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राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड
NATIONAL CAPITAL REGION
PLANNING BOARD
7th Floor, 'B' Wing,
Janpath Bhavan, Janpath,
शहरी विकास मंत्रालय
(Ministry of Urban Development)
नई दिल्ली-110001

No. K-14011/80/92-NCRPB(28th)

New Delhi-110001 1-1-1993

MEETING NOTICE


Subject: 28th Meeting of the Planning Committee of the NCR Planning Board to be held at 11.30 A.M. on 8-1-1993 in the NCR Planning Board Office, New Delhi.

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In continuation of Meeting Notice of even number dated 24-12-1992 regarding 28th meeting of the Planning Committee of the NCR Planning Board to be held at 11.30 A.M. on 8-1-1993, Agenda items together with notes thereon for the meeting are sent herewith.

2. You are requested to kindly make it convenient to attend the meeting.

Encl: As stated above.


(R.C. Aggarwal)
Chief Regional Planner
&
Member-Convenor

To

1. Chairman and all members of the Planning Committee.
2. All officers of the NCR Planning Board.

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AGENDA ITEMS FOR THE 28TH MEETING OF THE PLANNING
COMMITTEE TO BE HELD AT 11.45 A.M. ON JANUARY 8,
1993 IN THE OFFICE OF THE NCR PLANNING
BOARD, NEW DELHI.

- AGENDA ITEM NO. 1: CONFIRMATION OF THE MINUTES OF
THE 27TH MEETING HELD ON
27.11.1992.
- AGENDA ITEM NO. 2: REVIEW OF THE ACTION TAKEN ON THE
DECISIONS OF THE LAST MEETING
HELD ON 27.11.1992.
- AGENDA ITEM NO. 3: FINALISATION OF SUB-REGIONAL
PLANS FOR RAJASTHAN SUB-REGION
AND HARYANA SUB-REGION OF NCR.
- AGENDA ITEM NO. 4: STEPS TO BE TAKEN BY THE STATE
GOVERNMENTS/DELHI ADMINISTRATION
FOR IMPLEMENTATION OF NEWLY
APPROVED STRATEGIES FOR PROMOTING
ACCELERATED GROWTH OF SATELLITE
SETTLEMENT AREAS.
- AGENDA ITEM NO. 5: AVAILABILITY OF LAND FOR
ALLOTMENT TO GOVERNMENT AND
PUBLIC SECTOR OFFICES AND OTHER
INSTITUTIONS IN DMA AND PRIORITY
TOWNS.
- AGENDA ITEM NO. 6: DECENTRALISATION OF WHOLESALE
TRADES.
- AGENDA ITEM NO. 7: CONSTITUTION OF REVOLVING FUNDS
FOR ACCELERATED DEVELOPMENT OF
URBAN INFRASTRUCTURE IN NCR.
- AGENDA ITEM NO. 8: WORK PROGRAMME FOR THE NCR
PLANNING CELLS FOR 1992-93 AND
REST OF 8TH PLAN PERIOD.
- AGENDA ITEM NO. 9: COMPREHENSIVE STUDIES IN
TRANSPORT SECTOR FOR REVIEW AND
REVISION OF TRANSPORT SECTOR PLAN
IN REGIONAL PLAN - 2001 NCR.
- AGENDA ITEM NO. 10: ANY OTHER ITEM WITH THE
PERMISSION OF THE CHAIR.

AGENDA ITEMS FOR THE 28TH MEETING OF THE PLANNING COMMITTEE TO BE HELD AT 11.45 A.M. ON JANUARY 8, 1993 IN THE OFFICE OF THE NCR PLANNING BOARD, NEW DELHI.

AGENDA ITEM NO. 1: CONFIRMATION OF THE MINUTES OF THE 27TH MEETING OF THE PLANNING COMMITTEE HELD ON DECEMBER 14, 1992.

The minutes of the 27th meeting of the Planning Committee were circulated vide letter No. K-14011/76/92-NCRPB dated 14.12.1992. The Planning Committee may confirm the minutes.

AGENDA ITEM NO. 2; REVIEW OF THE ACTION TAKEN ON THE DECISIONS OF THE LAST MEETING OF THE PLANNING COMMITTEE HELD ON 27.11.1992.

a) Sub-Region Plans

The Sub-regional Plan for UP sub-region was approved by the Board in June, 1992. The Sub-regional Plans for Rajasthan and Haryana sub-regions are scheduled to be considered by the Technical Sub Group on the 6th and 7th January, 1993, respectively. The Sub-regional Plan for Delhi UT was expected in draft form by end of December, 1992. This however has yet to materialise. Actual stage of progress to be reviewed at the meeting.

b) Review of Regional Plan - 2001

i) The following is the further progress up to date.

The PSMG met on the 22nd Dec. 1992 under the Chairmanship of the Secretary UD and decided that the study should be awarded to the Operation Research Group who had topped the merit list on the basis of the technical evaluation made by the Steering Group and had also given the lowest quotation among the

financial bids. However as ORG had not agreed in toto to the payment schedule as prescribed in the terms of reference for the study, it was also decided that the study should only be awarded to them if they agreed to abide by the prescribed payment schedule in all respects failing which negotiations should be held with the next (in order of technical preference) to both accept the said conditions & match the price bid of ORG.

ii) **Power**

The Study Group on Power which held its second meeting on 21st December, 1992 decided to work out peak load and energy requirements of the priority towns, sub-regional centres and other nodal centres keeping in view the new development strategies approved by the Board in Sept. 1992. Member units were also asked to broadly indicate the pattern of consumption of power in the urban sector vis-a-vis the rural sector in their respective sub-regions.

iii) **Telecommunication**

The Study Group on Telecommunications which held its 2nd meeting on 21st Dec. 1992 decided to review in detail the plans of Department of Telecom for development of this sector in each of the sub-regions and DMA/other Satellite towns on the light of the new strategies.

iv) **Water Supply and Sanitation:**

The Water and Power Consultancy Organisation which is to be entrusted with the studies for planning and management of water resources and also sewerage and drainage system in NCR, as endorsed by the Steering Group for review of Regional Plan - 2001, has been requested to indicate the financial implications of these two studies. WAPCO has accordingly promised to furnish their financial proposals in the last week of Dec. 1992.

v) **Solid Waste Management**

As recommended by the Steering Group it is proposed to sponsor pilot project studies

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relating to solidwaste management in the context of the newly-approved strategy for development of new townships alongside the prescribed DMA & other 'priority' towns. In the meantime, the Ahmedabad Municipal Corporation which is reckoned to have acquired valuable experience in the line has indicated its inability to take up any such study for other towns & cities.

vi) Traffic and Transport :

Draft Report of Detailed Engineering Studies for the Regional Roads in NCR has been submitted by the consultants M/s. ICT, New Delhi. The Report is under study and would be discussed among the members of the Planning and Implementation Group in January, 1993 for obtaining their comments and suggestions to be incorporated in the Final Report on Detailed Engineering Studies.

Third meeting of the Core Group of experts constituted for the review and revision of Transport Sector Plan in the NCR for the perspective year of 2011 A.D. was held on December 11, 1992 where (i) an alternative approach to proposed IMMRTS, Delhi, was considered with a view to make it cost effective and to integrate it with DMA/NCR transport network, and (ii) the TOR for a comprehensive study to be conducted through World Bank in Transport Sector for evolving an Action Plan, an investment programme based on the Regional transportation strategies with a perspective period upto 2011 were considered.

The TOR have been finalised and are being sent to Ministry of Urban Development for their onward transmission to Department of Economic Affairs, Ministry of Finance for seeking technical assistance through World Bank.

vii) Environment and Ecology:

The terms of reference for the study on Environment and Ecology are being finalised in the light of the relevant recommendations of the Steering Group.

viii) **Geographical Information System:**

Member Secretary and the 2 officers who accompanied him in his visit to Space Application Centre, Ahmedabad on 30.11.1992, were given an audio-visual demonstration on the GIS package prepared by them for the Bombay Metropolitan Region and also Bharatpur district of Rajasthan. The Director, SAC also assured Member Secretary that his Institute would provide requisite technical guidance and other consultancy services as well as training in the context of the proposed development of GIS to meet the special requirements of the mid-term review of Regional Plan 2001. This was followed up by a visit to BMRDA and a brief discussion on the various uses to which the said package is being put to in that organisation.

It is proposed to set up a special Task Force consisting of representations of both NCR Planning Board and SAC together with outside experts to oversee this project and ensure its speedy completion on a sound basis. The first meeting of the Task Force will be held on Jan., 1993.

ix) **Housing Strategies for Priority Towns of NCR:**

The studies on housing sponsored by the Board through the three research institutions - Socio-Economic Research Foundation, the Society for Development Studies and the School of Planning & Architecture in respect of Panipat, Alwar and Meerut respectively have been completed and final reports received. As decided in the Steering Group, a workshop is proposed to be convened shortly to discuss the findings and conclusions of these studies amongst the representatives of the State Housing Departments, Development Authorities and other concerned agencies to draw up an appropriate housing strategy for the Priority Towns of NCR in accordance with the Policy framework of the Regional Plan - 2001 for NCR.

20.0% in Sub-Region in 1991 is considerably lower than corresponding figure (22.88) for Rajasthan State in 1991. If compared with National Capital Region, the Sub-Region is 2% time less urbanized. In 1991 Tehsilwise distribution of rural and urban population (Table 5.4) in 1991 clearly reflects the concentration of urban population in Alwar Tehsil followed by Tijara; Kishangarh and Behror Tehsil, as a result of location of biggest urban centre Alwar in Alwar Tehsil. Tijara and Bhiwadi in Tijara Tehsil; Khairthal in Kishangarh Tehsil and Behror in Behror Tehsil in 1991. Remaining two tehsils were having no urban population in 1991.

As mentioned, Alwar is biggest urban centre in Rajasthan Sub-Region which was class two town in 1951 and 1961 and class one town in 1971, 1981, 1991 occupying the seventh position in urban centres of Rajasthan State in terms of population size even since 1951 (Table 5.5).

Table 5.4

Tehsilwise Distribution of Rural Urban Population

Tehsil	Year		
	1971	1981	1991
Behror	159,437	213,466	2,35,376
	R		
	U		
Mandawar	106,649	129,703	1,62,010
	R		
	U		
Kishangarh	126,678	152,580	1,94,523
	R		
	U		
Tijara	102,510	117,339	1,51,193
	R		
	U		
Alwar	212,180	165,753	2,22,806
	R		
	U		
Ramgarh	100,378	145,795	2,10,146
	R		
	U		
	(32.11%)	(46.80%)	(48.54%)
		111,712	1,49,796

Source :- Census of India, 1971, 1981, 1991
Figures in the brackets represent the percentages of urban population.

2.11.1) Geographical Information System:

Member Secretary and the 2 officers who accompanied him in his visit to Space Application Centre, Ahmedabad on 30.11.1992, were given an audio-visual demonstration on the GIS package prepared by them for the Bombay Metropolitan Region and also Bharatpur district of Rajasthan. The Director, SAC also assured Member Secretary that his Institute would provide requisite technical guidance and other consultancy services as well as training in the context of the proposed development of GIS to meet the special requirements of the mid-term review of Regional Plan 2001. This was followed up by a visit to GMRD and a brief discussion on the various uses to which the said package is being put to in that organisation.

It is proposed to set up a special Task Force consisting of representatives of both NCR Planning Board and SAC together with outside experts to oversee this project and ensure its speedy completion on a sound basis. The first meeting of the Task Force will be held on 10.12.1992.

2.11.2) Housing Strategies for Priority Towns of NCR:

The studies on this subject sponsored by the Board through the following research institutions - Socio-Economic Research Foundation, the Society for Environment Studies and the School of Planning and Architecture in respect of Gurgaon, Faridkot and Meerut respectively have been completed and final reports received. A meeting of the Steering Group, a workshop and a seminar are to be convened shortly to discuss the findings and conclusions of these studies. The representatives of the Planning Department, Development Authorities and other concerned agencies to draw up the housing strategy for the Priority Towns of NCR in accordance with the Policy Framework of the Regional Plan - 2001 for NCR.

Base Maps:

The Survey of India has recently informed the Board that the printing of the 67 base maps 25 copies in colour would cost around Rs. 10 lakhs of which Rs. 2 lakhs would be required for the preparation of the base maps. A meeting with the Survey of India is being arranged very shortly to finalise the negotiations.

- c) Steps to be taken by the State Governments/Delhi Administration for Implementation of the newly approved strategies for promoting accelerated growth of satellite settlement areas :

As per the decision taken in the 15th meeting of the NCR Planning Board held on 14.9.1992 the State Governments were required to identify the core economic activities to be installed or re-located as the case may be, in the 10 new townships to be developed, one each in Bahadurgarh and Kundli in the Delhi Metropolitan Area and 8 others in the vicinity of the priority towns of NCR as per the approved strategies of the NCR Planning Board. They were further required to prepare integrated Master Plans and formulate viable projects for development of these new settlements so as to accommodate the enhanced population targets assigned for the respective towns as per the provisions of Regional Plan-2001 for NCR. Accordingly, a phased, time-bound development programme was to be proposed for each Sub-region and placed before the Board in its next meeting. The progress in this regard is required to be reviewed.

