



आर सी अग्रवाल  
मुख्य क्षेत्रीय नियोजक

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MC(31) 1995

180

राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड  
NATIONAL CAPITAL REGION  
PLANNING BOARD  
1st Floor, Zone-IV  
India Habitat Centre  
Lodhi Road, New Delhi-110003  
शहरी विकास मंत्रालय  
Ministry of Urban Development  
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सं०के१४०११/३०/६५/एपी/रा रा क्षे यो बो/३७वीं

दिनांक १५ ६ १९९५

### बैठक सूचना

विषय : दिनांक २१/६/९५ को राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड के कार्यालय में होने वाली योजना समिति की ३७वी बैठक ।

इस कार्यालय के समसंख्यक पत्र दिनांक ६/६/९५ के अनुक्रम में आप का एतद मीटिंग के एजेन्डा नोटस की प्रति प्रेषित की जाती है !

कृपया बैठक में भाग लेने का कष्ट करें !

*C. M. Kumar*

आर सी अग्रवाल  
मुख्य क्षेत्रीय नियोजक

प्रति

- १ अध्यक्ष तथा योजना समिति के सभी सदस्य
- २ बोर्ड कार्यालय के सभी अधिकारी
- ३ विशेष आमंत्रित अधिकारी

AGENDA ITEMS FOR THE 37TH MEETING OF THE PLANNING COMMITTEE  
OF THE NCR PLANNING BOARD TO BE HELD AT 11.30 A.M. ON 21.9.95  
IN THE OFFICE OF THE NCR PLANNING BOARD, 1ST FLOOR, ZONE - IV  
INDIA HABITAT CENTRE, LODHI ROAD, NEW DELHI - 110 003

- AGENDA ITEM NO.1 : Confirmation of the minutes of the 36th meeting of the Planning Committee held on 31.5.95.
- AGENDA ITEM NO.2 : Review of the Actions taken on the decisions of the 36th meeting of the Planning Committee held on 31.5.95.
- AGENDA ITEM NO.3 : Review of the Regional Plan - 2001.
- AGENDA ITEM NO.4 : Setting up of Satellite Air Freight City near the International Airport, Village Choma, District Gurgaon (Haryana).
- AGENDA ITEM NO.5 : Amendment of the Sub-regional Plan for Uttar Pradesh Sub-region and consequent amendment to the Regional Plan for - Inclusion of Khurja Growth Centre and Chola in Bulandshahr - Khurja Complex.
- AGENDA ITEM NO.6 : Framing of Issues for discussion in the Unified Transport Planning Group (UTPG) meeting to be held shortly.
- AGENDA ITEM NO.7 : Regional Mass Rapid Transport System for NCR.
- AGENDA ITEM NO.8 : Establishment of Project Development Fund.
- AGENDA ITEM NO.9 : Any other item with the premission of the Chair.

AGENDA NOTES FOR THE 37TH MEETING OF THE PLANNING COMMITTEE  
OF THE NCR PLANNING BOARD TO BE HELD AT 11.30 A.M. ON 21.9.95  
IN THE OFFICE OF THE NCR PLANNING BOARD, 1ST FLOOR, ZONE - IV  
INDIA HABITAT CENTRE, LODHI ROAD, NEW DELHI - 110 003

AGENDA ITEM NO.1 : CONFIRMATION OF THE MINUTES OF THE 36TH  
MEETING OF THE PLANNING COMMITTEE HELD ON  
31-5-95.

Minutes of the 36th meeting of the Planning Committee held on  
31.5.95 circulated vide letter No.K-14011/20/95-NCRPB dated  
10.7.95 may be confirmed.

AGENDA ITEM NO.2 : REVIEW OF ACTION TAKEN ON THE DECISIONS OF  
THE 36TH MEETING OF THE PLANNING COMMITTEE  
HELD ON 31-5-95.

i) Sub Regional Plan for NCT-Delhi

The progress may be reported by the representative of the  
Government of NCT Delhi.

ii) Time-bound programme for the preparation of ODPs and  
formulation of detailed project plan for proposed Integrated  
Townships.

A. HARYANA

The representative of the Government of Haryana may indicate  
the status of the Development Plan for Kundli, which was to  
be submitted to the NCR Planning Board by end of January,  
1995. The representative may also indicate the progress  
in respect of Project Reports for Bhadurgarh, Rohtak, Rewari,  
Panipat, Dharuhera and Palwal.

B) UTTAR PRADESH

The status of the Project Report of Hapur may be reported by  
the representative of the Government of the Uttar Pradesh.  
The status of creation of Development authority of Hapur may  
also be indicated.

iii) Approval of Sub-regional Plan for Haryana.

The representatives of Haryana and Uttar Pradesh may report  
the progress of mapping the present status of development on  
either side of the Delhi - Haryana - U P Border. Once this  
map is prepared the land use plan for Haryana will be  
finalised.

- iv) Linkages and Concrete measures for the disposal of Industrial Activities from Delhi.

The action taken by the Ministry of Urban Affairs and Employment, the Delhi Development Authority and the GNCT-Delhi on the various decisions of the 36th Planning Committee Meeting held on 31-05-95 on various aspects of re-use of the vacated land may please be indicated by them so that the matter can be placed before the Planning Board in its forth coming meeting.

- v) Separate Central NCR University for NCR

The Task Force for creation of a separate Central NCR University set up under the Chairmanship of Member Secretary has finalised the proposal. We had received the offer of free land for the setting up of the University at Noida from the U. P. Government. In the last meeting the HUDA representative had indicated that they can provide site for the University at Gawal Pahari (Distt. Gurgaon). All the relevant issues were discussed in the meeting of the Task Force and the matter placed before the Chair person to decide the location. It has been finally decided to locate the proposed University at Noida. In order to give the proposal a concrete shape, further necessary action is being taken with the Ministry of Human Resource Development.

**AGENDA ITEM NO.3 : REVIEW OF THE REGIONAL PLAN NCR - 2001.**

- i) Study Group on Demography

As part of the on-going mid-term review of Regional Plan-2001, A Task Force of experts was setup in August, 1992 to go into the various demographic features of NCR, in the light of the census of 1991 and make population projections up to 2011 A.D. After this a full fledged study group on demographic profile has been constituted to discuss the demographic dynamics in NCR. So far the study group has met 2 times and brought out a paper giving the revised population projection for NCT, Delhi.

This paper has been circulated in the 18th Board Meeting, according to which the projected population of Delhi without NCR intervention would be 133-139 lakh by 2001. With NCR intervention and deflection of 20 lakhs population this range will be between 113-119 lakhs by 2001. However, in the Board meeting it was suggested by Member Secretary, that since NCR Plan implementation has been a late starter the population target for Delhi may be fixed at 120 lakhs by 2001. For Planning purposes we will use the range of 133-139 as the over all population for Delhi without deflection till such time the migration data is available and accordingly the projections for Delhi can be refined.

## ii) Task Force on GIS

The hardware and software for GIS has already been installed in the NCR Planning Board. A digitizer of A0 sizes and plotter has already been installed and become operational. The work of digitization of updated land use maps has already been completed by M/s. Era Software, Hyderabad and M/s. Pegasus, Bangalore. The corrections, checking of the maps are at the advanced stage.

## iii) Settlement System in the NCR

When the Regional Plan-2001 for NCR was being finalised earlier, a Settlement System Study for the NCR was conducted by the Physical Research Laboratory, Ahmedabad. This study was based on 1981 Census Data. Now as a part of the Mid-Term Review the PRL, Ahmedabad has been requested to update the earlier study in the light of the 1991-Census data. They have asked for detailed information on various parameters used earlier for evolving the settlement pattern. The data on these parameters is not yet ready and as per the information available from Registrar General Census of India Office, the same is under print at Chandigarh Jaipur and Lucknow. As soon as the data would be made available the same would be supplied to the Physical Research Laboratory, Ahmedabad.

## iv) Housing Development Strategies for Priority Towns in NCR.

In the light of the broad policy guidelines available in the Regional Plan - 2001, the NCR Planning Board has initiated steps for evolving appropriate housing development strategies for the Priority Towns in NCR so as to equip them with adequate housing facilities to meet the induced growth pattern envisaged for those towns. Detailed surveys and studies were carried out in respect of selected Priority Towns to determine the prevailing housing characteristics and future housing needs. This was followed by discussions at Workshop/Seminar where specific problems of Development authorities/housing agencies on the legal, financial and technical aspects were examined in-depth. Arising out of these exercises, the Board constituted a Study Group to draw-up detailed strategies and action plans to achieve the housing targets within the stipulated time frame. Reports on detailed survey/studies conducted by the Board on re-settlement of squatters and informal sector workers of Delhi were made available to the various agencies of Delhi for implementations. Further studies on evolving mechanism for housing and Urban development are in progress.

