

AGENDA NOTES

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**43RD MEETING OF THE
PLANNING COMMITTEE
TO BE HELD
AT 11.30 AM ON FEBRUARY 12, 1999
IN THE OFFICE OF THE
NCR PLANNING BOARD**

**NATIONAL CAPITAL REGION PLANNING BOARD
1ST FLOOR, CORE-IV-B, INDIA HABITAT CENTRE
LODHI ROAD, NEW DELHI - 110003**

AGENDA FOR THE 43RD PLANNING COMMITTEE MEETING TO BE HELD AT 11:30 AM ON 12.02.99 IN THE OFFICE OF THE NCR PLANNING BOARD, ZONE IV, FIRST FLOOR, INDIA HABITAT CENTRE, LODHI ROAD, NEW DELHI - 110 003.

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AGENDA NOTES FOR THE 43RD PLANNING COMMITTEE MEETING TO BE HELD AT 11:30 AM ON 12.02.99 IN THE OFFICE OF THE NCR PLANNING BOARD, ZONE IV, FIRST FLOOR, INDIA HABITAT CENTRE, LODHI ROAD, NEW DELHI - 110 003.

AGENDA ITEM NO.1 : CONFIRMATION OF THE MINUTES OF THE 42ND MEETING OF THE PLANNING COMMITTEE HELD ON 15.12.97

Minutes of the meeting of the 42nd Planning Committee held on 15.12.97 vide letter No. K-14011/41(AP)/97-NCRPB dated 24.12.97 (Annexure-I) may be confirmed.

AGENDA ITEM NO.2 : REVIEW OF THE ACTION TAKN ON THE DECISIONS OF THE LAST MEETING OF THE PLANNING COMMITTEE HELD ON 15.12.97

1. Sub-Regional Plan for Haryana

As required under the provision of NCR Planning Board Act, Chapter V, Section 17(i) the State Govt. of Haryana has to prepare and submit Sub-regional Plan for the Haryana Area of NCR in accordance with the Regional Plan 2001 for NCR. The Govt. of Haryana had submitted its Draft Plan in January, 1992.

The amended Draft Sub-regional Plan was submitted in October, 1992. This Plan was discussed in the meeting of the Technical Sub-Group in January, 1993 and also in the 20th meeting of the Planning Committee held on 8.1.93. The Haryana Govt. had to revise this plan as per the comments given by the Technical Sub-group and the Planning Committee. The amended draft again submitted by the Govt. of Haryana in April, 1993 and comments on the same were sent to the Haryana Govt. for incorporation in the Plan in May, 1993. These comments again discussed in the meeting of the Technical Sub-group held in June, 1993 and the Govt. of Haryana was required to submit modified Draft Sub-regional Plan soon after this meeting. The final draft was submitted by the Haryana Govt. in January, 1994. It was discussed in the meeting of the Technical Sub-group held in February, 1994 and the Haryana Govt. required to submit its final plan soon after its finalisation. Though the Haryana Govt. failed to submit the amended plan, the matter was discussed in the meeting of the 34th Planning Committee held on 9.11.94. As decided in the Planning Committee, a Sub-group discussed the ways for the amendment for Sub-regional Plan of Haryana in December, 1995 and it was decided that the amended Sub-regional Plan will be submitted by the end of January, 1996. In the 20th Board meeting held on 19.8.96 the Chief Minister of Haryana has raised this point and requested for relaxation of two conditions i.e. Sub-regional land use plan and 2 km green belt on either side of the Delhi-Haryana Border, on the plea of (a) Lack of legal backing to control the land use to outside controlled area and (b) existing development on the border and its unrealistic approach. The matter was last discussed in the 42nd meeting of

the Planning Committee held on 15.12.97, where the view taken was that the area beyond the controlled areas may be shown as 'agriculture use' and provision of the NCRPB Act/RP-2001 would apply for the enforcement.

The Director, Town & Country Planning, Haryana in his letter dated 19.5.98 has informed that the Final Sub-regional Plan for Haryana had been modified and had been submitted to the Govt. of Haryana for approval before sending to NCRPB. The NCRPB in its letter dt.28.10.98 had reminded Haryana Govt. to send Sub-regional Plan. So far the Sub-regional Plan of Haryana containing the Sub-regional landuse plan has not been submitted by the State Govt. From January 1992 to October, 1998 the issues of finalisation of Sub-regional Plan for Haryana was discussed in almost in all the Planning Committee meetings and once even in the Board's meeting but to not avail. However, pending finalisation of Sub-regional plan, the Board has so far approved 31 schemes costing Rs.925.20 crores which are funded by NCRPB in the Priority and DMA towns of the Haryana Sub-region and Rs.199.15 crores released for these schemes. Now the Planning Committee may consider and decide that since already a decade has been passed and exercise for the preparation of new Regional Plan is on the anvil, whether the Haryana Govt. should be asked to submit its earlier prepared Sub-regional Plan or start new exercise for the preparation of Sub-regional Plan for the Haryana Sub-region in conformity with the new Regional Plan-2021 for NCR.

2. Sub-Regional Plan for NCT-Delhi

The Sub-regional Plan for NCT-Delhi was received from Govt. of NCT-Delhi on 23.3.95 without incorporation of the views of the concerned depts./agencies. The Govt. of NCT-Delhi, Deptt. of Land & Building had circulated the draft Sub-regional plan for NCT-Delhi to various depts./agencies of the Govt. of NCT-Delhi, DDA etc. for their views and comments. In the Planning Committee meeting held on 21.9.95, the Secretary, L&B, Govt. of NCT-Delhi indicated that the Sub-regional plan for NCT-Delhi was final. To evaluate the Sub-regional Plan the NCRPB constituted a Sub-group on 8.3.96. In the first meeting of the sub-group it was decided to constitute 3 expert sub-committees on Industries, Transport and Landuse. The views and comments of the Sub-committee were sent by the NCRPB to the Deptt. of L&B. The Govt. of NCT-Delhi was required to send the draft Sub-regional plan of NCT-Delhi after incorporating the views and comments of the various concerned depths., to NCRPB for consideration. The final draft sub-regional plan after incorporating the views and comments of the various depths. and also the NCRPB is yet to be received by the Board. Since the Sub-regional plan of NCT-Delhi was to be prepared immediately after the approval of the Regional Plan-2001 which was approved and enforced in 1989, the finalisation of the Sub-regional plan delayed by a decade. In view of the above, the Planning Committee may consider and decide whether the Govt. of NCT-Delhi should be asked to submit the Sub-regional Plan, or initiate new exercise for preparation of the Sub-regional Plan-2021.

3. Review of the Regional Plan-2001

On recommendations of the Steering Committee for Review of RP-2001. Seven Sub-groups were constituted for detailed studies as under:

- i) NCR Policy Zones, Demographic Profile and Settlement Pattern.
- ii) Regional Land use, Environment, Ecology and Rural development.
- iii) Physical infrastructure, Water Supply, Telecommunications, Power/Energy, Sanitation, Drainage and Irrigation, Solid Waste Management.
- iv) Transport
- v) Social Infrastructure, Education, Health and Shelter.
- vi) Economic Profile, Fiscal Planning and Development Resources
- viii) Management structure for Plan Implementation, Strategies and development priorities.

All the above mentioned sub-groups have submitted their study reports. The Review report is being consolidated by the Chairman, Steering Committee and will be presented by him in the Planning Committee meeting. The Sub-group reports are enclosed at Annexure-II.

4. Functional Plan for Industry in NCR

The Functional Plan for Industry as recommended by the Planning Committee was placed before the Board in its 23rd meeting held on 13.6.98.

The main objective of this Functional Plan was to restructure the industrial development in Delhi, so that in the Metropolis only those industries which are required either for marketing and market-related activities, or provided for consumer needs for Delhi's population should be allowed. The policy should prevent low tech, labor intensive industries and allow the restricted growth of only high tech industries in Delhi and recycle low-tech industries into high tech in a phased manner. The industrial policy should attempt at re-vitalizing the stagnating economy of the regional towns outside Delhi.

The following were the decisions of the board.

“The Board decided to approve the Functional Plan which gave only the broad policy guidelines for development. However, each State would have to decide about the detailed implementation in accordance with the situation prevailing therein but within the ambit of the Functional Plan”.

5. Common Economic Zone for National Capital Region

The proposal to treat the entire National Capital Region as a single Common Economic Zone (CEZ) by removing the existing tax and tariff differences on trade, transport and services, extending uniform banking, telecom and postal services throughout

the region and evolving common resource base for the region's development programmes, was approved by the Board in its Special Meeting held on 2.9.97 chaired by the then Prime Minister and requested the Planning Commission to take steps to operationalise this concept. The matter was pursued through a letter dated 1.6.1998 from the Chairman (Minister for UA&E) addressed to the Dy. Chairman, Planning Commission who has replied through a letter dated 1.7.99 that a meeting of the concerned Chief Ministers would be convened to sort out the issues. The Board has already submitted to the Commission background notes on key issues involved in the concept on 14.9.98. The date for convening the meeting of the Chief Ministers has not been decided.

6. Landuse Change Proposals in NCT-Delhi received from DDA.

The following landuse change proposals recommended by the Planning Committee has placed before the Board and approved in its 23rd meeting held on 13.6.98.

- a) Change of landuse of an area measuring 47 ha. (116 acres) from "Rural Use" to "Public and Semi-Public Facilities" (Sports Training Centre) near Ghavera Mour at Rohtak Road.
- b) Change of landuse of an area measuring 320 ha. from rural use zone to urban uses in Narela Project / Urban Extension. The Board has approved the total area of 43 ha. of which 40 ha. for locating a district jail and another 3 ha. for locating a district court and for residential accommodation for judicial officers, approved.
- c) Change of landuse for an area of 5 ha. out of 20 ha., for construction of Police Lines for Armed Police Battalion at Sultanpur Dabas.
- d) Change of landuse of an area measuring 125 ha. from "Rural Use Zone" to "Public and Semi-Public Facilities" (Distt. Open Jail) at Baprola (towards west of Dwarka, New Delhi)
- (e) Change of landuse for an area of 360 ha. from rural use zone to commercial and transportation for Integrated Freight Complex in Narela Sub-city.

The landuse change proposals as recommended by the Planning Committee were placed before the Board and approved in its 23rd meeting held on 13.6.98. The minutes of the Board meeting in regards to the above issues are at Annexure-I.

7. Transfer of power to change of landuse within NCR from the NCR Planning Board to the Planning Committee

The transfer of power to change of landuse within NCR from NCRPB to the Planning Committee as recommended by the Planning Committee was placed before the Board and approved in its 23rd meeting held on 13.6.98.

8. Draft Development Plans for Palwal-2021, Sonapat-Kundli Multi Functional Urban Complex-2021 revised Draft Development Plan for Rohtak-2025 prepared by Town & Country Planning Deptt., Govt. of Haryana

The Draft Development plans for Palwal-2021, Sonapat-Kunli Complex and Rohtak-2025 were approved by the Board in its 23rd meeting held on 13.6.98.

9. Continuance of NCR Planning & Monitoring Cells in the participating states, during the 9th Plan period - Timely completion of period NCR Finance projects and submission of progress reports. .

With a view to implementing the objectives and programmes of the NCR Planning Board in the Region, the creation of NCR Planning & Monitoring Cells in the participating states in the respective sub-region was approved by the Board in 1987 for the 7th Plan period. These cells are the coordinating agencies for various sectoral programmes of the NCR in the respective sub- Regions to ensure their coordination with the policies contained in the Regional/Sub-regional Plans and functional Plans.

The Planning & Monitoring Cells have been continued during the 8th Plan and their continuation have also been approved during the 9th Plan also. Presently, the Project and Monitoring Cell of U.P. Sub-region is located at Ghaziabad, Rajasthan Sub-Region is at Alwar & Partly at Jaipur, Haryana Sub-Region is at Chandigarh and Delhi Sub-region is in the Deptt. of Land & Building, Govt. of NCT-Delhi.

The main functions assigned to these cells upto 8th Plan period were as under:-

- (a) Finalising Sub-Regional Plans
- (b) Preparation of Master Plan for priority towns & DMA Towns
- (c) Formulation of development Projects/schemes
- (d) Coordinating the implementation of various policies envisaged in the Regional Plan-2001 and monitoring the implementation of the Plan Projects.
- (e) For effectuate coordination between various Departments and activities in the Sub-Region of states/UT Admn.

The staff strength of various Sub-regional cells sanctioned for the 9th Plan period is 86 of which for UP Cell - 30, Haryana Cell -30, Rajasthan Cell -21 and Delhi Cell -5.

The Pay and allowances of the officers & staff and other recurring & one time non-recurring expenditure on the functioning of these cells is fully met by the NCR Planning Board. Theses cells are under the administrative control of the respective state Govts.

Since their creation (from 87-88 to 3/97) the NCR Planning Board has sanctioned an expenditure of Rs.280.45 lakhs on these cells as per details given below:-

Abstract of Expenditure incurred on NCR Cells

(Rs. in lakhs)

| | 7th Plan | Annual Plan | 8th Plan | 9th Plan | Total |
|--------------|--------------|--------------|---------------|----------|---------------|
| Rajasthan | 4.30 | 17.75 | 68.21 | - | 90.26 |
| Haryana | 5.38 | 17.53 | 67.48 | - | 90.39 |
| UP | 6.10 | 14.89 | 69.63 | - | 90.62 |
| Delhi (DDA) | - | - | 9.18 | - | 9.18 |
| Total | 15.78 | 50.17 | 214.50 | - | 280.45 |

| | Haryana | UP | Rajasthan | Delhi | Total |
|-----------------------|--------------|--------------|--------------|-------------|---------------|
| 1. Pay & Allowances | 80.37 | 82.65 | 80.00 | 5.12 | 248.14 |
| Allowances | | | | | |
| 2. Office Expenditure | 7.06 | 6.87 | 6.70 | 1.37 | 22.00 |
| Recurring | | | | | |
| Non-recurring | 2.96 | 1.10 | 3.56 | 2.69 | 10.31 |
| Total | 90.39 | 90.62 | 90.26 | 9.18 | 280.45 |

Some of the NCR financed schemes are far behind target date of completion resulting in time and cost over-run. The state govts./implementing agencies are requested to ensure strictness to the time schedule of the projects. Even as the Planning & Monitoring Cells, in the participating states of U.P., Haryana & Rajasthan were inter-alia, assigned the duties of independent inspection and physical review of the NCR financed Projects as well as obtaining QPRs from all concerned implementing agencies/development authorities and also submission of the same to the NCRPB, in turn after verification and cells' observations, these jobs were not being performed by them to the satisfaction of the Board. State Govts/Implementing Agencies/Head of cells, are requested once again to keep the NCRPB informed of the Physical Progress of the schemes as also adhere to the stipulated time for submission of the QPRs complete in all respects enclosing therewith maps showing physical progress of each scheme.

10. Consideration of appointment of Private Medical Practitioner as Authorised Medical Attendant for the employees of the Board.

The recommendations of the Planning Committee on the appointment of private medical practitioner as Authorised Medical Attendant (AMA) for the employees of the Board were placed before the Board and approved in its 23rd meeting held on 13.6.98.

AGENDA ITEM NO.3 : CONSIDERATION OF URBAN EXTENSION PROPOSAL RECEIVED FROM DELHI DEVELOPMENT AUTHORITY.

Pursuant to the decision of the last Planning Committee meeting held on 15.12.97, the Delhi Development Authority has submitted a proposal for Urban Extension for 2001. As per this Urban Extension proposal of Delhi Development Authority an area covering about 33,031 ha. within the NCT Delhi, which includes 29,671 ha. for urban extension (for a population of 50 lakhs) and about 3360 ha. of additional area required for urban extension are to be urbanised. The detailed Urban Extension proposal 2001 as received from the Delhi Development Authority through various communications - last being on 8.1.99 is at Annexure - III. The projected population and the area of different phases of urban extension is given below:

| Phase | Area in Hectare | Population in million |
|--------------|-----------------|-----------------------|
| IA | 3549 | 0.70 |
| IB | 5121 | 0.30 |
| II-A | 6915 | 1.40 |
| II-B | 2450 | 0.30 |
| III | 6200 | 1.20 |
| IV | 5436 | 1.10 |
| TOTAL | 29671 | 5.00 |

2. In addition to the above Urban Extension - 2001 of 29,671 ha. additional area of 3360 ha., has been envisaged for urban uses outside Urban Extension areas as given below:

| | | | |
|------|---|-------|----------|
| i) | Ribbon development along G T Road (NH-1) | - | 1380 ha. |
| ii) | Development on either side of NH-8 | - | 960 ha. |
| iii) | Development on south of NH-10 near Tikri Village and the PVC Bazaar | - | 960 ha. |
| iv) | Northern Tri-angular portion of Narela Project | - | 60 ha. |
| | | | ----- |
| | | Total | 3360 ha. |
| | | | ----- |

3. As indicated in the letter dt. 17.8.98 (enclosed in Annexure -III), Dwarka Phase-II having an area of 1996 is not a part of U.E. (29,671 ha) detailed out in para 1 above, and needs to be added to the overall proposal for Urban Extension areas in NCT-Delhi.
4. Thus the total area proposed for actual U.E. for which the matter is place before the Planning Committee is as under and indicated on the plan enclosed:

| | | | | |
|----|---------------------|---|------------------|-----------------------------|
| a) | Urban Extension | - | 29,671 ha. | Yellow colour |
| b) | Addl. U.E. required | - | 3,360 ha. | Orange colour |
| c) | Dwarka Ph. II | - | 1,996 ha. | Orange colour with hatching |
| | | | ----- | |
| | TOTAL | - | 35027 ha. | |
| | | | ----- | |

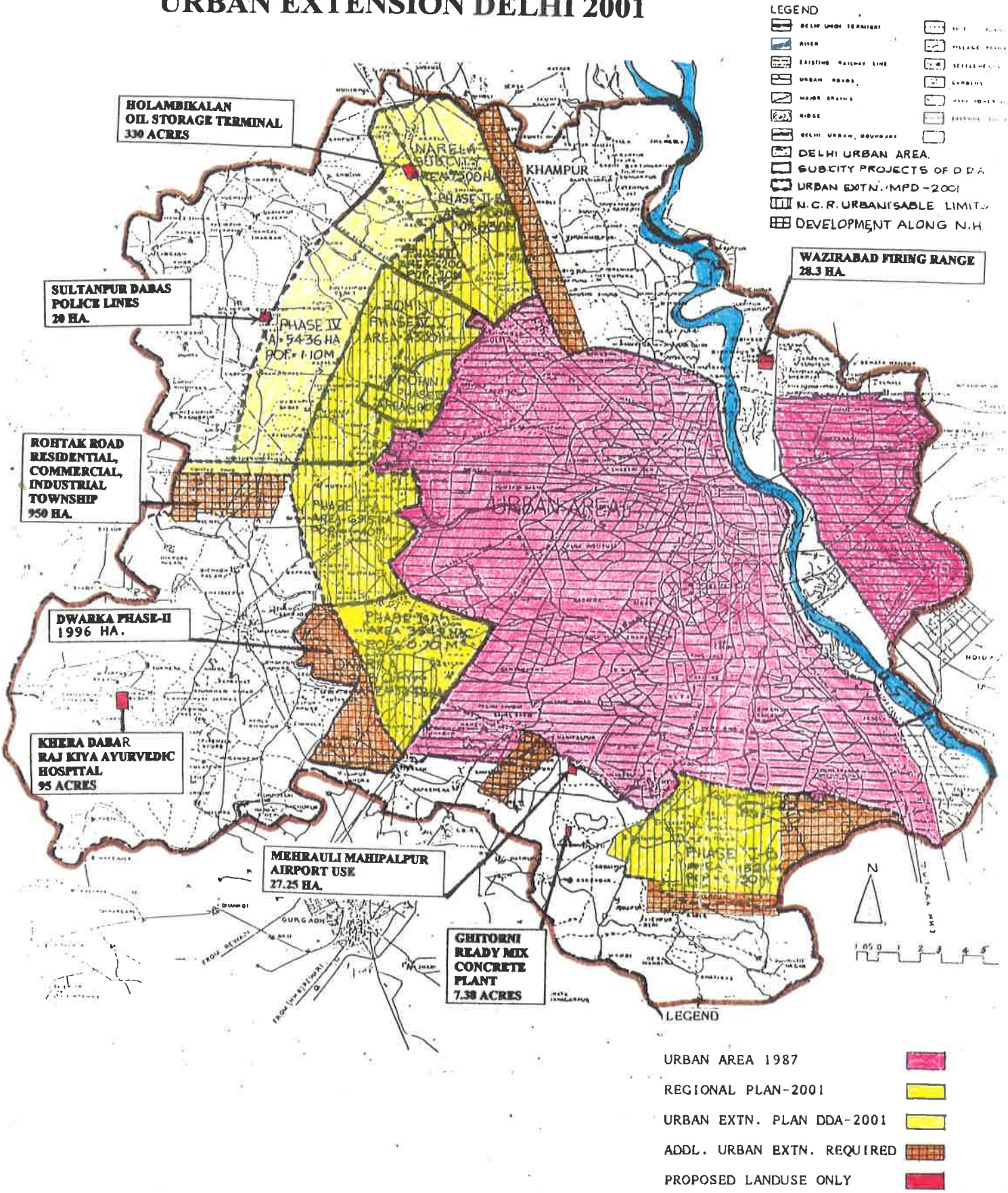
5. As per the Master Plan for Delhi 2001 (MPD-2001) which was approved by the Government of India on 1.8.90, the population assigned for NCT-Delhi was 128.1 lakh. Out of 128.1 lakh the anticipated population within the urbanisable limit was supposed to be 122.73 lakhs and outside the urbanisable limit is 6.37 lakhs in the rural areas of Delhi. Against this, the population assigned by the RP 2001 was 110 lakh of urban population and 2 lakh rural population. The Delhi urban area 1981, was envisaged to hold approx. 82.5 lacs population as per MPD-2001. To accommodate the balance of 30-40 lakhs population, an urban extension of 18000-24000 ha. was proposed in MPD-2001. This urban extension included the 4000 ha. of land located at Mayur Vihar in East Delhi, Sarita Vihar at NH-2 and Vasant Kunj in South West Delhi developed between 1961 and 1981.