Meanwhile, in the 27th meeting of the Planning Committee held on 27.11.1992, it was pointed out by the Adviser, Planning Commission that as per the provisions of the 8th Plan, the allocation of Rs. 200 crores by the Centre under State Sector was to be matched collectively by the constituent States of NCR. Accordingly, the States were also required to indicate matching provisions in the Annual Plan for 1993-94. However, during the Working Group discussions for the formulation of the Annual Plan 1993-94, it was found that while Rajasthan had provided an outlay of Rs. 3.85 crores in its Annual Plan, Haryana, had only made a token provision of Rs. 1.0 lakh the Adviser, Planning Commission therefore stressed that Rajasthan should substantially increase its outlay for NCR to at least Rs. 8 crores and Haryana should also provide an

adequate outlay for this period. In view of this, it is expected that the State Governments of Haryana and U.P. would provide an outlay of at least Rs. 20 crores each while Rajasthan at least Rs. 10 crores in their respective Annual Plan for 1993-94, for NCR-related schemes.

d) **Availability of serviced land sites in DMA and Priority Towns for allotment - 1992-93:**

The State Governments had been requested to furnish detailed information regarding the availability of land for various land uses in the DMA and other priority towns and the prevailing rates for the allotment. However, the complete information required for all these towns has not yet been received from the respective States. As explained in the 27th meeting of the Planning Committee a detailed note can only be prepared and placed before the Planning Committee once the complete information is supplied by the State Governments in the proforma which was sent to them earlier in January, 1992. The State Governments are again requested to see that in the forth coming meeting of the Planning Committee to be held on 8.1.1993 they come fully prepared, with the required information provided in the prescribed proforma giving the latest information regarding both the availability and allotment prices of land for various uses. A copy of the said proforma is appended at ANNEXURE I

AGENDA ITEM NO.3 :

FINALISATION OF SUB-
REGIONAL PLANS FOR
RAJASTHAN SUB-REGION AND
HARYANA SUB-REGION OF
NCR.

The draft Sub-regional Plans for Rajasthan Sub-region and Haryana Sub-region have been approved by their respective Governments and submitted to the Board on 4.12.92 and 21.12.92 respectively. The draft Sub-regional Plans will be deliberated on by the Technical Committee constituted by NCR Planning Board for this purpose, on 6.1.1993 (Rajasthan) and 7.1.92 (Haryana) and then placed before the Planning Committee for consideration before they are finalised and submitted to the Board, at its next meeting, for formal approval.

The copies of the aforesaid draft Sub-region Plans are at Annexure II A and II B. The observations of the Technical Committee thereon will be circulated separately at the time of discussion in the Planning Committee.

AGENDA ITEM NO. 4

STEPS TO BE TAKEN BY STATE
GOVTS/DELHI ADMINISTRATION FOR
IMPLEMENTATION OF NEWLY
APPROVED STRATEGIES FOR
PROMOTING ACCELERATED GROWTH
OF SATELLITE SETTLEMENT AREAS.

The detailed steps to be taken in pursuance of the decisions of the NCR Planning Board held on September 14, 1992 'particularly in the context of the new development strategy approved by the Board in its 15th meeting, have been circulated along with the minutes of the meeting of the Board. They are reproduced as under for ready reference.

NCR PLANNING BOARD:

i) To frame statutory enabling provisions for the Board both to raise money from the capital market and set up a subsidiary financial institution viz NCR Development Finance Corporation, to manage the investible funds of the Board, on sound professional banking lines, and ensure their optimal utilisation in the development of new townships and promotion of other Regional Plan priorities in a time-bound manner.

ii) To draw up the constitution and functions of NCR Development Finance Corporation and complete all other formalities necessary for it to become fully operational pending the proposed amendments to the NCR Planning Board Act of 1985.

iii) To render guidance and coordination in the formulation of viable projects for development of planned new townships around core economic activities in all the 8 priority towns/complexes and also the 2 DMA towns of Bahadurgarh and Kundli, keeping in view the strategies approved by the Board at the meeting, for fulfilment of the goals and targets of Regional Plan-2001.

iv) To strengthen and restructure the Secretariat of the NCR Planning Board, to enable it to serve the Board, both more efficiently and more effectively, in discharging the wider scale and higher level of functions and responsibilities devolving on the Board in the implementation of the approved strategies for fulfilment of the goals and targets of Regional Plan-2001.

v) To organise a special meeting of the concerned Central Ministries and Lt. Governor, Delhi with the Prime Minister, in October, 1992, to enable Prime Minister to review the detailed sectoral development programmes for NCR and also the problems and proposals

in respect of Delhi sub-region, the context of the goals and priorities of Regional Plan-2001.

Action taken by the Board

1. NCR Planning Board has already taken up the issue of amending the NCR Planning Board Act to enable it to set up the proposed NCR Development Finance Corporation.

2. The Board has also requested the member State Governments to formulate viable projects for development of planned new townships around core economic activities in the 8 priority towns and also two DMA towns namely, Bahadurgarh and Kundli. Member Secretary and his officers in this connection visited Meerut and also Alwar in the last fortnight.

3. As decided in the last meeting and as desired by the Prime Minister for a special meeting of the concerned ministries and Lt. Governor Delhi, the necessary information on the related and respective issues has been obtained and, an audio-visual presentation on the project profiles relating to Central ministries and the Delhi Admn. has been prepared.

4. The Board has also submitted budgetary proposals to Ministry of Urban Development for provision of Rs. 50 crore for 1993-94 to enable it to raise capital of Rs. 375 crore mainly for land acquisition and development of Priority towns and, development of counter magnet areas and sub-regional centres. This is being discussed by the Ministry of Urban Development with the Planning Commission on 28.11.1992.

The representatives of the member States and Delhi UT may indicate the action already taken by them on the decisions of the Board given below.

Delhi Administration:

i) To draw up, by December, 1992 a comprehensive sub-regional plan for decongesting Delhi and improving the quality of its services and amenities as per Regional Plan priorities and the various development strategies approved by the Board, and place the same before the Board, as soon as possible thereafter, for approval.

ii)(a) To identify the specific activities in the sphere of industrial manufacture and wholesale trade and commerce, which need to be shifted out of Delhi as per Regional Plan-2001 priorities and (b) prepare a phased, time-bound programme for the formulation and implementation of specific projects to secure the decentralisation and dispersal of these activities in collaboration with the respective member-states.

iii) To prepare a detailed brief on the water supply needs of Delhi, indicating the various possible options for bridging the present deficit in the 8th Plan period and ensuring adequacy of future supplies as per Delhi Master Plan provisions, for discussion with the Prime Minister in October, 1992.

iv) To formulate a time-bound programme for bringing the commodity tax regime of Delhi in line with those of neighbouring States, as per Regional Plan priorities and approved strategies of NCR Planning Board.

v) The time-bound programmes proposed vide (ii) (b) and (iv) above also to be placed before the Prime Minister in October, 1992.

State Governments of

Haryana, Rajasthan and Uttar Pradesh

i) To identify the core economic activities to be installed or relocated, as the case may be, in the 10 new townships to be developed, one each in Bahadurgarh and Kundli in DMA and 8 others in the vicinity of the 'Priority Towns of NCR, as per the approved strategies of the Board.

ii) To prepare master plans and formulate viable projects for the development of these new settlements in an integrated manner, to accommodate the enhanced target populations assigned for the respective towns as per the provisions of the Regional Plan-2001. With this in view, a phased, action-oriented programme to be drawn up for the development of each of these new townships under the over-all guidance and coordination of the NCR Planning Board, and placed before the Board at its next meeting, in December, 1992.

iii) As has already been done in the case of UP sub-region, Haryana and Rajasthan State

Governments to finalise their respective sub-regional plans on the basis of Regional Plan priorities and approved strategies of the Board. for being placed before the Board in its next meeting.

AGENDA ITEM NO.5 : AVAILABILITY OF LAND FOR ALLOTMENT TO GOVERNMENT AND PUBLIC SECTOR OFFICES AND OTHER INSTITUTIONAL IN DMA AND PRIORITY TOWNS.

In the 27th meeting of the Planning Committee, while discussing the question of land availability in the various DMA and other 'Priority' towns for institutional uses it was decided that a well-designed institutional complex backed up by commensurate residential, infrastructure and other essential services should be developed in each of these towns so as to induce both public and private sector undertakings to locate their offices in the trans Delhi area of NCR. In this context, the members representing the States were requested to prepare a detailed dossier on land availability in each of the said satellite towns for both institutional and back-up residential purposes as well as terms and conditions of allotment. As per the information received from the State Governments/Development Authorities concerned, about 1668.45 acres of land in all, has been earmarked for such purposes of which 1476.15 acres has already been developed and is available for immediate allotment, (a) Ghaziabad, NOIDA, Faridabad-Ballabhgarh, Gurgaon and Bahadurgarh in DMA and (b) Meerut, Alwar, Rohtak and Panipat etc. in the rest of NCR. The break-up thereof along with details of the terms and conditions of allotment are given in the statement enclosed (Annexure).

Meanwhile, NCR Planning Board has received details of land requirements of Department of Agriculture and Co-operation, Ministry of Agriculture (for about 58.00 acres approx.) and Ministry of Defence (for about 8096.50 acres) in the trans Delhi area of NCR. The details thereof are given in Annexure III & IV, respectively. Similar demands which had been received in the past have already been passed on the concerned State Government/Authorities.

Planning Committee may discuss the modus operandi/mechanism for processing the demands of land by Central Government/other public sector offices in NCR.

AGENDA ITEM NO. 6: DECENTRALISATION OF WHOLESALE TRADES.

In Regional Plan-2001, wholesale distributive trade and commerce has been identified as one of the major employment generators in Delhi, which need to be more widely dispersed throughout the National Capital Region. The policies proposed in order to achieve this objective are as under:

(a) Decentralisation of wholesale trade and commerce in Delhi.

There should not be any special advantage in terms of preferential treatment or lower taxes by way of incentives to wholesale trades in Delhi vis-a-vis the adjoining States. Wholesale trading in plastic and PVC goods, chemicals, timber, food-grains, iron and steel and building materials which caters to the whole of NCR and beyond and requires extensive space may be decentralised by developing suitable additional locations outside Delhi for the purpose.

(b) Development outside Delhi within DMA:

There are certain wholesale trades and storages in Delhi which involve bulk-handling of commodities such as PVC goods, chemical, timber, food grains, iron and steel and building material and are hazardous in nature by virtue of their location in congested localities. Facilities for the functioning of these wholesale trades (as well as others) and related activities should be developed in the satellite towns in DMA.

The possibility of developing modern super markets in the Delhi Metropolitan Area towns should also be explored.

(c) Development outside DMA within NCR.

Incentives, concessions and infrastructure facilities should be made available in the various regional towns in order to encourage and accelerate the growth of trade centres on a wider scale within NCR.

2. In a study commissioned by NCR Planning Board, based on various factors affecting location of wholesale trade such as volume of commodity flow, direction of flow, trade linkages, mode of transport, preferences of traders etc., the following alternative locations have been suggested for the 7 major commodity groups being handled in Delhi.

S.No.	Trades	Suggested Locations
1.	Foodgrains	Panipat, Hapur & Kundli (Sub-regional)
2.	Fruit & Vegetables	Panipat (for apples and vegetables); Hapur (for potato and onion; Kundli (mango and vegetables).
3.	Textiles and Readymade Garments	Meerut and Rohtak.
4.	Iron & Steel	Ghaziabad, Faridabad/Gurgaon.
5.	Auto Parts	Faridabad.
6.	Fuel Oils	Rewari.
7.	Hardware & Building materials	For hardware- Ghaziabad; For building material - Alwar, Dharuherra or Bhiwadi.

3. The matter regarding decentralisation of distributive trades within NCR was discussed in the 2nd meeting of the Steering Committee on NCR in Delhi held on 15.3.1991 under the chairmanship of Chief Secretary, Delhi where the recommendations of the aforesaid study report were accepted. In the 5th meeting of the Steering Committee held on 12.11.1992 it was decided that besides the development of a wholesale fruit and vegetable market at Kundli which is being actively pursued by Govt. of Haryana, development of new wholesale markets for the dispersal of trade relating to (a) textiles and garments (b) spices should be taken up on priority basis.

4. It would be worth mentioning here that Haryana Govt. has now prepared a detailed integrated township plan for Kundli with a wholesale fruit and vegetable market as the core economic activity. The Plan which is wholly in line with the new implementation strategy of the NCR Planning Board was discussed in detail in a meeting convened by the Member Secretary, NCRPB on 9.10.92 with a view to ensuring its speedy operationalisation as a pilot project. Keeping this as a model it is expected that similar integrated township projects will be prepared by the States in the vicinity of the other selected towns in NCR and with suitable industrial/commercial activities serving as the core economic activity for generating the requisite scale of income and employment without which the new township cannot be developed within a definite time-frame such as 2001 AD. In order to fully subserve the objectives of Regional Plan-2001, it is also essential to see that the core economic activity in respect of all the proposed new townships provides, as far as possible, the requisite base for shifting of the aforesaid wholesale trades from Delhi to the satellite towns in NCR.

