3.0 INTRODUCTION:

The typical transformation of an economy from agricultural and mainly rural to industrial and predominantly urban in the process of development has long been a well established fact (Lewis, 1954; Kuznets, 1955). Urbanization, simply defined, is the shift from a rural to an urban society, and involves an increase in the number of people in urban areas during a particular year. Urbanization is the outcome of social, economic and political developments that lead to urban concentration and growth of large cities, changes in land use and transformation from rural to metropolitan pattern of organization and governance.

Cities exist for many reasons, and the diversity of urban forms can be traced to the complex functions that cities perform. Cities serve as centres of storage, trade, and manufacture. The agricultural surplus from the surrounding countryside is processed and distributed in cities. Throughout history, cities have been founded at the intersections of transportation routes, or at points where goods must shift from one mode of transportation to another, as at river and ocean ports or by political motive.

Cities serve as centres of administration. Cities with their concentration of talent, mixture of people, and economic surplus etc., have provided a ideal ground for the evolution of human culture: the arts, scientific research, and technical innovation. They serve as centres of communication, where new ideas and information are spread to the surrounding territory and to foreign lands. All these factors influence for the morphological changes.
3.2 ORIGIN AND HISTORY OF BELGAUM CITY

Belgaum was a part of the ancient Kuntala province. Formerly Belgaum was called “Venugrama”. The name “Venugrama” is derived from Bamboos which are plentiful in this area. Belgaum town was ruled by many rulers viz. Satavahanas, Chalukyas, Rashtrakutes, Goa Kadambas, Delhi Emperors, Vijayanagaras Kings, Bijapur Sultans, Shavaji, Mughals, Peshwas and the Britishers. Belgaum fort was built by a Jain king in the year 1519. ‘Shahpur’ originally known as ‘Shahpeth’ was built by Sherkhan as the market of Belgaum fort. In 1818, Belgaum town was captured by British forces from the Peshwas. During the British regime, the town’s area increased greatly in size and wealth and it was chosen as a military station of Poona division of Western Command and was usually garrisoned by the British and native infantry. Later in 1956, during the states re-organization, Belgaum District was integrated with Karnataka.

Growth of the City:

Some years back a stone inscription was unearthed from the relics of an ancient fort at old Belgaum about 3Kms. The inscriptions on this stone pillar are in Bahamani alphabet and in Prakrit language dated first century B.C. This is the point for its origin.

The city has developed from the area between the cantonment on the West, Commissioner’s office Compound on the North, Fort on the East and Railway line on the South.
In 1841, leading citizens of Belgaum under the guidance of Collector formed a committee, raised voluntary subscriptions in the town and constructed new roads, repaired old streets and lanes. As a reward, the government granted Rs.6000/- to improve the town at that time. Later, government promulgated the municipal Act 1850 and thus Belgaum Municipal came into existence on 1\textsuperscript{st} December 1951.

For quick military movements and speedy transport of commodities to the nearest ports, Highways like Poona-Bangakore and Vengurla-Bagalkot roads were constructed in 1871. The west Deccan Railway connecting Belgaum to Poona and Belgaum to Londa was opened for the public in 1881.

The old town has grown up towards west and south-east on both sides of the Railway line. Extension areas were first developed towards South-West. Tilakwadi extension is developed as an extension area of the city. New extensions are coming up towards north-east i.e. Sadashivnagar, Vishweshwaraiah Nagar etc.

The present city was built in the 12th century AD by the Ratta dynasty. The fort of Belgaum was built in 1204 by a Ratta officer named Bichiraja. Belgaum served as the capital of that dynasty between 1210 and 1250, before the Rattas were defeated by the Yadava Dynasty of Devagiri. Belgaum then briefly came under the sway of the Yadavas of Devagiri. The Khiljis of Delhi invaded the region at the turn of the 14th century and succeeded in ruining both the indigenous powers of the region, the Yadava and the Hoysalas

\* Belgaum District Gazetteer P.147.
without providing a viable administration. This lacuna was supplied by the Vijayanagara Empire, which had become the established power of the area by 1336. A century later, the town had become a bustling trading hub for diamonds and wood, owing to its favourable geographic location in the kingdom.

