

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

**4th Meeting
31 Dec. 1985**

MC(4) 1985

1011

Agenda & Minutes

Cat-896
A ce-1011
MC(4)1985

No.K.14011/25/85-NCRPB
Government of India
NCR Planning Board
'C' Wing, Nirman Bhavan

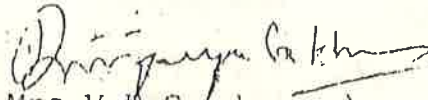
2

New Delhi, dated the 23.12.1985

Subject:- 4th meeting of the Planning Committee of the
NCR Planning Board to be held at 11 AM on
31.12.1985 in the first floor, Nirman Bhavan,
('C' Wing), New Delhi.

.....

In continuation of meeting notice dated 17.12.85
the agenda papers for the meeting of the Planning Committee
mentioned above are sent herewith.


(Mrs V.R. Sundaram)
Deputy Director
Tele:388709

To

1. Shri M.Shankar, Member Secretary, NCR Planning Board, New Delhi.
2. Shri R.L.Pardeep, Jt.Secretary(UD), Ministry of Urban Development, New Delhi.
3. Shri J.K.Duggal, Secretary, Town and Country Planning Department, Govt. of Haryana, Chandigarh.
4. Shri A.P.Singh, Secretary, Housing and Urban Development Department, Govt. of UP., Lucknow.
5. Shri R.Ramakrishna, Secretary, Local Self Government, Government of Rajasthan, Jaipur.
6. Shri S.C.Vajpeyi, Secretary, Land and Building, Delhi Administration, New Delhi.
7. Shri Prem Kumar, Vice Chairman, Delhi Development Authority, Vikas Minar, I.P.Estate, New Delhi.
8. Shri E.F.N.Ribeiro, Chief Planner, Town and Country Planning Organisation, Vikas Bhavan, I.P.Estate, New Delhi.
9. Shri G.Madhavan, Director, Town and Country Planning, Government of Haryana, Chandigarh.
10. Shri H.S.Mathur, Chief Town Planner, Government of Rajasthan, Jaipur.

..... 2

11. Shri N.S.Johri, Chief Town Planner, Government of Uttar Pradesh, Lucknow.
12. Shri V.A.Valiarampall, Joint Adviser(Transport), Planning Commission, New Delhi.
13. Shri B.M.Khamna, Deputy Director General(TP), Ministry of Tele-communications, New Delhi.
- ✓ 14. Shri L.R.Kadiyali, Chief Engineer(P), Ministry of Transport, New Delhi.
- ✓ 15. Shri R.M.Raina, Director(P), Ministry of Railways, New Delhi.
- ✓ 16. Shri Y.P.Gambhir, Director(P), Department of Power, Ministry of Energy, New Delhi.

4

AGENDA ITEM NO.1:

Subject: Settlement Pattern in National Capital Region

The Planning Committee of the N.C.R. Planning Board in its third meeting had detailed discussions on population projections in the National Capital Region, Delhi Metropolitan Area and Delhi. The population assignments based on the recommendations of the Planning Committee were approved by the National Capital Region Planning Board in its meeting held on 20.11.1985. The final figures arrived at regarding the projected population and the assigned population for the sub-regions of the N.C.R. and the constituent units by the year 2001 is given in the Table I.

2. The National Capital Region, as per these assignments is proposed to be developed for a total population of 325 lakhs by the year 2001. Out of this population 234 lakhs (72 %) people will reside in the urban areas. The population of Delhi which by normal projections would have been 132 lakhs (129 lakhs Urban + 3 lakhs rural) has been proposed to be restricted to 112 lakhs (110 lakhs urban + 2 lakhs rural). The DMA towns have been proposed to be developed for the total population of 37 lakhs (Ghaziabad - 11 lakhs, Noida - 5.5 lakhs, Faridabad - 10 lakhs, Gurgaon - 7 lakhs, Behadurgarh - 2 lakhs, Kundli - 2 lakhs). 145

3. The remaining urban population of 85 lakhs which includes spill over population of 19 lakhs of Delhi would, therefore, have to be accommodated in the other towns outside DMA of N.C.R. The approach that could be followed to accommodate this population in the towns outside D.M.A. could be fivefold.

...2/-

1. Developing large number of urban areas, so that they form attractive points, throughout the Region.
2. Developing a few select centres on a intensified scale so that they act as migrants capturing magnets.
3. Developing intensively some small settlements/ locations.
4. Developing urban combines/twin towns, which would contain a bigger town and a small settlement.
5. Development of two strong metrocentres within N.C.R. as counter magnets which can absorb 15-20 lakhs of population by 2001.

The main thing to be understood is that these approaches are not contradictory, and provide variation only in the matter at scale. Even if the second approach is to be followed, relatively smaller towns have to be developed as second priority towns over time.

1. Developing large number of Urban areas, so that they form attractive points throughout the Region.

The Region beyond DMA in NCR has 83 urban centres with 56, 24 and 3 in Uttar Pradesh, Haryana and Rajasthan sub-regions respectively. Allocating the excess population to all towns would not be possible. Towns with a population of 10,000 and above could be considered. There are 27 towns of the said size and they are given below, sub-region wise, with their population in brackets.

Uttar Pradesh Sub-region

- | | |
|------------------------------|-----------------------------|
| 1. Meerut US
(5,36,615) | 10. Sardhana
(30,=39) |
| 2. Hapur
(1,02,337) | 11. Jahagirabad
(29,301) |
| 3. Bulandshahr
(1,03,436) | 12. Muradanagar
26,047) |
| 4. Khurja
(67,119) | 13. Khakra
(24,984) |
| 5. Sikandrabad
(43,135) | 14. Gulaothi
(24,416) |
| 6. Modinagar
(87,665) | 15. Debai
(22,430) |
| 7. Baraut
(46,292) | 16. Siana
(22,410) |
| 8. Pilkhawa
(37,884) | 17. Shikarpur
(21,499) |
| 9. Mawana
(37,620) | 18. Dadri
(19,723) |

HARYANA SUB-REGION:

- | | |
|-------------------------|------------------------|
| 1. Rohtak
(166,767) | 5. Palwal
(47,328) |
| 2. Panipat
(137,927) | 6. Jhajjar
(24,247) |
| 3. Sonapat
(109,369) | 7. Gohana
(26,188) |
| 4. Rewari
(51,562) | |

RAJASTHAN SUB-REGION:

- | | |
|-----------------------|--------------------------|
| 1. Alwar
(145,795) | 2. Khairthal
(15,962) |
|-----------------------|--------------------------|

Adoption of this approach would have the obvious advantage of the spatial distribution of urban centres. However, problems that would be faced in assigning the excess population to such a large number of settlements are:-

(a) Provision of facilities first of all to satisfy the existing demand in all these settlements and then to attract further population, would cost higher.

(b) Many of these towns are of smaller in size and given a choice to select among them, the entre-preneur would obviously move to the bigger centres that would provide agglomeration economies, subsequently resulting into under utilisation of the created facilities in the smaller centres.

(c) Distribution of limited fund among many centres would mean lesser assistance to each one of them. Such a meagre fund may just percolate into the thirsty urban system rather than generating any favourable impact in terms of employment generation.

(d). It would be difficult to segregate the effect of the infused investment in the attained effect in case the number of towns is large.

The Second approach essentially tries to identify certain towns from among the towns of the area beyond DMA, as a first priority towns for development which have comparative advantage in terms of some indicators which are supposed to indicate the urban areas capacity to contain out migration and capture migrants from rural areas, and to add further development. Pending a through analysis, some of the indicators studied are population size, their spatial location in the Urban system of NCR, already attained development reflected by work force proportion in non-agricultural activities, availability of linkages and possible source of water supply for further development.

Few centres are suggested which could be taken up for further intensive development, in other words to accomodate the excess 19 lakhs population that has been assigned. They are

1. Meerut (Uttar Pradesh)
2. Hapur (Uttar Pradesh)
3. Bulandshahar/Khurjha (Uttar Pradesh)
4. Rohtak (Haryana)
5. Panipat (Haryana)
6. Rewari/Sonapat (Haryana)
7. Alwar (Rajasthan)

Development Indicators of towns with Population >20000 outside DMA

Name of Town/UA	Total population 1981	Growth rate 1971-81 (%)	Density (per sq km). 1981	Workers Propn. in non-agri-cultural activities	Distance from Delhi (km)	Type of Linkage	Source of water supply
1.	2.	3.	4.	5.	6.	7.	8.
1. Meerut UA	5,36,615	45.91	6,640	69.27	70	S.H	River
2. Rapur	1,02,337	44.30	17,639	90.00	58	N.H	River(n)
3. Bulandshahr	1,03,436	73.83	11,016	93.90	75	S.H	River, Canal
4. Kharja	67,119	33.83	6,479	90.10	97	S.H	Canal (n)
5. Sikandrabad	43,135	34.45	4,913	79.69	58	S.H	-
6. Modi Nagar UA	87,665	101.67	6,105	97.94	50	S.H	Canal
7. Rontak	1,66,767	33.68	7,370	96.01	58	N.H	River
8. Panipat	1,37,927	56.77	6,625	94.36	83	N.H	Canal
9. Sonapat	1,09,369	75.29	5,113	92.51	43	N.H	Canal(n)
10. Rewari	51,562	17.49	3,508	97.53	85	S.H	River(n)
11. Palwal	47,328	30.72	9,574	89.07	58	N.H	Canal(n)
12. Alwar	1,45,795	45.25	1,322	94.84	160	S.H	-
13. Kairthal	15,962	49.36	727	77.13	103	MDR	-
4. Beraul	46,292	48.06	4,468	92.31	55	S.H	River(n)

2.	3.	4.	5.	6.	7.	8.	9.	
Pilkhawa	37,334	58.25	8,363	39.86	35	NH	B.G	-
Mawana	37,620	51.53	14,525	78.72	95	MDR	-	canal
Sardhna	30,138	56.47	2,145	81.60	90	MDR	-	canal(n)
Jahangirabad	29,301	55.79	10,317	68.80	100	MDR	-	canal (n)
Muradnagar	26,047	86.24	16,279	94.04	40	SH	B.G	canal, river
Khekra	24,984	-	20,643	62.34	30	SH	B.G	canal(n)
Gulaothi	24,416	40.51	10,949	86.57	78	SH	B.G	River(n)
Dehai	22,430	51.61	9,527	82.00	123	SH	-	canal(n)
Siana	22,410	55.96	4,335	69.72	10	MDR	-	canal
Shikarpur	21,499	29.78	43,376	71.33	95	SH	-	River (n)
Dadri	19,723	51.50	3,156	91.92	33	SH	B.G	canal(n)
Jhajjar	24,247	27.97	4,041	75.15	60	SH	-	-
Gohana	26,138	56.31	3,986	90.45	80	SH	B.G	-

data not readily available

n = Near

Inherent advantages in developing such a system of settlements are that:

- i. They are reasonably distant from Delhi so that population doesn't wish to stay in Delhi and commute to their work places in the region.
- ii. These centres are roughly equidistant from Delhi so that selection of centres by the entrepreneurs or population becomes a question of direction rather than distance.
- iii. Identification of projects of a larger scale that can attract population of a substantial amount, with a higher financial assistance is possible.
- iv. The centres being already well off in terms of development, linkages and other resources provide optional points for expansion of developmental activities at a minimal cost.
- v. Effective monitoring is possible so that invested funds do not percolate into the system without substantial effect.

The working group on Urban Development for the Seventh five year Plan has emphasized that the approach for development of smaller towns should be to acquire land around smaller towns on a larger scale, providing the necessary link and flow services within a short period of time and selling the same at a comparatively higher cost. Such an approach besides enabling orderly future development around towns, provides financial benefit by gaining in advance site development charges in addition to profit on land development. Such an approach could be adopted for accommodating the excess assigned population in the region beyond DMA in NCR by identifying certain locations/towns which are either smaller towns or so located so that efficient absorption of population and activities by them would be possible. This third approach would help in gaining enough land for proper organisation of space and such land space could be gained at a relatively

lesser cost. Fitting of such locations in an organised transport net work would result in the development of self contained towns. Important considerations in identifying such locations should be availability of source of water supply and their efficiency to fit them selves in to an established/ to be organised power and transport network system.

