Urban Modernity and Spatial Transformation: The Evolution of Lyallpur to Faisalabad

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Abstract

In contemporary urban studies, there remains significant untapped potential to address the complexities of urban modernity through the lens of spatial transformation. Early scholarship, particularly grounded in post-colonial theory, has explored the relationship between cities and modernity by accounting for uneven geographical and historical trajectories. Building on this foundation, the present study investigates the urbanization process of Lyallpur now known as Faisalabad in Pakistan across three distinct eras. The objective is to critically examine how growth patterns have shaped the city's spatial hierarchy and altered the dynamics of urban life. By tracing the city's transformation through socio-economic and political lenses, this research aims to unpack the underlying forces that have driven its evolving urban form. The study posits that urban modernity in Faisalabad is best understood not as a linear progression, but as a contextually embedded process shaped by local conditions and contested narratives. Findings indicate that two key aspects have been largely overlooked in conventional urban planning: the role of contextual transformation and the profound influence of spatial formation on the city's development. This underscores the inadequacy of universalized planning frameworks and highlights the need for strategies that respond to the specific urban experiences of cities like Faisalabad. To this end, the study presents two critical observations. First, there is a pressing need to develop new conceptual frameworks to guide context-sensitive urbanization. Second, revitalizing spatial transformation alongside socio-economic development is essential for fostering sustainable and inclusive urban futures in Pakistan. Through this case study, the paper calls for a reorientation of urban policy, one that is grounded in the lived realities and historical trajectories of post-colonial cities.

1.0 INTRODUCTION

Modernism, a global phenomenon, has gained acceptance in almost every part of the world. It has created an environment where contemporary architectural designs dominate various regions and countries (Kassim et al., 2018). In the expansion of physical design in the 20th century, Scandinavian designers, particularly Alvar Aalto, reacted critically to the notion of abstraction. This sparked a discussion among designers worldwide, leading to a critique of modern architectural principles, where the tension between individuality and modernism was explored (Setiawan, 2010). Various conceptualizations emerged in the late 20th and early 21st centuries, redefining modernism through different prefixes and adjectives. These include the concepts of "postmodernism," "late modernism," "second modernism," "fluid modernity," and "reflexive modernization"(Adam, 2020; Goldhagen, 2005). What ties these concepts together is the reevaluation of modernity in neoliberal globalization, characterized by temporal-spatial compression, global risks, market liberalization, rapid technological progress, global production outsourcing, and the transformation of social structures in the post-Fordist era (Beck, 1996).

Discussions on contemporary cities often assume a singular model of modernity. This is particularly evident in architecture, where aesthetic influences are crucial in associating modernity with the architect's image (Hilliker, 2002). However, "retro-modernism" is not the only neologism used to describe cities in the late 20th and early 21st centuries. In recent decades, numerous innovative concepts like the "megalopolis," the "generic city," and the "cybercity" have emerged (Castello, 2016; Aoki, 1992). This reflects the notion of urban innovation, acknowledging that the urban lifestyle has significantly transformed worldwide, thanks to globalization and technological advancements that have reshaped urban plans, knowledge, and communal life, transcending geographical and traditional boundaries. All of this begins and relates to the impression of metropolitan innovation, though conceding that the urban lifestyle has transformed meaningfully in the whole wide world (and created new images of) the city considered modern. Robinson (2005) stressed that every city, town, or area should establish unique policies and regulations tailored to its specific experiences, growth, and individuality to foster development and create a distinct identity. Globalization and technological innovations have radically changed municipalities' plans, knowledge, and communal life through topographical and traditional restrictions, which can study through key parameters of urban modernity (Table 1).

Table 1. Key parameters related to urban modernity.

Parameters	Description	Author
Contemporary architectural styles	*contemporary methods inhabit the entire city areas have affected*	King (2004, 2012)
Local identity & Modernity	*Creating a Balance between Traditional and Modern Colonial Concepts*	Sardar (1992) King (2004, 2012)
Commerce and Employment	*Post-modernism*	Beck (1996)
Densifying time & and space	*Diversifying and problematizing modernity across domains of time, space & identity*	Knauft (2002)
Losing government control over the market	*'Power relations'*	Marx & Engels (1955)
Geographical un-even development	*Destructing the structure of primitive city by forming working and rental class housing separately*	
Outsourcing production	*Expanding industrial space and demolishing associations with previous communities to increase production*	Rossi (1932, 1982)
Global Mobility	*Developing individual transport and public transport for working capacity*	

This study sets out to achieve three core objectives: first, to map the spatial transformation of Lyallpur (now Faisalabad) across different historical eras; second, to critically examine the socio-political, economic, and cultural forces that have driven this transformation; and third, to understand how modernity is manifested in the city's evolving urban form. By addressing these objectives, the research engages with the broader challenges of interpreting urban spatial change in the context of historical continuity and geographical complexity, particularly in older towns and cities where planning is layered and often inconsistent. This section has outlined the background, aims, and objectives of the study. The subsequent sections of the paper address the literature, methodology, and present findings organized according to each research objective and conclude with key insights.

2.0 LITERATURE REVIEW

The concept of the town as an architectural body encompasses its unique structural design and development over time (Rossi, 1932). According to Spreiregen (1965), urban growth and change are influenced by various elements, including metropolitan spaces, city mass, circulation patterns, and metropolitan scale. These aspects of urban architecture can be observed through the arrangement of physical elements such as landscape, buildings, transportation systems, and public services, and aesthetic components like street equipment and pavement (Hutton, 2006). These elements are a foundation for the city's activities (Prasidha & Martokusumo, 2014). In his work, Rossi (1932, 1982) emphasized that the architectural transformation of a town is influenced by three main factors: economic, political, and social. This renovation process occurs in three phases. The initial phase involves the destruction of the original city's basic structure, as well as the creation of working-class housing, mass housing, and rental housing. The second phase focuses on expanding industrial areas, often separating residences from workplaces and breaking previous community associations. Rossi referred to the "choice of apartments that may not be near the workplace." The third phase involves developing individual transport and optimizing public transportation, resulting in greater independence in choosing where to live. This increases demand for housing outside of the city in surrounding areas, especially among commuters.

The second factor influencing architectural development is politics, as different political systems generate diverse city arrangements and unique characteristics of urban space. Lastly, the social factor plays a significant role in shaping the urban landscape and the overall image of each constructed area (Rossi, 1932, 1982). In Berman's (1982) critique, the concept of modernity is described as immersing oneself in an environment that offers understanding, authority, delight, expansion, and a revolution of self and the surrounding world. It represents a complete transformation of everything we know and everything about us. The contemporary era has erased geographic and ethnic boundaries, societies and nations, religions, and ideologies, believing that modernity unites them all. However, it has become an enigma, paradoxical unity, dissolution, contradiction, and a source of confusion. This contradiction is also evident in the city of Lyallpur (now Faisalabad), where there is rapid urban growth on one side but at the cost of environmental quality and the city's comfort on the other.

Cities possess evolving historical trajectories, and this geographical investigation into Lyallpur (now Faisalabad) traces its developmental arc through multiple socio-spatial and political transformations. The objective of this study is not to redefine the concept of *urban modernity*, but rather to uncover the struggles, contradictions, and policy influences that have shaped the city's spatial evolution over time. By examining Lyallpur's transformation through the lens of urban modernity (see Table 1), this study critically engages with spatial, social, and political dimensions of urban development.

Given that urban modernity is often theorized from a global, Western-centric perspective, it is both necessary and intellectually compelling to explore how alternative frameworks especially those rooted in the South Asian context offer unique insights into city-making processes. Philosophical and cultural perspectives, such as religious narratives and literary interpretations, further underscore the importance of understanding urban transformation not only through spatial patterns but also through embedded historical, experiential, and

symbolic dimensions. Qadeer (1974) observed that cities serve as the *natural habitats of modern industry*, shaped by specialization of labor, functional divisions, and economies of agglomeration. These dynamics, he argued, foster both sociological and psychological characteristics that are distinctly urban observations that remain particularly relevant in the South Asian context.

Historical material from the late colonial period and colonial urbanism provides critical context for understanding contemporary urban conditions (Beverley, 2011). His analysis of the rise of a colonial administrative elite highlights how colonial planning and power structures have left enduring imprints on South Asian cities. Similarly, the 20th-century remaking of Delhi illustrates how elite-driven urban planning led to the marginalization of Old Delhi and the privileging of New Delhi in political discourse and development agendas (Legg, 2008). Legg's philosophical approach is experiential, exploring how the old and new cities were structured, policed, and governed, often under the guise of unity, while implicitly reinforcing elite priorities. A parallel can be drawn to Lahore, where a divide persists between the colonial-era "new city" and the historically rich but often neglected "old city."