5. For the successful implementation of these projects the co-operation (and possible collaboration) of the respective agencies of Delhi Administration and the State Governments would be a pre-requisite. For one thing, a suitable package of policies would have to be devised by Delhi Administration/MCD/DDA which ensures that the concerned trading activities are induced to transfer their base of operations, as far as their non-Delhi segment of activity is concerned. Even where these trading operations are directed at the Delhi-based consumer, this policy package would help bring about a greater degree of decentralisation and dispersal within Delhi UT as per requirements of Delhi Master Plan. Correspondingly, a package of incentives

should be worked out by member States/Delhi UT/DDA the shape of preferential allotment of land in proposed new townships as well as the new urban extension colonies in Delhi, together with subsidised rates and other facilities which make the new locations more attractive from all points of view than those in the congested areas of Delhi.

6. The overall role of NCR Planning Board in developing these townships is to bring about a meeting of minds on the basic issues involved and work out a joint strategy for formulation and implementation of these projects on a time-bound basis. With this in view it is proposed to set up a small sub-group consisting of key representatives of member-States on the one hand and Delhi Administration on the other to:

(a) identify those wholesale trades which could form a part of the core economic activity in each of the 10 new proposed townships in NCR;

(b) draw up a set of policy incentives and guidelines which could be uniformly adopted by both Delhi Administration and the respective development agencies of the member-States in order to help operationalise these core economic activities in the said new townships in a time - bound manner;

(c) suggest the institutional machinery to be set up to ensure joint action for timely implementation in each and every case.

**AGENDA ITEM NO.7: CONSTITUTION OF REVOLVING FUNDS
FOR ACCELERATED DEVELOPMENT OF
URBAN INFRASTRUCTURE IN NCR.**

The following agenda item was placed before the Planning Committee meeting held on 27.11.92. This item could not be considered for want of time and as such the same is again placed for consideration before the Planning Committee alongwith draft regulations which have been slightly modified.

"In the 15th meeting of the NCR Planning Board held in September, 1992 the basic strategies and financing mechanisms of the 8th Five Year Plan investment programme for NCR development were unanimously approved. The same provide, inter-alia, for creating a revolving fund by each sub-region out of seed money to be provided by the Board and the respective States, on a matching basis for developing the proposed new townships. All the surplus revenues which is generated by these projects would have to be credited into this fund for the purpose of further development of the priority towns, sub-regional centres and the selected settlement areas, as per Regional Plan priorities.

A draft of the Regulations framed by the Board for constitution and operation of revolving fund is placed before the Planning Committee for consideration".

THE BOARD HEREBY MAKES THE FOLLOWING REGULATIONS FOR THE CONSTITUTION OF A REVOLVING FUND BY THE IMPLEMENTING AGENCIES FOR FINANCING THE EXECUTION OF PROJECTS/SCHEMES SPONSORED BY THE BOARD.

1. Short Title and Commencement:

(i) These regulations may be called NCR Revolving Fund Regulations,

(ii) These shall come into force w.e.f.

(iii) This Revolving Fund has been created for implementation for the scheme of

2. Definitions:

In these regulations, unless the context otherwise requires:

(i) 'Act' means the National Capital Region Planning Board Act, 1985.

(ii) 'Board' means the National Capital Region Planning Board constituted under Section 3 of the Act.

(iii) 'Implementing Agency' means the Local Authority Urban Development authority, Housing Board or such other authority of the State Govt. or the Union Territory as the case may be which has been entrusted the implementation of the Scheme for which this revolving fund has been created.

(iv) 'Fund' means the Revolving Fund created by the implementing agency for financing the execution of NCR Schemes/mentioned in clause 1(iii) of these regulations.

(v) Participating States means the States of Haryana, Rajasthan and Uttar Pradesh.

(vi) Union Territory means the Union Territory of Delhi.

3. Receipts into the the revolving Fund:

The following items of receipts shall be credited into the fund.

(i) Moneys received from Board in the shape of contributions/Grant.

(ii) Moneys provided by the Stated Government/Union Territory or the Implementing Agency out of their own resources not less than the moneys received from the Board.

(iii) Revenue generated by the schemes financed through revolving fund due to sale of plots (residential/commercial/Industrial).

(iv) Miscellaneous receipts such as interest on deposits of the fund kept in bank or in some other financial institution.

4. Utilisation of Fund:-

Moneys credited to the Fund may be utilised for the following purposes:-

(i) Acquisition of land.

(ii) Development of land which has been purchased from the fund or from other sources of the implementing agencies.

(iii) Any other expenditure with the approval of the Board.

5. Temporary Diversion of Funds:

In case of extreme urgency/emergency or due to circumstances beyond the control of the implementing agencies, balances available in the Fund may be temporarily utilised on schemes/projects other than those approved by the Board. The Fund shall be recouped to the extent funds were diverted, at the earliest, but not later than the close of the financial year in which funds were diverted to other projects/schemes. A report of the diversion and recoupment of funds shall be submitted to the Board before 30th April of the following year.

6. Shortfall in the funds:

In case in any year expenditure on the approved projects exceeds the available balances in the Fund, the excess expenditure shall be met out of other available resources of the Implementing Agencies and those resources may be recouped out of the revenues credited to the Fund at a later date. A report in this regard shall be submitted to the Board by the Implementing Agencies on a half yearly basis.

7. Accounts of the Fund:

As far as possible separate bank account with a separate cash book in the usual form may be maintained in respect of all receipts into the Fund and expenditure therefrom. Where this is not feasible due to the accounting system followed by the Implementing Agencies, the account records of the Fund may be kept on a proforma basis from month to month.

8. Annual Accounts of the Fund:

The implementing agency shall submit to the Board a copy of the accounts in form 'A' by 30th November and 30th June each year in respect of the half yearly period ending 30th Sept. and 31st March respectively. In addition, a copy of the statement of completed scheme in form 'B' shall be submitted within 3 months of the close of the financial year.

9. Inspection of the Accounts:

The Board shall have the authority to inspect locally the account records maintained for receipt and payment transactions of the Fund or call for any information that may be considered necessary by the Board in this behalf.

10. Closure of Revolving Fund:

On accomplishment of the objectives for which the Fund was created and after meeting all the outstanding liabilities as also realising all the dues, the accounts of the Fund shall be closed and the net balances therein shall be distributed between the NCR Planning Board and the participating State/implementing agency in the ratio in which contributions were made into the Fund by the Board and the participating State/implementing agency as on date of closing of the accounts of the Fund.

11. Security for Contributions by the Board:

The contributions by the Board into the Fund shall be secured by means of a State Govt. Guarantee as to the utilisation of funds for the purpose specified in these regulations and refund of the balance amount in the manner prescribed in regulation 10.

Form A

Name of the Implementing Agency : ----- Month March/September

Monthly Statement of Receipts and Payments of the Revolving
Fund of NCR Scheme.

RECEIPTS				PAYMENTS			
S.No.	Sub-head	During the month	Progressive for the year	S.No.	Sub-head	During the month month	Progressive for the year
1.	Balance B/F from previous year.			1.	Acquisition of land		
2.	Contribution/Grant received from NCR Planning Board.			2.	Development of land		
3.	State Govt./Implementing Agencies share paid into the Fund.			3.	Other Expenditure (residual heads for Misc. expenditure to be indicated object wise).		
4.	Sale proceeds of Plots.			4.	Transfer of funds to other sources/schemes. object wise)		
5.	Interest on Bank Deposits			5.	Balance carried Forward.		
6.	Other receipts (residual heads of Misc. receipts to be indicated object wise)						
7.	Transfer of funds from other sources/schemes.						
(Note : Receipts and payments would include book adjustments also)							
Total				Total			

Signatures

Annual Statement of Completed Schemes.

Name of Implementing Agency

1. Name of the Scheme.
2. Estimated cost Date of start Date of completion
3. Actual expenditure on
4.
 - (i)a) Acquisition of land
 - b) Development of land
 - c) Any other activity as approved by the NCR Planning Board.
 - Total (i) :
 - (ii) Departmental charges levied on percentage basis as per rules of the agency.
 - (iii) Other Misc. expenditure.
 - Total (i) (ii) and (iii) :
5. Amount of Revenue Generated:
 - a) Sale of plots.
 - b) Misc. receipts
 - Total receipt (a+b)
6. Net financial implications
(Difference of Co. 3 & 4).

AGENDA ITEM NO. 8

WORK PROGRAMME FOR THE NCR
PLANNING CELLS FOR 1992-93 AND
REST OF 8TH PLAN PERIOD.

The NCR Planning Cells under the full financial assistance of the NCR Planning Board have been set up in the NCR states and Delhi UT at Meerut, Gurgaon, Jaipur and Delhi. All the Planning Cells have become fully functional and, all except Delhi UT are also equipped with vehicles, computer PC etc. The functions of the cells, inter alia, include preparation of the Sub-regional Plans for the respective sub-regions, coordination in the preparation of the Master Plans of priority towns and DMA towns and, in the new township projects, collection of data/information on the developments in the sub-region, monitoring of the implementation of the NCR Plan projects etc. The Planning Committee may discuss the work programmes for the Planning Cells for 1992-93 and the rest of the 8th Plan period is enclosed.

The NCR Planning Cells are the field units of NCR Planning Board. As such, for effective discharge of their functions they ought to be located within the respective sub-regional areas. Furthermore, it needs to be ensured that they are not encumbered with any duties other than relating to NCR Plan and programmes. While for operational reasons they have been placed under the administrative control of the respective State Governments, it is expected that functionally they will act as the eyes and ears of the NCR Planning Board within their respective sub-regions.

1411 U.T.

Baryana

4) Rajasthan

(d) Uttar Pradesh

2. Co-ordination in the preparation of Master Plans for Priority Towns & P.M.A. Towns where necessary.
3. Co-ordination in the preparation of New Township projects.
4. Co-ordination in preparation of projects
 - To be assisted by N.C.R. Planning Board
 - To be assisted by other Financial Institutions.
5. Review of the upto date development in the respective Sub-region in connection with mid-term review of Regional Plan - NCR.
6. Collection of data/information whenever necessary & transmission of the same to N.C.R. Planning Board.
7. Monitoring of Implementation of NCR P Projects.
 - Quarterly Progress report (Physical & Financial).

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COMPLETED
CONTINUE



AGENDA ITEM NO. 9:

COMPREHENSIVE STUDIES IN
TRANSPORT SECTOR FOR REVIEW
AND REVISION OF TRANSPORT
SECTOR PLAN IN NCR PLAN 2001.

In the light of the proceedings of the meeting of the Core Group constituted for the review/revision of Transport Sector Plan of the NCR Plan 2001 held on 7th Oct., 1992, it has been decided as part of the ongoing statutory mid-term review of Regional Plan-2001, to commission a comprehensive study for devising an optimum investment programme for phased implementation of the various transport proposals enunciated in Regional Plan 2001 within the framework of a suitable longterm transportation plan having an extended time perspective of 2011 A.D. It has also been decided to seek foreign expertise and financial assistance for conducting the study on the lines of a similar proposal of BMRDA which has been cleared by both Govt. of India and the World Bank.

The terms of reference for the above study, as prepared by NCRPB, were discussed in a subsequent meeting of the Core Group held on 20.11.92. These have since been finalised (vide Annexure V). It is proposed to send them on to Govt. of India for obtaining requisite technical and financial assistance from external agencies, for carrying out the study.

P R O F O R M A

Area of Developed Land available for allotment

Area acquired but under development which can be allotted

Area of Developed Land available for allotment						Area acquired but under development which can be allotted					
1	2	3	4	5	6	1	2	3	4	5	6
Indus- trial	Educational	Institutional	Approximate price per square metre	Terms & Conditions for payment	Location	Indus- trial	Educational	Institutional	Approximate price per square metre	Terms & Conditions for payment	Location

AREA OF DEVELOPED LAND AVAILABLE FOR ALLOTMENT

(AREA IN ACRES)						
S.No.	Name of DMA Towns	C A T E G O R I E S				
		(1)	(2)	(3)	(4)	(5)
		Industrial	Educational	Offices	Institutional	Residen- tial group housing
		(1)	(2)	(3)	(4)	(5)
						(6)
						(7)
						price
						Approx.
1.	Ghaziabad	By UPSIDC	33.52	-	4.52	-
2.	NOIDA	120.60	48.06	-	477.70	-
3.	Faridabad- Gurgaon	-	-	124.50	42.00	136.75
4.	Gurgaon	-	-	100.00	102.00	267.0
5.	Bahadurgarh	-	-	-	-	19.5
A Total		120.60	81.58	224.50	626.22	423.25
						1476.15

AREA ACQUIRE BUT UNDER DEVELOPMENT WHICH CAN BE ALLOTTED

(AREA IN ACRES)

Name of DMA	Industrial	Educational	Offices	Institutional	Residential Group housing	Total	Approx price
	(1)	(2)	(3)	(4)	(5)	(6)	(7)
TGNIS							
1. Ghaziabad							
Allotment by							
UPSIDC							
						104.89	* G.M.P. Area average Rs. 550/sqm.
							* T.H.A. Rs. 1500/sqm.
2. NOIDA	87.06	-	-	-	-	87.06	Rs. 600/sqm. or Rs. 24.22 Lacs/Acre
B Total	87.06	53.06	-	51.83	-	191.94	
A + B Total	207.65	134.64	224.50	678.06	423.25	1668.45	

AREA OF DEVELOPED LAND AVAILABLE FOR ALLOTMENT

(AREA IN ACRES)

S.N.	Name of Priority Town	Industrial	Educational	Offices	Institutional	Residential Group housing	Approx. price
		(1)	(2)	(3)	(4)	(5)	(6)
1.	Meerut	By UPSIDC	2.92	-	50.82	-	Rs. 665/sqm. to Rs. 915/sqm.
2.	Alwar	By R.I.I.C.O. D.I.C.	16.65	11.68	0.97	-	Rs. 380-800 per sqm.
3.	Rohatak	-	-	-	5.25	21.70	Rs. 35.87 Lacs/Acr to Rs. 49.95 Lacs/Acrs
4.	Panipat	-	-	-	-	33.75	Rs. 39.38 Lac/Acrs to Rs. 52.36 Lacs/Acrs
5.	Rewari Dharuhera Bhiwadi Complex	-	-	-	-	9.5	Rs. 33.29 Lacs/Acrs to Rs. 47.97 Lacs/Acrs
Total		-	19.57	11.68	57.04	64.95	

GHAZIABAD

TERMS AND CONDITIONS :

- (i) 25% of the payment is to be made at time of allotment.
- (ii) 75% of the payment can be made in 5 yearly annual instalment with 17.5% interest.
- (iii) 5% concession is given if the instalments are paid in time.
- (iv) 5% additional concession is given for cash down payment.

