

Figure 9.16 Parking standards and houses (Bentley *et al.*, 1985)

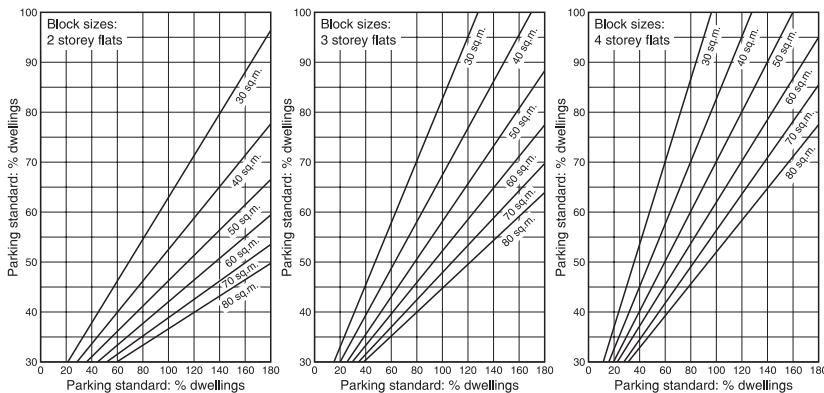
Figure 9.17 Parking standards and flats (Bentley *et al.*, 1985)

Figure 9.18 Use of space within the street block, Amsterdam

Figure 9.19 Use of space within the street block, Amsterdam

Applying the results of Martin and March's analysis of the Fresnel square, it would appear that for any given size of street block, a form where perimeter buildings abut the back of the pavement give the most effective relationship between building volume and usable open space (Martin and March, 1972). Applying the graphs in Bentley *et al.* (1985) to a street block of 70 × 70 metres, a four-storey perimeter block of 50-square metre flats would surround a courtyard large enough to provide one car parking space

per dwelling. Similarly, a 70 × 70 metre street block with periphery development comprising two-storey, five-person terrace houses with 50 square metres of private garden would cater for one car per dwelling, provided that the frontage of the house was less than 5 metres (Figures 9.18 and 9.19). Spaces within the courts need not necessarily be allocated for car parking, but could be given over to extra garden space or other use compatible with sustainable development. Perimeter development in street blocks, however, is clearly the most effective method of allocating space in a sustainable city.



9.17



9.18

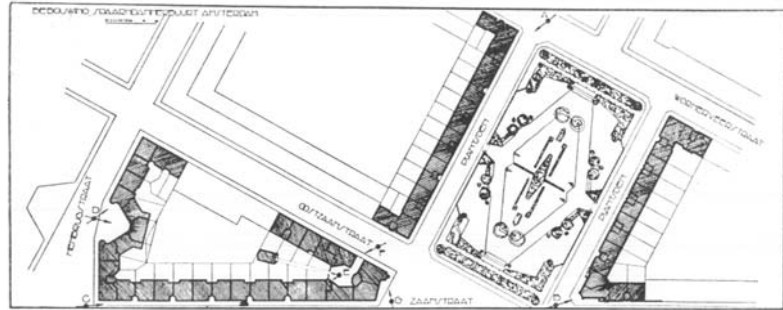


9.19

THE URBAN STREET BLOCK IN PRACTICE

HEMBRUGSTRAAT, SPAARNDAMMERBUURT, AMSTERDAM

This project was designed and built by de Klerk in 1921. It consists mainly of five-storey flats built for the Eigen Haard 'Own Hearth' housing association. Two terraces, the ends of street blocks, form a public square in this part of Amsterdam. The third part of the project is a triangular street block comprising flats, communal room, post office and school. The main part of the project is this small enclosed street block with perimeter development, and it is of



9.20

Figure 9.20 Hembrugstraat by de Klerk

exceptional architectural interest (Figures 9.20–9.24).

De Klerk died at the age of 39, two years after the project at Hembrugstraat was complete. He was the unofficial leader of the Amsterdam School, and greatly revered by his associates. Piet Kramer, a member of the school and a close colleague, wrote of de Klerk: 'The power of conviction that radiates from his drawings gives us that curious, happy feeling of being closer to the Almighty' (Quoted in Pehnt, 1973). De Klerk's vision was not infused with any notions of satisfying functional need; he was more interested in forms: forms with which to delight the user. In his search for personal expression he broke most rules of composition and most norms of structural propriety. De Klerk set bricks vertically in undulating courses and he clad upper floors



9.21



9.22

Figure 9.21 and 9.22
Hembrugstraat by de Klerk