6. The NCR Planning Board had requested the Commissioner MCD, Chief Executive Officer, Delhi Jal Board and Chairman DVB for their comments and views on the Urban Extension - 2001, proposal of Delhi Development Authority. The comments received from the MCD and DVB are as under. In addition the Govt. of Haryana has also made some observation, whose extracts are given below:

I) Municipal Corporation of Delhi:

- a. The work for preparation of the Urban Extension programme is being carried out by DDA and, therefore, it is essential that before these plans are finalised qualitative and quantitative comments in respect of the provisions of the services are obtained from the concerned Services Departments.
- b. While it is fact that the existing services are over stressed but augmentation of these services is an on-going process which is undertaken by the MCD/Delhi Jal Board after assessing the quantum of increase and planning for the same.

URBAN EXTENSION DELHI 2001



- c. In case of Urban Extension Areas which are being planned by DDA the basic inputs for sewerage, water supply and power are to be provided by the Delhi Jal Board and the Delhi Vidyut Board, MCD will be responsible for the development of internal drainage and sewerage of the developed areas which will be carried out once the overall framework has been designed by the Delhi Jal Board. Urban Extension Areas being the new areas to be undertaken for development, necessary provisions can be made to accommodate the projected population and also the anticipated increase over the coming 50 years. The work so far carried out by DDA in this respect would only be known to DDA.
- d. MCD's responsibility is limited to the provisions of internal sewers, road network and development/maintenance of parks. This job of overall development and maintenance of the services by MCD can be undertaken subject to the availability of funds for the same.

II. Delhi Vidyut Board

- a. The Urban Extension proposal will, no doubt, add to the pressure on the existing services. However, DVB is taking appropriate steps for giving power supply in Dwarka, Rohini, Narela areas in coordination with DDA.
- b. The projected power supply demand in the year 2001-2002 would be 3481 MW and in year 2007-2007, it would be 4841 MW. The gap between DVB's own generation capacity and projected demand is expected to be met by the allocation from Central Sector power projects.
- c. Further, the timely completion of various transmission and Sub-station project works of DVB is often delayed due to time taken for allotting/approval from land owning agencies.
- d. With streamlining of procedures, as indicated above DVB will be in a better position to meet power requirements envisaged for the Urban Extension of Delhi.

III. Delhi Jal Board

The comments from Delhi Jal Board are yet to be received. The representative from Delhi Jal Board may indicate the view of the DJB.

IV. Haryana Government

The National Capital Region Plan 2001 envisages dispersal of economic activities and consequent decongestion of population from Delhi.

It is understood that Delhi State is taking active steps towards urban expansion by developing sub-cities like Narela, Dwarka, Rohini etc. Steps have also been

initiated to urbanize rural areas in the form of growth centres and growth points. A plan for channelisation of river Yamuna is being formulated to further urbanize the river bank in the form of convention centres, shopping plazas etc. New industrial estates are being developed by acquiring more land. The implementation of Malhotra Committee's report will further increase the holding capacity of the existing areas in Delhi. All these measures are bound to attract people from outside Delhi, thereby defeating the avowed objective of decongestion of Delhi.

It would be seem that the above developments in the National Capital run counter to the objectives of NCR Planning Board. The letters/references received from D.V.B., D.J.B. and Government of Haryana are in Annexure-III.

6. The observations of the NCRPB, with regards to the proposal based on its analysis are as under:

A. The DDA Proposals contained in Master Plan for Delhi (MPD-2001)

- i) DUA-1981 - 44777 ha; with a holding capacity of 82.5 lakh population.
- ii) Proposed area for urban extension (including 4,000 ha. added to the DUA-81 between 1961-81) : 18000-24000 ha. for 30-40 lakhs population.
- iii) Accordingly, as per MPD-2001, a total urban area to be developed in Delhi by 2001 was between 62777-68777 ha. for urban population of 112-121.73 lakhs.
- iv) In addition, 6.37 lakhs population was proposed to be accommodated in the rural areas outside urban extension. Thus, the total population for NCT-Delhi as per MPD-2001 is 118.37-128.1 lakhs, i.e. maximum of 128.1 lakhs.
- v) However, alongwith MPD-2001 the only landuse plan which has been published indicates landuses for an area of 48777 ha. (i.e. original DUA-81 + the additional 4000 ha. added between 1961-81 consisting of Mayur Vihar etc. in East Delhi, Sarita Vihar along NH-2 and Vasant Kunj in South Delhi).
- vi) No Plan showing the location of the urban extension (1800-24000 ha.) was published and notified by Min. of Urban Affairs & Employment (Ref. letter dated 7.1.99 as appended to Annexure-III).

B. Regional Plan-2001 has proposed as under:

The Regional Plan-2001 NCR has proposed an urbanisable area of approx. 18000 ha., which included the 4,000 ha. already added to DUA-81. Thus it had proposed a total urban area-2001 of 62,777 ha (i.e. urban plus urbanisable area) to accommodate 110 lakhs urban population. In addition, 2 lakh rural population was proposed to be accommodated outside the urban and urbanisable areas in the rural areas.

Thus, RP-2001 had assigned a total population of 112 lakh for the NCT-Delhi.

C. The Sub-regional Plan for NCT-Delhi has not been cleared by the Board. In fact, the Delhi Master Plan proposals are supposed to be prepared within the framework of the Sub-regional plan for NCT-Delhi. The Sub-Regional plan after final amendments is yet to be sent by GNCT-Delhi.

D. New proposals received from DDA and being considered in the Planning Committee meeting.

Now, the new proposals which have been sent by DDA for approval of the Board consists of the following:

- i) Urban Extension area of 29671 ha. as detailed out in para 1 above to accommodate a population of 50 lakhs.
- ii) Additional urban extension area 3360 ha. as detailed out in para 2 above.
- iii) 1996 ha of area in Dwarka Ph.II, (para 3 above) which is beyond the urban extension area.
- iv) All the above areas are outside the DUA-81 and the 4000 ha. added to DUA-81 i.e. the area covering 48777 ha. - shown in the plan published as landuse plan along with MPD-2001.
- v) At the same density (184 persons per ha.) at which holding capacity of original DUA-81 i.e. 44777 ha. has been worked out as 82.5 lakhs in the MPD-2001, the holding capacity of 48777 ha. (i.e. 44777 + 4000 ha.) comes to 89.87 lakhs. Recently, the Govt. has taken a decision to allow additional coverage as a part of the recommendations of the Malhotra Committee, to the extent of 25% by allowing 1 more floor and basement. However, for the gauging its effect, if we assume only 15% addition to the capacity of the DUA-81 due to the increase in coverage as above, the total holding capacity of DUA-81 including 4000 ha., comes to 103.35 lakhs.
- vi) In addition, the Govt. of Delhi has proposed the development of 15 growth centres in the rural areas of Delhi, each to support a population of about one lakh.

Thereby assuming that the 15 growth centres, the rural population in NCT-Delhi would be 15 lakhs.

- vii) Thus, the total cumulative effect of all the proposals and the activities taking place as a result of various decisions will be that the urbanisable area of Delhi will become 83804 ha. as compared to 62777 ha suggested in the RP-2001 NCR, and 62777 ha - 68777 ha. proposed in the MPD-2001.
- viii) The comparative population assignments and areas proposed for development in NCT-Delhi are as under:

| <u>Proposals</u> | <u>Population</u> (in lakhs) | <u>Total urbanisable area</u> (in ha.) |
|---|---------------------------------|---|
| a) As per RP-2001 | - 112 | 62777 |
| b) As per MPD-2001 | - 118.73-128.1 | 62777-68777 |
| c) As per new DDA proposal and implementation of Malhotra Committee report. | - 176.50 | 83804 |

The above calculations are also indicated in the following table:

| <u>ISSUES</u> | <u>REGIONAL PLAN 2001</u> | <u>MASTER PLAN FOR DELHI 2001</u> | <u>NEW URBAN EXTENSION PROPOSALS OF DDA AND RECENT ACTIVITIES</u> |
|---|---|---|---|
| 1. Assigned population for 2001 AD Urban Rural • TOTAL | 110 lacs 2 lacs 112 lacs | 121.73 lacs 6.37 lacs 128.10 lacs | 161.50 lac 15 lac 176.50 lac (including the effect of Malhotra Committee report) |
| 2. Urban Extension/urbanisable area beyond DUA-81 - 44777 ha. | 18,000 ha. (including 4000 ha. addl. DUA-81) | 18,000-24000 ha. (including 4000 ha. addl. DUA-81) | 29,671 ha. (excluding 4000 ha. addl. DUA-81) |
| 3. Areas to be developed outside urban extn. | - | - | 5356 ha. |
| 4. Total Urban plus Urbanisable area proposed by 2001 A.D | 62,777 ha | 62,777 -68,777 ha | 83804 ha. |

ix) It may further be pointed out that as is well-known Delhi is already going through severe infrastructure shortage especially with regards to water supply and power. In respect of water, the already available sources, i.e. Bhakra-Yamuna systems, Ganga systems, and the underground sources on the average yields about 2633.4 mld. of water, which at the MPD's prescribed norm of 363 lpcd., is sufficient only for a population of 72.55 lakhs. Even if the use norms are brought down to a min. of 225 lpcd., this water would be sufficient only for about 117 lakh population. Further augmentation of supply depends on the time bound completion of the 3 projects i.e. Tehri dam, Renuka and Keshau dam. As far as Tehri dam is concerned, the same is expected to be commissioned by 2002 AD if everything is on time, but it would be necessary to put the carrier systems simultaneously in position, if, the water is to be drawn on commissioning of the project. The share of Delhi in this project would be able to provide additional water supply for a population of approx. 20 lakhs. Thus even after getting water from Tehri dam, max. population which can be supported will be about 137-140 lakhs. It may however be pointed out that the exact date of completion of the project and the quantity of water that may be available through this project are all subject to the decision of the Supreme Court, where in a PIL is going on and only very recently the Govt. of India has filed an affidavit. As far as the Keshau and Renuka dams are concerned, they are at too preliminary a stage with even the clearance from the environment and forest ministry, Ministry of Welfare and investment clearance by the Planning Committee yet to be obtained. In fact even the DPRs for these projects are not yet ready. Only after this preliminary work has been done that these projects can be started. However, the precondition to the start of this projects will be earmarking of atleast 4500 crores in the 9th and 10th plans of GNCT-Delhi, who has to bear about 95% of their cost.

x) Power

There is already overall shortage of power in Delhi against the demand. As per the 14th Energy and Power Supply (EPS) Report the peak availability of power was 1745 MW against 2532 MW peak demand indicating a deficit of -787 MW (-31.1%). The conservative estimate shows a demand of 3500 MW in 2001 and 5435 MW in 2011. However, if the total estimated availability does not exceed 2600 MW, the deficits could be of the order of 34.61% in 2001 and 52.5% in 2011.

xi) Sewage Treatment

At present 18 major 'nullahs'/drains discharge approximately 2014 mld untreated sewage in the river Yamuna. The requirement for sewage treatment is expected to increase to 4766 mld for a population of 175 lakh.

It is estimated that 52% of sewage will remain untreated even after completion of 13 sewage treatment plants under construction becoming operation, with a treatment capacity proposed 2280 mld by 2001 including present capacity of sewage treatment.

xii) Transport

The extension in urban area and the resultant population increase will intensify demand for more transportation modes and linkages. Keeping the population and vehicle ratio on the existing pattern the number of vehicles will go up from 28.5 lakhs in 1997 to 40.0 lakhs in 2001 and over 60 lacs by 2011. This may lead to congestion and bottlenecks on already congested roads and slow down vehicular speed, increase accidents, accelerate pollution and increase in travel time etc.

xiii) Solid Waste Management

At present the solid waste clearance is 4885 MT against 6015 MT of solid waste generated. The present solid waste disposal sites (landfills) have a very limited capacity for the increasing quantities of solid waste to be generated by the 175 lakh estimated population in 2001 AD. The requirement of solid waste disposal will be to the order of 10,675 MT. The shortage in terms of solid waste disposal would be 54% against the present capacity available.

The matter is placed before the Planning Committee to take a decision on the maximum area which can be urbanised within NCT-Delhi by 2001.

AGENDA ITEM NO.4 : CONSIDERATION OF THE PROPOSALS OF LANDUSE CHANGE IN NCT DELHI RECEIVED FROM THE DELHI DEVELOPMENT AUTHORITY.

Agenda Item No.4(a) : Change of Landuse of An Area Measuring 1996 Ha. From 'Rural Use/Agriculture Green' to 'Urban Uses' in Dwarka Phase-II, Delhi.

A proposal has been received from DDA for change of landuse from the board of an area measuring 1996 ha. from 'rural use/agricultural green' to 'urban uses' for the Dwarka Sub-city phase-II project. DDA had been informed that as decided in 42nd Planning Committee meeting of the board the above proposal would be considered as a part of entire urban extension plan of DDA. The detailed proposed landuse is as under:

| SL.NO. | LAND USE | AREA (HA.) | PERCENTAGE |
|--------|--------------------|----------------|---------------|
| 1. | Residential | 765.12 | 38.33 |
| 2. | Commercial | 196.07 | 9.82 |
| | a) Commercial | 128.07 | |
| | b) Service Centre | 68.00 | |
| 3. | Govt. Use | 3.16 | 0.16 |
| 4. | Public/Semi-public | 102.61 | 5.14 |
| 5. | Public Utility | 95.08 | 4.80 |
| 6. | Recreational | 533.08 | 26.71 |
| 7. | Transportation | 300.15 | 15.04 |
| | TOTAL | 1996.00 | 100.00 |

The detailed proposal is at Annexure-IV.

The broad observations are as under:

- i) As per RP-2001 the proposed area falls within the green belt/green wedge where such urban activities are not permitted. The development of Dwarka Phase-II is against the objective of the RP-2001.
- ii) In the proposal - the total population to be accommodated in Dwarka Phase-II is not indicated.
- iii) There is no commitment from the concerned agencies for the provision of essential urban services like water supply, sewerage, drainage and electricity etc.
- iv) The Development of Phase II Dwarka should be seen as a part of the overall plan for Urban Extension-2001 being discussed as Agenda Item No.3.
- v) Infact this proposed area of Dwarka Phase-II is even beyond the Urban Extension proposed by MPD-2001.

Agenda Item No.4(b) : **Change of Landuse of An Area Measuring 133 ha. From 'Rural' to 'Commercial (Oil Storage Terminal Complex)' at Holambi Kalan in Narela Project.**

A request has been received from DDA for views and observations of the Board on the proposal for development of oil storage terminal complex at Holambikalan to meet the requirement of oil of IOC, IBP, BPC, HPC in Narela sub-city project. The detailed proposal of development of oil storage terminal is at Annexure-V.

The observations are as under:

- i) As per the Regional Plan-2001 NCR, the area in question falls within green belt/green wedge, where such activities are not permitted.
- ii) The proposed site is located in between Narela Railway Station and Holambikalan Railway Station on Delhi Ambala Railway line and is part of Narela sub-city project located adjacent to the FCI godown and grain mandi. It forms a part of the proposal for Urban Extension which is being discussed as Agenda Item No.3.
- iii) As proposed temporary arrangement for power and sewerage will be made by the oil companies themselves.
- iv) Discussions were held with the officials of Haryana government to offer alternative site to IOC at Jagdishpur (Kundli). A joint inspection of the site by Member Secretary, NCR-PB and IOC officers was conducted and after inspection a communication has been sent to Indian Oil Company (IOC) under intimation to DDA. It was suggested that the Oil storage terminal should preferably be located in Haryana at Jagdishpur near Kundli. Recently (vide letter dated 28.1.99 the Haryana Govt. has suggested the location of the storage terminal at Jagdishpur between Kundli and Sonapat very close to Delhi-Ambala Railway line. The detailed proposal and the letter vide No.K-14011/25(AP)/98-NCRPB is enclosed at Annexure-V.

The matter is placed before the Planning Committee for information.

Agenda Item No.4(c) : Change of landuse Measuring an Area of 950 Ha. from 'Rural Use' to 'Urban Use' along Rohtak road between existing urban area and Delhi-Haryana Boundary.

A request for change of landuse has been received for an area measuring 950 ha. for urban uses (residential, commercial etc.). It was decided in the 42nd Planning Committee meeting of the Board the above proposal would be examined along with the entire urban extension proposal of DDA discussed in Agenda Item No.3. The detailed proposal is at Annexure-VI.

3. The broad observations are as under :

- i) The location of the site is beyond the proposal for Urban Extension and forms part of the additional areas of 3360 ha. proposed to be developed by DDA beyond the Urban Extension proposal of 29,671 ha.

- ii) As per the RP-2001 the landuse for the area is green belt/green wedge where such activities are not permitted.
 - iii) Such development of additional Residential, Industrial, Commercial, Wholesale/warehousing will result in increase/concentration of more population and activities in NCT Delhi which will be against the objectives of RP-2001.
 - iv) There is no commitment from the concerned agencies for provision of essential basic services like water supply, sewerage, drainage etc.
4. The matter is placed before the Planning Committee for consideration.

Agenda Item No.4(d) : Reconsideration of the proposal of Landuse Change of an Area Measuring 20 Ha. from 'Rural' to 'Semi-Public and Public Facilities' (Police Lines) at Sultanpur Dabas.

A proposal for change of landuse has been received from DDA for an area measuring about 20 ha. for police lines. The matter was placed before the last Planning Committee meeting. After discussion Planning Committee recommended change of landuse for 5 ha. against the total area of 20 ha. as was requested in the proposal.

2. The Delhi Police Headquarters has requested Member Secretary, NCRPB to reconsider the proposal and has communicated that as per standards laid down for similar police organisations like CRPF, ITBP etc. all over India, a provision of approximate 20 ha. land for one battalion is being followed. In the instant case referred to the Board it was proposed to accommodate two battalion in 20 ha. of area. The detailed proposal is at Annexure-VII . As per the information received, the following uses are proposed in this site:

A. Area under Buildings

| | | | |
|------|----------------------------------|---|--------------------------|
| i) | Area under Barracks | : | 1.15 ha (approx.) |
| ii) | Area under Admn. Block | : | 1.10 ha. |
| iii) | Area under Residential sector | : | 6.40 ha. (approx.) |
| | Total Area under Building | : | 8.65 ha (approx.) |

B. Area under open air facilities like : 11.35 ha.
parade grounds, mini Golf Course,
Play fields etc.

| | |
|-------------------|------------------|
| TOTAL Area | ----- |
| | 20.00 ha. |
| | ----- |

3. As per the RP-2001 the proposed area falls within the green belt/green wedge where social institutions such as schools, hospitals etc. are only permitted. The Member Secretary visited the proposed site and it was observed that a part of the area seemed to be a forest and as per the Survey of India sheet no.53 H/I, the entire site is in an area shown as Reserved Forest and no clearance from the Ministry of Environment & Forests seemed to have been obtained. In order to examine the proposal a request was made to the police department to make available the information on the landuse of the area in question as per the land records and also the clearance to the use thereof from Ministry of Environment & Forests. Though no definite reply has been obtained by the police deptt. from M.O.E.F. The DDA has submitted a copy of a letter from the Dy. Commissioner, Delhi (Land Acquisition Branch) explaining that the said site is a Charagah (Grazing land).

4. The matter is accordingly placed before the Planning Committee.

Agenda Item No.4 (e): Change of landuse of an area measuring 38.5 ha. from "rural use" to "public and semi-public facilities" (Institute of Yoga & Naturopathy, Raj Kiya Ayurvedic Hospital etc.) in Khera Dabar Village in Najafgarh Block, Delhi.

A request has been received from the DDA/Deptt. of Health and Family Welfare (GNCTD) for change of landuse for an area measuring 95 acres for setting up of (1) Institute of Yoga and Naturapathy, (2) Rajkiya Ayurveda Sansathan, (3) Rajkiya Ayurvedic Hospital, (4) Delhi Research Institute to modernize promotion of Ayurveda, (4) Ayurveda Pharmacy College in Kheda Dabur Village in the Nazafgarh Block, Delhi.

2. The observations are as under:

- i) The proposed site as per the Regional Plan-2001 NCR landuse plan is located within the green belt/green wedge where such large scale urban activities are not permitted.
- ii) The proposal includes large amount of the covered area proposed (which is approx. 50%) of the covered area for residential use.
- iii) The health care facilities/hospital is proposed to meet the demand for health care based on naturopathy/Ayurvedic hospital system of medicine at national and international level and not limited to the local needs alone.
- iv) Though RP-2001 permits hospitals in green belt/green wedge, the nature and the extent of development of the same is for local village use, whereas in the instant case the proposed institution is for national/inter-national level facility and is accordingly, against the provisions of the RP-2001.