NOIDA :

TERMS AND CONDITIONS :

- (i) 30% before possession rest in 10 half yearly instalments with interest 16.5%.
- (ii) 20% of premium inclusive of registration money to be paid within 60 days from the date of allotment and balance 80% to be paid in 16 half yearly equal instalments alongwith interest.

Statement showing the requirement of Land space for various purposes.

Name of the Corp. (Institution)	Requirement of Land Space received	Purpose Proposed
1. National Cooperative Development Corporation 4, Siri Institutional Area Khel, Gagan Marg New Delhi - 110016	3 acres (154,720 sq. ft.) 5 acres (217,600 sq. ft.)	For upgradation of National Centre for Training, Training & Tutorial Production Add. Office accommodation.
2. National Federation of Labour Cooperative Ltd. (NFLC) 3, Siri Institutional Area Khel, Gagan Marg New Delhi	1000 sq yards (9010A) 5000 sq. " (9010A)	For office accommodation For storage godown
3. National Cooperative Housing Federation of India (NCHFI)	30% of the land for Housing Coop. Societies 5000 sqm.	For Housing Corporation in N.C.R. For setting up of Centre for Cooperative housing under the Functional Plan
4. National Coop. Dairy Federation of India, Anand.	15 hect.	For Office accommodation
5. National Federation of Fisheries Coop. Ltd. Saket New Delhi-110017	2 hect 5000. sqm	For Fisheries Coop. Management Institute For Market Office Complex.
6. National Federation of Urban Cooperative Banks & Credit Societies Ltd. 3346, South Patel Nagar Near Pusa Gate New Delhi - 0	2 hect.	For Statistical Coll Training Centre, Auditorium etc.
Total	<u>58.00 acres</u>	

Land requirements for Defence in addition to
lands already occupied in the National Capital

ARMY

<u>Location</u>	<u>Size</u>	<u>Proposed use</u>
a) Delhi/New Delhi, Delhi Cantt and Gurgaon etc.	1430 acres	
b) Rohtak	5 "	For KLP and Ranges.
c) Meerut	4885 "	
d) Babugarh	570 "	
e) Alwar	400 "	
f) Greater Noida	500 "	

NAVY

g) Gurgaon	100 Acres	Naval Residential School with residential quarters for staff play fields and other trg. & recreational facilities inclusive.
	100 "	Receiving/transmitting Station.
	20 "	Inter Service Veterans' Hospital with residential accommodation for Hospital staff.
	40 "	Sailors Married Accommodation & Administrative Set up, Clinic, transport, pool etc.
	10. "	Indian Naval Diving Team & Marins Commando Det.
	3 "	Indigenous development of Machinery for Dte of Value Engineering.
	30 "	WESEE.
	303 "	Total

COAST GUARD

a) Noida	3.5 Acres	Residential Complex.
Total	8096.50 acres	

AIR FORCE

a) Tughlakabad	9.21 "	Not indicated. Proposals already initiated for land acquisition.
b) Najafgarh	50.00 "	

(There are 5 sites around Delhi where missiles are to be deployed for the Air Defence of Delhi. Construction of buildings/structures more than 5 mtrs in height within a radius of 1200 mtrs around the areas should not be permitted.)

TERMS OF REFERENCE OF THE PROPOSED COMPREHENSIVE STUDY OF THE TRANSPORT SECTOR IN THE NATIONAL CAPITAL REGION.

1.0 Introduction:

The concept of the planning and development of the national capital in its regional context has been mooted in one form or the other, from the early sixties and is now seen as the most effective answer to the growing problems of Delhi. Accordingly, a statutory body viz National Capital Region Planning Board has been set up in March, 1985 to plan for integrated development of National Capital Region (NCR) as a means of containing the growth of Delhi's population within manageable limits by a process of decentralising the economic activities especially located in Delhi and dispersing the same over the NCR as a whole, which comprises an area of 30,242 sq.km. carved out from the three neighbouring states namely Uttar Pradesh, Haryana and Rajasthan with Union Territory of Delhi as its nucleus. The NCR Planning Board has since prepared a detailed plan for the development of NCR called Regional Plan-2001 and brought the same into effect from 23.1.1989. The core goals and objectives of Regional Plan-2001 are:

- i) achieving a manageable growth size for Delhi; and
- ii) balanced and harmonious development of the NCR

These goals and objectives are sought to be achieved through a package of inter-related policy measures relating to various sectors of development and adopting strategies of selective decentralisation aiming at:

- a) Restricting the growth rate of Delhi UT so as to achieve a manageable population size of 11.2 million by 2001 AD.
- b) providing for a normal growth of Delhi Metropolitan Area (DMA) towns with an overall population target of 3.8 millions by 2001 AD; and
- c) accelerating the growth of the rest of the National Capital Region so as to accommodate 4.9 millions of Urban population in the specific towns/complexes identified for intensive priority development.

Accordingly, Regional Plan-2001 has identified 8 priority towns/complexes with immediate growth potential in addition to the six Delhi Metropolitan Area towns to absorb the spill-over in population growth from Delhi U.T. In addition, five counter magnet towns outside NCR have also been selected for development in order to intercept the migratory flows towards the National Capital Region as a whole.

2.0 NCR Plan - 2001, Transport Sector

Regional Plan-2001 has identified transport as one of the key sectors of development in the regional context. A specific plan has accordingly been evolved for the transport sector in the NCR, based on a comprehensive study on traffic and transportation needs, trends & patterns in the entire region as conducted by a professional consultant (Operations Research Group, ORG, Baroda) in 1987. The transport sector plan envisages the organisation of vertical and horizontal links both across and between the proposed settlements, to reduce the pressure of population and economic growth on the metropolis. Accordingly the plan calls for the following improvements with respect to the road and rail networks.

2.1 Road Network

- i) a) Development of expressways on new/parallel alignments.
- b) Upgradation of existing national highways.
- ii) Development of inner and outer grids.
- iii) Development of a sub-regional road network.

2.2 Expressways upto 2001

- i) Delhi-Ghaziabad-Modinagar-Meerut, on an alignment parallel to the existing State highway.

- ii) Sonapat-Panipat, on an alignment parallel to NH-1
- iii) Faridabad-NOIDA-Ghaziabad(FNG), on a new alignment.

2.3 i) Upgradation/widening of all national highways by 2001.

- ii) Development of an inner grid and outer grid (2-lane initially with ultimate expansion to that of a 4-lane divided highway with 60 m R.O.W.)

2.4 Rail Network

- i) Regional Rail Bypass (210 km):

Regional Rail bypass connecting Meerut-Hapur-Bulandshahr-Khurja-Palwal-Rewari-Rohtak and Panipat. A part of this link already exists between Meerut-Hapur-Bulandshahr-Khurja and Rohtak-Panipat.

- ii) Augmentation of rail facilities on identified corridors

3.0 Background

According to the NCR Planning Board Act, 1985 the Regional Plan is required to be reviewed and, if necessary, revised after every five years of the date of its coming into operation. Accordingly, a detailed mid-term review of the Plan has been set in motion. It is proposed to complete the exercise and bring out a revised

Regional Plan in early 1994 with the extended time perspective of 2011 AD.

Furthermore, the NCR Planning Board has recently decided to embark on a strategy of developing new townships adjacent to the selected priority towns, centred around core economic activities and supported by adequate physical and social infrastructure, to enable each of these towns to develop into attractive and effective alternatives to Delhi as a place of settlement.

In the context of the above developments and imperatives, it is proposed to conduct a comprehensive, multimodal integrated transportation study for National Capital Region to assess the overall requirements in the short and long terms and draw up a set of priorities for action based on optimum investment strategies.

4.0, Nature and purpose of study:

The study which is intended to be in the nature of a culmination of all previous transport planning studies in NCR, as well as a review and extension and thereof will be carried out by an external consultant in consultation with NCR Planning Board. The study will prepare two transport sector plans viz, a long term directional plan (LDP) to establish the strategic

elements to be pursued over the next 10-20 years and a short term design plan (SDP) (5-10 years) to set out an action plan and prioritised programme of transport investments consistent with the long term directional plan.

4.1 Area and scope of study:

a) The study should cover the entire National Capital Region.

b) The study should make use of the information and take into account the various findings and recommendations contained in the previous transport studies conducted for NCR.

c) All modes of transport (both passenger and freight) serving the Inter and intra regional transport needs should be examined.

d) The study of the transport system should be closely related to the existing and proposed settlement systems and the landuse patterns which they serve and are influenced by. It may also consider the desirability of evolving alternative landuse patterns and indicate how they might both serve and be influenced by the transport system thus envisaged.

4.1.1 Within the overall regional transportation goals & framework the study should evolve the following outputs:

- i) a long term directional plan indicating the strategy elements in the transport system to be achieved in the next 10-20 years.
- ii) A short term design plan indicating the main elements of the transport system to be achieved in 5-10 years.
- iii) A short term action programme to address immediate policy, institutional and investment priorities.

4.2. Study objectives:

- o To evolve a regional transportation strategy for the National Capital Region, that should address planning investment, institutional and financial issues.
- o To bring out a Total Transport structure for the horizon year, which shall diminish the centrality of National Capital.
- o To evolve an action plan and investment programme based on the regional transportation strategies.
- o To integrate the proposed Delhi INMRTS with the transport network of Delhi Metropolitan Area and National Capital Region as a whole for the effective and efficient movement of commuters.

The basic traffic & transportation data relating to the NCR may be obtained from the past transport studies and supplemented by a few primary surveys as and where necessary.

4.3. The study shall consist of three phases:

i) An analysis of the present transport situation in the study area, (ii) preparation of the long term directional plan; and (iii) preparation of short term design plan.

4.3.1 Phase-1

This phase should be concentrated on the data collection and its analysis so as to identify and quantify the deficiencies in the present transport system.

4.3.2 Phase-2

The second phase will be devoted to the pattern of settlement system and transport in the longer term, so as to determine the main elements of transport structure towards which planning and policy should be directed as part of the Long term directional plan(LDP). The LDP should point out the way for major changes in strategy, and policy and ensure that the present decisions will not prove inconsistent and irreconcilable with long-term goals. Moreover, LDP shall take into account the implications of transport infrastructure for population growth and distribution and vice versa, bearing in mind that

data
st

population and employment are the main parameters by which Regional Plan-2001 and its successors aim to achieve the twin objectives of a decentralised and harmoniously developed NCR. Finally, LDP should be internally consistent i.e. the proposals must be feasible enough from the point of view of proposed land use plan, financial resources, land acquisition, planning controls and administrative and political constraints.

4.3.3 Phase-3

After establishing the strategic issues in the Transport strategy, the design plan in the third phase should give a comprehensive list of feasible projects in sufficient detail for inclusion in a short term (5-10 years) rolling programme. The selection or identification of projects shall be based on the transport strategy/policy derived from transport needs as well as Regional development objective. This includes preparation of (a) a strategic model formulation of projects and (b) an investment programme.

General

1. The study should be completed in 12 months.
2. The information relevant for the study should be obtained by the Consultant from the reliable secondary sources and supplemented by the primary surveys where necessary.

Supplement to the Agenda Item No. 6

Development of industrial and informal Sector activities as core economic activities in the new townships.

(1) Industrial Development

1.1 The industrial location policy in NCR has taken due note of the process of over-concentration of industrial enterprises, leading inter alia to the problems of continually expanding investments, resources and environmental degradation in Delhi.

