CHAPTER V

LAND USE

Land use is influenced by location which in turn is controlled by transportational and communication networks. (Sinha, M.M.P., 1980, p. 26).

The transformation of rural habitats in different cultural and technological environments manifest themselves in various forms like economy, culture, demography, land use, etc. The transformation and its rate or intensity usually depend on various forces that operate in that area such as urbanization, economic development, innovations introduced in the area and the people's perception of the area (Bore Godwda, P., and Mahadev, P.D., 1986, pp. 135-146).

The character of the land use changes, as one progresses away from the Central Business District. These changes are demonstrated by various plates included in this chapter. Each of the plates will be explained to show the changes in the following paragraphs.

The beginning of Panchayat signifying the end of Kolkata Municipal Corporation control where James Long and Mahatma Gandhi Crossing can be seen (Plate 5.1).

Tram line can be seen – the beginning of the study area (Plate 5.2).

Bus services where the Panchayat begins (Plate 5.3).
Impact of Diamond Harbour Road on land use i.e. mixed land use (*Plate 5.4*).

Rural elements in the mixed land use scheme (*Plate 5.5*).

Training center near Bhasa under Bishnupur P.S. – just off Pailan Hat (*Plate 5.6*).

Due to the presence of Diamond Harbour road, hospital facilities have developed (*Plate 5.7*).

Mixed land use between Pailan Hat and Bhasa in Bishnupur P.S. (*Plate 5.8*).

Village undergoing development in the vicinity of Diamond Harbour Road, showing the impact of the Axis (*Plate 5.9*).

Development of poultry farming due to the impact of Diamond Harbour Road and a booster of rural economy (*Plate 5.10*).

Due to the presence of Diamond Harbour road, cultivation of aquarium fish in Udairampur village in Bishnupur Thana (*Plate 5.11*).

Cultivation of aquarium fish shown from a different angle (*Plate 5.12*).

Commercial cultivation of aquarium fish being shown near Amtala. It plays a vital role in rural economy (*Plate 5.13*).
In Bishnupur P.S. near Amtala, training institute has developed showing the far reaching effect of Diamond Harbour road (*Plate 5.14*).

Junction of Amtala Hat. It is one of the important collecting and distributing centers of the area (*Plate 5.15*).

Petrol pump – new constructions by the side of Diamond Harbour road near Amtala (*Plate 5.16*).

Bus stand beside Diamond Harbour road, near Amtala showing the impact on infrastructure (*Plate 5.17*).

Nursery in Kriparampur village near Amtala, Bishnupur P.S. showing the impact of Diamond Harbour road on the commercial activities of the area (*Plate 5.18*).

Near Rajarhat, Gangarampur village, Bishnupur P.S., presence of industries showing the mixed commercial activities being carried out due to the impact of Diamond Harbour Road (*Plate 5.19*).

Power station at Falta thana – West Bengal State Electricity Board near Dostipur (*Plate 5.20*).

Agricultural land in Falta near Dostipur showing land usage (*Plate 5.21*).

Agricultural land in Falta with overhead electricity line showing the impact of urbanization (*Plate 5.22*).
Harindanga hat near Falta (*Plate 5.23*).

Industrial belts' power center at Falta (*Plate 5.24*).

Industrial belt in Falta showing the development of the secondary sector (*Plate 5.25*).

Fire station in Falta industrial belt (*Plate 5.26*).

Kapat hat in Diamond Harbour municipality showing the impact of Diamond Harbour town (*Plate 5.27*).

Administrative Building of Diamond Harbour municipality showing the presence of the township of Diamond Harbour (*Plate 5.28*).

Fish trawlers in the Hooghly river at Diamond Harbour municipality (*Plate 5.29*).

Road surfacing of Diamond Harbour road showing infrastructure (*Plate 5.30*).

The land use changes in Falta area is quite conspicuous in the plates given here. It is because of developing Falta area as Falta Export Processing Zone. The advantage of Falta over the surrounding area is the good access road linking with the main artery i.e. Diamond Harbour Road.
Plate 5.1: The beginning of Panchayat signifying the end of Kolkata Municipal Corporation control where James Long and Mahatma Gandhi Crossing can be seen.