- v) It has been suggested that such large activities may be encouraged to be located in DMA/Priority towns in the NCR.

Agenda Item No.4 (f): Change Of Landuse Of An Area Measuring 27.25 Ha. From 'Rural Use' To 'Transportation' (Airport) In South of Mehrauli-Mahipalpur Road), New Delhi.

The Board has received a proposal for change of land use of an area measuring 27.25 ha. from 'Rural use' to 'Residential' Transportation, 'Recreational' and circulation (Roads) in South of Mehrauli-Mahipalpur Road in Village Rangpuri from DDA (Annexure-VIII) As mentioned in the proposal the above area has been acquired by International Airport Authority of India (IAAI) mainly for the relocation of Village Nangal Dawat and other human settlements falling within the area of IAAI complex. The proposed land use was residential initially. Subsequently, a modified comprehensive scheme was submitted to DDA by IAAI as under:

| | |
|--|-----------------------------|
| Total area of Phase-II | 27.25 ha. |
| i. Residential | 4.69 ha |
| ii. Airport Infrastructure (Transportation) | 13.98 ha. |
| iii. Area under 45 mtr. wide proposed road | 3.40 ha. |
| iv. Land transferred to Min. of Agriculture by IAAI | 4.18 ha. |
| v. Area required for heritage scheme around Sultan Garhi Monuments | 1.00 ha. |
| TOTAL | ----- 27.25 ha. ----- |

2. As reported, the modified proposal was discussed in the Technical Committee of the DDA in its meeting held on 18.8.93 recommended for processing change of land use of an area of 27.25 ha. to transportation (Airport) from rural use zone. As per the information supplied by DDA the proposed site is located in the rural zone of Delhi."

3. The observations are as under:

1. As per the Regional Plan-2001, the area in question falls within the green belt/green wedge of NCT-Delhi where such urban activities are not permitted.
2. The above change of land use is basically for rehabilitation of the existing settlements coming within the International Airport complex and to provide airport related activities which could not be located within the airport complex.
3. The Commissioner, (Planning) DDA may present the proposal before the Planning Committee for consideration and approval.

4. The Board has requested Delhi Development Authority to send the detailed landuses of the total land with the International Airport Authority falling within NCT-Delhi and also the detailed proposed landuse (Figures & Maps) for the area in question (27.25 ha.). The reply for the same has not been received.

Agenda Item No.4 (g): Change of landuse of an area measuring 2.17 ha. from 'Rural Use' to 'Manufacturing' (Ready-mix concrete Plant) by CPWD at Gitorni.

A request has been received from the Central Public Works Department (CPWD) for change of land use for 'No Objection' from the NCR Planning Board for development/construction of Ready-mix Concrete Plant at Gitorni (Annexure-IX). It is submitted by the CPWD that at present important material (cement, concrete) is being produced at the construction site with the help of small mixture that do not ensure uniform high quality concrete. CPWD is planning to set up an Automatic Mechanised Cement Concrete Manufacturing Plant (Ready-mix Concrete Plant) to keep pace with the modern advancement in construction technology at Gitorni. The area requirement as mentioned is 2.17 Hec. (7.38 acres) and the present landuse of the area is 'rural' and requested to change to 'manufacturing' (extensive).

2. The observations are as under:

- i) The proposal of change of landuse from 'rural' to 'manufacturing' (extensive) has not been received through the Development Authority.
- ii) As per the Plan submitted by the CPWD the total area of 239 acres shown as CPWD land, out of which the present proposal is for change of landuse of only 7.38 acres.
- iii) The Board has requested for a clarification from the CPWD for the status of land area and proposal for development of the entire 239 acres of land under possession of CPWD. The Board has not yet received any reply from the CPWD.

The matter is placed before the Planning Committee.

AGENDA ITEM NO.5 : CONSIDERATION OF THE REPORT OF THE COMMITTEE ON SETTING UP OF MOTELS AND DEVELOPMENT OF GROWTH CENTRE (MINI MASTER PLAN) IN RURAL AREAS OF NCT, DELHI CONSTITUTED UNDER THE CHAIRMANSHIP OF THE SECRETARY (L&B), GOVT. OF NCT-DELHI.

Pursuant to the decision of the 42nd meeting of the Planning Committee held on 15.12.97, a Committee was constituted under the chairmanship of Secretary, L&B, Govt. of NCT-Delhi with the Chief Regional Planner, NCRPB and Chief Coordinator Planners of the NCR Cells of the participating states as members to go into the details and recommend the development of the rural areas of Delhi. The Committee met 3 times on 27.1.98, 11.8.98 and 20.11.98 and finalised the recommendations. The draft report of the committee is at Annexure -X.

2. The matter of location of motels in the rural area of NCT-Delhi was also discussed in a meeting with the Secretary, MOUA&E. In the meeting the view taken was that motels are essentially for leisure and recreation of the travellers by road. This view was further confirmed by the DDA.

3. The MOUA&E in its letter No.K-11011/11/78-DDIA/VI/IB dated 13.1.99 has clarified that the Master Plan amendment dated 15.6.95 issued by the Ministry incorporating motels as a permissible facility within NCT of Delhi has defined a motel as "premises designed and operated especially to cater to the boarding, lodging, rest and recreation and related activities of a traveller by road". The type of motels contemplated in NCT Delhi within the frame work of notification dated 15.6.95 should essentially be considered for "recreation and leisure". As such these motels will fall within the permissible use i.e. green belt/green wedge as per RP-2001 (copy of the letter is enclosed at Annexure -X).

4. The matter is placed before the Planning Committee.

AGENDA ITEM NO.6 : DEVELOPMENT OF FRUIT & VEGETABLE MARKET BY AGRICULTURE PRODUCE MARKETING COMMITTEE (APMC) AT KHAMPUR VILLAGE ON NH-1, (KARNAL ROAD) IN NCT-DELHI.

In the 23rd meeting of the NCR Planning Board held on 13.6.98, Minister of State, Ministry of Urban Affairs & Employment pointed out that a large Fruit & Vegetable market on an area of more than 400 acres was being planned in Delhi. While recognising the need for a market of this magnitude in the region, he suggested that a decision should

be taken for locating such a large market on a regional basis whether large market should be located in Delhi or in the Sub-region of NCR and mentioned that such a market should not be constructed in violation in any of the proposal of the Regional Plan.

2. Subsequently, the Board has received a representation from Shri A.R. Khanna, 27-B/1-10, New Rohtak Road, New Delhi, regarding development contrary to the Master Plan by Agriculture Produce Marketing Committee (APMC) on G.T. Karnal Road (NH-1) at Village Khampur. Shri Khanna in his representation mentioned that a site measuring 400-500 acres of land is being developed as a big fruit and vegetable market which is not in consonance with the Master Plan for Delhi-2001 and the Regional Plan 2001 NCR. He had also mentioned that a 500 acres fruits and vegetable market at Haryana is being developed by Govt. of Haryana in accordance with the RP-2001.

3. The NCR Planning Board has requested the Vice Chairman, DDA, Secretary, L&B, Govt. of NCT-Delhi and the Administrator, Agriculture Produce Market Committee for their views and comments on the representation of Shri Khanna and the proposed developments of fruits & vegetable market at Village Khampur. Member Secretary, NCRPB also requested Lt. Governor and Chief Secretary, Delhi for issuing necessary direction to the APMB, NCT-Delhi not to venture into above projects of development of fruit & vegetable market without the clearance of NCRPB.

4. The Board has received comments from DDA and a communication from APMC, Azadpur intimating that a proposal to acquire 105 acres land at Village Singhola and 157 acres land at Village Khampur was forwarded to SDM/LAC Narela. A sum of Rs. 27.90 crs. towards compensation amount has already been paid to Secretary, Land & Building Deptt., Govt. of NCT-Delhi but Notification under Section 17 of Land Acquisition Act has not been issued from Land & Building Deptt. for lack of non-issuance of N.O.C. from DDA so far. APMC further informed the following:

“In the Empowered Committee meeting held on 1.12.98, it was apprised that the project will never get clearance from DDA as it doesn't fit into this plan of scheme. The Secretary, L&B Deptt., Govt. of NCT-Delhi has been requested to remit the compensation amount of Rs. 27.90 crs. back to APMC, Azadpur.”

The communication received from the Administrator, APMC, Azadpur is at Annexure-XI. The latest situation may be intimated by Secretary (L&B) in the meeting.

5. The matter is placed before the Planning Committee.

AGENDA ITEM NO.7: CONSIDERATION OF THE DRAFT ZONAL DEVELOPMENT PLAN FOR RIVER YAMUNA AREA OF ZONE 'O' AND PART 'P' RECEIVED FROM DELHI DEVELOPMENT AUTHORITY.

The draft Zonal Development Plan (ZDP) for river Yamuna area covering an area of 9,700 ha. has been submitted to the NCRPB by DDA for comments and views. The ZDP covers zone 'O' and part 'P' of MPD-2001. The DDA proposal aims at utilisation of about 6100 ha. (15,060 acres) of area for urban uses and activities like public and semi-public uses including Government offices, Secretariat and Assembly, Financial District, Hospital, University, Convention Centres and some area for recreational use. The Draft Zonal Development Plan is at Annexure XII. Since Yamuna is an Inter-State River running through NCR and beyond, it is bound to be affected by the Zonal Development Plan proposal which need, therefore to be carefully examined by all participating states of the NCR as also by specialized agencies like Irrigation & Flood control, Water Shed Management, Environment, Central Ground Water Board etc. The proposal received from DDA was accordingly circulated to participating states of Haryana, U.P. and NCT-Delhi, Ministry of Water Resources, Yamuna Committee, Ministry of Environment & Forests and other expert agencies.

2. The Board has received the comments from the following organizations (Annexure-XII). These are briefly described as under:

A. National River Conservation Directorate, M/o Environment and Forests Govt. of India;

- i. In addition to the out falling open drains, unauthorized development, and fly ash emitted from the three thermal power stations, there are many other reasons for pollution of river Yamuna, which have not been identified.
- ii. As a part of the Action Plan for creating sewage treatment facility at outfall points, no land has been earmarked for such land uses (sewage treatment facilities).
- iii. The proposal to revise the scope of plantation as a part of Yamuna Action Plan is not agreeable, since this is time bound programme under OECF Loan and has to be completed by 31.12.99;
- iv. The reasons of the time and again removal and re-occurrence of Jhuggies on Riverbed need to be thoroughly examined and permanent solution evolved;
- v. A study of the Bathing Ghats near Yamuna Bazaar and other landscaped areas need to be undertaken;
- vi. There is a need to take up EIA for this Zonal Development Plan;

- vii. The study done by CWPRS, Pune is confined basically to Delhi. Its impact upstream and downstream needs to be carefully studied;
- viii. Since the channelization will result submergence of old rail-cum Road Bridge, Wazirabad Barrage, their renovation at substantial cost will have to be worked out as a pre-condition before effectuation of this scheme under the proposed Zonal Plan;
- ix. For maintaining the river's navigation channel, huge recurring cost will have to be incurred for dredging of 90,000 cu.m of silt on annual basis;
- x. With the increase in top water level of the river and consequent submergence of the 17 outfalling Storm Water Drains, 24 hour pumping will be necessary at very high capital and O&M cost; (*necessary back-up power will have to be provided to prevent back-flow;*)
- xi. It has been suggested that before finally adopting zonal development plan, technical as well as financial implications should be carefully examined in detail. Simultaneously, an EIA for the entire area including those in Haryana and U.P. must be taken up.

B. School of Planning and Architecture - New Delhi

- i. Since river Yamuna forms one of the several most important ecological zones and drainage basins of the region, having a special morphology, it needs to be respected to ensure sustainable environment of NCR, which includes the support to living and economic activities for the future.
- ii. Yamuna is a snow fed river originating from Himalayas and is occasionally subject to very large monsoon flows. As such, though the normal flow in the main body of the river may be very poor, during the rainy season the upstream reservoir capacity proves to be inadequate and every year the entire river bed is occupied and even the areas beyond it are flooded. Any reclaiming of river- bed will not only be hazardous for Delhi but also for upstream and downstream settlements.
- iii. Since the proposal of the Zonal Plan centres around the use of river bed (which is a very large wetland in the region), for non-riparian land uses, it would be against the UN convention on Wetlands known as Ramsar convention to which India as a signatory and is obliged to promote the conservation of Wetlands in its territory.
- iv. The NCR objective is to achieve retarded growth of Delhi and create development potential in selected regional centres in the metropolitan region which *requires that DDA does not develop more attractions to attract migration and create employment opportunity at the cost of balanced development.* Already on cursory examination of the proposals for land development in terms of housing and

employment in the MPD 2001 indicate that Delhi could be in a position to accommodate almost 17 million people at 35% participation rates.

C. Ministry of Environment and Forests, Govt. of India

- i. Some of the development projects would attract the provisions of EIA notification 1994 and therefore require specific approval of the M/o Environment and Forests.
- ii. The implementation of the proposals would have impact on other components and environment and would need to be examined in depth specially in the following areas;
 - a. Impact on the hydrological cycle and watershed of the region.
 - b. As the existing power stations are proposed to be relocated and new generating stations set up, their impact would need to be assessed.
 - c. Development of waterways would have to be backed by other modes of transport, which would involve development of other infrastructure facilities like road, and, therefore, an integrated view would need to be taken.

D. Government of Haryana

- i. The Proposed plan of urbanisation by DDA in the name of river front development is totally in violation of the spirit and objectives of the Regional Plan-2001 and Delhi Master Plan.
- ii. The proposal if implemented would result in accelerating concentration of economic and commercial activities in Delhi which will further contribute to higher growth rates of population.
- iii. There would be resultant problems of drainage and flooding. This, in turn will have serious consequences in the neighboring areas of Haryana.

E. Central Pollution Control Board (M/o. Environment & Forests)

- i. These developments would attract large scale tourist activities associated with commercial activities which may lead to various environmental impacts. There is a need to seriously look into these aspects.
- ii. The Central Water Power Research Station (CWPRS), Pune, way back in 1977, conducted a detailed survey and examined the technical feasibility of river channelisation proposal with various modeling exercises for different flow conditions and suggested appropriate design. However, this study is very old and

have need to be repeated for more realistic designs based on current situation of population pressure, sewage generation, river flow and other encroachment activities.

- iii. Due to channelisation it is obvious that the water level would rise in view off large scale deposition of silt/sand on river bed, which is not mined. The increased water level would obstruct flow of the surface run-off from Delhi through the storm water drains, this may lead to flooding in Delhi.
- iv. Before such project is undertaken, it is desirable that a thorough environmental impact assessment is carried out which includes effect on water regime (both surface and ground water) climate, vegetation, soil, flora & fauna, materials, buildings, structures, monuments and other environmental aspects including traffic movement and need for additional bridges across the river. A comprehensive Environmental Management Plan (EMP) also needs to be developed.

F. Yamuna Standing Committee (M/o. Water Resources, Central Water Commission)

- i. This draft ZDP for River Yamuna area includes channelisation of the river and development of riverbed. The channelisation of river matter was under examination and the initial proposal of channalising the river Yamuna from Wazirabad to Okhla in a width of 550 and urbanisation of the reclaimed areas was not favored by Central Water Commission and the matter was turned down.
- ii. On the basis of work study report by CWPRS in 1993 (which DDA got done) the DDA submitted a project report "Planning of Yamuna riverbed" in March 1996. In 56th meeting dated 8.7.97 of YSC it was decided to accord "No Objection" to the development of riverbed in a 3 km. reach from I.P. Barrage to Nizamuddin bridge and DDA/I&FC GNCT-Delhi were to prepare revised proposal in accordance to flood plain zoning and in consultation with M/o. Environment and Forests. No follow up action on this has been taken by DDA or I&FC, GNCT-D inspite of repeated requests from Yamuna Standing Committee (YSC).
- iii. No study of the long term effect of channelisation on the river regime U/s in Haryana and D/s in U.P. on physical and mathematical models work have been made. Hence it may be difficult to comment on the channelisation plan.

G. Wetlands International -South Asia

- i. Several countries including the Netherlands, UK and the United States of America had undertaken channelization of rivers and streams in early sixties. However, recently they have realized that the benefits gained from the natural floodplain and riparian zones were much higher than that derived from the developmental activities in such areas. Along with increasing damage due to flooding, other

functions and values of the natural floodplains were lost, including flood reduction by water storage and flood peak resynchronization, habitat for biodiversity, natural produce from the river and its floodplain (including fish and agricultural biomass), ground water recharge, nutrient uptake from runoff – or water quality maintenance, sediment stabilization and retention.

A number of these countries are presently in the process of dechannelizing their rivers and streams, and are restoring the natural floodplain. In fact, channelizing of a river or stream is now an outdated method of management.

- ii. India is a signatory to the Ramsar Convention and has an obligation at the international level to conserve its wetlands and ensure their wise use. The Yamuna river and its floodplains provide habitat for migratory fauna. The Ramsar Convention emphasizes the Wise Use Concept, which implies conservation and management of wetlands (including floodplain systems) for sustainable development.
- iii. Studies carried out by Wetland International – South Asia in Collaboration with the University of Delhi on the floodplains of the River Yamuna indicate that encroachments and unplanned development activities in the area have resulted in a loss of freshwater aquifers and treatment of wastes carried out by the floodplain system. Substantial investments therefore, have to be made for the drainage and treatment of wastes, which were carried out, free of cost by maintaining the floodplain system of the River Yamuna.

3. The observations are as under:

- i. The Regional Plan-2001 NCR (published in January, 1989) envisages the following land uses for this area:
 - (a) Rural Land/cultivated land - being the Yamuna Riverbed
 - (i) Green Belt/Wedge - not meant for urban uses or activities.
- ii. In neither of the above land uses, any active urban activities are envisaged. The purpose has been to keep this area, the Yamuna riverbed-which is a national wetland, open but protected from encroachments or any use so as to preclude activities that could harm the aquifer underneath or adversely effect the environment or ecology. The uses proposed by DDA's draft zonal plans are therefore not permissible.
- iii. The Draft Zonal Development Plan does not contain a landuse plan. However, the active urban uses suggested in ZDP and public and semi-public offices including-Secretariat and Assembly, Convention Centres, Govt. Offices; Institutions including University, Hospital, Museums, Temples; Commercial Areas like Financial District and Permitting Industrial Uses like Flyash Brick Manufacturing factory etc., are not permissible. Infact, the list of activities permitted under

Public & Semi-Public Use & the govt. Offices Use under Development Code of the MPD 2001 is very wide. It covers practically all activities ranging from a small police/Post/Post Office to a massive Government office; from a tiny dispensary to a major hospital a size of AIIMS; from a kindergarten to a full-fledged university etc.

- iv. Though details of areas under various proposed active urban uses has not been specifically given in the proposals, however an examination of draft zonal development plan indicates that atleast 1531 ha. (3781 acres) area is proposed for Public and Semi-public, Commercial and Institutional uses. The prescribed FAR under MPD 2001 for Public and Semi-public area is 100. This proposed development is expected to:
- (a) Be more than 12 times the combined area of 125 ha. (308 acres) covered by the all the seven (7) District Centers i.e. Nehru Place, Rajindra Place, Bhikaji Cama Place, Janakpuri, Laxmi Nagar, Shivaji Place and Jhandewalan - all put together.
 - (b) Approximately, 12.76 lakh jobs would be generated in this zone. (based on working-space @ one job / 12 Sq Mts. of Gross area;)
 - (c) Additionally more than 30 lacs informal jobs could be generated complementing the formal jobs in the active area (i.e. 2.5 times the 12.76 lacs formal jobs).
 - (d) Increase in the population of Delhi because of this proposal of urbanising the Yamuna river Bed, would be of the order of 1.2 crores, thus doubling its present estimated 1.22 crore population to make it around 2.5 crores;
- v. The urbanisation of Yamuna riverbed through the infusion of intensive urban activities contradicts the basic premises and objectives of the Regional Plan aiming decongestion of Delhi and dispersal of economic activities into the National Capital Region, in attaining a balanced regional growth according to the plan. Already the magnetism of Delhi is enormous so that more and more urban activities tend to get sucked into its core, meanwhile the majority of the designated towns in the NCR suffer from under utilisation of the facilities created therein.
- vi. Any attempt to enhance the formidable magnetism of the Delhi metropolis would result in the negation of sustained regional development besides what has been achieved in the last 3 or 4 decades through plan development would be grossly vitiated by the decision to urbanize Yamuna riverbed.
- vii. In this context it needs to be recognised that as of now, within Delhi even essential municipal services (water supply, sewerage, garbage collection and disposal, electric supply) are hardly able to meet the requirements of no more than 60% of

the current population of the National Capital. The massive increase of economic activities within the Yamuna riverbed would inevitably lead to the doubling of Delhi's population merely with this single decision. Inevitably this would lead radical reduction of the essential municipal services and even a collapse of the utility service system is not improbable.

