

**National Capital Region Planning Board
(Planning Committee)**

**1st Meeting
7-10 June 1985**

Agenda & Minutes

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No.K.14011/22/85-NCR
NATIONAL CAPITAL REGION
PLANNING BOARD

New Delhi, dated the 21st June, 1985.

Subject:- First meeting of the Planning Committee of the
National Capital Region Board.

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In continuation of the notice dated 7/10.6.1985 for the meeting of the Planning Committee, I enclose a list of items included in the agenda for the meeting and also explanatory note thereon. Kindly acknowledge receipt of these papers.

2. Shri Ramesh Chandra, Secretary, Ministry of Works and Housing will address the members of the Committee before the items are taken up for consideration.

M. Shankar

(M. Shankar)
Member Secretary (NCR)
Tele: 385083.

To

1. Shri R.L.Pardeop, Joint Secretary(UD),
Ministry of Works & Housing, New Delhi.
2. Shri Kamal Pande, Secretary, Housing and Urban
Development, Government of Uttar Pradesh,
Lucknow.
3. Shri M.C.Gupta, Secretary, Town and Country
Planning, Government of Haryana, Chandigarh.
4. Shri Ramakrishnan, Secretary, Housing and Urban
Development, Government of Rajasthan, Jaipur.
5. Shri S.C.Vejpeyi, Secretary(L&B), Delhi
Administration, I.P.Estate, New Delhi.
6. Shri Prem Kumar, Vice Chairman, Delhi
Development Authority, Vikas Minar,
I.P.Estate, New Delhi.
7. Shri E.F.N.Ribeiro, Chief Planner, Town and
Country Planning Organisation, Vikas Bhavan,
I.P.Estate, New Delhi.

8. Shri G. Madhavan, Director, Town Planning Deptt., Government of Haryana, Chandigarh.
9. Shri H.S. Mathur, Chief Town Planner, Government of Rajasthan, Jaipur.
10. Shri N.S. Johri, Chief Town Planner, Government of Uttar Pradesh, Lucknow.
11. Shri V.A. Valiapparampil, Joint Adviser (Transport), Planning Commission, New Delhi (representative of the Planning Commission).
12. A representative of Ministry of Communication, Sanchar Bhavan, New Delhi.
13. A representative of Ministry of Shipping and Transport, Parivahan Bhavan, New Delhi.
14. A representative of Ministry of Railways, Rail Bhavan, New Delhi.
15. A representative of Ministry of Energy (Department of Power), Shram Shakti Bhavan, New Delhi.

Subject:- First meeting of the Planning Committee of the National Capital Region Board.

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List of items included in the agenda for the first meeting of the Planning Committee to be held on 28th June, 1985.

Sponsored by:

(1) Co-option of Members.

- Member Secretary (NCR)

(2) Items remitted by the National Capital Region Planning Board for consideration by the Planning Committee:

(i) Adoption of moderate positive approach for the towns falling within the D.M.A. excluding Delhi.

- Haryana Government.

(ii) Augmentation of physical and social infra-structure within the towns of DMA as well as NCR.

- Haryana Government.

(iii) Grant of financial assistance to implement the time bound programme for the development of the entire NCR.

- Haryana Government.

(iv) Population assignments - NCR- 2001 AD.

- Chief Planner, T.C.P.O.

(v) Effective measures for deflecting- the rapid growth of population in the capital towards a large number of ring towns including setting up of altogether new urban centres at the NCR periphery.

Chief Secretary, Delhi Administration.

(vi) Three-tier industrial policy for - inter-dependent and harmonious industrial development of the region as a whole.

Chief Secretary, Delhi Administration.

(vii) Development of physical and social- infrastructure for the region as a whole aimed at removing impediments in the way of effective disposal of population and economic activity.

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- (viii) Disposal of Government, quasi-Government, autonomous, Commercial offices and other employment generating activities away from the Capital city. - Chief Secretary, Delhi Administration.
- (ix) Planned development of quick transportation net-work for the region. - -do-
- (x) Integrated land-use transport plan. - Secretary, Ministry of Shipping and Transport.
- (xi) Need for overall guidelines for the dispersal of population/offices/economic activities to reduce the pressure on Delhi. - Government of Rajasthan.
- (xii) Dispersal of economic activities from Delhi UT to peripheral parts and other NCR towns. - Government of Uttar-Pradesh.
- (3) Seventh Plan proposal for NCR - proposals received from Governments of Haryana, Rajasthan and Uttar-Pradesh. - Member-Secretary (NCR)
- (4) Norms for selection and identification of counter-magnet towns. - -do-
- (5) Preparation of regional plan - guidelines for. - -do-
- (6) Developmental activities in areas of Haryana State coming within the National Capital Region. - -do-
- (7) Any other items with the approval of the Chair.

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CO-OPTION OF THE MEMBERS

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While considering the/ Planning Committee in its first meeting, the Board decided that the following members may also be co-opted in the Planning Committee:-

1. A representative of Ministry of Power.
2. A representative of Ministry of Shipping & Transport.
3. A representative of Ministry of Communications.
4. A representative of Ministry of Railways; and
5. A representative of the Planning Commission.

Section 5 of the National Capital Region Planning Board Act, 1985^{empowers} the Planning Committee to co-opt any person or persons as a member or members of the Committee at any time and for such period as it thinks fit.

2. The Planning Committee may kindly approve the co-option of the members mentioned in para 1 above.

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ITEMS REMITTED BY THE NATIONAL CAPITAL REGION
PLANNING BOARD FOR CONSIDERATION BY THE PLAN-
NING COMMITTEE:

The Board in its first meeting on the 4th June, 1985 considered certain items sponsored by the Governments of Haryana, Rajasthan and Uttar Pradesh, Chief Planner, Town and Country Planning Organisation and Secretary, Shipping and Transport and decided that these matters, involving the strategy for the development of the National Capital Region and also the policies to be adopted, may be considered in detail by the Planning Committee and Planning Committee may come up with concrete proposals to the Board. Explanatory notes on the agenda items are enclosed.

2. During the discussion in the Board the following views were expressed by the various members:-

- (a) Shri M.C.Gupta was of the view that the strategy for the NCR should be to create disincentives to prevent more and more people from the rest of the country coming into Delhi and, side by side, to provide facilities and create conditions in the remaining part of the region other than Delhi so that people

may move to those areas. In order to do this it will be necessary to upgrade the facilities of both physical and social infrastructure, in the regional towns to the level and standard of Delhi.

(b) Shri Prakash Narain cautioned against development of towns which are so near to Delhi that people may commute from these towns to Delhi daily. He explained that this kind of a commuter traffic with its peak hour loads and off time under-utilisation make the transport system highly capital intensive in establishment and non-remunerative in its operation.

(c) The Chief Executive Councillor was in favour of taking up totally new towns for development rather than trying to improve the existing towns. He felt that such a strategy would be more likely to be successful. He was also of the view that these ring towns should be 25 to 30 miles away and they should be self-contained with residential, industrial and commercial complexes located within.

The U.E.C. was totally against the suggestion of removing all types of industries from Delhi. He felt it was like trying to put the clock back. He was of the view that the present dis-incentives, which banned establishment of large and medium scale industries, industries which require lot of land, industries which consume too much power or create pollution, are adequate.

He was also against shifting of any commercial activities such as whole-sale business. He felt that the three-tier industrial policy as suggested by the Delhi Administration in their agenda item where the large scale industries can be located in the periphery of NCR, medium scale industries in the middle ring of the NCR and high technology industries in Delhi will be correct strategy.

(a)

There was some discussion about the sales tax rates in the region. Chairman felt that problems of disparity in the rates of taxes etc., will be taken care of by the other appropriate forums such as the Zonal/Regional Council etc.,

(e) The Lt. Governor, Delhi, felt that the Board should first address itself to the broad overall strategy and not get involved in matters of detail. The Lt. Governor felt that transportation and telecommunication were the most important issues in the region. He was of the view that self-contained townships were only possible in the case of industrial towns etc., but where such a basic economic factor of a single employer was missing, the new towns cannot be self-contained.

(f) The Chief Minister, Rajasthan felt that the strategy being discussed for the NCR was with regard to the prevention of congestion of Delhi in future. The question of location of industries etc., has to be decided by the Delhi Administration but the important aspect was that towns in the region should be so developed as to remove the congestion which will otherwise result in Delhi. He felt that unless such a strategy was adopted the concept will fail.

