

CONCEPTION AND DEVELOPMENT

III

T O W N P L A N N I N G

“A town is a tool, towns no longer fulfill this function. They are ineffectual; they use up our bodies, they thwart our souls.⁵⁶”

- Le Corbusier, 1925

56. Le Corbusier, *The City Of Tomorrow And Its Planning*, (1925) Trans. from 8th French ed. Trans. by Etchells, F., (New York: Dover Publications, Inc.), 1987, foreword, p xxi

57. Ibid., p84

58. Ibid.

59. Ibid., p299

60. Ibid., p60

61. Ibid., p15

62. Ibid., p75

63. Ibid., p5-6

64. Ibid., p47

LC argues that the city most adapted and ‘purified’ to “*the new conditions of modern life*”⁵⁷ will succeed,⁵⁸ suggesting nothing less than complete reconstruction (even though his “*book is lacking in figures*” to make it happen⁵⁹). According to LC the skyline of broken lines overwhelms us, the city should be organised using Purist syntax as a cure.⁶⁰ In co-modular fashion town design requires the proportional order of “*the house, the street, the town*,”⁶¹ mass-produced all from the standard industrialised builder’s yard (standardised buildings of innumerable cells stretching horizontally or vertically).⁶² Goal driven primary line streets as plans considered in advance;⁶³ by the elite poet/artist who stands at a distance⁶⁴ and echoes the collective will;⁶⁵ so man can see the control of himself;⁶⁶ by guiding principles of science for universal standard; for all the utilitarian functions of the street (circulation, sewers, tunnels, pavements⁶⁷ water, gas and electric mains⁶⁸); and like Roman colonisers, the streets are made rectilinear for easy administration, cleanliness, policing;⁶⁹ and finally, to maintain the the ‘right-angle’ as it has “superior rights over other angles... [as] part of our determinism”.⁷⁰ This kind of foresight and decision making needs to happen before the city is in deadlock.⁷¹ LC sees himself “*like the bee, a constructor of geometrical cells*,”⁷² one of many elites working to the same ends.

65. Ibid., p52

66. Ibid., p37

67. Ibid., p10

68. Ibid., p167

69. Ibid., p7

70. Ibid., p21

71. Ibid., p266

72. Ibid., p25

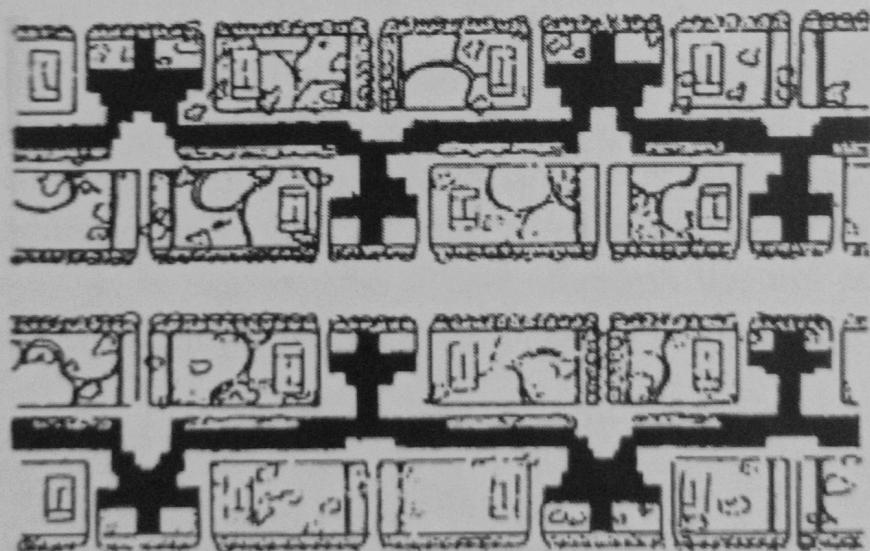
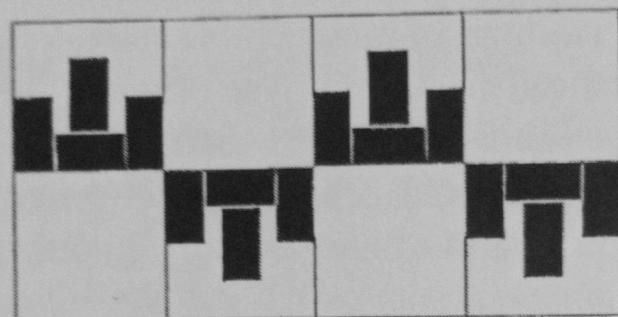
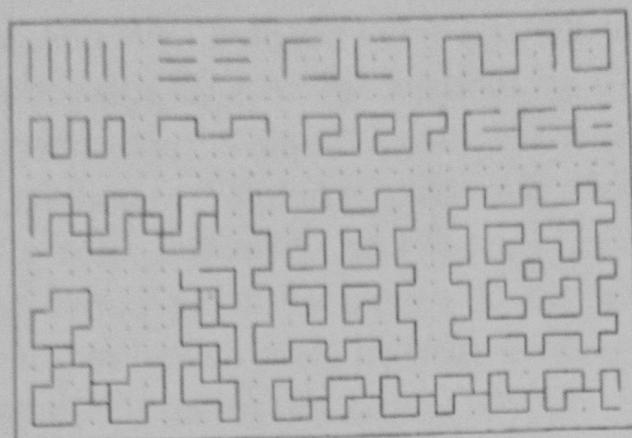


Fig. 56 - The Froebel Finger Exercise
&

Fig. 57 - Housing Blocks 'With Setbacks'

Vogt, A., Le Corbusier, *The Noble Savage: Towards An Archaeology Of Modernism*, (1996), Trans. by Donnell, R., (Cambridge & London: MIT Press), 1998, p293 & p294

