

Figure 7.57 (a) Poundbury
Dorchester, Dorset
(Architectural Design, 1993)
(b) and (c) Poundbury,
Dorchester, Dorset. Typical
street scenes



7.57a



7.57b



7.57c

three-quarters of a mile from all housing areas and within easy walking distance from them. Hilltop Cumbernauld, with its tight centralized plan form, has some features one would expect to find in a sustainable settlement. The centralized urban form appears to be a most useful model for new sustainable town developments of limited extent. The size of the development from centre to periphery should be about half a mile to 1000 metres. In a town of this size it is a 10-minute walk from the periphery to the centre. An appropriate form, however, for sustainable development is one that expresses the organic metaphor, applying the principles of visual composition found in many of the delightful European medieval towns – a quality not in great evidence in Cumbernauld. Leon Krier interpreted these ideas of organic layout and has used them as a basis for his master plan for Poundbury, Dorchester in Dorset. Demetri Porphyrios and Associates have also followed similar principles in deriving their master plan for Cavo Salomonti in Crete (Figures 7.57 and 7.58). The plan for Cavo Salomonti: ‘... draws on the experience of traditional towns which enhance rather than spoil the landscape. ... The traditional urban fabric ... allows for buildings of two and three storeys with small gardens and courts that are closed off from the adjoining streets by two metre walls. The basic elements of the design have been the urban block, the street, the square and the public buildings’ (*Architectural Design*, 1993).

A more complicated centralized city is the star shape (Figure 7.59). Blumenfeld, in his paper ‘Theory of City Form: Past and Present’, has a thorough description of this model of city form (Blumenfeld, 1949). The star shape has been the basis for a number of



city plans, sometimes very successful, as in Copenhagen, the classic realization of this idea (Figure 7.60). According to the advocates of this theoretical approach to urban planning, the star is the best form for any city of moderate to large size. The star city has a single dominant centre which should be high density and comprise a mix of land uses. From this centre a number of major transport routes radiate. Along these main radial routes would run the mass transit systems and the major highways. At intervals along the transport corridors would be located sub-centres, around which would cluster other intensive foci of activities, and to which residential quarters would gravitate. Green wedges originating in



Figure 7.58 Cavo Salomonti, Crete (Architectural Design, 1993)

the open countryside penetrate the urban areas between the transport corridors.

There are concentric traffic routes at intervals along the diameter of the star. These concentric rings link the fingers or radials. The main sub-centres are located where the radials and concentric rings intersect. Along the length of the concentric rings, development is not permitted to interrupt the green wedge. This last requirement may be a weakness of the star theory, for it is at these points that a strong market pressure on the land develops. Unless the planning control mechanism is particularly effective, the pressure on the frontage of the ring routes results in infill of the areas between the radials close to the centre of the star. The further the concentric rings are from the centre of the star, the more important they become in connecting the distant radials. As the system expands, the outer reaches of the star – in a free land market – revert

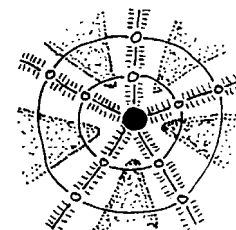


Figure 7.59 Star-shaped city (Blumenfeld, 1949)

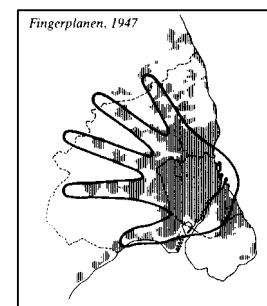


Figure 7.60 Copenhagen, The Finger Plan (Svensson, 1981)