- viii. It needs to be noted that as in the past an over-whelming (say 85 to 90%) of the anticipated 30 lakh workers in the informal sector seeking shelter are bound to increase the Jhuggi population from their existing number estimated between 6 to 7 lakh jhuggies to swell-up to anywhere between 5 to 6 times amounting to more than 30 lakh jhuggies alone; in the process causing a sharp increase of anti-social activities in the National Capital.
- ix. To cater to the substantial area of the riverbed there are only 2 roads on each side of the river and both of them happen to be saturated particularly, the M.G. Road (Ring Road). Traffic equivalent of something like 1 lakh PCUs would be further added to an already over-loaded ring road aggravating the existing situation on this major artery which is bound to result into in-terminable traffic jams and grid locks.
- x. The Yamuna River Bed near Delhi is one of the 93 national wetlands, identified as being of International importance under Clause 1b & 3a of *the Ramsar criteria for identifying for Wetlands of International importance*. India as a contracting party to the convention on Wetlands (Ramsar Convention) is obliged to ensure the "wise use" of "Yamuna River near Delhi" which includes its floodplains, being a wetland of national/international importance. Any activity not conducive with above may constitute violation of the Ramsar Convention and have International ramifications
- xi. Yamuna is a snow fed river originating from the Himalayas and its first impounding area upstream is at Tajewala in Haryana, about 250 km north of Delhi. While the weir at Tajewala normally takes care of the regular flow and diverts the water for irrigation systems in Haryana and U.P., it has been found to be inadequate to handle monsoon flood discharge aggravated by unexpected cloud bursts taking place in the upper catchment areas of Yamuna. Though the normal flow of Yamuna may not be more than 1,000 cusecs under high floods discharges are very high of more than 5,00,000 cusecs. Infact, on October 21, 1998, 5,41,700 cusecs were recorded at Wazirabad Barrage causing extensive flooding of not only the entire Yamuna Bed but also of areas beyond the embankments, especially on the eastern side banks. The earlier highest flood of 1978 caused by a sudden cloud burst in the upper reaches Yamuna, had devastated extensive areas of even prestigious urban colonies of Delhi like Model Town.
- xii. Under these circumstances it seems inadvisable to tinker with the natural flow of a monsoon fed river and take-up permanent construction activities of this magnitude in the Yamuna riverbed.

- xiii. It may further be pointed out that the entire proposal is based on the premise of channelising the flow of Yamuna through a 550 mtrs. wide channel, capable of handling a maximum discharge of 12750 cum/s of water. As against this, the discharge of 21st Oct., 1998 was 541,700 cuses (15,336 cum/s).
- xiv. Thus only green river front development should be taken up in these part-zones in Yamuna and its bed, maintaining the wetland ecology of area. On no account should the proposal to undertake massive urbanisation of this unique natural landscaped feature of the Region should be undertaken because this would destroy the ecological balance of Delhi and its metropolitan region, the National Capital Region.
4. A request for Change of landuse of an area measuring about 28.3 ha. from 'agriculture & water body' to 'public & semi-public facilities' (Police Firing Range) north of Wazirabad has been received from DDA separately. The proposal envisage development 8 ha. as Administrative area and the remaining 20.3 ha. as shooting/firing range. The detailed proposal is enclosed at Annexure-VII.
5. The observations are as under:
- i) The proposed site falls within the zone 'P' (River Yamuna area). The Draft Zonal Development Plan for this area is being discussed as Agenda item 7(a).
- ii) As per MPD-2001 the area under reference is under landuse category A-4 i.e. agricultural and water body, and as per RP-2001 land use plan it is cultivated area, in which building activity is not desirable.
6. As such, while the Planning Committee may consider the setting up of the firing range, but no permanent structures for Administrative or any other allied use should be allowed to be constructed.
7. The development of firing range of course, will need the clearance of the Yamuna Committee, the Ministry of Environment & Forests and other agencies as suggested by the DDA.
8. The matter is placed before the Planning Committee.

Agenda Item No.7 (a): Change of landuse of an area measuring about 28.3 ha. from 'agriculture & water body' to 'semi-public facilities' (Police Firing Range) north of Wazirabad.

A request for change of land use for a Police Firing Range on an area measuring 27.25 ha. north of Wazirabad, Delhi. The proposal envisage development 8 ha. as

Administrative area and the remaining 20.3 ha. as shooting/firing range. The detailed proposal is enclosed at Annexure-XIII.

2. The observations are as under:

- i) the proposed site falls within the zone 'P' (River Yamuna area). The Draft Zonal Development Plan for this area is being discussed as Agenda Item No.7.
- ii) As per MPD-2001 the area under reference is under landuse category A-4 i.e. agriculture and water body, and as per RP-2001 land use plan it is cultivated area, in which building activity is not permitted.

3. As such, while the Planning Committee may consider the setting up of the firing range, but no permanent structures for Administrative or any other allied use should be allowed to be constructed.

4. The development of firing range of course, will need the clearance of the Yamuna Committee, the Ministry of Environment & Forests and other agencies as suggested by the DDA.

AGENDA ITEM NO.8 : CONSIDERATION OF RE-DELINEATION OF NCR, DELHI METROPOLITAN AREA, A ZONE ALONG THE MAJOR TRANSPORT CORRIDORS IN NCR.

The agenda notes will be circulated separately.

AGENDA ITEM NO.9 : CONSTRUCTION OF FARIDABAD-NOIDA-GHAZIABAD EXPRESSWAY ON BOOT.

Regional Plan 2001 in its transport sector has interalia proposed three expressways viz (i) Sonapat- Panipat, (ii) Delhi-Ghaziabad-Meerut and (iii) Faridabad-NOIDA-Ghaziabad (FNG). Whereas all the three are proposed on new alignment, the former two will be aligned parallel to the existing highways, where as the later one will be altogether on a new alignment. At the instance of NCRPB M/s. Consulting Engineering Services conducted a pre-feasibility study in November, 1989 for these highways and had established their need and economic feasibility.

2. Since F-N-G expressway was neither a part of the national road network (National Highway) nor this was an inter-state road, the agency to be made responsible for the preparation of the project report was required to be identified. For the construction of the Expressway, participation of the private/public sector also had to be explored besides seeking external loan assistance from the World Bank or the Asian Development Bank.

3. As per the Technical Assistance Aid Memoir dt.4.5.93 of the Asia Development Bank the executive agency for the proposed TA has to be the MOST. NCRPB and PWD's of Haryana and U.P. will act as implementing agencies.

4. In the subsequent meeting held on 21.6.93 and chaired by the Secretary, UD, it was decided that an inter ministerial steering group should be constituted with MOST as the nodal ministry for monitoring/implementation of the FNG Expressway project at all stages.

5. Accordingly, the MOST constituted a steering committee on 30.12.93 with Additional Director General (Roads) - MOST as Chairman and Chief Engineer (Roads) - MOST as Member Secretary i) to oversee and review the progress of Feasibility study, ii) to consider the consultants recommendations for the project; and iii) any other matter to be finalised by the committee during the progress of the study.

6. Accordingly, the feasibility study of this expressway had been completed through technical assistance programme of Asian Development Bank by MOST in March, 1995. The study had established the commercial viability of the expressway.

Major Indicators of the Expressway :

- a) Length : 56 km.
 b) Alignment :

| Section | From | To | Length (Km) |
|---------|------------------------|------------------------|-------------|
| 1 | Ghaziabad Interchange | NH 24 Bypass | 4.0 |
| 2 | NH 24 Bypass | Dadri Highway | 12.5 |
| 3 | Dadri Highway | Bhopani Interchange | 13.0 |
| 4 | Bhopani Interchange | Ballabgarh Interchange | 20.5 |
| 5 | Ballabgarh Interchange | NH 2 | 6.0 |
| Total | | | 56.0 |

- c) Right of Way : 100 Mtrs.
 d) Carriageway : Dual 2-4 lane on either side
 e) Pavement : Flexible
 f) No. of Major bridges : 3 on rivers Hindon & Yamuna

| | | | |
|----|---|---|--|
| g) | No. of Interchanges | : | 5 |
| h) | No. of Railway crossings | : | 2 |
| i) | Design Speed | : | 120 KMPH |
| j) | Total Estimated Cost (at 1994-95 prices) | : | Rs.751.6 Cr. |
| | i) Cost of Construction | | Rs.622.3 Cr. |
| | ii) Cost of Land Acquisition | | Rs.129.3 Cr. |
| | Present estimated cost (1998) | | Rs.900 cr. |
| k) | Estimated Traffic on the heaviest Loaded section (PCU/Day) | : | 2001 AD-85300 Sec.1 2011 AD-90376 Sec.2 2011 AD-154376 Sec.3 |

Land Acquisition cost - Sharing Between State Agencies

| S. No. | Section | Authority/ participatin g states | Length (Km) | Area (Ha.) | Expected Unit cost of L/A (CR/Ha) | Cost of L/A (Cr.) |
|----------------------|----------------------------------|--|----------------|---------------|--|----------------------|
| UTTAR PRADESH | | | | | | |
| 1. | Km.50 to NH24 Bypass | GDA | 4.0 | 175.0 | 0.15 | 26.25 |
| 2. | NH-24 Bypass- Dadri Road | NOIDA | 12.5 | 231.0 | 0.175 | 40.43 |
| 3. | Dadri Road- Noida Boundary | NOIDA | 1.0 | 15.5 | 0.175 | 2.70 |
| 4. | Noida Boundary- Yamuna Bridge | UPPWD | 7.0 | 108.5 | 0.175 | 19.00 |
| Sub Total | | | 24.5 | 530.0 | | 88.38 |
| HARYANA | | | | | | |
| 1. | Bhopani-Yamuna Bridge | PWD | 5.0 | 58.0 | 0.10 | 5.80 |
| 2. | Bhopani-Ballab- garh | HUDA | 120.5 | 270.0 | 0.10 | 27.00 |
| 3. | Bhopani-Agra Canal | HUDA | 6.0 | 54.0 | 0.15 | 8.10 |
| Sub Total | | | 31.5 | 382.0 | | 40.90 |
| GRAND TOTAL | | | 56.0 | 912.0 | | 129.28 |

7. This project formed a part of the Functional Plan approved by the NCR Planning Board in its 19th meeting held on 17.11.1995. Further in the 38th meeting of the Planning committee held on 10.4.1996 the basic proposal to get the project implemented through NCR Planning Board was agreed upon and same was confirmed in the 20th meeting of the Board held on 19.8.1996.

8. Though the Feasibility Study was got conducted through Ministry of Surface Transport (MOST) under the aegis of the ADB, but MOST expressed its inability to take up the execution of this Expressway vide D.O.No.NH-19023/2/97-PL dated 28.8.97, as they did not consider this as National Expressway.

9. Subsequently in a meeting of the committee of Secretaries, held under the chairmanship of the Cabinet Secretary, the matter was discussed in detail and it was decided to take up the FNG Project immediately for implementation based on the strategy approved by Board at its 20th meeting. Accordingly, NCRPB had drafted a BOOT tender document and floated a global tender in May, 1997.

10. In order to have a smooth and fast implementation of the Project, the NCRPB constituted:

- a Steering Committee under the Chairmanship of Secretary (UD) and also two other committees viz.
- Committee on Tender Evaluation and Contractual Matters and
- Committee for Monitoring and Execution of the project.

11. The Function of the Steering Committee was to oversee the implementation of the project and to lay down the broad policies for the same. The committee was also to take major decisions including the final selection of BOT operator on the recommendations of the Tender Evaluation Committee.

12. Six bids were received from a number of National and International consortium for pre qualification in August, 1997. After the detailed verification of the bids, the Tender Evaluation and Contractual Committee had selected three qualified bidders based on the terms and conditions laid down in the pre-qualification document. The pre-qualified bidders were:

- a) Larsen & Toubro Ltd.
- b) Ircon International Ltd.
- c) ESCORTS Ltd.

13. Only L&T and Ircon purchased the tender document for final bidding. Both the parties had participated in the two stage pre-bid conference.

14. The last date for the submission of technical bid was 15th December, 1998 and commercial bids was 8th January, 1999. None of the two parties have responded till now.

15. The matter is placed before the Planning Committee for information.

AGENDA ITEM NO.10 : FEASIBILITY STUDY FOR CONSTRUCTION OF KUNDLI-GHAZIABAD AND GHAZIABAD-MEERUT EXPRESSWAY BEING CONDUCTED BY JICA.

In response to the request of the Government of India, the Govt. of Japan has decided to conduct "the Feasibility Study on the Construction of Expressway in the National Capital Region in India" consisting of the following expressway corridors:

- i) Kundli-Ghaziabad (K-G) Expressway, and
- ii) Ghaziabad-Meerut (G-M) Expressway

2. Accordingly, the Japan International Co-operation Agency (JICA), the official agency responsible for the implementation of the co-operation programs in Japan has already initiated the study in close cooperation with NCR Planning Board.

3. For the feasibility study of the expressway corridors, a formal "Scope of Work" had been signed with JICA on 1st July, 1998. They have already submitted the Inception Report in December, 1998. The study is likely to be completed by March, 2000. However, the Interim Report is supposed to be made available by the end of September, 1999.

4. The matter is placed before the Planning Committee for information.

AGENDA ITEM NO.11 : CONSIDERATION OF ANNUAL PLAN-1999-2000 FOR NCR PLANNING BOARD.

The Annual Plan 1999-2000 for the NCR Planning Board has been prepared. The total budgetary provisions required for the NCR Projects during 1999-2000 at the tune of 1980 crores. Out of these Rs.882 crores have to be provided by Central Ministries of Surface Transport, Railways and Communications, Rs.279 crores by Haryana, Rs.41 crores by Rajasthan, Rs.238 crores by U.P. and Rs.380 crores by GNCT Delhi. Rs.160 crores is required as budgetary provision for NCRPB by Ministry of Urban Affairs & Employment. Details are at Annexure - XIV.

2. State Governments of Haryana, U.P. and Rajasthan have been asked to indicate list of new projects, their cost and requirement of funds for new and on-going projects

during 1998-99 and 1999-2000. The IEBR for raising bonds will be used as per the demand for funds intimated by the participating States.

AGENDA ITEM NO.12 : CONSIDERATION OF EXTENDING THE FACILITIES TO THE OFFICERS AND STAFF OF THE NCR PLANNING BOARD.

The NCR Planning Board is a statutory Board constituted about 14 years ago under the National Capital Region Planning Board Act, 1985. It is an autonomous body engaged in a wide spectrum of activities for the development of inter-state region, the main objectives being to prepare Regional and Functional Plans, get Sub-Regional plans and Project plans prepared by the states and to evolve harmonised policies for the development of infrastructure in the region.

2. In the initial stages, the Board followed all the rules and regulations as applicable to the employees of the Central Govt. However, keeping in view the diverse activities of the Board, the need had been felt to modernise the working of the Board to support its limited staff. Sufficient progress has been made towards this end. This had necessitated the need for the Board to consider and formulate the Recruitment and Promotion Rules for different categories of staff of the Board.

3. The newer developments and technological concepts called for a different management system for this organisation to keep pace with the changing aspirations of its employees. It was felt that the normal promotional policy being followed under the Govt. rules did not provide the type of cadre management since this is a very small organisation with less than 56 employees (i.e. 18 officers and 38 supporting staff). It was therefore felt necessary that a complete review of the personnel management of the Board should be undertaken.

4. Over the years, various organisations dealing with technical and scientific subjects, had evolved different personnel policies of induction and assessment for their technologists and scientists. Board had noted the personnel policies of the premier scientific and technical organisation, viz Council of Scientific and Industrial Research, for its various categories of scientific and technical officer including engineering staff, which provide for direct induction through minimum laid down qualifications as well as periodical assessments in order to attract the best talent in the country and to get optimum results from them. Keeping in view the specialized nature of activities of the Board, it was felt that the policy of direct induction as well as periodic assessments, broadly based on the pattern of CSIR system, could be adopted.

5. Thus, the Board in its 21st meeting held on 15th March, 1997 approved the Recruitment Rules for NCR Planning Board employees.

6. The Ministry of Finance, Deptt. of Economic Affairs has treated the Board as a public enterprises for raising tax-free and taxable bonds from the capital market. It is accordingly suggested that some of the facilities availed by the public sector employees may also be extended to the Board's employees, since they do not enjoy all the facilities of

the Central Govt. like CGHS, stay in Govt. accommodation, general pool accommodation etc. Keeping this in view, the NCRPB in its 20th meeting held on 19.8.96 approved the adoption of T.A. facilities to its employee as per HUDCO pattern on the recommendation of the Planning Committee in its 39th meeting held on 15.7.96.

7. On the similar analogy, the following provision existing in HUDCO for its staff in respect of conveyance, accommodation for CEO and HBA are proposed to be adopted for the NCRPB staff also.

- i) The Member Secretary is entitled for staff car to be used for official purpose (including coming and going from the residence to office)
- ii) Chief Regional Planner of the Board who is in the scale of pay of Director (16,400-20,000) may also be allowed to use the staff car for official purpose (including coming and going from residence to office)
- iii) Both the above officers may be allowed to use the facilities of staff car for private use upto 1000 kms. per month on a monthly rate of recovery of Rs. 150/- p.m. for non-duty journey. This facility has been extended by the Department of Public Enterprises, Ministry of Industry to the CMD and Directors of public sector enterprises.
- iv) Other officers and staff of the Board may be allowed the reimbursement of the following quantity of petrol for each type of vehicle keeping in view their status. Quantity of petrol fixed for various types /categories is as under:-

| | | |
|--|---|-----------|
| 1. Group 'D' (Peons, Sweepers, Drivers, Chowkidars etc.) | - | 15 litres |
| 2. Group 'C' (Asstt., Steno's etc.) | - | 30 litres |
| 3. Group 'B' (AAO, AD, AO, PS etc.) | - | 40 litres |
| 4. Group 'A' Jr. (upto Rs. 10,500/- P.M basic pay entitled for scooter) | - | 50 litres |
| 5. Group 'A' Sr. (above Rs. 10,500/-P.M entitled for car. | - | 80 litres |

- v) The Member Secretary of the Board does not have the facilities of furnished Leased accommodation in the Board. It is suggested that accommodation allowed to the Member Secretary by the Ministry may be furnished at the expenses of the Board; such furnishing should be done on the most economic scale and should not give an impression of luxurious living. The recovery @ 2.5% of the basic pay and personal pay may be made from the Member Secretary in addition to the license fee etc.

- vi) HBA Rules of the Govt. of India are currently being applied to the NCRPB Employees, which provide that fifty times of the basic pay + NPA + stagnation increment of the official, or Rs.7.5 lacs, or cost of the house, or repaying capacity whichever is least, is admissible as house building advance. The interest on HBA is chargeable on the quantum of advance sanctioned for this purpose under the GOI Rules, is as under:

| Amount of loan sanctioned | | Rate of interest from 16.12.97 onwards (in %age) |
|---------------------------|----------------|--|
| Upto | Rs.50,000 | 7.5 |
| Rs.50,001 | to Rs.1,50,000 | 9.0 |
| Rs.1,50,001 | to Rs.5,00,000 | 11.0 |
| Rs.5,00,001 | to Rs.7,50,000 | 12.0 |

As against the above, the HUDCO provides for the following interest rates for the HBA. It is proposed that these HUDCO rates may be also made applicable to the NCRPB employees.

| Amount of Advance | Rate of interest |
|------------------------|------------------|
| Upto Rs.3 lacs | 5-1/2% |
| Between 3 and 4 lacs | 8% |
| Between 4 and 7.5 lacs | 9% |

- vii) The NCR Planning Board Headquarters at Delhi is manned by a skeleton staff of hardly 18 officers and 38 supporting staff. This Headquarter staff has to maintain constant liaison with the states, the implementing/development agencies and authorities, central govt. ministries/departments, various financial institutions and the investors, who have put in their money in the taxable and tax free bonds being floated by the Board from time to time. In order to enable the officers of the Board to efficiently perform these functions and to have constant interaction and regular communication with the above mentioned functionaries, it is necessary that all the officers are provided with residence telephone facility. Though the NCR Planning Board through its Regional Plan and Functional Plans have been insisting that the entire NCR should have telephones available on demand, the practical situation is that it takes quite some time for getting a new connection installed and activated in time. It is therefore suggested that in case it may be difficult to immediately provide telephones at the residence of all the officers, in the first instance, the Board may reimburse upto 500 calls over and above the minimum calls in the bi-monthly billing cycle and the actual out station calls made for strictly official purpose, in respect of the telephones installed at their residences.

(viii) Enhancement in the delegation of financial powers.

With a view to have smooth functioning of the Secretariat of the Board and taking into account the increase in the cost index since 1985, when the existing powers were notified vide Gazettee dated 8th July, 1985, the following enhanced powers are proposed to be delegated to the Member Secretary.

| Sl.No. | Item | Existing Power | Powers to be enhanced |
|--------|---|---|--|
| 15. | To incur expenditure on entertainment during: | | |
| | c) Meetings of the Committee | Subject to a ceiling of Rs. 2000/- in a quarter | Subject to a ceiling of Rs. 25000/- in a quarter |
| | d) Other official meetings. | Subject to a ceiling of Rs. 1000/- per month. | Subject to a ceiling of Rs. 10000/- per month. |

8. The matter is placed before the Planning Committee for its approval.

AGENDA ITEM NO.13 : ANY OTHER ITEM WITH THE PERMISSION OF THE CHAIR.

ANNEXURES

MINUTES OF THE 42ND MEETING OF THE PLANNING COMMITTEE HELD AT 11.30 AM ON 15.12.97 IN THE OFFICE OF THE NCR PLANNING BOARD, 1ST FLOOR, ZONE-IV, INDIA HABITAT CENTRE, LODHI ROAD, NEW DELHI-110003.

List of the participants is enclosed.

AGENDA ITEM NO. 1 : CONFIRMATION OF THE MINUTES OF THE 41ST MEETING OF THE PLANNING COMMITTEE HELD ON 27.1.97

The minutes of the 41st meeting of the Planning Committee held on 27.1.97 were confirmed.