(g) The Chief Minister, Uttar Pradesh explained the background of the enactment of the NCR Planning Board Act. He also touched upon the powers that have been delegated to this Board by the State Legislatures and also the functions that have to be performed by this Board. He felt that the proper development of Delhi is a national issue and the urban sprawl that is being witnessed in Delhi is similar to the happenings in the West such as in New York or Washington, London, Paris, etc. The strategy being discussed is with regard to the future growth of Delhi and not for what is already existing in Delhi. He said that in so far as the tax structure is concerned the need was for taking combined action to prevent evasion of taxes. He felt that if not now in another 15-20 years' time, there will be need for a uniform fiscal structure for the entire NCR. He also felt that priority areas must be identified and their quick development taken up.

He stated that the views of the Uttar Pradesh Government were similar to those of the Haryana Government with regard to the development of the Delhi Metropolitan Area (DMA). The proposal contained in item 7 equating the DMA with the core urban area of Delhi was not correct. He felt that the DMA should qualify for positive incentives. He was also in favour of the three tier industrial policy proposed by Delhi Administration in Agenda Item No. 9. He also felt that the transportation was the key to decongesting Delhi. Unless quick and assured transportation was available from the region to the core, congestion will in fact increase in Delhi. The Chief Minister of Uttar Pradesh was of the view that the present provision of Rs. 4 crores in the annual plan for NCR was totally inadequate and, for the Seventh Five-Year Plan the provision for NCR should be of the same order as of Delhi which has a plan of about Rs. 2,000 crores.

- (h) Summing up the discussions the Chairman said that there need be no apprehensions on the part of Delhi, etc., that the steps proposed under NCR would in any way adversely affect Delhi. The intention behind the whole exercise is to see that Delhi remains as beautiful a city as it is, if not to make it even more beautiful. For Delhi to maintain its character as a beautiful city it is necessary to plan ahead and adopt strategies for the future growth which will ensure that the quality of services in the city is not adversely affected and are befitting that of the National Capital.

3. The Planning Committee may consider the above items and the views expressed on the items and decide on the following:-

- (a) Population projections for the various towns of NCR;
- (b) The industrial policy to be adopted;
- (c) The policies regarding shifting of wholesale trades, etc.,;
- (d) Policies regarding location of Government offices;
- (e) Whether the Delhi Metropolitan Area is to be treated at par with the core Urban Delhi.

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Item No.I: Adoption of moderate positive approach for the towns falling within the Delhi Metropolitan Area excluding Delhi.

The policy of adopting dis-incentive approach in the entire Delhi Metropolitan Area needs re-thinking especially when the areas of U.P. and Haryana falling in the Delhi Metropolitan Area are still in the initial stages of development and yet to realise their full potential for development. Though in the first NCR Plan finalised in 1973, the policy adopted for the towns of DMA was incentive oriented but due to lack of enforcement hardly any economic activity especially the government offices as well as wholesale trade had shifted from Delhi to these towns with the result that even today these towns have great potentiality for development. Further, it will be appreciated that the first impact of shifting of industries, wholesale trade or government offices from Delhi will naturally be on the surrounding towns falling in the State of Haryana and U.P. Therefore, the policy being framed by Ministry of Works & Housing of adopting dis-incentive approach for the DMA towns at par with Delhi urban area will need to be reviewed. Atleast for the decade 1985-95 i.e. for the first phase of development for the NCR it may be desirable to adopt dis-incentive approach for Delhi area and moderate positive incentive approach for the towns falling in the D.M.A. and positive induced development within other towns of the N.C.R. and in the counter magnets outside N.C.R. In order to achieve this objective the taxation structure within Delhi and rest of the N.C.R. will have to be examined in depth as low taxation in Delhi was perhaps

a single biggest incentive for trade and industrial activities to be located within Delhi. In addition it will be necessary to enforce strictly a policy of dis-incentives in the Delhi urban area to arrest further growth of industry, trade and commerce in this area. Unless this is done in right earnest atleast now, there is very little prospect of the development of the towns in the N.C.R. as envisaged by the Government of India and the N.C.R. Plan. The Haryana Government had made a few suggestions in this regard vide their communication dated 11.1.1985 a copy of which is enclosed as annexure. We would strongly advocate that these dis-incentives should be considered for adoption to make the efforts of shifting further economic activity away from Delhi area really meaningful.

Item No.2: Augmentation of physical and social infrastructure within the towns of D.M.A. as well as N.C.R.

The infrastructure at present within the area of D.M.A. and the N.C.R. is of not of the desired standard with the result that this is acting as one of the constraints in attracting the migration away from Delhi. As the basic concept is to shift such activities for which Delhi is acting as a distributing centre to the N.C.R. region, it is very much necessary that the standard of infrastructure in these towns is at par with Delhi, if not better. The important ingredients which will help in the dispersal of economic activities away from Delhi are :-

- i) Establishment of a good tele-communication and transport system.
- ii) Availability of power.

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- iii) Creation of a social and physical infrastructure comparable to Delhi.

Therefore, in order to encourage the dispersal policy it is very much necessary that the entire NCR area is treated as one single entity and for the entire NCR area a comprehensive and integrated power grid system as well as tele-communication system should be developed.

Item No.3 : Grant of financial assistance to implement the time bound programme for the development of the entire National Capital Region.

Adoption of integrated time bound programme for the development of the NCR within Delhi as well as in the State of Haryana, U.P. and Rajasthan is of prime importance. As the Board is aware the maximum stake within the NCR is of the Haryana State as 49% of the total area of the NCR would be falling in the Haryana State area which infact is 1/3rd of the State area. Most of the areas of Haryana falling in the NCR have immense potential for development and the same applies to areas of NCR falling in U.P. and Rajasthan. Priorities of the State are naturally towards more development of its backward areas and due to the constraints on financial resources of the State it may not be possible to accord the level of priority as required in the NCR area. The creation of physical and social infrastructure in these areas on the scale prevalent in Delhi urban area would require investment of financial resources on an enormous scale in the short period of time. Many of these investments would not bring in any appreciable commensurate return or the return would come over a long period of time. Hence greater need for a more liberal

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financial involvement of Government of India. It is, therefore, necessary that Government of India should give liberal grants as well as long term soft loans to the State Government for implementing the time bound programme. The State Government contribution could be 25% and equal matching contribution in the form of grant should be from the Centre and the remaining 50% could be made available by Government of India through financial institutions as long term soft loans. Unless this is done the State Governments would not be able to develop these areas and create the necessary infrastructure which will enable the migration of population away from Delhi.

Detailed project reports for urban infrastructural development of major towns and other areas in the Haryana sub-region are being finalised and even for the 10 priority towns a total outlay of Rs.2000/- crores will be required. Detailed schemes will be submitted by the State Government very shortly to the Board.

P.P.Caprihan.

January 3/11, 1985.

Dear

Haryana Government is quite appreciative of the steps being initiated to achieve the co-ordinated development of National Capital Region - so as to contain the growth of Union Territory of Delhi within manageable limits and its holding capacity and assures its full support and participation to achieve the prescribed goals. However, it feels that the proposal to refer every major project scheme for the locational decision to High Powered Board at this stage when even the consensus on population distribution pattern within National Capital Region and certain other similar basic issues has not been arrived at, shall hamper the pace of development activity and implementation of plan/schemes already in progress in the National Capital Region towns of Haryana region.

Obviously, in the absence of any broad framework, and policy decision in National Capital Region concept, it will be rather difficult for the Board to even examine and scrutinize the projects/schemes. Therefore, it is suggested that the first and foremost task of the Board should be, to evolve concrete guidelines and proposals in consonance with the National Capital Region concept on the basic planning aspects, viz. population distribution pattern, pattern of distribution of various commercial and economical activities, traffic and transport network etc., so that the states may formulate their planning proposals within the framework of the prescribed guidelines. This will obviate the necessity of referring each project to the High Powered Board and the State Government can implement their schemes with the desired speed. It will not be out of place to mention that even otherwise also most of the major projects (for instance Maruti Ltd.) are located and established with the approval and assistance of the Central Government.

As regards, the re-location of wholesale trade and shifting of major congestion generating activities away from Delhi, a note containing suggestions on the subject is enclosed, which, it is felt, shall be useful in formulating the requisite guidelines. To retain Delhi as a livable city, it will be necessary not only

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to provide incentives for movement away from Delhi it will also be advisable to provide disincentives for continuance of some activities in Delhi. One major step which should be contemplated is to raise the rate of sales tax in Delhi to assure decongestion.

With regards,

Yours sincerely,

Sd/-
(P.P. Caprihan)

Shri Ramesh Chandra,
Secretary, Govt. of India,
Ministry of Works & Housing,
New Delhi.

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Brief about the suggestions regarding
the de-congestion in Delhi by re-locating
the wholesale trade and shifting of
congestion generating activities.