## v) Studies

The studies on housing, regional economy and industrial potential in NCR, water resources, drainage and flood control, feasibility studies for town of Alwar in Rajasthan, Hapur in U.P. and Panipat in Haryana, solid waste management for Kota and Faridabad have already been completed. The study on environment and ecology is at final stage. The solid waste management for Hapur has been cancelled. The comprehensive study on transportation is being undertaken by CIDA through M/s N D Lee Association, Canada. The Report on short and long term Plans is shortly expected.

### AGENDA ITEM NO.4 : SETTING UP OF SATELLITE AIR FREIGHT CITY NEAR THE INTERNATIONAL AIRPORT, VILLAGE CHOMA, DISTRICT GURGAON.

The Ministry of Commerce has sent a proposal to the Ministry of Urban Affairs and Employment for developing a satellite air freight city (SAFC) in the north of village Choma, district Gurgaon. As the existing cargo facilities at Indira Gandhi International Airport falls short of the space for the future handling of cargo, it was proposed by International Airport's Authority of India to develop a modern air cargo handling facility near the present international airport. Accordingly they have selected a site in Gurgaon. The Ministry of Urban Affairs and Employment had sought the views of NCR Planning Board about this proposal as it falls within the National Capital Region. The NCR Planning Board Secretariat has examined this proposal in the light of the Regional Plan-2001 for NCR, sub-regional plan for Haryana (Draft) and sub-regional plan for Delhi (Draft) and offered the following comments:-

1. As the SAFC has to serve the needs of future export and import of goods from IGI Airport, it will accommodate the storing space, offices and shelter for various export companies, banks, hotels, etc. These activities will naturally be generating lot of employment. next
2. With regard to the land use, the site for the proposed SAFC falls within the area earmarked for industrial use as per the master plan of Gurgaon town prepared and approved by Govt. of Haryana in 1982. However, as per the regional plan 2001 NCR enforced since January, 1989 the proposed site falls within the green belt. The proposal of the green belt was made in NCR Plan to control the unauthorised and unorganised activities within this zone. However, the detailed boundaries of the green belt have to be defined in the sub-regional plan of Haryana and Development plan of Gurgaon.

Since the proposal of SAFC involves change of land use in the regional land use plan, the Planning Committee may deliberate on this issue and offer its comments so that the NCR Planning Board may take up this issue with the Ministry of Commerce through Ministry of Urban Affairs and Employment.

**AGENDA ITEM NO.5 : AMENDMENT OF THE SUB-REGIONAL PLAN FOR UTTAR PRADESH SUB-REGION AND CONSEQUENT AMENDMENT TO THE REGIONAL PLAN FOR - INCLUSION OF KHURJA GROWTH CENTRE AND CHOLA IN BULANDSHAHR - KHURJA COMPLEX.**

The Uttar Pradesh Government have submitted a proposal for amendment of the 'Sub-regional Plan as well as Regional Plan-2001 for NCR so as to include Chola and Khurja Growth Centres in the Bulandshahr - Khurja Complex. (Annexure I) This matter was discussed in the 34th meeting of the Planning Committee of NCR Planning Board held on 9/11/94 and the proposal, referred to above, has been sent by the U. P. Government as a follow up of the decisions that it will not be possible for Bulandshahr - Khurja Complex to attain population of 8 lakhs as assigned in the Regional Plan-2001 since the 1991 Census population of these two centres, if put together, is hardly 2.07 lakhs. Accordingly, it has been suggested that Chola and Khurja Growth Centres now to be included in the Bulandshahr - Khurja Complex so that the Complex reach the ultimate assigned population of 8 lakhs by 2001, as under:

Bulandshahr - 2001	3.0 lakhs
Khurja 2001	2.5 lakhs
Khurja Growth Centre - 2001	1.5 lakhs
and Chola 2001	1.0 lakhs

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Total 8.0 lakhs  
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The inclusion of these two centres in the Complex would require necessary amendments both to the Sub-regional Plan of U. P. Sub-region which stands approved as well as the Regional Plan-2001 which was notified for enforcement on 23.01.89 in accordance with the statutory requirements.

The matter is placed before the Planning Committee for consideration and approval..

**AGENDA ITEM NO.6 : FRAMING OF ISSUES FOR DISCUSSION IN THE  
UNIFIED TRANSPORT PLANNING GROUP (UTPG).**

**1. General Matters Relating to Transport Sector in the NCR:**

**A. Roads:**

- i) The feasibility study for Delhi-Ghaziabad-Meerut and Delhi-Sonepat-Panipat Expressways.
- ii) Arranging funds through MOST/State Govts., for the land acquisition component for all the three expressways in the NCR.
- iii) Declaring all the three expressways as the national expressways so that MOST may implement these projects.
- iv) Strategy for financing the implementation of the Regional Roads i.e., inner grid and outer grid of NCR.

**B. Railways**

- i) Implementation of the Regional Rail bypass linking Khurja, Palwal, Bhiwadi, Rewari and Rohtak.
- ii) Doubling of Railway line between Muradnagar and Meerut and electrification of the track between Ghaziabad and Meerut by Ministry of Railways in the current Five Year Plan.
- iii) Augmentation of EMU/DMU services on Delhi-Khurja, Palwal-Delhi, Gurgaon-Delhi, Bahadurgarh-Delhi and Sonepat-Delhi rail corridors.

**2. Matters related to State and Inter-State Transport Sector:**

- i) Operation of EMUs on the existing ring rail and spurs in Delhi and DMA at 10 to 20 minutes interval.

**U. P.**

- i) Facilitating the interstate movement of taxis and auto-rikshaws between Delhi and U.P. Border towns of NOIDA, Ghaziabad, Loni etc., and similar facilities in case of all other DMA towns like Faridabad, Gurgaon, Kundli and Bahadurgarh.
- ii) Extension of MRTS-Delhi upto NOIDA.



**Haryana:**

- i) Widening of NH-8 and NH-10 to four-lanes within the Region. Direct rail between Gurgaon-Alwar via Nuh and Ferozpur-Jhirka and also between Hissar-Rohtak.
- ii) Extension of MRTS-Delhi upto Faridabad, Gurgaon, Bahadurgarh and Sonapat.
- iii) To provide a peripheral railway service in Haryana outside NCTD.
- iv) To declare the Regional Roads of NCR as National Highways and their implementation through MOST.

**Rajasthan:**

- i) Providing broad gauge rail connection between Rewari and Bhiwadi.
- ii) Provision of funds for bypass around Kota.

**M.P.:**

- i) Provision of rail sidings to the new industrial areas around Gwalior.
- ii) Setting up of an ICD at Gwalior.

**3. Functional Plan for NCR Transport Sector.**

The NCR Plan 2001, in order to achieve its objective of containing the population growth in Delhi, and achieving a harmonious development of the Region, aims at deflecting approximately 20 lacs population along with economic activities from Delhi to DMA and NCR Priority Towns by 2001. Development of an efficient transport network and system between Delhi and DMA/NCR is one of the most needed and immediate requirements to offer facilities for fast movement of commuters between Delhi and the rest of NCR.

Govt. of National Capital Territory has got a MRTS Plan prepared through RITES of which Phase-I has been approved by the Group of Ministers of Govt. of India (refer map 1). This was followed by presentation of 7 comparative options by RITES before the Ministry of Urban Development which have been compared in Table I at Annexure-I. During the course of discussion, the most preferred option, for implementation in the first phase was option III. This option has been shown on map No.2 and has the following broad parameters:

i)	Length:	
	a) Underground	10 km (V. Vidyalaya to Central Secretariat)
	b) Surface	18 km (Shahdara-Nangloi
	c) Elevated	13 km & ISBT to Azadpur Subzi Mandi)
	Total :	41 km
ii)	Project Cost:	2024 Crores
iii)	No. of passengers carried per day	14.9 lacs

Subsequently, at the time of presentation of the DPR, the modified version of option No.III was explained. This version is shown in the Plan No.3 placed below. Though, the broad configuration is the same as option III, only the surface/elevated corridor between ISBT and Azadpur Subzimandi has been extended upto Holambi Kalan. Finally the parameters of the modified MRTS as per the DPR are as under:-

i)	Length:	
	a) Underground	11.0 km (V.Vidyalaya to Central Secrtt.)
	b) Surface	22.5 km (Nangloi to Shah-
	c) Elevated	22.0 km dara and ISBT to Holambi Kalan)
	Total:	55.5 km
ii)	Project Cost (1995 prices)	Rs.4182 Crores*
iii)	No. of passengers per day	27.0 lacs
iv)	Financial Implications of the Plan proposed through DPR:	
	- Debt/equity ratio proposed	1:1
	- Debt proposed from OECF	Rs.2091 Crs. (@ 3% int.)
	- Investment required from Govt. of India/ GNCT Delhi:	
	a) Equity	Rs.2091 Crs.
	b) Cost of Exchange Rate of fluctuation @ 9%	Rs.190 Crs. p.a. (Approximately) for 20 years.

\*According to this presentation, the earlier project cost of option III was Rs.2024 crores.

