

Understanding heritage potential and management of streetscape w.r.t. occupational lanes of Saswad.

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Abstract

The aim of this research paper is to understand and study the heritage potential and management of streetscape w.r.t. occupational lanes of Saswad. The paper focuses on identifying and documenting the heritage of Saswad by analyzing the existing condition of streetscape and the management aspects of streetscape. Streetscape is the natural and built fabric of the street, and is defined in terms of the design quality of the street and its visual effect. The streetscape elements are functional, decorative and placed, laid, erected, planted or suspended within a public space should be retained so as to restore the heritage of that place. Saswad town has several occupational lanes, which are known as "Aalii" in Marathi. Aalii is a term which is commonly used in Maharashtra consisting of a cluster of homes, shops and community spaces that are centered around a common street of the town. The evolution of the streetscape has happened over the years, which in current scenario is pointing towards the possible future expansion for preserving the rich culture of Saswad. The fabric of these streetscapes should be maintained so that the legacy of Saswad stays intact. The research is carried out by collecting the primary data which is generated through site visits, interviews, case studies and secondary data through the study of various reports & guidelines. The research paper will also focus on studying the architectural characteristics of those lanes. The paper will further highlight and conclude on Heritage Management of occupational lanes involving the preservation of the cultural & historical significance of town.

Keywords — Management of streetscape, occupational lanes, elements of streetscapes, heritage management, Saswad.

Introduction

Saswad is a town in Pune district, Maharashtra, located about 30 kilometers from Pune city with convenient road access. It is connected to Pune via key routes: Pune-Saswad-Nira-Pandharpur Road, Saswad-Bopdev-Pune Road, and Saswad-Pune via Dive Ghat.

Saswad is growing for a number of reasons, including its closeness to Pune, which opens up access to numerous resources and opportunities. The town has solid infrastructure that appeals to both people looking to live there and businesses. Real estate prices are affordable, making it a good option in comparison to other urban areas. Plus, increased industrial activity in the region is boosting economic development, with government support adding to its growth potential. Streetscape is the natural and built fabric of the street, It defines in terms of the design quality of the street and its visual effect. Streets are the fundamental part of a city where people interact and explore. They are not just flat paths; instead, they have different layers and features that make them unique. The streetscape elements are functional, decorative and placed, laid, erected, planted or suspended within a public space should be retained. It covers things like public utilities and facilities, visible services like streetlights and traffic signs, trees along the streets, and other plants.

I. Aim, Objectives, Scope & Limitation

A. Aim

To understand heritage potential and management of streetscape w.r.t. occupational lanes of Saswad so as to retain the cultural and historical identity through monitoring & mapping.

B. Objective

- a) To identify and document the heritage of Saswad by analysing the existing condition of streetscape.
- b) To study the management aspects of streetscape of Saswad.
- c) To propose the mapping of identified occupational lanes (Aaliis) through monitoring & mapping ArcGIS app.

C. Scope

Study focuses on mapping of heritage & management of streetscape of occupational lanes in Saswad.

D. Limitations:-

The study is limited to occupational lanes of Saswad region.

II. literature Review

A. Report on draft Development Plan of Saswad
CHAPTER – I – GENRAL

1.1. Introduction:-

Saswad is C class (Class C municipal corporations typically encompass smaller urban areas or towns with a relatively limited population and economic activities) Municipal town in Pune.

1.2. Brief History & Importance of Saswad town:-

History of town can be traced upto peshwas era. Wada in inhabited on other side of river Karha & is use as tahsil office. By mid of 19th century, tahsil office was started & there after town began to carry influence.

1.3. Civic Administration:-

Municipal council was established in 1869. It has 17 councilors on general body elected from 4 prabhag. 4 Subject Committees: -Water supply & Drainage committee, Women & Children welfare committee, Public works committee, Public health committee.

1.4. Previous Planning effect:-

First development plan- Was prepared & Sanctioned by government in urban development public health & housing department under MRTP Act 1966 on 16/09/1972. First revision on 27/12/1988 & which came into force with effect from 01/03/1989. Municipal council has to revise the sanctioned development plan once in 20 years. Increase in population & trend of development along pune - pandharpur road Necessary to provide adequate zoning as well as adequate amenities/infrastructure.

Chapter – II – Physical Survey.**2.1. Regional Settings:-**

Latitude - 18°-21', Longitude – 74-1, Altitude – 765m above mean sea level (about 626 m height).

2.2. Location and area:-

Situated in the south-east portion of the Pune district.

2.3. Topography and Landscape:-

Situated on top of dive ghat & has a peculiar topography. Area within the Municipal limit is 2256.23 hectares (22.56km).

2.4. Climatology:-

Dry climate. Maximum temperature during summer is 37. 9°C. Minimum during winter is 12°C. Wind direction is west. Wind generally flows from south west to north east for 8 months of the year. Remaining 4 months it flows from north-east to south-west.