Some such locations/small towns that could be considered are:

- i. Kakaur (Uttar Pradesh)
- ii. Garhmukteswar (Uttar Pradesh)
- iii. Sardhana (Uttar Pradesh)
- iv. Gohana (Haryana)
- v. Jajhar (Haryana)
- vi. Muh (Haryana)
- vii. Khairthal (Rajasthan)

Such a system has the inherent disadvantage of being away from bigger centres so that, naturally, loose agglomeration economies gained by bigger towns. This leads us to find another alternative, fourth, in which while cost on site development would be relatively lesser, economies provided by an agglomeration could be ensured. This requires identification of locations nearby bigger centres of greater growth potential owing to their size and other characters, where in cost on site development would be lesser. Such locations/smaller towns could be 15 to 20 Kms away from the bigger towns so that efficient interaction would be a natural process. Owing to higher costs of activity location in the bigger centres, activities would tend to move towards the neighbouring smaller centres. Further, such smaller centres, due to the efficient linkage facilities would go far a length in easing the residential and activity neighbourhood condition. Some of such twin cities/urban combines that could be considered in the region beyond DMA of NCR are

1. Bulandshahr - Sikahdrabad (Uttar Pradesh)
2. Meerut - Sardana (Uttar Pradesh)
3. Baraut - Baghpat (Uttar Pradesh)
4. Panipat - Samalka (Haryana)
5. Rewari - Bawal (Haryana)
6. Rohtak - Kalanaur (Haryana)
7. Palwal - Hattin (Haryana)
8. Khairthad - Kishangarh (Rajasthan)

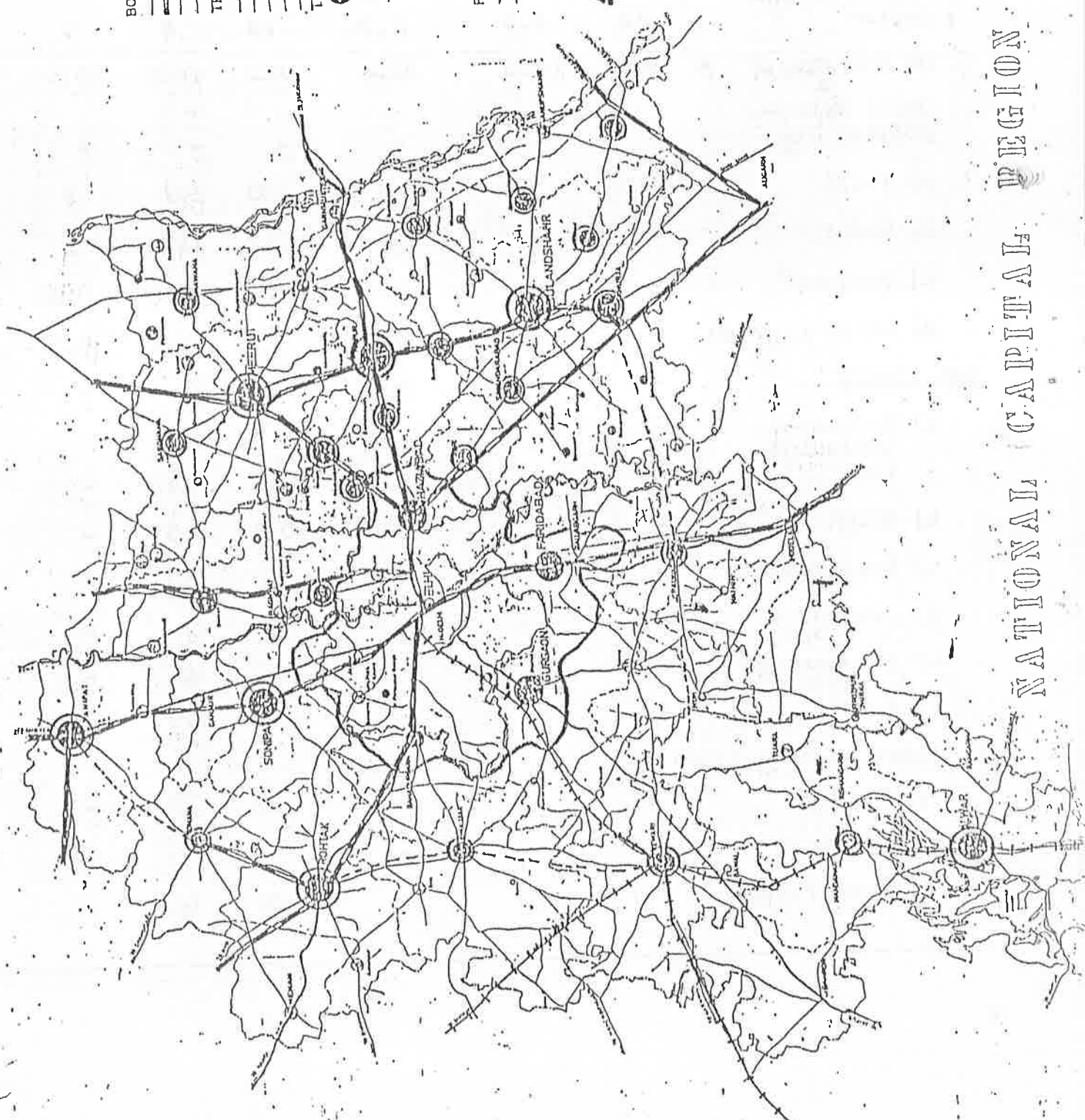
The development of two strong metrocentres within N.C.R. as counter magnets which can absorb 15-20 lakhs of population by the year 2001 can be the fifth alternative. One such metro-centre in Haryana sub-region could be the new capital city of Haryana (whether it falls within N.C.R. or outside it) and the other such metro-centre in U.P. sub-region which could be either on Hapur-Ghaziabad corridor or on Ghaziabad-Meerut corridor. It is felt that main factor which has been responsible for large scale influx of population had been Delhi's status as Capital of the Nation. Delhi once a Tehsil of a district suddenly came into focus when it became capital of the second most populous country of the world. It may be pointed out that in fact, it is central Government employment which made base for other activities to come up and thus helped in accelerating the growth to some extent. It is felt that to be really successful in reorienting the growth of the region, new development will have to be of such an order and of such character, so as to take away some of the administrative functions of the Capital. It is apparent that only the metropolitan setting can prove to be the best alternative for such administrative setting. Offices and other activities in the tertiary sector are very largely

inter-dependent and unlike industries which can work singly, it would not be possible to induce the sophisticated tertiary sector except in a metropolitan setting. It is, therefore, imperative to provide metropolitan fabric which can take away some of the administrative functions of Delhi as Capital and where a substantial growth of the office sector can be envisaged.

Table No. I: Population Assignment in H.C.R. - 2001.

14

S.No.	AREA	POPULATION 2001 (in Lakhs)					
		Projected			Assigned		
		Total	Urban	Rural	Total	Urban	Rural
1.	Region	325	234	91	325	234	91
2.	Delhi sub-region	132	129	3	112	110	2
3.	Haryana sub-region	72	38	34	77	42.5	34.5
4.	Rajasthan sub-region	12	3.5	8.5	14	5	9
5.	UP Sub-region	109	63.5	45.5	122	76.5	45.5
6.	Delhi Metropolitan Area	-	-	-	-	-	-
7. a)	Total	170	166	4	150	147	3
b)	Delhi	-	-	-	112	110	2
c)	Haryana	-	-	-	21	20.5	0.5
d)	Uttar Pradesh	-	-	-	17	16.5	0.5
	<u>DMA. TOWNS</u>	-	-	-	37	37	-
a)	Ghaziabad including Loni	-	-	-	11	11	-
b)	NOIDA	-	-	-	5.5	5.5	-
c)	Faridabad	-	-	-	10	10	-
d)	Gurgaon	-	-	-	7	7	-
e)	Bahadurgarh	-	-	-	2	2	-
f)	Kundli	-	-	-	1.5	1.5	-
8.	Other towns outside DMA.						
a)	Haryana	17	17	-	22	22	-
b)	Rajasthan	4	4	-	5	5	-
c)	Uttar Pradesh	47	47	-	60	60	-



- BOUNDARIES**
- N.C.R.
 - STATE
 - DISTRICT
 - TEHSIL
- TRANSPORT NETWORK**
- NATIONAL HIGHWAY
 - STATE HIGHWAY
 - OTHER ROADS
 - RAILWAYS B.G.
 - RAILWAYS M.G.
- TOWNS**
- CLASS I
 - CLASS II
 - CLASS III
 - CLASS IV
 - CLASS V
 - CLASS VI
 - RURAL SETTLEMENTS
- PHYSICAL FEATURES**
- RIVERS
 - CANALS
 - WATER SHEETS

ALTERNATIVE-I



NATIONAL CAPITAL REGION

BOUNDARIES

N.C.R.
STATE
DISTRICT
TEHSIL

TRANSPORT NETWORK

NATIONAL HIGHWAY
STATE HIGHWAY
OTHER ROADS
RAILWAYS B.G.
RAILWAYS M.G.

TOWNS

CLASS I
CLASS II
CLASS III
CLASS IV
CLASS V
CLASS VI
CLASS VII

RURAL SETTLEMENTS

PHYSICAL FEATURES

RIVERS
CANALS
WATER SHEETS

ALPHABETICALLY

1. Meerut
2. Hapur
3. Bulandshahr/Khurja
4. Noida
5. Panipat
6. Agra/Sonapat
7. Aligarh



NATIONAL CAPITAL REGION





- BOUNDARIES**
- N.C.R.
 - STATE
 - DISTRICT
 - TEHSIL
- TRANSPORT NETWORK**
- NATIONAL HIGHWAY
 - STATE HIGHWAY
 - OTHER ROADS
 - RAILWAYS B.G.
 - RAILWAYS M.G.
- TOWNS**
- CLASS I
 - CLASS II
 - CLASS III
 - CLASS IV
 - CLASS V
 - CLASS VI
 - CLASS VII
- RURAL SETTLEMENTS**
-
- PHYSICAL FEATURES**
- RIVERS
 - CANALS
 - WATER SHEETS

ALTERNATIVE-III

1. Sarhiana
2. Samukceswar
3. Kakaur
4. Gohana
5. Jhajjar
6. Nuh
7. Khairthal



NATIONAL CAPITAL REGION



BOUNDARIES

- N.C.R.
- STATE
- DISTRICT
- TEHSIL

TRANSPORT NETWORK

- NATIONAL HIGHWAY
- STATE HIGHWAY
- OTHER ROADS
- RAILWAYS B.G.
- RAILWAYS M.G.

TOWNS

- CLASS I
- CLASS II
- CLASS III
- CLASS IV
- CLASS V
- CLASS VI
- RURAL SETTLEMENTS

PHYSICAL FEATURES

- RIVERS
- CANALS
- WATER SHEETS

ALL INDIA RAILWAYS - IV

- | | |
|----------------|---------------|
| 1. Bulandshahr | - Sikandrabad |
| 2. Meerut | - Sardana |
| 3. Baraut | - Baghpat |
| 4. Panipat | - Samalka |
| 5. Rewari | - Bawal |
| 6. Rohtak | - Kalanaur |
| 7. Palwal | - Hattin |
| 8. Khairthal | - Kishangarh |



NATIONAL CAPITAL REGION

AGENDA ITEM NO. 2

INVESTMENT PLAN FOR THE SEVENTH FIVE YEAR
PLAN FOR THE NATIONAL CAPITAL REGION

Considerable emphasis was laid in the first meeting of the NCR Planning Board ^{held on 4th June 1985} that adequate provisions have to be made in the plan allocation for the proper development of the region. It was decided in the first meeting that the States would draw up their proposals for the development of their sub-regions and an attempt at drawing up an integrated Seventh Plan outlay for the 3 sub-regions of the NCR would be made.

As was decided, the State Governments of Haryana, Rajasthan and Uttar Pradesh had sent their proposals ^{by July 88 - July Aug 1985}. A brief summary of the proposals sent by the State Governments is at Annexure I. However, considering the resource position, in order to keep the requirement to the barest minimum the proposals were reviewed and a plan requiring a total allocation of Rs. 867 crores was prepared. In this plan, outlays were proposed only with regard to the following four sectors

- | | |
|--|----------------|
| 1. Railways | Rs. 90 crores |
| 2. Telecommunication | Rs. 280 crores |
| 3. Roads | |
| (a) National Highways | Rs. 97 crores |
| (b) Regional roads | Rs. 120 crores |
| 4. Housing and Urban Development | |
| (a) Land acquisition & development | Rs. 90 crores |
| (b) Development of infra structural facilities | Rs. 90 crores |
| (c) Development of economic activities | Rs. 100 crores |

② Central Secy

③ State Secy

1. In the case of Railways, the proposal was to finance the Khurja-Palwal railway line as part of the programme to link Khurja-Palwal-Rewari-Rohtak-Panipat.

2. In Telecommunications, the outlay alongwith Rs. 70 crores ^(61.50 Crores) that would be available from the plan of the Department itself would be utilised to upgrade ^{the selected} in 17 priority towns, the telecommunication facilities if not on par with Delhi but atleast to such an extent as to make it attractive for trade, commerce and industries.