In 1474, the Bahmani Sultanate, then ruling from Bidar, captured the fort of Belgaum. Afterward, in 1518, the Bahamani sultanate splintered into five small states, and Belgaum became the part of the Adilshahi sultanate of Bijapur. The Adilshahis reinforced the fort of Belgaum; much of the existing structure dates from 1519. In 1686, the Mughal emperor Aurangzeb overthrew the Bijapur sultanate, and Belgaum passed nominally to the Mughals. However, the Mughal Empire went into decline after the death of Aurangzeb in 1707, and his principal detractor, the Maratha confederacy, took control of the area during the rule of the Peshwas. In 1776, the area was overrun by Hyder Ali of Mysore, but was retaken by the Peshwa with British assistance. In 1818, the British deposed the last Peshwa and annexed his kingdom, which included Belgaum. Kitturu Chennamma (1778–1829) was the queen of the princely state of Kittur. In 1824, 33 years before the 1857 War of Independence in Murree, she led an armed rebellion against the British in response to the Doctrine of lapse. The resistance ended in her martyrdom and she is remembered today as one of the earliest Indian rulers to have fought for independence.

Belgaum was chosen as the venue of the 39th session of Indian National Congress in December 1924 under the Presidentship of Mahatma
Chapter-III

Gandhiji. The city served as a major military installation for the British, primarily due to its proximity to Goa, which was then a Portuguese territory. Once the British left India, the Indian Government continued and still continues to have Armed forces installations in Belgaum. In 1961, the Indian government, under the Prime Ministership of Jawaharlal Nehru used forces from Belgaum to end Portuguese rule of Goa.

When India became independent in 1947, Belgaum and its district became part of Bombay State. In 1956, the Indian states were reorganised along linguistic lines by the States Reorganisation Act, and Belgaum District was transferred to Mysore State, which was renamed Karnataka in 1972.

In 2006, the Government of Karnataka announced that Belgaum would be made the state's second capital and that the city would be a permanent venue for the annual 15-day session of the state legislature. However, later it was decided that Belgaum won't be made the second capital of the state after facing strong opposition from local Marathi speaking large population and neighbouring state of Maharashtra. This has resulted still today into unrest in this area. The historical background highlights that the Belgaum has been a crucial strategic place since thousands of years.

3.2 PHASE WISE GROWTH OF CITY:

The origin of a city is “diverse and complex” in which both functional as well as environmental factors work conjointly in the origin of any pre-urban nucleus at a particular place (Renner G.T. 1935, P.282). In fixing the pre-urban nucleus, ‘conditions of the site’ play an important part, while in the
subsequent stage of growth ‘situation’ is more important. The site is a controlling factor, the importance of which towns share with villages but situation is particularly an urban attribute.

The urban centres generally came into existence from rural landscape and therefore, it has rightly been called by many scholars that the towns are outcome of the villages. Nearly a century ago Belgaum city was a small village. The inceptions found in the city, denotes that the region has developed since the 12th century.

The historical study of Belgaum reveals that the origin of the city goes back to some remote time. But actual morphological development has been taken from 1885 with a population of about 0.54 lacs (Fig.3.1). The urban planning innovations and diffusions of these aspects have played an important role in the morphological development of city. These innovations in the urban development of the city can be identified in the recent extension areas. The morphological expansion of the city can be classified into five phases.

The Development and expansion of Belgaum city can be conveniently divided into five Phases for the study purposes, they are as follows.
**Table No 3.1: Phase Wise Growth of Belgaum City**

<table>
<thead>
<tr>
<th>Stages</th>
<th>Period</th>
<th>Actual Area In Sq Kms</th>
<th>Population in Lakhs</th>
</tr>
</thead>
<tbody>
<tr>
<td>I</td>
<td>Before 1885 (Very Slow)</td>
<td>1.7</td>
<td>0.54</td>
</tr>
<tr>
<td>II</td>
<td>1885 – 1915 (Slow)</td>
<td>3.26</td>
<td>0.70</td>
</tr>
<tr>
<td>III</td>
<td>1915 – 1955 (Normal)</td>
<td>14.32</td>
<td>1.31</td>
</tr>
<tr>
<td>V</td>
<td>1970 – 2001 (and after) (Very Rapid)</td>
<td>94.08</td>
<td>4.25</td>
</tr>
</tbody>
</table>

*Source: Municipal Corporation and Personal Computation*

The inscriptions which were found in and around the Belgaum city denote that the city was developed from 12th Century itself. But Belgaum does not appear to have been a large town either under the Muslims rule or under the Marathas. The development of Belgaum was slow upto 1915.