Adding to this discourse, Hans Harder (2002) emphasized that while urbanization is recognized as a significant socio-economic and administrative phenomenon affecting millions, there is a surprising lack of understanding about how urbanization is experienced and conceptualized— especially in non-Western contexts. From a macro-historical perspective, Heitzman (2008) provides an encyclopaedic account of urban development across the subcontinent, offering valuable insights into the long history of urban settlements in the region. Contemporary literature on South Asian mega-cities continues to expand across diverse narratives including migration, slums, informal economies, waste recycling, and precarious labor conditions (Harder, 2016). These themes not only reflect the lived realities of urban inhabitants but also shape the morphology and meaning of urban form. Building on this foundation, Objective Three of this study will investigate how these broader socio-economic forces and lived experiences have manifested in the current urban form of Faisalabad, shedding light on the layered and contested nature of urban modernity in post-colonial South Asia.

3.0 RESEARCH METHODOLOGY

The present research has relied on both primary and secondary data sources. For the analysis of the spatial transformation of Faisalabad, secondary sources such as historical papers from the Punjab Archives Department, other administrative departments, books, encyclopedias, reports, and periodicals were consulted. Newspapers, publications, and periodicals were also used for research purposes electronic resources provided information from electronic books, journals, and articles in the City of Lyallpur. In addition to secondary sources, first-hand feedback and information were gathered from government officials and key informants and through physical observation. A historiographical analysis was conducted to understand the spatial transformation process in detail, which involved examining the past while considering present indications. The study focused on three historical eras: the colonial development era, the post-independence development era, and the lateral development era, as part of research objective to map the spatial transformation of Lyallpur City, achieved by examining data files from an ancient Lyallpur city map. Detailed elements such as structures, materials, street and block patterns, land use activities, and open spaces were assessed to highlight the influence of urban modernity in the city's transformation process. A comprehensive web search using Google was conducted to identify all publicly available planning documents and related materials. Key sources included official publications hosted on the Faisalabad Development Authority (FDA) website, which provided access to existing urban planning documents. Additionally, a limited number of reports and articles were retrieved from the website of a private sector company affiliated with the Urban Unit, an entity operating under the Government of Punjab (GoPb). These sources offered valuable insights into the city's planning history and current urban development strategies. This study involves a comprehensive examination of the old plans of Lyallpur (Faisalabad) compared to the existing ones, analyzing the extent to which the metropolitan form includes modernity, even indirectly. Table 2 summarises the assigned research objective, data collection techniques, and expected findings.

Table 2. Research process.

Objective	Analysis	Data Collection Techniques	Expected Findings
Understanding the development of modernity manifested in the urban form through the spatial transformation of Lyallpur City in different eras, and critically examining the factors and forces that drove the transformation of Lyallpur.	• Analysis based on Macro level identifying: • Building and material • Road and block patterns • Land use activities • Urban growth patterns	• Literature Review • Observations • Photographs • Interviews	Understanding the pattern and characteristics of the city's spatial transformation helps to find traces of urban modernity

The analytical framework is structured around a macro-level investigation, identifying key components such as building types and materials, road and block patterns, land use activities, and urban growth trajectories. These elements are examined to trace the emergence and materialization of modernity within the physical and functional fabric of the city. Data collection techniques include a combination of literature review, on-site observations, photographic documentation, and semi-structured interviews. These methods allow for a comprehensive understanding of both historical and contemporary urban dynamics. The expected outcome of this methodological approach is to identify and interpret patterns and characteristics in the spatial development of the city that reveal traces of urban modernity, providing insights into how modern ideals and practices have shaped the urban experience in a post-colonial South Asian context.

The participant selection and recruitment for the key informant interviews were crucial aspects of the research. Purposive sampling was used to examine perceived barriers and originators. It was important to understand the metropolitan planners' perspective and awareness to justify the urban modernity of Lyallpur, which eventually became Faisalabad. Urban planners and architects were considered key informants because of their knowledge of Lyallpur's master plans and their role in developing and implementing city policies. An architect, as Participant A, provided insight into the city's changing architecture and influence. An urban planner, Participant B, discussed the city's growth patterns and modern trends. To study the social aspect of urban modernity, interviews were conducted with residents from different areas, selected based on their location, employment, field, and years of living in the city. Most residents were chosen from the Clock Tower area because of its location in the old market. Other interviewees were employed in industries and labour. The residents, identified as Participant C, shared their perspectives on changes in living standards, the city's growth, its impact on their lives and lifestyles, and shifts in city patterns. The research sequence involved achieving objective one through secondary data and observing spatial transformations through observation and pictorial analysis to assess changes in urban language. At the same time, the interviews focused on changes in the city's physical and social fabric.

This study adopts an exploratory qualitative approach to investigate the dynamics of urban modernity in Faisalabad (formerly Lyallpur), Pakistan. The choice of an exploratory framework is grounded in the need to uncover underlying processes, patterns, and meanings that are not easily captured through quantitative methods. Given the city's complex colonial legacy, rapid urbanization, and socio-spatial transformations, a qualitative lens allows for a nuanced understanding of how modernity has manifested in its urban form.

The exploratory nature of this research is particularly suited to contexts where existing literature is limited or fragmented, as is the case with secondary data on Faisalabad's urban development. This approach enables the study to probe into less formalized or undocumented aspects of spatial change, local narratives, and socio-political influences shaping the city. However, due to practical constraints—including limited access to archival materials, the scarcity of digital records, and difficulties in securing a broad range of interview participants, data collection was necessarily selective. These limitations restrict the generalizability of the findings. Nevertheless, generalization is not the primary aim of this study. In qualitative research, especially

of an exploratory nature, the goal is to offer deep, context-rich insights into particular phenomena rather than to produce broadly applicable conclusions. The findings, therefore, are intended to contribute to a more situated and critical understanding of urban modernity in post-colonial cities like Faisalabad.
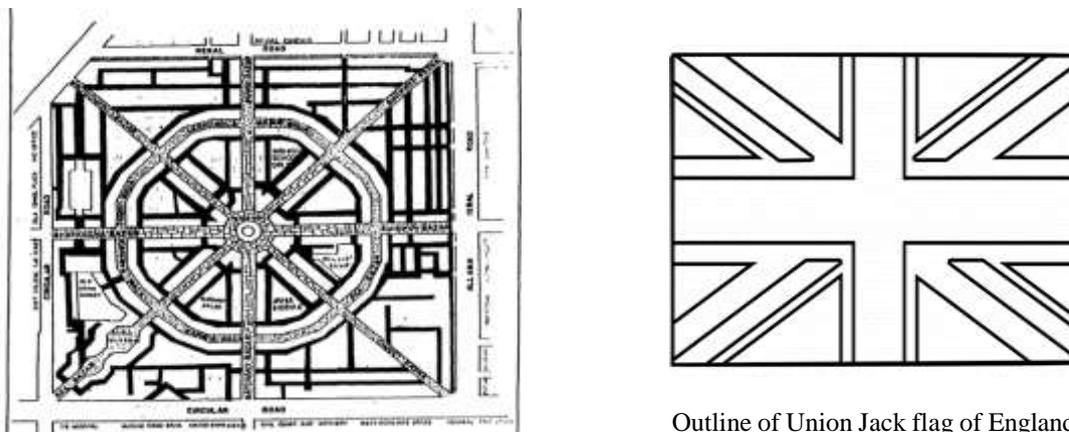

Outline of Union Jack flag of England.

Figure 1. Plan of Clock Tower of Faisalabad based on Union Jack flag, Source: FDA, 1997 pp- 191.

4.0 FINDINGS & DISCUSSIONS

4.1 Objective 1: Mapping Spatial Transformation during three different eras

The Colonial Era (1896-1946)

The foundation of Lyallpur (now Faisalabad) began with British colonial planning in the 1880s, introducing new urban models classified into Mandi Towns (market centres) and Chaks (rural settlements). These structured settlements were organized by profession and origin (Ahmad & Chawla, 2018). In 1886, Lyallpur was established as the administrative centre of a new district, and with the annexation of Punjab in 1892, major infrastructure such as the Lower Chenab Canal, railways, and roads linked the region to commercial hubs. The Chenab Colony (1884– 85) played a key role in transforming barren land into cultivated settlements (Ali, 1988). By 1904, Lyallpur District was officially formed, comprising Toba Tek Singh, Samundri, and Lyallpur tehsils, with Jaranwala as a sub-tehsil (Pasha & Shahid, 1996). The town's plan, designed by Sir Ganga Ram, featured a central clock tower, eight radial bazaars, and a circular road an iconic design that still defines the city. Originally an uncultivated moorland, Lyallpur quickly evolved into a structured urban centre through migration and colonial policies between 1892 and 1905.

