FAQ's

1. What are the elements of structure?

In conventional planning, the elements of structure are described in terms such as circulation networks, public transport systems, open spaces, public facilities, and public utilities (engineering services).

However, in the context of spontaneous settlement-making, it is useful to describe the structural elements as **connection, space, public institutions and utility services.**

2. What are the components of a human settlement?

Connection:

Connection refers to movement of all kinds, including fixed line systems such as roads, light and heavy - rail systems, underground rail systems, as well as pedestrian and bicycle routes. As a general principle, movement should be seen as an activity which occurs within space. It is primarily within this network of movement spaces that the public life of a community takes place. Consequently, its making should be informed not only by technocratic considerations, but also by human and environmental considerations.

Utility Services:

Public utility services refer to those engineering services that are essential to the functioning of settlements. They include water provision, sewage removal, storm water disposal, solid-waste removal and electricity supply. These services are essential to the maintenance of public health in settlements. As a general principle, utility services should be provided as efficiently and as cost-effectively as possible, taking due cognisance of the human- and nature-

centred approach to settlement-making proposed herein.

3. What role do networks play in human settlements?

"Movement networks" are defined broadly as public right-of-way networks, accommodating land-based movement by a range of movement modes. Earlier guidelines have referred to "movement networks" as "road layouts".
Local movement networks are made up of (a) links and (b) junctions of public rights-of-way or reserves. These links and junctions contain overlaid systems of for different movement modes - including footways, roadways, pathways, cycle ways, and sometimes railways public right-of-way networks (as opposed to road layouts) are the focus of planning and design;
reference to conventional road classifications such as "access roads", "collectors", "local distributors" or "arterials" is avoided to prevent preconceptions regarding the functions and cross-section of any particular public right-of-way; and continuous, pedestrian-friendly, public right-of way networks are promoted ahead of conventional discontinuous suburban road layouts.

4. Discuss the term 'anatomy and classification of human settlements'.

The descriptive study of human settlements also analyses the anatomy of the settlement. Settlements or parts of settlements can be classified according to their degree of functional homogeneity, the type and number of central place functions, the circulatory patterns found within the settlement, or any special function or purpose observable in the settlement. The main purpose or function of a settlement can serve to categorize the settlement as a homogeneous region, such as a single farmstead classified as a homogeneous agricultural region or a bedroom community identified as a homogeneous residential region.

Human settlements can be identified as central places that function as marketplaces, administrative centres, and social and cultural meeting places serving surrounding hinterlands. Circulatory patterns unite settlements by providing transport of people, goods, and information along lines of circulation such as roads. Nodal regions, or settlements, often form at the intersection of circulatory lines. Unique functions observable within a settlement sometimes are identified as a special settlement area, such as an army camp within a larger residential settlement or a large factory or business in the midst of a relatively homogeneous residential area. Most human settlements possess some form of all these types at some geographic scale.

5. How are human settlements classified according to size?

The changing dimensions of human settlements and the change in their character from static to dynamic, which gives them different aspects with every day that passes, makes the settlements confusing places in which to live, and people, instead of facing this new problem with realism, start trying to escape from the confusion. Some mistakenly support the utopian thought of returning to the system of the small city, but they do not define how this can be achieved without loss of some of the advantages that the great city has given us.

Others, feeling that they cannot return to the small-city system, support the big city concept but do not dare to face the big city's real structure; this is the attitude that leads to dystopia – to the big city that lacks quality. But There is another road: to realize that the big city is an inevitable phenomenon, but that the quality of life within it is bad, and to try to improve the quality of that life. This is the only desirable and realistic road. To discuss quality of life or any other important phenomenon in human settlements without referring to their size is impossible.

The confusion caused by the use of terms such as small and big, town and metropolis, city and megalopolis is very great. If we want to avoid it, we must classify all human settlements by size in order to be able to understand them and assign them values. A small neighbourhood with cars running through it loses its values, and a metropolis without means of very fast transportation cannot operate.