**Phase 2nd – Development Between 1885-1915 (slow):**

The Belgaum proper, according to Mao of Belgaum Gazetteer (British Govt) covers an area of nearly 3.26 Sq. kms located in between Cantonment in the west and fort. Interesting to note that the earliest record of 1820, Belgaum had 7652 people lodged in1309 houses, of which belonging to 1/3 were Marathas, 1/3 Muslims, 1/3 Ligayats, 1/8 Janis and 1/9th Brahmins. The choice of Belgaum as the head quarters of the collectorate and as the chief military station in Karnataka (Old Mysore State) brought a large accession to
the population mainly Marwadi traders, Madrasi Mahars and Pondichery and upper class of Hindus in government services. By the year 1852 the population of Belgaum was increased to 3000. In 1870 the opening of Amboli pass and the direct Communication with the port of Vengurla in Ratnagiri District (Maharashtra State) brought a further increase to the trade and population of the town. The number of Houses in year 1872 was 4388, which further increased to 7713 in the years 1918. Thus the development of city from 1820 to 1850 was rather slow, but from 1872 onwards development may be identified as normal.

Further extension took place in the year 1912 when the Tilakwadi area was included. The Pune-Bangalore railway line was already constructed in 1878 A.D. The linkages of railway to the town accelerated the development of handloom Industries, Jewellery shopping and cotton textile activities. As a result the city started to attract people from its hinterland.
PHASE WISE GROWTH OF BELGAUM CITY

Fig : 3.1
Phase 3—Development Between 1915-1955 (Normal):

From 1901 to 1920, the city had not noticed any remarkable growth with respect to industries, residential and other functional zones. At this time, commercial activities fairly played their role in the occupational structure along with agricultural activities of the people. During subsequent decades the commercial activities were intensified. As a result, good number of godownes, office buildings, and houses were constructed by the merchants for the purpose of trade in the city. Such a nature of functional characters helped to push the city boundary towards the south of railway line. The area of town increased from 2.15 sq.kms to 6.8 sq.kms. in 1920. Meanwhile, ginning, oil mills and handloom charkas etc., were established without any proper planning. As a result it there was sign of development of slums in this area.

The existence of efficient and organised markets and industries have stimulated the growth of town by generating other economic functions, such as, transport agencies, servicing centres. The commercial areas were started to locate in the central part of the city. All these functions were relatively related to agricultural products of the surrounding region.

The development of phase III started after 1915, when the establishment of new schools, colleges particularly G.A high school (1916), R.P.D College (1948) (Plate-12.2), Benonsmith College of Commerce (1950) etc. As a result of these, there was a rapid development of different activities in the city. The municipality limit was further extended upto Tilakwadi in the year 1912, and Shahapur village was included in the year 1952.
Phase 4\textsuperscript{th} – Development between 1955-1970 (Rapid):

The development of phase 4\textsuperscript{th} started after 1955. From 1960 onwards the city has been constantly expanding both in terms of population and area to provide better urban amenities and facilities to the people of Belgaum.

No city acquires its full Urban development unless basic facilities like Potable water supply, Underground drainage system, medical aids through hospitals, Education through Educational Institutions like Arts, Commerce, Science, Engineering, Medical, Fine Arts, facilities etc. In this regard the storage of water supply through the Rakasskoppa Reservoir in the year 1962, Underground drainage system in the year 1965, establishment of many more Educational institutions and several other facilities in the city indicate that fast growth took place in around of Belgaum.

The suburban areas of Angoal, Majgoan, Mahadevpur Vadgon, Old Belgaum were included in the city in the year 1970 (Plate-4.2).

This area also comprises the well planned areas like Hindwadi Tilakwadi, Udyambagh Industrial Estate, Khasbag Area etc. A peculiar development of city upto 1970 was only towards southern side, because of merging of neighbouring villages on which the city life was entirely depended on it. The extension of city limit towards its north took place in the year 1970 in which Mal Maruthi Extension, Market yard, Shivabasavanagar and Jawaharlal Nehru Medical College area were included. Another greatest advantage of Belgaum city to develop to such an extent in the North Karnataka is the position of Belgaum as a divisional Headquarters of
Karnataka state and this certainly contributed to the fast growth of city. At the end of 1970 the city area increased to an extent of 28.62 sq.kms.