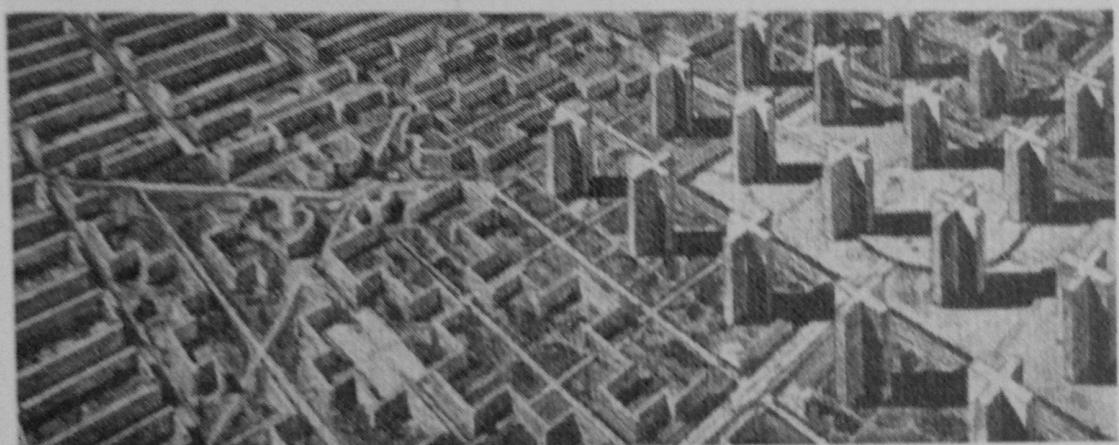
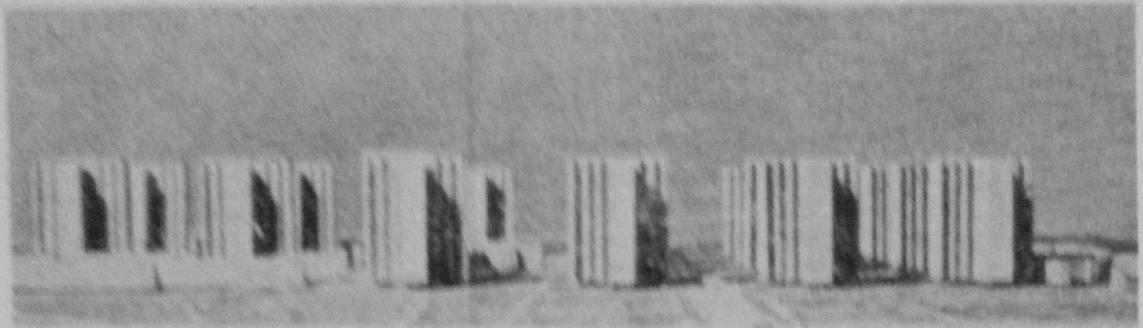


Fig. 58 & 59- Current City Comparisons Againsts Planned City published in Ed. by Palazzolo, C. and Vio, R., *In The Footsteps Of Le Corbusier*, (New York: Rizzoli), 1991 foreword, p174 & p175



Fig. 60 - Top: Planned City Superimposed Over Paris
published in Ed. by Palazzolo, C. and Vio, R., *In The Footsteps Of Le Corbusier*, (New York: Rizzoli), 1991 foreword, p174 & p175
&

Fig. 61 - Bottom: 'Honeycomb' Cellular Housing Block
published in Le Corbusier, *The City Of Tomorrow And Its Planning*, (1925) Trans. from 8th French ed. Trans. by Etchells, F., (New York: Dover Publications, Inc.), 1987, p204

3.0 Problem Definition And Solution

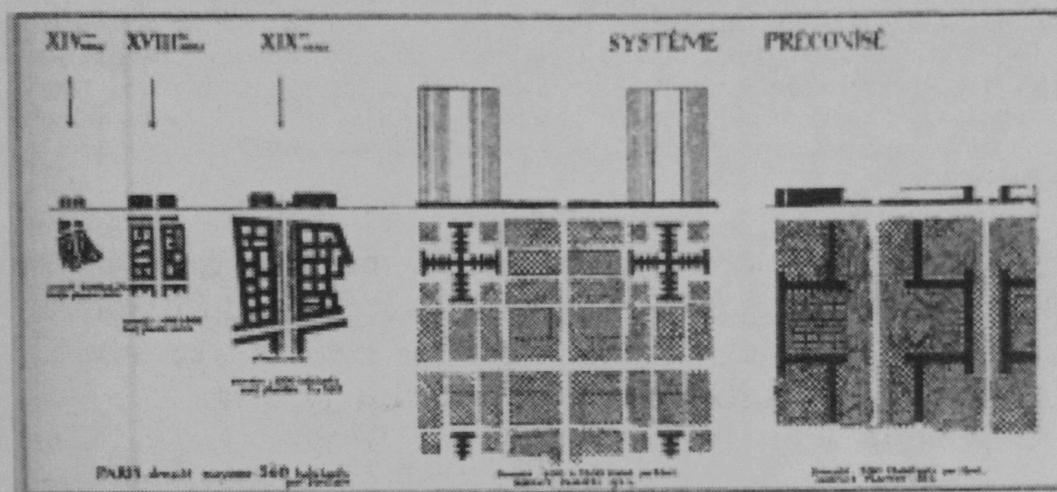


Fig. 62 - Comparative Analysis of Current City Centre Against
Planned City In Elevation And Plan

published in Le Corbusier, *The City Of Tomorrow And Its Planning*, (1925) Trans. from 8th French ed. Trans. by Etchells, F., (New York: Dover Publications, Inc.), 1987, p174-175

LC identifies the problems of the ‘great city’: congestion of the centre; current low density of the centre; minimal means for traffic circulation; and a lack of green spaces.⁷³ Having refined the problem, LC seeks to create “fundamental principles of modern town planning”⁷⁴ as follows:

73. Le Corbusier, *The City Of Tomorrow And Its Planning*, (1925) Trans. from 8th French ed. Trans. by Etchells, F., (New York: Dover Publications, Inc.), 1987, p100