It was felt that the proposals prepared by RITES for GNCT Delhi & MOUAE would only take care of the central portions of Delhi i.e. Shahdara, walled city, Patel Nagar, Connaught Place and Central Secretariate. In fact when this system becomes operational, there is likelihood of the

central portion of Delhi getting more and more congested because Connaught Place, Central Secretariate and ISBT will become the hubs of transport concentration, consequently attracting more and more activity & population.

1. N.C.R.'s COMPLEMENTARY PLAN:

The NCR Planning Board felt that a larger & broader complementary system, which would connect the central portions of Delhi with the NCR Towns can provide relief to the over crowded core of Delhi and help in the dispersal of various activities to the NCR towns. Accordingly, a Complementary Plan consisting of the following proposals was referred to the U.D.(Ministry). This Plan is Annexed as Plan No.4 and consists of adding new tracks for MRTS as given below to the proposed option III.

COSTS:

SECTION	LENGTH (KM)	COST (RS.IN CRS.) (1992-93 price level)
1. Nangloi-Bahadurgarh	12	164
2. Narela-Sonepat	18	246
3. Ramprastha-Sahibabad	4	55
4. Shahdara-NOIDA	11	150
5. New Azadpur-Holambikalan	17	249
GRAND TOTAL:	62	864 CR.
		Say 900 crs.

Total Cost

Haryana : 659 Cr.  
Uttar Pradesh : 205 Cr.

In case the above additions/complementary proposals are to be dove-tailed with the D.P.R. configuration now given by RITES, the portion from New

Gadpur to Holambikalan can be eliminated and the cost will then come down to Rs.615 crores (at 1992-93 price level). Adding an average annual escalation factor of 15% per annum, the revised cost would be Rs.891.75 crores.

This complementary system would directly connect the towns of Bahadurgarh, Sonapat, Ghaziabad & NOIDA generating heavier commuter traffic in DMA to the M.R.T.S. at a comparatively smaller cost. However, this complementary system assumes that by adding on the above mentioned new tracks, the M.R.T.S. get extended upto the DMA towns and the MRT trains would move freely from DMA to the Central Delhi on this total system. In order to make this system operational the jurisdiction of the MRT Company will have to be extended beyond NCT Delhi upto various NCR towns which are proposed to be connected to this system. It may further be pointed out that this complementary system will start functioning only when MRT proposed for Delhi has been made operational i.e. between 2001-2004. As such the phasing of the extensions should correspond with the laying of MRT Sections in different directions.

## 2. PLAN FOR INTERIM PERIOD:

For the intervening period, in order to provide some relief to the Delhi traffic and the present commuters from DMA towns like Ghaziabad, NOIDA, Faridabad, Sonapat etc., it is proposed that the existing network of the Indian Railways between the DMA towns and Delhi ring rail may be optimally utilised for which the following proposals are made:

## I. Utilisation of existing tracks:

Currently EMUs (though very few in number) are running on the following tracks:

- i) Palwal, Faridabad, Hajrat Nizammuddin, New Delhi.
- ii) Hajrat Nizammuddin, Naraina Vihar, Patel Nagar, New Delhi, Tilak Bridge, Hajrat Nizammuddin (ring rail).
- iii) Ghaziabad, Shahdara, New Delhi.
- iv) In addition some DMUs are running between Panipat - New Delhi and Rohtak - New Delhi.

It will, therefore, be desirable that in the first instance, on these stretches where EMUs and DMUs are running, these multiple units may take continuous routes from one end-point to the other end-point, traverse the entire ring so that the commuters can get down at the nearest point to their destination/work centres.

## II. Additional/New Tracks:

As the major problem in this system, is the non-availability of capacity during peak hours on the track between Daya Basti, Old Delhi, New Delhi, Tilak Bridge, and Nizammuddin, two new tracks are required to be laid down between Nizammuddin, New Delhi, Old Delhi and Patel Nagar. During the discussion with the railways it was confirmed that land for laying of these two tracks can be made available, but the cost of laying them will have to be borne either by GOI or by GNCT, Delhi. The cost of laying a pair of electrified tracks between Patel Nagar, Old Delhi, New Delhi & Nizammuddin, a stretch of 18 km should be approximately 360 crores and the system can be made effective within a year or so, with the fullest cooperation of Indian Railways.

These proposals for Interim Development are shown in Plan No.5.

A comparative statement of various proposals of MRTS is shown in table II. Planning Committee may deliberate upon various pros & cons of these proposals and suggest the most suitable integrated system to the Delhi MRTS.

TABLE --I

COMPARISON OF NETWORKS

NETWORK	LENGTH ( KM )				COST (Rs. CRS.)	PASS. PER DAY (LAKHS)	PASS. PER KM. (LAKHS)
	U/G	S	E	TOTAL			
1A	21.5	39.5*	6.5	67.5	3098	31.8	3.9
1B	16.0	19.0	24.0	59.0	3252	22.2	3.1
II	21.0	12.0	36.0	69.0	3455	19.0	2.1
III	10.0	18.0	13.0	41.0	2024	14.9	2.8
IV	-	18.0	27.0	45.0	1313	14.4	2.7
V	-	30.0	13.0	43.0	1098	10.8	2.6
VI	-	5.0	23.0	28.0	877	11.0	3.3

\* Including 17.5 Kms Busway.



## BROAD PARAMETERS OF VARIOUS MRTS OPTIONS

OPTIONS / PROPOSALS							
S.No.	Parameters	MRTS Full System	Option I Present- ed to G.O.M. (6/94)	Opt.III Present- ed to U.D.M. (12/94)	Modi- fied Option III based on DPR presen- ted to C.S. Delhi (5/93)	MCR Inter- grated Plan submi- tted to Secy. U.D. (1/93)	NCR Inter- rin Pro- posals
1.	Type of New Tracks and Length (Kas):						
	a) Underground	27	21.5	10	11		
	b) Surface	140	22	18	22.5		
	c) Elevated/Busway	17.5	24	13	22		
	Total:	184.5	67.5	41	55.5		
2.	Optimization of Existing Tracks & Length (KM)					45 (New Tracks)	18 (New Line)
3.	Project Cost (Crores)/year	7469 (1992-93 price level)	3098	2024 (1989-90)	4182 (1993 price level)	892	360
4.	Special Features of Financial Plan:						
	- Debt: Equity Ratio				1:1		
	- Equity Amount (Cr.)				2091		
	- Debt Amount (Cr.)				2091		
	- Annual Cost of Debt. Services (Rs. Crores)						
	on (i) MRTS	32			60		
	(ii) G.O.I.	92			190		
5.	Anticipated ridership (lakh trips/day)	64	31.8	14.9	27.0		
6.	No. of Buses requi- red to cater to passengers not using MRTS.	7000	14500	20000	12000		

# MAP 1 MRTS-2001 AD

PRESENTED TO GOM ( JUNE 94 )

OPTION 1

## OPTION 1 (GOM)

Length	67.5 km
Underground	21.5
Surface	39.5
Elevated	6.5
COST	Rs. 3098 Cr.

TOTAL NUMBER OF PUBLIC TRANSPORT TRIPS BY 2001 129 Lakh

TRIPS TO BE CATERED BY OPTION 1 32 Lakh (25%)

