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remain in every case a straight line, 3.40 metres long, the elements of the elevation thereby retaining their elasticity. The elevation surface which is made entirely out of aluminium frames and glass is able to accommodate all changes in shape of the columns and girders. The construction of the partitions, the partition cupboards between the corridors and the offices, the lighting fixtures, etc., harmonize with the qualities of the skeleton structure. It was e.g. necessary to allow for the elasticity tolerance of all inter-connecting materials. The assemblages were able to be carried out without costly adjustments; blueprints and templates were the most important tools on the building site. The whole metal structure is coated with lime mortar cement and the glasswool parapets are insulated with glasswool mats, 6 cm. in thickness. In all the offices air conditioning systems have been installed.

Space, Spatial Research, Spatial Planning (page 50)

It is not surprising that the objective clarification of processes in urban space gives rise to the greatest difficulties, for we are all equally actors and spectators within it. We employ concepts such as size, building-height, boundary, building-zone, locality, region and "space," and then notice that, depending upon our point of view, these concepts suddenly take on a totally different meaning and import. This uncertainty is doubtless due to the tangled nature of concepts, which for the greater part acts as a source of inspiration, but which, however, unfortunately detracts from the value of any would-be objective and scientific spatial study. Spatial research is a well-founded subsidiary science which must not be veiled in the clouds of intuition; its objects of study are the factors which relate to space and its aim the bringing to consciousness of the spatial configuration of our temporal, human environment.

Norms and Specific Characteristics of Spatial Research.

A science which has humanly inhabited space as its subject matter must proceed like any other science from hypotheses, experiments, and methods. These it opposes to one another, co-ordinates, and later, according to any new experimental finding, revises. It will not construct a set of dogmas, but will be rather a self-adjusting and self-controlling activity, for it draws its experiments from nature which does not make itself known to science directly. Methodical investigations lead to the discovery of connections and noteworthy regularities, the knowledge of which enables us to analyse and plan our spatial environment.

The Spatiological Observational Standpoint and Methods.

It is assumed today that any space-area whatever can be regarded as a totality of separate space-elements or space-quanta; in other words, that a given collection of space-quanta make up a space-group. This definition of space-group can be qualitatively and quantitatively enlarged, in that any space-group can be infused with or interpreted by any given number of representative criteria according to the scale and purpose of the spatial investigation. The theory of space-quanta, space-groups, and space-configuration leads by and large to the realisation that any space-element can only be unequivocally defined by reference to the totality of all adjoining space-elements.

Spatial Research and the Planning of Housing Projects (pages 50—55)

The Spatial Bases of the Planning of Housing Projects.

In the same way that the house is the carapace of the smallest community, the family, so is the housing project the carapace of the next largest spatially organised community. Within it clearly defined relations between certain functional space-areas and specified types of men may be seen to obtain. It is self-evident, however, that no rule or norm is incontestably and unchangeably valid.

A. The Site Determination of the Housing Project.

Basically, the site determination of a project can only be carried out in conjunction with a general population study of the municipal or regional area; in connection with this, the following points should be noted:

1. The approximate extent of the housing requirements and the correspondingly necessary surface area of the project must be ascertained from the desired or prescribed plans for utilisation.
2. The area's climate or micro-climate (noise, dust, exposure to sun, humidity, temperature conditions, etc.) and the topographical and geological conditions (steep slopes, the ground's load capacity and drainage, etc.) must be investigated directly after the determination of site requirements.
3. Landscape worthy of preservation should be protected on the grounds of bio-geographical equilibrium.
4. Water, electricity, gas, etc., are unconditional necessities. It should be noted that these sources of power are to be supplied within an economically viable framework.

B. Traffic Planning.

On the basis of the necessity for a general development of local resources, and in order to protect people from motorised

traffic (accidents, noise), traffic planning should precede the municipal architectural studies.

1. The project must never develop along pre-existing traffic arteries.
2. The present and anticipated rate of motorisation of the prospective population must be very thoroughly studied.
3. The project must be integrated within the street network in a grape-cluster pattern. All through-traffic and public transport should, with the exception of the underground railway, run off tangentially.
4. Pathways and organically developed green belts with children's playgrounds within sight of their mothers' kitchen windows have an articulative function.

C. The Planning of Central Areas.

This comprises the differentiation of the utility areas, generally according to the needs of particular main functions and utilisation plans. These areas are:

1. Traffic areas, which must be provided for the following classes: fluid motorised traffic, pleasure motoring, and pedestrian traffic in conjunction with the green belts.
2. The green belts, with facilities for entertainment and sports.
3. Core areas or centres for service facilities (shops, schools, etc.).
4. The actual housing areas, i.e. the built-up land of individual estates, which are to be accommodated in a ribbon-fashion within the green belts on a sound economic basis. Too much green is as bad a mistake as too little!

D. The Planning of Service Facilities and Centres.

1. First of all, the sphere of action of the new project should form the subject of a preliminary investigation, in conjunction with that on its site requirements. The new locality should not be inspected in isolation from the surrounding country.
2. The number and size of the service facilities such as shops and kindergartens should be assessed by reference to the anticipated population rate. Once again, the sphere of action of the project must be the basis of the planning of these facilities.
3. The grouping of economic factors leads necessarily to the construction of central areas or core areas, whose importance varies according to the nature of their environs. The planning of centres can only be carried out after an economic-geographical preliminary survey of the locality; where necessary, this survey is to be made within a municipal or regional framework.

E. House Architecture in a Project.

1. Creative inspiration dominates here.
2. The building lines and the stages of construction as well as cost estimates should be dealt with first, if the service facilities and centres have already been planned, and not vice versa!

3. The architectural planning of the types of houses and flats comes within the scope of the general building plan, and must be elaborated in relation to the anticipated population structure.
4. To ensure the above integration of building-types and population characteristics, it is absolutely essential that a preliminary anthropologico-architectural survey be carried out. The sought-after houses of today are unfortunately often humanly false. All too often are they the expression of convention and tradition which have nothing in common with thorough spatial research and its corresponding necessities.
5. Definitive Survey of the Planning and Conception as a whole.

The basic elements which have been outlined here are not novelties, but rather the confirmation that only a very few correlations between varying functions are really known.

Cultural Center in Den Haag (pages 56—60)

A cultural centre on a grand scale is in process of being created in Holland. The new buildings are to be erected north-east of the Municipal Museum by J. P. Berlage. Adjoining the rectangular convention hall is a short wing with a triangular 18-floor high-rise hotel and a long, low wing containing conference rooms, offices and a cinema. The parking areas are situated on the west side on quiet Stadhouderslaan on two levels, on the ground floor and in a basement. A filling and service station is provided for on Stadhouderslaan. The central building of the cultural centre measuring 180x70 m. is subdivided on the interior into three groups of rooms. The core of the ground floor consists of a group of lobbies, from which the halls on the upper floors and the recreation rooms and parking garages in the basement are accessible by way of stairways.

House in Beverly Hills (pages 61—68)

The landscape is devoid of the special charm that we are inclined to associate with California and Beverly Hills. The north elevation, the entrance side, shields the interior from the public view; the south elevation with garden and pool is open to the outdoors. The plan falls into three parts. The living area takes up, with the entrance, and a patio enclosed on three sides an area of 8x8 base units of 2.43 m. each. The kitchen with the breakfast nook takes up 2x8 or 2x12 units if the studio is included. The three bedrooms with bath, etc. are contained within 8x8 units.

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