AGENDA ITEM NO.2 : REVIEW OF ACTION TAKEN ON THE DECISIONS OF THE LAST MEETING OF THE PLANNING COMMITTEE HELD ON 27.1.97.

1. Sub-regional Plan for Haryana.

While reporting the progress in the preparation of the Sub-regional Plan of Haryana, Commissioner & Secretary, Town & Country Planning Deptt. Govt. of Haryana, mentioned that in view of the Development Plans already prepared before the Regional Plan was notified, and development already taken place, it would not be possible to provide for a 2 km green belt along the boundary with NCT- Delhi. However, the Chairman said that keeping in view the developments that had already taken place, the green belt may be provided to the extent possible. Referring to the preparation of the Regional Landuse Map, Secretary & Commissioner, T&CP Deptt. Haryana mentioned that as per the existing Town Planning Acts and Rules there was is no provision to control/check the developments outside the Controlled Areas of urban settlements, therefore, the Regional Landuse Plan even if prepared, can not be enforced. Chairman was of the opinion that the areas beyond the Controlled Areas may be shown as agricultural-use and the provisions of the N.C.R Planning Board Act, 1985/RP-2001, would apply for the enforcement. Commissioner & Secretary, Haryana, agreed to the above suggestions made by the chairman and ensured that the revised Draft Sub-regional Plan would be submitted to NCR Planning Board as soon as possible.

2. Sub-regional Plan for NCT-Delhi.

Chief Regional Planner, NCRPB explained that Sub-regional plan for NCT-Delhi is being revised in the light of the comments/ views recieved from the various Deptts/Technical Groups.

Chairman sought clarification regarding the concept of growth centres as proposed in the MPD-2001 and the Growth Centres being developed by the Govt. of NCT-Delhi. It was clarified by the Addl. Commissioner, DDA that the concept of Growth Centres as proposed in the MPD-2001 is similar to that of the Service Centres proposed in the RP-2001. Chairman suggested that a Committee may be constituted under the Chirmanship of Secretary (L&R), NCT-Delhi with the Chief Coordinator, Planners of Participating States, Chief Regional Planner, NCRPB and Commissioner DDA as members to examine the concept/role of the Growth Centres in development of NCT-Delhi; ii) to ensure that there is no violation of the RP-2001 and Sub-regional Plan NCT-Delhi. Chief Regional Planner further suggested that the Committee may also look into the matter of setting up of Motels in the rural areas of NCT-Delhi.

3. Review of the Regional Plan-2001 NCR

Shri Syed S.Shafi, Former Chief Planner, TCPD & UN Expert and the Chairman, Steering Committee for Review of RP-2001 while explaining the progress of the review work mentioned that a number of meetings were held by the variour Sub-groups and some of the Sub-groups were in the process of preparation/ finalisation of draft reports. Member Secretary was of the view that the review work may be expedited and the draft Report may be prepared by mid-February, 1998.

AGENDA ITEM NO.3 : CONSIDERATION OF FUCNTIONAL PLAN FOR INDUSTRY IN NCR

Chief Regional Planner, NCRPB presented the Draft Functional Plan for Industry in NCR. Secretary, Urban Development and Housing, Govt. of Rajasthan mentioned that in view of the fast industrial development in the Rajasthan Sub-region there was a need to upgrade some Sub-regional centres to Regional Centres and some Service Centres to Sub-regional Centres. Chairman suggested that such centres may be identified and incorporated in the Sub-region Plan. The proposal for amendment of the Sub-regional plan may be submitted to the NCR Planning Board seperately. After detailed deliberations of the Functional for Industry in NCR the plan was approved for placing the same for consideration and approval of the Board.

AGENDA ITEM NO. 4. : CONSIDERATION OF COMMON ECONOMIC ZONE FOR NATIONAL CAPITAL REGION.

Chief Regional Planner, NCRPB, while explaining the concept of the Common Economic Zone for NCR, indicated that the note on Common Economic Zone for NCR had already been discussed in the last meeting of the NCR Planning Board. Appreciating the move to have a common economic zone for NCR, Prime Minister had asked the

Planning Commission to examine the concept. Accordingly the Board had already sent the Note to the Planning Commission for examination. Secretary, Urban Development & Housing, Rajasthan, indicated that in the proposed financial allocation in the note had been made Rs.206 Cr. for IX Five Year Plan against these the Govt. of Rajasthan had a proposal of Rs.457.67 Cr. in the Joint sector and Rs. 71 Cr. exclusively for State sector i.e. for a proposed total allocation of 528.67 Cr. and requested to incorporate the same in the note on Common Economic Zone for NCR.

AGENDA ITEM NO. 5 : CONSIDERATION OF THE LAND USE CHANGE PROPOSALS IN NCT-DELHI RECEIVED FROM DELHI DEVELOPMENT AUTHORITY.

Agenda Item No.5 (a) : Change of land use of an area measuring 47 ha. (116 acres) from "Rural Use" to "Public and Semi-Public Facilities" (Sports Training Centre) near Ghavera Mour at Rohtak Road.

Initiating discussion, Chief Regional Planner, NCRPB mentioned that the DDA was proposing a sports training centre at Ghavera Mour at Rohtak Road which was about 2 km. from Bahadurgarh and an area of 47 ha. under rural use proposed to be converted into public and semi-public use. The Secretary, Housing, Govt. of U.P. had expressed reservation on the change of land use covering an area of 47 ha. for the proposed Sports Training Centre. Commissioner & Secretary, Town & Country Planning Deptt., Govt. of Haryana had indicated that if such land use conversion are allowed in Delhi, the towns outside Delhi would not be developed. However, for the above sports training centre at Rohtak Road, he expressed fear that the Rohtak Road would become more congested and necessary steps should be taken while locating the sports training centre at the above location so that the road does not become congested. The representatives from DDA, while presenting the proposal mentioned that the proposed Sports Training Centre was the requirement of the Govt. of NCT-Delhi and this activity is permitted in the green belt/greent wedge area. The width of 100 mts. of either side along the NH-10 would be kept as green and no construction activities would be allowed. After detailed discussions, it was finally decided that the above proposal may be recommended for consideration of the Board.

Agenda Item No. 5(b) : Change of land use of an area measuring 320 ha. from rural use zone to urban uses in Narela Project / Urban extension.

The above proposal was considered by the Planning Committee and it was recommended that a total area of 43 ha. fo which 40 ha. for locating a district jail and another 3 ha. for locating a district court and for residential accommodation for judicial

officers. may be changed from rural use to urban uses. The land use change of the rest of the area would be considered along with the Urban Extension plan of DDA. The proposal as approved by the Planning Committee and will be placed before the Board for consideration and approval.

Agenda Item No. 5 (c) : Change of land use for construction of Police Lines for Armed Police Battallion at Sultanpur Dabas.

The Planning Committee considered the above proposal and it was recommended that an area of 5 ha. instead of 20 ha. may be permitted for change of land use from "rural use" to "public and semi-public facilities" (Police Lines) at Sultanput Dabas. The proposal as approved by the Planning Committee and will be placed before the Board for consideration and approval.

Agenda Item No. 5 (d) : Change of land use of an area measuring 125 ha. from 'Rural Use Zone' to 'Public and Semi-Public Facilities' (Distt. Open Jail) at Baprola (towards west of Dwarka, New Delhi)

The above proposal was considered by the Planning Committee and it was recommended that an area of 125 ha. may be changed from 'rural use zone' to 'Public and Semi-public facilities' (District Jail) at Baprola. The proposal as approved by the Planning Committee, will be placed before the Board for consideration and approval.

Agenda Item No. 5 (e) : Change of land use from rural use zone to commercial and transportation for Integrated Freight Complex in Narela Sub-City.

The above proposal was considered by the Planning Committee and it was recommended for change of land use from 'rural use zone' to 'Commercial and Transport for Integrated Freight Complex' in Narela Sub-City subject to the following conditions.

- i) The surplus proceeds from this freight complex be used to finance the proposed perimeter expressway.
- ii) The Integrated Freight Complex and the perimeter expressway projects be financially tied up together.

The proposal as approved by the Planning Committee will be placed before the Board for consideration and approval.

AGENDA ITEM NO. 6 : CONSIDERATION OF THE SUGGESTION OF GOVT. OF RAJASTHAN FOR TRANSFER OF POWER TO CHANGE OF LAND USE WITHIN NCR FROM THE NCR PLANNING BOARD TO THE PLANNING COMMITTEE.

The matter of transfer of power to change of land use within NCR from NCR Planning Board to the Planning Committee was considered and it was recommended that the above proposal will be placed before the Board for consideration and approval.

AGENDA ITEM NO. 7 : CONSIDERATION OF THE DRAFT DEVELOPMENT PLANS FOR PALWAL-2021, SONEPAT-KUNDLI MULTI FUNCTIONAL URBAN COMPLEX - 2021 AD, REVISED DRAFT DEVELOPMENT PLAN FOR ROHTAK - 2025 AD PREPARED BY TOWN & COUNTRY PLANNING DEPARTMENT, GOVT. OF HARYANA

The Draft Development Plans for Palwal-2021, Sonapat-Kundli Multi Functional Urban Complex - 2021 AD, and revised Draft Development Plan for Rohtak-2025 AD, prepared by Town & Country Planning Deptt., Govt. of Haryana were considered by the Planning Committee and it was recommended for placing the same before the Board for consideration and approval.

AGENDA ITEM NO. 8. : CONTINUANCE OF NCR PLANNING & MONITORING CELLS IN THE PARTICIPATING STATES DURING 9TH PLAN PERIOD.

The matter of continuing the NCR Planning & Monitoring Cells in the Town & Country Planning Departments of the participating States and their staff strength during 9th plan period was discussed. The representative of Govt. of Rajasthan indicated that there was a need of a Computer Programmer in the Planning Cell and requested that one post of Computer Programmer may be included in the proposed staff strength as had been done in the case of Planning Cells of U.P. and Haryana. It was agreed by the Chairman. The proposal of continuance of NCR Planning & Monitoring Cells in the Town & Country Planning Departments of the participating states and their staff strength was approved by the Planning Committee for placing the same before the Board for consideration and approval.

SUPPLEMENTARY AGENDA ITEM NO.1 : TIMELY COMPLETION OF THE NCR FINANCED PROJECTS AND SUBMISSION OF PROGRESS REPORTS.

Dy. Director (PMC Wing) mentioned that the execution of various schemes financed by NCRPB were normally delayed and requested the Secretaries of the participating states to ensure that the Development Authorities and Implementing Agencies strict to the time schedule of the projects. He further pointed out that even

as the Planning & Monitoring Cells in the participating states of U.P., Haryana and Rajasthan were, inter-alia, assigned the duties of independent inspection and physical review of the NCR financed projects as well as obtaining QPRs from all concerned Implementing Agencies/Development Authorities and submission of the same to the NCRPB in turn, these jobs especially monitoring of the schemes were not being performed by them. The representative of NCR Cell at Ghaziabad, however, stated that despite their best efforts they were not receiving the QPRs from the Development Authorities, etc. in time. Both Secretaries of the participating States & Commissioner (NCR), U.P. Sub-region were all appreciative of the facts and accordingly passed on the instruction to the CCPs/other concerned officers present in the meeting to do the needful in letter & spirit and keep the NCRPB informed of the physical progress of the schemes as also adhere to the stipulated time for submission of the Quarterly Progress Reports, to the PMC Wing, NCRPB.

SUPPLEMENTARY AGENDA ITEM NO.2 : CONSIDERATION OF APPOINTMENT OF PRIVATE MEDICAL PRACTITIONER AS AUTHORISED MEDICAL ATTENDANT FOR THE EMPLOYEES OF THE BOARD.

Finance & Accounts Officer, NCRPB presented the proposal of appointment of private Medical Practitioner as Authorised Medical Attendant for the employees of the Board. The proposal was considered and the Planning Committee recommended for placing the same before the Board for final approval.

The meeting ended with a vote of thanks to the Chair.

**No.K-14011/41 (AP) 97-NCRPB
NCR Planning Board
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**(R.C. AGGARWAL)
Chief Regional Planner**

Date : 24.12.97

- Copy to :**
- 1. Chairman and members of the Planning Committee**
 - 2. Special Invitees/Advisors of NCRPB**
 - 3. All officers of the Board.**

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Govt. of Rajasthan
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35. Shri K. Gupta
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Town & Country Planning Deptt.
Rohtak
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36. Shri Rehdu
District Town Planner
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37. Shri Anil Kashyap
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3. Shri J.N. Barman
Associate Planner
4. Shri N.K. Bhardwaj
Finance & Accounts Officer
5. Shri Manmohan Singh
Research Officer
6. Shri P. Sisupalan
Research Officer
7. Shri Raghunath
Asstt. Director (Estt.)

ANNEXURE-II

REVIEW OF NCR REGIONAL PLAN - 2001

**FINAL REPORT OF VARIOUS SUB-GROUPS
CONSTITUTED BY STEERING COMMITTEE**

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COMPOSITION OF THE STEERING COMMITTEE FOR THE REVIEW OF REGIONAL PLAN-2001

List of members as follows:

1. SYED S. SHAFI
FORMER CHIEF PLANNER
TCPO & UN EXPERT ON URBAN PLANNING
AND DEVELOPMENT
FLAT NO.22, HAUZ KHAS
SFS APRTMENTS
NEW DELHI - 110 017
CHAIRMAN
2. SHRI M L TAYAL
COMMISSIONER & SECRETARY
HARYANA CIVIL SECRETARIAT
CHANDIGARH
MEMBER
3. SHRI A P SINGH
PRINCIPAL SECRETARY
HOUSING DEPTT.
GOVT. OF U.P.
LUCKNOW
MEMBER
4. SHRI N K VERMA
SECRETARY
HOUSING & URBAN DEVELOPMENT
GOVT. OF RAJASTHAN
JAIPUR
MEMBER
5. SHRI SANAT KAUL
COMMISSIONER & SECRETARY
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NCT-DELHI 'B' BLOCK, VIKAS BHAWAN
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MEMBER
6. SHRI R P S PARIHAR
DY. SECRETARY
MINISTRY OF URBAN AFFAIRS & EMPLOYMENT
NIRMAN BHAWAN
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7. SHRI D S MESHAM
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8. DR K S NATRAJAN
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11. SHRI J K MITTU
F-22, WEST NIZAMUDDIN
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12. SHRI B G FERNANDES
504, SARVAPRIYA APTTS.
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13. SHRI K SRIDHARA
DY. DIRECTOR GENERAL
LONG TERM PLANNING
SANCHAR BHAWAN
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14. SHRI PRAKASH
RT. ENGINEER-IN-CHIEF
DELHI WATER SUPPLY
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1022 - SECTOR 17
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15. PROF. A K MAITRA
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- | | | |
|-----|---|-----------------|
| 16. | SHRI ARUN MAHESHALKAR COMMISSIONER (PLG.) DDA, VIKAS MINAR NEW DELHI | MEMBER |
| 17. | SHRI R K BHANDARI MEMBER ENGG. DDA, VIKAS MINAR NEW DELHI | MEMBER |
| 18. | SHRI B D GULATI CHIEF COORDINATOR PLANNER (NCR) TOWN & COUNTRY PLANNING DEPTT. HARYANA, SEC.18 A CHANDIGARH | MEMBER |
| 19. | SHRI M P ANEJA CHIEF COORDINATOR PLANNER (NCR) TOWN & COUNTRY PLANNING DEPTT. 7, BANDARIA BAGH LUCKNOW (U.P.) | MEMBER |
| 20. | SHRI C S MEHTA CHIEF TOWN PLANNER (NCR) TOWN & COUNTRY PLANNING DEPTT. NAGAR NIYOJAN BHAWAN J.L. NEHRI MARG JAIPUR | MEMBER |
| 21. | MEMBER SECRETARY NCRPB | MEMBER-CONVENOR |

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2. DR K S NATRAJAN
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SPECIAL INSTITUTIONAL AREA
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RESEARCH OFFICER
NCR-PB, NEW DELHI
6. SHRI V K THAKORE
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NCR-PB, NEW DELHI
CONVENOR

REVISED

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1. PROF R C GUPTA
HEAD
DEPTT. OF REGIONAL PLANNING & CO-ORDINATOR
CENTRE FOR RURAL DEVELOPMENT
SCHOOL OF PLANNING & ARCHITECTURE
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REVIEW OF NCR REGIONAL PLAN - 2001

**SUB GROUP ON
NCR POLICY ZONES,
DEMOGRAPHIC PROFILE AND
SETTLEMENT PATTERN**

FINAL REPORT

**STEERING COMMITTEE FOR REVIEW OF
REGIONAL PLAN 2001 - NATIONAL CAPITAL REGION (NCR)
NATIONAL CAPITAL REGION PLANNING BOARD: NEW DELHI**

Final Report of the Sub-Group on 'NCR Policy Zones, Demographic Profile and Settlement Pattern'

1. BACKGROUND

The National Capital Region Planning Board, New Delhi, constituted a Steering Committee, in December, 1996, under the Chairmanship of Sh. Syed S. Shafi, formerly Chief Planner of the Town and Country Planning Organisation, Government of India and also UN Expert. The main objective of this Committee was to ensure a properly guided mid-term review of Regional Plan 2001 (NCR). The terms of reference of the Steering Committee are enclosed in Annexure I.

The Steering Committee, in turn, constituted 7 sub-groups in March 1997 to review the various aspects of the Regional Plan in relation to the effectuation of specific policy measures indicated in the Plan. One of the sub-groups of the Steering Committee was constituted under the Chairmanship of Prof. Jamal H. Ansari, Professor and Head, Department of Physical Planning, and also the Dean of Studies at the School of Planning and Architecture, New Delhi. This Group was required to review the matters related to NCR Policy Zones, Demographic Profile and Settlement Pattern and suggest suitable revisions in the Regional Plan.

Composition of the Sub-group, and the list of experts who attended various meetings is enclosed in Annexures II and III. This Sub-group was given about six months time to complete their report and submit it for consideration of the Steering Committee.

2. WORKING METHODOLOGY OF THE SUB-GROUP ON NCR POLICY ZONES, DEMOGRAPHIC PROFILE and SETTLEMENT PATTERN

The Sub-group met 5 times during the period June-December, 1997 to discuss and analyse the changes in the demographic profile and settlement pattern in the NCR since 1989, the year in which the Regional Plan 2001 (NCR) was enforced. The basic premises, stipulations, assumptions and policies relating to NCR policy zones, demographic profile and settlement pattern were reviewed during these meetings. The Sub-group was, at the same time, ceased with the issue of lack of effectuation of the various policy measures, leading to development trends which are substantially contrary to the expectations of the Regional Plan 2001 (NCR).

The sub-group carried out its own analyses of the emerging demographic profile and settlement pattern in the National

Capital Territory of Delhi (formerly the Union Territory of Delhi), Haryana, Uttar Pradesh and Rajasthan Sub-regions of the NCR. These existing trends were projected upto the year 2011 to formulate a view about the future directions and their implications in respect of the stipulations of the Regional Plan concerning policy zones, demographic profile and settlement pattern. The sub-group also invited submissions on the above from its member-experts representing the various sub-regions of the NCR. The experts also provided feedbacks regarding the problems faced by them in implementing the Plan in the various sub-regions and forwarded suggestions about corrective measures and changes in the stipulations of the Regional Plan.

At the suggestion of the members of the Sub-group from Rajasthan, a day-long field visit was undertaken to study industrial development in the Rajasthan Sub-Region along the National Highway connecting Delhi to Jaipur. The ongoing industrial developments and the proposals of the Rajasthan Government regarding future industrialisation of the Sub-Region were also reviewed during the visit. The Sub-group members noted the impact of these developments on the settlements in the area and pondered about the spatio-economic scenario that would emerge in future if all the proposals of the Rajasthan Government regarding industrial development were realized.

2.1 Limitations

A mid-term review of the Plan of a region as dynamic as the NCR requires a detailed feedback mechanism, particularly when the region is beset with administrative complexities due to the jurisdictional involvement of the Central Government and four prominent State Governments of the Indian union, including a number of public and semi-public institutions operating at central, state and local levels. In such situations, for a properly guided review, detailed information is required to analyse what had happened in the Region after the plan came into being, what was implemented, and what could not be implemented. Also, it becomes necessary to study the various technical, socio-economic, administrative and political factors which could be responsible for non-implementation of plan proposals or delayed development. Detailed information is also required to arrive at specific conclusions relating to these issues. But in the absence of such a feedback framework and considering the relatively short period of six months available to the Sub-group, only broad structural suggestions were considered as a part of the review. Also, keeping in mind that the target date for the Regional Plan 2001 is proposed to be extended upto the year 2005 by the National Capital Region Planning Board, the Sub-group decided to restrict itself to suggesting relatively minor adjustments in the existing stipulations and policies of the Regional Plan, leaving out relatively major changes to a more comprehensive exercise at the time of preparation of the plan for the period beyond 2005.

3. POLICY ZONES AND THE SETTLEMENT PATTERN AS PROPOSED IN THE REGIONAL PLAN 2001

The settlement policy of the National Capital Region has been essentially determined in the context of the accelerating population growth rate of Delhi since the independence in 1947. Due to the increasing population pressure, the capital city has been experiencing acute shortage of housing, water, electricity and other essential facilities. The planners thus thought of instituting certain policy measures by which it would become possible to re-direct potential migrants to Delhi to identified urban centers located at appropriate distances from the metropolitan city. Planners also stipulated that, if possible, efforts should be initiated to decongest the capital city by progressive decentralization of offices and other employment generating economic activities out of the city.