UNCOVERED TRIPS 97 Lakh

Number of buses required 14,600

## LEGEND

EXISTING NETWORK

RAIL

ROAD

PROPOSALS APPROVED BY GOM

SURFACE RAIL

UNDER GROUND RAIL

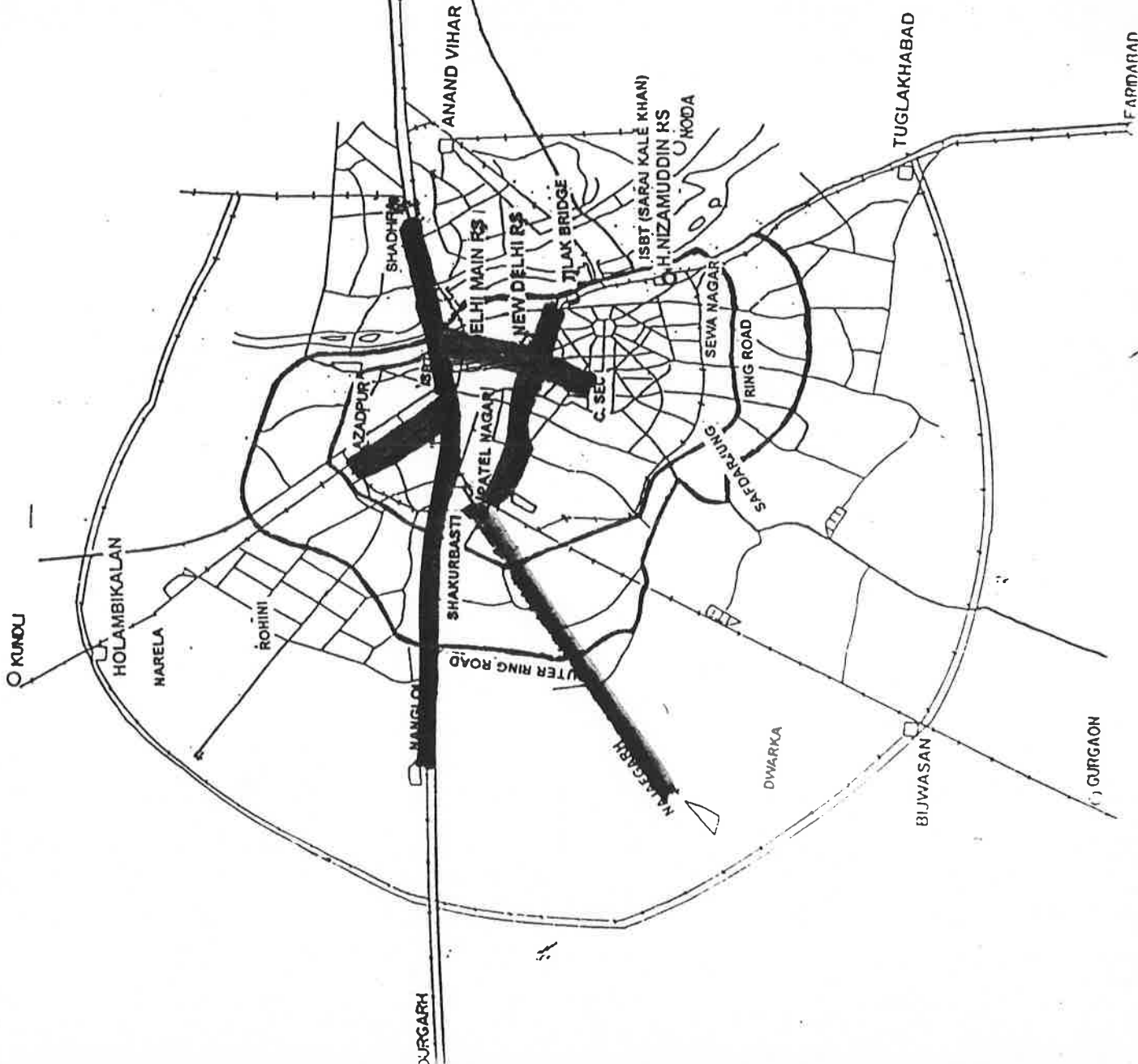
NCR-COMPLEMENTARY PROPOSALS

OPTIMIZATION OF RING RAIL & SPURS

NEW RAIL LINES

BUS-WAY

DIRECTIONAL ROAD CUM RAIL TERMINAL



# MRTS-2001 AD

PRESENTED TO ( DEC 94 )

