Vier tot vyf woonselle gegroepeer rondom die buu:tsentrum vorm 'n woonbuurt. Dit beteken dat die selle elk uit onge= veer 1500 tot 2000 inwoners sal bestaan. 'n Lokale sentrum, kerk, laerskool, kleuterskool ens. vorm die kern van elke sel terwyl die wonings met die kern verbind word deur in= terne verkeersweë, fiets- en voetpaaie. Laasgenoemde moet geleë wees in 'n sisteem van oop ruimtes.

c) Woongroepe

Om samehorigheid, identiteit en menslike skaal te skep moet elke sel verdeel word in onderskeibare woongroepe van ongeveer 10 tot 30 wonings gerangskik rondom gemeenskaplike oop ruimtes. Navorsing en ondervinding sal in die toekoms moet leer presies uit heoveel wonings so 'n groep behoort te bestaan. Dit blyk dat eerder minder as te veel gesinne sulke groepe moet vorm (1, p. 200). Die oop ruimtes kan deur voet- en fietspaaie verbind word om uiteindelik 'n sis= teem te vorm wat die individu met die lokale en woonbuurt= sentrums verbind. Interne strate moet so min as moontlik hierdie oop ruimtes kruis en hoofversamelroetes en snelweë moet aan die buitekante van die selle en woonbuurtes verby= gaan.

Dit sal miskien problematies wees om hierdie verdeling in kleiner intieme groepe toe te pas by die tradisionele enkelwoning en -erf ontwikkeling. Nogtans behoort die besparing in die koste van diensvoorsiening en strate die instelling ekonomies moontlik te maak. As gevolg van die gemeenskaplike oop ruimtes kan ook kleiner erwe ontwerp word.

Die huidige ekonomiese toestande en beperkte ruimte sal heelwaarskynlik 'n swaai weg vanaf die tradisionele enkel=' woning konsep veroorsaak na die relatiewe hoër digthede van groephuise. Mits die skaal van die groepskemas reg be= plan word, kan die konsep van woongroepe van 10 tot 30 wonings om 'n gemeenskaplike oop ruimte maklik toegepas word en sal die ander voordele van 'n skeiding tussen motor- en voetgangerverkeer deur 'n sisteem van oop ruimtes ook uit= gevoer kan word. Met behulp van die nuut ontluikende vorm van gemeenskaplike besit en bewoning onder die Deel= titelswet van 1971 kan burgerlike identiteit geskep word in die algemene vergaderings van huiseienaars en die delegering van bevoegdheid na die Raad van Trustees om na gemeenskaplike belange om te sien. In hierdie proses kan sosiale- en burgerlike identiteit vanaf die kleiner tot die groter verseker en bewaar word (6, p. 50).

Hierdie residensiële struktuur sal ook in die beplanning van behuisingskemas vir die laer inkomstegroepe voorsien

kan word. Waar private besit en dus huiseienaarsver= enigings en gemeenskaplike besit van die kondiminium nie maklik ingestel sal kan word nie, sal die beplanning van klein woongroepe wat tot spontane groepvorming lei, die probleem kan oplos. Leiers van elke groep sal die ander lede kan organiseer om deel te neem aan gemeenskaplike aktiwiteite. Voorbeelde hiervan bestaan reeds in die Kleurlinggemeenskappe van Stellenbosch en die Paarl waar sodanige behuisingsgroepe van onderskeidelik 33 en 67 wooneenhede deur 'n private maatskappy aan sy werknemers voorsien is.