1.2 The industrial location policy, as envisaged in the Plan, for the three policy zones is as follows:

(a) Control within the Union Territory of Delhi:

The present policy of not promoting location of medium and large scale industries within Delhi UT should be continued.

(b) Control outside Delhi but within the DMA: lakh.

While in the long term perspective, the growth of large and medium scale industries in DMA towns may have to be restricted, these industries may be permitted in the DMA towns for a period of 10 years, whereafter the policy shall be reviewed.

The emphasis will be on promoting growth of large and medium scale industries in priority towns in preference to DMA towns.

(c) Incentives for industries outside the DMA but within the NCP

The towns selected for priority development should have a strong industrial content, and incentives comparable to those given to industries in

centrally declared backward areas should be given for location of large, medium and small scale industries. Industrial estates should be developed in these towns. Specific areas should be earmarked in the region outside the DMA for relocation of industries which cannot be accomodated any longer in National Capital Territory as per the provisions of the Delhi Master Plan - 2001 read with the new industrial policy adopted by Delhi Administration.

- 1.3 As per Regional Plan priorities read with the strategy recently adopted by the Board the following towns are extended to play a significant role in the sphere of induced development and, as such, need to be provided with a strong industrial content as shown in the statement given below.

Occupational Structure in Priority Towns by 2001

Priority Towns	Participation Ratio-2001 (%)	Proportion (%) of workers in					
		Pri- mary	Indus- try	Const- ruction	Trade & Com- merce	Trans- port & Storage	Service Comm.
1. Meerut	32	2	29	4	20	9	36
2. Hapur	30	6	28	4	22	13	27
3. Bulandshahr	30	4	40	4	20	12	20
-Khurja	30	4	40	4	20	12	20
4. Panipat	32	4	40	4	20	12	20
5. Rohtak	30	7	28	4	20	13	28
6. Palwal	30	9	15	4	17	21	34
7. Rewari	30	9	15	4	21	15	36
-Dharuhera	30	5	50	4	16	7	18
-Bhiwadi	30	5	50	4	16	7	18
8. Alwar	30	5	30	4	20	11	30
9. Kundli	35	2	40	10	16	10	22
10. Bahadurgarh	35	6	30	4	25	10	25

1.4 The thrust of the new strategy is to provide for such additional content in the new townships which are to be developed alongside the aforesaid 10 towns, as either the whole or a part of the core economic activity of these townships.

1.5 The locations of these aforesaid towns have been carefully selected on various transport corridors. The essence of locational policy of NCR is fully in conformity with the national policy measures and the 'Growth Centre' concept now being pursued by the Ministry of Industry. Since all the priority towns identified in the Regional Plan fall outside the cutoff limit of 25 kms. from Standard Urban Area of Delhi all the industries are exempted from licensing except those where the proposed articles of manufacture included in Annexure I & II, and are reserved for small scale/ancillary sector. This liberalisation is likely to help in the industrial development of these towns.

2. The Role of the Informal Sector

2.1 The informal sector contributes significantly to employment and offers income opportunities to a substantial proportion of the economically active population in the urban and rural areas of NCR. Some of these activities are being carried out since long and are also well recognised from the point of view of specialisation and their export potentials.

2.2 The studies carried out by NCR Planning Board have identified the following informal sector

activities which could be incorporated in and fully integrated with, the process of planned development of the DMA/priority towns in NCR viz.

Alwar: Engineering and metal work, Leather work, Murti kari, Carpet weaving and Pottery.

Meerut: Handloom, Sports goods and Scissors and blades industry.

Khurja: Pottery and Ceramics.

Panipat: Handloom Industry.

Hapur: Metal products.

Rewari: Brasswares.

Mewat Region: Potteries.

Enquiries have also shown that there is scope for development of informal sector activities in the fields of gem polishing, garment manufacturing and the services sector.

These activities have tremendous scope for upgradation & expansion and it is felt that if properly nurtured they can play the role of a vibrant component of the economy in NCR and can provide gainful employment to the potential migrants to Delhi. Since in the past no efforts have been made with regard to provision of adequate infrastructure facilities for these activities in an organised way they are being carried out in substandard conditions in congested areas of towns. An improvement in the working conditions by suitably locating them with provision of adequate infrastructure and improvement in the technology will enhance the prospects of these

and fully
ent. of
activities and generate more employment.

2.3 On the basis of the findings of these studies NCR Planning Board has undertaken some informal sector projects in the priority towns of the NCR in collaboration with the local agencies. These projects are:

Meerut	:	-	Sports Goods Complex.
		-	Handloom Complex.
		-	Scissors and Blades Complex.
Alwar	:	-	Leather Work
		-	Murtikari
		-	Potteries
		-	Carpet weaving
Rewari	:	-	Brassware Complex

The objective of these projects would be to provide; access to shelter, access to services and hygienic living and working environment to the workers; working capital for marketing of products; facilities for skill upgradation etc.

This along with the organised industrial and trading activities which are to be decentralised and dispersed over NCR as a whole, such informal sector activities will have to be given their due place in the planning & development of the various new townships cited above.

इंडियन ऑयल कॉर्पोरेशन लिमिटेड

नॉर्थन रीजन : वर्ल्ड ट्रेड सेंटर, बाबर रोड, नई दिल्ली-110001 फोन : 3313311-22,

टेलीग्राम : 031-66824, 031-63057 ग्राम : 'इंडियन ऑयल'

Indian Oil Corporation Limited

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Telex: 031-66824, 031-63057 Grams : 'INDIANOIL'

Tel : 3325969 (D)

इंडियन ऑयल

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LPG/ENG/07

Dt. 6th. Jan '93

Member Secretary,
National Capital Region Board,
Janpath Building,
NEW DELHI -110001

Kind Attn: Shri Cecil Naronha

Dear Sir,

ALLOTMENT OF LAND FOR SETTING UP LPG BOTTLING PLANTS WITHIN NATIONAL CAPITAL REGION

We Thank you for the courtesy extended to our Shri BS Giridhar and Shri Gupta during their visit to your office on 5.1.93.

As advised by you our Shri Giridhar met Shri JC Gambhir, Commissioner (Planning), DDA on 5.1.93. Shri Gambhir informed that land for setting up LPG Bottling Plant is not available within Delhi and hence we have to look for sites out side Delhi. We were also informed by him that he has already spoken to you over phone in this regard.

Ministry of petroleum has advised IOC to set up 88,000 MTPA additional bottling capacity at Delhi for meeting the projected annualised industry demand of 394,000 MTPA packed LPG in the consumption zone of Delhi under VIII th plan 1992-97. Accordingly IOC has drawn up plans and details of which were discussed with DDA.

We have therefore already acquired land at Madanpur Khader in Delhi for a 44,000 MTPA plant to feed south Delhi, for the balance 44,000 MTPA we desire to put up two plants each of 22,000 MTPA.

In view of above, we desire to put up the Bottling Plants around Delhi in NCR Area to basically feed the Delhi East & North markets. In the interest of safety it is adviseable to locate these plants nearer to Delhi to reduce heavy movement of LPG trucks on congested roads and highways.

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रजि० कार्यालय : जी- 9, अली यावर जंग मार्ग, बांद्रा (ईस्ट) बम्बई- 400051
REGD OFFICE: G-9, ALI YAVAR JANG MARG, BANDRA (EAST) BOMBAY-400051

इंडियन ऑयल कॉर्पोरेशन लिमिटेड Indian Oil Corporation Limited

मार्केटिंग डिविजन
Marketing Division

11 2 11

As you are aware the LPG Bottling Plants are pollution free and have a green belt around the plants. For each Plant we require about 30 Acres of land.

Based on the market growth demand forecasting we desire to locate the plants around the locations given below in the order of preference :

1. Loni area in UP using ISBT bridge to feed markets in east & central Delhi.
2. Karnal Road) To feed other markets in Delhi
OR)
3. Gurgaon Road)

You are requested to advise us the availability of suitable sites at the locations mentioned above.

To expedite the matter we desire to have a meeting with you along with our senior officers to firm up our requirement. Please let us know the date and time convenient to you. We shall be grateful if you can inform the date and time to us on the Tel No. mentioned above.

Thanking You.

Yours faithfully,
For Indian Oil Corporation Ltd.

(P.K. ATREYA)
Chief LPG Mgr (Engg)

cc : Shri JC Gambhir
Commissioner (Planning)
Delhi Development Authority,
Vikas Minar, Near ITD,
New Delhi

- This has reference to the discussions our Shri Giridhar had with you on 5.1.93 in your office.

worthwhile to consider the creation of a financial institution for funding urban transport projects on soft terms as also to explore involvement of private/joint sector agencies in the development of transport systems. The research and development priorities during the Eighth Plan include development of Urban Bus and introduction of energy efficient transit systems. The participation of the Ministry of Railways in developing mass rapid transport system in mega cities appears to be crucial. A comprehensive study of urban transport is also long overdue and is proposed to be undertaken during the Eighth Plan.

Eighth Plan Outlay

13.6.1 The outlays on urban development sector during the Eighth Plan reflect the reorientation of urban development strategy and thrust areas. Thus, the IDSMT for which actual expenditure during the Seventh Plan (1985-90) was Rs.80.03 crores, is being enhanced to Rs. 145 crores as central assistance in its modified form. This will

be supplemented by larger loan assistance from HUDCO. A complimentary programme in the water supply sector for towns below 20,000 is also envisaged with Central assistance of Rs. 50 crores. For the scheme of UBSP, an amount of Rs. 100 crores has been earmarked. The outlay on NCRPB will be Rs. 200 crores as compared to Rs. 35 crores during the Seventh Plan. This Central assistance has to be matched by contribution from the State Governments in accordance with the investment plan prepared by the NCRPB. The outlay on urban development in the State sector is also being raised from Rs. 1633 crores in the Seventh Plan to Rs. 3984.88 crores during the Eighth Plan. Similarly, for the Central sector, the budgetary support is being raised from Rs. 168 crores in the Seventh Plan to Rs. 692.10 crores during the Eighth Plan.

13.6.2 The States and Central sector outlays on Urban Development are presented in the following Table:

Table - 3 Outlays on Urban Development for the Eighth Five Year Plan
(Rs. in crores)

S. No.	Description	Eighth Plan Total Outlay (1992-97) Budgetary Support	HEBR	Total
1.	States and UTs			3984.88
2.	Central Government			
2.1	Integrated Development of Small and Medium Towns	145.00		
2.2	Nehru Rozgar Yojna	227.00		
2.3	Urban Basic Services for the Poor	100.00		
2.4	Contribution to NCR Planning Board	200.00		
2.5	Central Urban Infrastructure Support Scheme	10.00		
2.6	Urban Transport Consortium Fund	1.60		
2.7	Research in Urban and Regional Planning and Urban Mapping	5.50		
3.	Total (Central Sector)	692.10	34.4	726.50
4.	Grand Total (Centre, States and UTs)			4711.38

of total HEBR of Rs. 1685 crores for Housing, Urban Development, Water Supply and Sanitation Rs. 600 crores can be actually allocated to Urban Development including Water Supply for small towns below 20,000.

NCR PLANNING BOARD

COMMENTS OF THE TECHNICAL SUB-GROUP ON THE DRAFT HARANA SUB-REGIONAL PLAN-2001.

Arising out of the meeting of the Technical Sub-group to consider draft Harana Sub-regional Plan-2001 (hereinafter called the Plan) held on 7.1.1993 at 11.30 A.M., the following observations and suggestions are placed before the Planning Committee for its consideration.

1. Settlement System :

The settlement system as projected in the Sub-regional Plan should conform to the criteria laid in the Regional Plan-2001 in regard to identification of Sub-regional centres. For instance Sohna and Ferozpur-Zhirka, owing to their size, location to the relevant features do not have the potential for development as Sub-regional Centres by the year 2001 AD as per Regional Plan norms and requirements and may accordingly be reclassified as service centres at best. On the other hand all towns identified as sub-regional centres in NCR ought to have a minimum feasible assigned population of 50000 by 2001 AD which means that they should be able to develop into major industrial centres in their own right, catering to both native growth of population and induced in-migration to the required extent, in accordance with the newly approved strategy for the accelerated development of NCR. Keeping these considerations in view, it is proposed that sub-regional centres, as a matter of policy, should be included in the priority list of satellite towns for accelerated development as per the said new strategy, subject to approval of the Board. In other words for purposes of Regional Plan 2001, the top 2 levels in the projected settlement hierarchy will be treated as urban settlements while the remaining 2 tiers, consisting of service centres and basic villages will continue to be classified as rural. The implication from the practical point of view is that the former's planned development will be financed mainly by NCR Planning Board while for the planned growth of service centres & basic villages other sources of funding would have to be found in the rural development sector. To ensure that rural development sector funds are made available for these purposes in adequate measure Member State Govts. may be approached to treat all NCR service centres & basic villages as identified in their respective sub-regional plans, as rural settlements per se.

All these aspects should be suitably brought out in the Plan.

2. New projects on Anvil:

The sub-regional land use map to be prepared for the draft sub-regional plan incorporating all current proposals for development of new economic activities/industrial projects such as the petroleum refinery at Panipat, Japanese township at Manesshwar and Air-Cargo Terminal near Gurgaon. Similarly, the impact of these proposals on the settlement system should be assessed & duly provided for in the plan.