74. Ibid., p164

3.1

Zoning

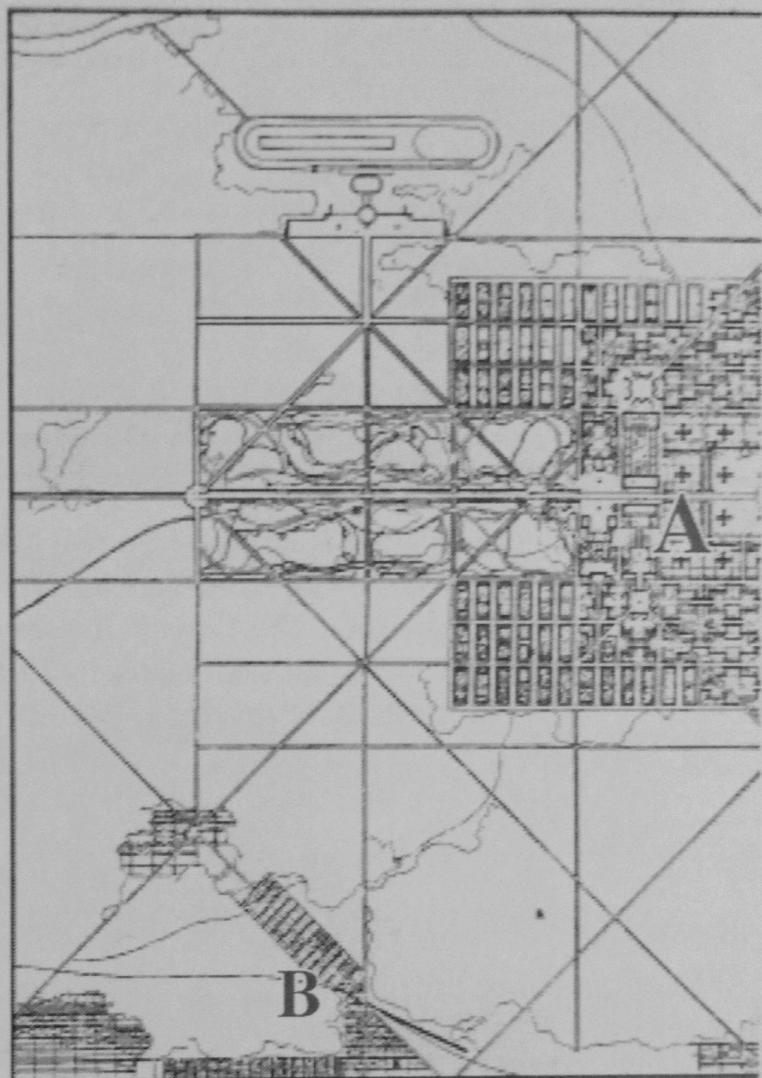
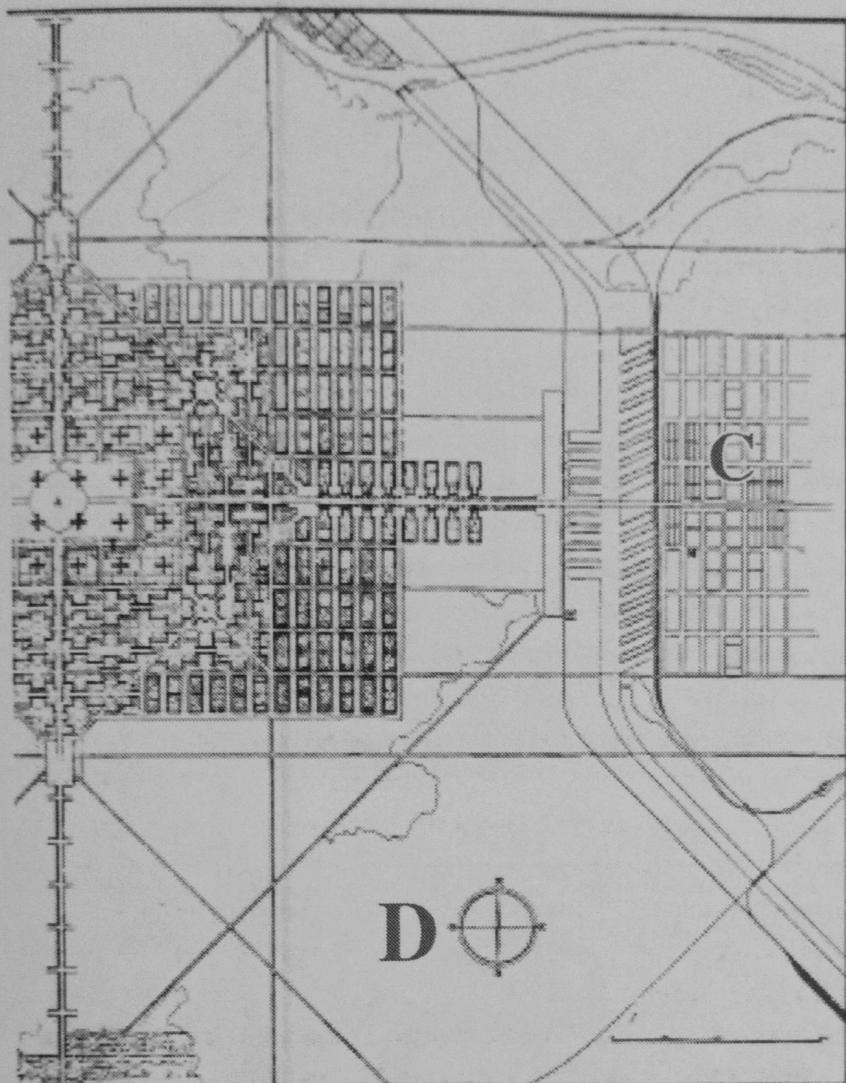


Fig. 63 - 'City for Three Million Inhabitants', shown in 1922 published in Le Corbusier, *The City Of Tomorrow And Its Plan-*

A) Commercial city and its citizenry residence, greatest density of population in the plan; B) the 'Garden



ning, (1925) Trans. from 8th French ed. Trans. by Etchells, F., (New York: Dover Publications, Inc.), 1987, p174-175

Cities' workers residence; C) outer industrial zone; D) Ever expanding protected zone for inner city expansion needs.⁷⁵

75. Le Corbusier, *The City Of Tomorrow And Its Planning*, (1925) Trans. from 8th French ed. Trans. by Etchells, F., (New York: Dover Publications, Inc.), 1987, p166

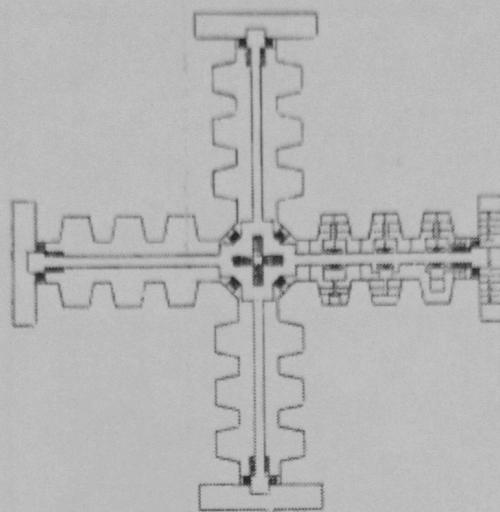


Fig. 64 - Cruciform Tower In Plan

published in Le Corbusier, *The City Of Tomorrow And Its Planning*, (1925) Trans. from 8th French ed. Trans. by Etchells, F., (New York: Dover Publications, Inc.), 1987, p189



Fig.65 - Blocks Of Dwellings With 'Setbacks'

published in Le Corbusier, *The City Of Tomorrow And Its Planning*, (1925) Trans. from 8th French ed. Trans. by Etchells, F., (New York: Dover Publications, Inc.), 1987, p233