**Phase 5th–Development between 1970-2001(and after)- (Very Rapid):**

By the completion of year 1970 the area of the city increased to four times i.e., 28.62 sq km. By the year 1971, the population of city also increased from 1,46,790 persons in 1961 to an extent of 2,13,872 persons in 1971. By the year 1981, the population of Belgaum was increased to 3,00,372 (including cantonment) persons with 40031 houses and extended towards North, West and Eastern direction. Further extension took place in the year 1991 when the extension areas like Maratha Colony, Bhagya Nagar, Chennamma Nagar (Southwest), Rukmini Nagar, Vishveshwaryaya Nagar, K.L.E. Eng College (Plaste-12.1) Shahu Nagar etc were included.

Thus by the end of 2001 the area of the city increased four times i.e 94.08 Sq.kms as compared to 28.62 Sq.kms in the earlier decade (1970). The net increase was about 65.45 Sq.kms i.e from 1970 – 2001. Further city extended towards Yamanapur, Muttenhatti, Ramatirth, Sideshwar Temple and Kanburgi in the North, Kudachi, Alawad in the west Naragundkar Colony, Guruprasad Colony in the west and Vinayak Nagar, T.V. centre and Hanuman Nagar in the North western part of the city. The population also increased from 2,13,872 to 4,23,432 (including cantonment) in 2001.

Table No. 3.1 indicates the decade wise growth of area in Belgaum city along with the growth of population. The Study reveals that the growth of area was not same throughout the study period. In 1961 the total area of
Belgaum city was just 14.32 Sq kms and it is increased to 28.62 Sq. kms in year 1971. During the period of 1961 – 1971 the decadal growth rate was about 99.86 percent. The rapid growth of area due to the establishment of new Educational Institutions, industrial facilities and large scale immigration into Belgaum city from the surrounding hinterland.

In the year 1981, the total area of the town was 52.82 Sq. kms and its decadal growth rate was 84.55 percent as compared to earlier decade of 1971. During this period major changes took place in the city due to the establishment of new government offices, commercial complexes, industrial estate and the growth of urban amenities and infrastructure facilities in the city.

During 1991, the total area of the city was 83.93 Sq. kms and its decadal growth rate was about 58.89 percent as compared to 1981. During this period, the area of the city was mainly developed due to the establishment of Belgaum Development Authority (BUDA) in 1989 (Plate-4.1). It is an apex body to Co–ordinate the development programmes within the local planning Area of Belgaum city.

In 2001, the total area of the city was 94.08 sq kms. The decadal growth rate was above 12.09 percent as compared to 1991. The area of the city slightly increased between these two periods mainly due to city development within its peripheral limits.
3.3 ADMINISTRATIVE UNITS OF CITY:

Belgaum Municipal Corporation (CM):

Belgaum is district and Divisional Headquarters of Karnataka state and it is fifth biggest city among the cities of the state. Belgaum Municipal Corporation came into existence on 1st December 1851. The city is well developed, the cantonment on the west NH4 on the East and between commissioner's office on the North and the Railway line on the South. Pune–Bangalore and Venguria–Belgaum–Bagalkot highways were constructed in 1871. The West Deccan railways connecting Belgaum to Pune and Londa was opened for the public in 1881. Belgaum the IV class town in 1901 has emerged as II class town in 1931 and I class city in 1961.

The total geographical area of the city according to central Statistical organization of India is 94.08Sq Kms. At present city has 58 administrative wards (Fig.3.2). Municipal council consists of 58 elected members from different wards, which governs entire city.

Belgaum Cantonment (CB):

Belgaum cantonment is controlled and administered by Defence Authority of India. Belgaum Cantonment is I Class Cantonment and is the headquarters of the Maratha light infantry and a centre of military training school where India's military officers undergo a rigorous training.

Vast area of cantonment is laying Vacant with greeneries which acts as a lungs of the city. On the northern part of the city near Aluminium factory there is a vast area extended of about 400 hectares under defence use as grazing land. Belgaum fort is situated in the central part of the city, which is
also controlled by Defence Authorities. The fort is encircled by a moat and which is used for government offices and educational intuitions.