To achieve the objectives of de-centralisation of wholesale trade and major congestion generating activities from Delhi, it is essential that there should be strong dis-incentives for setting up of industries and other employment generating centres at Delhi and at the same time positive incentives should be given for setting up of these activities in the National Capital Region. To implement this policy, the towns around Delhi falling in the NCR are to be developed in this regard.

Haryana State being in the close proximity of the National Capital has to share the burden of this policy to a greater extent and towns like Faridabad, Ballabgarh Complex, Gurgaon and Kundli etc. may be developed as counter magnets for the said purpose.

The towns adjoining National Capital stated above are fully equipped to cater to the needs of industrial growth and wholesale trades which are to be decentralised from Delhi. De-congestion of Delhi involves two parameters:

- (a) Decentralisation/shifting of existing wholesale trades/industrial activities to places outside Delhi.
- (b) To discourage setting up of new such activity in Delhi.

For (a) above it is suggested that a phased programme over a period of five years should be drawn up for shifting of all such activities away from Delhi

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and in the National Capital Region. To begin with large and medium industrial units should be asked to shift from Delhi and gradually even the small scale units can be asked to shift. For this purpose a package of incentives would have to be drawn up so that these units find it more attractive to work outside Delhi and thus de-congesting Delhi.

For (b) above, it is suggested that no new unit whether in large, medium or small scale sector should be allowed to be set up in Delhi. As stated above there should be strong dis-incentives for setting up industries in Delhi and at the same time positive incentives should be drawn for helping new units to come up in the National Capital Region. To enforce this policy, it would be desirable that no new industrial area is carved out in the Capital. As a measure no financial or fiscal assistance should be given to any such unit located in Delhi. Financial institutions/banks can be asked to issue necessary instructions in this regard. In addition to this some more measures in the form of no power connection, no quota for scarce raw material etc. should also be enforced to these units to achieve the objective of this policy.

National Capital Region of Haryana provides ample opportunities/incentives and other infrastructure support in terms of developed industrial area etc.

However, because of some shortage of power in Haryana, new industrial units normally tend to be located in the

Capital. In case adequate power is made available in Haryana particularly in the NCR, not only the new industrial units would find it convenient to be located in Delhi but even the existing units may like to shift to NCR on their own. As the power requirement in the NCR region of Haryana would increase because of shifting of existing units from Delhi and also because of setting up of newer units, it is suggested that power which is being utilised in these industries in Delhi should be given to Haryana out of the share of DESU so that this bottleneck is avoided in the growth of industries in this region.

A large number of companies are having their registered offices in Delhi while their industrial undertakings are located elsewhere. These companies carry on their commercial transactions like sale, purchase etc. thereby adding to the congestion of Delhi. Suitable legislation should be drawn up to ban setting up of such offices in Delhi and the existing such offices can be asked to shift to any town in the NCR.

To facilitate the trans-shipment of goods, it is also suggested that the dry port may be located somewhere either in Ballabgarh or Palwal in the State of Haryana which will definitely help in removing the congestion from the National Capital.

The Government of India may be approached for setting up a free trade zone at Udyog Vihar, Gurgaon, it will be a great incentive for the development of this region and a step towards decongestion of capital.

The Government of Haryana has already proposed to

y of Commerce, Government of India that two integrated
t cargo complexes be set up at Faridabad and Panipat to
facilitate customs clearance trans-shipment to gateway.

While relocating the wholesale trade in this region
it is desirable to establish special markets at the nodal points
in this region where the movement of consignment to the core of
City (Delhi) could be avoided. For example the commodities
coming from Rajasthan District Mohindergarh can easily be
marketed at a nodal point located in Gurgaon or around Gurgaon
by way of a special market for the particular trade. Similarly
the consignment coming from H.P. and J.K. Punjab can be
marketed at a nodal point somewhere near Kundli or Murthal.
By doing so a lot of inward traffic can be diverted from these
nodal points to their respective places and at the same time
the problem of idle parking, movement of traffic within the towns
can easily be avoided.

To implement this proposal it is desirable that
in consultation with the Government of India these nodal points
can be identified and be developed in the form of wholesale
trade markets.

In addition to the above, it is also suggested
that under specialised markets or trade some complexes like
Electronic Complex, Chemical Complex, 100% Export Oriented
Complex, Perishable Goods Complex can be developed in NCR
which would be a great attraction for the buyer and seller.
Due to competition in the market.

POPULATION ASSIGNMENTS-N.C.R-2001 A.D.

The Master Plan for Delhi, approved by the Government of India in 1962 had recommended setting up of a statutory National Capital Planning Board and development of the region around Delhi in accordance with a Regional Plan. Taking cognizance of this recommendation even in the draft Delhi Master Plan, which was published in 1959, the Government of India had set up a High Powered Board in 1961 in the nature of an Advisory Body. The High Power Board was entrusted with the co-ordinated development of the region based on a regional plan to be formulated by the Board. On the direction of the High Power Board, the Town and Country Planning Organisation delineated an area for the National Capital Region and prepared an interim report on the planning of NCR in 1967. Subsequently, the TCPO in collaboration with Town Planning Departments of the concerned State Governments carried out a number of studies and formulated a draft Regional Plan for NCR. The High Power Board in its meeting held on 17 September, 1973 approved the NCR Plan. This Plan is now the basis for future action by the statutory NCR Board.

2. The first refinement towards the balanced development of NCR is through a co-ordinated and synchronised planning exercise at four levels as implied on the NCR Board Act - 1985.

- (i) Urban Delhi, existing (447 sq.kms.) and as being planned for 2001 (approx.687 sq.kms.) within the Union territory of Delhi(1485 sq.kms.).
- (ii) Delhi Metropolitan Area as proposed (3182 sq.kms.) with Urban Delhi as the core and the six first tier ring towns of Faridabad Complex, Gurgaon, Bahadurgarh, Kundli, Ghaziabad and NOIDA.
- (iii) National Capital Region(30243 sq.kms.) with the Union territory of Delhi; 4 districts(Faridabad, Gurgaon, Rohtak and Sonapat) and two tehsils (Rewari and Panipat) of Haryana; 3 districts(Meerut, Ghaziabad and Bulandshahr) of Uttar Pradesh and five tehsils(Alwar, Behroor, Mandawar, Kishangarh and Tijara) of Rajasthan.
- (iv) Counter-magnets of three lakhs population and above with potential for growth and scope for higher level infrastructure identified after

careful study outside the region beyond a commutable distance of approximate of 160 kms. from the National Capital, for their planning and development in coordination with that of NCR.

3. The four levels indicated above becomes necessary as a quick study of population projections for 2001 by TCPO based on current trends and certain adhoc projections under active consideration with NCR has revealed certain disturbing prospects. If no corrective measures are taken, Delhi Urban Area will have an unmanageable population of 140.22 lakhs by the year 2001. The six towns of Delhi Metropolitan Area (Faridabad Complex, Bahadurgarh, Gurgaon, Kundli, Ghaziabad and NOIDA) which for all purposes constitute a continuous agglomeration with Urban Delhi as the core would contribute another 40.23 lakhs. Together, this would constitute a continuous city structure of 180.43 lakhs. For the projects level of national development by the year 2001, a continuous urban agglomeration of over 18 million could be unmanageable; be it from the point of enormity of cost of development, insoluble problems of management, or expectations with regard to patterns of

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living and quality of environment.

4. For a balanced development of the NCR - 2001, therefore decentralisation of economic activities and concomitant dispersal of population is absolutely necessary. Not only growth of Delhi needs to be restricted but also that of the first tier ring town of DMA while growth in the other NCR towns and counter-magnets outside the NCR needs to be accelerated. The Board may wish to endorse this inevitable strategy so as to enable further follow-up action in the N.C.R. which would imply (i) disincentive to new employment generators in Delhi and in D.M.A. towns and major incentives in towns and NCR and countermagnets (ii) rationalisation of tax structure to enable NCR to function as one common economic market system, (iii) development of both physical and social infrastructure at regional level (iv) development of a restructured regional transportation system (v) provision of a high level of tele-communication service within the region and (vi) judicious location of large employment generators away from Delhi and DMA towns.

5. With the above proposal endorsed, it would be necessary to assign populations to urban and rural areas within the NCR by 2001 A.D.

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and development plans at different levels prepared/reorganised accordingly.

6. In 1981, the total population of the NCR was 189.80 lakhs of which 90.90 lakhs were urban in 93 urban settlements. The total projected population for 2001 is 322.10 lakhs with an urban component of 220.25 lakhs in 93 settlements and a few more villages with prospects to be urbanised by that period.