## UOM

OPTION III  
Length 410 km

Underground 100  
Surface 180  
Elevated 130  
COST Rs 2024 Cr

## PASSENGER TRIPS

## LEGEND

EXISTING NETWORK

RAIL

ROAD

PROPOSALS APPROVED BY GOM

SURFACE RAIL

UNDER GROUND RAIL

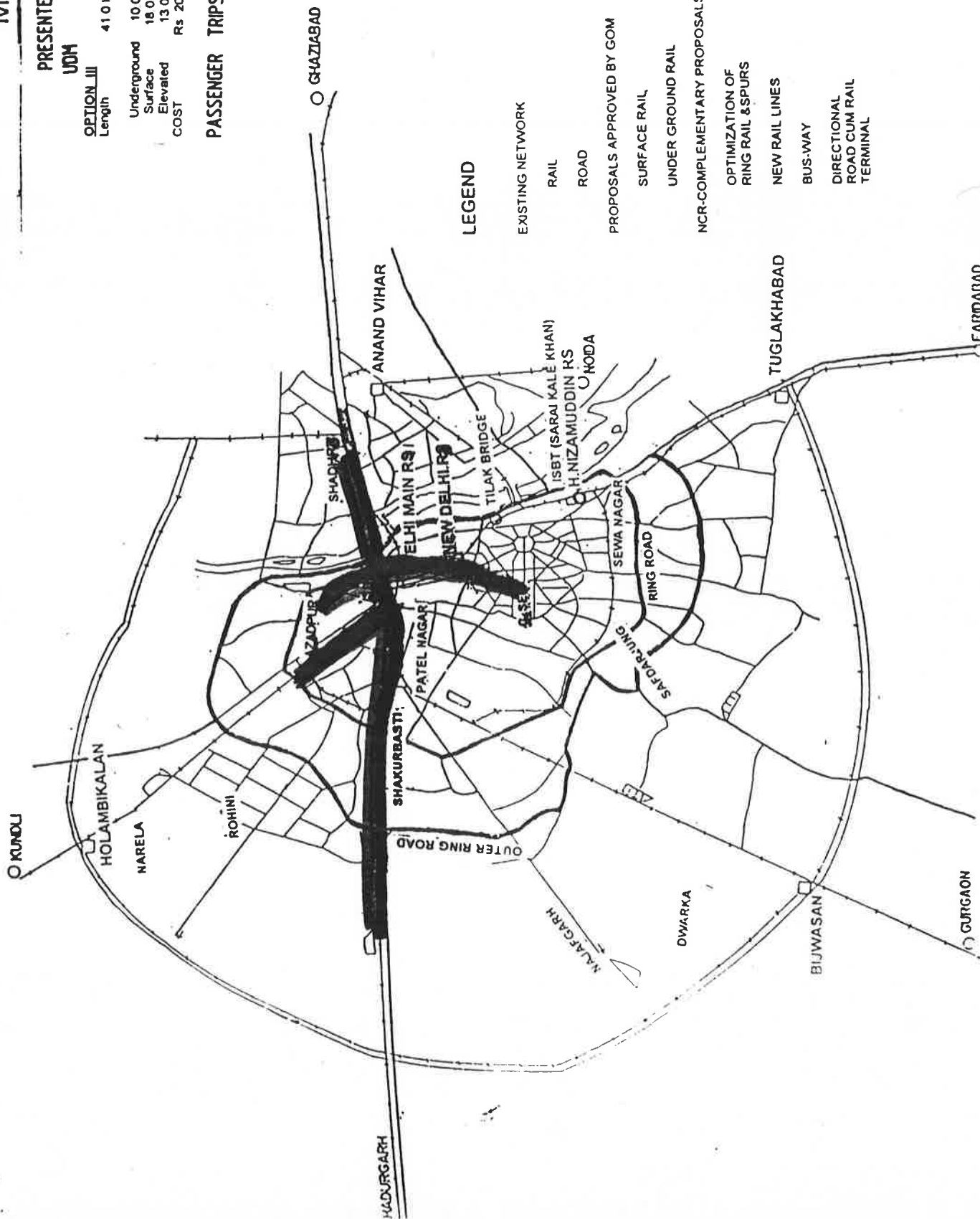
NCR-COMPLEMENTARY PROPOSALS

OPTIMIZATION OF  
RING RAIL & SPURS

NEW RAIL LINES

BUS-WAY

DIRECTIONAL  
ROAD CUM RAIL  
TERMINAL

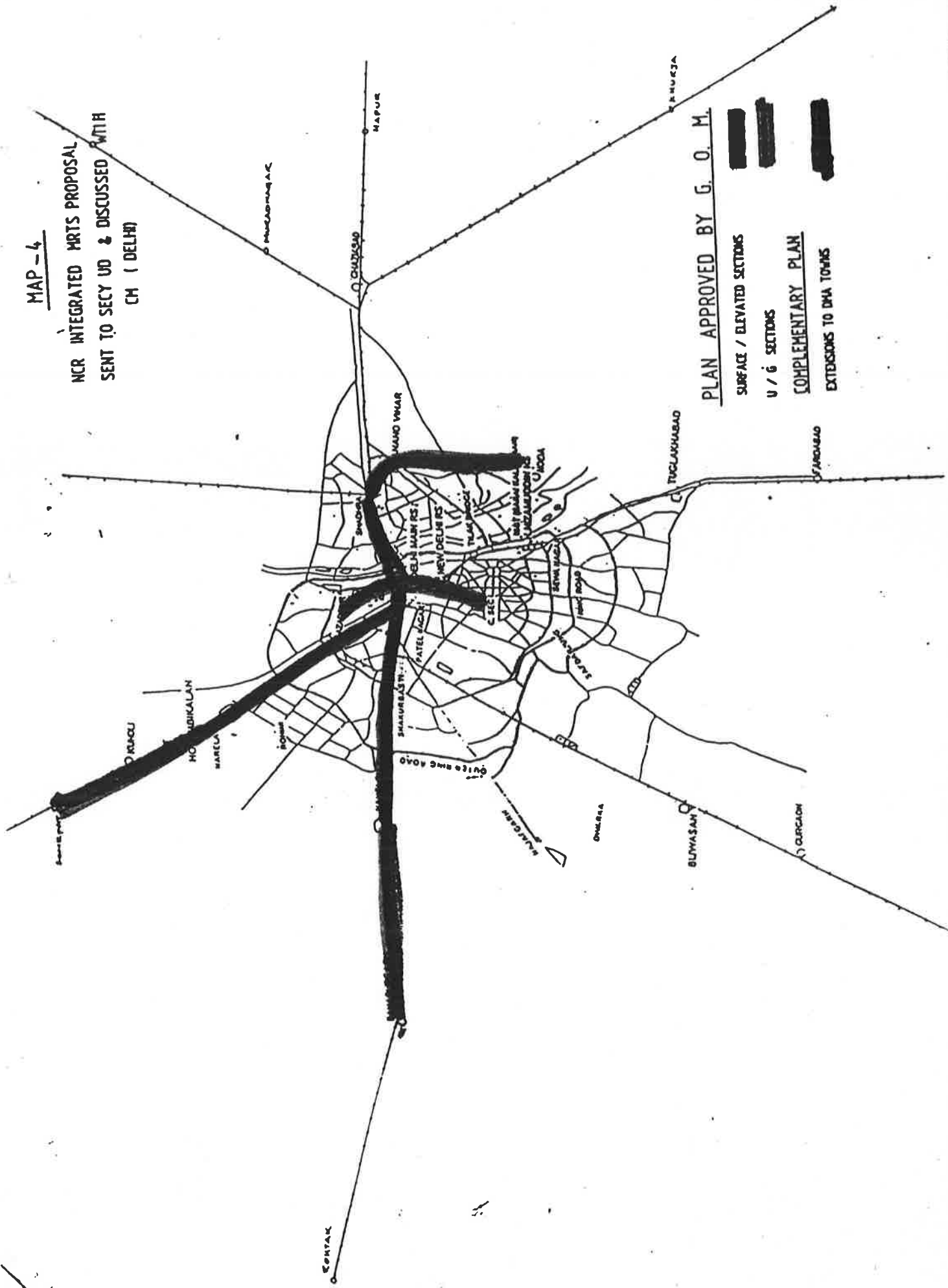


56-5-95

U / G SECTIONS

MAP-4

NCR INTEGRATED MRTS PROPOSAL  
SENT TO SECY UD & DISCUSSED WITH  
CM (DELHI)



PLAN APPROVED BY G. O. M.

SURFACE / ELEVATED SECTIONS

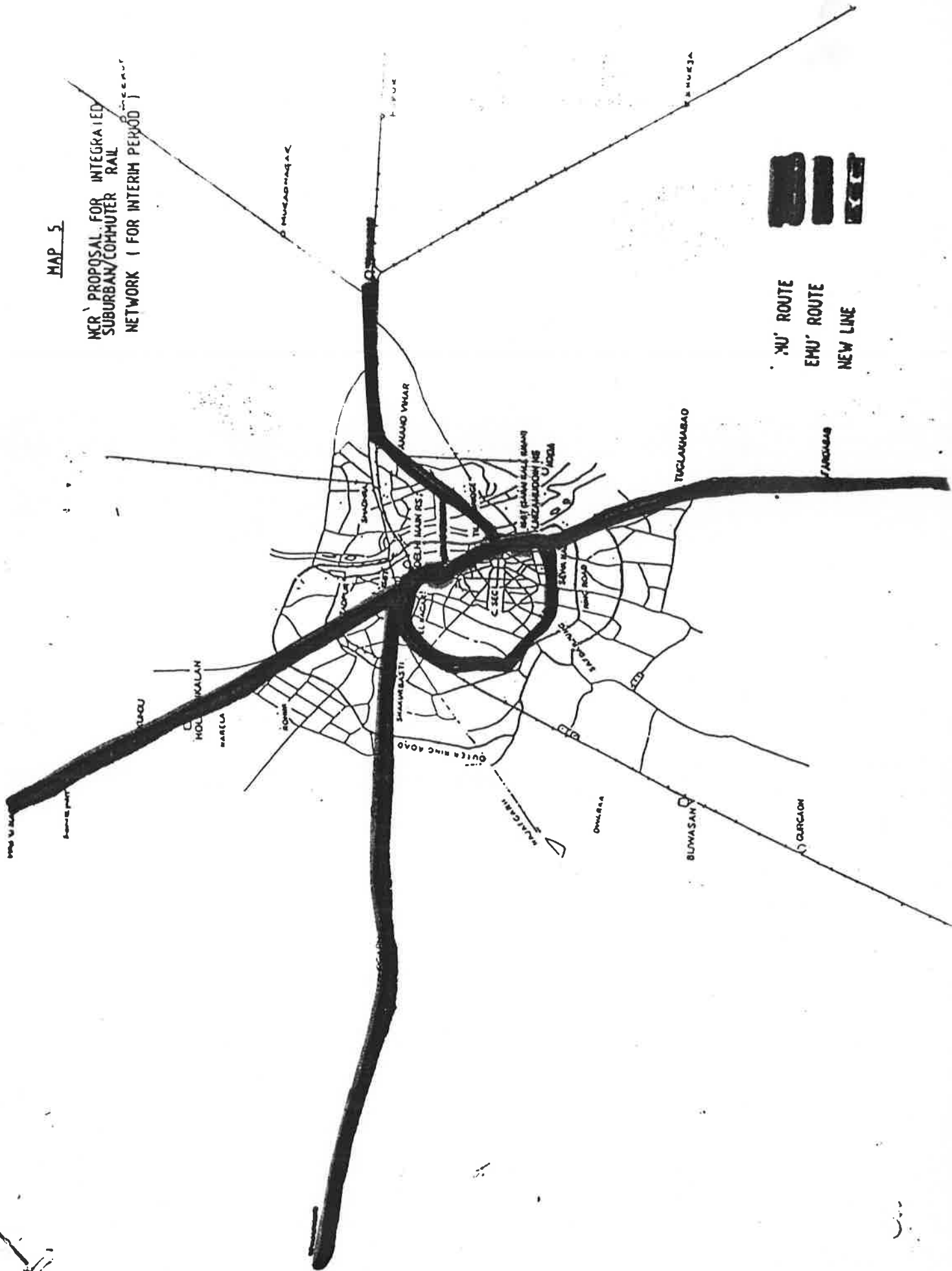
U / G SECTIONS

COMPLEMENTARY PLAN

EXTENSIONS TO DMH TOWNS

# MAP 5

NCR PROPOSAL FOR INTEGRATED  
SUBURBAN/COMUTER RAIL  
NETWORK ( FOR INTERIM PERIOD )



'NU' ROUTE  
EMU' ROUTE  
NEW LINE

AGENDA ITEM NO.8. - ESTABLISHMENT OF PROJECT DEVELOPMENT FUND.

At present the NCR Planning Board is providing financial assistance in the shape of Grant to the participating states/their implementing agencies for meeting expenditure on Planning & Monitoring Cells, surveys/consultancy study tours, seminars/workshops etc. For some time past, the State Govts./their implementing agencies during the course of meetings/discussions at various levels, have been pressing that the Board should provide them financial assistance as Grant-in-aid for preparation of detailed project report and appraisal, providing core & essential staff including equipments for implementation of their respective sub regional plan.

Keeping in view the large scale investments required during the VIII & IX plan for the purpose of achieving the objectives of NCR Plan 2001 i.e. deflecting a population of 20.00 lacs, it is proposed to create a special fund as a part of NCRPB Fund, which has been created under section 22 of the NCRPB Act 1985.

The contributions to the special fund may be 75% by the NCRPB & 25% by the NCR states & the CMA states (or their development agencies).

These contributions may be sourced as under :-

- a) The Board share may be contributed out of its internal accruals from time to time:
- b) State's share may be contributed by levy of 0.50% service charge on the loan assistance made to them for development projects/development or revolving fund from time to time.

The expenditure from the fund may be authorised by the PSMG II of the NCRPB for the following purposes as grant to the states/their development agencies.

- a) Strengthening of development agencies with core & specialised staff & equipments for detailed project formulations and appraisal.

- b) Conducting feasibility studies for various projects for the development of NCR as also for preparation of detailed project reports, wherever required.
- c) Conducting seminars, workshops, studies including study tours for the development of the region.
- d) Any other incidental expenditure as may be considered essential & approved by the PSMG - II.

In addition, PSMG - II may authorise expenditure incurred by the NCRPB on behalf of the State Govts./their development agencies for the above purpose. As regards grant for the Planning & Monitoring Cell, the same may continue to be disbursed as per existing scheme out of the internal accruals of the NCRPB.

The matter is placed before the committee for consideration and approval.