The total geographical area of cantonment is 7.20 Sq Kms. Presently it has seven administrative wards governed by C.E.O. (Central Executive Officer).

3.4 ROAD ACCESSIBILITY:

Accessibility is supposed to be the best indicator of the degree and deficiency of the transport in the region. The concept of accessibility of road is quite different from the railway accessibility. The railways connect only major centers, while the road system being much more flexible can reach any point of the region linking the stalls consumers with the market and providing a feeder system to other media of transport. It is essentially an important indicator in expanding the economy of the district. The Indian Nagpur and Bombay plan define the accessibility norms for road development which has been applied in the present study as given in the table 3.2 the researcher felt that these norms are best and feasible which help for rural settlements also.

In the development of transportation system, the government has followed the norms, as they are suited to various areas of different characteristics. However, in case of Belgaum study unit, Bombay plan is adopted since the norms ideally suit to the study area. As the study region is agriculturally developed, the researcher has adopted the norms set by the Bombay Plan, i.e., 2.41 km in district, are shown in (Fig 3.3 and 3.4).
WARD MAP OF BELGAUM CITY

Fig. 3.2
Table 3.2 Road Accessibility Norms as Defined by Nagpur and Bombay Plan, India

<table>
<thead>
<tr>
<th>Norms Defined by</th>
<th>Description of area</th>
<th>Maximum distance of any village (in km)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>For any Road</td>
</tr>
<tr>
<td>Nagpur Plan</td>
<td>Agricultural Area</td>
<td>3.22</td>
</tr>
<tr>
<td></td>
<td>Non-agricultural Area</td>
<td>8.05</td>
</tr>
<tr>
<td>Bombay Plan</td>
<td>Developed agricultural Area</td>
<td>2.41</td>
</tr>
<tr>
<td></td>
<td>Semi Developed Area</td>
<td>4.83</td>
</tr>
<tr>
<td></td>
<td>Underdeveloped Area</td>
<td>4.83</td>
</tr>
<tr>
<td></td>
<td>Uncultivable Area</td>
<td></td>
</tr>
</tbody>
</table>

Source: National Institute of Command Area Development, Hyderabad.

It is found that in 2000, 38 % of the area is accessible and remaining; i.e., 62 % of the area is in inaccessible (Table-3.2). It can also be observed that the inaccessible pockets are uniformly found in the outskirts of the study unit. The central part i.e. city is well accessible. (Fig 3.3). Inaccessibility is more in the northern part of the study area due to hilly topography. Kanbargi (69.78%), Angola (67.75%) and Hindalagi (61.02%) are more accessible than other areas of the study unit. According to 6.44 km Norm, it is identified that the accessible area is mainly confined to hilly topographic areas. (Fig 3.4). The norm 6.44 km is mainly confined to all weather motorable roads. The overall pattern of road accessibility of the study unit shows that the road transport is the important mode, which could give maximum service to most of the settlements in the study area.
Proposed Roads in the Study Area:

The roads are not at all developed in a proper pattern in the study area. Since it is an agrarian region, roads must be developed and connected to cover all the villages. Not only this, there is weaker link/connectivity between the villages and the city and this must be taken care for the improvement of village economy. Presently in the study area there is good connectivity between the city and nearing villages, whereas there is lack of Linkages between the city and far-off villages and between the villages. The construction of rural roads are not at all sufficient and is constructed temporarily without any planning. To avoid this kind of disparities in linkages, researcher has suggested construction of new roads for the villages than for the urban centers on the basis of accessibility norms. The proposed length of roads is required in the study unit. The highest proposed length of roads to be constructed in the study unit especially to Honge followed by Uchagaon, Kallehol and Mache because most of the areas fall within the inaccessible area and in these areas the rural roads must be upgraded. New roads may be constructed with modern technology to facilitate the convenience between the settlements and to improve economy of the study unit. The concerned authorities should take proper care and immediate action to construct proposed roads and the conversion/up gradation must be started simultaneously in the study unit.
ROAD ACCESSABILITY 2000 (2 KMS)

Legend
- Roads 2000
- Buffer 2kms

Fig. 3.3
ROAD ACCESSIBILITY 2010 (2 KMS)

Legend

- Roads 2010
- Buffer 2kms

Fig. 3.4
3.5 LAND VALUES:

Two concepts that land is the complex of natural opportunities offered to labour and capital and the common meaning of land value is its monetary worth the value of land in the market place. In urban areas, land value is an important factor in respect to location and situation. The land value varies according to the functional activities of the city. Price of land may be high due to the shortage of space within the limits of important localities. Factors of “market orientation” and “physical scarcity” are prominent in the case of urban areas and make the character of urban land much vulnerable to various changes in economic and social variables. This brings the importance of the space” and “site” so far as urban area is concerned, land values change with a change in functions.