Chapter – IV – Existing Landuse.**4.1. General:-**

2nd revision of DP plan of Saswad, municipal council has adopted town planner, Baramati branch. Area of 1537.23 hectares is under agricultural use. Out of total area 68.51 hectares is under transport & communication. Remaining 216.98 hectares developed area is under residential, commercial & Public/semi.

4.3. Slums:-

No notified slums. Some slum type developments are : -Khandobacha mal slum, Khandobacha mal, Mahatma phule slum, HUDCO road.

Chapter – V – Social Infrastructure. A**5.1. Housing:-**

In year 2011, there are 9420 residential houses. Majority of houses in gaonthan area are of brick in mud with tin roofing. New construction is of R.C.C structure.

5.2. Educational facilities:-

Up to primary level are run by the Saswad municipal school board. There are 6 primary school runs by municipal shikshan Mandal. Out of which 4 are situated within east side. Primary school, Secondary school, Higher education – college, medical, polytechnic, engineering, D.Ed. & B.Ed. school.

5.2.1. Primary School:-

12 primary school out of these 7 primary school are run by municipal council. 5 primary school (English medium) are run by private institution. Out of 7 only 5 school with playground facility & other 2 without playground.

5.2.2. High school:-

Kanya prashala, waghire Vidyalyaya, purandar high school, Shivaji English medium school & jr.college all these schools run by private institution. And all of these are situated outside area of the gaonthan. For higher studies 4201 students are education in PDEA.

5.3. Commercial facilities:-

There are about 750 retail shops. In addition, weekly market & cattle market are held there.

5.4. Recreational & Entertainment Facilities:-

Recreational facilities are limited to a public library & Garden.

There are acharya Atre drama theatre & 5 gardens developed by municipal council.

Chapter–VII– Transport And Communication.

7.1. Roads: -

Important external road link Pune – Saswad – Nira – Pandharpur. Linked road: - saswad with pune to north, jejuri to east, Baramati to east.Connected Ghats: - Saswad to pune via bopdeo ghat.& Saswad to pune via Dive ghat.

7.2. Bus and passenger Traffic: -

44 schedules operated by Saswad ST stand,160 buses daily. P.M.P.M.L serves service between the town & Pune city.

7.3. Other means of communication: -

1 post office & telegraph office. Telephone exchange of B.S.N.L.

7.4. Internal communication: -

State highway and maintained by state P.W.D department. It is four-way lane wide.

7.5. Vehicular Traffic & Roads: -

Mute vehicular traffic at Pune – Saswad – Nira road.Municipal council has developed roads of about 10.75 kms in length.

Chapter–IX–observations And Conclusion

Observations: -

In the Regional setting Saswad Town is benefited by a good road linkage connecting important places. Saswad city is now fast-growing city because this city is only 30 km. away from Pune city. Considering development of Pune city which come up to Dive ghat. So that the distance between this development and Saswad city is hardly 10-12 km.

1)Population growth of the town is fast due to its nearest to the Pune Metropolitan region. Where infrastructure facilities are readily available in this town and also road transport facility.

2) Recent development is growing up in the form of Bungalows, Apartments, row houses etc. This development is mostly in the form of Ribbon Development, along Pune Pandharpur road.

3) The trend of development of the town is observed towards North-West Portion and East side of Pune - Pandharpur road.

4) Through other services as well as trade and commercial activity is a predominant Character of the town. There appears reasonable potential for industrial development because of the transport, water supply, electricity facilities.

5) The town is mainly growing partly on East and West side of Pune Pandharpur road. The old age Structures in gaothan lack proper light & Ventilation.

6) The structural condition of the houses overall in gaothan is generally poor.

7) Commercial activities have concentrated in old gaothan on "Main Road"

8) The town lacks are recreational facilities such as parks, Play grounds and places for common recreation.

9) There are two slum areas namely Khandobacha Mal Slum at Khandobacha Mal and Mahatma Phule Slum on HUDCO Road.

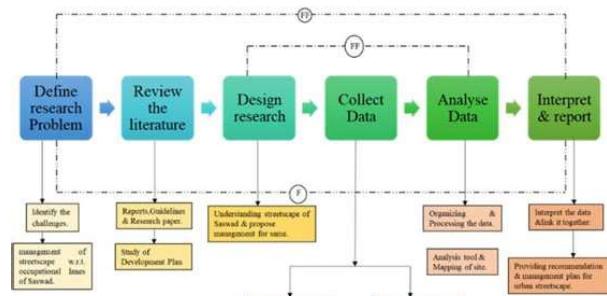
B. Report on Urban street design guideline for Pune

- The Urban Street Design Guidelines provide an overview of various elements that go into designing streets, making them universally accessible, and offer standard templates for different sizes and uses of streets.
- This document serves as a mandate for PMC engineers and planners to design and execute streets that cater to local needs, avoiding a one-size-fits-all approach.
- The document also serves as a reference for architects, urban planners, local communities, and NGOs in Pune, enabling them to participate more actively in decisions about transforming the character of Pune's streets into more people-friendly spaces.