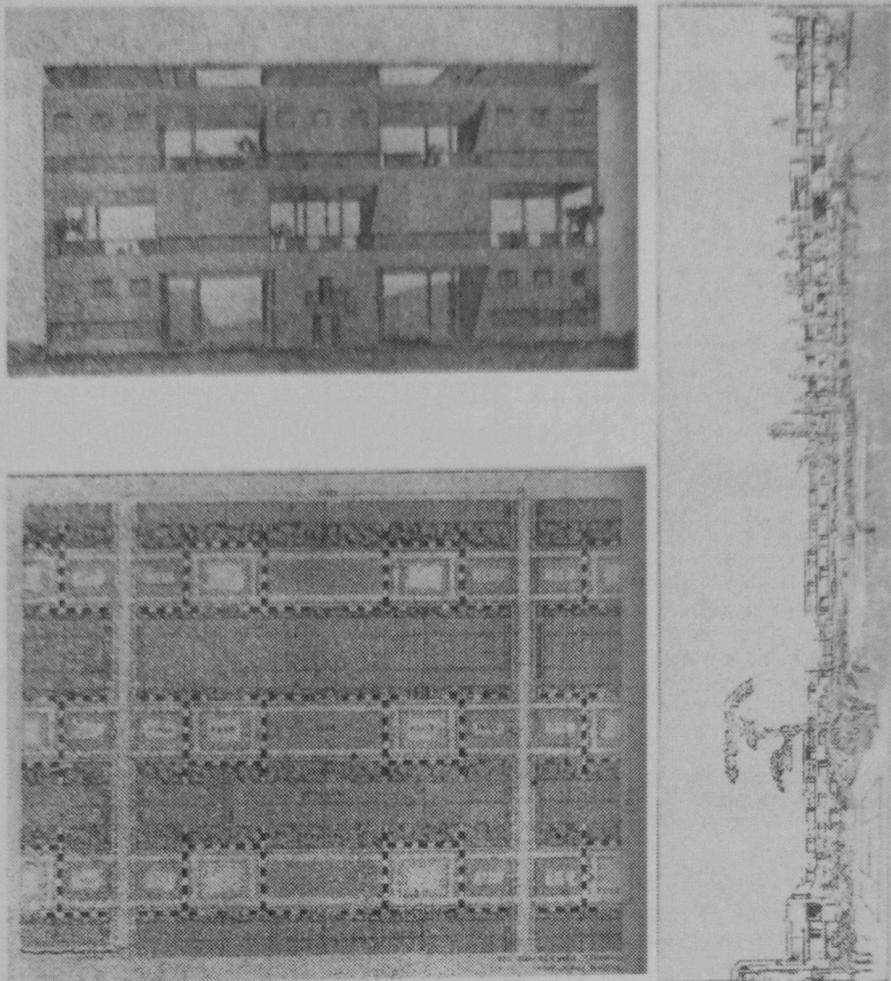
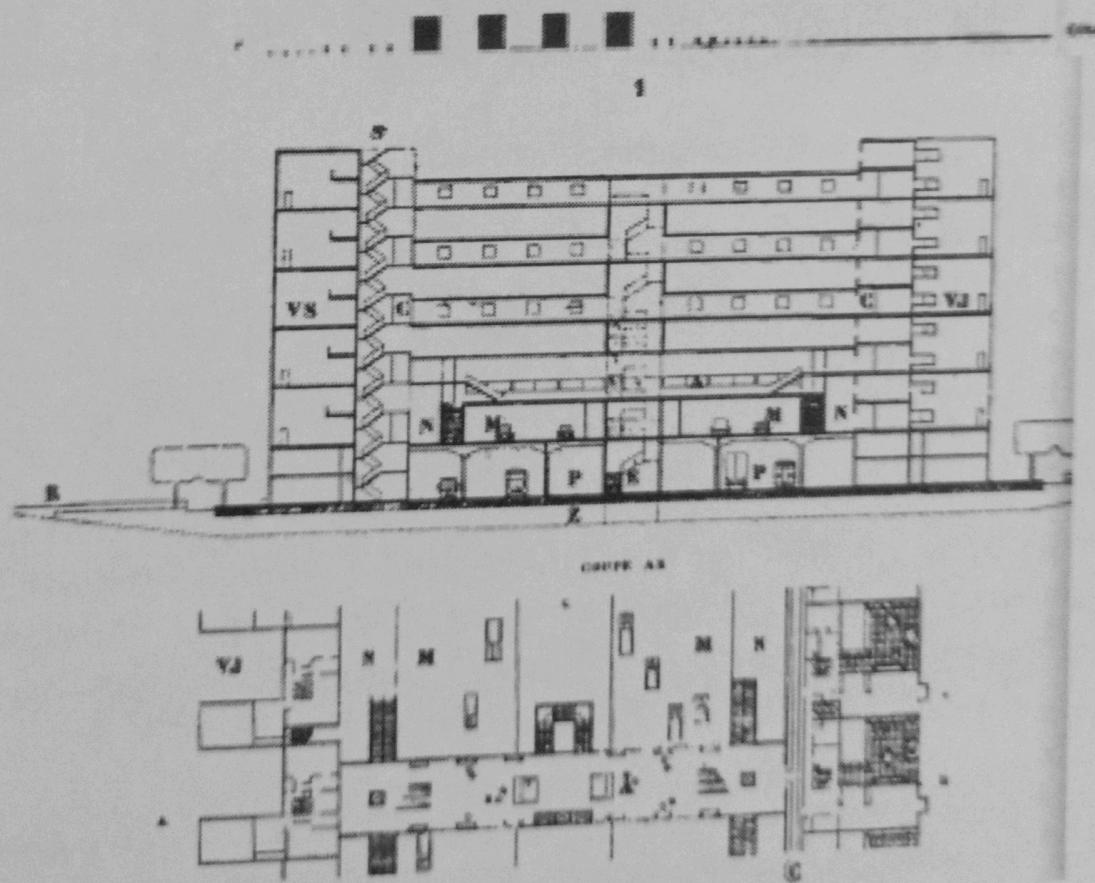
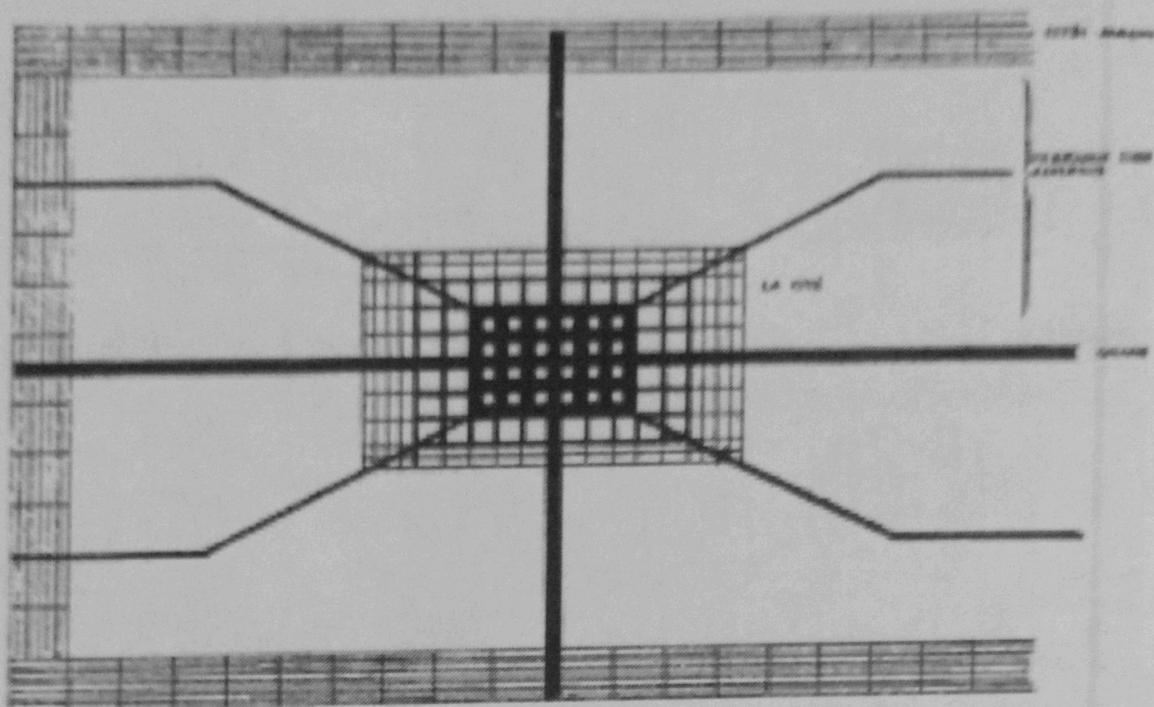