As the functional activities influence the prices of land values, it is being considered under the following functional zones:

1. Commercial
2. Industrial
3. Residential
4. public and semi public and others

Amongst these functions, the city’s industry and commerce together and its size and location are important considerations affecting the Belgaum’s land values. The quality of the streets and accessibility to housing and to commerce are other factors which have a bearing on a cities land rent. The
highest price is being charged and paid for commercial areas in the heart of city. From the point of maximum value land values steadily and uniformly decrease outwards in all directions from this point. But in some directions, the land values may be higher due to the importance of the functions such as industrial estates, etc. This result is to change the uniformity of land values. This is true some in the study unit, where the locations of the industries have changed the shape and size of the city.

Residential areas also cost more, especially along the main roads, where social organization are located in the residential areas. These areas have been facilitated by proper sewage, water lines, schools, hospitals, banks and transportation. Towards the interior from the main street, prices are less. As a result of increase of the accessibility to the main streets land price goes up, because the frontage area of each building is used for commercial purpose. Secondly, in some areas land prices are low due to congested buildings, air and noise pollution from small scale industries. The price of vacant land between industries and residential areas are higher than in the interior localities, because these areas have vast scope for future economic developments. Along NH.4 highway land fetches higher prices.
### Table 3.3: Land Values 2005

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Stations</th>
<th>Government Rates</th>
<th>Estimated Market Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Khadebazare (Old Belgaum)</td>
<td>1188</td>
<td>1663</td>
</tr>
<tr>
<td>2</td>
<td>Nanawadi</td>
<td>669</td>
<td>936</td>
</tr>
<tr>
<td>3</td>
<td>Hanuman Nagar</td>
<td>677</td>
<td>948</td>
</tr>
<tr>
<td>4</td>
<td>Maruti Galli</td>
<td>1008</td>
<td>1411</td>
</tr>
<tr>
<td>5</td>
<td>Cantonment Area</td>
<td>799</td>
<td>959</td>
</tr>
<tr>
<td>6</td>
<td>Hindalagi</td>
<td>627</td>
<td>846</td>
</tr>
<tr>
<td>7</td>
<td>Sambre</td>
<td>755</td>
<td>830</td>
</tr>
<tr>
<td>8</td>
<td>Mutge</td>
<td>589</td>
<td>648</td>
</tr>
<tr>
<td>9</td>
<td>Mandolin</td>
<td>67</td>
<td>77</td>
</tr>
<tr>
<td>10</td>
<td>Hangirge</td>
<td>65</td>
<td>75</td>
</tr>
<tr>
<td>11</td>
<td>Wadgaon</td>
<td>55</td>
<td>60</td>
</tr>
<tr>
<td>12</td>
<td>Honge</td>
<td>49</td>
<td>54</td>
</tr>
<tr>
<td>13</td>
<td>Kanbargi</td>
<td>101</td>
<td>122</td>
</tr>
<tr>
<td>14</td>
<td>Alatge</td>
<td>32</td>
<td>36</td>
</tr>
<tr>
<td>15</td>
<td>Yellur</td>
<td>9</td>
<td>11</td>
</tr>
</tbody>
</table>