Lyallpur's development can be divided into three key phases: the preliminary phase (1896– 1904), the foundation phase (1905–1946), and the period of modernity (1947–1965). In 1977, the city was officially renamed Faisalabad in honor of King Faisal Bin Abdul Aziz of Saudi Arabia (Pasha & Shahid, 1996). Early development cantered around the Deputy Commissioner's residence and the construction of three bazaars, followed by commercial, residential, and institutional buildings. Key landmarks such as the Anglo-Dialect Institute (1897) and the district headquarters (established in 1904 by Deputy Commissioner QQ Henriques) marked the city's administrative and civic growth. Essential infrastructure, including courts, jails, and canal offices, was developed alongside residential and industrial zones beyond the Circular Road. Post-independence, Lyallpur (now Faisalabad) witnessed rapid urban expansion. By 1961, the population surpassed four million, resulting in the rise of both planned societies and unplanned housing areas, reflecting increasing urban pressures and informal growth (Pakistan Geographical Review, 1971).
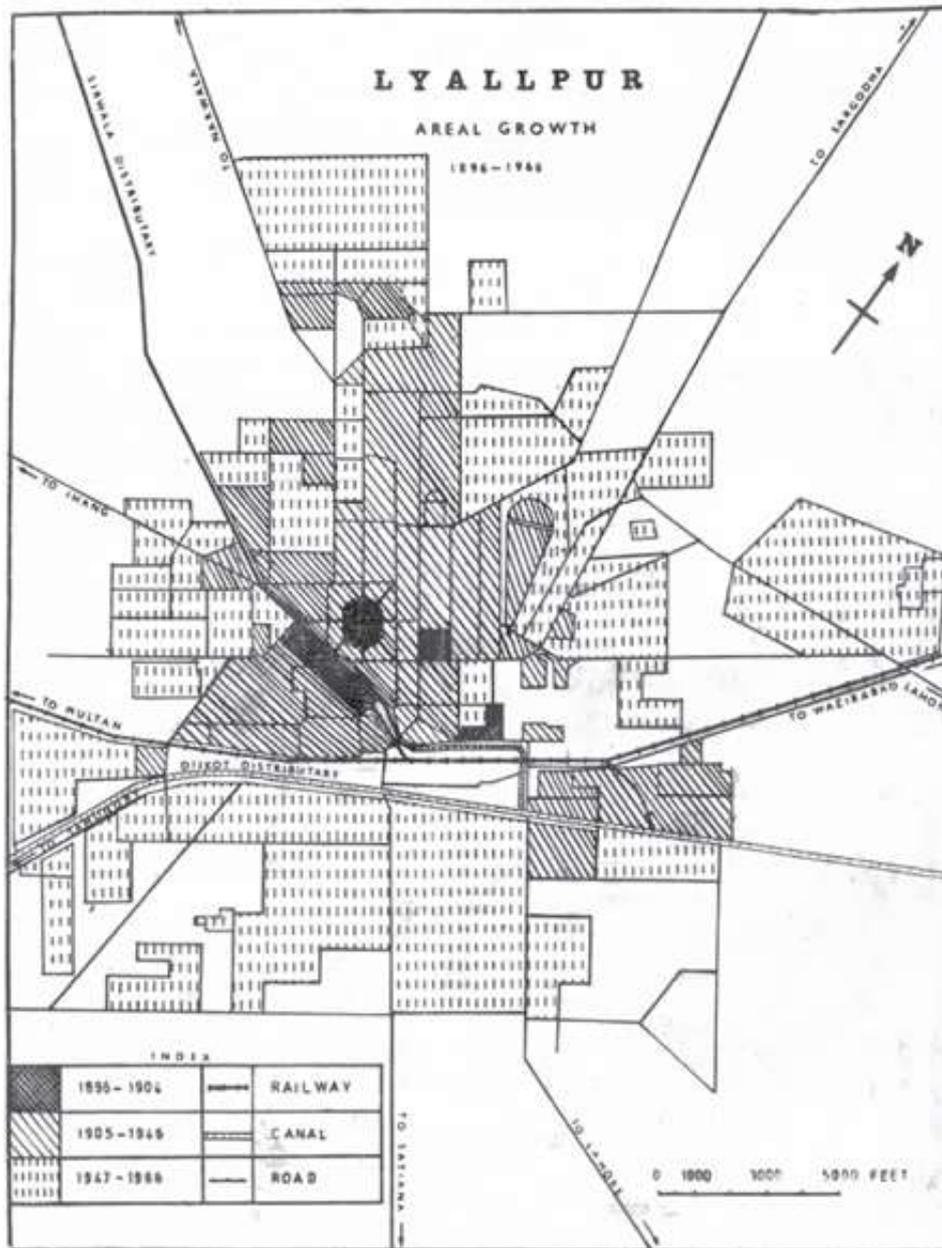
Figure 2. Development in the first phase of the colonial era, Source: Pakistan Geographical Review, 1971 pp5.

The post-Independence Era (1947-1965)

Following the creation of Pakistan in 1947, Faisalabad experienced rapid urban growth, particularly toward the northeast, driven by congestion along the railway line and at the Dijkot junction (Figure 3). By 1951, the city had become one of Pakistan's most industrialized urban centers, witnessing a 138% increase in its urban population, making it the fifth-largest city in the country at the time. While force development occurred in the southeast, natural expansion took place in the northwest and southwest. This natural growth facilitated more efficient urban planning by enabling the construction of level crossings and infrastructure over railways and waterways. Notably, over two-thirds of the city's expansion occurred northwest of the railway line (GoPb, 1968).
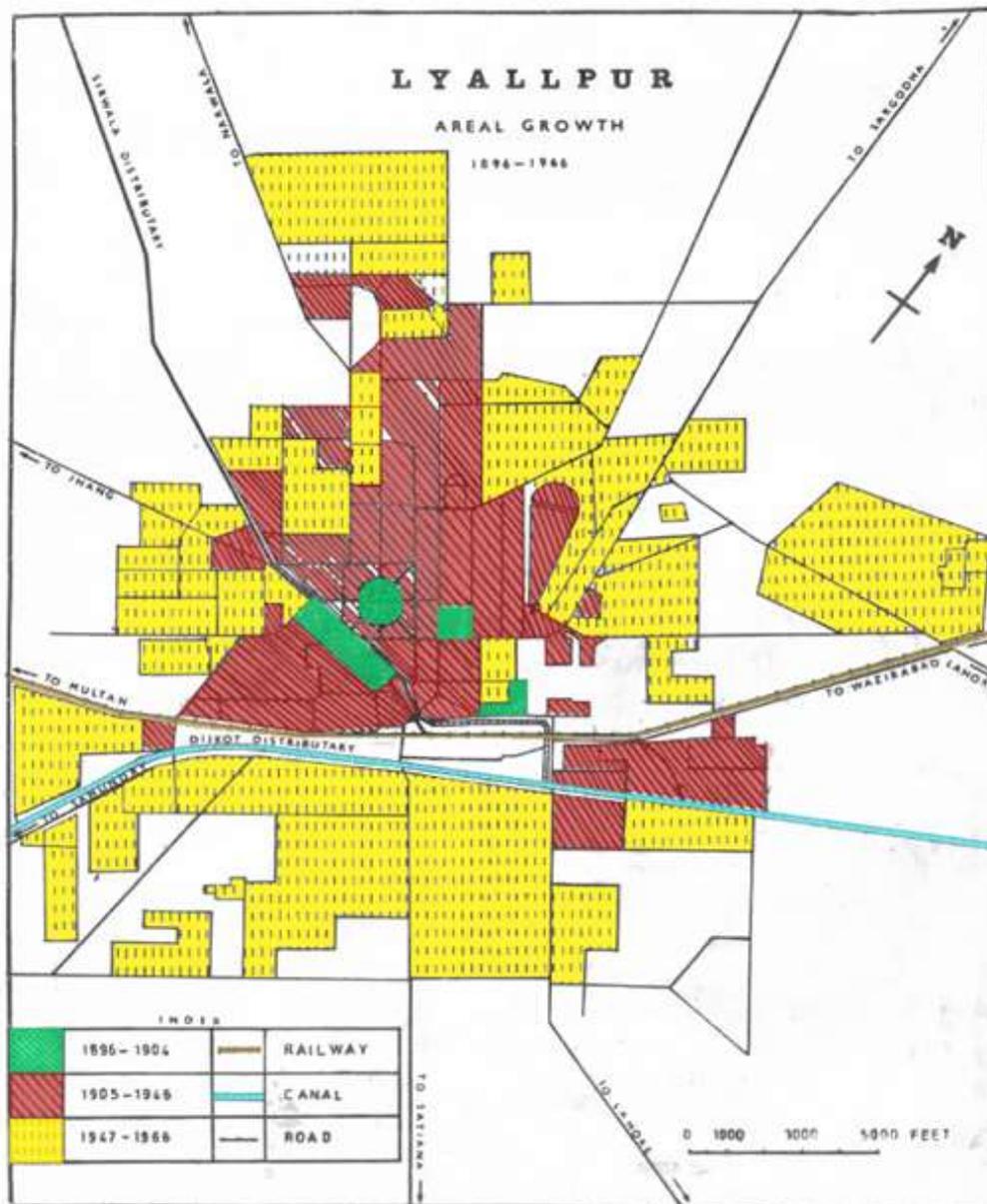
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Figure 3. Developmental phase after independence: Source: Pakistan Geographical Review, 1971 pp- 5