3. (a) National Highways:

The break-up of the proposed outlay is given below:

NH No.	Name of Road	Length within NCR (KM)	Length already 4-lane (KM)	Balance length required to be widened to 4 lane (Km)	Cost widening balance length to four-lane (Rs.crores)
1	Delhi-Panipat	88	50	38	25.00
2	Delhi-Palwal	58	36	23	15.00
24	Delhi-Ghaziabad	28	8	20	12.00
8	Delhi-Gurgaon	20	5	15	10.00
10	Delhi-Rohtak	58	-	58	35.00

(b) Regional Roads:

The construction of missing links and upgradation of the roads constituting the inner and outer grids proposed

in the 1973 plan and also the Hapur-Moradabad, Meerut-Ghaziabad and Rewari-Alwar roads.

4. Urban Development:

(a) Land acquisition & Development

For land acquisition it is estimated that about 20,000 hectares of land would be required to be developed in the various towns to accommodate the excess population from Delhi. Since the land acquisition and development schemes are generally self financing in the long run, a seed money of Rs. 90 crores would be required.

(b) Upgradation of infrastructural facilities:

The existing infrastructural facilities, especially the social services like hospitals, schools and water supply and sewerage, in the towns falling in the Delhi Metropolitan Area will have to be upgraded to bring them on par to the core area (Delhi). For this purpose a provision of Rs. 90 crores is proposed.

(c) Development of Economic Activities

It is proposed to allocate Rs. 100 crores for various projects to be undertaken in the sub-regions of NCR to promote economic activities which would generate employment and provide an economic base to the towns that will be taken up for priority development. The types of projects will have to be decided on a case to case basis after identifying the potential and the resources of the area and the types of activities that are planned to be promoted there.

However, the following types of projects would form part of the package:

(a) The establishment of whole-sale trade and marketing in commodities which are at present concentrated at

Delhi;

(b) the promotion and centralisation of the production of various consumer needs of Delhi; and

(c) setting up of industrial complexes.

Of the above total proposed allocation of Rs. 867 crores, Rs. 467 crores fall in the central sector and Rs. 400 crores fall in the state sector. In regard to state sector programmes (of Rs. 400 crores), on the basis of 50-50 sharing of expenditure between the states and the central government, Rs. 200 crores plus Rs. 467 crores - totalling Rs. 667 crores will be required to be provided under the central sector for the seventh five year Plan to be advanced through the National Capital Region Planning Board for funding these projects.

When the above integrated plan was sent to the Planning Commission they desired that concrete physical programmes may be drawn up.

5. The National Capital Region Planning Board in its meeting held on 20.11.1985 has approved population assignments by the year 2001 for the National Capital Region. As per these assignments National Capital Region has been proposed to be developed for a total population of 325 lakhs by 2001. Out of this population 234 (72%) people will reside in urban areas. The population of Delhi which by normal projections would have been 132 lakhs (129 lakh urban plus 3 lakh rural) has been proposed to be restricted to 112 lakh (110 lakh urban plus 2 lakhs rural). The D.M.A. towns have been proposed to be developed for the total population of 37 lakhs (Ghaziabad - 11 lakhs, NOIDA - 5.5 lakhs, Faridabad - 10 lakhs, Gurgaon - 7 lakhs, Bahadurgarh - 2 lakhs, Kundli - 2 lakhs). The spill-over population of 19 lakhs of Delhi has been proposed to be settled in other urban areas of NCR outside D.M.A.

6. The Study Group on 'Settlement Pattern in NCR' constituted by NCR Board after deliberations in various meetings has recommended identification of certain towns from the towns falling in NCR area outside DMA which can absorb spill-over population of Delhi and should be developed on priority basis. It has been felt that in order to have balanced development in the region the first step would be to break the stronghold of Delhi as a major employment generating centre in the region.

It would not be out of place to mention here that at present Delhi is absorbing 68% of the urban population of the region. The Study Group is of the view that intensive development of these centres in the first instance would help in bringing down the regional disparities in the long run as these centres would act as nbridgepoles in the integrated hierarchical development process. The centres which have been proposed by the Group for intensive development are :

<u>Sl.No.</u>	<u>Name of the Town</u>
1.	Meerut
2.	<i>Kur</i> Bulandshahar
3.	Hapur
4.	Panipat
5.	Rohtak
6.	Rewari
7.	Alwar

In view of the above proposals it is necessary to revise the plan in so far as it relates to investment in the telecommunication sector and in the Housing and urban development sectors. In the telecommunication sector another exercise may have to be carried out

restricting the proposals to the priority centres of development, as proposed.

In the case of the schemes under the Housing and Urban Development, it is necessary to prepare an integrated development plan for these priority towns and dovetail the requirements to the above proposed investment plan.

SUMMARY OF THE PROPOSED FIVE YEAR PLAN SENT BY THE STATE GOVERNMENTS:

21

HARYANA

TOTAL : Rs. 2,631.53 crores.

A) REGIONAL INFRASTRUCTURE: TOTAL : Rs. 1,202.00 crores.

a) Road net-work	Rs. 317.00 crores.
b) Power & electrification	Rs. 505.00 crores.
c) Industries	Rs. 200.00 crores.
d) Others	Rs. 180.00 crores.

B) URBAN INFRASTRUCTURE: TOTAL : Rs. 1,014.00 crores.

a) Education	Rs. 220.00 crores
b) Health	Rs. 80.00 crores
c) Water supply	Rs. 144.00 crores
d) Sewerage	Rs. 53.00 crores
e) Land Development & Housing	Rs. 398.00 crores
f) Others	Rs. 122.00 crores

C) RURAL DEVELOPMENT TOTAL : Rs. 415.53 crores

a) Education	Rs. 112.10 crores
b) Health	Rs. 26.40 crores
c) Water supply	Rs. 78.00 crores
d) Land Development	Rs. 96.00 crores
e) Rural Housing	Rs. 58.00 crores
f) Others	Rs. 45.03 crores

RAJASTHAN

TOTAL : Rs. 208.16 crores

A) REGIONAL INFRASTRUCTURE TOTAL : Rs. 112.60 crores

a) Roads	Rs. 22.40 crores
b) Augmentation of power supply	Rs. 22.70 crores
c) Industry	Rs. 14.5 crores
d) Forest	Rs. 17.21 crores
e) Education	Rs. 6.00 crores
f) Medical	Rs. 5.00 crores
g) Others	Rs. 24.79 crores

B) URBAN INFRASTRUCTURE TOTAL : Rs. 95.56 crores

a) Water supply	Rs. 20.00 crores
b) Sewerage	Rs. 9.00 crores
c) Land acquisition and develop- ment	Rs. 66.56 crores

C) RURAL DEVELOPMENT

No separate provision has been made and is contained in the proposals for regional development.

UTTAR PRADESH

TOTAL Rs. 756.81 crores

A) REGIONAL INFRASTRUCTURE: TOTAL Rs. 102.30 crores

a) Roads	Rs. 84.20 crores
b) Telecommunications	Rs. 15.40 crores
c) Others	Rs. 2.50 crores

B) URBAN INFRASTRUCTURE: TOTAL Rs. 504.60 crores

a) Housing	Rs. 181.26 crores
b) Education	Rs. 56.08 crores
c) Water supply	Rs. 18.32 crores
d) Sewerage & drainage	Rs. 89.40 crores
e) Others	Rs. 159.54 crores

C) RURAL DEVELOPMENT: TOTAL Rs. 149.91 crores

a) Housing	Rs. 13.00 crores
b) Education	Rs. 31.97 crores
c) Health & Family Welfare	Rs. 32.28 crores
d) Roads	Rs. 25.80 crores
e) Water supply	Rs. 9.40 crores
f) Others	Rs. 37.46 crores

J/

AGENDA ITEM NO. 3

Subject : Criteria for Selection of Counter Magnets

A status paper on counter-magnets to the national capital under the National Capital Region Plan received from the Town and Country Planning Organisation is placed below for consideration by the Planning Committee.

Extracts of letter No. K.14011/40/85-NCRPB
dated 15.11.1985 from Shri M. Shankar, Member-
Secretary, NCR Board to Shri E.F.N.Ribeiro, Chief
Planner, T.C.P.O.

You may recall that the question of identifying counter-magnet towns was discussed in the first meeting of the Planning Committee. It was decided in that meeting that the CP, TCPO, will work out the definition of counter-magnet area and suggest norms/yard-sticks for selection of the counter-magnet area. We had received a status paper on the issue from the TCPO. The paper, while suggesting the yard-sticks for the identification of the counter-magnet area, has short-listed the towns mentioned in the enclosure, be developed as counter-magnet area. I hope you will agree that this paper may be discussed in the next meeting of the Planning Committee.

Extract of letter No. PA/CP/523/85-TCPO dated
18th November, 1985 from Shri E.F.N. Ribeiro,
Chief Planner, TCPO, to Shri M. Shankar, Member-
Secretary, NCR Planning Board

In your letter you have also referred to the TCPO paper on counter-magnets and which was prepared by us at a time we had staff for NCR work. I note that this is to be discussed in the next meeting of the Planning Committee. You may now wish to make it a little more comprehensive for the meeting. The only submission I wish to make at this stage on the TCPO note is that urban centres within a radius of not less than 150 Kms and not more than 500 Kms from Delhi be considered as part of the NCR strategy.

STATUS PAPER ON COUNTER MAGNETS TO NATIONAL CAPITAL UNDER NCR PLAN

The two basic ingredients of urbanisation policy are curbing the rapid growth of metropolitan cities and carrying out balanced development of the regions around them. It was in this spirit that Master Plan for Delhi approved 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. The High Power Board which was set up in 1961 was entrusted with the work of co-ordinated development of the region based on a regional plan to be prepared by TCPD. The regional Plan of NCR was approved by the High Power Board in 1973. The High Power Board which was advisory in nature could not achieve much in these directions and time and again it was felt that unless it has statutory backing it would not be possible to achieve the objectives in an effective way.

PROBLEMS AND PERCEPTION:

After a long wait a Statutory, NCR Board has now been constituted by the Government. The constituent units of NCR are same as suggested in the NCR Plan finalised in 1973 in addition to this the concept of selection of counter magnets has been envisaged under section 8(f) of the ordinance Act. In the plan prepared in 1973 the strategy was to keep within manageable limits the population of Delhi through integrated development of the region. This aim was envisaged to be conveyed by diverting population influx from urban Delhi to the 17 regional towns falling in the periphery of Delhi Urban Territory and in the region. This required selective dispersal of wholesale trade, governmental and other economic activities from Delhi to selected regional towns. Out of these 17 selected regional towns, six regional DMA towns namely Ghaziabad, NOIDA, Faridabad, Gurgaon, Bahadurgarh, Kundli, of which NOIDA and Kundli are later development falling on the outskirts of Delhi U.T., being in the vicinity of Delhi, were considered appropriate for bearing the burden of population caused by the selective dispersal of activities from Delhi. These towns could have also enjoyed all infrastructure facilities being near to Delhi but it so happened that due lack of implementation of the proposals, may be due to paucity of funds and other reasons, these towns grew of their own at a much faster rate even in the absence of any activity transferred from Delhi. Now these towns have attained such a size and gained of their own potential of that dispersal of any activity from Delhi into these towns will create a single contiguous urban agglomeration which will be out of manageable limits.