Op hierdie manier sou beplanners 'n poging kan aanwend om menslike skaal in die stedelike omgewing terug te plaas want, soos Alexander dit stel (1, p. 202),

> ... a system where the deed to one
> home carries with it part ownership in
> the cluster to which the home belongs;
> and ideally this in turn carries with it
> part ownership in the neighbourhood made
> up of several clusters. In this way every
> owner is automatically a shareholder in several
> levels of public land. And each level, begin=
> ning with the homes in their clusters, is a
> political unit with power to control the pro=
> cesses of it's own growth and repair.' (1, p. 2

VERWYSINGS

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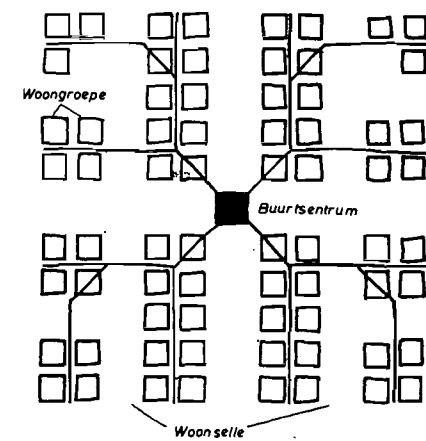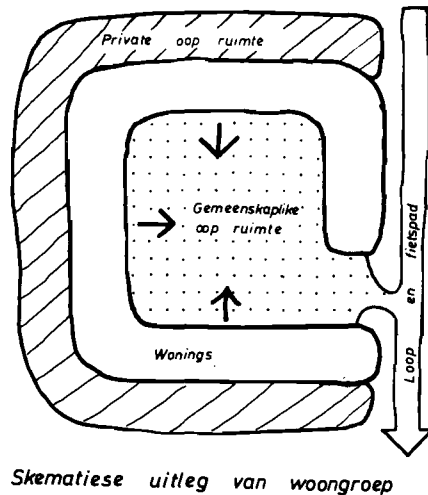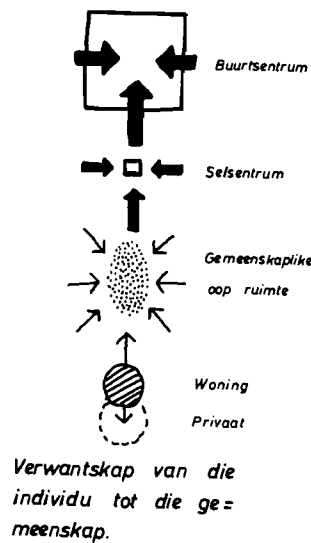
Book Review

Fred Allen : City-Systems in advanced economies; Hutchinson of London, 1977, 256 pages.

The author gives a full and well motivated description of the processes underlying the past and present growth of post-industrial metropolitan complexes.

Since the book has been written for the needs of under= gruate students much attention is given to defining basic concepts. In chapter one definitions of concepts such as city-systems, influence of the circulation and availa= bility of information on locational decisions, local and non-local employment, multiplier effects etc. are given.

Skematiese uitleg van woongroep

Verwantskap van die
individu tot die ge=
meenskap.

Die woonbuurt met woonselle en woon=
groepe.

Ontleen aan Runcorn New Town (3 p. 56-57)

Book Review Continued

In the second chapter the growth and development of city-systems during the nineteenth and early twentieth centuries are discussed. This gives insight on the means by which early established channels of interurban growth trans= mission became deeply ingrained in the decision making process and the influence this has had on subsequent chan= nels of interurban growth transmission.

The processes of contemporary city-system growth in econo= mically advanced countries are discussed in the next (3rd) chapter. Much emphasis is placed on the role played by multilocational organisations. These multilocational organisations, which can be private as well as public, dominate highly industrialized economies since they direct= ly or indirectly account for most of the employment and interurban growth transmission that occurs in such economies. Therefore the locational decisions made by these organisa= tions play an important role in regional planning.

In chapter four future regional development and national settlement strategic alternatives are considered, since regional planning policies in advanced economies in the past have met with limited success. The whole matter evolves around the central theme of interurban growth transmission within city-systems. It is argued, and motivated, that there are few, if any, circumstances where the employment and quality-of-life problems of "backward, lagging or depressed" regions in advanced economies can be improved best by regional development policies which focus completely on the attraction or expansion of manufacturing establishments. Future locational alternatives such as administration functions, business services and office activities should be given more emphasis in regional development plans in order to create interregionally comparable labour-market conditions.

City-systems in advanced economies provide excellent reading for planners, especially those interested in the spatial organisation of cities and functions within regions. The text is well illustrated with over 40 maps.

W.P. PIENAAR