Faisalabad's general land use can be categorized into four primary zones: the commercial central zone, administrative and educational zone, mixed-use zone, and planned residential societies (Figure 4). The dominant commercial zone, concentrated around Circular Road and Jhang Road, is characterized by high-density retail activity, serving both metropolitan and peripheral rural populations through vendors, specialized dealers, and wholesale markets (GoPb, 1968). The administrative and educational zone includes the Civil Lines and Agricultural College precincts, playing a key role in the city's organizational structure. The mixed-use zone, bounded by Dijkot Junction and the railway station, accommodates diverse functions such as transportation, trade, housing, and services. Other areas of the city exhibit a mix of land uses, excluding the railway infrastructure and major industrial units (GoPb, 1968). Although Lyallpur was originally planned with generous open spaces for recreation, the post- Partition period brought challenges including weak civil administration, urgent housing needs, and limited urban foresight. As a result, public spaces were largely neglected, with only a few recreational areas designated in newly developed post-Partition housing schemes (GoPb, 1968).
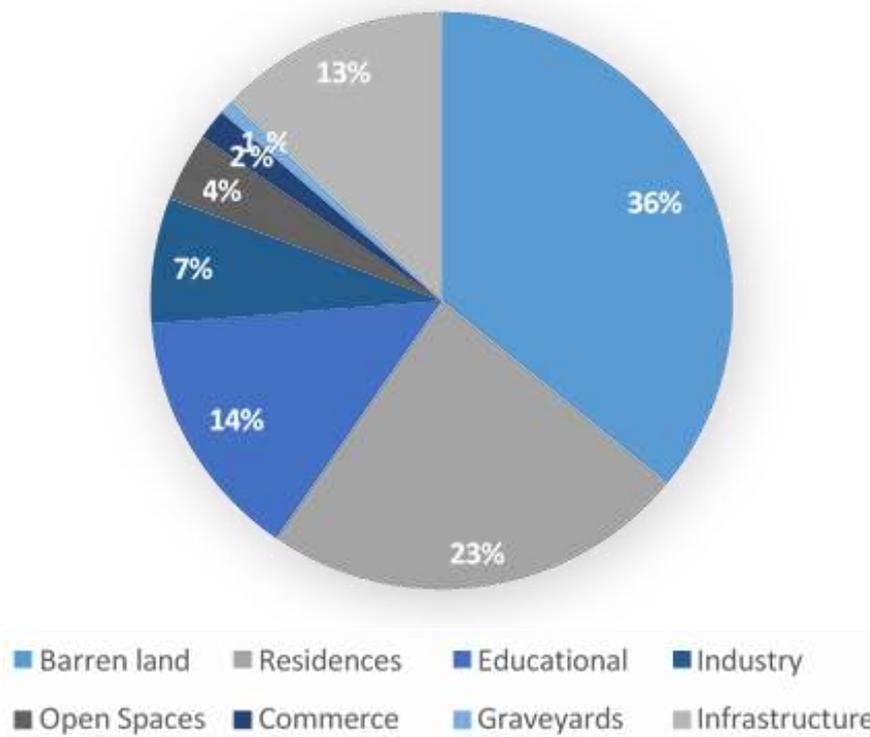
Land Distribution

Figure 4. Land Distribution percentile, Source: Adapted from GoPb (1968).

Four types of residential areas were developed, as shown in Figure 6.

a. Colonies planned by the government, where plots of land were awarded to individuals to build their homes.

b. Government-planned colonies with government-built houses for refugee families.

c. Private colonies developed on agricultural land without any planning.

d. Unauthorized construction of shacks and Kachcha houses with adobe walls on government land.

The first formal housing development in Pakistan, known as "Model City", was established in 1947–48, featuring government-planned roads and public services. Row houses were common, while upscale areas like Jinnah Town and Gulberg offered larger two-story residences with four to five bedrooms (Pakistan Geographical Review, 1971). In contrast, Nazamabad Colony, located near Partap Nagar, comprised modest two-room apartments built by small farmers. People's Colony emerged as a prestigious residential area, characterized by spacious bungalows with six to seven bedrooms and large gardens, connected to the southern part of the city via Samundri Road through Batala Colony.

Another key residential area, Ghulam Mohammad Abad, was more dispersed, with the government constructing two-bedroom apartments to accommodate low-income populations. Industrial development was widely distributed across the city, especially along major highways, with a concentration of textile factories. This industrial growth spurred the creation of wholesale markets, most notably the "Gol Cloth Market" on the Inner Ring Road (Pakistan Geographical Review, 1971) (Figure 5).
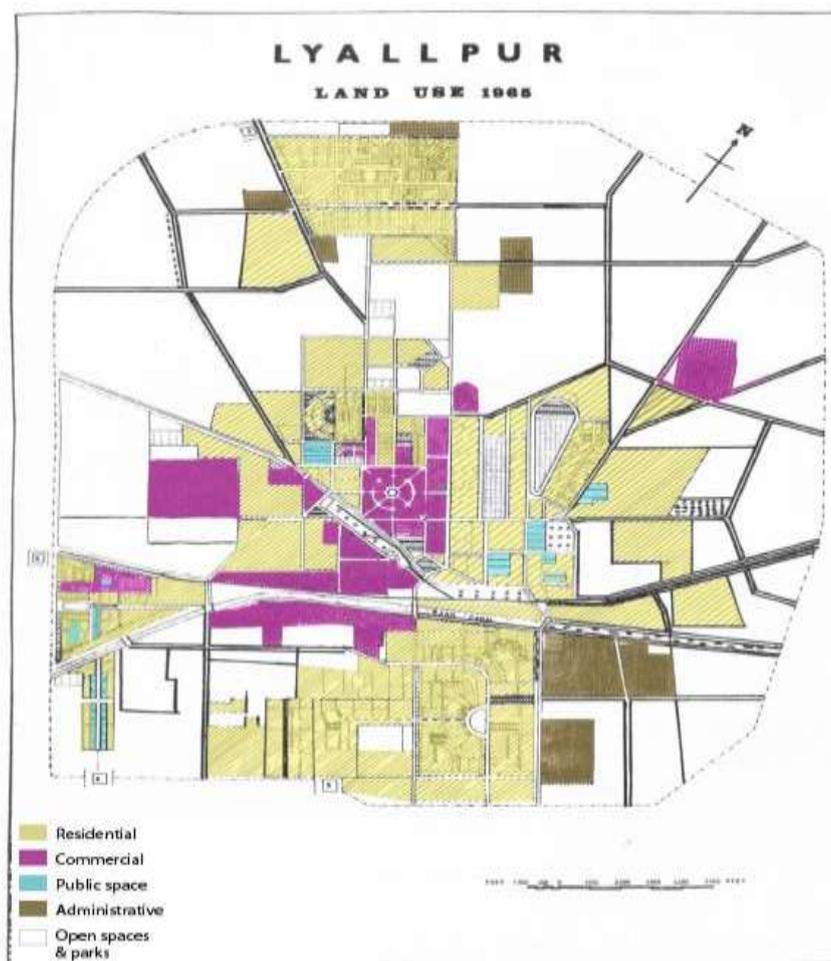
Figure 5. Land Use Map, Source: Pakistan Geographical Review, 1971 pp 17.

Following 1947, Faisalabad witnessed rapid urban expansion, leading to the establishment of new administrative and social centers. While many government offices operated out of residential bungalows, some began occupying emerging municipal buildings. The Income Tax Department was located in Model City, while offices related to labour, settlement, and the urban master plan were situated in Jinnah Colony. People's Colony became a hub for administrative functions, hosting offices for income tax, urban planning, and settlement services (Pakistan Geographical Review, 1971). Industrial development evolved without a coherent plan. While there was a significant concentration of large industrial units around Crescent Mills and Sheikhupura Road, many factories, particularly textile and woolen mills— were constructed adjacent to residential areas, causing urban inconvenience. Smaller units like dyeing and bleaching facilities were often embedded within neighborhoods (GoPb, 1968). This unstructured development was driven by low land costs, easy access to raw materials, and the availability of skilled labor during the early industrialization phase. As a result, industrial units proliferated in a strip pattern along major highways, shaped largely by land availability and owner preferences, rather than formal planning (Figure 6) (GoPb, 1968).