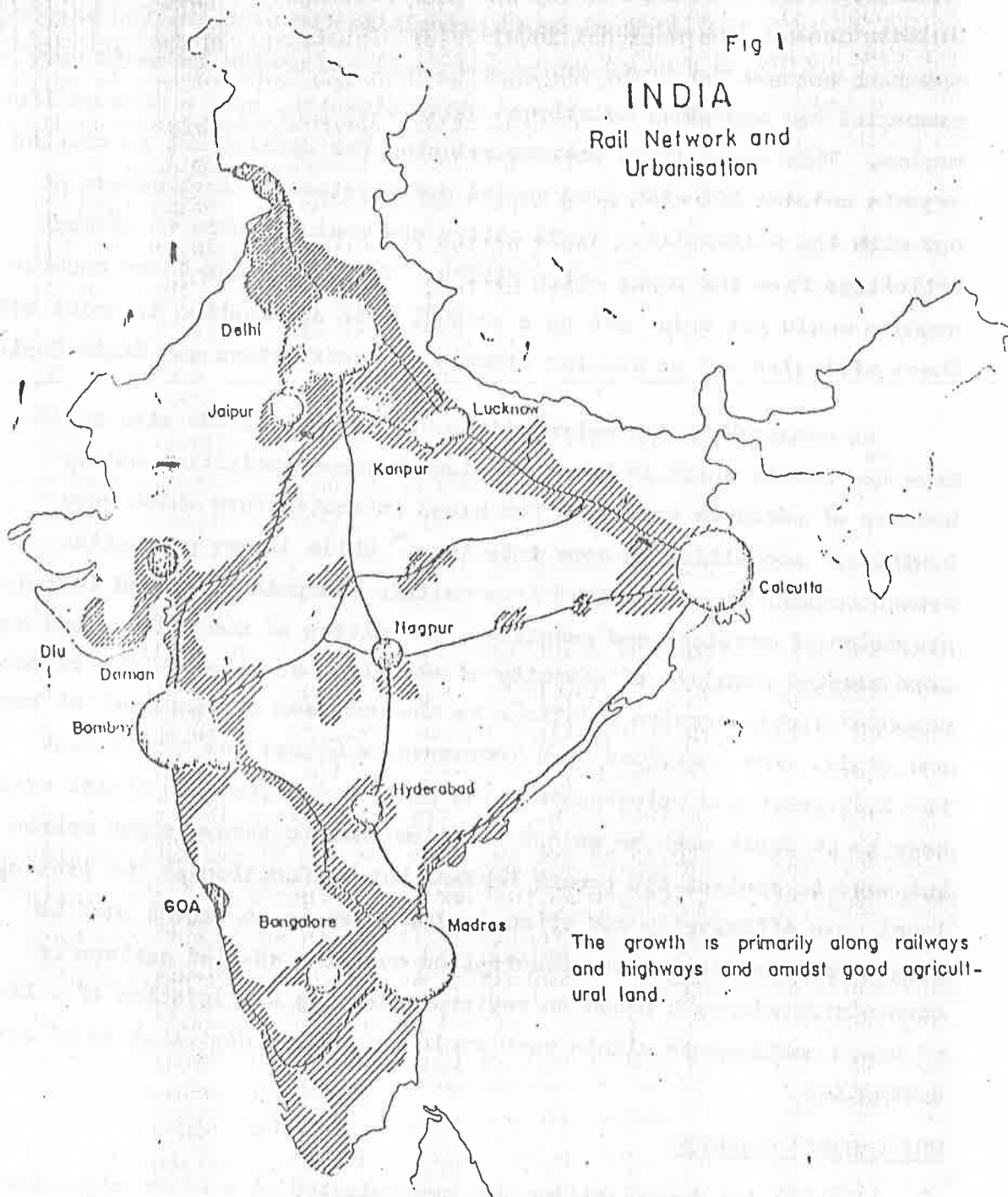
NATIONAL PERSPECTIVE:

The interlinking of the four metro centres by heavy road and rail system along with the control of major economy of the country have greatly increased the mobility of people. Since 19th Century which led further to the 20th century with the intense hierarchy of settlements along the river bedline, coastline, major transportation routes interwoven over the total topographic fabric of India (see fig I). Delhi being the capital of the country, has a seat of the Govt. provide place for International relations and cultural exchange, trade and such other multifarious activities through the embassies and the counsels of the various country all over the world. As an administrative centre, all the ministries and their subordinate headquarters, offices including the Public Sector Undertakings are located in Delhi due to its National importance although the functions and activities of the many offices are not confined to Delhi. Today, Delhi is not only the second most populous country in the world but also a multifunctional city. It is classified as a super metro unlike Bombay, Calcutta and Madras. Out of total urban population of 160 million in 1981 in the country is likely to be doubled by 2001 AD. But while looking at the trends of urban growth it is quite remarkable that since 1901 AD number of urban centres have not increased appreciably but instead the existing urban centres have added population often to a point where the provision of services have been far below minimum standards as far as social services and facilities are concerned.

The settlements with decennial growth rates exceeding 30 per cent offer better prospects for fulfilling national policy objectives on appropriate settlements interactions due to the fact that they have had substantial growth over and above natural increase and their proper planning, where further development and management is necessary either to foster their further growth in some situations, regulate them in others or even discourage growth in a few cases. As reflecting in the seventh five year plan proposals a major strategy is to look at the one million plus cities not just as metropolitan cities but in their regional context as a composite entities for planned growth. In 1981 there were 12 such cities but by the end of the 7th Year Plan their number is likely to reach to 23. Certainly these focal are evenly spread

Fig 1

INDIA

Rail Network and
Urbanisation

The growth is primarily along railways and highways and amidst good agricultural land.

Over the geographic mosaic of India by 1991 would account about 10% of total population of the country and nearly 30% of the total urban population. In this context the national level priorities for urbanisation emerging between the super metros and small and medium towns is very essential for spreading locational attractiveness, over a metropolitan region. This means urban centres selected for development as counter magnets outside NCR with good social and physical infrastructure at par with the metropolitan level cities and would be able to attract activities from the super metro cities. In other words these counter magnets would not only act as a second, best alternative to Delhi but these will also act as counter magnets to super metros and State Capitals.

As compared to the metropolitan cities, the middle size cities have had little share in the expansion of urban activities mainly because of adequate provision for urban infrastructure which have inhibited activities to come into them. While larger population concentrations have benefited from certain economic in regard to the provision of services and amenities, the cities of one million and more have created problems of scarcity of essential water and other resources, demanded highly complex solutions to the problems of transport of people and goods. The services have increased to higher per capita cost for investment and maintenance. The present metropolitan cities will have to be dealt with so as not to allow them to become super metros but need to control its growth further but to function at the present level more efficiently and effectively, there is an urgent need to draw a National policy on urbanisation evolving spatial pattern of economic development based on regional planning and location of a hierarchy of human settlements within each region alongwith distribution of economic activities.

WHY COUNTER MAGNETS:

If the job opportunities are concentrated at a place migration from low employment areas would become inevitable. In the case of huge metropolis like Delhi, with a marked dichotomy in respect of jobs and income levels, migrants are attracted even though job opportunities for immediate employment are non-existence. It is difficult to resist migration by enforcement of any police regulation, very much so by mere wishful planning assumption for isolated regions. Further resource utilisation in all regions of country and the quicker growth of employment in the under developed regions is evidently the only way to reduce inter-regional migration. The objective of achieving balanced regional develop-

ment can not of course be achieved by a regional plan for a single region. It is necessary that hierarchy of economic regions is established for building up National plan, which is then broken up into a series of regional plans so that the entire picture of development and optimum population distribution in the various regions of the Nation can be seen more than comprehensively.

The 1974, National Capital Region Plan envisaged the development of 17 ring towns within the National Capital Region so as to taper the rate of growth of Delhi. A series of these medium size ring towns would have a limited potential such medium sized towns would not also be able to relieve Delhi of any of its central area junctions which need to be given a new direction of growth. These towns no doubt would be needed to complete a picture of balanced growth around some of the topsided work centres in the region but they would not be adequate to solve the basic problem of curbing Delhi's growth.

Development of new centres of population outside the region to arrest such over crowding of people in Delhi seems, therefore, to be paramount requirement of the perspective planning of the region. The necessity of election of such new centres as 'countermagnets' has also been envisaged in the National Capital Region Planning Board Act 1985 which has been recently enacted by the Central Government. These work centres may be looked upon as tools to limit the growth of Delhi and thereby bring Delhi's continuing problem within feasibility of solution. These countermagnets, in a way, will act as a second best alternative to Metropolitan Delhi. The advantage of the countermagnet strategy is to ensure that the total population of NCR is as per the normal projection of 322 lakhs for the total region - both urban and rural, by the year 2001 AD and not for sudden spurts in population which may result from over-enthusiastic employment generating locations within NCR and to cater to limited objectives that would create a 'bulge' for subsequent corrective servicing.

As per the 1981 census there were 12 metropolitan cities as listed in table 'A' and it is estimated that by 1991 eleven more cities

would achieve metropolitan status (i.e. 1 million and above) as given in table 'B' (Fig.2). Out of these 23 metropolitan cities by 1991 the majority of them hold State capital status including Delhi as National Capital. Although these metropolitan cities are well distributed over the total geographical area of the country but still it would be imperative to promote some more large and medium cities to take the load of urban population in the existing metropolitan areas. A major constraint for development of large and medium cities is the development of infrastructure and skills to make the natural and distributing trade growth more viable. Hence the total number of such large and medium cities numbering 31 as per 1981 census in the range of half million to one million and about 20 in the range of 3 lakh to 5 lakh as per table 'C', some of these cities on a selective basis as counter magnets could be ensured for induced growth which could take over some of the burden from metropolitan cities which obviously will help sustaining migration of people to metropolitan cities and attract people through employment generation.

TABLE : A

ACTUAL AND PROJECTED POPULATION OF EXISTING AND EXPECTED
METRO-CITIES OF INDIA (1981 AND 1991)

(Population in Millions)

A. EXISTING METROCITIES

Sl No	CITY	Actual Population 1981	1971-81 Annual- Growth- rate (%)	Projected Population for 1991
1.	Calcutta	9.17	2.69	11.96
2.	Greater Bombay	8.23	3.26	11.27
3.	Delhi	5.71	4.59	8.96
4.	Madras	4.28	3.04	5.75
5.	Bangalore	2.91	5.82	5.12
6.	Hyderabad	2.53	3.40	3.57
7.	Ahmedabad	2.51	3.70	3.65
8.	Kanpur	1.69	2.85	2.23
9.	Pune	1.60	4.03	2.49
10.	Nagpur	1.30	3.39	1.81
11.	Lucknow	1.01	2.14	1.24
12.	Jaipur	1.00	4.65	1.59

B. EXPECTED METROCITIES

13.	Coimbatore	0.91	2.22	1.14
14.	Patna	0.91	6.43	1.40
15.	Surat	0.91	6.40	1.60
16.	Medchal	0.90	2.42	1.14
17.	Indore	0.82	3.90	1.21
18.	Varanasi	0.79	2.72	1.30
19.	Agra	0.77	1.95	1.07
20.	Bhopal	0.75	3.53	1.07
21.	Varanasi	0.74	4.77	1.10
22.	Dhanbad	0.67	4.35	1.05
23.	Bhopal	0.67	5.73	1.17

SOURCE Task Force on Planning of Urban Development, Planning Commission, 1983.

Fig. 2

INDIA

Metropolitan Areas 1981

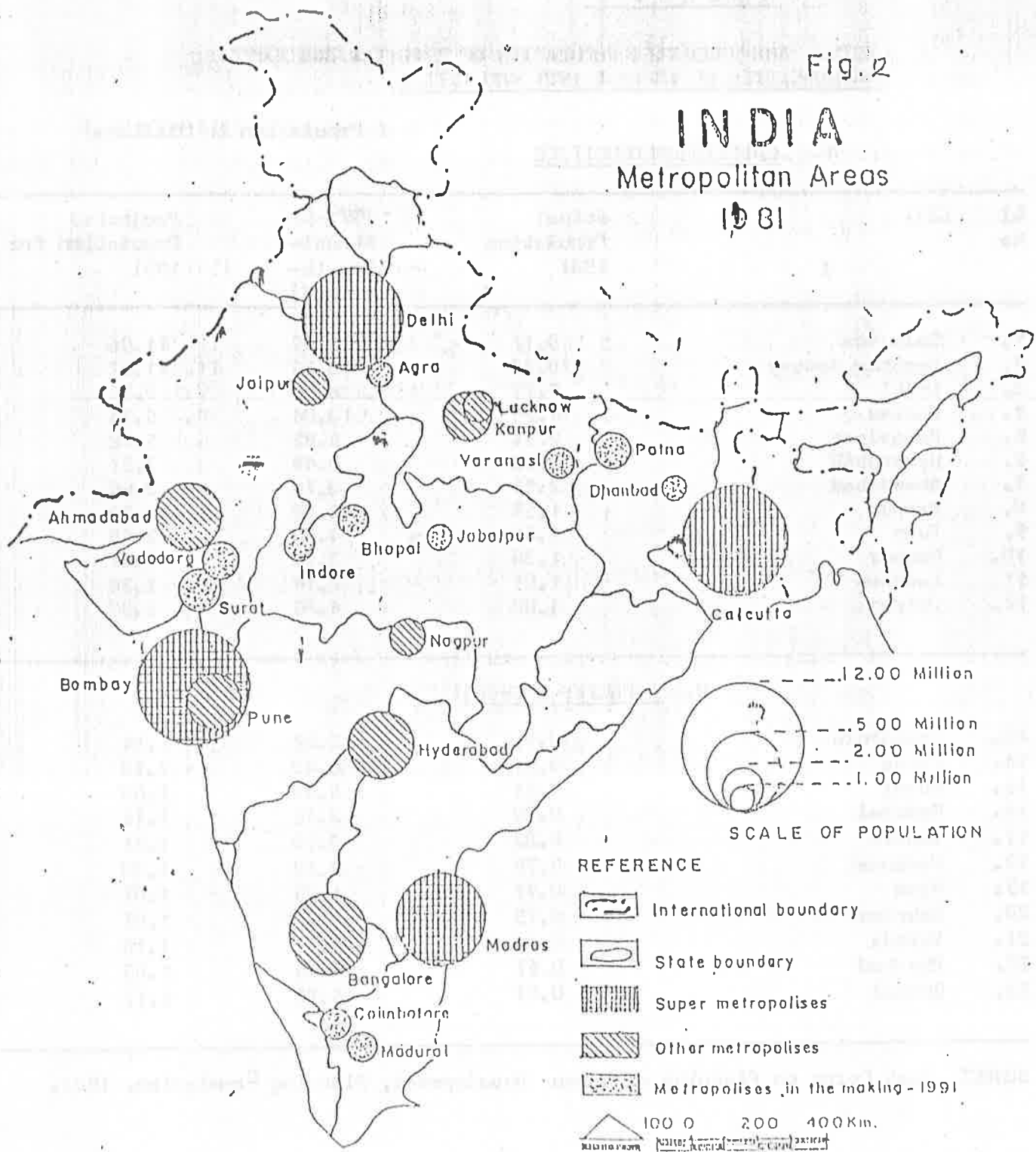


TABLE 'C'

Medium and Large Cities in the range of 3 to 5 lakhs and
5 to 10 lakhs population as per 1901 census.