3. Educational & Health:

In addition to the social infrastructure norms relating to education & health services the plan should lay down norms based on population for amenities like police stations, post offices, fire stations, transport terminals etc. . These norms should be more liberal vis-a-vis Delhi Master Plan, as a matter of policy.

4. Transport:

(i) The extension of the Expressway linking Bahalgarh and Delhi through Kundli is envisaged in RP 2001 as a project to be taken up after 2001 AD. As such, it may be dropped.

(ii) The rail link connecting Rohtak-Hansi-Hissar may also be dropped as it does not form part of Regional Plan priorities and also in view of the fact that the Railways have projected a negative return for the scheme on the basis of a recent techno-economic survey.

(iii) The rail link connecting Faridabad-Ghaziabad would serve no purpose in view of the ongoing proposal for linking Faridabad-NOIDA and Ghaziabad through an Expressway as per the VIII Plan proposals of NCR Planning Board. This may therefore be deleted from the Plan.

(iv) As to the railway link connecting Gurgaon-Nuh-Ferozepur-Jhirka, this is a suggestion which warrants further consideration. However, it cannot be incorporated in the Plan as a firm proposal unless it is supported at least by a pre-feasibility study. Once a prima facie case is made out in favour of the scheme through such a study, the same could be duly incorporated in the revised Regional Plan to be brought out by the NCR

Planning Board as part of the on-going mid-term review. In such an event, the scheme would automatically find a place in the Haryana Sub-regional Plan, as amended in the light of the said mid-term review.

(v) The proposal for realigning the Regional Rail Bypass in the Palwal-Rewari sector via Nuh instead of Sohna is acceptable in principle as per Regional Plan priorities. Keeping this in view, the same should be referred to the Railways for purposes of the final alignment survey being carried out by them in respect of the Regional Rail Bypass. As Sohna is to be appropriately developed as a tourist resort-cum-service centre in NCR, a rail spur should appropriately be provided from Nuh to connect Sohna with the proposed Regional Rail Bypass.

(vi) The proposed road linking Palwal and Nuh cannot be called a State Highway as it is of very short length and does not meet requisite State Highway standards. It may, instead be treated as a major district road (MDR). Similarly, the proposed highway from Nagina to Hodal should also be treated as a District Road.

(vii) The transport network as proposed in the approved U.P. Sub-regional plan should be dovetailed with the transport network proposals for Haryana Sub-region, wherever necessary.

(viii) The proposed Delhi IMMRTS need not be shown in the Plan. So also that section of the proposed new road connecting Rohtak with Delhi which falls in UTD should be deleted as it does not form part of the Master Plan of Delhi and would distort its priorities.

5. Telecommunications:

As in all other sections, the telecom projections should be modified so as to correspond to the population to be assigned for the Regional/Sub-regional Centres in the Plan.

6. Environment and Ecology :

A minimum width of two kilometers green belt should be provided as buffer between the urbanisable areas in either side of the border between DUT and Haryana Sub-region.

7. Power

As per projections of Ministry of Energy for the entire State of Harvaha, the peak load and energy requirement deficit levels are expected to increase much beyond the present levels by the end of VIII Plan. On the other hand, in view of Regional Plan imperatives there should be no shortfall whatever in meeting the power requirements of NCR regional/sub-regional centres and DMA towns. To solve the problem therefore, Min. of Energy/CEA must allocate adequate additional power to member states from out of its 15% unallocated reserves for the Northern Grid amounting to 2250 MW, to be made available exclusively for all DMA/NCR towns. Correspondingly the member states govts./SEBs must make adequate provision for installing the requisite transmission/distribution networks within their respective sub-regions so that the additional power thus supplied effectively reduces the prescribed consumption points and selected growth centres in adequate measure. This approach should accordingly be provided for in the Plan.

8. Shelter:

This Chapter needs to take note of the National Housing Policy as finally approved by the Parliament which stipulates that the role of public housing agencies should be mainly that of facilitators. In other words, the policy for the housing sector should provide for (i) bulk allocation of residential land on serviced plots to private developers, housing cooperatives and individuals belonging to various income groups rather than direct construction of housing units by Govt./public agencies graded pricing of such land so as to generate sufficient resources in order to ensure delivery at affordable prices to the needy through cross-subsidies & (ii) use of local building materials & cost-effective construction technologies wherever possible. Further while all overall planning and design norms may be prescribed in lines more liberal than that of Delhi Master Plan, the maximum plot size should be pegged at 100 sq. mt. on lines of National HOusing policy so as to ensure access to funding by NCR Planning Board and various central Govt. financial institutions in the housing sector.

9. Drainage and Floor Control:

There is need for a separate study for whole of NCR as these aspects are part of the mid term review.

10. Economic Profile:

This chapter needs to be substantially redrafted so as to bring out the following

i) Sub-regional resource Analysis and Inter-Sectoral Linkages:

ii) Status of development of industrial, trade and commerce sectors.

iii) Informal sector activities.

General:

i) The Investment Plan proposals for VIII Plan need not be incorporated in the Sub-regional Plan. However, the new strategy for development of new townships around core economic activities which are linked also with the concomitant decentralisation of industrial, trade and administrative activities and their dispersal outside Delhi needs to be given greater emphasis. The various mechanisms envisaged in the new strategy, such as setting up of sub-regional development authorities, joint stock companies for township development and use of revolving funds etc, should also be touched upon.

ii) There should be a bibliography appended to the Plan which indicates that all available reference sources and statistics have been duly drawn upon. Footnotes should also be provided where necessary to indicate actual sources of data incorporated in the Plan.

iii) Derogatory references of Delhi Master Plan provisions and policies of Delhi Administration/DDA to be deleted. The bonafide concerns reflected in these references will be duly addressed in the Delhi Sub-regional Plan.

The meeting of the Technical Sub-group to consider draft Rajasthan Sub-regional Plan-2001 was held on 6.1.1993 at 11.30 A.M. The important observations/comments requiring further discussions in the Planning Committee meeting to be held on 8.1.1993 are as under :-

1. Demographic Profile and Settlement System

The Sub-group was of the view that population assignment for the Rajasthan Sub-region in the Regional Plan i.e. 14 lakhs would need revision in the light of the fact that the population of Rajasthan Sub-region has already reached a figure of 12.80 lakh in 1991 (2.80 lakh urban and 10 lakh rural). It was felt that even on the basis of normal growth rate the total population of the Sub-region would be around 16.50 lakhs by 2001. If the population which is to be induced in the Sub-region i.e. 3 lakh is taken into account, the total population of the Sub-region would be around 19.50 lakhs by 2001. It was, therefore, brought out that the Sub-region Plan would need changes in the Chapter of Demographic Profile and Settlement System accordingly.

2. Transportation

(I) Rail Proposals : The members of the Sub-group were of unanimous opinion as far as inclusion of the following proposals :

- (i) Laying of Single broadgauge line between Delhi-Rewari-Alwar.
- (ii) Laying of a single rail broad gauge line between Alwar and Mathura.
- (iii) Regional railway bypass passing through Palwal-Bhiwadi-Rewari.

Regarding the fourth proposal i.e. " Laying of a Single Broad Gauge Railway Line connecting Harsoli to Narnaul via Mandawar and Behror, it was felt that while this suggestion may find a mention in the Sub-regional Plan, it cannot be incorporated therein as a firm proposal unless it is supported at least by a pre-feasibility study. In case, a prima facie case can be made out in favour of the scheme through such a study, the same could be incorporated in the revised Regional Plan to be brought out by the NCR Planning Board as part of the ongoing mid-term review. In such an event, the scheme would automatically find a place in the Rajasthan Sub-regional Plan proposal in due course.

(II) Road Proposals: As regards Linking of Bhiwadi directly with NH-No.8 via Bilaspur of which most of the part passes through Haryana Sub-region, it was decided that the matter be brought up for consideration in the Planning Committee meeting to be held on 8.1.1993.

The observations made regarding other proposals contained in the various Chapters were discussed at length and the Chief Town Planner, Government of Rajasthan agreed to incorporate these suggestions/observations in the respective Chapters.

MINUTES OF THE 28TH MEETING OF THE PLANNING COMMITTEE
HELD AT 11.30 A.M. ON 8.1.93 IN THE OFFICE OF THE
NATIONAL CAPITAL REGION PLANNING BOARD, NEW DELHI.

List of participants annexed.

Agenda Item No.1: Confirmation of the Minutes of the
27th meeting held on 27.11.92.

The minutes of the 27th meeting of the Planning
Committee held on 27.11.92 were confirmed.

Agenda Item No.2: Review of the action taken on the
decisions of the last meeting held
on 27.11.92.

(a) Sub-Regional Plans:

Member Secretary informed the Planning Committee
that the sub-regional Plans in respect of Rajasthan and
Haryana had been discussed in detail by the Sub-group
on 6.1.1993 and 7.1.1993, respectively. The specific
issues which emerged in these two meetings were being
specifically taken up for consideration as per Agenda
Item No.3.

(b) Review of Regional Plan - 2001.

(1) NCR Economy and Industrial Potential:

It was noted that the study had
been awarded to Operation Research
Group, as decided by the Project
Sanctioning and Monitoring Group
(PSMG), after ORG had agreed to
adhere to the payment schedule

stipulated by the NCRFB in the prescribed terms of reference.

(ii) Power: The progress made by the Study Group on Power was noted.

(iii) Telecommunications:

The progress made by the study group constituted for telecommunications was noted.

(iv) Water supply and sanitation:

The Planning Committee noted that the requisite quotations were still awaited from Water and Power Consultancy Organisation (WPCO) regarding the studies for (a) planning and management of water resources; and (b) sewerage and drainage system in NCR. In this connection, Planning Committee felt that while the sewerage systems would have to be planned & developed separately for each of the proposed new integrated townships, the drainage and flood control aspects of Regional Plan-2001 would need to be reviewed realistically in their full regional dimensions. As such it was decided that the study to be

WAPCOS vide (b) above should be focused on 'drainage & flood control' instead of 'sewerage & drainage'.

(v) Solid Waste Management:

The Planning Committee noted the recommendation made by the Steering Group viz to sponsor pilot project studies relating to the subject, and it was decided that such studies be conducted through specialised agencies/institutions like NIEKI for one priority town in each of the 3 sub-regions of Uttar Pradesh, Rajasthan and Haryana.

In the course of the discussion, Sh. I.I. Joseph, Commissioner and Secretary (L&B PWD), National Capital Territory of Delhi suggested that the proposed studies include an examination of the role vermiculture/can play in the treatment and disposal of urban solid wastes on the Pune pattern. He also indicated that the corresponding study being launched shortly for the Delhi Municipal area would explore this

, aspect.

(vi)

Traffic and Transport:

Member Secretary informed the Planning Committee that the Core Group on Traffic and Transport had met earlier in Dec. 92 and discussed the KILIS scheme for an MKIS in Delhi as well as an alternative approach based on an LKIS network connected to the circular railway in Delhi. In pursuance of the same, the Commissioner (Planning), Delhi Development Authority would be making a more detailed presentation to the Core Group on 12.1.1993 on the said alternative approach. It was intimated by Shri Basu, Adviser, Planning Commission that the KILIS-based proposal was being placed before the Cabinet very shortly. Member Secretary invited those members of the Planning Committee who were specifically interested in the Delhi MKIS and its implications for Regional Plan-2001, to attend the said meeting of Core Group.

The Planning Committee was also informed that the terms of reference for a comprehensive study of the regional transport network with an extended time perspective of 2011 AD. had been submitted to the Ministry of Urban Development for onward transmission to the Department of Economic Affairs who in turn would be required to move the World Bank to sponsor the same. As in the case of a similar proposal of Bombay Metropolitan Region Development Authority.

(vii) Environment and Ecology:

The progress reported in the matter was noted.

(viii) Geographical Information System:

The Planning Committee was informed that a task force for setting up of an in house GIS facility in NCK Planning Board was being constituted and that its first meeting would be held later in the month. In the course of the deliberations, Commissioner and Secretary, Town & Country Planning and Urban Estate, Haryana mentioned

that already a Regional Centre for Remote Sensing had been set up at Haryana Agricultural University, Hissar, especially to cater to the relevant information needs of the State. A similar centre was in operation at Lucknow. It was also pointed out by the Chief Planner, Town & Country Planning Organisation, that a detailed planning exercise had been taken up by ICPU, in collaboration with SAC, Ahmedabad, for the District of Bharatpur (Rajasthan) using GIS. It was decided to seek the cooperation/assistance of these regional centres in UP and Haryana, if need be, for making the proposed GIS for NCK Planning Board fully operational.

(ix) Housing Strategies for Priority towns of NCK.

The Member Secretary informed the Planning Committee that three separate studies sponsored by the NCK Planning Board, to assess the housing situation in respect of the towns of Panipat, Alwar and Meerut,

respectively, had been completed and the reports finalised. Workshops would be organised shortly to discuss the findings and conclusions of these studies with the representatives of the Housing/Urban Development Authorities and other concerned agencies of the participating States and related Central Government organisations, in order to evolve an appropriate strategy for development of the housing sector in all the various priority towns of the N.U.K. Meanwhile, a copy of each of these reports was being sent to the State Government separately, for information and comments.