Following independence, Lyallpur (now Faisalabad) rapidly transformed into a major industrial and commercial hub. The city's business park, accounting for 2.6% of the total built-up area, became a key economic driver, with textiles emerging as the second most significant industry after Lahore (GoPb, 1968). Faisalabad developed a vibrant commercial landscape comprising large municipal shopping centers, neighborhood markets, and specialized retail zones. The Clock Tower area and Ring Road became focal points for specialized shopping, while more diverse retail offerings were found in the city's peripheral areas. Commercial spaces were organized into central business parks, neighborhood malls, specialty centers, wholesale and retail markets, and mixed-use marketplaces, reflecting the city's expanding economic base and urban diversification.
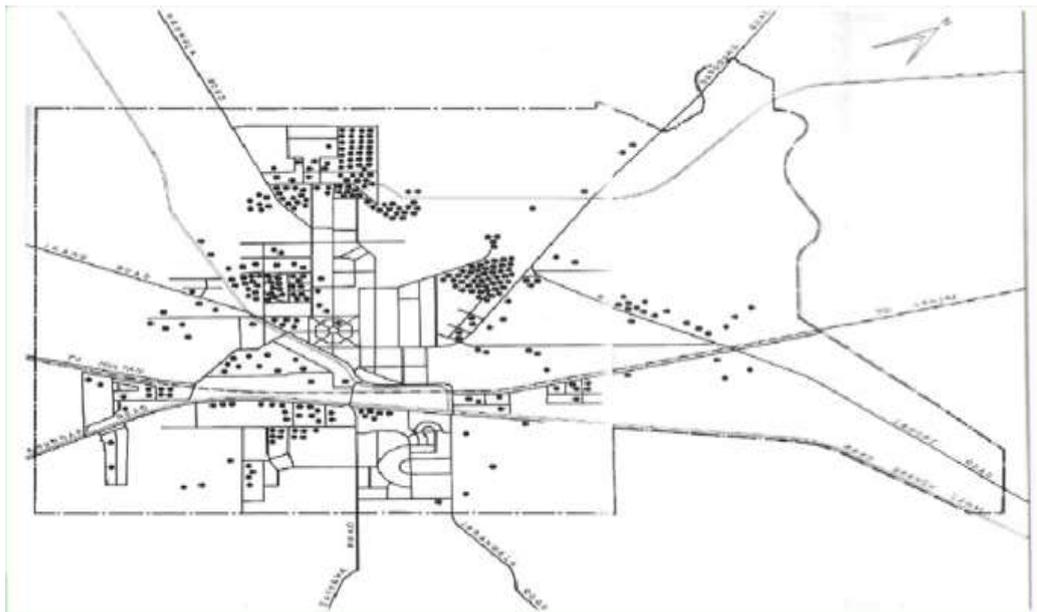
Figure 6. Distribution of Industrial Units, Source: GoPb (1968) Page 35 *Modern Era (1970-2015).*

Faisalabad District has been a major driver of economic and urban growth since 1910. Key infrastructural developments, such as the expansion of railway lines and the establishment of the Khurrianwala industrial zone in 1982, catalyzed the city's spatial and residential expansion. The Sargodha Road and Canal corridors have played a pivotal role in shaping land values, significantly increasing the cost of both developed and undeveloped land, particularly for residential use (Figure 7). Between the 1950s and 1970s, Faisalabad experienced industrial revitalization; however, urban encroachment eventually overwhelmed these older industrial areas, leading to the relocation of factories in the 1980s to reduce pollution and support further industrial growth (FDA, 2014). More recent residential and commercial development has concentrated around Sargodha Boulevard and Canal Bank Lane, indicating these zones as key axes of urban expansion. Previously, natural and infrastructural barriers, such as the Rakh Branch Canal and railway lines, restricted growth toward the south and east. However, improvements in bridge infrastructure and secondary road networks have since facilitated broader spatial development patterns across the city.
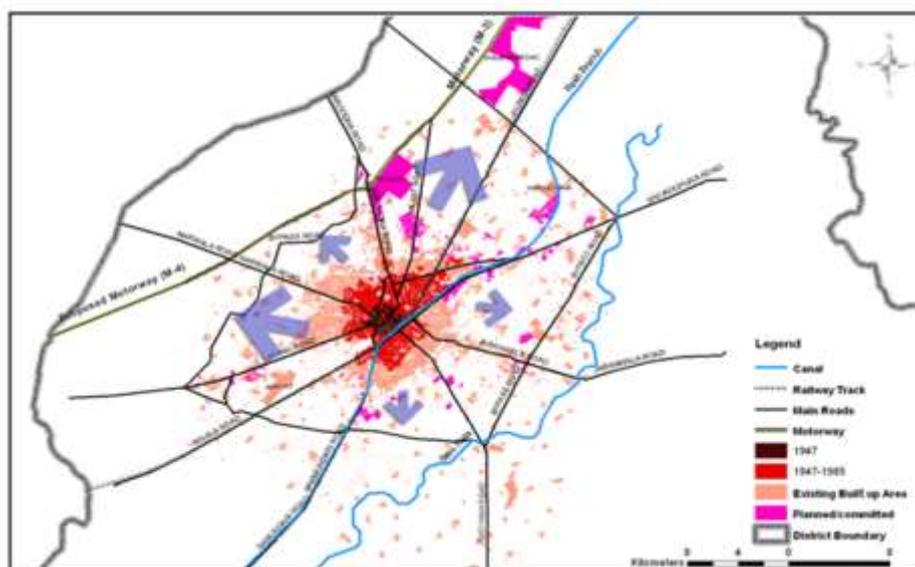

Figure 7. Growth Trend, Source: FDA (2014)

Despite experiencing linear marketable growth in other parts of the metropolitan area, the clock tower zone in Faisalabad continues to thrive. Under the 2009 Draft Land Use Rules marking, the FDA recently designated over 400 streets as business zones. Kohinoor Textile was deliberately established as the primary locality in Faisalabad rather than being situated along a direct commercialized route (FDA, 2014). In its early years, the city witnessed the construction of high-rise buildings, while the outskirts saw the development of low-rise horizontal structures. Transportation in the city relies on various vehicles, including taxis, buses, cars, rickshaws, bicycles, and scooters. The four-lane roads are congested and polluted during the day, while the airport route is used for car racing at night (Figure 8).
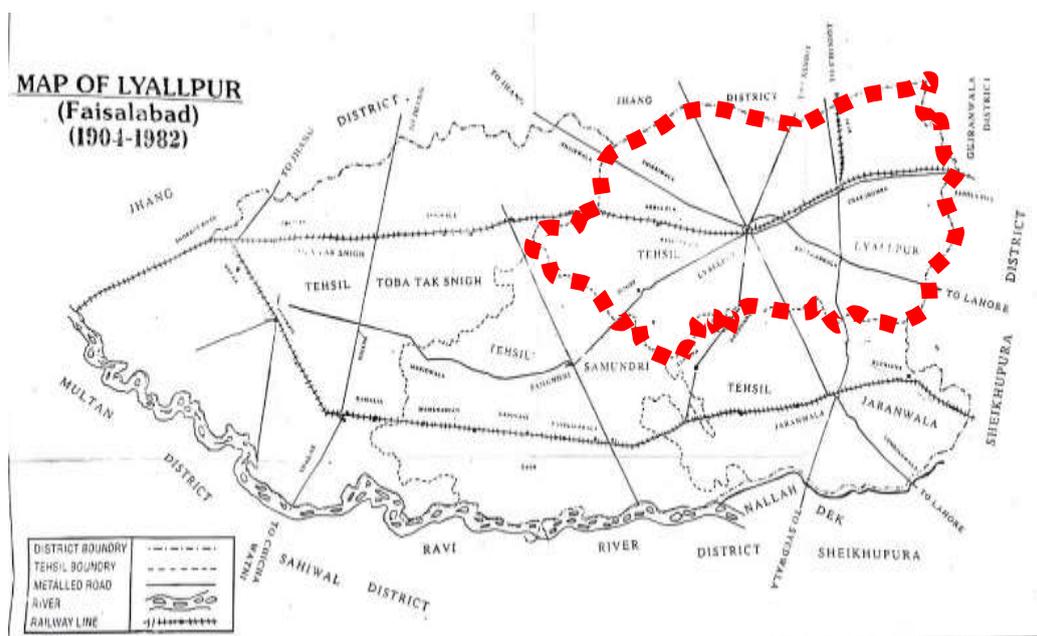

Figure 8. Division of Districts in Sandal Bar (Lyallpur), Source: Source: Pasha & Shahid (1996)

The central business district, played a significant role in the metropolitan area's growth after 1900. The Clock Tower and other bazaars expanded the city by filling unoccupied lots in the 1950s. As a result, commercial activities flourished near the CBD, replacing old and derelict buildings. The State Bank and nearby structures serve as evidence of this growth (FDA, 2014). The industrialized nature of the metropolitan area has been transformed by establishing business and commercial activities, such as shopping malls and marketplaces. The report by FDA (2014) discusses the expansion of Faisalabad and identifies several key factors:

- Renovation and redevelopment of urban centres, particularly when industrial units were displaced due to urbanization
- The development of major transportation infrastructure, including the M-4 motorway and related connections
- The establishment of the M3 Industrial Estate and Value-Added City in the northern and northeastern parts of the city
- The outer ring road and M-3 motorway corridor attracted outward growth, leading to the development of official residential societies along Sargodha Road and near Sheikhpura Road along the Rakh Branch Canal
- The city's expansion primarily occurred on the outskirts of the metropolitan area, specifically along Jhang and Narwala streets, Sheikhupura Road, and the southern and southeastern parts of the city. Direct expansion into neighbouring towns was observed along roads controlled by Faisalabad Agricultural University, Jhang Road's Government Agricultural Research Station, and Gatwala Forest Park.