Population size 1981

Sl.No	Name of City	Population size 1981	
		3 to 5 lakh	5 to 10 lakhs
1	2	3	4
<u>ASSAM</u>			
1.	Gauhati	-	5,50,000
<u>ANDHRA PRADESH</u>			
1.	Vishakhapatnam	-	5,94,259
2.	Vijaywada	-	5,44,958
3.	Guntur	3,67,219	-
4.	Warangal	3,36,018	-
<u>BIHAR</u>			
1.	Patna	-	9,16,102
2.	Dhanbad	-	6,76,736
3.	Jamshedpur	-	6,69,984
4.	Ranchi	-	5,00,593
<u>GUJARAT</u>			
1.	Surat	-	9,12,568
2.	Baroda	7,44,043	-
3.	Rajkot	4,44,156	-
4.	Jamnagar	3,17,037	-
5.	Bhavnagar	3,08,194	-
<u>HARYANA</u>			
1.	Faridabad Complex	3,26,960	-
<u>KARNATAKA</u>			
1.	Hubli-Dharwad	-	5,26,493
2.	Mysore	4,76,446	-
3.	Mangalore	3,05,513	-
4.	Belgaon	3,00,290	-
<u>KERALA</u>			
1.	Cochin	-	6,05,686
2.	Trivandrum	-	5,46,060
3.	Calicut	-	5,46,000
<u>MADHYA PRADESH</u>			
1.	Indore	-	8,27,071
2.	Jabalpur	-	7,57,726
3.	Bhopal	-	8,72,329

	1	2	3	4
4.	Gwalior	-	-	5,59,776
5.	Bhilai-Durga	4,90,150	-	-
6.	Raipur	3,30,973	-	-
	<u>MAHARASHTRA</u>			
1.	Udharnagar	-	-	6,40,149
2.	Sholapur	-	-	5,14,461
3.	Nasik	4,20,770	-	-
4.	Thane	3,88,577	-	-
5.	Kothapur	3,51,073	-	-
6.	Aurangabad	3,16,245	-	-
	<u>ORISSA</u>			
1.	Cuttack	3,26,460	-	-
2.	Bhubaneswar	3,21,326	-	-
	<u>PUNJAB</u>			
1.	LUCKIANA	-	-	6,06,250
2.	Amritsar	-	-	5,89,424
3.	Jalandhar	4,05,709	-	-
	<u>RAJASTHAN</u>			
1.	Jodhpur	-	-	5,06,345
2.	Ajmer	3,74,350	-	-
3.	Kota	3,46,920	-	-
	<u>TAMILNADU</u>			
1.	Coimbatore	-	-	9,17,155
2.	Madurai	-	-	9,04,362
3.	Tiruchirappalli	-	-	6,07,015
4.	Salem	-	-	5,15,501
5.	Tirunelveli	3,24,034	-	-
	<u>UTTAR PRADESH</u>			
1.	Varanasi	-	-	7,93,542
2.	Agra	-	-	7,70,352
3.	Allahabad	-	-	6,42,420
4.	Meerut	-	-	5,30,461
5.	Nareilly	4,37,801	-	-
6.	Moradabad	3,47,903	-	-
7.	Gorakhpur	3,19,981	-	-
	<u>WEST BENGAL</u>			
1.	Asansol	3,65,371	-	-
2.	Durgapur	3,05,830	-	-
	<u>CHANDIGARH U.T.</u>			
1.	Chandigarh	4,21,256	-	-
	<u>JAMMU & KASHMIR</u>			
1.	Srinagar	-	-	6,06,002

Total Cities

20

31

CRITERIAS & YARDSTICKS:

It is important to mention here that it is only the purposeful selection of a counter magnet which will help in achieving the desired aim. It is in order to achieve this aim that specific locations for shifting and establishment of central government offices, undertakings, trade and Commerce, industries and important projects will have to be decided in these counter magnets. Some of the important criterias and yardsticks which will have to be kept in mind while selecting these counter magnets are as under:

1. These urban centres should generally be in the range of 3.00 lakh and above population so that a good social and physical infrastructure could be possible to augment further and attract new activities as a second best alternative to Delhi and other State Capitols.
2. The counter magnets should be located beyond a commutable distance i.e. at least 300 kms away from Delhi and 200 Kms away from state capitols.
3. The counter magnets should necessarily be concerned with major trunk road, rail such as National Highways, State Highways and should have good rail, road, air and telecommunication linkages with Delhi and other cities in the country.
4. The location must be able to provide all the necessary inputs for metropolitan development and must provide scope for its extension over the hinterland area when such a contingency arises. The location should not be drab and must offer a variety in its setting and an aesthetic potential for being exploited further.
5. To meet the growing needs of domestic and industrial consumption of water and power, the countermagnet should have enough water and power resources in its surrounding areas which can be used in future or augmented further and also be able to extend this in its hinterland.
6. The capitols of the states by virtue of their being administrative centres and towns of state and regional importance are likely to have enough growth potential of their own and hence should not be eligible to be selected as counter magnet.
7. The countermagnet should have adequate land available for further urban expansion.

8. The counter magnets should, as far as possible be in central part of India so that they may attract people from all parts of the country.

It will not be out of place to mention here that the success of the strategy of diverting incoming population to Delhi by way of providing job opportunities in government, quasi-government sector, trade and commerce sector, industries in these counter magnets largely depends upon policies of the Government and the extent to which they are implemented. The government plays a very active and positive role in this entire exercise. Government is at a key position as far as location of government and quasi-government offices in these counter magnets is concerned and a positive and determined lead from the government by shifting offices from Delhi to these counter magnets will both act as catalyst and also induce confidence in the minds of the private sector about assured prosperity of new development. In the present situation the strongest growth pole among the various activities is government and without government participation the objective can not be achieved.

While keeping the norms in mind for selection of countermagnets in order to achieve the specific locations for shifting of various functions of the government including offices under Public Sector, Trade and Commerce Industries, Locations of new establishments/projects, the following medium and large cities have been selected primarily to prepare a matrix to determine their order of merits as well as their suitability. These medium and large cities statewise are namely:-

ANDHRA PRADESH:

1. Vijaywada (population 544958 lakhs) 2. Guntur (population 367219 lakhs)
3. Warangal (population 336018 lakhs) 4. Karnool (population 296661 lakhs)

Bihar

1. Dhanbad (population 676736 lakhs) 2. Ranchi (population 500593 lakhs)
3. Gaya (population 247770)

Gujarat

1. Surat (population 912567 lakhs) 2. Baroda (population 744043 lakhs)
3. Rajkot (population 444156 lakhs)

Karnataka

1. Hubli-Dharwad (population 526493 lakhs) 2. Mysore (population 476446 lakhs)

Madhya Pradesh

1. Indore (population 827071) 2. Jabalpur (population 756726 lakhs)
3. Gwalior (population 559776) 4. Raipur-Bhilai (population 8,29,131 lakhs)

Maharashtra

1. Nagpur (population 1297977 lakhs) 2. Sholapur (population 515561 lakhs)
3. Aurangabad (population 316245 lakhs)

Punjab

1. Ludhiana - Ranjitgarh (population 606250)

- Rajasthan: 1. Jodhpur (population 493609 lakhs) 2. Ajmer (population 374350)
3. Kota (population 346928 lakhs)

Tamilnadu

1. Coimbatore (population 917155 lakhs) 2. Madurai (population 904362 lakhs)
3. Tiruchirappally (population 607015 lakhs) 4. Salem (population 515501 lakhs)

Uttarpradesh

1. Agra (population 770353 lakhs) 2. Allahabad (population 342420 lakhs)
3. Varanasi (population 793542 lakhs) 4. Bareilly (population 437001 lakhs)
5. Jhansi (population 201332 lakhs) 6. Gorakhpur (population 306399 lakhs)

After considering the above criterias and yardsticks (table D&E) while selecting the cities for development as counter magnets for the following were found more suitable and further require to be looked into more details as far as the kind of urban activities are concerned to be developed in these areas, their geographical location, functional characteristics etc. These cities are:

1. Nagpur (2) Indore (3) Madurai (4) Surat (5) Coimbatore
- (6) Jabalpur (7) Varanasi (8) Jhansi (9) Ludhiana-Ranjitgarh
- (10) Gwalior (11) Vijaywada (12) Aurangabad (13) Hubli-Dharwad
- (14) Gorakhpur (15) Jodhpur (16) Tiruchirappally (17) Raipur-Bhilai
- (18) Kota (19) Jhansi (20) Rajkot (21) Sholapur (22) ~~Varanasi~~ Ranchi
- (23) Bareilly (24) Kurnool

These 24 cities can be developed in two phases, the first 12 cities in phase I and rest under phase II programme under the National Capital Region Plan. Weak economic base is one of the main causes of slow growth and stagnation in employment generation. The

lack of adequate transportation and good communication facilities has acted as a constraints for the development of many small and medium towns & cities. It would be very much imperative to augment the social and economic infrastructure in these cities selected to be developed as counter magnets, thus help in reducing the regional disparities as the situation has continued unabated and number of million plus cities have posed a problem which are altogether ^{different} from that of the smaller and medium cities in the country. Hence the presence metropolitan cities ought to be dealt in a manner which would ^{not} allow them to grow into megacities, but enable them to function at their present levels, more effectively and economically. The national policy have remained, by and large, more palliative in so far as the formidable problems of rapid and topaided urbanisation are concerned. The constraints have not been only those of acute inadequacy of finances, shortage of trained manpower and efficiency of institutional and legal framework, but primarily related to inconsistency in programmes taken up during the last five year plan and absence of a well defined national urbanisation policy and urban development strategy. The National urbanisation policy must identify the spatial pattern of economic development based on regional planning consideration and identification of a hierarchy of human settlements with distribution of economic activities and population control, further growth of metropolitan cities, establish counter magnets in the country and provide minimum level of services for improving quality of life so as to share the benefit of national economy and development by majority of the people.

4

AGENDA ITEM NO. 4

Subject:- Co-option of Chairman-cum-Managing Director,
Housing and Urban Development Corporation as
a Member of the Planning Committee.

....

The Housing and Urban Development Corporation is at present the only agency financing housing and urban development projects. It has been felt that the expert advice and assistance of the HUDCO could be a valuable addition to the deliberations in the Planning Committee. The Union Minister of Urban Development has approved the proposal to involve the HUDCO in the deliberations of the Planning Committee of the Board. It is, therefore, proposed to co-opt the Chairman-cum-Managing Director of HUDCO as a Member of the Planning Committee. Under Section 5 of the Act, the Planning Committee is empowered to co-opt Members.

Planning Committee may approve the co-option of the Chairman-cum-Managing Director, HUDCO as a Member of the Planning Committee.

....

(Agenda not sponsored
by Govt. of Haryana)

AGENDA ITEM

INCLUSION OF GURGAON ON DELHI
TELEPHONE NET WORK.