Fig.66 - Garden City Block, Plot Plan And Perspective published in Le Corbusier, *The City Of Tomorrow And Its Planning*, (1925) Trans. from 8th French ed. Trans. by Etchells, F., (New York: Dover Publications, Inc.), 1987, p204-p205

A) Sixty storey skyscrapers; six double storey residence with setbacks, cellular and hanging gardens.; B) three double storey dwellings, cellular, hanging gardens and 150 square yards of garden allotment.⁷⁶

76. Le Corbusier, *The City Of Tomorrow And Its Planning*, (1925) Trans. from 8th French ed. Trans. by Etchells, F., (New York: Dover Publications, Inc.), 1987, p174

3.3 Streets and Roads



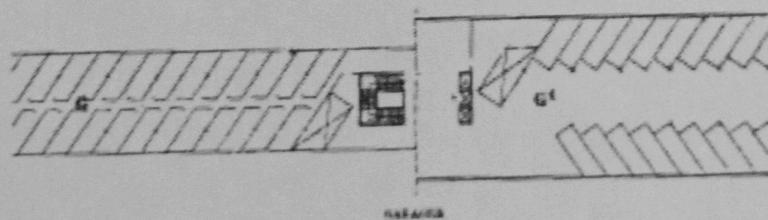
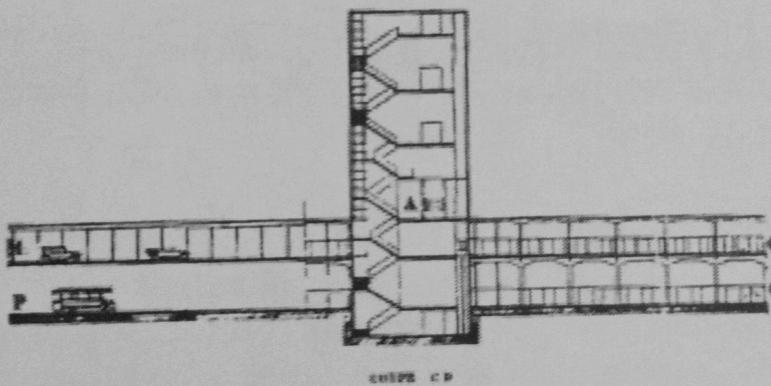
Streets in 'Gridiron' formation, intersections spaced 400 yards at ground level; heavy goods traffic below ground; axis arterial roads built on bridges running north, south and east, west.⁷⁷

Fig.67 - Top Left: Relative Importance Of Planned Streets

Fig. 68 - Bottom Left & Fig 69 - Below:

Detail Elevation and Plan View Of Street System

published in Le Corbusier, *The City Of Tomorrow And Its Planning*, (1925) Trans. from 8th French ed. Trans. by Etchells, F., (New York: Dover Publications, Inc.), 1987, p177, p218 & p219



77. Le Corbusier, *The City Of Tomorrow And Its Planning*, (1925) Trans. from 8th French ed. Trans. by Etchells, F., (New York: Dover Publications, Inc.), 1987, p168