Plate 5.2: Tram line can be seen – the beginning of the study area.
Plate 5.3: Bus services

Plate 5.4: Impact of Diamond Harbour road on land use i.e. mixed land use.
Plate 5.5: Rural elements in the mixed land use scheme.

Plate 5.6: Training center near Bhasa under Bishnupur P.S. – just off Pailan Hat.
Plate 5.7: Due to the presence of Diamond Harbour road, hospital facilities have developed.

Plate 5.8: Mixed land use between Pailan Hat and Bhasa in Bishnupur P.S.
Plate 5.9: Village undergoing development in the vicinity of Diamond Harbour Road, showing the impact of the Axis.

Plate 5.10: Development of poultry farming due to the impact of Diamond Harbour Road and a booster of rural economy.
Plate 5.11: Due to the presence of Diamond Harbour Road, cultivation of aquarium fish in Udairampur village in Bishnupur Thana.

Plate 5.12: Cultivation of aquarium fish shown from a different angle.
Plate 5.13: Commercial cultivation of aquarium fish being shown near Amtala. It plays a vital role in rural economy.

Plate 5.14: In Bishnupur P.S. near Amtala, training institute has developed showing the far reaching effect of Diamond Harbour road.
Plate 5.15: Junction of Amtala Hat. It is one of the important collecting and distributing centers of the area.

Plate 5.16: Petrol pump — new constructions by the side of Diamond Harbour Road near Amtala.
Plate 5.17: Bus stand beside Diamond Harbour Road, near Amtala showing the impact on infrastructure.

Plate 5.18: Nursery in Kripampur village near Amtala, Bishnupur P.S. showing the impact of Diamond Harbour Road on the commercial activities of the area.
Plate 5.19: Near Rajarhat, Gangarampur village, Bishnupur P.S., presence of industries showing the mixed commercial activities being carried out due to the impact of Diamond Harbour Road.

Plate 5.20: Power station at Falta thana – West Bengal State Electricity Board near Dostipur.
Plate 5.21: Agricultural land in Falta near Dostipur showing land usage.

Plate 5.22: Agricultural land in Falta with overhead electricity line showing the impact of urbanization.
Plate 5.23: Harindanga hat near Falta.

Plate 5.24: Industrial belts' power center at Falta.
Plate 5.25: Industrial belt in Falta showing the development of the secondary sector.

Plate 5.26: Fire station in Falta industrial belt.
Plate 5.27: Kapat hat in Diamond Harbour municipality showing the impact of Diamond Harbour town.

Plate 5.28: Administrative Building of Diamond Harbour municipality showing the presence of the township of Diamond Harbour.
Plate 5.29: Fish trawlers in the Hooghly river at Diamond Harbour municipality.

Plate 5.30: Road surfacing of Diamond Harbour road showing infrastructure.
Rural and urban settlements have a spatial continuity. One flows into another which can be seen through the change of land use which again is a crucial indicator in continuum studies. In this case study the land use has been guided by the transportational linkage of Diamond Harbour Road. Mixed land use as shown through plates, explained in chapter V shows the impact of Diamond Harbour Road. Economic activities like poultry farming, commercial cultivation of aquarium fish are carried out due to the impact of Diamond Harbour Road. The organization of space centering around human activities is guided by the nearness or remoteness from the main arterial road - Diamond Harbour Road. Training institutes, important collecting and distributing centers like Amtala hat, Pailan hat, Rajar hat, etc., bus stands, industries have all developed due to the impact of Diamond Harbour Road. The creation of an Export Processing Zone at Falta has given a boost to the economy there. Power stations, industries have developed due to the presence of the Export Processing Zone and its direct link with Diamond Harbour Road through a good access road. Therefore Diamond Harbour Road has become the resource base of the region with extra-regional as well as intra-regional linkages. Mixed commercial activities have been possible due to the impact of infrastructure.