7. It is important that the population of 322.10 lakhs is not exceeded through promotional investments within the NCR over and above that required for normal growth. Promotional growth should instead be in counter-magnets which in the first instance could be identified as Ambala, Mathura, Agra and Gwalior.

8. Endorsement is now required on the distribution of 220.75 lakhs urban population projected for the NCR 2001 AD as below:

IN LAKHS

Sl.No.	Name of town area	Population 1981 Census	Recomm- ended popula- tion by 2001.	Net change proposed
A	Delhi Urban Area	57.68	110.00	52.32
1.	Faridabad Complex	3.27	8.00	4.73
2.	Bahadurgarh	0.37	2.00	1.63
3.	Gurgaon UA	1.01	5.90	3.99
4.	Kundli	-	2.00	2.00
5.	Ghaziabad	2.92	9.00	6.08
6.	NOIDA	-	4.00	4.00

Sl.No.	Name of town area	Population 1981 Census	Recommended population by 2001.	Not change proposed.
B	DMA Town	7.57	30.00	22.43
1.	Meerut U. A.	5.38	12.75	
2.	Hapur	1.03	3.00	
3.	Bulandshahr	1.03	3.00	
4.	Khurja	0.63	2.00	
5.	Sikendrabad	0.43	1.75	
6.	Modinagar	0.87	2.75	
7.	Rohtak	1.67	4.00	
8.	Panipat	1.38	5.00	
9.	Sonepat	1.09	3.75	
10.	Rewari	0.52	2.00	
11.	Palwal	0.67	3.00	
12.	Alwar	1.40	4.00	
13.	Kheirthal	0.16	1.00	
C	Priority Towns excluding DMA towns.	16.11	48.00	31.89
D	Other regional Towns of NCR.	9.53	28.00	18.47
E	Village likely to become urban by 2001 urban growth centres.	-	4.75	4.75
TOTAL		90.89	220.75	129.86

9. The above table shows that the urban population should increase from 90.89 lakh in 1981 to 220.75 lakh in 2001 AD i.e., an increase of 129.36 lakhs through incentives away from the D.M.A. The rural population on the other hand would be static i.e. from 98.91 lakh in 1981 to 101.35 lakh in 2001. Employment and other policies primarily

aimed at higher investments away from the IMA would emanate from these population assignments.

It may be stated that there are broad parameters of population projections work-out as out-lines of a total perspective and actual achievements would depend on the successful implementation of a well considered package of strategy in this regard. The Board may consider and accord general approval to the indicated parameters after which detailed strategy will be worked out.

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EFFECTIVE MEASURES FOR DEFLECTING THE
RAPID GROWTH OF POPULATION IN THE CAPITAL
TOWARDS A LARGE NUMBER OF RING TOWNS
INCLUDING SETTING UP OF ALTOGETHER NEW
URBAN CENTRES AT THE NCR PERIPHERY.

The increasing pull of the Metropolitan Delhi and push from the areas in the adjoining and other States is resulting in large scale migration and thus in very high rate of population growth for the Metropolitan Delhi. As per 1981 census, urban Delhi has emerged as most rapidly growing (about 58% decennial growth rate population) among four large metropolis i.e. Calcutta, Madras, Bombay and Delhi. The rapid growth of population is creating problem of Housing, Traffic and Transportation, Social, Ecological imbalances and problems of urban management.

2. Total area of Union territory of Delhi is 148639 hect. and out of this rural area comes to 103,862 hec. The urbanisable limits prescribed in the Master Plan for Delhi (1962) cover an area of 44,777 hect. This area, at present accommodates about 54.5 lakhs population. The balance of urban population of 3.5 lakhs resides within different 17 settlements declared as town in the 1981 census and Najafgarh and Narola.

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3. The perspective Development Plan for Delhi-2001 has projected that by the year 2001 the population of Delhi Union territory will be 128 lakhs, of which 122 lakhs will be urban and 6 lakhs will be rural.

There will be an addition of 68 lakhs in the urban population in the two decades, 1981-2001. To habitate the increase in population three point strategy has been evolved:

- i) to increase the population holding capacity of the area within the Master Plan of Delhi 1962, urbanisable limits;
- ii) extension of the present urbanisable limits to the extent necessary; and
- iii) NCR is expected to absorb the excess Delhi population pressure estimated variously between 10-20 lakhs.

Studies undertaken by the DDA have revealed that Master Plan for Delhi, 1962 urbanisable limits would be able to accommodate about 82 lakh population by judicious infill and selected modifications of densities. This proposed re-densification of the existing urban limits would amount to maximum compromise

of land for social and physical infrastructure particularly in terms of health, education and recreation leaving no scope for any further densification.

4. To accommodate balance of 40 lakh population the present urban limits will need be extended by about 24,000 hect. to meet the land requirements. Uptill now, approximately 4000 hectares have been added to Delhi urban limits. Thus, the additional requirements of land would be of the order of about 20,000 hectares. This additional land will have to be acquired from the agricultural green belt and rural zone of the Union territory. It is obvious that some of the villages may get squeezed of their agricultural land as a consequence.

5. According to the recently published document by the Census of India, the population of Delhi would reach 13.3 million with an urban component of 12.6 million. There are also other varying estimates placing the population from 13 to 15 millions for the year 2001. The Delhi Perspective Plan, 2001 has been programmed for a lower estimates of 12.2 million urban population. To keep the population within this range will require

curbs on employment generating activities.

6. Thus by all accounts, the inflow into the National Capital is going to be of a massive dimension. It is of the utmost importance that as much of this migration towards Delhi is retained at the periphery of the National Capital Region as possible. At present there has been a noticeable trend for people to live in Delhi and to go back and forth to their work places outside Delhi in the neighbouring towns. It is because Delhi offers a wide-range of facilities for living a good and comfortable life. If towns removed at some distance from the Capital could be provided facilities of a comparable quality, many of such families would have found it more convenient to stay where they work. It is accordingly suggested that efforts should be made, in a planned and efficient manner to make the ring towns so attractive as to deflect a large part of this population away from Delhi, into those towns. In particular, it is suggested that altogether new urban centres must be set up in a well planned manner at the National Capital Region periphery.

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THREE-TIER INDUSTRIAL POLICY FOR INTER-DEPENDENT AND HARMONIOUS INDUSTRIAL DEVELOPMENT OF THE REGION AS A WHOLE.

Though the planned development of National Capital Region would include educational, health, energy, irrigation, commerce, industry and several other sectors, Industrial Policy would be amongst the most critical factors, as the whole concept of NCR arises out of de-congestion of Delhi's industries and commercial establishments including the wholesale trade. When we plan for such a de-congestion we should take stock of the realities on the ground. The realities in the industrial sphere are that Delhi has already 55,000 or so small-scale industries with an investment of nearly 1100 crores and a turn over of more than 3,000 crores, providing employment to more than 5 lakhs people. According to the projections made in the Second Master Plan, by the turn of century, Delhi should add 70,000 more industrial units with total industrial employment exceeding 11 lakhs.

2. All that we can do is to channelise our industrial growth potential in the desirable directions. Therefore, it is suggested that instead of putting an embargo on Delhi's industrial growth, we must plan for giving a boost to the right

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type of industries necessary for a metropolitan city like Delhi. Industrial Policy for the National Capital Region should be a three-tier system, with Delhi at the epicentre. This would mean that Delhi's industrial growth must be confined to such industries that require less amount of land, consume minimal electricity, rely on high technology, are sophisticated, are high value added, are non-pollutant and non-hazardous, employ skilled or semi-skilled labour and have a quick gestation period. Industrial growth of this type would enable us to maintain and foster Delhi's character as a modern city.

3. The second tier can come up in the Delhi Metropolitan Area with the third tier in the periphery of the National Capital Region. Industries in the second-tier should have medium grade technology requiring somewhat higher-degree of infrastructural facilities. In the third tier, i.e., in the periphery of the NCR the industries could be large/medium with higher requirement of infrastructural facilities and more labour intensive so that the employment opportunities are adequately created for the rural folk. A policy of this type would only ensure that rural people from these areas do not migrate into Delhi.

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DEVELOPMENT OF PHYSICAL AND SOCIAL INFRA-
STRUCTURE FOR THE REGION AS A WHOLE AIMED
AT REMOVING IMPEDIMENTS IN THE WAY OF
EFFECTIVE DISPOSAL OF POPULATION AND
ECONOMIC ACTIVITY.

Water supply, power distribution, drainage and flood control cannot be worked out for Delhi and also for the settlement in the National Capital Region in isolation. These three aspects worked out as an integrated system within NCR. It may be noted that (i) Delhi water supply to be integrated with Haryana, out of total water supply in Delhi only 20% is used and 80% is let out into Yamuna River to go down stream into Haryana (ii) any pollution in Yamuna river would affect the water supply system in the down stream state (iii) presently major part of Delhi and some part of Haryana is being drained up system through Najafgarh drain. For these inter-state drainage basins, there is possibility of economical and inter-state drainage system, and part of Haryana is being drained upstream through Najafgarh drain.