The Regional Plan 2001 (NCR) thus aims for a balanced and harmonious development of the Region, leading to a dispersed pattern of economic activities and population within the region and thus keeping population growth and areal spread of Delhi within manageable limits. To achieve this objective, the Plan proposes a package of policies relating to transportation and communication, physical and social infrastructure, regional land use, environment and eco-development, and also development management with the intention of achieving a dispersed pattern of population distribution and settlement. Thus, the focus of attention in the Regional Plan 2001 is the city of Delhi whose networks of essential infrastructure and services are stretched beyond their functional limits due to extra-ordinary growth in the city's population during the past few decades. It is expected that a vigorous implementation of the policies contained in the Plan would help in maintaining the quality of life in the India's prime city at a reasonably high level.

3.1 Policy Zones

The settlement policy of the NCR has been evolving since 1962 when the first Master Plan of Delhi was enforced. The Master Plan had assigned a population of 46 lakhs to the city against the trend based projection of 53 lakhs. It was assumed that it would be possible to divert the remaining 7 lakh persons to ring towns such as Ghaziabad, Faridabad, Ballabgarh, Gurgaon, Bahadurgarh, Narela and Loni, located in the National Capital Territory of Delhi and the surrounding states of Haryana and Uttar Pradesh within a distance of 30 km from Delhi. These ring towns were to be developed with appropriate infrastructural facilities for industries and related activities which in turn were expected to generate additional employment opportunities. The planners suggested, that these measures would make the ring towns attractive to migrants. Backed with the support of the concerned state governments, and also due to nearness to Delhi, these ring towns grew by leaps and bounds registering much faster growth rate than the national capital itself. For example, between 1951

and 81, Faridabad registered a growth rate of 774 per cent, Gurgaon 380 per cent and Ghaziabad 567 per cent, against Delhi 300 per cent. In spite of this, the 1981 Census revealed that Delhi grew to a population of 57.7 lakhs against the estimated population of 46 lakhs as per the Master Plan (excess of 11.7 lakhs), and against the revised population of 53 lakhs after mid-term assessment of Master Plan in 1976 (excess of 4.7 lakhs).

The Regional Plan 2001 for the National Capital Region, thus, proposed making large investments in many more selected settlements at appropriate distances from the metropolis to relieve the National Capital from the intensifying population pressure within a reasonable period of time. To give this policy a practical shape the Regional Plan identified three distinct zones, namely :

- i) Delhi Union Territory (Delhi UT), now the National Capital Territory of Delhi (NCTD);
- ii) Delhi Metropolitan Area (DMA) excluding NCTD; and
- iii) The area beyond the DMA upto the NCR boundary.

3.2 Settlement System

The Regional Plan suggests a settlement system for the period of 1981 to 2001 in which the towns which are required to play an instrumental role in diverting pressure of population away from Delhi are divided into following categories.

a. The DMA Towns

These are the original ring towns which subsequently were contained within the Delhi Metropolitan Area with Delhi as the core. These have become more and more attractive for development of industries mainly due to nearness to Delhi. These towns are more or less contiguous with Delhi's conurbation and have led to the phenomenon of large scale commuting over the entire conurbation. Hence any further growth of economic activities in these towns is not desirable as it would lead to additional urban problems for Delhi. As per the Regional Plan 2001 for NCR, the Delhi Metropolitan Area, as envisaged, comprises the Controlled Areas of the contiguous towns of Ghaziabad including Loni and NOIDA, in Uttar Pradesh; and Faridabad-Ballabgarh complex, Gurgaon, Bahadurgarh, Kundli and the extension of Delhi ridge, in Haryana.

b. Regional Centers or Priority Towns

In the Regional Plan, these centers have been assigned the role of inducing urban development beyond DMA but within the NCR. It is further proposed in the Plan that these towns should be developed so that they are able to attract and

contain Delhi bound potential migrants to the extent of 20 lakhs. Eight such Regional Centres have been identified. These are:

1. Meerut
2. Hapur
3. Bulandshahar - Khurja Complex
4. Panipat
5. Rohtak
6. Rewari-Dharuhera-Bhiwadi Complex
7. Palwal
8. Alwar

These identified regional centres have been accorded priority in development and will be encouraged to accommodate additional population. Growth trend and regional potential of each of the selected regional centres have been assessed.

The regional centres, namely, Bulandshahar and Khurja would be developed as a complex while Rewari would be planned in relation to Dharuhera and Bhiwadi industrial townships in the form of another complex. The identified regional centres (priority towns) and their assigned population for the year 2001 are given in Table 1. As per the table, each priority town/complex is expected to reach a population of atleast 3.0 lakhs by the year 2001. But if the Plan's target date is extended upto the year 2005, the year for attainment of these population figures will also be extended accordingly.

Table 1 Regional Centres and their Population for the Years 1981 and 2001 (assigned)

| Sub-region | Regional Centre | Population (in Lakhs) | |
|---------------|-------------------------------------|-----------------------|-------|
| | | 1981 | 2001 |
| Uttar Pradesh | 1. Meerut | 5.36 | 15.50 |
| | 2. Hapur | 1.02 | 4.50 |
| | 3. Bulandshahar-Khurja Complex | 1.03 | 5.00 |
| Haryana | | 0.67 | 3.00 |
| | 4. Palwal | 0.47 | 3.00 |
| | 5. Panipat | 1.38 | 5.00 |
| | 6. Rohtak | 1.68 | 5.00 |
| Rajasthan | 7. Rewari-Dharuhera-Bhiwadi Complex | 0.52 | 1.10 |
| | | - | 0.75 |
| | | - | 1.15 |
| | 8. Alwar | 1.47 | 5.00 |

c. Sub-regional Centres, Service Centres and Basic Villages

The Regional Plan suggests that the desirable population sizes of these settlements should be as follows:

| Level of Settlement | Population Size |
|-------------------------|------------------|
| 1. Sub-regional Centres | 0.5 to 3.0 lakhs |
| 2. Service Centres | 10,000 to 50,000 |
| 3. Basic Villages | Less than 10,000 |

Whereas the Regional Centres are identified as part of the Regional Plan itself, according to the stipulations of the Plan, the sub-regional centres, the service centres and the basic centres are to be identified as part of the Sub-regional plans. The Regional Plan proposes that, with development of the Region, the Sub-regional centres should serve as functional focal points and assume the role as that of sub-divisional headquarters with corresponding facilities. In addition, they should also serve as first stage industrial centres with agricultural and marketing facilities. Similarly, the service centres should cater to the rural hinterland as agro-service centres in the collection and distribution of agricultural goods and services with marketing, warehouses and cold storages. Finally, the basic villages should develop to cater to the day-to-day needs of a cluster of villages with cooperatives for distribution of fertilizer, agricultural implements and also for collection of agricultural goods for marketing in higher order centres.

4.0 DEMOGRAPHIC POLICY OF THE REGIONAL PLAN 2001

The demographic policy of the Regional Plan for NCR, for 2001, was evolved in the context of the phenomenon of excessive population concentration in Delhi. The NCR Planning Board, which was responsible for preparing the plan, had observed that the city's population was increasing rapidly (at the rate of more than 50 percent per decade) since 1951 and that a large part of this growth had occurred due to migration. It was also observed that the tendency for migration towards Delhi was increasing over the years.

Moreover, it was seen that Delhi's growth was not confined within the NCTD. Infact, the entire DMA had begun to show intense growth characteristics. This was especially observed in Faridabad-Ballabgarh Urban Complex, Ghaziabad and Gurgaon where, during 1971-81, population grew by as much as 169.4, 141.6 and 76.5 percent respectively as compared to the growth rate of 53 percent observed in Delhi during the same period.

In addition to the above trends, the NCR Planning Board, while finalising the Regional Plan, had also taken into consideration the Census of India projections according to which the NCR's population was expected to grow at a decadal rate of 34.73 per cent during 1981-2001, to reach a figure of 325 lakhs. It was also estimated that NCTD's share would be around 132 lakhs, i.e., about 40.6 percent of the estimated population of NCR. In the light of the trends and projections as stated above, the Regional

Plan for the NCR for the year 2001 had suggested a conscious policy of:

- i) decelerated and restricted growth in the NCTD;
- ii) controlled moderate growth of the DMA towns excluding Delhi; and
- iii) accelerated growth of Regional Centres through provision of adequate infrastructure and services to enable them to attract potential Delhi bound migrants towards themselves.

The Regional Plan also outlined a demographic policy to achieve objectives as stated below:

- i) a fifty percent fall in the rate of migration to Delhi during 1991-2001;
- ii) the population of NCTD would be 112 lakhs by the year 2001 instead of the projected 132 lakhs;
- iii) a moderate growth rate of DMA towns so that by the year 2001, DMA excluding Delhi would achieve a population of 38 lakhs of which one lakh would live in rural areas; and
- iv) deflection of potential migrants away from Delhi to areas outside DMA, 19 lakhs to urban centres and one lakh to rural areas during 1981-2001.

5.0 National Capital Region of Delhi (NCR) in 1997 - An Appraisal

Population of the National Capital Region increased from 19.02 million in 1981 to 26.4 million in 1991, recording a growth rate of 39.1 percent during the period (Appendix 1). When this increase is compared with the corresponding figures for 1961-71 (32.8%) and 1971-81 (35.3%), it becomes evident that during the 30 years between 1961 and 1991, population of NCR has grown at an increasing rate.

It should also be noted that simultaneous to the increase in the NCR's population, the share of NCTD in the population of NCR has been increasing from 25.1 percent during 1951-61 to 28.9, 32.7 and 35.6 percent during 1961-71, 1971-81 and 1981-91 periods respectively. More significantly, out of the total 91 lakh urban population in 1981, as much as about 63 per cent was concentrated in NCTD, mainly in Delhi. The demographic trends thus clearly project the tendency of population to concentrate in Delhi.

In addition, the share of the various constituent sub-regions, barring, of course, the NCTD, has been declining during successive decades. The share of U.P. Sub-Region, which stood at

42 percent of the population of NCR in 1961, declined to 34.4 percent in 1991; and similarly the drop for Haryana and Rajasthan Sub-regions was from 27.37 and 5.52 percent respectively in 1961 to 25.1 and 5.2 percent respectively in 1991.

The comparison of the growth rate of the NCR's population with that of the respective states indicates that, during 1981-91, the population of NCR has grown at a faster rate as compared to the constituent states.

Thus, from the study of population growth rates and distribution trends in the NCR and the constituent states, it can be inferred that the population of Delhi is not moving out of Delhi. On the contrary, Delhi's population is still increasing at a rapid rate. Infact, as per the 1991 Census, Delhi's population is growing at a faster rate as compared to other major metropolitan cities, such as Mumbai, Calcutta and Chennai.

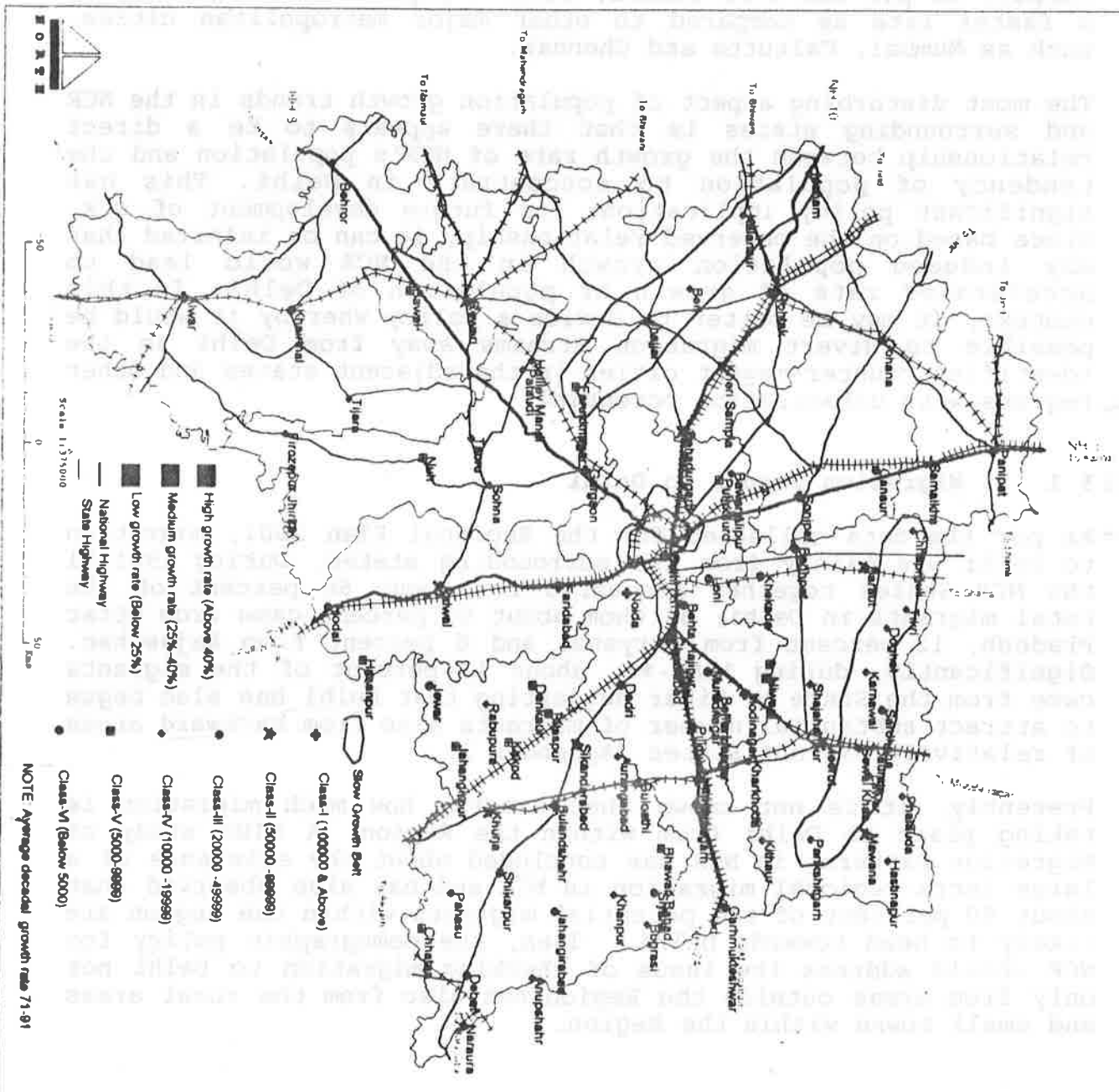
The most disturbing aspect of population growth trends in the NCR and surrounding states is that there appears to be a direct relationship between the growth rate of NCR's population and the tendency of population to concentrate in Delhi. This has significant policy implications for future development of NCR, since based on the observed relationship, it can be inferred that any induced population growth in the NCR would lead to accelerated rate of growth of population of Delhi. In this context, it may be better to devise a policy whereby it would be possible to divert migration streams away from Delhi to the identified counter-magnet cities in the adjacent states and other regions with urbanisation potential.

5.1 Migration Trends to Delhi

As per the data collected for the Regional Plan 2001, migration to Delhi was mainly from the surrounding states. During 1981-91 the NCR States together accounted for about 68 percent of the total migrants in Delhi, of whom about 50 percent came from Uttar Pradesh, 12 percent from Haryana, and 6 percent from Rajasthan. Significantly, during 1981-91, about 11 percent of the migrants came from the State of Bihar suggesting that Delhi has also begun to attract substantial number of migrants also from backward areas of relatively distant States (Appendix 2).

Presently, it is not known that exactly how much migration is taking place to Delhi from within the Region. A NIUA study of Migration Patterns in NCR has concluded about the existence of a large intra-regional migration in NCR and has also observed that about 80 per cent of the potential migrants within the Region are likely to head towards Delhi. Thus, the demographic policy for NCR should address the issue of checking migration to Delhi not only from areas outside the Region but also from the rural areas and small towns within the Region.

NCR LOCATION & CLASSIFICATION OF URBAN SETTLEMENTS



5.2 Settlement Pattern

5.2.1 Population Growth Trends of Towns in the NCR During 1971-81 and 1981-91

The sub-group undertook a study of the population growth trends for 1971-81 and 1981-91 periods for all the towns listed as such in the 1991 census. The main economic activities of these towns were also listed alongwith the population in 1991 (Appendix 3).

The decadal growth rates for 1971-81 and 1981-91 were later used to find the average growth rate for 1971-91 period and based on the results so obtained, the towns were classified into high growing, medium growing and slow growing categories. All these towns were plotted on a map of NCR and the categories were highlighted through coloured presentation, using red for high, green for medium and blue for low growth rate towns (Map 1).

A review of the settlement pattern of the NCR in the light of the demogrphic trends during 1971-81 and 1981-91 and study of economic bases of towns has lead to several observations which are presented below.

- a) It is found that most of the Regional Centres identified in the Regional Plan 2001 did not grow at the desired rate.
- b) Regional Plan 2001 assignments for priority towns were generally on a higher side and difficult to achieve.
- c) Populationwise, DMA towns are generally growing faster than the rates suggested in the Regional Plan 2001.
- d) Settlements in certain pockets of the NCR are experiencing particularly low growth rates as compared to settlements in the rest of the Region. These pockets/ belts are identified as:
 - i) an areal belt running along NW-SE axis immediately south of Rohtak in Haryana and containing the settlements of Maham, Kalanaur, Beri, and Jhajjar; and
 - ii) another belt running East-West immediately north of Meerut in Uttar Pradesh and containing the settlements of Chaprauli, Tikri, Karnawal, Daurala and Parikshitgarh.
- e) On the contrary, many settlements have shown fast rate of population growth. These can be divided into two categories. These are:
 - i) settlements close to Delhi in a concentric belt immediately outside the DMA. Examples in this category are Greater Noida in Uttar Pradesh, and Samalkha and Kundli in Haryana. This belt now appears to be ripe for absorbing much larger population than what is

assigned as per the Regional Plan; and

- ii) settlements along the major transportation corridors (highways moving out of Delhi) and having manufacturing as the main economic activity. Examples of urban areas in this category (other than DMA towns) are Hapur, Babugarh, Pilkhua and Garhmukteshwar along Highway No. 24 ; Muradnagar, Modinagar, and Meerut along the highway leading to Rishikesh and Hardwar; Dadri, Sikandrabad and Bulandshahr along the highway leading to Aligarh; Khekda, Bagpat and Baraut along the highway leading to Saharanpur and Dehradun. Incidentally, all the above urban areas lie in the UP Sub-region of the NCR.

- f) Generally, it is found that the districts containing fast growing towns are mainly Panipat, Sonipat, and Faridabad in Haryana; Ghaziabad and Bulandshahr in Uttar Pradesh; Alwar in Rajasthan; and, of course, Delhi itself.

6.0 Population Projections for the NCR, 1996-2016

The sub-group used the 1996-2016 projections of population made by the Office of the Registrar General of India for use in the 9th Plan for the states of Haryana, Rajasthan, U.P. and Delhi. Using State projections, the population has been estimated for the various sub-regions of the NCR Region. The population has been projected by Urban-Rural Growth Differential method advocated by the UN for projecting population of urban areas, cities, etc. The projected population is indicated in Appendix 4. It is noticed from the table that the population of the NCR would be in the range of 36.4 million in the year 2001 and 56.7 million in the year 2016. The earlier projections had indicated a figure of 32.5 million for the year 2001. This upward revision is due to the fact that during the decade 1981-91, all the sub-regions of the NCR have recorded acceleration in population growth rate. It is also noticed that the NCTD is expected to have a population of more than 14 million in 2001, as against the figure of 13.2 million that was projected in the NCR Plan 2001.

6.1 Urban - Rural Growth Differentials

Appendix 5 shows the population of rural and urban areas of the NCR as per the censuses of 1961, 1971, 1981 and 1991. The annual exponential growth rates of the rural and urban population have also been shown. A study of these growth differentials leads to certain contradictory observations. Whereas in the U.P. sub-region of the NCR, the growth differential between urban and rural areas (URGD) has been increasing steadily between 1961-91, in Haryana and Rajasthan it declined during 1981-91, after showing increase in 1971-81 as compared to 1961-71. In the NCTD, however, URGD is negative. The main reason behind this kind of trend is that certain rural areas, which over the years have

qualified to be reclassified as urban, according to the census criteria, have not been so reclassified. The revised urban-rural growth differentials after reclassification were used to make population assignments in various sub-regions of the NCR for the years 1991, 2001 and 2005, as shown in Appendix 6.

The projection of population of towns was then done based on the revised urban-rural growth differentials (URGD).

6.2 Population Projection of Towns

The urban population of NCR is expected to increase to 41.7 million by the year 2016. The population of towns has been projected using the above figure as a datum. The proportion and population of each town to the total urban population has been worked out for 1981 and 1991. The change in this proportion has been extrapolated using logistic curve. Then population of individual towns so projected has been adjusted pro-rata to conform to the projected urban population for future years. The projected population figure are shown in Appendices 7, 8 and 9 for Haryana, Rajasthan and UP respectively, and Appendix 10 for Priority Towns.