4.2 Objective II: to critically examine the factors and forces that drove the transformation of Lyallpur.

Impact of Urbanization

Urbanization has profoundly impacted the urban development of Faisalabad, transforming it from a small town into one of Pakistan's largest and fastest-growing cities. The city's urban layout was intentionally planned during British rule, featuring a modern core area with spacious streets, diverse buildings, and central grounds for the city's government. The city's epicentre, Ghanta Ghar, resembled the Union on the British flag in its layout. Land cover changes over time, with urbanized areas in Faisalabad resulting in mostly concentric and enclosed green agricultural zones. From 1973 to 1983, there was an increase in mixed land use. After 2000, there was significant growth in developed areas, expanding from the city centre to the outskirts (Figure 9). Urbanization has significantly increased Faisalabad's population as people from rural areas and smaller towns migrate to the city for better employment opportunities and improved living standards (Participant B, 2022). This population influx has pressured the city's infrastructure, housing, and services. The yellow colour in the following figure represents the demarcation of future urban growth for Faisalabad in 2030.
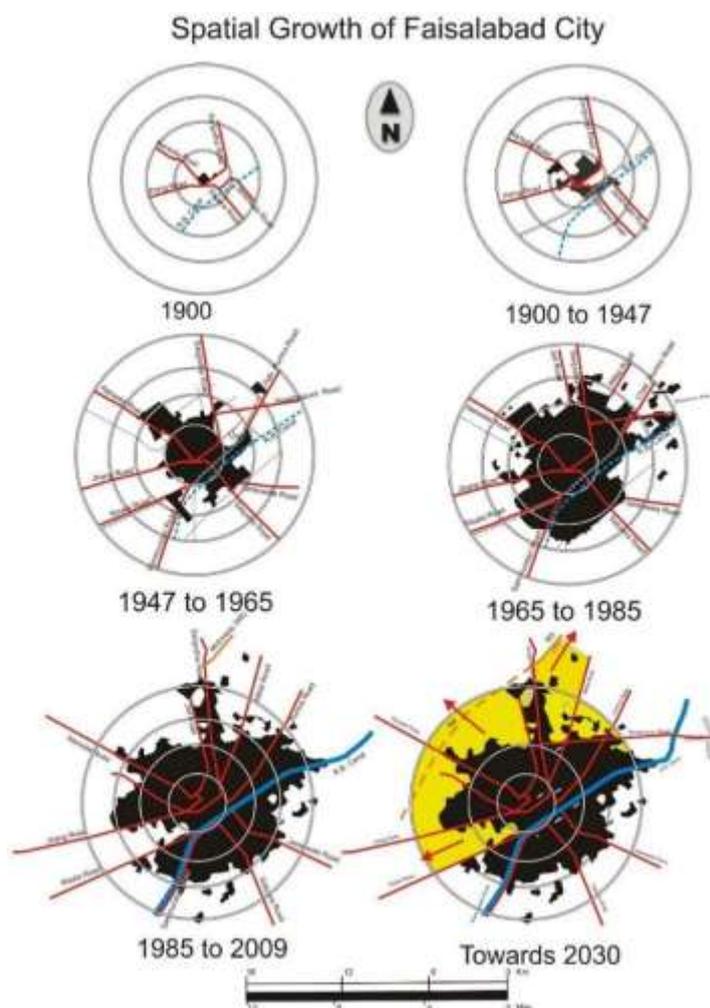
Figure 9. The growth pattern of the city Source: GoPb (2021).

The examination of land coverage in Faisalabad, Punjab, spanning from 1973 to 2030, demonstrated a mix of productive and fluctuating land types. The area was primarily dynamic agricultural land with less valuable agrarian land. This implies that the area along the Jaranwala-Khurianwala highway needs to be more populated and urbanized. The absence of a coordinated town forecasting and administration system resulted in poor living conditions, especially for the most disadvantaged families. Participants A & B (2022) also

highlighted that unethical land usage has led to pollution from activities in industries and commercial developments (Figure 10). The urbanization process has resulted in the outward expansion of Faisalabad, leading to the development of peri-urban areas and suburban neighbourhoods. This urban sprawl has land use, environmental sustainability, and infrastructure planning implications.
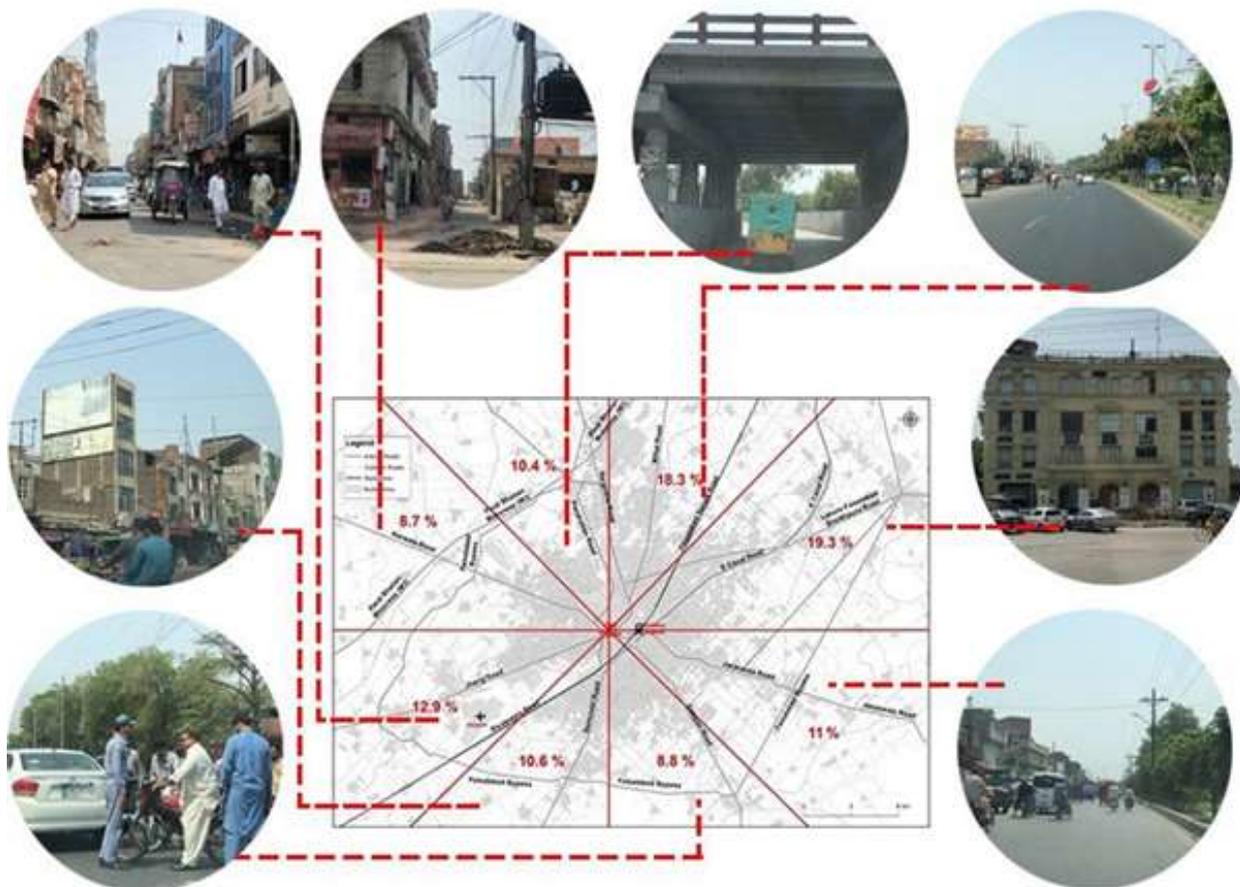
Figure 10. Spatial Growth percentage near significant roads.
Source (Map): FDA (2014), Figures, Authors.

Urbanization has profoundly impacted the city of Faisalabad, transforming its physical landscape and social dynamics due to spatial growth around major transit roads (Figure 15). The town now boasts a rich cultural tapestry and increased social mobility thanks to its diverse population from varied ethnic, linguistic, and socioeconomic backgrounds (Participant C, 2022). Although urbanization has brought forth economic growth and development opportunities, it has also presented challenges in the form of congestion, pollution, insufficient infrastructure, and social inequality. To address these issues, the proposed Master plan of Faisalabad 2035 has included initiatives such as constructing new transit systems and ring roads. However, it remains uncertain whether these developments will genuinely benefit the underprivileged or if they will primarily serve as a means for private vehicle access. A closer examination of secondary interviews and map analysis (Figure 11) reveals that the city's industrial area is far from the city centre, posing difficulties for industrial workers in commuting. While some industries have their transportation services, many rely on transit systems. As a result of the shift in industries, it is evident that new residential areas have cropped up near the industrial zone, contributing to the outward sprawl of the city's peripheries. Additionally, the proposed masterplan 2035 of Faisalabad indicates that agricultural land has been left for future development rather than preserved for cultivation.

Figure 11. Land use map of Faisalabad proposed for 2035.
Source: FDA, 2014.