2. The infrastructure in terms of water supply, power tele-communication and also facilities for health education in the town of the NCR should be raised. To ensure viability of the disposal of population and distribution of economic

activities suitable transportation system is needed which should facilitate by-passing of long distance traffic to reduce the congestion in Delhi area and also to provide suitable linkages to the potential small and medium size town in the region.

3. Rural hinter land situation in the adjoining States has special relationship to Delhi, to provide day-to-day needs of vegetable, milk and other agricultural products. This needs a very well worked out transportation and marketing system for these products.

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DISPOSAL OF GOVERNMENT, SEMI-GOVERNMENT,
AUTONOMOUS, COMMERCIAL OFFICES AND OTHER
EMPLOYMENT GENERATING ACTIVITIES AWAY
FROM THE CAPITAL CITY:

The public sector undertakings are growing at very fast pace. The average annual growth rate in the last two decades is 9.37% compared to about 4.7% of the population growth rate. But the growth in the last decade 1971-81 is alarming, it is on an average of 20%. Presently about 25% of the Central Government undertakings have head offices and about 23% have liaison offices in Delhi. The first most important decision required is to restrict growth of quasi-government employment. The existing offices of the public sector undertakings within Delhi should be encouraged to shift, while the new offices of public sector undertakings to the extent these are possibly outside Delhi. Public Sector Undertaking offices as far as possible should be set up outside the Union territory of Delhi.

2. The Central Government employment in Delhi though has not increased at very fast pace. Average annual growth rate during 1961-81 being 2.77%, still Delhi's share has increased from 6.8% of the total Central Government

within their
operational
areas should
set-up

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employment in 1961 to 7.14% in 1981.

Some restrictions on Central Government offices are also necessary. Only such offices which directly serve the Ministries of Government of India be located in Delhi.

3. In the past efforts to shift Government offices out of Delhi have been resisted tooth and nail by the employees reluctant to move out of Delhi. There are a number of reasons for this re-action of the employees. But if such shifting could be made attractive in terms of provision of proper accommodation, medical and educational facilities, etc., much of the opposition could be nullified. For the rest, an exercise of will on the part of the concerned department and the government would be necessary for the offices to be relocated. It has been suggested earlier that new urban centres may be set up at NCR periphery. It must be considered whether a city to house selected Central Government offices and Public Sector Undertakings should not be set up at a suitable location on the NCR periphery.

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PLANNED DEVELOPMENT OF QUICK TRANSPORTATION
NET-WORK FOR THE REGION:

At present, the travel from neighbouring urban centres to Delhi is so difficult and time consuming that people who are living there and come to work to Delhi have to spend a lot of time and energy to get to work in Delhi. If the transportation system could be thoroughly overhauled so as to bring people in with average speeds of 80 to 90 km. per hour, many families, particularly those belonging to lower income groups, would find it worthwhile to stay in towns even 100 kms. or more away from Delhi and to commute to the Capital for work. The development of a well-planned net-work providing rapid transportation within the region is thus an essential requirement of making the National Capital Region serve its basic objective.

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INTEGRATED LAND-USE TRANSPORT PLAN:

It is well recognised that land-use and transport are mutually dependent. The integration of the land-use plan and the transport plan will help in achieving the optimal allocation of activities in the National Capital Region and to minimise transport demand itself. Since the NCR Plan is now proposed to be formulated, the opportunity should be availed of to evolve an integrated land-use and transport plan for the region. By a clever manipulation of land-use patterns, travel demands can be held to a minimum and simultaneously by exploitation of the transportation network already existing or planned for the future, a good land-use plan and settlement pattern can be evolved. A model can be formulated which can evaluate a number of strategies and options in respect of dispersal of activities, location of settlement and provision of transport network.

The NCR Planning Board may entrust this work to a specialised agency which will collect the data, analyse the same and formulate the integrated land-use transport model. The alternative solutions generated by the model can then be evaluated by experts and the most attractive solution selected for implementation.

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AGENDA ITEM NO:14
(Sponsored by Government of Rajasthan)

Need for overall guidelines, for the dispersal of population/offices/economic activities to reduce the pressure on Delhi.

There are different projections about the population of Delhi Metropolitan Area by 2001 A.D. A clear decision is needed for providing disincentives in Delhi and adjacent areas and incentives in the other National Capital Region areas, after leaving a clear belt.

Any over-crowding in the areas adjacent to Delhi needs to be prevented. It is desirable there should be a clear belt, of atleast 100 Kms. around Delhi and any future dispersal of economic activities, should be beyond this belt area.

2. Depending upon the kind of economic activities to be transferred to the participating States, infrastructural facilities, in participating States, will need to be built up. Rajasthan Government has already sent its projections for the VII Plan period. Infrastructural developments which do not yield any return to the State Government, should be financed under the Central Sector, otherwise the State Government may not be able to take up those works, in the National Capital Region areas.

3. The National Capital Region Plan outlay for the VII Plan period should be finalised

urgently and should provide for full Central
funding for the State proposals.

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AGENDA ITEM No.15

(Sponsored by Uttar Pradesh Government)

1. Dispersal of economic activities from Delhi Union territory to peripheral parts and other NCR towns:

Decentralisation and dispersal of economic activities from Delhi and locating them in peripheral identified priority towns has been the policy objective of the National Capital Region Plan. In order to facilitate such dispersal induced growth of identified towns was undertaken as a centrally sponsored scheme during the last decade (1970-80). On account of inadequate funding and other procedural delays, seemingly little has been done towards the development of these satellite towns. The other important constraint had been the lack of will to shift Central Government offices and organisations to these areas.

With a view to ensure planned realisation of the concept of National Capital Region in a given policy frame, we need to set targets for phased dispersal of economic activities in the selected towns. Development projects be undertaken in line with the quantified additional requirement. This will facilitate smooth dispersal as contemplated.

2.

Pattern of Central assistance under the NCR programme during the Seventh Five Year Plan:

The State Government have prepared the broad outlines of a Regional Development Programme (1985-90) for Uttar Pradesh Sub-Region under the NCR Plan at estimated cost of Rs.748.41 crores. The proposals include development of Regional infrastructure (Rs.102.30 crores), development of urban infrastructure (Rs.496.20 crores) and development of rural infrastructure (Rs.149.91 crores).

Pending the finalisation of the plan and its allocations, a decision may be taken on commitment of funds by the Government of India as also on the pattern of funding that would be followed vis-a-vis the Central and State Government. The pattern of Central assistance under the NCR programme has so far been on 50% matching basis. In view of the major investments now required to be made in the region, the share of Central Government may kindly be increased from 50% to 66 2/3%.

3.

Preparation of Master Plans of the NCR towns:

Financial assistance may also be provided for undertaking work of preparation of Master Plan of 14 priority towns included under the U.P. Sub-region plan within the framework of the NCR Plan-2001.
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SEVENTH PLAN PROPOSALS FOR NATIONAL CAPITAL
REGION - PROPOSALS RECEIVED FROM GOVERNMENT
OF HARYANA, RAJASTHAN AND UTTAR PRADESH.

I. A copy of the Report on development of Haryana Region of National Capital Region is enclosed. The plan envisages a total expenditure of Rs. _____ crores under the different heads.

II. A copy of the programme for Seventh Five-Year Plan - for the Rajasthan sub-region of NCR - is enclosed. The Plan envisages a total expenditure of Rs. 215.16 crores in the State sector as under:-

	(in crores)
(i) Urban Development	-Rs. 102.56
(ii) Regional infrastructure	-Rs. 112.60

III. A copy of the Regional Development programme 1985-90 - for U.P. Sub-region of NCR is enclosed. The Plan envisages a total expenditure of Rs. 748.21 crores as under:-

	((in crores))
(i) Regional infrastructure.	-Rs. 102.30
(ii) Urban infrastructure.	-Rs. 496.00
(iii) Rural infrastructure.	-Rs. 149.91

2. The Planning Committee may kindly examine these proposals and assess the requirements and funds for executing the schemes in the National Capital Region

during the Seventh Plan period. There-
after the consolidated requirements
could be submitted to the Planning
Commission for considering allocation
of adequate funds for National Capital
Region schemes.

