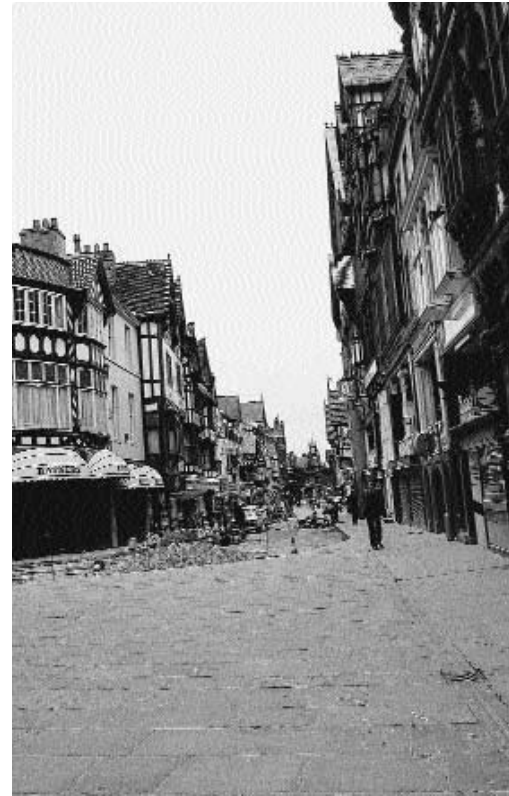


Figure 3.7 Chester.



3.7

Figure 3.8 Chester.



3.8

between 1585 and 1590. The technique used to create the framework of the city plan from the chaos of Medieval Rome was the long vista. Using wide, straight roads he connected the seven main churches, the holy shrines which had to be visited by pilgrims in the course of a day. The lines of the traffic web of a modern city were first formulated here in Rome by Sixtus V, based upon a long-established set of pilgrim pathways.⁴ Each great axial street terminated at one of the centres of pilgrimage and at these points of enhanced activity were raised obelisks originally brought from Egypt during Ancient Roman times when the city rulers

dominated the Mediterranean world. It was these ancient lines of pilgrimage which structured Rome for succeeding centuries, providing the base for real estate development along their lengths. They still act as a patterning device for the tourist, the modern pilgrim to Rome (Figures 3.3 to 3.5).

City street patterns continue to govern urban form long after their original *raison d'être* has ceased to exist. Many fine European city centres owe their foundation and current grid pattern to a Roman origin dating from the early centuries of the first millennium AD. Chester is a particularly fine example of such a city centre. Chester retained its



Figure 3.9 Isle of Dogs, The Greenwich Axis.



Figure 3.10 Greenwich.

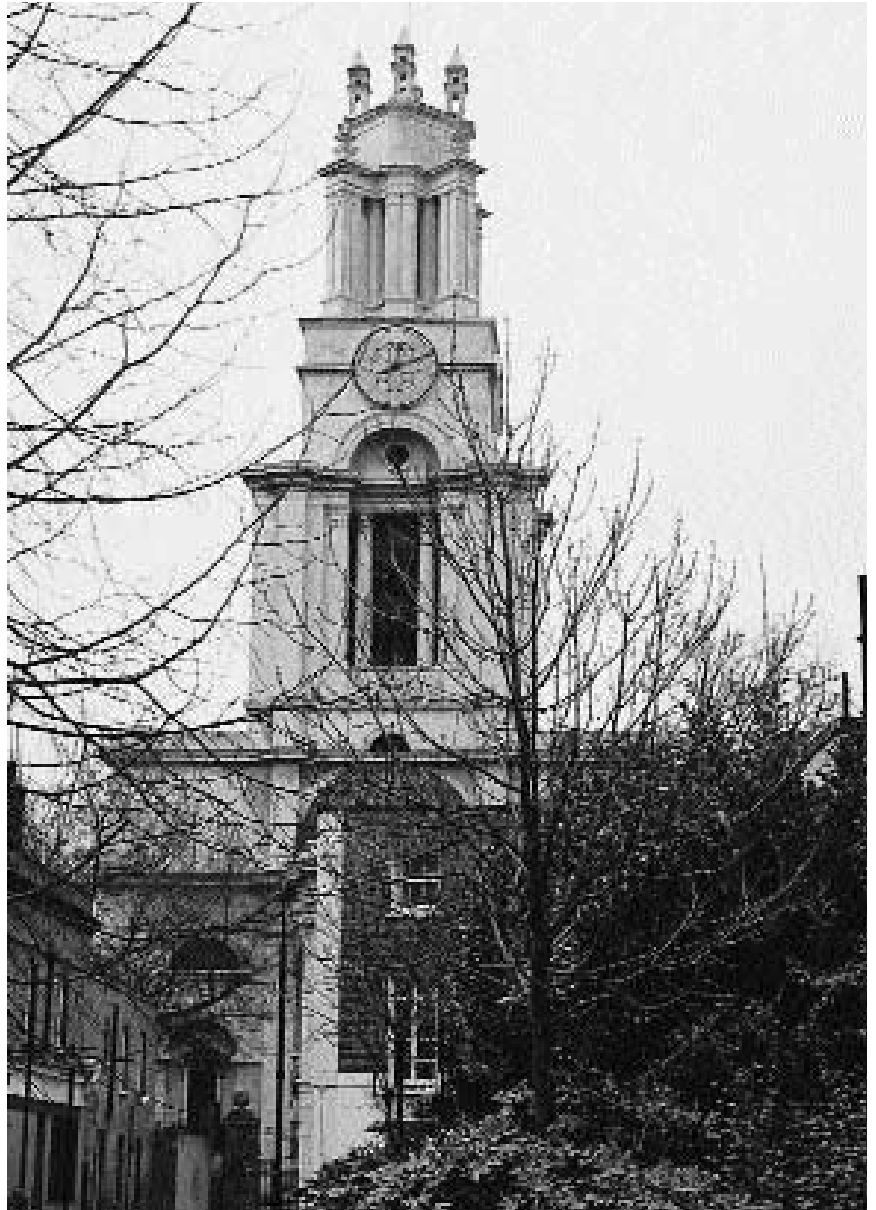


Figure 3.11 St Ann's Church, Limehouse.