3.1 AIMS AND OBJECTIVES

The objectives of the Regional Plan-2001 notified in January 1989 were to achieve a balanced and harmonious development of the region, leading to dispersal of economic activities and deflecting future in-migrants to Delhi. In order to achieve these objectives the Regional Plan proposed three policy zones, namely, NCT-Delhi, DMA and the Rest of NCR.

The broad policy parameters for these zones and the extent to which these have been met during the last two decades are as under:

- **NCT-Delhi** to have restricted growth and decentralization of activities concentrated therein. As per Census 2011 the population of NCT Delhi has grown to 167 lakh as against the projected population of 179 lakh for 2011 which recorded 93% of the proposed population of Regional Plan 2021.

- **The DMA**, (now CNCR) includes the controlled/development areas of the contiguous towns of Ghaziabad-Loni and Noida in Uttar Pradesh, Faridabad-Ballabgarh complex, Gurgaon, Bahadurgarh and Kundli in Haryana. The population projection for the CNCR towns was 51.0 lakh but the CNCR population reached 56 lakh in 2011.

- **The Rest of NCR** envisaged for induced development specially of the twelve metro and regional centers were projected to have a population of 48.60 lakh by 2011 but the actual population of these centres is 44.11 lakh which is 91% of the population proposed in the Regional Plan 2021.

3.2 POLICIES FOR DEVELOPMENT IN REGIONAL PLAN-2021

The analysis of the proposed population vis-à-vis actual population indicate that with effective cooperation of the participating States, the policy to contain the population of Delhi, and to harness the spread of the developmental impulse and agglomeration economies generated by Delhi for harmonized, balanced and environmentally sustainable spatio-economic development of the NCR has been substantially successful. The broad objective of the Regional Plan-2021 "for promoting growth and balanced development of the Region" is to be achieved by:

i) Providing suitable economic base for future growth by identification and development of regional settlements capable of absorbing the economic development impulse of NCT-Delhi.

ii) Providing efficient and economic rail and road based transportation networks (including mass transport systems) well integrated with the land use patterns.

iii) Minimizing the adverse environmental impact that may occur in the process of development of the National Capital Region.

iv) Developing selected urban settlements with urban infrastructural facilities such as transport, power, communication, drinking water, sewerage, drainage, etc. comparable with NCT-Delhi.

v) Providing a rational land use pattern in order to protect and preserve good agricultural land and utilise unproductive land for urban uses.

vi) Promoting sustainable development in the region to improve quality of life.
Improving efficiency of existing methods of resource mobilisation and adopt innovative methods of resource mobilisation and facilitate, attract and guide private investment in desired direction.

Keeping the above objectives in view, the Regional Plan-2021 has proposed the development of NCR through four policy zones, namely, (i) NCT-Delhi, (ii) Central National Capital Region (CNCR), (iii) Highway Corridor Zone and (iv) Rest of NCR (Map 3.1 National Capital Region: Policy Zones) for which the following development policies have been envisaged.

POLICY ZONES

3.2.1 NCT-Delhi

The basic policy for NCT-Delhi is to achieve environmentally sustainable development and re-development taking into account the limitation of developable land and water. No new major economic activities i.e., industries, wholesale trade and commerce, which may result in a large scale job creation both in formal as well as informal sectors, should be located in this zone. Only activities necessary to sustain the local population of NCT-Delhi should be permitted.

3.2.2 Central National Capital Region excluding NCT-Delhi

Considering that the controlled/development/regulated Central NCR towns have been extended/modified, the modified CNCR would comprise the notified controlled/development/regulated areas of contiguous towns of Ghaziabad-Loni, Noida, Gurgaon-Manesar, Faridabad-Ballabgarh, Bahadurgarh, Sonepat-Kundli and the extension of the Ridge in Haryana.

The opportunities presented by CNCR need to be maximized to enable it to effectively reinforce/support NCT-Delhi by offering jobs, economic activities, comprehensive transport system, housing, social infrastructure and quality of environment, which are at par with the National Capital. Major economic and non-polluting activities intended to be located in NCT-Delhi should be located in the urbanisable areas planned in this zone and, where appropriate and necessary, in the rest of NCR.

3.2.3 Highway Corridor Zone

A Highway Corridor Zone is proposed with a minimum width of 500 metres inclusive of green buffer on either side of the right-of-way (ROW) along the National Highway (NH) 1, 2, 8, 10, 24, 58 and 91 converging at Delhi to enable the planned and regulated development along the stretches of these highways that are outside the controlled/development/regulated areas. In addition to the above, the Highway Corridor Zones along the NH 71, 71A, 71B, 119, 93, 235, 11A and Expressways have been proposed.

Activities permitted in the green buffer on both the sides of the highways have been listed in the Zoning Regulations in Chapter 17. However, in the Highway Corridor Zone, excluding the mandatory green buffer, the land uses including TOD may be assigned by the respective State Governments depending upon de-facto conditions, economic pressure, and development potential of the zone.

The Highway Corridor Zone will be delineated and notified by the respective State Governments. However, utmost care will have to be taken while planning these zones to ensure that the activities being permitted in this zone are segregated from highway traffic through proper green belts, service roads and controlled access to the highways.

3.2.4 Rest of NCR

In the Rest of NCR, the basic policy of Regional Plan-2001 for accelerated development of both urban and rural areas will continue. Infrastructure has to be substantially upgraded at local and regional level (both by State and Central Governments) in order to induce the growth in these areas, specifically in the settlements i.e., Metro Centres, Regional Centres, Sub Regional Centers, etc. This will make them more attractive for locating economic and allied activities and for attracting private sector investment.