Diamond Harbour Municipality which is a medium town has Diamond Harbour Road as its main arterial road. It also has railway linkages. The land use in the surrounding area has been affected by the diffusion of growth impulses emanating from Diamond Harbour Municipality.
Therefore land use is guided by the nearness of infrastructure, linkages, flows, interactions, urban centers, diffusion of urban services and information, distributing and collection centers, government policies like the establishment of Export Processing Zones.

Temporal and physical changes of land use is very much perceptible when one surveys the main axis road from the metropolis to the rural area. In this study only the physical changes of land use along the main high way and also a few kilometres away from the highway are explained with the help of a number of plates. It is very difficult to pin point the exact location where urban land use ends and the rural one starts. And by these plates, Rural-Urban Continuum is explained.

A continuum may have a town followed by its hinterland then a rural area, then again a hinterland followed by a fringe area, and a city. Again it can be followed by a town. Therefore, in a rural urban continuum, there is no definite boundary zone demarcating the rural from the urban. A town may be present in a rural surrounding, functioning as a service center.

A continuum is an expansive concept, encompassing, the rural, urban, fringe, hinterland, city, umland areas, in one sweeping stretch. To confine the concept of continuum to a mere fringe area or transitional zone is to define a term in a very narrow sense.

In the process of transformation of settlements from rural to urban, the change has been gradual as understood by the changing
relationship between a whole series of variables like land use, land ownership, occupational structure, population composition, social and community structure, etc. (Bryant, Russwurm and Mc Lellan, 1982, p. 11).

The transformation is continuous giving rise to a rural urban continuum situation. The urbanization process itself is not abrupt but it implicitly has a spatial, hierarchical, temporal and cultural continuity which can be termed as rural urban continuum.

The table 5.1 and graph shows the population size of the villages surveyed with their distances from the Central Business District.

**Table 5.1**

*Population and locations of the study area*

<table>
<thead>
<tr>
<th>Name (surveyed areas)</th>
<th>Population (1991)</th>
<th>Distance from CBD (km.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Udayrampur (Bishnupur P.S.)</td>
<td>2905</td>
<td>23.66</td>
</tr>
<tr>
<td>Kripampur (Bishnupur P.S.)</td>
<td>3691</td>
<td>25.5</td>
</tr>
<tr>
<td>Gangarampur (Bishnupur P.S.)</td>
<td>2626</td>
<td>27.5</td>
</tr>
<tr>
<td>Ajodhyanagar (Mograhat P.S.)</td>
<td>2871</td>
<td>29.06</td>
</tr>
<tr>
<td>Bagaria Khargachhi (Mograhat P.S.)</td>
<td>1128</td>
<td>32.06</td>
</tr>
<tr>
<td>Baneswarpur (Falta P.S.)</td>
<td>3518</td>
<td>34.18</td>
</tr>
<tr>
<td>Gazipur (Falta P.S.)</td>
<td>1047</td>
<td>41.60</td>
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<tr>
<td>Keyat Khanda (Falta P.S.)</td>
<td>2609</td>
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<tr>
<td>Mohanpur (Diamond Harbour P.S.)</td>
<td>3428</td>
<td>48.34</td>
</tr>
<tr>
<td>Jaydebpur (Diamond Harbour P.S.)</td>
<td>2955</td>
<td>49.62</td>
</tr>
<tr>
<td>Diamond Harbour Municipality</td>
<td>30266</td>
<td>50.32</td>
</tr>
</tbody>
</table>

*Source: Census of India, 1991*

*Distance from CBD is calculated*
Figure 5.1

*Population and locations of the study area*

Index
- A: Udayrampur
- B: Kripampur
- C: Gangarampur
- D: Ayodhyanagar
- E: Bagaria Khargachhi
- F: Baneswarpur
- G: Gazipur
- H: Keyat Khanda
- I: Mohanpur
- J: Jaydebpur
- K: Diamond Harbour

Municipality

Source: Computed from primary data (Field Survey, 1997)

Scale: 1 cm. = 5 km.
1 cm. = 125 persons
Figure 5.1 shows the zigzag nature of the line graph depicting the population size of the selected settlements with the distance from the CBD (Central Business District).

References