7.0 Emerging Settlement Pattern in Sub-Regions of the NCR

7.1 Rajasthan Sub-Region

Rajasthan Sub-Region was assigned two priority towns (regional centres), namely, Bhiwadi (together with Rewari-Dharuhera) and Alwar. The population assignment for these two priority towns are 5.00 lakhs for Alwar and 1.15 lakhs for Bhiwadi for the year 2001. The State Government of Rajasthan has prepared a Master Plan for Bhiwadi according to which the town's population is planned to go up to 2.25 lakhs by the year 2011.

Till 1991, whereas Alwar had reached a population of 2.1 lakhs, Bhiwadi had achieved a population of 15,000, increasing respectively from 1.47 lakhs and 1,700 in 1981. In order to reach the assigned population targets, between 1991 and 2001, Alwar's population growth rate should accelerate to 136% in 1991-2001 as compared to 44% in 1981-91. Likewise, Bhiwadi should grow at a rate of 666% during 1991-2001 as compared to growth rate of 782% already achieved during 1981-91.

As against the above stipulations of the Regional Plan, it is necessary to highlight recent developments in the Sub-Region, particularly the developments related to the manufacturing sector. The Rajasthan Industrial Investment Corporation (RIICO) has, of late, made enormous investments in development of industrial areas mainly along Delhi-Jaipur Highway. The details are as given in Table 2.

Table 2

**Industrial Areas along Delhi-Jaipur Highway,
Rajasthan Sub-Region, NCR**

| <u>Industrial Area</u> | <u>Area in ha.</u> |
|------------------------|--------------------|
| 1. Bhiwadi | 817 |
| 2. Bhiwadi Extension | 543 |
| 3. Khushkhera-Tapookra | 1160 |
| 4. Chowpankhi | 332 |
| 5. Kotkasim | 730 |
| 6. Neemrana | 237 |
| 7. Shajahanpur | 56 |
| 8. Behror | 112 |
| 9. Sota Nala | 136 |
| Total | 4123 ha |

If we assume a gross workers density of 100 per ha, 30% share of manufacturing sector in employment, and a worker's participation rate of 33% in the total population, the development of an industrial area of the above magnitude can easily form the economic base of a city of population of about 40 lakhs. However, presently, the largest town in the transportation corridor along the NH 8 is Behror, having a population of about 16,000 persons only in the year 1991. In the absence of appropriate urban centres, the workers are forced to reside in a congested manner in the surrounding small settlements (both rural and urban) or else commute long distances from Alwar, Sohna, Gurgaon, Delhi and other such relatively large size urban centres leading to excessive volumes of commuter traffic on the Delhi-Jaipur highway.

A major proportion of the proposed as well as recent industrial development is located in the vicinity of three settlements, namely, Shajahanpur, Neemrana and Behror. Many industrialists from Delhi are purchasing land in the area and establishing industrial units. The urban-industrial complex comprising the three settlements is conveniently located midway between Delhi and Jaipur and has good transportation links with the two metropolitan cities. The industries in this complex alone can support a population of about 5 lakhs. Considering the industrial development in the area and realising the potential for urban development in the immediate future, it may not be out of place to accord Shahjahanpur - Neemrana - Behror Complex the status of a regional centre (priority town). This would then be the third priority town for Rajasthan sub-region, after Alwar and Bhiwadi (as part of Bhiwadi-Daruhera-Rewari Complex).

However, now that about 1400 ha of industrial land is assigned for development as part of Bhiwadi Industrial Area and its extensions, this industrial work centre can on its own support an urban population base of about 10 lakhs. Given proper encouragement, it may be appropriate to consider giving Bhiwadi itself the status of a priority town than clubbing it with Daruhera-Rewari for the purpose.

It was specifically observed during the field visit that industrial development in and around Bhiwadi and Behror was coming up without complimentary residential/ institutional/ recreational/ commercial developments except in some isolated locations. Though the NCR Planning Board also financed some residential developments in RIICO area around Bhiwadi, neither RIICO nor the State Town and Country Planning Department has prepared an overall development plan for the area. There is a danger that such industrial development would lead to the surrounding villages being converted into slums through unauthorised occupation and encroachment on land.

Hence, it is all the more necessary to designate Bhiwadi as a priority town on its own (and not as an urban complex with Dharuhera and Rewari). Also Shajahanpur-Neemrana-Behror Complex should be accorded the status of a regional centre (priority towns) in the region. Through this measure, it would be possible to induce settlement development to compliment the industrial development.

7.2 Haryana Sub-Region

Haryana sub-region was assigned four priority towns (regional centres), viz., Panipat, Rohtak, Palwal and Rewari-Dharuhera-Bhiwadi Complex.

Table 3 indicates the population of these towns in the years 1981, 1991 and assigned population for the year 2001.

Table 3 Population of Priority Towns in Haryana

| Name of the Priority Towns | Population in Lakhs | | |
|----------------------------|---------------------|------|-----------------|
| | 1981 | 1991 | 2001 (Assigned) |
| Panipat | 1.37 | 1.91 | 5.00 |
| Rohtak | 1.66 | 2.16 | 5.00 |
| Palwal | 0.47 | 0.59 | 3.00 |
| Rewari | 0.51 | 0.75 | 1.10 |
| Dharuhera | 0.10 | 0.11 | 0.75 |

Table 4 compares the population growth rates of the priority towns of the sub-region during 1981-91 with the rate which should be achieved during 1991-2001 in order to reach the assigned targets in terms of population.

Table 4 Population Growth Rates of Priority Towns in Haryana

| Name of the Priority Towns | Growth Rate of Population | |
|----------------------------|---------------------------|------------|
| | 1981-91 | 1991-2001* |
| Panipat | 36.69 | 161.78 |
| Rohtak | 29.58 | 131.48 |
| Palwal | 25.02 | 408.47 |
| Rewari | 46.12 | 46.67 |
| Dharuhera | 10.00 | 581.81 |

* required to achieve the assigned population

The desired growth rate in respect of each of these priority towns (except for Rewari) for the towns to reach the assigned population targets in the year 2001 is quite high, and as such, unlikely to be achieved by then. It is, therefore, appropriate to postpone the year of reaching the target population from 2001 to 2005.

As against the above stipulations of the NCR Regional Plan, it is observed that major industrial developments are taking place in and around urban centres along transport corridors. The examples are Gurgaon and Dharuhera-Rewari along NH 8, Faridabad along NH2, Bahadurgarh along NH 10 and Sonipat-Kundli and Panipat along NH1. Out of the above Gurgaon, Faridabad, Bahadurgarh and Kundli, being part of the DMA, have accordingly been declared as DMA towns. However, now that Kundli alongwith Sonipat is being developed as an Urban Complex with the concurrence of the NCR Planning Board, it is necessary to accord the entire Kundli-Sonipat Complex the status of a DMA town.

Similarly, other industrial complexes are being developed near the settlements which are located close to the border of NCTD, some by the Government of Haryana and the others by the private sector. It is, therefore, necessary that the DMA boundaries may be suitably altered to constitute a continuous belt around NCTD. The width of this belt may correspond to the maximum distance which presently exists in the context of the DMA along Ghaziabad. Taking this as the basic width, a continuous belt may be delineated along NCT of Delhi adjusting it to the nearest tehsil boundary incorporating the control area limits of the urban centres falling within.

However, as pointed out by the representative from Haryana, this would act contrary to the industrial development already taken up by the Haryana Government in some parts (e.g., in Manesar), and therefore required discussion at higher level. The idea of altering the DMA boundaries was, thus, left for a stage when a full review of the Regional Plan would be taken up.

Besides the above, since Bhiwadi in Rajasthan is proposed to be designated as a priority town on its own, Bawal in Haryana which is showing signs of rapid population growth may be incorporated

in Dharuhera-Rewari urban complex and the entire Dharuhera-Rewari-Bawal complex may be given the status of a priority town.

The representatives from Haryana sub-region had submitted a note to this Committee whereby they advocated for including Jhajjar as a priority town as it had been recently designated as a District Headquarters of the newly created Jhajjar district. At the same time, the representative from Haryana agreed with the general opinion of the Committee that Jhajjar would, at best, achieve a population of 0.75 lakhs by the year 2005, which is too small for it to be accorded status of a priority town.

The proposal could not be accepted by the Committee as the town has been growing at a very slow rate in the past and since the land is generally low lying, the area is highly flood-prone. The town is also not located along any major transport corridor. The Committee felt that the town has no potential for growth in the near future and hence can not qualify for being declared as a priority town.

The representatives from Haryana sub-region also advocated for declaring Manesar as a priority town. However, it was felt that since Manesar is very close to Gurgaon, it should be treated as Gurgaon-Manesar Urban Complex and given the status of a DMA town. This idea was also dropped on the suggestion of the representative from Haryana for the reasons stated earlier in the context of altering DMA boundaries.

7.3 Uttar Pradesh Sub-Region

The Uttar Pradesh sub-region was assigned three priority towns (regional centres), namely, Meerut, Hapur and Bulandshahar-Khurja Complex. The population assignments for these priority towns are 15.5, 4.5 and 8.0 lakhs, respectively, for the year 2001. As against the above, the actual population figures for 1991 were 8.49, 1.46 and 2.07 lakhs respectively. If these towns have to reach the target figures by the year 2001, the required growth rate of population would be as shown in Table 5 against the actual observed during the decade 1981-91.

Table 5 Population Growth Rates of Priority Towns in U.P.

| Name of the Priority Town | Growth Rates of Population | |
|---------------------------|----------------------------|------------|
| | 1981-91 | 1991-2001* |
| Meerut | 58.36 | 82.56 |
| Hapur | 42.22 | 208.21 |
| Bulandshahar-Khurja | | 286.47 |

* required to achieve the assigned population

It can be seen from the table above that the expected population growth rates for priority towns to reach the assigned population in 2001 is too high and hence not likely to be achieved. Thus, it is suggested that the target year to attain the assigned population for each priority town should be extended till the year 2005. Moreover, in the light of the development trends, after 1981, it is seen that the UP State Industrial Development Corporation (UPSIDC) is in the process of development of Surajpur-Kasna Urban Complex in the vicinity of NOIDA which is a DMA town. This complex has a potential to grow very fast since many multinational and big Indian companies have either already established their bases in this belt or purchasing land to do likewise in the future. Its location close to NCTD boundary and proximity to industrial cities of NOIDA, Ghaziabad and Secunderabad in UP, and Faridabad and Palwal in Haryana provides this complex all the attributes needed for development at a fast pace. The complex thus exhibits high potential for being assigned the role of taking future population load away from Delhi. It would be appropriate to accord this complex the status of a priority town.

Besides the above, population growth trends for 1971-81 and 1981-91 reveal that the towns of Baghpat and Baraut located close to each other on the Delhi-Saharanpur highway have shown fast rate of growth in their population. Moreover, these towns being located in a rich agriculture belt in western U.P., attract agro-based and other manufacturing activities. These two towns have, thus, a potential to grow even further in the future if necessary infrastructure inputs are provided there. It is, therefore, suggested that Baghpat-Baraut Urban Complex may be declared as an additional priority town in U.P.

7.4 Delhi Sub-Region

During the discussions, it was pointed out that the population of Delhi in the year 2001 would be substantially more than the population assigned to Delhi for that year. It was also pointed out that Delhi's population as a proportion of total population of the NCR has been increasing steadily since 1951. Considering that the population of NCR has been showing signs of accelerating rate of growth due to migration from surrounding states as well as the state of Bihar, it is expected that Delhi's population would grow at a faster pace as compared to the trends in the past. Hence, for achieving the goals of the Regional Plan for the NCR, it appears that simultaneously to pursuing the Regional Plan, intensive efforts will be required to pursue the concept of the counter-magnets to direct population not only away from Delhi, but also away from the NCR. In addition, the poor regions of India which account for substantially large proportion of migrants to NCR should get priority attention from policy makers for accelerating the pace of development there.

The sub-group was also appraised about the decision of the Government of Delhi to develop about 500 ha of industrial area in

Bawana village with in the NCT of Delhi boundary. This proposition is, of course, quite contrary to the objectives of the Regional Plan and efforts should be made to discourage such developments.

8.0 Summary of Proposals

1. The target year for attaining assigned populations for priority towns should be shifted from the year 2001 to 2005.
2. The present criterion of considering only those towns as priority towns which have the likelihood of reaching a population of 3.0 lakhs by the year 2001 should not be insisted upon and relaxed upto 1.5 lakhs in exceptional cases. The basic criterion for designating a priority town, either individually or in association with other neighbouring towns in form of a complex, should be the potential for its growth in the immediate future and hence its usefulness in diverting population load away from Delhi.
3. The proposals for new priority towns are given below, sub-region wise:

| | |
|-----------|---|
| Haryana | Dharuhera-Rewari-Bawal Complex; |
| Rajasthan | Bhiwadi (independent of Dharuhera-Rewari); and Shahajanpur-Behrur-Neemrana Complex |
| U.P. | Surajpur-Kasna Complex; and Baghpat-Baraut Urban Complex |
4. Sonapat-Kundli Urban Complex be accorded the status of a DMA town.
5. The proposed industrial development at Bawana (in the NCT of Delhi) should be discouraged, keeping in view the judgement of the Hon'ble High Court of Delhi.
6. Efforts should be intensified to achieve accelerated rate of growth of counter-magnet cities which have been already identified by the NCR Planning Board for the purpose of redirecting future population loads away from Delhi.
7. NCR Planning Board should influence the Government of India to encourage similar efforts of Metropolitan Regional Planning in relation to metropolitan cities located in areas which have urbanisation potential. These efforts can be highly instrumental in relieving Delhi of the potential population load.
8. Population assignments for the existing and new proposed DMA and Priority towns have been provided in Appendix 10. These were worked out keeping in view the growth trends, development potential and a consensus view of representatives from participating states.

9. As desired in the sixth meeting of the Committee, rural-urban break-up of the population assignments for different sub-regions for the year 2005 have been provided in Appendix 6.

| 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 |
|------|------|------|------|------|------|------|------|------|------|------|------|
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |

| 2005 | | 2006 | | 2007 | | 2008 | | 2009 | | 2010 | |
|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| 2005-06 | 2006-07 | 2007-08 | 2008-09 | 2009-10 | 2010-11 | 2011-12 | 2012-13 | 2013-14 | 2014-15 | 2015-16 | 2016-17 |
| 84.0 | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 |
| 84.0 | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 |
| 84.0 | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 |
| 84.0 | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 |
| 84.0 | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 | 84.0 |

Appendix 1 Population of the Constituents of NCR Region - the State and the Rest of the State, 1961-1991

| Constituent | Population of NCR (1) | | | | State Population (2) | | | | Rest of the state population (2-1) | | | |
|--------------|-----------------------|----------|----------|----------|----------------------|-----------|-----------|-----------|------------------------------------|-----------|-----------|-----------|
| | 1961 | 1971 | 1981 | 1991 | 1961 | 1971 | 1981 | 1991 | 1961 | 1971 | 1981 | 1991 |
| Delhi N.C.T. | 2658612 | 4065698 | 6220406 | 9420644 | 2658612 | 4065698 | 6220906 | 9420644 | 0 | 0 | 0 | 0 |
| U.P. (NCR) | 4450172 | 5440296 | 6968646 | 9001704 | 73754573 | 88341521 | 110862512 | 139112287 | 69304401 | 82901225 | 103893866 | 130110583 |
| Haryana | 2893365 | 3798228 | 4867846 | 6643604 | 7590524 | 10036431 | 12922119 | 16463648 | 4697159 | 6238203 | 8054273 | 9820044 |
| Rajasthan | 584204 | 757399 | 962011 | 1380228 | 20155602 | 25765806 | 34267862 | 44005990 | 19571398 | 25008407 | 33299851 | 42625762 |
| Total | 10586352 | 14061622 | 19018902 | 26446180 | 104159312 | 128209456 | 164266899 | 209002569 | 93572958 | 114147825 | 145247990 | 182556389 |

Growth Rates of the NCR Constituents States, 1961-91

| | NCR Region of the State | | | State | | | Rest of the state | | |
|-----------|-------------------------|---------|---------|---------|---------|---------|-------------------|---------|---------|
| | 1961-71 | 1971-81 | 1981-91 | 1961-71 | 1971-81 | 1981-91 | 1961-71 | 1971-81 | 1981-91 |
| Delhi | 4.25 | 4.25 | 4.15 | 4.25 | 4.25 | 4.15 | 0.00 | 0.00 | 0.00 |
| U.P. | 2.01 | 2.48 | 2.65 | 1.80 | 2.27 | 2.27 | 1.79 | 2.26 | 2.25 |
| Haryana | 2.72 | 2.48 | 3.11 | 2.79 | 2.53 | 2.42 | 2.84 | 2.56 | 1.98 |
| Rajasthan | 2.60 | 2.39 | 3.61 | 2.46 | 2.85 | 2.50 | 2.45 | 2.86 | 2.47 |
| Total | 2.84 | 3.02 | 3.30 | 2.08 | 2.48 | 2.41 | 1.99 | 2.41 | 2.29 |

Delhi NCT Population % of NCR

| | |
|------|------|
| 1961 | 25.1 |
| 1991 | 35.6 |
| 2016 | 37.1 |

Appendix 2 Migrants to Delhi by States, 1981-91

| | Total Migrants to Delhi between 1981-91 | Percentage of Migrants from the states of India | Percentage of Migrants including from outside India |
|--|--|---|---|
| Andhra Pradesh | 10,365 | 0.67 | -- |
| Arunachal Pradesh | 639 | 0.04 | -- |
| Assam | 5,929 | 0.38 | 10.68 |
| Bihar | 1,69,609 | 10.99 | -- |
| Goa | 597 | 0.04 | -- |
| Gujrat | 8,015 | 0.52 | 11.50 |
| Haryana | 1,82,547 | 11.82 | -- |
| Himachal Pradesh | 22,416 | 1.45 | -- |
| Jammu and Kashmir | 13,962 | 0.90 | -- |
| Karnataka | 7,821 | 0.51 | -- |
| Kerala | 24,909 | 1.61 | -- |
| Madhya Pradesh | 41,916 | 2.71 | -- |
| Maharashtra | 22,897 | 1.48 | -- |
| Manipur | 903 | 0.06 | -- |
| Meghalaya | 946 | 0.06 | -- |
| Mizoram | 299 | 0.02 | -- |
| Nagaland | 544 | 0.04 | -- |
| Orissa | 9,878 | 0.64 | -- |
| Punjab | 83,806 | 5.43 | 5.28 |
| Rajasthan | 95,282 | 6.17 | 6.00 |
| Sikkim | 448 | 0.03 | -- |
| Tamil Nadu | 24,057 | 1.56 | -- |
| Tripura | 602 | 0.04 | -- |
| Uttar Pradesh | 7,65,914 | 49.91 | 48.25 |
| West Bengal | 43,219 | 2.79 | 2.72 |
| Andaman | 317 | 0.02 | -- |
| Chandigarh | 5,802 | 0.38 | -- |
| Dadar, Nagar Haveli | 76 | -- | -- |
| Pondicherry | 194 | -- | -- |
| Total from within India | 15,43,959 | 100.00 | 97.26 |
| From Abroad | 43,533 | -- | 2.74 |
| Total including from Abroad | 15,87,492 | | 100.00 |