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AGENDA ITEM No.4NORMS FOR SELECTION AND IDENTIFICATION OF
OF COUNTER-MAGNET TOWNS

Under clause (f) of section 8 of the National Capital Region Planning Board Act, 1985, the Board is empowered to having regard to its location, population and potential of growth to be developed as counter-magnet area in order to achieve the objectives of the regional plan. The Government of Madhya Pradesh have been advocating the case of Gwalior to be identified as a counter-magnet area. A copy of the note recorded by the Chief Planner, Town and Country Planning Organisation on the proposal of the Madhya Pradesh Government is enclosed. The Committee may consider the views expressed and decide the criteria to be adopted in selecting the counter-magnet area. It will be necessary to short-list a number of towns/ which qualify under the norms fixed by the Planning Committee could be taken up for deeper study and recommendation made to the Board.

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Comments of Chief Planner, Town and Country Planning
Organisation regarding development of Gwalior as a
counter-magnet town.

Gwalior is one of the largest cities of Madhya Pradesh and is already an important regional centre in terms of Government offices and marketing facilities. It is well connected by rail and road to various parts of India. It has an important role to play in the re-development and updating of the Chambal Valley and where marketing facilities are at a low ebb and needs to be improved through linkages with Gwalior as a major distribution centre.

The advantage of updating Gwalior as a counter-magnet would be that it is right for growth for achieving metropolitan status. There appears to be sufficient land for activities like Central and State Government offices, Central/State Government undertakings, sub-regional and regional and even national level distribution and variety of industries all of which would help in not only attracting population to Gwalior from different parts of the country but in preventing migration to Delhi and its vicinity.

The linkages of Gwalior are fairly stable. Its link to Western Rajasthan however, may have to be strengthened. Its social infrastructure is also strong and it has some of the nation's quality schools. Many more can be added as also good city and regional level health facilities all of which would make the place attractive for skilled personnel desiring metropolitan living. In particular, higher education can be fostered in Gwalior.

PREPARATION OF REGIONAL PLAN - GUIDELINES FOR:

According to section 7 of the National Capital Region Planning Board Act, 1985, one of the functions of the Board is to prepare the regional plan and the functional plans. Section 9 of the Act provides that the functions of the Planning Committee shall be to assist the Board in the preparation and coordinated implementation of the regional plan and the functional plans.

2. The regional plan shall indicate the manner in which the land in National Capital Region shall be used, whether by carrying out development thereon or by conservation or otherwise, and such other matters as are likely to have any important influence on the development of the NCR and every such plan shall include the following elements needed to promote growth and balanced development of the NCR, namely:-

- (a) the policy in relation to land-use and the allocation of land for different uses;
- (b) the proposals for major urban settlement pattern;
- (c) the proposals for providing suitable economic base for future growth;

- (d) the proposals regarding transport and communication including railways and arterial roads serving the NCR;
- (e) the proposals for the supply of drinking water and for drainage;
- (f) indication of the areas which require immediate development as 'priority areas'; and
- (g) such other matters as may be included by the Board with the concurrence of the participating States and the Union territory for the proper planning of the growth and balanced development of the NCR.

3. Though a regional plan was prepared in 1973, it is out-dated and needs to be revised keeping in view the developments which have taken place in the meantime and in order to meet the present and future requirements. For preparation of the regional plan afresh several preliminary studies will have to be undertaken and surveys conducted. The Planning Committee may like to discuss the steps to be taken for the preparation of the regional plan.

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DEVELOPMENTAL ACTIVITIES IN AREAS OF HARYANA STATE COMING WITHIN THE NATIONAL CAPITAL REGION:

In regard to an advertisement in the Indian Express of 27th January, 1984 announcing the allotment of free-hold industrial plots in Kundli, Phase II, by Haryana State Industrial Development Corporation Limited, Secretary, Ministry of Works and Housing wrote to the Chief Secretary, Haryana and a copy of his DO letter No.K.14011/12/83-UDIV 4, dated 12th June, 1984 is enclosed. A copy of DO letter No.HSIDC/IA/84-3947, dated 18.7.1984 from the Chief Secretary, Haryana to the Secretary, Ministry of Works and Housing requesting for guidelines for implementation of the schemes is also enclosed. Secretary, Ministry of Works and Housing informed the Chief Secretary on 15th May, 1985(copy enclosed) that the points raised in these letters would be considered by the statutory NCR Board or the Planning Committee.

2. The Planning Committee may consider the points raised by Haryana Government and indicate the policy to be followed in regard to developmental activities in Kundli, etc.

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DO Letter No.K.14011/12/83-UDIV A, dated 18.6.84
 from Shri Ramesh Chandra, Secretary, Ministry
 of Works and Housing to Shri P.P.Caprihan,
Chief Secretary, Government of Haryana.

Dear Shri Caprihan,

We have come across a newspaper advertisement in the Indian Express of 27th January, 1984 announcing the allotment of free hold industrial plots at Kundli, Phase II, by Haryana State Industrial Development Corporation Ltd. In this connection, I wish to bring to your notice certain developments in regard to the NCR area. A standing committee has been constituted under the Chairmanship of Secretary, Ministry of Works and Housing, to consider the issues on the future growth of the NCR and in particular that of Delhi and its ring towns, now designated as DMA. This Committee has appointed sub-groups on DMA and on NCR to examine the various related issues and to come forward with suitable recommendations. One of the important issues yet to be decided is the holding capacity of the DMA, its population, employment policies, broad land use structures, rail and road linkages and basic physical infrastructures for each of the settlements within this area. For this purpose some restructuring of the proposed development plans would be necessary and no final view has been taken on the plans for Delhi, Gurgaon, Faridabad, Ballabhgarh and Bahadurgarh as also the proposed township at Kundli, NOIDA and Ghaziabad. Earlier, in regard to the draft development plans for Faridabad, Ballabhgarh and Gurgaon, we had conveyed our comments and requested the Haryana Government to reconsider the proposals in the light of recommendations of the sub-groups on DMA and NCR appointed by the Standing Committee. You will agree with me that a coordinated view would be necessary and no decision in regard to Faridabad and Gurgaon could be taken in isolation.

2. Our attention has been drawn to the advertisement issued by the Haryana State Industrial Development Corporation Limited inviting applications for industrial lands in Kundli on Delhi's doorstep mentioning the types of activities proposed there. The advertisement highlights the fact that the area is very close to Delhi and thereby it is attractive. It is felt that this is

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not in accordance with the concept of the National Capital Region which aims at projecting the attractiveness of 12 identified centres in the NCR but outside the DMA for purposes of employment generation, particularly industries and accelerated Central and State funding thereof. I would, therefore, suggest that till such time as these broad issues are sorted out mutually and through the committee constituted by the Cabinet Secretary, various departments under your control, particularly HSIDC and HUDA may be advised not to issue such advertisements and to project proposals which may have implications affecting NCR Plan.

3. In accordance with decision taken in a meeting held on 16th January, 1984 under the Chairmanship of Union Minister of Works and Housing and Parliamentary Affairs, till such time the proposed statutory body for the NCR come into being, the High Powered Board is being revived which would be entrusted with the task of examining current land use proposals and development plans of Haryana, Uttar Pradesh, Rajasthan and Delhi, etc.

4. I look forward to your cooperation in the successful implementation of the development programmes in accordance with the NCR Plan.

With kind regards,

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DO letter No. HSIDC/14/84/3947, dated 20.7.85 from Shri F.F. Caprihan, Chief Secretary, Government of Haryana to Shri Ramesh Chandra, Secretary, Ministry of Works and Housing.

My Dear Ramesh Chandra,

Please refer to your DO letter No. K.14011/12/83-UDIVA, dated 18.6.1984 regarding the advertisement put up by Haryana State Industrial Development Corporation, for allotment of Industrial Plots at Kundli Phase II. We very much appreciate the NCR scheme and the steps being taken for its implementation.

2. We would, however, mention that the Industrial Complex Kundli, Phase II, about which the Haryana State Industrial Development

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Corporation had inserted an advertisement in the newspaper is only an expansion programme of the existing Industrial Complex. Only a small acreage of land measuring 32 acres is being utilised in this expansion programme, wherein small plots varying in sizes from $\frac{1}{4}$ to $\frac{1}{2}$ acre are proposed to be allotted. This area is joining the land in Phase I. Not more than 100 plots of the sizes mentioned above would be available in Phase II. This small expansion programme should not be an hindrance in the planning of a township at Kundli under the NCR scheme.

3. It would also be worthwhile be mention that the interviews of the applicants for Phase II, Industrial Estate Kundli, are already in progress. At this stage when the development process of Phase II has already been undertaken, it may not be feasible to put a stop to the scheme without affecting the credibility of the concerned institutions.