# ANNEXURE - I

संख्या:- 361/9-आ-1-95-तदुद्दिष्ट, भारत/95

प्रेषण,

लक्ष्मी बारायणत त्रिपाठी,  
उप सचिव,  
उत्तर प्रदेश ग्राम पंचायत

सेवा में,

महोदय सचिव,  
राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड,  
ग्रामीण विकास मंत्रालय,  
जोड़-4, प्रथम तल, इण्डिया डेपॉजिट सेक्टर,  
लीवी रोड, नई दिल्ली।

भाषा अनुभाग-1

क्रमांक दिनांक 2 फरवरी, 1995

विषय:- बुलंदशहर जिला ग्रामीण परिषद में बोला एवं जिला ग्रोथा सेक्टर को सम्मिलित करने के सम्बन्ध में।

महोदय,

उपरोक्त विषय पर मुझे आपसे यह कहने का निर्देश हुआ है कि बुलंदशहर जिला ग्रामीण परिषद में बोला एवं जिला ग्रोथा सेक्टर को राष्ट्रीय राजधानी क्षेत्र योजना में सम्मिलित किये जाने के प्रस्ताव की एक प्रति संलग्न करने प्रेषित है।

भवदीय,

संलग्नक-उपरोक्त अनुसार।

लक्ष्मी बारायणत त्रिपाठी।  
उप सचिव।

संख्या:- 361/9-आ-1-95-तदुद्दिष्ट

प्रतिरूपि मुख्य जगर एवं ग्राम नियोजक, उपरोक्त क्रमांक को उनके पत्र संख्या-4268/वि० जि० एम०/एनपीआर-121/94-95, दिनांक 25 जनवरी 1995 के संदर्भ में आवश्यक कार्रवाई हेतु प्रेषित।

आशा है,,

लक्ष्मी बारायणत त्रिपाठी।  
उप सचिव।

# बुलन्दशहर खुर्जा नगरीय पारिसर प्रस्तावित संशोधन

नगर एवं ग्राम नियोजन विभाग उ.प्र.

## 1.0 नगरीय जनसंख्या :

राज्यीय स्तर पर 1981 की क्षेत्रीय योजना-2001 में उत्तर प्रदेश प्रभाग हेतु 75.50 लाख जनसंख्या नियतित की गयी थी। उपरोक्त नियतित वर्ष 2001 की जनसंख्या में से उत्तर प्रदेश प्रभाग में स्थित दिल्ली महानगरीय क्षेत्र के संघटक गाजियाबाद-गौली तथा नोयेडा हेतु क्रमशः 11 लाख एवं 5.50 लाख जनसंख्या आबंटित की गयी थी। दिल्ली महानगरीय क्षेत्र के बाहर प्रस्तावित क्षेत्रीय केन्द्रों अग्रतानगर, उपक्षेत्रीय केन्द्रों, सेवा केन्द्रों एवं मूल गाँव हेतु 59.0 लाख जनसंख्या नियतित की गयी है। इसके अतिरिक्त दिल्ली में आने वाले प्रक्षेपित 19.0 लाख अप्रवासियों में से 12.0 लाख अप्रवासियों को उत्तर प्रदेश प्रभाग में आकृषित करने का लक्ष्य निर्धारित किया गया था। क्षेत्रीय एवं उपक्षेत्रीय योजना में वर्ष 2001 की नियतित जनसंख्या को निम्न तालिका में दर्शाया गया है।

क्र.सं.	क्षेत्र	जनसंख्या (लाख) में
1.	प्रक्षेपित-2001	63.50
2.	अतिरिक्त नियतित जनसंख्या जिसको दिल्ली से क्षेत्रीय केन्द्रों में वसतना है।	12.00
3.	नियतित नगरीय जनसंख्या	75.50
3.1	क्षेत्रीय केन्द्र 141	28.00 ✓
3.2	दिल्ली महानगरीय क्षेत्र गाजियाबाद-गौली व नोयेडा	16.50 ✓
3.3	उपक्षेत्रीय केन्द्र 1173	10.50 ✓
3.4	सेवा केन्द्र 1221	6.50 ✓
3.5	मूल गाँव 8643	5.00 ✓

## 2.0 उपक्षेत्रीय केन्द्र

उत्तर प्रदेश प्रभाग की उपक्षेत्रीय योजना में औद्योगिक विकास की प्रवृत्त संभावनाओं युक्त नगरों/केन्द्रों को उपक्षेत्र के वधन

में प्राथमिकता देने की नीति को अंशोकार करते हुए उपदेशीय केन्द्र के अंतर्गत कुल 17 नगर प्रस्तावित किये गये थे तथा इन उपदेशीय केन्द्रों में 12.17 लाख अतिरिक्त जनसंख्या प्रस्तावित की गयी थी।

उपदेशीय केन्द्रों में वर्ष 1991-2001 की अवधि में उत्प्रेरित विकास तथा प्राकृतिक वृद्धि क्रमशः 9.60 लाख एवं 2.50 लाख जनसंख्या वृद्धि अनुमानित की गयी थी। उक्त उत्प्रेरित जनसंख्या 9.60 लाख में से सूरजपुर कासना में 3.00 लाख तथा अवशेष 6.60 लाख जनसंख्या को वयनित 15 अन्य उपदेशीय केन्द्रों में वितरित करने का प्रस्ताव किया गया था। परन्तु जनगणना 1991 के अनुसार उपदेशीय योजना में प्रस्तावित 15 उपदेशीय केन्द्रों की कुल जनसंख्या 6.34 लाख है। वर्ष 1981-91 के दशक में जनसंख्या वृद्धि दर के परियेक्ष्य में उपदेशीय केन्द्र हेतु नियमित उत्प्रेरित जनसंख्या प्राप्ति तत्संगत नहीं होगी, क्योंकि वर्तमान प्रवृत्ति के अनुसार सन् 2001 में उपदेशीय केन्द्रों की जनसंख्या में 8.90 लाख की वृद्धि हो सकेगी।

### 3.0 क्षेत्रीय केन्द्र:

अग्रतानगर के रूप में वयनित मेरठ, हापुड़, बुलंदशहर एवं बुर्जा नगर में प्राकृतिक वृद्धि एवं उत्प्रेरित विकास के परिणाम-स्वरूप 2001 तक क्रमशः 18.0 लाख एवं 10.0 लाख जनसंख्या अनुमानित की गयी थी। उत्प्रेरित जनसंख्या के अंतर्गत वर्ष 2001 तक दिल्ली में जाने वाले 19 लाख सम्भावित अप्रवासियों में से उत्तर प्रदेश प्रभाग में आवासित करने हेतु आवेदित 12 लाख व्यक्ति भी सम्मिलित है। उक्त 12.0 लाख अप्रवासियों में से 10.0 लाख व्यक्ति को अग्रतानगर में तथा अवशेष 2 लाख जनसंख्या को उपदेशीय केन्द्र, सेवा केन्द्र एवं मूल गाँव में बसाये जाने का प्रस्ताव उपदेशीय योजना में दिया गया था। अग्रतानगर हेतु आवेदित 10.0 लाख अप्रवासियों में से 5.48 लाख को क्षेत्रीय योजना में परिकल्पित बुलंदशहर-बुर्जा नगरीय परिसर में वितरित करने का प्रस्ताव किया गया था।

दिल्ली महानगरीय क्षेत्र के अंतर्गत अधिकांश उत्तरी क्षेत्रों में अत्यधिक प्रस्तावित प्राकृतिक एवं सुरक्षित जलवायु क्षेत्रों के अभाव में नगर विस्तार होने के कारण दिल्ली-अलीपुरद्वारा पर प्रस्तावित बुलंदशहर-गुर्गा नगरीय परिसर में उत्प्रेरित विकास के प्रोत्साहन में कोई उल्लेखनीय उपलब्धि नहीं हो पाई है। इसके अतिरिक्त दिल्ली से सरकारों कार्यालय एवं सार्वजनिक प्रातिष्ठान के कार्यालयों के विकेन्द्रीकरण की दिशा में प्रगति न होने के कारण उत्प्रेरित जनसंख्या प्रक्षेपण की सुव्यवस्था बनाना जाना सम्भव नहीं हो पा रहा है।

बुलंदशहर-गुर्गा नगरीय परिसर के प्रस्तावित नगरीय क्षेत्र के अंतर्गत भूमि का मूल्य अधिक होने के कारण तीव्र औद्योगिक विकास सुनिश्चित करने के उद्देश्य से उद्योगपतियों को रियायती दर पर विकसित भूखण्ड उपलब्ध कराया जाना सम्भव नहीं हो पाता है। उपरोक्त समस्याओं को सुदृढित करते हुए इस नगरीय परिसर के अंतर्गत पूर्व में व्यक्त किये गये बुलंदशहर व गुर्गा नगर के अतिरिक्त बोलो एवं गुर्गा ग्रोथ सेंटर को सम्मिलित करना समाधान होगा। प्रस्तावित क्षेत्रीय केन्द्र (अग्रतानगर) के वर्तमान एवं नियत जनसंख्या का विवरण निम्न तालिका में दर्शाया गया है।