Faisalabad's downtown area is heavily congested with traffic and needs proper management and parking options. Participant A pointed out that the town's concentric development pattern challenges mass transportation. To overcome these challenges, it is necessary to implement effective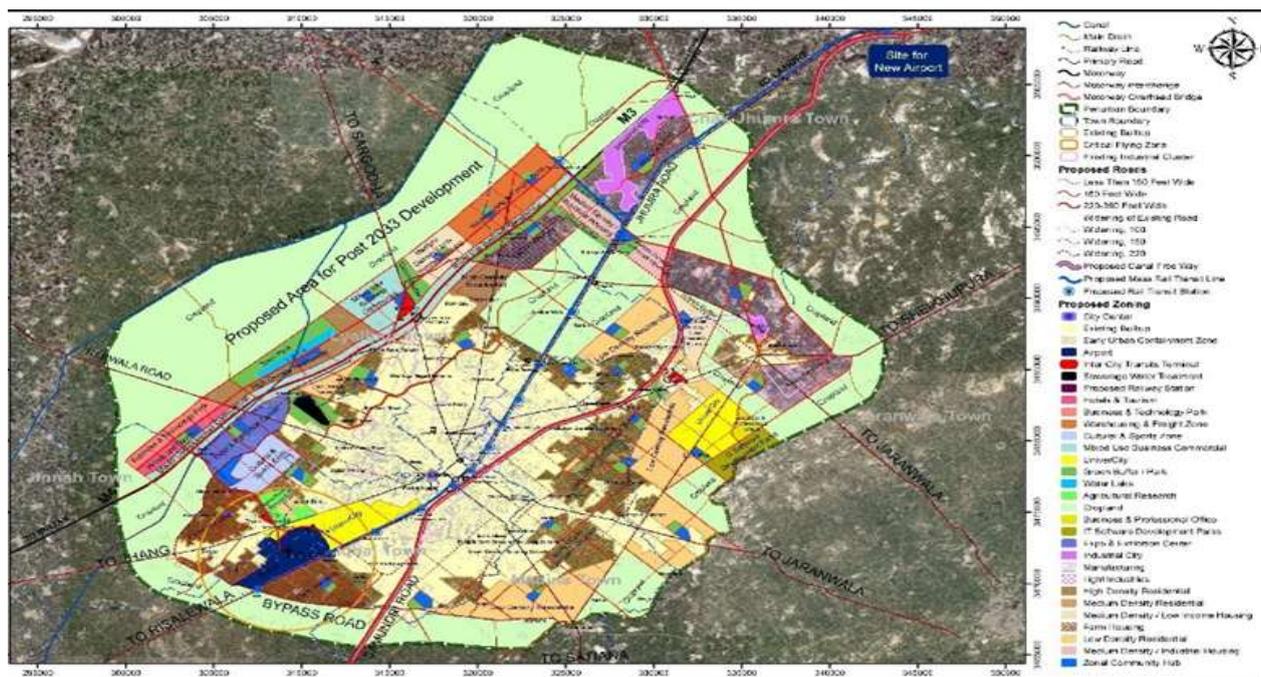 urban planning, improve governance, and invest in sustainable development initiatives. The city's growth is primarily driven by profit-making and wholesale development, leading to the dominance of commercial street activities. On the outskirts, residential areas prevail, with limited industrial development. Participant C mentioned that private companies often provide community facilities, but their reach is frequently limited in providing broader services.

Urban Colonization

The government colonized the neighbourhood areas of Faisalabad following the British development of the town. Urban villages were part of the city centre before independence, but after 1947, they were shifted to the outer peripheries. The government has played a vital role in the city's development, controlling every decision (Participant A, 2022). Public spaces have been established haphazardly to expand the sprawl over cultivated lands, leading to an "urban invasion" and a "long-distance colonization." The rapid growth in the city has led to extensive transport planning, which has not considered the impact on the lives of poor residents by shifting the industrial zones, primarily labour-class, from the centre to the outskirts (Participant B, 2022). The expansion of urban areas has led to the aggressive development of highways, resulting in the fragmentation of farms and the destruction of vegetation and agricultural land. These infrastructure developments have given some parts of the city a modern look. Even though new high-tech offices, houses, and public areas have expanded, the city is still home to slums without proper infrastructure and basic living facilities. Unfortunately, this divide has not yet been considered, and neither have the authorities considered it a genuine issue to tackle the more significant problems associated with the well-being of the citizens (Participant C, 2022).

The city's attraction to villas is linked to its foreignness, with elevations and public spaces influenced by colonial styles. Public spaces like Lyallpur Galleria and the Grand Atrium Mall have modern architectural styles. Urban developers and planners prioritized the upper middle class and middle class over poor settlements, investing in roads, highways, and expressways. Zones without colonial impressions were converted into new housing developments by private stakeholders. Participant A highlighted that the architectural style of present-day Faisalabad was affected by private sectors, with Spanish villas, baroque decorations, and crucified metal railings. This foreignness in architecture and social aesthetics highlights the importance of the upper middle class in the city (Figure 12).
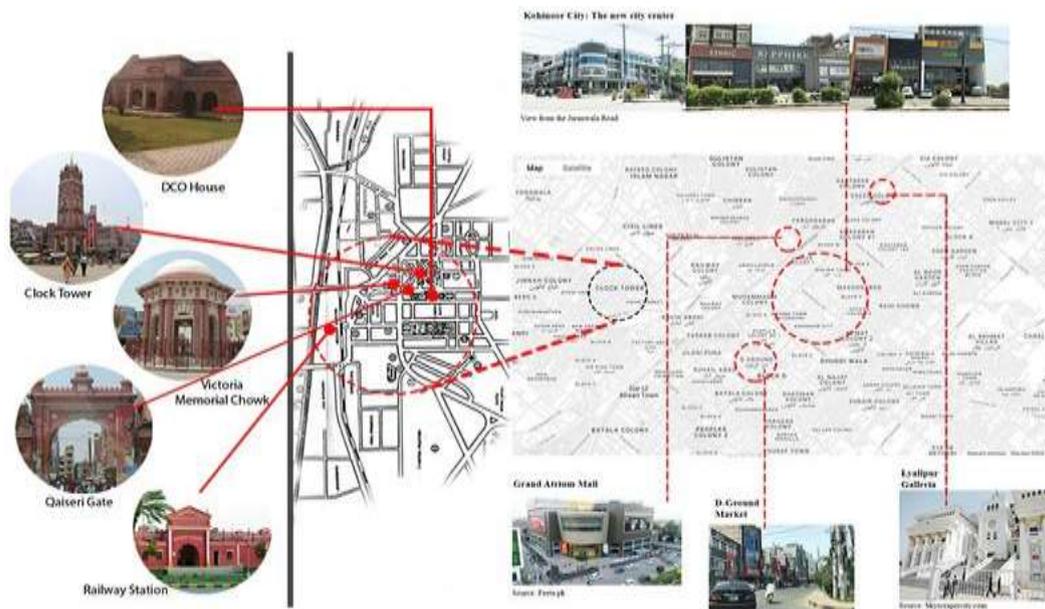
71

Figure 12. Old & New City centres of Faisalabad, Source: Authors.

The old city centre of Faisalabad exemplifies traditional Pakistani urban design and architecture. It is characterized by narrow streets, bustling bazaars, and tightly packed buildings. Some older buildings exhibit conventional architectural styles, influenced explicitly by Mughal and colonial designs. These structures typically showcase intricate details, including arches and domes. The layout of the old city centre may have followed organic patterns, as streets would have evolved to meet historical needs and cultural practices. Faisalabad's new city centre embodies contemporary urban planning and architectural styles shaped by globalization and modernity. The new city centre features planned infrastructure, wider roads, and organized commercial and residential zones. Modern architectural styles, including glass facades, steel structures, and high-rise buildings, dominate the skyline, and dings highlighting global architectural influences. However, there is a need to integrate green spaces, parks, and recreational areas more effectively into the urban design of the new city centre. All the research participants also stressed that enhancing the green portion will emphasize the importance of creating a sustainable environment and contributing to a more livable city. Commercial complexes, shopping malls, and modern amenities cater to the needs of a growing urban population. They also reflect the consumerist culture often associated with modern cities. Urbanization and modernity have significantly transformed Faisalabad's old and new city centres. Despite infrastructural improvements, the old centre continues to exude its historical charm, while the new centre showcases contemporary urban planning and architectural trends.

4.3 Objective III: to understand the development of modernity manifested in the urban form of Lyallpur City,

Change in Urban Language

The language used in urban development planning and discourse has evolved into terms and concepts borrowed from international sources. Post-colonial towns with modern housing developments have altered their appearance and urban language, replacing Chaks with names like 'Villas', 'Colony', 'Town', 'City', and 'Valley', which were first called 'Mohallas', Pura', Abad, Wala' (Figure 13). Over the period, as a global language, English has become the predominant language in urban planning documents, policies, and discussions. Technical terms in urban planning, architecture, and infrastructure often stem from international standards and practices. This reflects the increasing integration of Pakistan into the global community and the adoption of standardized terminology in discussions on urban development.

Figure 13. Showing inner shade as colonies & outer shade as Mohallas;
Source: Google Maps (Accessed on March 2022).

Living inside these towns differs from 'Mohallas' due to their existence under boundary walls, which was not a result of colonial concepts (Participant C, 2022). Previously, wealthier suburbs were fenced or bounded, turning them into gated communities with strict safeguards. Reports suggested resettling slums and squatters due to the establishment of colonies, forcing them to move to the city's peripheries, far from job opportunities (Participant B, 2022). Major reports often ignore the existence of "irregular colonies," which are illegal settlements and threats to residents. These unwanted settlements serve one-fourth of the city's population, who either evacuate or are authorized during elections.