4. As stated earlier, the objectives of NCR scheme are indeed laudable. The State Government will also be happy to implement the scheme in letter and spirit. In our view, it would be worthwhile if the State Government may be conveyed the guidelines for implementation of the scheme so that different schemes can be implemented at our level accordingly. This will ensure the implementation of the NCR scheme as well as the speedy implementation of the State Government plans within the NCR frame-work.

5. We do hope that it finds your approval especially with reference to those areas which have been already notified for development under Industrial and Residential schemes.

With kind regards.

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DO.letter No.K.14011/12/83-UDIV A/NCR, dated the 15th May, 1985 from Shri Ramesh Chandra, Secretary, Ministry of Works and Housing to Shri P.F.Caprihan, Chief Secretary, Government of Haryana.

My dear Caprihan,

Kindly refer to correspondence resting with your letter No. HSIDQ/1A/84-3947, dated the 20th July, 1984 regarding

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developmental activities in areas in your State coming within the NCR. As you may be aware, as decided by the High Powered NCR Board in its meeting held on 28th June, 1984, an Official Committee has been constituted for framing guidelines, etc. under the National Capital Region Plan. The statutory NCR Planning Board has since been constituted. Therefore, the points raised in your letter will now be considered by the statutory Board or the Planning Committee that will be constituted by the Board in accordance with Section 4 of the National Capital Region Planning Board Act, 1985.

With regards.

Yours sincerely,
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Minutes of the first meeting of the
Planning Committee of the National
Capital Region Planning Board held
on the 28th June, 1985 in Nirman
Bhavan, New Delhi

A list of Members of the Committee and other officers who attended the meeting is annexed.

2. Before the items on the agenda were discussed, Secretary, Ministry of Works and Housing addressed the Planning Committee since this was the first meeting of the Planning Committee. In his introductory remarks the Secretary emphasised the urgency for the preparation of the economic plan since the Planning Commission has almost completed its deliberations on the Seventh Five Year Plan. Even though certain decisions have already been taken by the Planning Commission with regard to the investments in the National Capital Region for the Seventh Five Year Plan it would be necessary to draw up the requirements so that a proper case may be presented to the Planning Commission for allocation of adequate funds in spite of the resource constraints.

Regarding the agenda items before the Committee, Secretary mentioned that the important items were those that have been remitted to the Committee by the Board. These contain certain basic issues which had provoked a lot of discussion in the Board and since it was felt by the Board that such matters of detail are to be discussed in a smaller forum, they had been remitted to the Planning Committee. He mentioned that some of these items were sensitive having political and semi-political overtones. He desired that the Committee should deliberate on these items and arrive at a consensus which could be further discussed by the Board. With regard to the question of population assignment to various towns coming within the National Capital Region, Secretary felt that it may not be necessary to take a rigid view and pick a particular figure as the projected population. Secretary pointed out that such projections are mutually dependant on the level and shape of investment and various other factors. He suggested that the Committee should lay down broad parameters for preparation of an action plan.

Secretary also stressed the need for the preparation of a component plan for the National Capital Region both by the Central Ministries concerned and the participating State Governments. This would ensure the continuous implementation of the National Capital Region plan over the years. He requested the participating States to start an exercise in this regard taking the funds available in the State Plans and also in the various sectors in the Central Government. He also suggested that the participating

State Governments may consider placing at the disposal of the National Capital Region Planning Board the funds earmarked for executing National Capital Region schemes so that the National Capital Region Planning Board could take a view on the totality of the development of the region in the area. This would also ensure close co-ordination between the concerned central ministries and the participating States.

3. After the above remarks by the Secretary, the agenda items were taken up for consideration.

✓ Item No. 1 : Co-option of the Members

The Planning Committee considered the note on the question of co-option of members nominated by the Ministries of Power, Shipping and Transport, Communications, Railways and the Planning Commission and approved the co-option of their representatives as Members of the Planning Committee.

Item No. 2 : Items remitted by the NCR Planning Board for consideration by the Planning Committee

The Chairman explained the background of the items under this head. He mentioned that these were different items sponsored by different State Governments, Delhi UT Administration and the Chief Planner, Town & Country Planning Organisation and suggested that the Committee could discuss all the sub-items under the following heads :

- i) population projections for the various towns of NCR;
- ii) industrial policy to be adopted;
- iii) policies regarding shifting of wholesale trades, etc;
- iv) policies regarding location of government offices;
- v) whether Delhi Metropolitan Area is to be treated at par with the core Urban Delhi.

(Before the issues under this item were discussed, Shri B.M. Khanna, representing the Communication Ministry, had made certain suggestions regarding the investment plan. The discussions and decisions in this regard appear under agenda item No. 3)

On the population projections Shri Ribeiro referred to his item. He was of the view that the recommended populations in that item should be adhered to if there is to be a plan for the National Capital Region. Otherwise the proposed population for Delhi and the metropolitan area together will itself absorb the entire increase in population and the need for the development of the third tier may not arise. He was of the view that the industrial policy of Delhi was highly promotional and the strategy outlined for promoting small industries and cottage industries with emphasis on sophisticated technologies would actually increase the immigration into the city. According to Shri Ribeiro it was these sectors which attract the unemployed who come in search of jobs to cities.

Shri R.L. Pardeep felt that restriction of development might be counter productive.

Shri M.C. Gupta was of the view that any strategy for developing a third tier while neglecting the second tier would not be feasible. He felt that the development of a third tier would necessarily involve the development of the second tier also. He also pointed out that in the background of the resource constraints it would be prudent to optimise the development of the second tier by upgrading the existing services and facilities rather than investing in the third tier where every thing has to be provided anew. Shri Gupta was of the view that while the development in the second tier should not be so intensive as to make it at par with Delhi, it was also wrong to equate the second tier with Delhi as situations at present or in the future are hardly likely to be comparable.

It was also pointed out that the difference in the approach with regard to the second tier in the population projections was not very sharp, if one looks at the population projections. The major difference in the population projections were only with regard to Faridabad and Gurgaon in Haryana and Ghaziabad and NOIDA in Uttar Pradesh; as shown below :

	<u>Projections by CP, T.C.P.O.</u>	<u>Projections by the States concerned</u>
Faridabad	8 lakhs	10 lakhs
Gurgaon	5.9 lakhs	7 lakhs
Ghaziabad	9 lakhs	11 lakhs
NOIDA	4 lakhs	7 lakhs

It was suggested that the difference was not such that the whole process of the planning exercise need be held up on this account. A compromise could be that the plan could take note of both the projections and prepare alternatives.

Shri Ramakrishna felt that the infrastructural facilities like telecommunication, transport etc., in other cities should be at par with those available in Delhi and in order to ensure deflection of industries from Delhi, there should be more disincentives in Delhi and a ban on setting up of any industry in future. Shri Vajpayee explained the three tier approach and discussed the difficulties in shifting heavy industries already established in Delhi and desired that a conscious decision should be taken in this regard. Shri M.C. Gupta while appreciating the perspective plan of Delhi, pointed out that the neighbouring States would view the industrial policy of Delhi differently since second tier towns would have to be developed. The consensus was that there should be restrictions on location of any industry in future in Delhi. Shri Ramakrishna pointed out the incentives like lower sales tax, communication facilities, air cargo facilities etc., available in Delhi and stated that unless disincentives are provided reversing the situation, things would not improve in Delhi. Summing up the discussion, Shri Ramesh Chandra requested the Members to suggest points for action in order to contain the industrial growth which could be considered and submitted to the NCR Board.

As regards relocation of distributive trades, Shri Ramakrishna suggested that it was necessary to decide what items should go out so that a plan can be worked out and a positive approach could be adopted. When Members referred to the various incentives available in Delhi resulting in population growth, industrial growth and growth of economic activities, Shri Ramesh Chandra pointed out that ultimately Delhi will have to fall in line with the other cities and citizens may have to pay higher cost for water, electricity, transport etc. so that resources would be available to provide the facilities.

While discussing the question of shifting of government offices, the Members pointed out that there was no control on the public sector undertakings in setting up new offices in Delhi. Secretary stated that this would be taken up with the Bureau of Public Enterprises requesting them not to decide or allow the location of new offices in Delhi and that all such proposals would be subjected to screening by the Committee appointed by the Cabinet. Shri M.C. Gupta added that apart from consulting the B.P.E., the public sector undertakings should consult the Ministry of Works and Housing so that a disciplinary control could be exercised.