क्र.स. प्राथमिक नगर का नाम	जनसंख्या लाख में					
	वास्तविक		नियत 2001			
	1971	1981	1991	प्राकृतिक वृद्धि	उत्प्रेरित वृद्धि	कुल
1. मेरठ	3.72	5.37	8.47	13.38	2.12	15.5
2. बुलंदशहर	0.60	1.03	1.27	1.56	3.44	5.0
3. गुर्गा	0.50	0.67	0.80	0.96	2.04	3.0
4. हापुड़	0.71	1.02	1.47	2.10	2.40	4.5
	5.53	8.09	12.01	18.00	10.00	28.0

बुलंदशहर-गुर्गा नगरीय परिसर हेतु क्षेत्रीय योजना में

नियत 8.0 लाख जनसंख्या का लक्ष्य तय किया नहीं गया

से अधिक इस नगरीय परिवार के लक्ष्य में सुलभता से सुलभ  
के अतिरिक्त योजना व सुलभ ग्रोथ गेटर को सम्मिलित <sup>करने</sup> हेतु  
प्रस्तावित विभिन्न केन्द्रों की जनसंख्या का पुनर्निर्धारण का  
प्रस्ताव दिया गया है।

सुलभता:-----

जनसंख्या वृद्धि का अध्ययन करने से स्पष्ट है कि  
सुलभता की जनसंख्या 1961-1991 की अवधि में तीन गुना  
वृद्धि हुई है। सर्वाधिक वृद्धि दर 78.83 प्रतिशत 1971-81 के दशक  
में दृष्टिगत हुई है किन्तु 1981-91 के दशक में वृद्धि दर घटकर  
27.51 प्रतिशत हो गयी है। विगत प्रवृत्ति के विपरीत क्षेत्रीय  
योजना में सुलभता हेतु प्राकृतिक वृद्धि तथा उत्प्रेरित विकास के  
फलस्वरूप क्रमशः 1.56 लाख एवं 3.44 लाख जनसंख्या आबंटित  
की गयी है। नगर की आर्थिक क्रियाकलापों एवं जनसंख्या वृद्धि  
के विगत प्रवृत्ति के परिपेक्ष्य में उक्त आबंटित जनसंख्या की  
प्राप्ति उत्प्रेरित विकास के उपरान्त भी संभव नहीं हो पायेगी।  
उपरोक्त तथ्यों को ध्यान में रखते हुए वर्ष 2001 तक प्राकृतिक  
वृद्धि के अंतर्गत प्राप्त होने वाली जनसंख्या के समतुल्य उत्प्रेरित  
जनसंख्या में वृद्धि अनुमानित करते हुए कुल जनसंख्या 3.0 लाख  
निर्धारित की गयी है।

सुलभता:  
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जनसंख्या वृद्धि की प्रवृत्तियों से स्पष्ट होता है कि  
नगर की जनसंख्या में विगत 30 वर्षों में दो गुनी वृद्धि दृष्टिगत  
हुई है एवं 1971-81 के दशक में वृद्धि दर 33.50 प्रतिशत रही  
है तथा 1981-91 के दशक में यह वृद्धि दर घटकर 19.76 प्रतिशत  
हो गयी है। यदि विगत दशकों की जनसंख्या वृद्धि दर को  
दृष्टिगत रखा जाये तो क्षेत्रीय योजना में सुलभ नगर हेतु नियतित  
जनसंख्या 13.01 लाख की प्राप्ति वर्ष 2031 तक ही संभव हो  
पायेगी। उपरोक्त तथ्यों को ध्यान में रखते हुए वर्ष 2001 तक  
प्राकृतिक वृद्धि के अंतर्गत प्राप्त होने वाली जनसंख्या के समतुल्य  
उत्प्रेरित जनसंख्या में वृद्धि अनुमानित करते हुए कुल 2.50 लाख  
जनसंख्या निर्धारित की गयी है।

बीला

दिल्ली के सिफन्दरनाड होते हुए बुर्जा को जाने वाले सुराहे बी.डी. मार्ग पर स्थित बीला को क्षेत्रीय योजना में सम्मिलित कर बुलंदशहर-बुर्जा नगरपालिका में सम्मिलित करने से जहाँ एक ओर संतुलित क्षेत्रीय विकास की प्रक्रिया प्रचल होगी वहीं दूसरी ओर बीला के निकटवर्ती क्षेत्र में उत्तर व बंजर भूमि का सदुपयोग भी सुनिश्चित किया जा सकता है। क्षेत्रीय योजना में निहित दिल्ली महानगरीय क्षेत्र के बाहर नगरीय विकास को प्रोत्साहन देने की नीति की दृष्टि से दिल्ली-कलकत्ता मुख्य ब्राडवेज रेल मार्ग पर स्थित बीला में भावी विकास की सम्भावना उत्साहवर्धक होगी।

बीला में भारत सरकार का उपक्रम विवरण विकसित किया जा चुका है। जिसके परिणामस्वरूप यह अनुमानित किया गया है कि उक्त औद्योगिक इकाई भविष्य में अन्य उद्योगों को भी आकर्षित करने की दिशा में उत्प्रेरित करने का कार्य करेगी। उक्त तथ्यों को ध्यानगत रखते हुए बुलंदशहर-बुर्जा नगरीय परिसर में बीला को भी सम्मिलित करने एवं बीला की वर्ष 2001 की जनसंख्या 1.0 लाख नियतित करने का प्रस्ताव दिया गया है।

बुर्जा गोथ सेंटर:

बुर्जा एवं बुलंदशहर नगर के निकट स्थित भूमि का मुख्य अपेक्षाकृत अधिक होने के कारण नगर के आसपास के क्षेत्र में उद्योगों को रियायती दर पर भूमि उपलब्ध कराते हुए औद्योगिक विकास को उत्प्रेरित करना सम्भव नहीं हो पाता है। उपरोक्त समस्याओं के निराकरण करने के उद्देश्य से बुर्जा से 10 कि.मी. दूर दिल्ली-बुर्जा अलीगढ़ मार्ग पर स्थित ग्रामीण क्षेत्र में उ.प्र. वृद्ध उद्योग विकास निगम द्वारा क्षेत्रीय योजना-2001 तैयार करने से पूर्व अधिगृहीत किये गये 1228 एकड़ भूमि को बुलंदशहर-बुर्जा नगरीय परिसर में समायोजित करने का प्रस्ताव दिया गया है।

आयोजना के नये क्षेत्र को औद्योगिक नगर के रूप में विकसित करने की अपेक्षा को दृष्टिगत रखते हुये प्रथम चरण में औद्योगिक प्रयोग के अन्तर्गत 845 एकड़ तथा आवासीय प्रयोग के अन्तर्गत 383 एकड़ भूमि प्रस्तावित की गई। इस नगर के अन्तर्गत वर्ष 2001 तक औद्योगिक श्रमिकों की संख्या 30 श्रमिक प्रति एकड़ के आधार पर 25,350 व्यक्ति आंकलित की गई है। सम्भावित औद्योगिक श्रमिकों एवं कुल श्रमिकों का अनुपात 50:50 मानते हुये कुल श्रमिकों की संख्या 50,700 होगी। छुर्जा ग्रोथ सेन्टर के विकास के प्रारम्भिक चरणों में परिवार का औसत आकार कम होगा तथा इसे 3 व्यक्ति मानते हुये छुर्जा ग्रोथ सेन्टर की वर्ष 2001 की कुल जनसंख्या 1.50 लाख आंकलित की गई है।

उपरोक्त के परिप्रेक्ष्य में बुलन्दशहर-छुर्जा नगरीय समूह की जनसंख्या निम्नवत प्रस्तावित की जा रही है :

परिस्तर के संघटक	प्रस्तावित जनसंख्या (लाख में)
बुलन्दशहर (2001)	3.00
छुर्जा (2001)	2.50
छुर्जा ग्रोथ सेन्टर (2001)	1.50
चौला (2001)	1.00
कुल	8.00

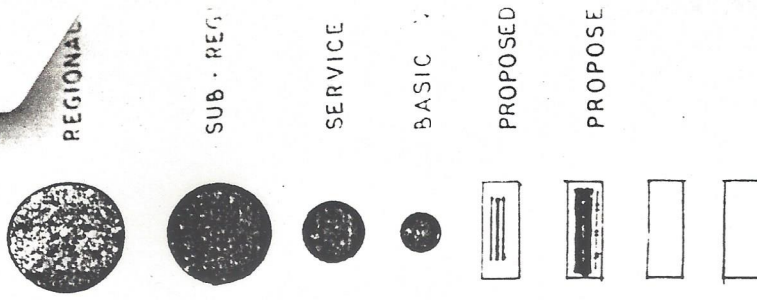
x=x=x=x  
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x=x  
x