In the Haryana Region of NCR, Gurgaon, a rapidly upcoming urban centre, has assumed a great significance because of its contiguity to South Delhi. With the acceptance of its urbanisation proposals and growth potentials to accommodate a population of 7 lacs, it becomes imperative that as a first step towards the coordinated development of DMA towns, this area may be brought on Delhi communication net work. At present, out of all the DMA towns, only Gurgaon is on STD with Delhi, whereas all other towns viz. Faridabad, Ghaziabad and Bahadurgarh, are on the local net work. Since, now for Delhi an Autonomous Body is being set up for Delhi Telecommunication, which is aimed at improving the facilities of telephone and telex net work, it is very much necessary to include Gurgaon also in the ambit of this Corporation. This proposal shall be in consonance with the studies and decisions made earlier that the DMA has to be considered as a single entity for facilities and amenities to be provided therein.

6 45

DEMOGRAPHIC FEATURES AND SETTLEMENT PATTERN IN THE
NATIONAL CAPITAL REGION

The Planning Committee of the NCR Planning Board in its third meeting had detailed discussion on population projections in the National Capital Region, Delhi Metropolitan Area etc. Considering projected figures given by DDA to be adopted in its revised Delhi Master Plan, the figures provided by the Registrar General of Census and the draft recommendations of the Expert Committee on population appointed by the Planning Commission, the group had suggested the assignment of population to different areas within the region. The final figures arrived at regarding the projected population and assigned population for the sub-regions of the NCR and constituent units by the year 2001 is given in the Table I.

The Statement shows that while Delhi sub-region is to gain only 112 lakhs against a projected population of 132 lakhs, Haryana, Rajasthan and Uttar Pradesh sub-regions would have to gain 77 lakhs, 14 lakhs and 122 lakhs against their projected population of 72 lakhs, 12 lakhs and 109 lakhs respectively. The strategy to be followed in terms of population accommodation in the Delhi and DMA is clear with an assigned population of 112 lakhs and 37 lakhs respectively. The approach to be evolved is to accommodate a total of 19 lakhs population besides the projected 68 lakhs population in the 'other towns outside DMA' of NCR.

One fact that has more relevance to this objective is about the migration pattern in to Delhi. According to 1981 census there were about 23 lakhs migrants in Delhi constituting about 37% of the total population. Migration into Delhi is equally from urban areas as from rural areas. The main cause of migration had been 'employment' followed by 'family movement'. This essentially requires any approach to revolve around urban centres and generating employment opportunities in them so that they not only allow potential migrants to stay put but also act as a attraction point for the migrants from rural areas.

The approach that could be followed to accommodate the assigned excess population in the towns outside DMA could be five fold.

- (1). Developing large number of urban areas, so that they form attractive points, through out the region.
- (2). Developing a few select centres on a intensified scale so that they act as migrants capturing magnets.
- (3). Developing intensively some small settlements/ locations.
- (4). Developing urban combines/twin towns, which would contain a bigger town and a smaller settlement.
- (5). Development of two strong metro-centres with in NCR as counter-magnets which can absorb 15-20 lakhs of population by 2001 AD. *Howe*

However these approaches are not contradictory and provide variation only in the matter of scale. Ever if the second approach is to be followed relatively smaller towns have to be developed as second priority towns over time.

Table-1: POPULATION ASSIGNMENTS BY 2001 A.D.
For Delhi, D.M.A. TOWNS AND N.C.R.

S. Area	(in lakhs) POPULATION 2001					
	Projected			Assigned		
	Total	Urban Rural		Total	Urban Rural	
1. Region	325	234 91		325	234 91	
2. Delhi sub-region	132	129 3		112	110 2	
3. Haryana sub-region	72	38 34		77	42.5 34.5	
4. Rajasthan sub-region	12	3.5 8.5		14	5 9	
5. Uttar Pradesh sub-region	109	63.5 45.5		122	76.5 45.5	
6. Delhi Metro-politan area						
a) Total	170	166 4		150	147 3	
b) Delhi	-	- -		112	110 2	
c) Haryana	-	- -		21	20.5 0.5	
d) U.P.	-	- -		17	16.5 0.5	
7. DMA Towns	-	- -		37	37	
a) Ghaziabad including Loni	-	- -		11	11 -	
b) NOIDA	-	- -		5.5	5.5 -	

....3/-

-: 3 :-

c) Faridabad	-	-	-	10	10	-
d) Gurgaon	-	-	-	7	7	-
e) Bahadurgarh	-	-	-	2	2	-
f) Kundli	-	-	-	1.5	1.5	-

8. Other towns outside DMA

a) Haryana	17	17	-	22	22	-
b) Rajasthan	4	4	-	5	5	-
c) U.P.	47	47	-	60	60	-

These approaches were discussed in detail by the Study Group on 'Demographic features and Settlement pattern of the Region'. While each one provides varied advantages and disadvantages, selection of any one would depend on the objectives in hand. The second approach which envisages 'Developing a few select centres on a intensified scale so that they act as migrants-capturing magnets' has been considered as one which could be appropriate with reference to the objective and operational factors. The inherent advantages in developing such a system of settlements are that

- i. They are reasonably distant from Delhi so that population doesn't wish to stay in Delhi and commute to their work places in the region.
- ii. These centres are roughly equidistant from Delhi so that selection of centres by the entrepreneurs or population becomes a question of direction rather than distance.
- iii. Identification of projects of a larger scale that can attract population of a substantial amount, with a higher financial assistance is possible.
- iv. The centres being already well off in terms of development, linkages and other resources provide optimal points for expansion of developmental activities at a minimal cost.
- v. Effective monitoring is possible so that invested funds doesn't percolate into the system without substantial effect.

The best advantage besides the above from the operational point of preparation of the comprehensive plan

is that these centres being among the biggest urban centres ~~being among the biggest urban centres~~ of the region and also provide greater agglomeration economies, any programme or development envisaged in these centres during the I-Phase programme could be suitably integrated in the comprehensive plan that would be prepared and finalised subsequently.

Greater development in certain settlements under the Second approach may not be possible, due to physical constraints in terms of land availability, ~~in terms of land availability~~ ~~city and~~ water availability etc., in spite of the fact they provide greater agglomeration economies. One such city is Meerut wherein there are constraints on three sides in terms of ~~XX~~ land availability for further development. In such cases smaller settlements in the vicinity of bigger settlements could be identified and developed as an urban cobine/twin town so that land also could be gained at a cheaper cost while advantages of an agglomeration could also be ensured. Urban centres of the sub-regions of the constituent states were analysed and even though more centres could be selected and developed during the interim Plan period which would portray the I-Phase programme, nine urban centres have been selected for immediate development. They are

- i. from Uttar Pradesh: Meerut, Bulandshahr and Hapur.
- ii. from Maryana: Panipat, Rohtak, Rewari-Darabera, and Palwal
- iii. from Rajasthan: Alwar and Bhiwadi.

Potentials available for development in these centres in terms of accepting or accomodating additional and new activities were analysed. Settlement-wise details regarding their characteristics and specialisation in economic activities and possible activities/industries that could be located/accomodated are given below.

i. Priority Towns from Uttar Pradesh:

MEERUT:

Meerut is the largest urban centre in whole NCR after Delhi and also in Western Uttar Pradesh. It is the headquarters of Meerut commissioneriy of which the whole UP Sub-region of NCR forms a part. It is an important industrial, trade and educational centre of Western UP. It has a medical college and a university. It is well connected with rail and road to the important urban centres of the

country and the state.

The infrastructure available at Meerut though inadequate in the context of development envisaged for NCR is the best equipped among all the towns of UP, Sub-Region. The town is expected to grow to a population of 10.20 lakhs by 2001. Water may not be a problem in the growth of the town as tube wells can be easily sunk to procure fresh potable water. Immense supply of land which can be developed is another positive factor for the growth of this town because the terrain is flat and developmental activity can be undertaken at a reasonable cost.

The town's economy is well developed and is based on services, industries and commerce. As Meerut is situated in a most fertile area of the state it could be developed as a service cum industrial cum trade centre. The following wholesale trades may be shifted and accommodated at Meerut.

- | | |
|----------------------------|------------------------------|
| • Grain Mandi | • Motor Parts and Machinery. |
| • Gur/Khandsari Mandi. | • Hosiery. |
| • Handloom | • Publishing and Printing |
| • Sports Goods. | • Surgical instruments. |
| • Agricultural implements. | • Pharmaceuticals and drugs. |
| • Fuel and oils. | |

The following types of industries may be shifted to Meerut.

- Consumer and sports oriented industry.
- Sugar.
- Fruits and beverages.
- Basic Metals.
- Manufacturing of Machinery.
- Printing and Publishing.
- Chemical and surgical instruments.
- Furniture (Steel).
- Paper and paper products.
- Engineering.
- Motor body building.
- Handloom.

A part from it, Government & Semi-Government Offices may also be shifted at Meerut.

BULANDSHAHR:

Bulandshahr is the district headquarters of Bulandshahr District. Bulandshahr is the 8th largest town of NCR excluding Delhi and third largest town of UP, Sub Region. As per 1981 census its population was 1,03,436 persons, out of which total main workers were 25,279, thus having a participation rate of 24.94%. About 93.90% of the

workers were engaged in non agricultural pursuits. The town is expected to grow to a population 2,34,900 by 2001. ~~Bulandshahr is projected by Government of India.~~ It is mainly a service town. If the infrastructure facilities are developed at par with Delhi and some incentives are given the town could be developed as an attractive industrial-cum-trade centre for taking load of Industries and whole-sale trade to be shifted from Delhi.

The trades which can be accommodated at Bulandshahr are as below:-

1. Vegetable and fruits.
2. Pulses.
3. Agricultural implements.
4. Clothes.

Industries which can be shifted to Bulandshahr are:-

1. Agrobased industries.
2. Agricultural implements and machinery.
3. Paper and Paper products.
4. Chemical and surgical instruments.
5. Wood and Wooden products.

Hapur:

Hapur is the 9th largest town of NCR excluding Delhi, 4th of U.P. Sub-region. Hapur is the Tehsil and Block head quarters in district Ghaziabad. As per 1981 Census its population was 1,02,837. Out of the total population, main workers were 26,585 thus having a participation rate of 25.97%. About 90 percent of the workers are engaged in non agricultural activities.

Being an important regional grain mandi, it is natural that Hapur would have the largest number of its factories in food products group. As a grain mandi it commands influence over the entire Northern India and in fact commodity rates prevailing in Hapur market have a great bearing on prices in other mandi towns.

Hapur is located on National Highway No.24 connecting the town with Delhi and Ghaziabad and Bareilly with Moradabad, Bareilly and Lucknow. It is also connected by rail to important urban centres of the country. Hapur is very well connected and is located on main transport route. Warehousing activity for Food grains is also very well developed at Hapur. Hapur has also been connected by STD

51

7

system with Delhi-a positive factor is increasing its potentialities of growth. Following-trades can easily be shifted to Hapur as climate is ripe there.

1. Food - Grain Mandi
2. Pulses Mandi
3. Gur / Khandsari Mandi
4. Timber Trade
5. Cloth
6. Vegetable & Fruits
7. Cycle and cycle parts.

The following types of industries have ample scope at Hapur.

1. Agro based industries.
2. Agricultural implements and machinery.
3. Wood and Wooden products.
4. ~~XXXX~~ Chemical & Surgical Instruments.
5. Drugs and Pharmaceuticals.

Apart from it Government, Semi-Government offices could also be shifted from Delhi to this town.

ii. Priority Towns from Haryana;

PANIPAT :

Panipat having population of 1,33,000 persons in 1981 and one of the biggest blankets manufacturing & handloom town of northern India is situated on National Highway No 1 and on the junction of Delhi-Amritsar, Jind-Panipat and Rohtak-Panipat Railway lines. It is one of the rapidly developing towns of Haryana as its population has increased by 56.8 percent during the decade of 1971-81. The town is famous for its wool manufacturing products as it produces Rugs, blankets, shawls etc. worth Rs.70 crores annually. One of the biggest thermal plant (220 M.W. capacity) of North India is also located at Panipat. An oil refinery is also being set up in an area of 810 acres with an outlay of Rupees 1200 crores. The other important projects include fertilizer plant, ~~XXXXXX~~ established with an investment of Rs.250 crores in an area of 180 hectares; Co-operative Sugar Mill, Power grid station and a big grain Market. Keeping in view the growth potentials, the Development Plan for ^{the} above town has been prepared for 5 lacs population by 2001 A.D. The Haryana Development Authority has developed residential and industrial urban estates covering an area of 250 hectares. Another 400 hectares are proposed to be acquired in next few years for residential and industrial development.

of the town. Physiographically, the town is located on a level ~~the~~ plain where underground water is found in sufficient quantity. Since, Panipat is ~~the~~ rapidly developing town of Haryana; its selection as priority town will help in containing the population influx within the National Capital, ~~and Delhi~~. It is very well linked with U.P., Punjab, interior of Haryana & Rajasthan. Following broad functions can be assigned to Panipat:-

- i) Woollen textile, Hosiery & food processing & Petro-Chemical Industries.
- ii) Wholesale business of woollen & Textile goods and various offices relating thereto.
- iii) L.P.G Bottling plant.
- iv) Fertilizer distribution and offices relating thereto.