After a detailed discussion of items included in the agenda note, the following points were agreed upon :

- i) Schemes should be prepared keeping in view both the projected population and ideal population for the DMA towns so that the regional plan can be prepared.
- ii) Delhi's industrial policy should be examined from the point of view of neighbouring States and developments to be made in the adjoining towns - Concrete suggestions should be forwarded by the participating States in order to contain the industrial growth.
- iii) The BPE, Ministry of Industrial Development/ Heavy Industries, should be advised to consult the Ministry of Works and Housing before deciding to locate any new public sector undertakings in Delhi or within the NCR
- iv) About shifting of distributive trades, the participating States would make specific recommendations
- v) DMA should not be treated at par with the core urban Delhi - proposals regarding towns to be developed should be prepared by the participating States - the Committee's recommendations would be submitted to the Board.

Item No.3: Seventh Plan proposals for National Capital Region - proposals received from Governments of Haryana, Rajasthan and Uttar Pradesh.

Shri Shankar requested the representatives of the Central Ministries present at the meeting to have the schemes included in the proposals submitted by the State Governments examined by their departments and stated that the proposals relating to water supply and sewerage etc., would be referred to the CPREO in the Ministry of Works and Housing for comments. He also pointed out that as regards proposals relating to Health, Education, etc., they were in the State sector and hardly any funding support would be available from the Central sector for them. Shri M.C. Gupta requested that the proposals may be examined on the basis of norms and not keeping in view the availability of funds or resource-constraints. After the proposals are examined on merits, the priorities could be determined by the concerned States. Shri B.M. Khanna circulated a note containing the views of his Department regarding provision of communication facilities in the region. He requested the State Governments to convey their reactions on the note urgently. The representative of Railways stated they have not quantified the requirement of funds and that they would examine the proposals and work out the requirements. Shri Kadiyali felt that the preparation of a physical plan should have preceded the preparation of an economic plan for the region. Shri Shankar pointed out that though that would be ideal, due to time-constraints, this had to be resorted to so that suitable proposals could be included in the Seventh Plan and adequate provision allocated. Shri Kadiyali pointed out that earlier the requirements had been given proper attention and that once the items are identified on the basis of existing policy, his Ministry could look into it. Shri Gupta suggested the formation of small Committees for examining the proposals. The representatives of the Central Ministries stated that they would finalise their views and if necessary seek the assistance of the State Governments. As regards transport proposals no help was required by the Central Ministry - the Power Ministry would get the proposals examined by the Central Electricity Authority and then if necessary get back to the State Governments. As regards Tele-communications proposals, the State Governments would furnish their reactions to the note circulated within a week or ten days. Shri Khanna pointed out that an outlay of Rs. 350 crores is estimated for provision of telecom facilities and his Department would be able to meet only 20% from the total Seventh Plan outlay for telecom sector. He suggested that a cess could be levied for raising resources for developing the infrastructure and that the NCR Board could make positive recommendations to the Government in this regard. It was also decided to recommend that in the plan of both the Central sectors as well as the States the provision for the NCR excluding Delhi UT be kept as a special component from which diversion of funds should not be allowed.

Item No.4: Norms for selection and identification of counter-magnet towns.

Shri Shankar explained the background relating to Gwalior. Shri Pardeep and Shri M.C.Gupta were of the view that for the next 2 or 3 years the Board should concentrate on the development of NCR towns. The consensus was that the Chief Planner, TCPO should work out the definition of counter-magnet areas and suggest norms/yardsticks for selection of counter-magnet towns. It was also felt that development of counter-magnet areas may not precede the preparation of the regional plan. However, simultaneously, on the basis of norms that may be laid down, towns could be shortlisted for development under the counter-magnet concept and taken up for development at the appropriate time.

Item No.5: Preparation of Regional Plan - guidelines for.

The unanimous view was that this item should be discussed in a separate meeting as it needed detailed discussion.

Item No.6: Developmental activities in areas of Haryana State coming within the NCR.

Shri Shankar explained the background and the correspondence exchanged between the State Government and the Central Government. After a brief discussion, it was agreed that the developmental activities should be in accordance with the objectives of the NCR concept.

4. The meeting ended with a vote of thanks to the Chair. It was decided that the next meeting of the Committee will be held at 11 A.M. on Friday the 30th August, 1985 at Surajkund, Haryana.

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No.K.14011/22/85-NCR
NATIONAL CAPITAL REGION
PLANNING BOARD
'C' WING, NIRMAN BHAVAN

New Delhi, dated the 12th July, 1985.

Copy forwarded for information and appropriate action to all the participants.


(M. SHANKAR)
MEMBER SECRETARY

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FIRST MEETING OF THE NATIONAL CAPITAL REGION PLANNING
COMMITTEE HELD ON 28.6.1985 - NIRMAN BHAVAN, NEW DELHI.

PRESENT

Ministry of Works and Housing

- Shri Ramesh Chandra, Secretary.
1. Shri M. Shankar, Member Secretary, NCR Planning Board.
2. Shri R.L. Pardeep, Joint Secretary (UD).
3. Shri E.S. Ribeiro, Chief Planner, ECPO.

Government of Haryana

4. Shri M.C. Gupta, Secretary, Town and Country Planning
Department.
5. Shri G. Madhavan, Director, Town Planning.
6. Shri J.C. Chopra, Chief Town Planner, Haryana.
7. Shri B.P. Sinha, Chief Coordinator-Planner, NCR.

Government of Rajasthan

8. Shri Ramakrishna, Secretary, Housing and Urban
Development.
9. Shri H.S. Mathur, Chief Town Planner.

Government of Uttar Pradesh

10. Shri Kamal Pande, Secretary, Housing and Urban
Development.
11. Shri N.S. Johri, Chief Town Planner.

Delhi Administration

12. Shri S.C. Vajpayi, Secretary, Land & Building.

Delhi Development Authority

13. Shri Prem Kumar, Vice Chairman.

Planning Commission

14. Shri V.A. Valiapparampil, Joint Adviser (Transport).

Ministry of Communications

15. Shri B.M. Kaarna, Deputy Director General (TP).

Ministry of Shipping and Transport

16. Shri L.R. Kadiyali, Chief Engineer (planning).

Ministry of Railways

17. Shri R.M. Raina, Director (Planning).
18. Shri M.A. Umar, Joint Director.

Ministry of Energy (Department of Power)

19. Shri Y.P. Gambhir, Director (power).
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**(AGENDA FOR THE FIRST MEETING OF THE
FIRST MEETING OF THE PERSONNEL
GROUP OF NCR PLANNING BOARD)**

Subject: Creation of posts in the Board and filling up of the post of Town and Country Planner

In the first meeting of the National Capital Region Planning Board held on 4th June, 1985, staff proposals for the Board were considered and the Board authorised the Chairman to take a decision in regard to the size and pattern of the organisation. H.M. (Chairman, NCR Board) has approved in the first instance the creation of the following posts in the Board on 10.7.1985 :-

<u>Sl. No.</u>	<u>Designation</u>	<u>Scale of pay</u>	<u>No. of post</u>
1.	Town & Country Planner	1500-2000	1
2.	Assistant Town & Country Planner	1100-1600	1
3.	Senior Research Officer	1100-1600	1
4.	Assistant Town & Country Planner	700-1300	2
5.	Assistant Economist	650-1200	1
6.	Planning Assistant	550- 900	2
7.	Research Assistant	550- 900	1
8.	Senior Stenographer	425- 800	1
9.	Junior Stenographer	330- 560	1
10.	Senior Personal Assistant	650-1040	1
11.	Deputy Director	1100-1600	1
12.	Junior Accounts Officer	550- 900	1
13.	Assistant	425- 800	1
14.	Stenographer Grade 'D'	330- 560	2
15.	L.D.C.	260- 400	2
16.	Peon	196- 232	3
17.	Staff car driver	260- 350	1

As per the orders of delegation, the Personnel Group is also empowered to create posts in the Board. The Group may kindly note the posts created as mentioned above.

It was also decided that in the Board the policy would be to take officers and officials only on deputation in Group 'A', 'B' and 'C' posts as far as possible. Since this will be a small organisation direct recruitment at these levels would only lead to frustration among the direct recruits as there will not be many promotional avenues or prospects and frequent resignations would result. It was also decided in the last meeting of the Board that while filling up the technical posts the choice would not be restricted to those in the Central Government but the participating State Government officials would also be given an opportunity to come on deputation to the Board.

However, the posts at serial number 1 to 9 have been created in the Board in lieu of the same posts that were existing in the TCPO. Against these 11 posts there were 8 persons already working in these posts in the NCR Coll in the TCPO. Since the persons working in these posts have already gained experience in the NCR work and the abolition of these posts in the TCPO will necessitate reversions/retrenchments etc., it has been decided to take the persons working against these posts in the TCPO on deputation with the Board.

Accordingly, the Personnel Group may kindly accord ex-post facto sanction for the appointment of Shri T.K. Chatterjee against the post of Town and Country Planner.