3.4

Green Spaces

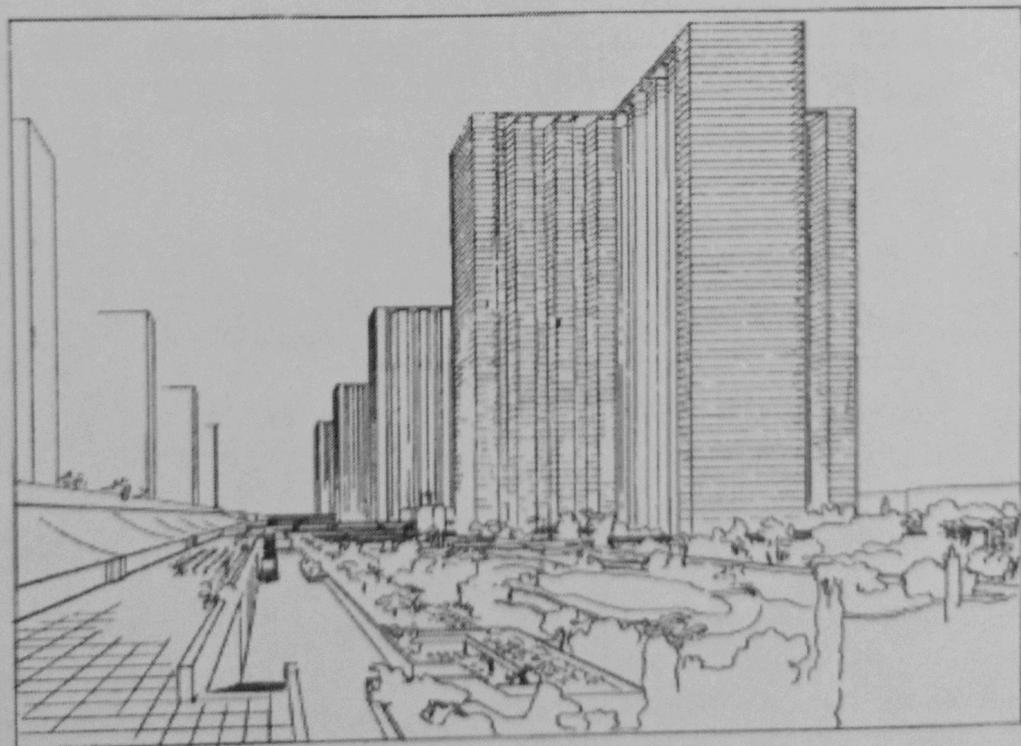
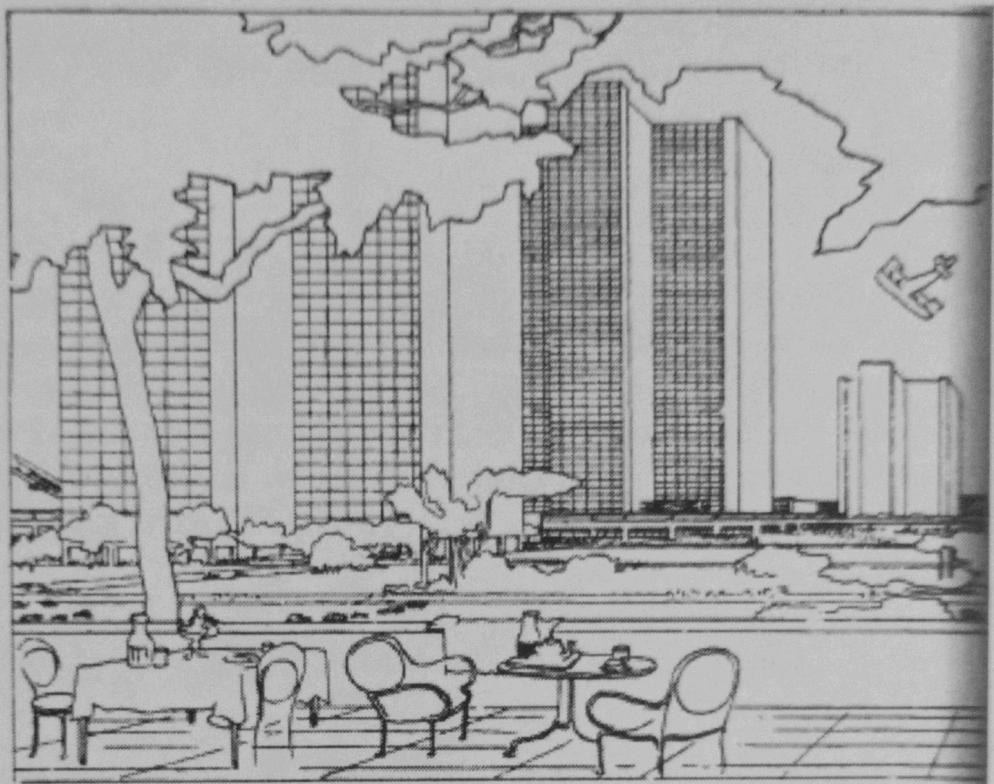




Fig. 70 - Top & Fig. 71 - Below Left:
Views of Green Spaces In Planned City
published in Le Corbusier, *The City Of Tomorrow And Its Planning*,
(1925) Trans. from 8th French ed. Trans. by Etchells, F., (New York:
Dover Publications, Inc.), 1987, p238-239 & p245

Clear distance between skyscrapers creating the 'lungs' of the city, additionally all buildings are constructed on 'pilots.'⁷⁸

78. Le Corbusier, *The City Of Tomorrow And Its Planning*, (1925) Trans. from 8th French ed. Trans. by Etchells, F., (New York: Dover Publications, Inc.), 1987, p269

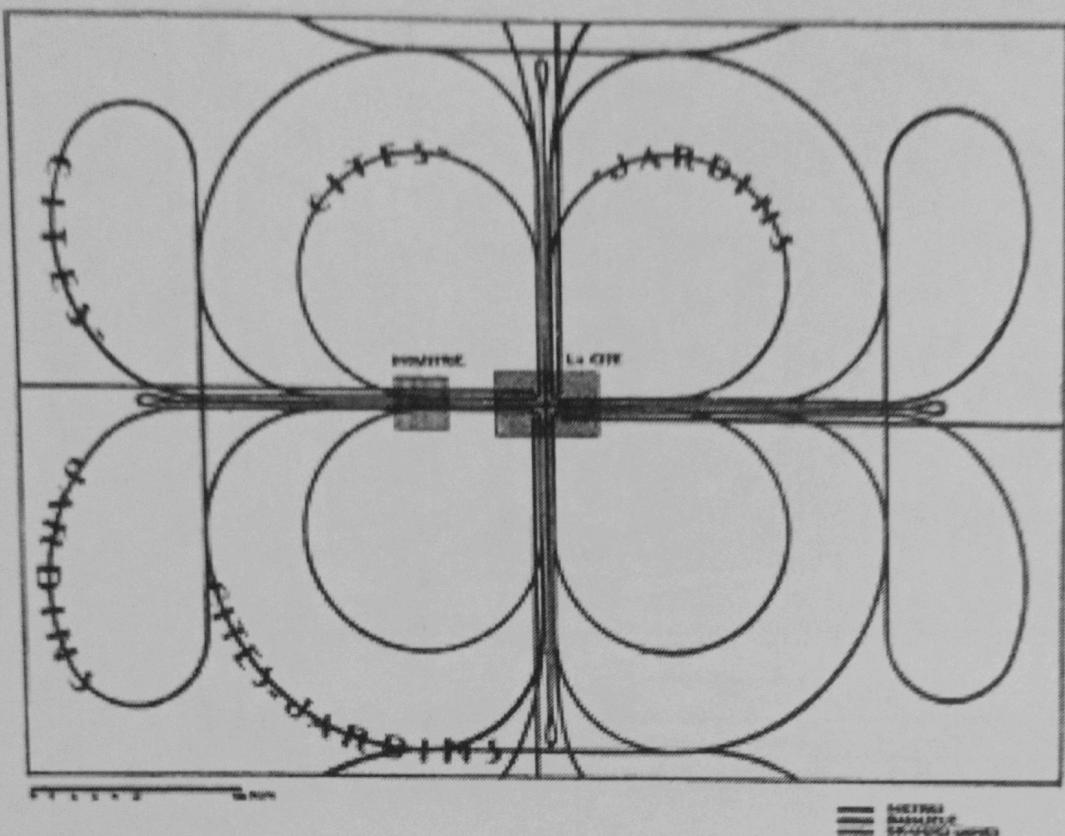


Fig.70 - Railway System For Suburbs And Mainlines
published in Le Corbusier, *The City Of Tomorrow And Its Planning*,
(1925) Trans. from 8th French ed. Trans. by Etchells, F., (New York:
Dover Publications, Inc.), 1987, p181

