et Habitation 1. Bd. 1959

Vito Latis

Geboren 1912 in Florenz. Studium am Polytechnikum Mailand. Assistent an der Architekturakultät Mailand 1937–1950. Mitarbeiter des »Bureau Technique de la Reconstruction« (mit M. Mazzocchi und A. Roth u. a.) in Zürich 1944–45. Studium des Problems der Serienfabrikation von Bauten und der billigen Wohnungen in Zusammenarbeit mit seinem Bruder. Drei Silbermedaillen der Triennale.

Bauten:

Bürobau der Pirelli Sapsa in S. S. Giovanni
Stadtplan für das Villaggio ANIC in Ravenna 1956
Wohnbauten mit billigen Wohnungen (INA-CASA) in Mailand 1957
Ausstellungsbau in Mailand, im Bau
Wohnüberbauung in Gela, Sizilien, im Bau
Bankgebäude in Mailand, im Bau

Giulio Minoletti

Geboren 1910 in Mailand. Studium am Polytechnikum Mailand. Seit 1948 Mitglied des Studienzentrums für Wohnbau und des nationalen Institutes für Städtebau. Goldmedaillen der Triennale in Mailand und Großer Preis der XI. Triennale 1955. Ständiger Mitarbeiter seit 1959: Giuseppe Chiodi.

Wichtigste Bauten:

Verwaltungsbau der Liguas in Mailand 1952
Bürobau Gevaert in Mailand 1952
Wohnbauten an der Piazza Corromeo in Mailand 1953
Ausstellungsbau der »Finmare« auf der X. Triennale von Mailand 1954
Palazzo del Fuoco in Mailand 1959

Innenausbau:

Ausstattung des Dampfers Andrea Doria 1952

Entwurf für den Alfa Romeo 1900, 1953
Ausstattung des Dampfers Cristoforo Colombo 1954