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(x) BASE MAPS:

The progress in this regard was noted by the Planning Committee.

(c) Steps to be taken by the State Govts/Delhi Administration for areas:

It was pointed out by the Member Secretary that as per a recent decision of the Board, the State Governments were required to finalise the

integrated master plans and formulate viable projects for development of new settlements so as to accommodate the enhanced population targets assigned as per the provisions of Regional Plan-2001, by Dec., 1992. However, so far no project has been received from any of the member-States in accordance with the said strategy as adopted in the 15th meeting of the NUK Planning Board held on 14.9.1992. After due deliberation, it was decided that for the regional centres (i.e. priority towns), the said draft integrated master plans prepared in the light of the respective assigned populations would be prepared and sent to the Board by 15.2.1993, after which detailed project reports covering all aspects of physical and financial phasing of the proposed township development schemes would need to be worked out by the concerned state Govts/development agencies and finalised on a top priority basis. To facilitate the process of project formulation for these new schemes and provide for an overall uniformity in approach, it was decided that the Board would sponsor the preparation of one such study for a selected new integrated township in each of the 3 States of Haryana, Uttar Pradesh and Rajasthan, as soon as the corresponding draft integrated master plans were made available to it. In the meantime, the member State Govts would also

prepare time-bound, phased programmes for the planning & development of each of the new townships falling within their respective sub-regions and furnish the same to the Board, in compliance with the implementation requirements of the said Board meeting of 14.9.72.

Shri D. N. Dasu, Economic Adviser, (HUD & WS), Planning Commission, referred to the stipulation made in 8th Plan, as approved by NDC, where by the Central allocation of Rs. 200 crore by way of budgetary assistance to the Board was to be matched by corresponding provision in the VIII Plans of member-states. He mentioned that in the recent Annual Plan discussions relating to Rajasthan, UP and Delhi U.T. the allocations for NDC had been suitably increased keeping this aspect in view. However, in the case of Haryana, only a token amount of Rs. 1 lakh had been provided in their Annual Plan for 73-74 on the grounds that the bulk of the requisite matching contribution would be made available by HUDA. The Principal Secretary, Housing Department, UP indicated that while Government of UP was prepared to increase the said annual plan allocation for NDC to about Rs. 17 crore the concept of the proposed NDC Development Finance Corporation would need to be further elaborated and the modalities of its functioning explained in greater detail to

enable UP Govt to decide on the question of subscribing to its equity capital on a matching basis. Accordingly, it was decided that copies of the 'Draft Memorandum of Association' of the NCR Development Finance Corporation prepared by NCR Planning Board alongwith a brief note on the proposed manner of financing of the new townships through the NCR Development Finance Corporation would be circulated to the members of the Planning Committee to facilitate detailed discussion in the forthcoming meetings of the Steering Committees for Harvana, Kanasthan and Uttar Pradesh.

(d) Availability of serviced land sites in DMA and Priority towns for allotment in 1992 - 1993:

It was noted that the requisite information, as per the proforma sent along with agenda notes was yet to be received. Member Secretary requested the member representatives of the State Governments who were present at the meeting, to expedite the same. The subject was accordingly deferred for further consideration at the next meeting.

AGENDA ITEM NO. 3: FINALISATION OF SUB-REGIONAL
PLAN FOR RAJASTHAN SUB-REGION
AND HARYANA SUB-REGION OF
N.C.R:

Sub-regional Plan, Rajasthan:

The draft plan was discussed at length on 6.1.1973. The gist of the observations of the sub-group and the decisions taken by the Planning Committee thereon were as follows:

Observations of Sub-group	Decisions of the Planning Committee
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1. Demographic Profile and Settlement System:

The population assignment for the Rajasthan sub-region in the Regional Plan i.e. 14 lakhs, prima facie appears to be based on an underestimate of the projected growth scenario inasmuch as the population of Rajasthan Sub-region has already reached a figure of 12.80 lakh in 1991 (2.80 lakh urban and 10 lakh rural). Thus on the basis of the natural growth rate alone the total population of the Sub-region would be around 16.50 lakhs by 2001. If the induced population in the Sub-region i.e. 3 lakh, were also taken	Accepted. Rajasthan Govt. to incorporate the necessary amendments in the draft Chapter on Demographic Profile and Settlement System, in the first instance.
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into account. the total population of the sub-region would be around 17.50 lakhs by 2001 A.D. Suitable alterations would therefore have to be made in the draft Chapter on Demographic Profile and Settlement System and, by implication, in the corresponding provisions of Regional Plan-2001.

2. Transportation:

Transportation (Rail)

1. Rail Proposals:

The following three proposals are in accordance with Regional Plan-2001 provisions and may be accepted:

i) Laying of single broadgauge line between Delhi-Kewari-Hiwar.

ii) Laying of a single rail broad gauge line between Hiwar and Mathura.

iii) Regional railway bypass passing through Palwal-Bhiwadi-Kewari.

As regards the fourth item i.e. Laying of a single broad gauge railway line connecting Harsoil to Narnaul via Mandawar and Behror, while the need for the same may find a mention in the sub-regional Plan it cannot be incorporated as a firm proposal at this stage pending justification on the basis of prefeasibility report. In other words, if a prima facie case could be made out for this item in terms of the regional plan-2001 priorities, the same could be incorporated in the revised regional Plan to be brought out by the NLK Planning Board as a part of the on-going mid-term review. In such an event, the scheme would automatically find a place in the Rajasthan sub-regional Plan proposals in due course.

11. Road proposals

The item relating to linking of Bhiwadi directly with NH-8 via Bilaspur, which for the most part passes through Haryana sub-region, may be brought up for consideration in the Planning Committee meeting to be held on 8.1.73.

Transportation-Road

It was noted that this new link between Bhiwadi and NH-8 would reduce the commuting distance from Delhi by about 13 kms and thereby save about half an hour of journey time. The possibility of the project being financed by Government of Rajasthan was also mooted. On the other hand, Commissioner & Secretary, Town & Country Planning, Haryana informed the Planning Committee that the project had been considered by the Haryana Government and not found acceptable as it would open up new settlement areas not envisaged in the Regional Plan and other unauthorised development activities along the proposed

alignment. Besides, provision had already been made for a separate link between Bhiwadi and National Highway in the integrated development plan for Bhiwadi-Pharukhera Complex which would reduce the road distance from Bhiwadi to Delhi by 6 kms. However, he expressed his willingness to have the matter considered once again, in case a fresh reference were to be made by Government of Rajasthan indicating their desire to underwrite the entire costs of the project.

The Member Secretary, NCR Planning Board was of the view that first priority should be given to the bypass link provided in the

Integrated Development
Plan for the Bhiwadi-
Kowari-Dharuhera Complex.
Meanwhile, Karanathan
Government may make
another request to the
Haryana Government
offering to bear the
financial liability for
both the acquisition of
land and construction of
the road and the Haryana
Government, in turn, may
take a fresh look at the
project in the light of
its various implications
for the integrated
development of Bhiwadi-
Kowari-Dharuhera Complex
as well as Regional
Plan-2001 (and the
corresponding Haryana
sub-regional Plan).

Keeping all these
aspects in view, it was
decided that the said
road project cannot be

Haryana at this stage but would form one of the specific items to be looked into as a part of the on-going mid-term review of the Regional Plan - 2001.

SUB REGIONAL PLAN HARYANA :

The draft plan was discussed at length on 7.1.1979 and the following observations of the sub-group were placed before the Planning Committee for its consideration and the decisions taken thereon were as follows:

Observation of the Sub-group:

1. Settlement System:

The settlement system as projected in the sub-regional Plan should conform to the criteria laid in the Regional Plan-2001 in regard to identification of sub-regional centres. For instance Sohna and Herozpur- Zhirka. owing to their size, location

Decisions of the Planning Committee.

Accepted subject to the following observations:

(a) Sohna to be included as one of the sub-regional centres:

(b) A number of service centres while essentially catering to the rural economy in the Haryana sub-region are being administered by urban local bodies. Haryana Govt.

to the relevant features, do not have the potential for development as sub-regional centres by the year 2001 AD as per regional Plan norms and requirements and may accordingly be reclassified as service centres at best. On the other hand all towns identified as sub-regional centres in NCK ought to have a minimum feasible assigned population of 50000 by 2001 AD which means that they should be able to develop into major industrial centres in their own right, catering to both natural growth of population and induced in-migration to the required extent, in accordance with the newly approved strategy for the accelerated development

may, however, be requested to treat them as rural settlements for the purpose of funding schemes for their planned improvement and extension out of the rural development (DKDU) budget.

or NCR. Keeping these considerations in view, sub-regional centres, as a matter of policy, should be included in the priority list of satellite towns for accelerated development as per the said new strategy, subject to approval of the board. In other words for purposes of Regional Plan 2001, the top 2 levels in the projected settlement hierarchy will be treated as urban settlements while the remaining 2 tiers, consisting of service centres and basic villages will continue to be classified as rural settlements. The implication from the practical point of view is that the former's planned development will

be financed mainly by NLR Planning Board while for the planned growth of service centres & basic villages other sources of funding would have to be found in the rural development sector. Accordingly, and with a view to ensuring that rural development sector funds are made available for these purposes in adequate measure, Member State Govts. may be approached to treat all NLR service centres & basic villages as identified in their respective sub-regional plans, as rural settlements per se. All these aspects should be suitably brought out in the Plan.

2. New projects on Anvii:

A sub-regional land use map ought to be prepared as an adjunct to the draft sub-regional plan incorporating all current proposals for development or new economic activities/industrial projects such as the petroleum refinery at Panipat. Japanese township at Manesar and Air-Cargo Terminal near Gurgaon. Similarly, the impact of these proposals on the settlement system should be assessed & duly provided for in the plan.

3. Educational & Health:

In addition to the social infrastructure norms relating to education & health

accepted. It was however clarified by the Commissioner and Secretary, Town & Country Planning, Haryana that the supporting infrastructure for the refinery would be provided at Panipat itself and that Panipat Development Plan was accordingly being amended. As far as the Japanese township & Air-Cargo Terminal are concerned, the same are at preliminary stage and no final decision has yet been taken as to their precise locations. ✓

Noted.

The norms adopted by HUDA for the provision of land for

services. the plan should lay down norms based on population for amenities like police stations, post offices, fire stations, transport terminals etc. These norms should be more liberal vis-a-vis Delhi Master Plan. as a matter of policy.

4. Transport:

(i) The extension of the Expressway linking Bahadgarh and Delhi through Kundli is envisaged in R.P. 2001 as a project to be taken up after 2001 AD. As such, it may be dropped. So also, other expressways indicated in the sub-region plan beyond 2001 need to be dropped.

(ii) The rail link connecting Rohtak-Hansi-Hissar may also be

these various amenities would however be adequate for the purpose.

(i) Accepted. Accordingly, the Panipat-Sonepat Expressway will be provided only upto Bahadgarh as in Regional Plan-2001. The subsequent portion will be considered separately as a part of the on-going mid-term review.

(ii) Accepted. This proposal may be included in the Hissar Development Plan and taken up

dropped as it does not form a part of Regional Plan priorities and also in view of the fact that the railways have projected a negative return for the scheme on the basis of a recent techno-economic survey.

(iii) The rail link connecting Faridabad-Ghaziabad would serve no purpose in view of the ongoing proposal for linking Faridabad-Noida and Ghaziabad through an Expressway as per the VIII Plan proposals of NCR Planning Board. This may therefore be deleted.

(iv) As to the railway link connecting Gurgaon-Nuh-Ferozepur-Jhirka.

this is a suggestion which warrants further consideration. However.

directly by the State Govt. with the Ministry of Railways.

(iii) accepted. Corresponding changes to be made. It need be in the U.P. sub-regional plan.

(iv) accepted.

it cannot be incorporated in the Plan as a firm proposal unless it is supported at least by a pre-feasibility study. Once a prima facie case is made out in favour of the scheme through such a study, the same could be duly incorporated in the revised Regional Plan to be brought out by the NCR Planning Board as part of the on-going mid-term review. In such an event, the scheme would automatically find a place in the Haryana sub-regional Plan, as amended in the light of the said mid-term review.

(v) The proposal for realigning the Regional Rail bypass in the Palwal-Kewari sector via Nuh instead of Sohna is acceptable in principle

(v) Accepted.

as per Regional Plan priorities. Keeping this in view, the same should be referred to the railways for purposes of the final alignment survey being carried out by them in respect of the Regional Rail Bypass. As Sohna is to be developed as a tourist resort - cum - service centre in NCR, a rail spur should appropriately be provided from Nuh to connect Sohna with the proposed Regional Rail Bypass.

(vi) ☒ The proposed road linking Palwal and Nuh cannot be called a State Highway as it is of very short length and does not meet requisite State Highway standards. It may instead be treated as a major district road (MDR). Similarly, the

☒ (vi) Not accepted. It was explained by the Commissioner and Secretary, Town & Country Planning, Haryana that in view of the importance of these road links it would be desirable to retain their character as State Highways.

proposed highway from
Nagina to Modar should
also be treated as a
District Road!