An above and underground 'great central station', with stops and access directly under each skyscraper.⁷⁹

79. Le Corbusier, *The City Of Tomorrow And Its Planning*, (1925) Trans. from 8th French ed. Trans. by Etchells, F., (New York: Dover Publications, Inc.), 1987, p180

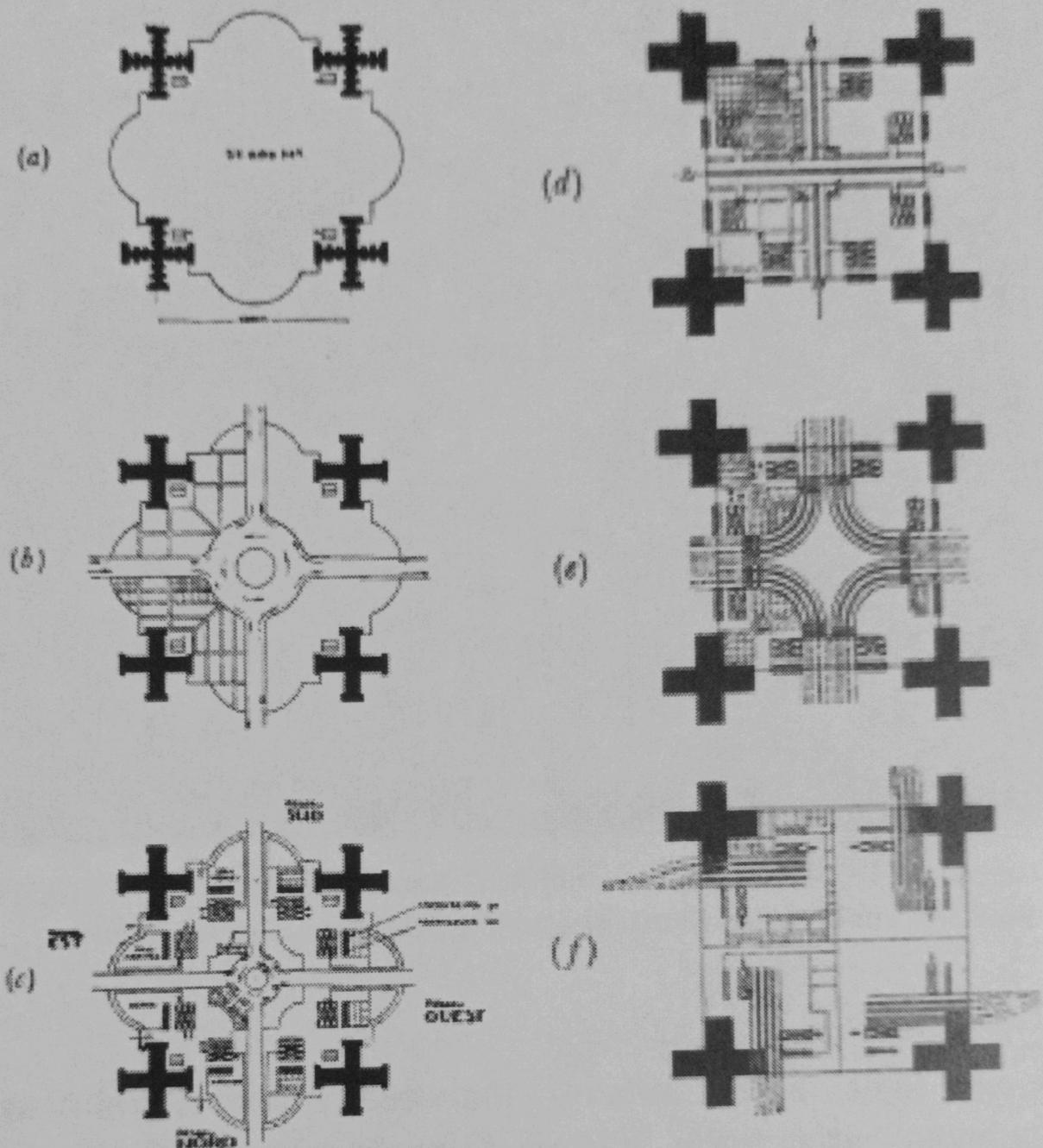


Fig. 72 - Left & Fig 73 - Right:
 Air Traffic Landing Space, Traffic Roads and Railway Lines
 published in Le Corbusier, *The City Of Tomorrow And Its Planning*,
 (1925) Trans. from 8th French ed. Trans. by Etchells, F., (New York:
 Dover Publications, Inc.), 1987, p182 & p182

