Norberg-Schulz has views on city structure which are similar to those of Lynch: 'Places, paths and domains are the basic schemata of orientation, that is, the constituent elements of existential space. . . . Paths divide man's environment into areas which are more or less well known. We will call such qualitatively defined areas as domains'. Norberg-Schulz is not as clear in his distinction between place and domain as Lynch is between node and district: 'But the distinction place and domain is useful, as our environmental image obviously comprises areas to which we do not belong and which do not function as goals. The domain can therefore be defined as a relatively unstructured 'ground' on which places and paths appear as more pronounced figures' (Norberg-Schulz, 1971). It appears that for Norberg-Schulz, the place is somewhat smaller than the domain and possibly more like Lynch's node: 'Nodes are points, the strategic spots in a city into which an observer can enter, and which are the intensive foci to and from which he is travelling' (Lynch, 1960). It is Lynch's description of the district, however, which is most useful for this discussion of the quarter: 'Districts are the medium-to-large sections of the city, conceived of as having two-dimensional extent, which the observer mentally enters "inside of", and which are recognizable as having some common identifying character' (Lynch, 1960). It is this definition of the district by Lynch which will be used here as the description of the city quarter: while there is no standard size for a quarter, it is larger than the neighbourhood, and has a population of about 20 000 to 100 000.

THE QUARTER AND ITS FORM

Modern theories about the form of the quarter, district or neighbourhood can be traced to Howard and his architects Raymond Unwin and Barry Parker in this country, and to Henry Wright, Clarence Stein and Clarence Perry in the USA. Howard sited schools at the nucleus of wards. The wards were to be complete segments of the town. Here in this suggestion for structuring the city into segments is, in embryo, the idea of the city quarter which later developed into the neighbourhood concept (Howard, 1965). Residential communities in the USA such as Roland Green in Baltimore, though attractively landscaped, nevertheless comprised magnificent detached villas facing onto roads carrying through traffic. By the early 1920s in the USA traffic was already posing problems. A town planning movement developed in the USA, and which was influenced by the Garden City movement in Britain, was attempting to come to terms with the motor car. Stein and Wright were elaborating the ideas of Unwin and Parker for the 'superblock' and applying them to American conditions. The buildings in the superblock were not arranged along through-traffic routes. The homes were located around a central landscaped park, the whole superblock being planned as a large single unit, as in Chatham village, Pittsburgh (Figure 8.1). The superblock was surrounded by roads carrying through traffic, while the homes were accessed by culs-de-sac (Figure 8.2). The design concept was demonstrated on a large scale in Radburn, New Jersey. The idea was to create a series of superblocks, each around a green but with the greens

connected by pedestrian pathways. This pedestrian system of paths led to schools, shopping centres and other community facilities (Figure 8.3). At no point did the car interfere with or endanger the pedestrian. An essential feature of the Radburn principle was the organization of the town into clearly defined neighbourhoods. This idea was fully explained by Clarence Perry, the theoretician of the North American offshoot of the Garden City movement, in his book *The Neighbourhood Unit* (Perry, 1929).

The Abercrombie Plan for London embraced the idea of the neighbourhood which had been fully developed by Perry (Abercrombie, 1945). It was upon this idea of the neighbourhood that a new concept of urban form was elaborated. The city was conceived as a multiplicity of basic cells or modules, each independently viable for some services and connected to the whole urban area by an efficient transport system. The city can grow by the addition of cells or modules, each one being to some degree

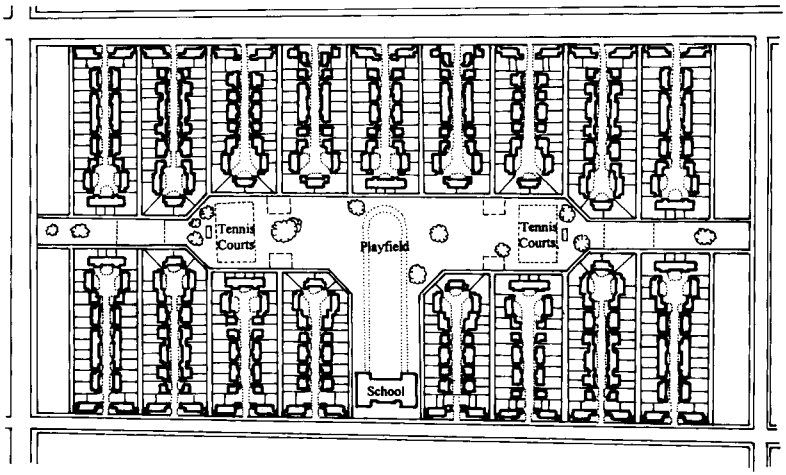
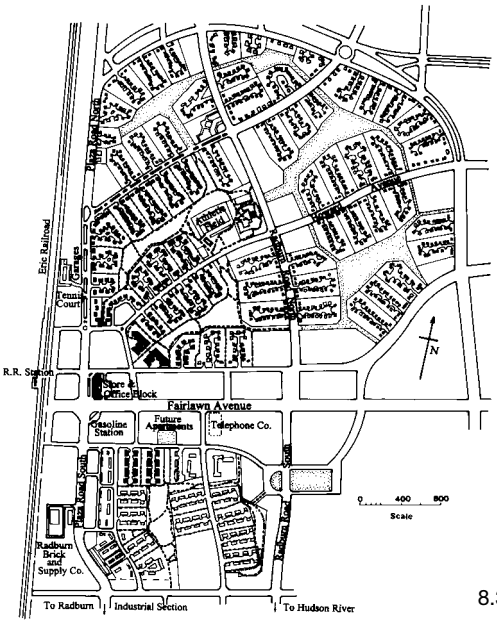


Figure 8.1 The Superblock

8.2



8.3

Figure 8.2 Greenbelt, Maryland (Lynch, 1981)
Figure 8.3 Radburn (Houghton–Evans, 1975)