(vii) The transport
network as proposed in
the approved U.P. sub-
regional plan should be
dovetailed with the
transport network
proposals for Haryana
sub-region. wherever
necessary.

(viii) The proposed
Delhi MKIS need not be
shown in the Plan. So
also that section of the
proposed new road
connecting Rohtak with
Delhi which falls in U.P.
should be deleted as it
does not form part of the
Master Plan of Delhi and
would distort its priorities.

(ix) The suggestion of a new
highway linking Kotputli to
Ludhiana via Narnaul & Rohtak

(vii) Accepted.

(viii) Accepted.

is not acceptable for NLP
Plan upto 2001. It may be
separately taken up by the
State Govt. with the Ministry
of Surface Transport. It need
be.

5. Telecommunications:

As in all other accepted
sections, the telecom projections
should be modified so as to
correspond to the populations
to be assigned for the
Regional/Sub-regional Centres
in the Plan.

6. Environment and Ecology :

A minimum width of accepted in principle. However,
two kilometers green belt as pointed out by the Commissioner
should be provided as a Secretary, Town & Country
buffer between the Planning, Haryana, such a
urbanisable areas on blanket provision would be
either side of the border difficult to implement
between DDI and Haryana especially along the
Sub-region. Delhi-Haryana boundary at
Faridabad, Gurgaon, Mahadurgarh
and Sonapat, where substantial
urban activity has commenced
over the years. As such,

controlled urbanisation rather than retention of open green areas might be a more pragmatic form of preventive action in such vulnerable areas. Accordingly, as suggested by Chief Town & Country Planner, U.P. these green areas may be developed primarily as productive green spaces for such activities as golf courses, health farms or floriculture estates, as the case may be.

7. Power

As per projections accepted by Ministry of Energy for the entire State of Haryana, the peak load and energy requirement deficit levels are expected to increase much beyond the present levels by the end of VIII Plan. On the other hand, in view of Regional Plan imperatives there should

be no shortfall whatever
in meeting the power
requirements or NUK
regional/sub-regional
centres and DHA towns.
To solve the problem
therefore, Min. or
Energy/CEA must allocate
adequate additional power
to member states from
out of its 15%
unallocated reserves for
the Northern Grid
amounting to 2250 MW, to
be made available
exclusively for all
DHA/NUK towns.
Correspondingly the
member states govts./GLBs
must make adequate
provision for installing
the requisite
transmission/distribution
networks within their
respective sub-regions so
that the additional power
thus supplied effectively

reaches the prescribed consumption points and selected growth centres in adequate measure. This approach should accordingly be provided for in the Plan.

8. Shelter:

This Chapter needs to take note of the National Housing Policy as finally approved by the Parliament which stipulates that the role of public housing agencies should be mainly that of facilitators. In other words, the policy for the housing sector should provide for (i) bulk allocation of residential land on serviced plots to private developers, housing cooperatives and individuals belonging to various income groups rather than direct

accepted.

construction of housing units by Govt./public agencies: (ii) graded pricing of such land so as to generate sufficient resources in order to ensure delivery at affordable prices to the needy through cross-subsidies & (iii) use of local building materials & cost-effective construction technologies wherever possible. Further, while overall planning and design norms may be prescribed on lines more liberal than that of Delhi Master Plan.

9. Drainage and Floor Control:

There is need for a separate study for the whole of NCR as these aspects, are part of the mid term review .

Accepted.

1947. The following references to Delhi Master Plan provisions and policies or Delhi administration are to be deleted. The concerns reflected in these references will be duly addressed in the Delhi sub-regional Plan.

In conclusion, it was also decided that the draft sub-regional Plans for both Rajasthan and Hariana would be duly amended in the light of the above and be submitted to the High Planning Board within a period of 2 weeks.

AGENDA ITEM NO. 4:

STEPS TO BE TAKEN BY STATE
GOVERNMENT/DELHI ADMINISTRATION FOR
IMPLEMENTATION OF NEWLY APPROVED
STRATEGIES FOR PROMOTING
ACCELERATED GROWTH OF SATELLITE
SETTLEMENT AREAS.

The Member Secretary informed the Planning Committee that in pursuance of the decisions taken in the 15th meeting of the NCR Planning Board held on 14.7.1992, detailed consultations were held with the concerned Central Ministries of Railways, Surface Transport, Telecom and Energy and also the Delhi Administration, and an audio-visual presentation on the main issues and policies relating to the proposed NCR investment programme in the Central Sector had been prepared for being made to the Prime Minister. Member Secretary indicated that a similar presentation relating to the proposed development of new townships in the State Sector would also be prepared, for being placed before the Board at its next meeting (February/March, 1993). It was decided that, in the meantime, each member state government would draw up a time-bound action programme for development or integrated new townships, centred around core economic activities and located next to each of the priority towns/complexes as also the DMA towns of Bahadurgarh and Kundli. This programme would cover the schedule for preparing/reviewing Master Plans for each of the said towns so as to accommodate the entire assigned population upto the year 2001 as well as the phased implementation of the actual township development projects needed to implement these

master plans. Keeping this in view, it was decided that the preparation of one pilot project development plan would be sponsored by NCR Planning Board for each of the 3 member States and that to facilitate speedy commissioning of the same, the member State Government would make available the requisite revised (draft) Master Plans for the respective new townships to the Board at the earliest.

AGENDA ITEM NO.5: AVAILABILITY OF LAND FOR ALLOTMENT TO GOVERNMENT AND PUBLIC SECTOR OFFICES AND OTHER INSTITUTIONS IN DMA & PRIORITY TOWNS:

The representatives of the Defence Services indicated their respective land requirements both in terms of area and location within NCR. While assuring them that these demands would be accommodated on a priority basis, the Planning Committee requested them to write to the Secretaries in-charge of the concerned State Housing & Urban Development Depts. for purposes of actual allotment, keeping NCR Planning Board duly informed.

AGENDA ITEM NO.6: DECENTRALISATION OF WHOLESALE TRADES:

In order to work out a package of incentives and the modalities for speedy implementation of the decentralisation process, a Committee consisting of the following was constituted:

1. Commissioner (Planning), - Chairman
Delhi Development Authority,
Vikas Minar, New Delhi - 110002.

2. The Chief Towns & Country Planner,
Town & Country Planning Department,
Govt. of Uttar Pradesh,
7, Bandaria Bagh, Lucknow-226001.

- Member

3. The Chief Town Planner,
Town & Country Planning Department,
Govt. of Rajasthan,
Jawaharlal Nehru Marg, Jaipur.

- Member

4. The Chief Coordinator Planner, NCK,
NCK Sub-region of Haryana,
Govt. of Haryana, Kothi No. 1075,
Sector-4, Gurgaon.

- Member

5. The Senior Research Officer,
NCK Planning Board, 7th floor,
'B' Wing, Janpath Bhavan,
Janpath, New Delhi - 110001.

- Member

The Committee would consider the following issues and submit its report to the NCK Planning Board within one month:

- (a) to identify those wholesale trades as well as manufacturing activities now concentrated in Delhi which could form a part of the core economic activity in each of the 10 new proposed townships in NCK;
- (b) to draw up a set of policy incentives and guidelines which could be uniformly accepted by both Delhi Administration and the respective development agencies of the member-States in order to help operationalise these core economic activities in the said new townships in a time-bound manner;
- (c) to suggest the institutional machinery to be set up to ensure joint action for timely

implementation in each and every case.

AGENDA ITEM NO.7:

**CONSTITUTION OF REVOLVING FUNDS FOR
ACCELERATED DEVELOPMENT OF URBAN
INFRASTRUCTURE IN NCR:**

It was decided that the subject may be discussed in the meetings of the Steering Committees of the participating States to be convened shortly.

AGENDA ITEM NO.8:

**WORK PROGRAMME FOR THE NCR PLANNING
CELLS FOR 1992-93 AND REST OF THE
EIGHT PLAN PERIOD:**

Deffered

In the meantime, the Scope & functions of the NCR Planning Cells may be discussed in the forthcoming round of Steering Committee meetings. The following decisions were also taken in this regard:

- (i) The Chief Regional Planner, NCR Planning Board will be holding a separate meeting every month, or the heads of all NCR Planning Cells or the participating States, to monitor the progress in respect of various NCR projects and schemes and discuss other matters of common interest.
- (ii) In order to make the functioning NCR Planning Cells more effective, they should be brought more fully into the regional/urban planning mainstream. With this in view, the Heads of Planning cells

should be invariably consulted/kept informed in respect of all policies and projects which have a bearing on Regional Plan-2001.

(iii) As far as the projects financed by the NCRF Board are concerned, all implementing agencies should make it a point to submit their progress reports through the respective Planning Cells latest by 15th of every month.

(iv) The Planning Cells shall draw up their 'Action Plans' for the present quarter i.e. from January to March, 1993 and for the next year from April, 1993 to March, 1994 and submit the same to the NCRF Board latest by 31.1.1993.

AGENDA ITEM NO. 9:

COMPREHENSIVE STUDIES IN TRANSPORT SECTOR FOR REVIEW AND REVISION OF TRANSPORT SECTOR PLAN IN NCR PLAN-2001:

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The Planning Committee noted that the terms of reference for the study which had been finalised after discussion in the Core Group, were now being processed by the Ministry of Urban Development for onward transmission to the World Bank through the Department of Economic Affairs, Ministry of Finance.


The meeting ended with a Vote of Thanks to the Chair.

No. K-14011/80/92-NCRPB
National Capital Region Planning Board
7th Floor, 'B' Wing, Janpath Bhavan
Janpath, New Delhi.

Dated: 4th, February 1993.

Copy to Chairman and all members of the Planning
Committee.

All officers of the NCR Planning Board.


(R.C. AGGARWAL)
Chief Regional Planner

MEMBERS PRESENT:

In Chair

1. Shri Cecil Noronha
Member Secretary
NCR Planning Board.
2. Shri D.N. Basu.
Economic Adviser (HUD & WS)
Planning Commission . Yojana Bhavan.
New Delhi - 110001.
3. Shri R.S. Mathur.
Principal Secretary
Housing Department
Government of Uttar Pradesh. Lucknow.
4. Shri Pradeep Kumar.
Commissioner & Secretary.
Town & Country Planning & Urban Estate
Govt of Haryana. Chandigarh.
5. Shri T.T. Joseph.
Secretary (Lands & Building)
National Capital Territory of Delhi
I.P. Estate. New Delhi - 110002.
6. Shri D.P. Gupta.
Chief Engineer (Planning)
Ministry of Surface Transport
Transport Bhavan. New Delhi-110001.
7. Shri Manik Sonawane.
Director. Town & Country Planning
-cum-Chief Administrator.
Haryana Urban Development Authority,
Govt. of Haryana
Sector-18. Chandigarh - 160018.
8. Shri B.D.Gulati.
Chief Coordinator Planner-NCR
Govt of Haryana. Kothi No.1095.
Sector-4. Gurgaon.
9. Shri J.C. Bhardava.
Officer on Special Duty. Housing & U.D..
Govt of U.P.. Lucknow.
10. Shri J.C. Gambhir.
Commissioner (Planning). DDA. New Delhi.
11. Shri S.M. Mittal.
Executive Director (MTP)
Railway Board. Rail Bhavan

- New Delhi-110001.
12. Shri D.S. Meshram.
Chief Planner. Town & Country Planning
Organisation. Govt of India
New Delhi.
 13. Shri S. Krishnan.
Deputy Director General (L.T.P.)
Telecom Commission. New Delhi.
 14. Shri V.K. Soni.
Chief Projects (NCR)
Housing & Urban Development Corpn.
HUDCO House. Lodhi Road. New Delhi.
 15. Shri R.C. Aggarwal.
Chief Regional Planner
NCR Planning Board
New Delhi.

Other participants:

1. Shri R.S. Verma,
Joint Director
Costal Guard Headquarters
New Delhi.
2. Shri Atul K. Rai.
Senior Research Officer (HUD).
Planning Commission. Yojana Bhavan.
New Delhi - 110001.
3. Dr. S.P. Bansal
Joint Director (Plg)
Delhi Development Authority
Vikas Minar. New Delhi.
4. Shri B.L. Mehra.
Addl. Chief Town Planner.
Rajasthan. Jaipur.
5. Shri A.K. Sharma
Director (TPS)
Telecom Commission. New Delhi.
6. Col. J.S. Chopra
Director (Plg)
QMG Branch. Army Headquarters
New Delhi.

NCR Planning Board Officers:

1. Shri S. Arunachalam
Senior Planning Engineer.
2. Shri R.P. Rastogi
Regional Planner
3. ✓ Shri V.K. Thakore
Senior Research Officer
4. Shri J.N. Barman
Associate Planner
5. Shri P. Jayapal
Asstt. Town Planner
6. Shri Manmohan Singh
Research Officer
7. Shri P. Sisupalan
Research Officer
8. Shri K.L. Sachar
Finance & Accounts officer
9. Shri Naresh Kumar Aneja
Deputy Director
10. Shri Naresh Kumar Dhiran
Asstt. Town Planner
11. Shri M.M.A. Baio
Asstt. Town Planner.