3.6 Voisin Plan And The Centre Of Paris

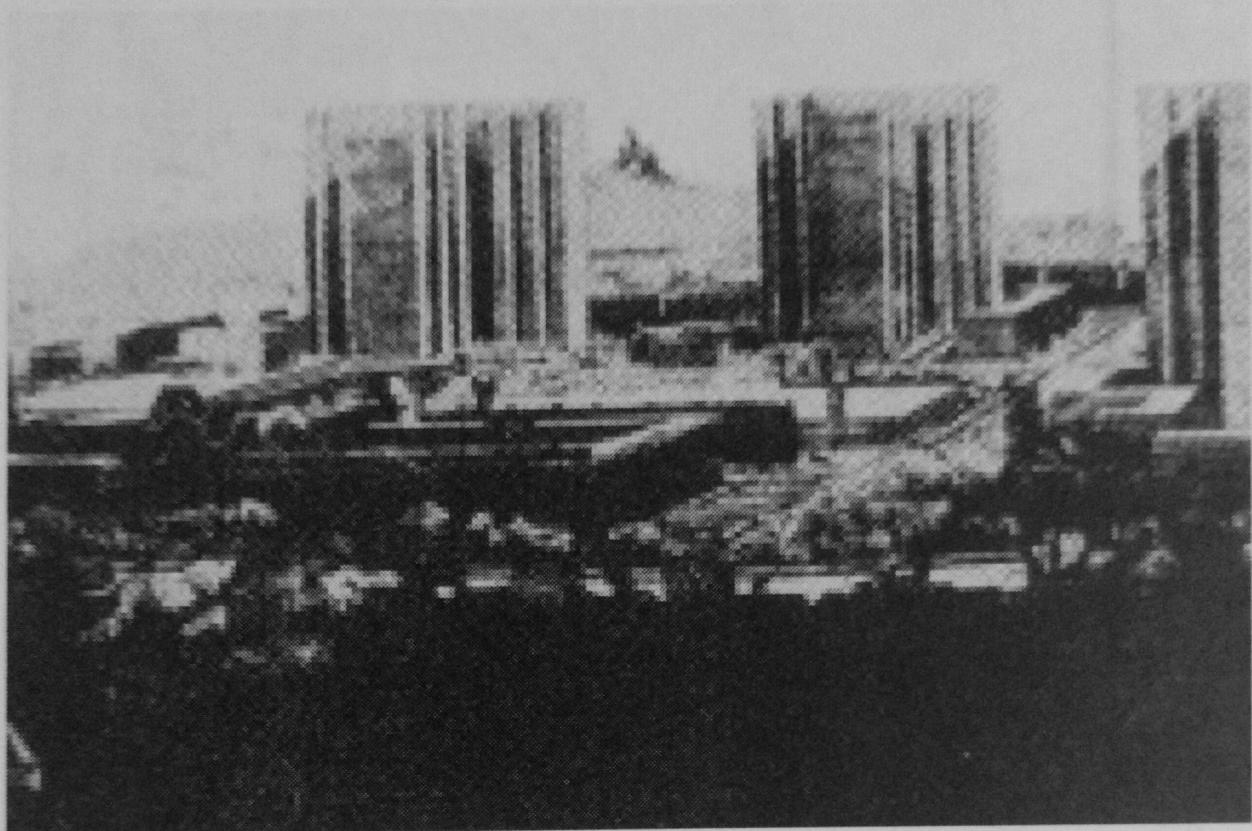


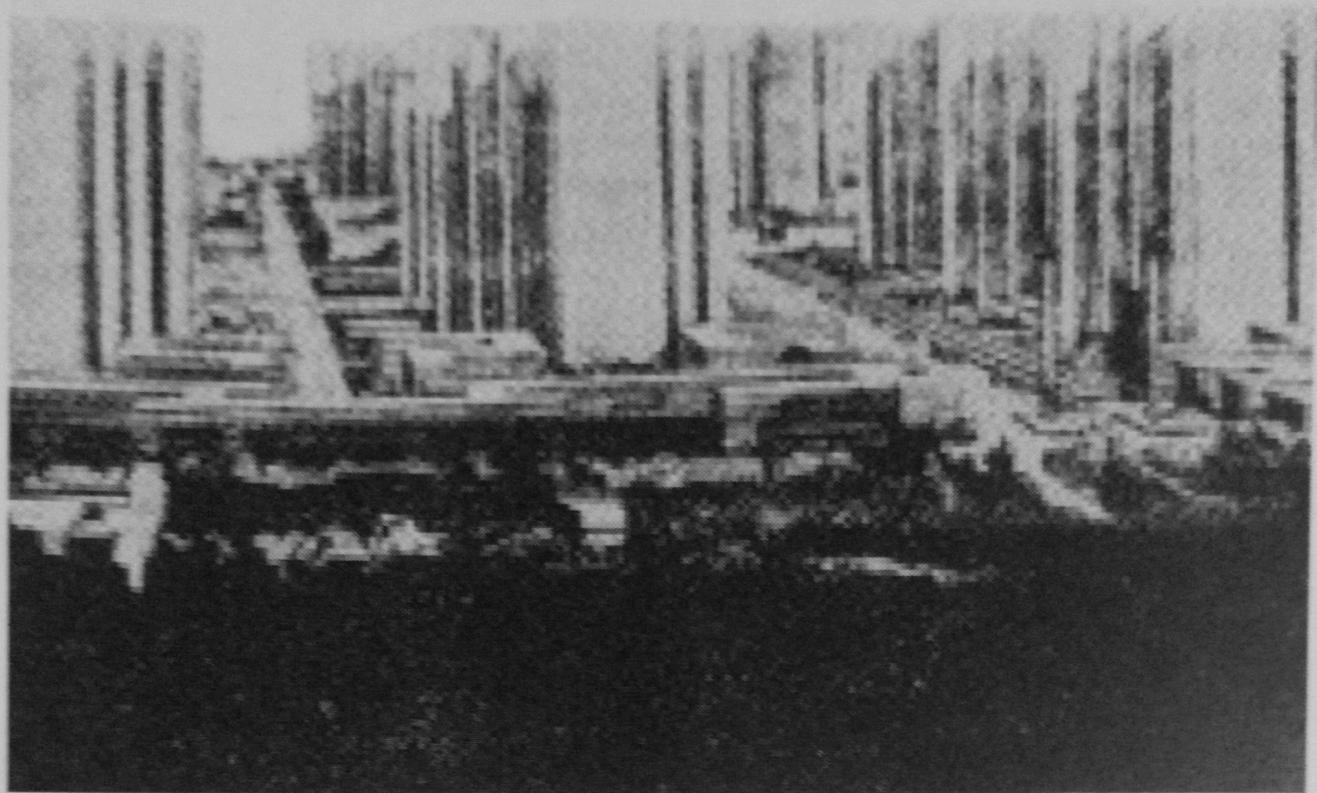
Fig. 74 - 'Voisin Plan', Shown In 1925
published in Le Corbusier, *The City Of Tomorrow And Its Planning*,

After the demolition of the centre of Paris (to combat "silly little reforms"⁸⁰) there would be a ~~combing~~ of the commercial and residential cities⁸¹ with an underground central station between the two cities. With a principle axis going from east to west coupled⁸² with a

80. Le Corbusier, *The City Of Tomorrow And Its Planning*, (1925) Trans. from 8th French ed. Trans. by Etchells, F., (New York: Dover Publications, Inc.), 1987, p288

81. Idib., p277

82. Ibid., p279



(1925) Trans. from 8th French ed. Trans. by Etchells, F., (New York: Dover Publications, Inc.), 1987, p138

gridiron street system creates a “*strategic... system of communication.*”⁸³ Le Corbusier assures us that the footprints of the buildings, of the entire scheme would take 5% of the ground. Sites of historical importance will remain intact in vast green spaces.⁸⁴

83. Idib., p280

84. Ibid.