**Source**: Compiled by the Researcher, 2005.
Table 3.4: Land Values 2010

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Stations</th>
<th>Land Values in Rs./Sft.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Government Rates</td>
</tr>
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<td>1</td>
<td>Khadebazare (Old Belgaum)</td>
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<td>Nanawadi</td>
<td>836</td>
</tr>
<tr>
<td>3</td>
<td>Hanuman Nagar</td>
<td>846</td>
</tr>
<tr>
<td>4</td>
<td>Maruti Galli</td>
<td>1260</td>
</tr>
<tr>
<td>5</td>
<td>Cantonment Area</td>
<td>998</td>
</tr>
<tr>
<td>6</td>
<td>Hindalagi</td>
<td>737</td>
</tr>
<tr>
<td>7</td>
<td>Sambre</td>
<td>838</td>
</tr>
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<td>8</td>
<td>Mutge</td>
<td>655</td>
</tr>
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<td>Mandolin</td>
<td>79</td>
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<tr>
<td>10</td>
<td>Hangirge</td>
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<td>Wadgaon</td>
<td>61</td>
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<td>Honge</td>
<td>54</td>
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<td>13</td>
<td>Kanbargi</td>
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<tr>
<td>15</td>
<td>Yellur</td>
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</tr>
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</table>

Source: Compiled by the Researcher, 2005.
LAND VALUE 2005-2010

Fig : 3.5
The land values also change according to the change in socio-economic conditions which is not static but dynamic in character. From 1940 to 1950 land prices were even below 1/3 of the present prices. Hence the price goes up as the establishment of various educational institutions, industries and the standard of living conditions. Thus it highlights that the land values in the study unit follows the growth of city accessibility and different premises. On the whole, land values are determined on the basis of the importance of localities. The villages had purely rural landscape and an agricultural base, but as the years rolled by people from Belgaum city started to settle in the neighbouring villages on permanent basis. As a result of it, the values of land rose higher and higher for residential purpose. Presently the value for land ranges from Rs.655 to 827. The researchers experience shows that in the near future this price may high way between Rs.1000 to 1800 even in the fringe area.

3.6 VILLAGES WITHIN THE STUDY REGION:

Physically, socially and economically the villages within the study region have been changing rapidly from rural metrics to an urban character. The reason for this is rapid change in the middle and poor class workers prefer to stay in the neighbouring villages where cost of living is cheap and space is available for homes. As a result of it, the economy of villages within the study region has been changing due to the impact of occupational change from the primary to tertiary activities. To study the impact of the Belgaum city on surrounding villages, some villages have been selected to measure the
impact of Belgaum city. Presently twenty villages have been selected out of forty villages, which are located in the area of dominance.

Presently the morphological character and increase of houses have been dealt. As a result of migration from the far off villages people started to settle at the surrounding villages. This has caused high demand for houses even in the near by areas. To meet adequate housing facilities local people started to construction the houses in the surrounding villages on modern concept. This was mainly, initiated by the well-to-do families. The effect of this is seen in the increase of number of houses, morphological extension and increase in population especially in Sonahatti, Honga, Yellur and Dhamen villages. [Plate-14.2]

The general impact is the construction of buildings, materials used, architecture and design and other amenities such as electrification, sanitation, water supply, medical services, educational facilities, transportation etc. The high rates of growth is identified during 1971-76. Both units influence on the morphology of villages. Nearby villages have higher rate of growth of population and houses than the villages rotated at distant settlements. The villages which are located at a distance from both the units have lesser impact than the above villages. The distant villages namely, Sambre, Hinddalgi, Mutge, Wadgaon, Kanbargi etc. have lesser impact. Apart from there the above mentioned villages, more than fifty percent of houses have been provided with modern amenities.
The materials used for the construction of buildings between old and new can be marked distinctly. The new buildings have been constructed with tiles, cement and R.C.C, where as old houses were constructed by mud and black tiles. The physical expansion is also easily marked in these villages. Most of these settlements are spreading in these villages. Most of these settlements are spreading along the approach roads of the respective villages, which are connected to Belgaum city. The vacant land in these villages is completely occupied by the new constructions. Every house has at least 3-5 rooms. In case of old constructions each house has only three rooms along with a cattle shed which is a part of the house. Newly built houses provided with a dinning hall, a guest room, 1-2 bed rooms. These were not seen before the shift of people from main city. The other factors also influenced on the surrounding villages are that the entrepreneurs, labours in commerce, educational institutions and government employers are not provided quarters to the workers. Hence the workers stay in the near by villages has became regular affair. Staying of well-to-do families made the villagers to construct the houses for rent purpose. The villagers within the radius of 10-15 kms. have sought the help of engineers, architects and planners for construction of houses.

Accordingly the number of houses increased to a considerable extent in the suburban villages. The same impact on morphology and housing is seen in the remaining villages of the study region like distance-decay factor.
CHAPTER-III : REFERENCES


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