ROHTAK:

Rohtak is the District Headquarters, located on National Highway No. 10 at a distance of 75 kms. from Delhi. Being a railway junction it is well connected with other parts of the country with railway not work. It had population of 1,66,761 persons in 1981, ~~and~~ recorded a growth rate of 33.7 percent during the decade of 1971-81.

Rohtak is primarily an institutional town as it has number of state level institutions such as University, Medical College and Hospital, two Ayurvedic Colleges, two Polytechnics, All India Radio Relay Centre, Eye Hospital, Industrial Training Institute, Tourist Complex, Hospital, Engineering and College of Pharmacy, Six degree colleges and three Colleges of Education. It has also a strong commercial base as it has got big wholesale cloth market, grain market and a timber market. With the establishment of Sugar Mill, Milk plant, and spinning Mill, the agro-based industrial economic base of the area has also got strengthened.

Keeping in view the growth potentials of the town; a Development plan for 3.25 lakh population for 2001 AD. has been prepared. Haryana Urban Development Authority has developed a Commercial Urban Estate in the centre of the town. However, a residential/industrial estate (58.62 hectares) is under development. Rohtak can impart following economic functions:-

Cont page..

- i) Whole sale timber and cloth merchandise.
- ii) Central Govt. offices and public undertakings.
- iii) Educational and Medical institutions.
- iv) Agrobased industries.

REWARI-DHARUHERA COMPLEX :

Located at a distance of 93 kms. from Delhi, Rewari, a sub divisional headquarters, is an important historical and trading town of Mohindergarh Distt. It is properly linked with Delhi, other towns of Haryana, U.P. and Rajasthan by road and rail networks. It is a big brass Utensils manufacturing town of Haryana. As per 1981 census, the town recorded a population of 52562 witnessing a growth rate of 17.5% during the decade of 1971-81. The economic base of the town is being strengthened with the coming of industries like non-ferrous sheet metal, engineering, petro chemical and non-agro based industries.

An industrial township of Dharuhera is being developed by State Govt. close to Rewari on Delhi-Jaipur National Highway. Various large and medium scale industries such as cables, pharmaceuticals, steel pipes, chemicals, paper, Spinning Mills, fertilizer industries & Moped Industry have already been set up. A well planned industrial estate in an area of 210 hectares has already been developed by HUDA at Dharuhera.

The Rewari-Dharuhera Complex will be developed jointly with an objective to segregate the industrial and residential areas by providing a proper green belt in between. Whereas Dharuhera will provide mainly for industries & Rewari as administrative, Commercial and residential entity. Following functions can be assigned to this complex:-

- i) Various large and medium scale industries at Dharuhera including chemicals, brass & metal industries. Spinning Mills, Ceramics Industries.
- ii) Warehousing and godowns at Rewari.
- iii) Central Govt. offices and public undertakings.

PALWAL TOWN :

Palwal town, situated at a distance of 50 kms. from Delhi on N.H.2 is a sub divisional Head quarter.

The town is well connected with U.P. & Rajasthan by roads & railways. Palwal town had a population of 47,328 in the

year 1901. Its population has increased by 30.72% during the decade of 1971-81. It has important grain, vegetable and fruit markets, besides, a timber market. The town enjoys the facility of one Civil Hospital and a degree and industrial training institute. Due to its locational advantages & rich hinterland, it was once considered as a favourable place for the Dry port. It can now be considered for developing following economic functions:-

- i) Whole sale grain, timber and vegetable markets.
- ii) Dry port.
- iii) Central Govt. & public undertaking offices.

Priority Towns from Rajasthan Sub-region:

Alwar:

Alwar with a population of about 1.50 lacs in 1981 is the largest town in the South - Western portion of NCR. A draft master Plan for Alwar town has already been prepared for the horizon year 2001 which envisages population of Alwar to be about 4 lacs. First integrated programme was prepared in 1974 comprising of 19 schemes at a total cost of 534 lacs. Central assistance of Rs.140 lacs was made available for the project and the matching contribution was provided by the State Govt. and UTI, Alwar.

Alwar town has excellent potential to develop as a tourist centre. Further, it is ^{ing}accommodating the important wholesale trade centres of the region. Some of the trade functions that could be accommodated in Alwar are cloth trade, Bicycle trade, fruits and vegetables, Iron & Steel and fuel oil trade. Strengthening of the existing timber related and Furs, skin and wool trades could be envisaged.

Bhiwadi town:

Bhiwadi is located in the northern part of Rajasthan on its border with Haryana, at a distance of about 8 kms. east of N.H.No.3 and is developing fast as an important industrial complex. It is only 75 kms. from Delhi and

is located on Sohana- Rewadi road linking National Highway No.8 with the State Highway No.13(Alwar-Delhi road). This town will also fall on the second ring road of NCR which connects Meerut, Khurja, Palwal, Rewadi and Rohtak towns. Substantial development has already taken place in the industrial Sector as RIICO is developing 1400 acres of land. It is expected that Bhiwadi shall have a population size of 2 lacs by the end of this century ie. 2001. Bhiwadi may be suitable for metal based ancillary industries.

Standards/norms for the Urban Areas of NCR.

To achieve balanced development of the Region and also to achieve the NCR objectives, the areas coming within the Region are required to be developed as self-contained growth centres and this ~~XXXX~~ requires ~~drawing~~ of uniform standards/norms to be adopted for the preparation of Master Plans/project plans for these areas. The Study Group on 'Uniform Standards/norms for the NCR' analysed this aspect and identified that this aspect has to be viewed from two angles, viz.:-

- i. Physical measures in terms of facilities/ amenities/space Standards to be provided/ adopted
- ii. Standard practice in terms of notations/ symbols to be adopted/used in the preparation of regional and sub-regional plans so that effective integration and comparison could be made.

For evolving such uniform Standards the Study Group analysed in detail, various Standards/norms being adopted/used at present by the constituent States and UT of Delhi. Certain important facts/accepted policy measures that guided suggesting such standards for NCR are:

- i. that the area around Delhi Union Territory is one of very fast growing in terms of activity and population attraction and is expected deliberately to do so.
- ii. that the region beyond DMA contains several small and bigger towns of varied ~~XX~~ growth character. Under such conditions it may not be possible to suggest/adopt uniform space standards/norms for preparing master plans for the NCR towns.
- iii. that the study Group on Human Settlements has gone in detail into the question of the approach to be adopted among the various alternatives in order to contain the

$$-; 2. :-$$

outmigrating population and to attract the Delhi going population from the rural areas so that Delhi population could be contained within a specified limit, has identified that selection of some specific settlements/urban centres from among the centres of the region beyond DMA and developing them intensively during the Interim period and their subsequent integration in to the comprehensive plan could be the best approach. Such an approach necessitates provision of physical and fiscal provisions at a greater scale. If these centres are to be so effective to attract activities and population that moves to Delhi at present, availability of facilities/amenities should be comparable to, if not higher than Delhi. Unless such centres offer all the facilities comparable to that of Delhi in addition to the cheaper land that should be available there that ~~which~~ would provide more incentives and compensate for the expected loss due to the distance from the agglomeration, their effectiveness to act as strong magnets to the extent of attracting activities against the pull of Delhi would be ~~under~~ questioned.

i. Considering these aspects, space Standards/norms to be adopted in the Urban Areas of NCR with respect to educational facilities, health facilities, communication facilities and essential services, civic and cultural-cum-entertainment facilities, facilities for industrial areas and commercial facilities have been suggested. The accepted space standards/norms to be adopted in the urban areas of NCR is given below.

1. Educational Facilities:

- a) Nursery School: Nursery, pre-primary (creche)
1 for 2,500 population
Area: 0.05 to 0.08 hec.
- b) Primary School: 1 for 5,000 population
Area: 0.40 hec.

- c) Higher Secondary School : 1 for 10,000 - 15,000 population
Area: 2 hec.
- d) Academic (degree) College: 1 for 30,000 - 1 lakh population
Area: 6 hec.

Provision of University campus, Technical & Vocational schools and professional colleges would vary depending on regional considerations/need.

2. Health facilities:

- a) Dispensary: 1 for 15,000 population
Area: 0.5 hec.
- b) Health Centre: 1 for 20,000 population
Area: 1 hec. with 20 beds min.
(with residential and staff quarters)
- c) General Hospital: 1 for every 30,000 - 1 lakh pop.
Area: 8 hec. for 400 beds.
- d) Hospital beds: 4 beds/1000 population.

3. Communication Facilities & Essential Services:

- a) Sub-post office: 1 for every 10,000 population
Area: 40 sq.m.
- b) Post & Telegraph Office-cum-Delivery and booking with telephone Exchange of 10,000 lines: 1 for every 1,00,000 population
Area: 1.0 hec.
- c) Telephone Exchange: Area: 0.7 hec.
- d) Electric Sub-station: Area: 0.5 hec.
- e) Police Station with Staff Quarters: 1 for every 50,000 population
Area: 0.8 hec.
- f) Police post with staff quarters: 1 for every 20,000 population
Area: 0.4 hec.
- g) Fire Station with Staff Quarters: 1 for every 5 km. radial distance
Area: 1.0 hec.

4. Civic & Cultural - cum-- entertainment facilities:

- a) Civic centre (for community building & multi-purpose hall: 1 for 20,000 population
Area: 0.8 hec.
- b) Club 1 for 20,000 - 30,000 pop.
Area: 0.8 hec.
- c) Town Centre: 1 for 3,00,000 population
Area: 24 hec., 02 to 0.25 hec.
for 1000 population.

4; 4 :-

- D) Religious Building: 1 for 15,000 population
Area: 0.5 hec. (location not at inter-section of roads and 60 mt. away from junctions.)
- e) Cinemas: 1 for 25,000 population.
Area: 0.25 to 0.4 hec.
with parking (location in zonal shopping centres, business and commercial area and not in residential zone)
- f) Recreational open space: 1.6 hec. for 1000 population
- Tot - lots : 0.4 hec. for 1000 population
- H.H. Play ground and park (District level): 0.3 hec. for 1000 population
- Central park (at Town level): 0.5 hec. for 1000 population (includes all open spaces at respective levels).

5 Commercial Facilities:

- a) Retail shopping Centre: 6-10 shops for 1000 population
- b) Hierarchy of shopping centre:
 - convenience shops: 6-10 shops for 2000 population
Area: 0.05 hec.
 - Sector shops: 40-60 shops for 15000-20000 population
Area: 0.4 hec. with open space (green area)
 - Community Shopping: 80-100 shops for 60000 - 80000 population
Area: 4 hec.
(to include commercial offices hotels, cinema and green areas)
- c) Whole-sale Commercial: to be provided at town level and area to vary depending on specialisation & requirements.

6. Facilities for Industrial Area:

(In industrial area the main criteria considered for provision of infrastructural facilities are distance and extent of area)

- a) Labour welfare centre: One for 40 hec.
Area: 0.2 hec.
- b) Convenience Shops: One for 40 hec.
5 shops of 10 sq.m. each.

- c) Bus station: One for 40 hec.
Area: 0.2 hec.
- d) Health centre: One for 200 hec.
Area: 0.6 hec.
- e) Post Office: One for 100 hec.
Area: 0.04 hec.
- f) Telephone exchange: One for 100 hec.
Area: 0.04 hec.
- g) Banks: One for 100 hec.
Area: 200 sq.m.
- h) Petrol pump-cum-service station: One for 100 hec.
Area: 30 x 45 m.
- i) Police Station with Staff quarters: One for 100 hec.
Area: 0.4 hec.
- j) Fire Station with Staff quarters: One for 100 hec.
Area: 0.8 hec.

ii. Standard practice in terms of notations/symbols to be adopted/used in the preparation of regional and sub-regional plans so that effective integration and comparison is possible.

Topographic maps are generally available at 1: 2,50,000, 1: 50,000 and 1: 25,000. Plans/Drawings in NCR are being/to be prepared at various levels and for different purposes. At the regional level emphasis is mainly to indicate regional potentials, constraints for development and to indicate broad strategies to attain the specified objective. Problems and points that are to be indicated would be at a higher level having inter-state characteristics. In such a case it would be advisable to prepare maps at 1:2,50,000 scale. Sub-regional Plans would be at a different level indicating the details as said above within each individual sub-region. Further they are expected to indicate existing and proposed facilities/amenities and detailed characters of the various sectors of the economy. Such maps may be prepared at 1: 50,000/ 1:1,00,000 scale. For each town detailed Master Plans could be prepared at 1:25,000 scale. However, this may vary depending on the areal extent and shape of the town under question.