BULANDSHAHR 3.00  
 KHURJA 2.50  
 KHURJA GROWTH CENTRE 1.50  
 CHOLA 1.00

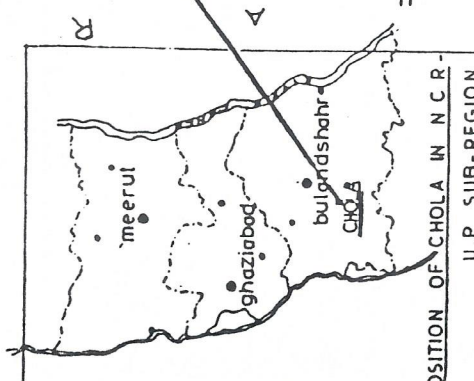
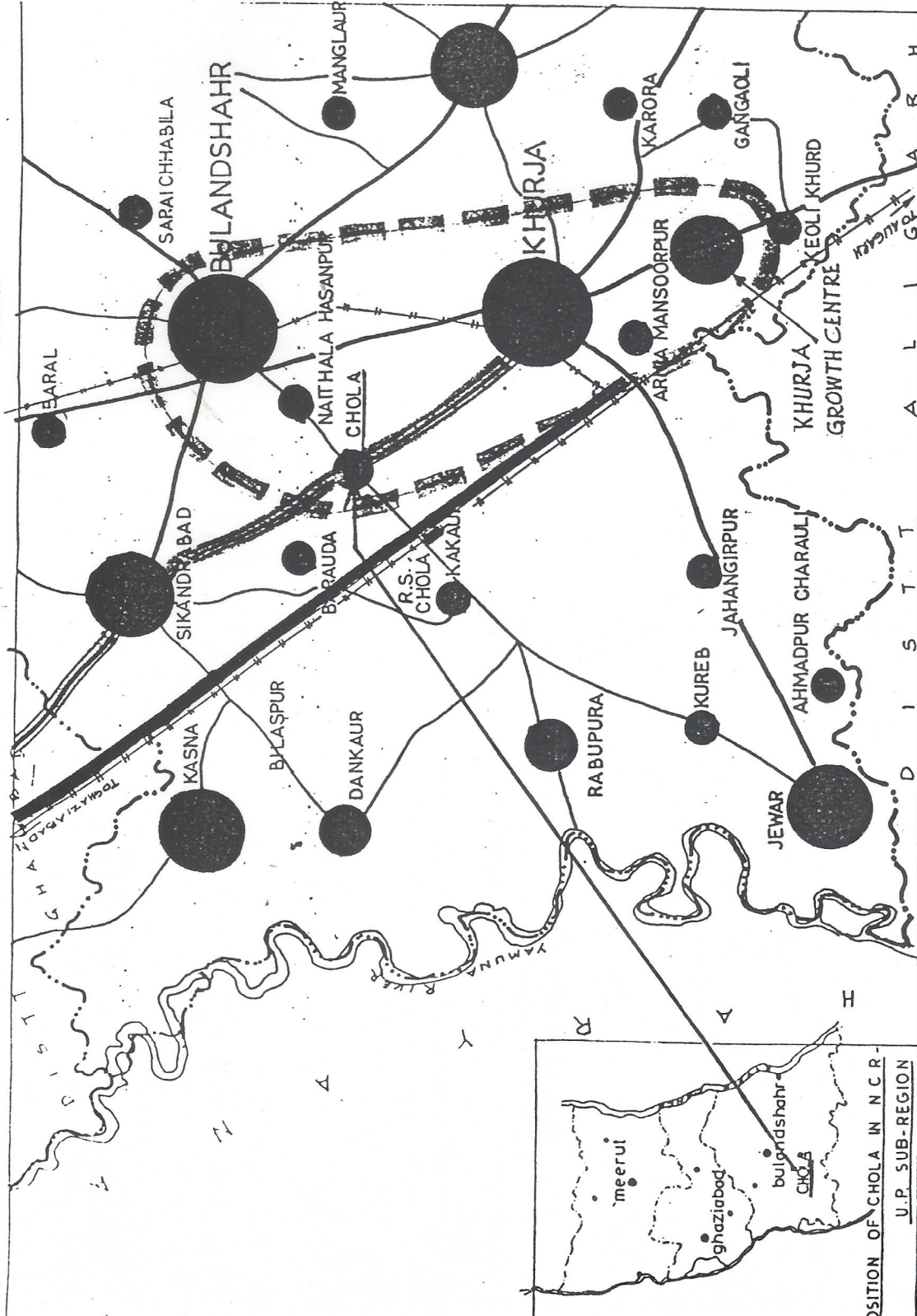
U.P. SUB-  
 LOCATION

LEGEND



SCALE - 1:250,000  
 5 25 0 5 1

A. V. MISHRA  
 ASSIST. ARCH. PLANNER



TOWN AND COUNTRY PLANNING DEPARTMENT, UTTAR PRADESH.



MINUTES OF THE 37TH MEETING OF THE PLANNING COMMITTEE  
OF THE NATIONAL CAPITAL REGION PLANNING BOARD HELD AT  
11.30 A.M. ON 21-9-1995 IN THE OFFICE OF THE N.C.R.  
PLANNING BOARD, FIRST FLOOR, ZONE-IV, INDIA HABITAT CENTRE,  
LODHI ROAD, NEW DELHI- 11 00 03.

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The list of the participants is annexed.

AGENDA ITEM NO. 1 : Confirmation of the minutes of the  
36th meeting of the Planning Committee  
held on 31-5-1995.

The minutes of the meeting were confirmed.

AGENDA ITEM NO. 2 : Review of the Actions taken on the  
decisions of the 36th meeting of the  
Planning Committee held on 31.5.1995.

(i) Sub Regional Plan for NCT-Delhi.

It was intimated by the representatives  
of GNCT-Delhi that in view of the observations of the  
Chief Minister, Delhi and the Lt. Governor, a quick study  
of the various aspects in Delhi is being conducted.  
However, as far as Delhi is concerned the Sub-Regional  
Plan for NCT-Delhi is final and the same may be processed  
and placed before the NCR Planning Board for its approval.

(ii) Time-bound programme for the preparation of  
O D Ps and formulation of detailed project Plan  
for the proposed Integrated Townships.

A), HARYANA :- The matter could not be discussed.

B). UTTAR PRADESH : It was intimated by the Secretary,  
Urban Development and Housing, Uttar Pradesh Shri Bains, that  
the Uttar Pradesh Government is very shortly going to make  
suitable arrangements for the development of Hapur and accordingly  
it is proposed to be brought under the Ghaziabad Development  
Authority for the time being. With regards

to Bulandshahr-Khurja, it was further pointed out that very shortly a full time Vice Chairman and Secretary would be appointed and the Bulandshahr-Khurja Development Authority will be made fully operational.

iii) Approval of Sub-regional Plan of Haryana

This could not be discussed.

iv) Linkages and concrete measures for the dispersal of industrial activities from Delhi. - - - - -

Shri M.S. Srinivasan, Joint Secretary (Housing), representing Ministry of Urban Affairs & Employment mentioned that various aspects of re-use of the land vacated by industries is under examination by the Ministry in consultation with the Delhi Development Authority and the Delhi Administration. Member Secretary, NCRPB said that the pattern suggested in the 36th meeting of the Planning Committee could also be applied in case of utilisation of land vacated by the Public Sector Undertakings which are to be shifted from Delhi.

v) Separate Central NCR University for NCR.

It was intimated that the Chairperson had taken the decision to locate the University Hqrs at NOIDA. Further, in order to work out the rest of the modalities, a meeting was to be held between the Minister of Urban Affairs and Employment and the HRD Minister. However, the meeting had to be postponed. Now a fresh meeting would shortly be arranged.

AGENDA ITEM NO. 3 : Review of the Regional Plan-2001.

The various issues involved were broadly discussed and it was decided to set up a Sub-group exclusively to review the Regional Plan. In this review various aspects like population, flood control, water, power, land use etc. would be reviewed and wherever necessary, the suggested amendment in the Regional Plan would be brought before the NCRP Board.

AGENDA ITEM NO.4 : Setting up of Satellite Air Freight City near the IGI Airport Village Choma, District Gurgaon (Haryana).

The above proposal sent by the Ministry of Urban Affairs & Employment for the concurrence of the NCR Planning Board was discussed and the proposal was approved subject to the following conditions :-

a) either the location of Satellite Air Freight City should be shifted to the area earmarked for Warehousing Facility in the Gurgaon Development Plan.

or

b) if the present site cannot be changed, equivalent amount ( 200 acres ) of area to be earmarked as green out of Urbanisable area proposed in the Development Plan of Gurgaon.

AGENDA ITEM NO.5 :- Amendment of the Sub-regional Plan for Uttar Pradesh Sub-region and consequent amendment to the Regional Plan for - Inclusion of Khurja Growth Centre and Chola in Bulandshahr-Khurja Complex.

The proposal placed before the Planning Committee to include Khurja Growth Centre and Chola in the Bulandshahr-Khurja Complex, was approved and the same was recommended for being placed before the next meeting of the NCR Planning Board. However, during the detailed planning and implementation of the projects for this complex, Khurja Growth Centre