International Influences

Globalization facilitated the influx of ideas, technologies, and cultural influences into megacities, shaping urban landscapes and social dynamics. International trends in consumerism, entertainment, and lifestyle choices began to impact the urban fabric of Pakistan's megacities. The impact of colonization is evident in the geographical and architectural un-evenness of the built form of Faisalabad. Middle-class families living abroad as overseas Pakistanis bring economic benefits and investments, influencing the development of cities. No wonder the cosmopolitan character of megacities has been shaped by the emergence of global brands, multinational corporations, and foreign investment in real estate and commercial sectors (Participant B, 2022). This has had a significant impact on consumer behaviour and market preferences. Retired officers and colonels prefer accommodation based on their past military living. Participant A highlighted that the cantonment in Lahore and Bahawalpur features isolated areas with compact units and manicured landscapes. Paradise Valley" in Faisalabad displays luxurious living spaces with marble flooring, brass fixtures, and modern elevations. Urbanization has spurred the demand for housing and commercial real estate in Faisalabad. This has led to the construction of residential colonies, apartment complexes, and commercial centres to accommodate the increasing population and cater to their needs. Wapda City, located at the city's edge, features modern-style villas with low horizontal lines, flat roofs, and ironworks reminiscent of the work of Frank Lloyd Wright, one of the pioneers of modern architecture (Figure 14) (participant A). Developers advertise this ideal housing with fresh air, birds, and green lands, featuring modern-style houses in large green lands (Participant C).

(a)   (b)

Figure 14. (a) Elevation of a House in Wapda Town. (b) Ariel view of the house in People's Colony Source: BHSP Architects, Accessed on Nov 2021.

Residents of Faisalabad highlighted the importance of understanding social surroundings and building areas by sharing stories in their native language (Participant C, 2022). As a post- colonial time zone, we often associate familiar aspects with our culture, while unfamiliar aspects are more comprehensive. Due to this complex social connection and blurred understanding, we have created a defamiliarization of our history and culture with the wider community. While we have a mother tongue in our country, no expression connects foreign travellers to our country's atmosphere, making them feel at home. Participant C described that this results in the etymological practice of hybridised colonial and post-colonial modernities in everyday life. However, this is different for overseas Pakistanis as it provides physical infrastructure and representation of social relations, creating a sense of difference and making overseas Pakistanis feel at home in their own culture and space. This integration with global urbanization trends brought about changes in architectural styles, infrastructure development practices, and cultural dynamics, reflecting the interconnectedness of Pakistan's urban centres with the broader world. Overall, international influences significantly shaped megacities' language, planning, and development, including Faisalabad in Pakistan after independence.

The spatial analysis in these different periods reveals that the city experienced high-rise development in its early years, with the outskirts showing low-rise horizontal development. Transportation relies on various vehicles, including taxis, buses, cars, rickshaws, bicycles, and scooters. The four-lane roads were jammed and polluted during the day, but the airport route was used for car racing at night. After independence, the city became a major industrialized and moneymaking hub. Land correspondences were used differently, primarily for expediency rather than development. The city had an intense mix of land uses, with small, industrialized habitations being incompatible consumers. The growth was driven by individual aspirations of citizens, especially after independence. Enlargement occurred through intermediations within the city and extension to large agricultural areas on the outskirts.

After analyzing the city through three different time zones from a literature review, interviews, and spatial growth analysis, a few conclusions about the urban growth patterns of Faisalabad were drawn from the study. First, there has been a sharp decline in the population of urban villages because of the high prices of the land in the city's inner core. Following this, they have shifted to the peripheries, where employment opportunities can be easily accessible, and the price of land is affordable for housing. Second, growth patterns were affected by the access of roads and housing development on the edges, low land prices, and facility costs in such areas. Third, density in urban areas is increasing rapidly due to the internationalization trends, which has caused de-densification. This is increasing the tenancy in the inner core of the city and its surroundings, forming informal/illegal settlements, and developing land in suburban areas by occupying agricultural land on the city's outskirts. The higher densities are due to the formal market spaces, which attract the upper middle class to settle in expensive zones, forming new zones on the edges. Fourth, the historical planning of the city was generated on a radial grid planning, which offers centralization for settlers. Now, the city's growth is linear, forming empty pockets on the back side of the new developments. This has caused longer travelling routes that were absent before in radial planning. Fifth, city policies and regulations are based on commercialization,

catering to middle and high-income groups without considering the needs of the urban poor. Sixth, the infrastructure of the old city, majorly south-west and south- east, must be addressed and updated for public service delivery to the citizens of Faisalabad. Nevertheless, the highways, expressways, and roads on the northeast and northwest sides give a perfect view of clean, well-structured infrastructure and the perfectly manicured landscape, which is also due to the new developments.

5.0 CONCLUSION

This research examines the multiple "urban worlds" of Faisalabad defined by distinctive linguistic registers, spatial logics, and everyday practices which we term **"*new Anglophone models."*** This concept resonates with Aldo Rossi's notion that architectural and spatial form are the cumulative products of diverse historical, social, and cultural influences (Rossi 1932; 1982). A macro-spatial analysis of Faisalabad's growth reveals divergent trajectories between its historic core and its periphery. Rising land values in the inner city have driven long-time residents toward more affordable housing on the urban fringe, reflecting the elite–poor spatial polarization that Legg (2008) documents in Delhi. Key drivers of this outward expansion include improved road accessibility, lower land and facility costs, and new housing developments on the outskirts. Paradoxically, while the fringes densify, portions of the original radial-grid core lie underutilized testament to the city's shift from its intended centralized plan toward a more linear, ribbon-like growth pattern with significant "infill" gaps and elongated travel routes. These dynamics have produced two critical phenomena. First, the intensification of suburban settlement has often outpaced formal planning, giving rise to informal and at times illegal encroachments onto agricultural land, a pattern consistent with Hans Harder's observations on the unintended social and environmental consequences of rapid urbanization (Harder 2002). Second, municipal policies and regulatory frameworks continue to privilege upper-income constituencies, offering scant protection or services for low-income groups displaced to the periphery. Together, these findings underscore how Faisalabad's spatial transformation, its evolving road network, housing market pressures, and regulatory priorities, both manifests and perpetuates deepening socio-economic divides. In doing so, they echo broader debates about the uneven geographies of modernity in post-colonial South Asian cities. Hence, following the discussion about spatial growth, the research offers several recommendations to be incorporated while developing a master plan and urban policies of Faisalabad. The findings of this research are beneficial for developing proposals for master plans and urban policies related to climate change, transportation, urban development, and housing. The following recommendations have been listed based on the above debate and discussion:

- *Spatial Development Framework:* A spatial development framework is needed to manage city growth effectively through proper socio-economic analysis and understanding of social and spatial patterns to guide future investments in the projects proposed for the city.

- *Strategic Plan:* The city's infrastructure must be addressed, and a proper strategic plan for spatial and growth amalgamations must be developed.

- *Community Perspective:* Local responses are needed to implement and declare projects required and proposed for the city.

- *Urban-rural Accessibility:* Most importantly, understanding the accessibility of the urban-rural population to the urban areas and major zones is a major factor to be taken care of so they can easily support their livelihood and employment process.

- *Land Utilization:* Instead of accepting proposals and initiating development for new housing schemes, government authorities must explore modifying existing residences in vacant plots within current housing schemes.

- *Connectivity:* Using 'connectivity' as a major factor in spatial planning to bring work, living and well-being together as a neighborhood concept by adopting the thumb rule of providing all necessary urban amenities and utilities within the 1.5 km radius.

- *Upgradation of Informal Settlements:* A policy should be adopted to regularize informal settlements through an upgrade program instead of evacuating or resettling them, and those programs should be implemented with proper budgeting from government funds.

- *Spatial Analysis*: After implementing the strategic plan and spatial development framework, a spatial analysis session should be held with citizens, including stakeholders from the government and the market, and a negotiator from the end user side.

- *Sustainable approach:* There must be a conscious concern and link between the environment, land management, and urban development, which can be achieved through a "sustainable land management approach" that is achievable through the above-mentioned points.

This study has revealed significant insights into the spatial transformation of Lyallpur (now Faisalabad) across three distinct periods the colonial era, the post-independence phase, and the contemporary period. By examining historical maps and archival material, it has traced the factors driving spatial change, including processes of urbanization, urban colonization, and the broader development of modernity as expressed through the urban form. These transformations are also reflected in shifts in linguistic landscapes and the influence of international planning ideologies. The integration of both primary and secondary sources has provided a layered understanding of urban development, rooted in deep historical patterns and expressed through the contemporary morphology of the city. However, the study's methodological scope is limited, primarily due to constraints in data availability and the exploratory nature of the research. Despite these limitations, the study opens new avenues for future inquiry into the evolving narrative of urban modernity and the socio-spatial transitions that continue to shape Faisalabad. Such future research could explore whether the city's development will deepen its historical identity linked to Lyallpur or shift further toward globalized urban models. In either case, the insights generated here may have a critical influence on understanding and guiding urban dynamics in the years to come.

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