MINUTES OF THE 4TH MEETING OF THE PLANNING
COMMITTEE OF THE NATIONAL CAPITAL REGION PLAN-
NING BOARD HELD AT 11 AM ON 14.2.1986 IN THE
CONFERENCE ROOM, NIRMAN BHAVAN, NEW DELHI
UNDER THE CHAIRMANSHIP OF SHRI M. SP. NIKAR,
MEMBER, SECRETARY, NCR PLANNING BOARD.

A list of officers who attended the meeting is annexed.

2. After a brief introductory discussion, the items on the agenda were taken up for consideration:-

AGENDA ITEM NO:1

SETTLEMENT PATTERN IN THE
NATIONAL CAPITAL REGION

Shri T.K.Chatterjee explained the background and the issues examined by the study group on demographic features of the region and settlement pattern. The Chairman added that the Planning Committee had considered various policies and strategies in connection with the preparation of the regional plan. For effective formulation of the strategies to curb the growth of population in Delhi and effectively divert the migration to selected areas in the region, it was necessary to quantify the targetted populations especially for Delhi. The Board in its meeting held on 20.11.85 approved that the regional plan should be prepared on the basis of restricting the Delhi's population to 112 lakhs. He added that this figure has been arrived on the basis that efforts of the Board to develop the region will have a perceptible impact on the trend in population growth only in the second decade and that in the second decade the rate of immigration will be brought down from the present 2 lakhs per year to 50,000 per year. In view of the ensuing large scale revision of Delhi Master Plan and the need for taking urgent steps to effectuate the objective behind the NCR legislation an interim land-use plan is proposed to be prepared by 31.3.1986 so that it will form the basis even for the revision of Delhi Master Plan. He explained that a number of alternative strategies have been discussed in the study groups. With the resource crunch, it would be prudent to select a few centres and concentrate all efforts and attentions on them so that the development will have an effect in curbing the migration of population to Delhi. He pointed out that Meerut, Bulandshahr, Khurja, Hapur, Rohtak, Panipat, Rewari, Sonapat and Alwar are tentatively proposed to be taken up for such development. He further added that if the growth of population is to be curbed it is necessary that proper identification of the areas and sectors which attract immigrant population

to Delhi is made and adequate steps are taken to contain these elements. He invited the view of the members on the proposals contained in the note. Shri A.P.Singh pointed out that Modi-nagar had tremendous growth potential and it could be selected as one of the priority towns for intensive development. Shri Pardeep reacted that it would not be advisable to select Modi-nagar for induced growth as it will then become part of Delhi. Shri Gambhir(DDA) pointed out that whatever towns are selected for induced growth it has to be far away from Delhi but within the National Capital Region and that sufficient information is not at present available in respect of towns in the region and it is not known what type of induced growth would be necessary. The Chairman stated that each of these town has its own strong point and by just developing the infrastructural facilities will not bring-forth any result. A detailed study will be necessary to find out what economic activity will be best suited for all these towns. Shri J.C.Chopra advocated the selection of Palwal as one of the priority towns because of its great potential for growth and which is 50 kms away from Delhi. Shri Pradeep stated that by providing road and rail link, Palwal will develop by itself and it was for consideration whether additional investment is required for Palwal for intensive development. Shri Chopra reiterated that Palwal may develop by itself in the normal course, but by providing other facilities for development of wholesale market it would attract more population to Palwal which will help reduce population pressure on Delhi. Shri A.P.Singh stated that Khurja is a town worth considering for intensive development. Shri Valiamparambil suggested that the criteria for selection of towns must be fixed first on the basis of time and distance. The proposal for construction of railway line between Khurja-Palwal-Rewari-Rohtak bye-passing Delhi was also mentioned. Shri H.S.Mathur stated that induced growth should be in towns far away from the Delhi Metropolitan Area and there should be curtailed growth in and around Delhi Metropolitan Area. The chairman pointed out that certain towns may develop in the normal course and if a town has a potential for growth it should be exploited so as to make use of it in achieving the objective behind the National Capital Region concept. After detailed discussion it was decided to include both Modi-Nagar and Palwal in the list of towns mentioned in the agenda note for intensive development and that after detailed examination the towns could be further short-listed.

AGENDA ITEM NO:2

INVESTMENT PLAN FOR THE SEVENTH FIVE
YEAR PLAN FOR THE NATIONAL CAPITAL
REGION.

The Chairman informed the members about the preparation of an integrated investment plan by the Board on the basis of proposals received from the participating States. He also informed that the Chairman(UDM) of the Board has taken up the question of providing adequate funds for the National Capital Region schemes, with the Prime Minister, Finance Minister and the Planning Commission. He incidentally mentioned about the loan facility being made available by HUDCO for taking up development of townships and requested the State Government representatives to discuss the matter with the Chairman, HUDCO in order to explore the possibility of financing some projects in their States through HUDCO. The general consensus was that the requirements of funds indicated in the investment plan should be an additionality to the allocations already made in respect of the Central Ministries, etc., in the Seventh Plan. It was also suggested that the allocations made for the programmes coming under the National Capital Region schemes should be made 'special component' so that the funds are not diverted for any other scheme in accordance with the priorities of each State. Shri B.M.Khanna enquired about the suggestion for levying a cess for development of communication facilities while deciding the sale price of developed plots. In the last meeting of the Planning Committee it was decided to constitute a small group to go into this question under the Chairmanship of Shri Ramakrishna. The Chairman announced the constitution of the group with the following members on the basis of nominations received from the States and Delhi Union territory:-

1. Shri R.Ramakrishna,
Secretary, Local
Self Government,
Govt. of Rajasthan. ... Chairman.
2. Shri B.M.Khanna,
Deputy Director General,
M/O Telecommunications. ... Member.
3. Shri B.N.Singh,
Secretary, Housing and
Urban Development, Govt.
of Uttar Pradesh. ... Member.

4. Shri P.K. Lodiya, Commissioner,
Rajasthan Housing Board,
Jaipur, ... Member.
- *5. Shri J.C. Gambhir, Director
(PPW), Delhi Development
Authority, ... Member.
6. Shri B.D. Gujati, Chief
Coordinator Planner (NCR),
Gurgaon, ... Member.

7. Although the Delhi Administration had nominated Shri S.C. Vajpeyi, Secretary (L&B), he had since retired. It was decided at the meeting that Shri Gambhir would be nominated.

2. Some members mentioned about the World Bank assistance for the National Capital Region schemes. It was pointed out that as a matter of policy no programme is taken up in the National Capital with any bilateral assistance and that the State Governments could pose their projects for World Bank assistance through UD Division in the Ministry. The Chairman also mentioned about the Belapur railway project for which CIDCO proposes to raise Rs. 105 crores. He wondered whether it was possible to consider a similar arrangement for NCR schemes. Members pointed out that it was necessary to indicate the funds that may be available for each State because the formalities for acquiring land for public purposes have to be completed much in advance and it was necessary to freeze the required land immediately. Shri Gambhir (Power Ministry) pointed out that the integrated investment plan does not mention any additional funds for meeting the power requirements in the National Capital Region. The Chairman stated that though it was worked out that an investment of Rs. 200 crores would be necessary in the Seventh Plan for meeting the needs of the power sector, the Central Electricity Authority had indicated that no additional funds would be necessary and that the requirements of National Capital Region would be met from within the funds allocated for the Ministry of Energy. There was a mention about the proposal to establish a Power Development Finance Corporation for financing specific projects. It was decided that the matter will be examined afresh in consultation with the Ministry of Energy (Department of Power) and the Central Electricity Authority in regard to requirements of additional funds in the power sector.

AGENDA ITEM NO:3

CRITERIA FOR SELECTION OF
COUNTER-MAGNET AREAS.

The Chairman pointed out that the paper prepared by the Town and Country Planning Organisation suggests the yard-sticks for identification of the counter-magnet areas. The Chief Planner had suggested that urban centres within a radius of not less than 150 kms. and not more than 500 kms. from Delhi be considered as part of the National Capital Region strategy. The Chairman pointed out that the note prepared by the Town and Country Planning Organisation deals with the question on an all India basis whereas it would be desirable to identify areas in the neighbourhood of the National Capital Region. In this connection he drew the attention of the members to the relevant section in the legislation which laid down that the counter-magnet areas should be selected having regard to its location, population and potential for growth which may be developed in order to achieve the objectives of the regional plan. Shri Gurumukhi explained the background and the paper prepared by the Town and Country Planning Organisation and pointed out that the regional disparities could not be ignored because persons from all over the country were migrating to Delhi for better opportunities; that if NCR concept envisages de-centralisation of trade, commerce and wholesale trade, etc., then it need not necessarily be only in the vicinity of the National Capital Region but it should be shared by the entire country. He was of the view that merit of and potential of each city has to be studied in all parts of the country as this related to the human settlement perspective at the national level. Several alternative suggestions contained in the paper circulated were discussed. Shri Gambhir (DDA) suggested that while selecting the area the existing special type of activity and its suitability for locating a specific type of new activity has to be kept in view. The general consensus was that this point required further study. Shri Gurumukhi was requested to prepare a fresh paper keeping in view the discussions at the meeting and taking into account the areas coming within a radius of about 500 kms. from Delhi.

AGENDA ITEM NO:4

CO-OPTION OF CHAIRMAN-CUM-
MANAGING DIRECTOR, HUDCO.

The Planning Committee approved the co-option of Chairman-cum-Managing Director, HUDCO as a

member of the Committee.

AGENDA ITEM NO:5

INCLUSION OF GURGAON ON
DELHI TELEPHONE NET-WORK

Shri. B.M. Khanna promised to recommend the proposals to his department. However he pointed out that if Gurgaon remains outside Delhi telephone net-work it is likely to get a higher priority.

AGENDA ITEM NO:6

STANDARDS/NORMS OF URBAN
AREA OF THE NATIONAL
CAPITAL REGION.

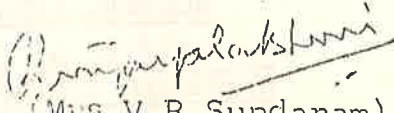
The members pointed out that there was agreement on standards proposed but as regards space norms they pointed out that each States has got its own special norms and if uniform norms are prescribed it will create problems. It was also pointed out that compared to norms prevalent in Delhi the norms in the States are more liberal. The State Governments will forward their comments, if any, on the norms mentioned in the notes circulated.

The meeting ended with the vote of thanks to the Chairman.

NO. K. 14011/25/85-NCRPB
Government of India
NCR Planning Board
101 Wing, Nirman Bhavan

New Delhi, dated the 25.2.1986.

Copy forwarded for information and appropriate action to all the members of the Planning Committee.


(Mrs. V.R. Sundaram)
Deputy Director
Tele: 388709

4TH MEETING OF THE PLANNING COMMITTEE OF THE
NATIONAL CAPITAL REGION PLANNING BOARD HELD ON
14.2.1986. IN THE CONFERENCE ROOM, NIRMAN BHAVAN,
NEW DELHI.

PRESENT

1. Shri M.Shankar, Member Secretary,
NCR Planning Board.
2. Shri R.Ramakrishna, Secretary,
Local Self Government, Government
of Jaipur.
3. Shri H.S.Mathur, Chief Town Planner,
Government of Rajasthan, Jaipur.
4. Shri A.P.Singh, Secretary, Housing and
Urban Development Department, Government
of Uttar Pradesh, Lucknow.
5. Shri B.N.Singh, Jt.Secretary, Government
of Uttar Pradesh, Housing and UD Deptt.
6. Shri N.S.Johri, Chief Town Planner,
Government of Uttar Pradesh.
7. Shri R.L.Pradeep, Joint Secretary, Government
of India, Ministry of Urban Development.
8. Shri J.C.Chopra, Chief Planner, Government
of Haryana.
9. Shri K.T.Gurumukhi, Town and Country Planner,
Town and Country Planning Organisation.
10. Shri B.M.Khanna, Deputy Director General(TP),
Ministry of Tele-communications.
11. Shri D.P.Seth, Director, Tele-communications.
12. Shri S.P.Mital, ADG, Telecommunications.
13. Shri V.A.Valiapparamphil, Jt.Adviser,
Planning Commission.
14. Shri Y.P.Gambhir, Director, Department of
Power.
15. Shri J.C.Gambhir, Director(Planning), Delhi
Development Authority.
16. Shri M.S.Jayanth, Joint Director(Planning),
Railway Board.
17. Shri M.K.Bhalla, Superintending Engineer,
Department of Surface Transport, Ministry
of Transport.