

Geography (Honours), 2nd Semester

Human Geography (GEOACOR03T)

Unit: II Society, Demography, Ekistics

Topic: 10 Morphology of Urban Settlement

Urban morphology comprises the structure of a city and pattern or plan of its development. It is actually the layout of a city both in its historical as well as geographical contexts which gives it individuality. Therefore, the internal pattern or structure of each city is “**unique in its particular combination of details**”.

According to **Singh (1970)**, the term ‘**morphology**’ includes the various internal forms and structural patterns and characteristics of a spatial unit. In brief, urban morphology is the distribution of different function of city.

There are three basic models in urban morphology:

1. Burgess Concentric Model (1925),
2. Hoyts Sector Model (1939),
3. The Multi Nuclei Theory (Ullmann & Harris, 1945)

Hoyts Sector Model

The **sector model**, also known as the **Hoyt model**, is a model of urban land use proposed in **1939** by land economist **Homer Hoyt**. It is a modification of the concentric zone model of city development. The benefits of the application of this model include the fact it allows for an outward progression of growth.

The zones identified are:

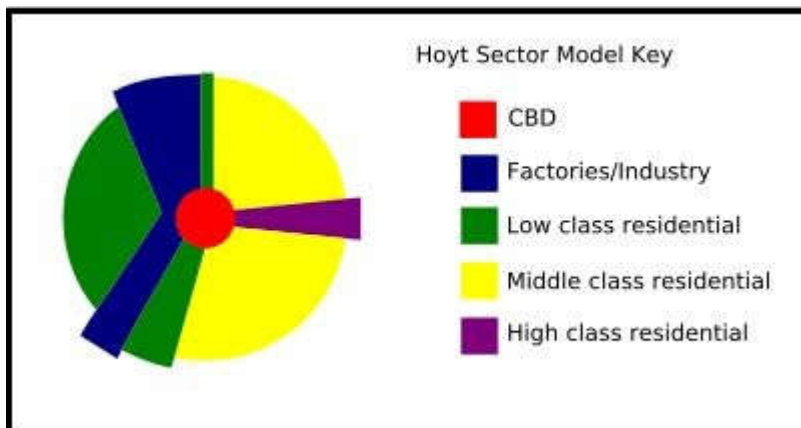
1. CBD,
2. Industry,
3. Low-Class Residential,
4. Middle-Class Residential,
5. High Class residential,

CBD: Central Business District is placed at the center. Sectors and the partial rings of land use/activities take place. This area is often known as downtown and has high rise buildings. Inner city area or downtown area is a complex and dynamic organism. It represents many layers of historic growth of many generations impact of cultural and traditions of men who inhabited the city as tourists. The combinations of these layers and the way they are held together in the city gives imageability, out of its socio-cultural heritage. As the cities expands and modern technology and scientific innovations transformed the style of living and also

the structure of the city, open spaces were being eaten up by built forms resulting in congested and unhealthy environment.

Industry: Industries are represented in the form of a sector radiating out from the center. These forms sector because of the presence of a transport linkage along which the activities grew. Presence of railway line, river or road would attract similar activity, and thus a continuous corridor or “sector” will develop. Apart from the industries this area also serves as a residential area for lower class workers. Living conditions are bad because of proximity to industries.

Low-Class Residential: Low-income groups reside in this area. Narrow roads, high population density, small houses with poor ventilation exist in this area. Roads are narrow and often connects to the industries where most of the people in this sector work. Closeness to industries reduces the travel cost and thus attracts industrial workers. Environmental and living conditions are often inadequate because of the proximity to factories.



Middle-Class Residential:

This area has middle income groups who can afford more substantial travel cost and want better living conditions. The activities of people residing in this area consist of different activities and not just the industrial work. It has more linkages with

CBD along with some linkages to industries. This area has the most significant residential area.

High Class residential: This is the outermost and farthest area from the downtown. Wealthy and affluent people live in this area. This area is clean, has less traffic, quiet and has large houses. Corridor or spine extending from CBD to the edge has the best housing.

Last three zones are related with Central Place Theory by Walter Christaller in 1933.

Significance:

- ❖ Stress on the role of transport routes in affecting the spatial arrangement of the city
- ❖ Ecological factors and economic rent concept to explain the land use pattern
- ❖ Both the distance and direction of growth from the city center are considered
- ❖ Brings location of industrial and environmental amenity values as determinants in a residential place

- ❖ Example: Sectors of high-class residential areas tend to grow towards higher grounds, sites with a better view, more open space, the homes of influential leaders within the community and existing outlying, smaller settlements.

Criticisms:

- Physical features – physical features may restrict or direct growth along specific wedges
- Only Railway lines are considered for the growth of sectors and do not make allowances for private cars.
- It is a monocentric representation of cities; multiple business centers are not accounted for in this model.
- No reference to out of town development

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