Contents:-

- 1.Introduction
- 2.Street typology.
- 3.Street Elements.
- 4.Safety elements.
- 5.Multi –utility zone.
- 6.Universal accessibility & barrier free design elements.
- 7.Intersection.8.Street design process.

III. METHODOLOGY



(fig.1.1.Research methodology flow chart).

V. Case studies

A. Tambat Aalii, Pune Location: Tambat Aalii is situated in Kasba Peth, which is a crowded and old part of Pune city.

Length:- 100 to 150mt, Width: - 2.5-3mt.



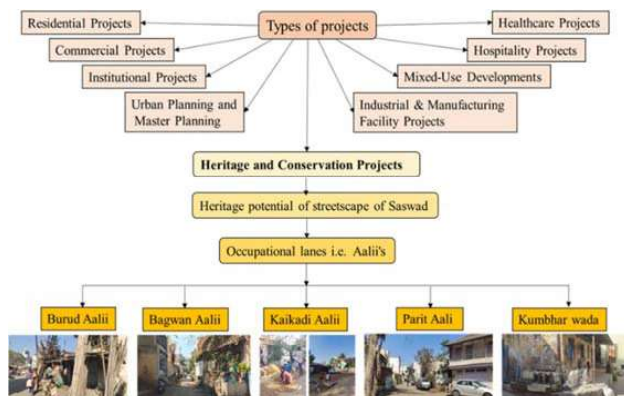
(fig.1.2.Source; <https://sanjanadanait.com/thesis.html>).

1) History of the Street: The term "Tambat Aalii" itself is a direct reference to the copper (Tambat) craft that has been followed by the artisans of this community. This craft involves the making of copper utensils, religious objects, & decorative items.

2) Craftsmen: The Tambats, who were the metalworkers, would previously melt household items like utensils, containers, and ornaments using copper.



(fig.1.3. Source; author, Tambat Aalii main lane).



(fig.1.4. Project flow chart).

3) Description of the Street:.

a) Physical Appearance: Tambat Aalii is a winding, narrow street. The buildings are mostly low-rise and constructed of the traditional materials like stone, brick, and wood..

b) Street Character: The street is traditional, with workshops remaining in some houses, where worker carry out the copper-smithing craft.

c) Pedestrian-Friendly: The street is mostly pedestrian-friendly, with very narrow lanes that are not easily navigable by cars.



(fig.1.5.Source; author, Tambat Aalii copper-smith working).

B. Rankala Lake Front, Kolhapur.

Location: Rankala Lake is in core of the Kolhapur city, 2 km from Sri Mahalakshmi Ambabai Temple.

Length: approximately 2-3 kilometers, Width: Typically ranges 4 to 10 meters.



(fig.1.6.Source; <https://rcarchitects.in/project/rankala-lake-front-development>).

1) History of the Street: Rankala Lake is a manmade water reservoir formed by the Shivaji Maharaj of his reign in the 17th century.

2) Development of the Lakefront: With time, the lake developed into one of the main recreational areas. The area becoming the center point for recreational activities like boating, walking, and evening strolls.

3) Street Typology: The street typology of the Rankala Lakefront can be defined as a mixed-use recreational space. The surrounding land use around the lakefront is mixed-use, with some commercial facilities and residential areas. The lakefront more sustainable and environmentally friendly and better green spaces in order to improve the tourist experience and ensure the ecological health of the lake.



(fig.1.7.Source;author,Ranakala lake front).

4) Description of the Street Physical Features: The lakeshore is lined with tall trees, benches, and tiny gardens, creating a serene atmosphere. Boating: Boating activity on the lake is one of the primary attractions of the lakefront. Vendors and Amenities: The lakefront is a vibrant spot, with many street vendors selling food, souvenirs, and handicrafts. Green Space and Parks: There are also parks surrounding the lakefront section with beautifully managed green spaces.

V. Analysis Tools

Heritage potential of the Aalis :-

- "The heritage of Burud Aali, Bagwan Aali, Kaikadi Aali, Parit Aali, and Kumbhar Wada in Saswad has a unique cultural impact, reflecting the variety of occupations within the region.
- These Aalis hold great potential, offering visitors a chance to experience traditional art, craft, and community life.
- The art and craft of these Aalis can be preserved and passed down through workshops and exhibitions.
- Furthermore, there is potential to strengthen these local trades through modern applications, promoting them as part of the region's identity.
- This will ensure that future generations connect with their cultural roots and heritage.

VI. Conclusion

The Aalis in Saswad represent an important part of urban heritage. These identified Aalis in Saswad embody the historical, cultural, and architectural heritage of the town. They hold great potential for preserving Saswad's heritage. By preserving these Aalis, Saswad can maintain its unique identity and take a significant step towards preserving its cultural heritage. This will ensure that future generations remain connected to their cultural roots and heritage.

3) Street Typology: The street typology of the Rankala Lakefront can be defined as a mixed-use recreational space. The surrounding land use around the lakefront is mixed-use, with some commercial facilities and



(fig.1.8. Source;author,Ranakala lake front).

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