Appendix 3 Population, Growth Rate and Main Activity of Towns in the NCR, 1991

| Name of Town/ District | Population 1991 | Growth Rates (%) | | Main Activity/Activities - 1991 Census |
|----------------------------|--------------------|------------------|----------|---|
| | | 1971-81 | 1981-91 | |
| <u>Panipat District</u> | | | | |
| 1. Smalkha | 18,384 | -- | -- | 35.86 Trade & Commerce cum Industry cum Services |
| 2. Panipat | 1,91,212 | 56.77 | 38.63 | Industry |
| <u>Sonepat District</u> | | | | |
| 3. Ganaur | 20,952 | 96.32 | 27.07 | Trade & Commerce cum Primary Activity cum Services |
| 4. Kharkhoda | 13,151 | New Town | Primary | Activities cum Services cum Trade & Commerce |
| 5. Sonepat | 1,43,922 | 75.29 | 31.59 | Services cum Industry |
| <u>Rohtak District</u> | | | | |
| 6. Gohana | 32,496 | 56.31 | 24.09 | Services cum Trade & Commerce |
| 7. Maham | 15,083 | 11.20 | 28.67 | Primary Activities cum Trade & Commerce |
| 8. Kalanaur | 14,524 | -- | 17.32 | Primary Activities cum Services |
| 9. Kherisampla | 7,838 | New Town | Primary | Activities |
| 10. Beri | 14,508 | 9.35 | 7.55 | Primary Activities |
| 11. Jhajjar | 27,693 | 27.97 | 14.21 | Primary Activities cum Services cum Trade & Commerce |
| 12. Bahadurgarh U.A. | 57,235 | 45.23 | 52.68 | Services |
| 13. Rohtak | 2,16,096 | 33.68 | 29.58 | Services cum Trade & Commerce |
| <u>Faridabad District</u> | | | | |
| 14. Palwal | 59,168 | 30.72 | 25.02 | Trade & Commerce cum Industry cum Services |
| 15. Hassanpur | 7,130 | -- | 39.56 | Primary Activities |
| 16. Hodal | 25,635 | 32.49 | 36.79 | Primary Activities cum Trade & Commerce cum Services |
| 17. Hathin | 7,863 | -- | 19.99 | Primary Activities cum Services |
| 18. Faridabad Complex Adm. | 6,17,717 | N.A. | 86.70 | Industry |
| <u>Gurgaon District</u> | | | | |
| 19. Pataudi | 11,278 | 39.32 | 33.91 | Primary Activities cum Trade & Commerce cum Services |
| 20. Halleymandi | 13,263 | 350.27 | 30.80 | Services cum Trade and Commerce Industry |
| 21. Farrukhnagar | 8,046 | 16.04 | 26.37 | Primary Activities cum Service cum Trade and Commerce |
| 22. Dundahera | 6,767 | New Town | Industry | cum Services cum Primary Activities |
| 23. Sohna | 16,348 | 44.35 | 29.06 | Trade & Commerce cum Services cum Primary Activities |
| 24. Taoru | 12,534 | -- | 81.34 | Trade & Commerce cum Industry cum Services |

| | | | | | |
|---------------------------|-----------------|----------|----------|---------|--|
| 25 | Nuh | 7,492 | 26.68 | 25.03 | Trade & Commerce cum Services |
| 26 | Ferozpur Jhirka | 12,413 | 18.06 | 32.05 | Trade & Commerce cum Services cum Primary Activities |
| 27 | Punhana | 8,679 | New Town | | Trade & Commerce cum Services |
| 28 | Gurgaon U.A. | 1,35,884 | 76.51 | 34.70 | Services |
| <u>Rewari District</u> | | | | | |
| 29 | Bawal | 9,010 | 18.85 | 16.11 | Primary Activities cum Services |
| 30 | Dharuhera | 10,848 | New Town | | Industry |
| 31 | Rewari | 75,342 | 17.49 | 46.12 | Trade & Commerce cum Services |
| <u>Meerut District</u> | | | | | |
| 32 | Baraut | 67,705 | 48.07 | 46.25 | Trade & Commerce cum Industry cum Services |
| 33 | Mawana | 51,701 | 51.32 | 37.42 | Industry cum Trade & Commerce cum Services |
| 34 | Sardana | 42,980 | 36.48 | 42.61 | Industry cum Trade & Commerce |
| 35 | Khekda | 35,191 | 47.07 | 41.30 | Primary Activities cum Industry |
| 36 | Baghpat | 24,939 | -- | 45.35 | Primary Activities cum Trade & Commerce cum Industry |
| 37 | Chhaprauli | 16,008 | -- | 15.95 | Primary Activities |
| 38 | Kithaur | 19,270 | 30.91 | 39.72 | Primary Activities |
| 39 | Hastinapur | 15,081 | -- | 29.60 | Primary Activities |
| 40 | Lawar | 14,471 | -- | 25.45 | Primary Activities cum Industry |
| 41 | Parikshitgarh | 13,677 | -- | 20.72 | Primary Activities cum Trade and Commerce cum Services |
| 42 | Tikari | 12,784 | -- | 12.98 | Primary Activities |
| 43 | Phalaunda | 13,970 | -- | 34.88 | Primary Activities |
| 44 | Sewal Khaz | 14,402 | -- | 30.23 | Primary Activities |
| 45 | Doghat | 12,309 | -- | 22.85 | Primary Activities |
| 46 | Karnwal | 11,047 | -- | 11.64 | Primary Activities |
| 47 | Aggarwal Mandi | 10,871 | -- | 16.23 | Primary Activities cum Industry cum Services |
| 48 | Daurala | 10,025 | -- | 9.61 | Primary Activities |
| 49 | Shahjahanpur | 12,443 | 20.80 | 40.33 | Primary Activities |
| 50 | Kharkhoda | 10,550 | -- | 21.15 | Primary Activities |
| 51 | Behsuma | 9,060 | -- | 14.60 | Primary Activities |
| 52 | Aminagar Sarai | 8,274 | 21.97 | 21.02 | Trade & Commerce cum Industry cum Services |
| 53 | Meerut U.A. | 8,49,799 | 44.34 | 58.36 | Industry cum Services |
| <u>Ghaziabad District</u> | | | | | |
| 54 | Pilkhua | 50,162 | 58.24 | 32.40 | Industry cum Trade & Commerce |
| 55 | Muradnagar | 44,395 | 86.25 | 70.44 | Industry cum Trade & Commerce |
| 56 | Dadri | 32,883 | 51.01 | 66.72 | Services cum Trade & Commerce cum Industry |
| 57 | Garhmukteshwar | 25,241 | 63.79 | 40.90 | Primary Activities cum Industries Services |
| 58 | O.F. Muradnagar | 12,792 | 45.66 | (-)2.70 | Industry |
| 59 | Dasna | 16,963 | New Town | | Industry |
| 60 | Loni | 36,561 | -- | 256.38 | Industry cum Services |
| 61 | Faridnagar | 10,940 | 20.89 | 20.00 | Primary Activities cum Industry |
| 62 | Patala | 9,181 | -- | 17.00 | Primary Activities |
| 63 | Pasaunda | 12,387 | New Town | | Industry cum Primary Activities cum Services |
| 64 | Niwadi | 8,841 | -- | 24.91 | Primary Activities |

| | | | | | |
|------------------------------|----------|----------|-------|---------|--|
| 65. Rori | 8,473 | New Town | | | Services cum Primary Activities |
| 66. Kalchhina | 10,173 | New Town | | | Primary Activities |
| 67. Dujana | 7,313 | New Town | | | Primary Activities |
| 68. Behta Hajipur | 30,360 | New Town | | | Services cum Industry cum Primary Act |
| 69. Babugarh | 3,581 | -- | 49.90 | | Services |
| 70. Ghaziabad U.A. | 5,11,759 | 124.88 | 78.15 | | Industry cum Services |
| 71. Hapur | 1,46,262 | 44.30 | 42.22 | | Services cum Trade & Commerce cum Industry |
| 72. Modinagar U.A. | 1,23,279 | 101.67 | 40.63 | | Industry |
| 73. Noida | 1,46,262 | New Town | | | Industry cum Services |
| <u>Bulandshahr</u> | | | | | |
| 74. Khurja | 80,305 | 33.50 | 19.65 | | Trade & Commerce cum Industry cum Services |
| 75. Sikandarabad | 60,992 | 34.67 | 41.40 | | Industry cum Trade & Commerce cum Services |
| 76. Jahangirabad | 37,981 | 35.79 | 29.62 | | Primary Activities cum Trade & Commerce cum Industry |
| 77. Gulaothi | 33,982 | 40.52 | 39.18 | | Trade and Commerce cum Services cum Industry |
| 78. Debal | 27,721 | 31.62 | 23.58 | | Trade and Commerce cum Services cum Industry |
| 79. Siana | 29,888 | 35.79 | 33.37 | | Trade and Commerce cum Primary Activities cum Industry |
| 80. Shikarpur | 29,197 | 29.79 | 35.81 | | Primary Activities cum Trade and Commerce cum Services |
| 81. Jewar | 21,376 | -- | 39.94 | Primary | Activities cum Trade and Commerce cum Services |
| 82. Anupshahar | 19,684 | 23.99 | 29.56 | | Services cum Trade and Commerce cum Primary Activities |
| 83. Aurangabad | 15,402 | -- | 32.52 | | Primary Activities cum Services cum Trade and Commerce |
| 84. Naraura | 15,652 | -- | 63.50 | | Services |
| 85. Pahasu | 13,127 | 45.66 | 45.60 | | Primary Activities |
| 86. Rabupura | 10,769 | -- | 19.67 | | Primary Activities |
| 87. Khanpur | 11,420 | -- | 37.41 | | Primary Activities |
| 88. Bugrasi | 11,093 | 16.12 | 33.54 | | Primary Activities cum Trade and Commerce cum Industry |
| 89. Dankaur | 9,531 | 14.18 | 20.11 | | Trade and Commerce cum Services cum Primary Activities |
| 90. Bhawan Bahadurnagar | 9,101 | -- | 34.25 | | Primary Activities |
| 91. Jahangirpur | 8,206 | -- | 27.28 | | Primary Activities |
| 92. Chhatri | 8,202 | -- | 39.92 | | Primary Activities cum Trade and Commerce |
| 93. Bilaspur | 6,127 | -- | 31.45 | | Primary Activities |
| 94. Kakod | 5,838 | -- | 35.80 | | Primary Activities |
| 95. Bulandshahr | 1,27,201 | 73.83 | 22.98 | | Services cum Trade & Commerce |
| <u>Alwar District</u> | | | | | |
| 96. Behror | 16,238 | New Town | | | Industry cum Primary Activities cum Services |
| 97. Khairtal | 22,741 | 49.36 | 42.47 | | Trade and Commerce cum Primary Activities cum Services |
| 98. Bhiwadi | 15,285 | New Town | | | Industry |
| 99. Tijara | 15,399 | -- | 26.24 | | Primary Activities |
| 100. Alwar U.A. | 2,10,146 | 45.25 | 44.14 | | Services cum Industry |

Delhi NCT/District

| Sl. No. | Name of the Ward | Population (000's) | Industry | Service cum Industry | Service cum Primary Activities |
|---------|--------------------|--------------------|----------|----------------------|---|
| 101 | Alipur | 9,886 | .. | 37.42 | Services cum Industry |
| 102 | Bawana | 18,999 | -- | 50.34 | Industry |
| 103 | Pooth Khurd | 8,293 | -- | 16.07 | Industry |
| 104 | Pehlampur Bangar | 4,832 | -- | (-)-13.87 | Service cum Primary Activities |
| 105 | Kanjhawla (1000's) | 6,100 | New Town | | Service cum Industry |
| 106 | Asola | 5,061 | New Town | | Service cum Primary Activities cum Industry |
| 107 | Delhi U.A. | 84,19,084 | 57.09 | 46.95 | Service cum Industry |

Projection 2: Population projection - NCR and its Components (000's)

| Year | NCR Population | Delhi | UPNCR | Haryana | Rajasthan |
|------|----------------|-------|----------|----------|-----------|
| 1996 | 31297.34 | 11738 | 10187.71 | 7727.88 | 1616.02 |
| 2001 | 36366.81 | 14386 | 11881.97 | 8788.04 | 1911.00 |
| 2006 | 43198.58 | 17162 | 13447.50 | 10210.24 | 2358.14 |
| 2011 | 48924.20 | 19507 | 14888.18 | 12021.78 | 2788.28 |
| 2016 | 56627.23 | 21008 | 17246.33 | 14747.88 | 3330.42 |

Appendix 4 Summary of the Projections, 1996-2016

**Projection 1: Population projection -
NCR and its Components (000's)**

| Year | NCR population | Delhi | UPNCR | HARNCR | RAJNCR |
|------|-------------------|----------|----------|----------|---------|
| 1996 | 31297.34 | 11618.32 | 10249 | 7774.07 | 1655.95 |
| 2001 | 36366.81 | 14055.08 | 11443.44 | 8920.14 | 1948.15 |
| 2006 | 43198.58 | 17364.28 | 13045.36 | 10449.12 | 2339.42 |
| 2011 | 48994.20 | 20462.21 | 14181.38 | 11671.05 | 2679.57 |
| 2016 | 56657.33 | 24560.67 | 15698.7 | 13273.40 | 3124.56 |

**Projection 2: Population projection -
NCR and its Components (000's)**

| Year | NCR population | Delhi | UPNCR | HARNCR | RAJNCR |
|------|-------------------|-------|----------|----------|---------|
| 1996 | 31297.34 | 11736 | 10187.71 | 7727.58 | 1646.05 |
| 2001 | 36366.81 | 14366 | 11283.97 | 8795.84 | 1921.00 |
| 2006 | 43198.58 | 17162 | 13147.50 | 10530.94 | 2358.14 |
| 2011 | 48994.20 | 19507 | 14656.15 | 12061.78 | 2769.28 |
| 2016 | 56657.33 | 21008 | 17436.33 | 14742.58 | 3470.41 |

| | Rural | Urban | Total | Urban Proportion | Exponential Growth Rate | | |
|-------------------|--------|---------|---------|------------------|-------------------------|-------|-------|
| | | | | | Rural | Urban | URGD |
| 1961 | 299204 | 2359408 | 2658612 | 88.75% | | | |
| 1971 | 418675 | 3647023 | 4065698 | 89.70% | 3.36 | 4.36 | 1.00 |
| 1981 | 452206 | 5768200 | 6220406 | 92.73% | 0.77 | 4.58 | 3.81 |
| 1991 | 949019 | 8471625 | 9420644 | 89.93% | 7.41 | 3.84 | -3.57 |
| 1991 (alter nate) | 351167 | 9069477 | 9420644 | 96.27% | -2.53 | 4.53 | 7.05 |

Uttar Pradesh(NCR)

| | | | | | | | |
|------|---------|---------|---------|--------|------|------|------|
| 1961 | 3671496 | 778676 | 4450172 | 17.50% | | | |
| 1971 | 4351826 | 1088470 | 5440296 | 20.01% | 1.70 | 3.35 | 1.65 |
| 1981 | 5019579 | 1949067 | 6968646 | 27.97% | 1.43 | 5.83 | 4.40 |
| 1991 | 5884092 | 3117612 | 9001704 | 34.63% | 1.59 | 6.78 | 5.19 |

Haryana (NCR)

| | | | | | | | |
|------|---------|---------|---------|--------|------|------|------|
| 1961 | 2432155 | 461210 | 2893365 | 15.94% | | | |
| 1971 | 3120856 | 677372 | 3798228 | 17.83% | 2.49 | 3.84 | 1.35 |
| 1981 | 3668902 | 1198944 | 4867846 | 24.63% | 1.62 | 5.71 | 4.09 |
| 1991 | 4808344 | 1835260 | 6643604 | 27.62% | 2.70 | 4.26 | 1.55 |

Rajasthan(NCR)

| | | | | | | | |
|------|---------|--------|---------|--------|------|-------|------|
| 1961 | 511497 | 72707 | 584204 | 12.45% | | | |
| 1971 | 646334 | 111065 | 757399 | 14.66% | 2.34 | 4.24 | 1.90 |
| 1981 | 788055 | 173956 | 962011 | 18.08% | 1.98 | 4.49 | 2.50 |
| 1991 | 1115704 | 264524 | 1380228 | 19.17% | 3.48 | -4.19 | 0.71 |

| APPENDIX - 6 | POPULATION PROJECTIONS AND ASSIGNMENTS : 1991-2006 | | | | | | | | | |
|---------------|--|--------|------------------------|--------|--------|--------|------------------------|--------|--------|------------|
| | POPULATION CENSUS - 1991 | | POPULATION PROJECTIONS | | | | POPULATION ASSIGNMENTS | | | |
| | RURAL | URBAN | TOTAL | RURAL | URBAN | TOTAL | RURAL | URBAN | TOTAL | TOTAL |
| | | | | | | | | | | (IN LAKHS) |
| NCT-DELHI | 9.49 | 84.72 | 94.21 | 11.64 | 132.02 | 143.66 | 11.61 | 160.01 | 171.62 | 151.21 |
| HARYANA | 48.08 | 18.35 | 66.43 | 60.79 | 27.17 | 87.96 | 70.94 | 34.37 | 105.31 | 109.06 |
| UTTAR PRADESH | 58.84 | 31.18 | 90.02 | 64.75 | 48.09 | 112.84 | 69.49 | 61.98 | 131.47 | 145.94 |
| RAJASTHAN | 11.16 | 2.64 | 13.8 | 15.31 | 3.9 | 19.21 | 18.66 | 4.92 | 23.58 | 25.77 |
| NCR | 127.57 | 136.89 | 264.46 | 152.49 | 211.18 | 363.67 | 170.7 | 261.28 | 431.98 | 431.98 |

| Name of the town | Pop-1981 | | | Pop-1991 | | | Projected population of towns | | | | | | | Annual Exponential growth rates | | | | |
|------------------|----------|--------|--------|----------|---------|---------|-------------------------------|-------|---------|---------|-----------|---------|---------|---------------------------------|--|--|--|--|
| | 1981 | 1981 | 1981 | 1991 | 2001 | 2006 | 2011 | 2016 | 1981-91 | 1991-96 | 1996-2001 | 2001-06 | 2006-11 | 2011-16 | | | | |
| Fardabad | 330864 | 617717 | 847340 | 1114345 | 1524774 | 1975417 | 2704718 | 6.24% | 6.32% | 5.48% | 6.27% | 5.18% | 6.28% | | | | | |
| Rohtak | 166767 | 216096 | 248985 | 276675 | 321868 | 356791 | 420685 | 2.59% | 2.83% | 2.11% | 3.03% | 2.06% | 3.29% | | | | | |
| Panipat | 137927 | 191212 | 228049 | 262426 | 316287 | 363375 | 444215 | 3.27% | 3.52% | 2.81% | 3.73% | 2.78% | 4.02% | | | | | |
| Sonapat | 109369 | 143922 | 167189 | 187363 | 219882 | 245944 | 292678 | 2.75% | 3.00% | 2.28% | 3.20% | 2.24% | 3.48% | | | | | |
| Gurgaon | 100877 | 135884 | 159735 | 181166 | 215193 | 243648 | 293524 | 2.98% | 3.23% | 2.52% | 3.44% | 2.48% | 3.72% | | | | | |
| Rewari | 51562 | 75342 | 92269 | 109041 | 134981 | 159297 | 200057 | 3.79% | 4.05% | 3.34% | 4.27% | 3.31% | 4.56% | | | | | |
| Palwal | 47328 | 59168 | 67000 | 73195 | 83744 | 91325 | 105965 | 2.23% | 2.49% | 1.77% | 2.69% | 1.73% | 2.97% | | | | | |
| Bahadurgarh | 37488 | 57235 | 71648 | 86550 | 109515 | 132107 | 169586 | 4.23% | 4.49% | 3.78% | 4.71% | 3.75% | 4.99% | | | | | |
| Gohana | 26188 | 32496 | 36666 | 39917 | 45515 | 49470 | 57215 | 2.16% | 2.41% | 1.70% | 2.62% | 1.67% | 2.91% | | | | | |
| Jhajjar | 24247 | 27693 | 29972 | 31295 | 34221 | 35669 | 39558 | 1.33% | 1.58% | 0.86% | 1.79% | 0.83% | 2.07% | | | | | |
| Hodal | 18740 | 25635 | 30375 | 34730 | 41595 | 47491 | 57702 | 3.13% | 3.39% | 2.68% | 3.61% | 2.65% | 3.90% | | | | | |
| Ganaur | 16489 | 20952 | 23925 | 26363 | 30425 | 33474 | 39191 | 2.40% | 2.65% | 1.94% | 2.87% | 1.91% | 3.15% | | | | | |
| Samalkha | 13532 | 18384 | 21709 | 24736 | 29524 | 33594 | 40678 | 3.06% | 3.32% | 2.61% | 3.54% | 2.58% | 3.83% | | | | | |
| Sohna | 12667 | 16348 | 18815 | 20894 | 24305 | 26952 | 31805 | 2.55% | 2.81% | 2.10% | 3.02% | 2.07% | 3.31% | | | | | |
| Maham | 11722 | 15063 | 17333 | 19220 | 22324 | 24718 | 29125 | 2.52% | 2.78% | 2.07% | 2.99% | 2.04% | 3.28% | | | | | |
| Kalanaur | 12380 | 14524 | 15935 | 16870 | 18706 | 19772 | 22239 | 1.60% | 1.85% | 1.14% | 2.07% | 1.11% | 2.35% | | | | | |
| Beni | 13490 | 14508 | 15238 | 15442 | 16388 | 16580 | 17848 | 0.73% | 0.98% | 0.27% | 1.19% | 0.23% | 1.47% | | | | | |
| Hailey Mandi | 10140 | 13263 | 15367 | 17181 | 20121 | 22463 | 26688 | 2.68% | 2.94% | 2.23% | 3.16% | 2.20% | 3.45% | | | | | |
| Kharkhoda | 9279 | 13151 | 15862 | 18461 | 22507 | 26159 | 32355 | 3.49% | 3.75% | 3.04% | 3.96% | 3.01% | 4.25% | | | | | |
| Taoru | 6912 | 12534 | 17098 | 22506 | 31028 | 40778 | 57025 | 5.95% | 6.21% | 5.50% | 6.42% | 5.46% | 6.71% | | | | | |
| Firozpur Jhirka | 9400 | 12413 | 14451 | 16234 | 19103 | 21430 | 25583 | 2.78% | 3.04% | 2.33% | 3.25% | 2.30% | 3.54% | | | | | |
| Pataudi | 8422 | 11278 | 13222 | 14958 | 17725 | 20024 | 24073 | 2.92% | 3.18% | 2.47% | 3.39% | 2.44% | 3.68% | | | | | |
| Dharuhera | 5266 | 10846 | 15771 | 22120 | 32491 | 45487 | 67746 | 7.23% | 7.48% | 6.77% | 7.69% | 6.73% | 7.97% | | | | | |
| Bawal | 7760 | 9010 | 9835 | 10359 | 11428 | 12019 | 13451 | 1.49% | 1.75% | 1.04% | 1.96% | 1.01% | 2.25% | | | | | |
| Punhana | 4325 | 8697 | 12493 | 17314 | 25133 | 34773 | 51188 | 6.99% | 7.24% | 6.53% | 7.45% | 6.49% | 7.73% | | | | | |
| Faruknagar | 6367 | 8046 | 9163 | 10070 | 11592 | 12720 | 14855 | 2.34% | 2.60% | 1.89% | 2.81% | 1.86% | 3.10% | | | | | |
| Hathin | 6553 | 7863 | 8726 | 9343 | 10480 | 11205 | 12749 | 1.82% | 2.08% | 1.37% | 2.30% | 1.34% | 2.58% | | | | | |
| Khen Sampla | 6249 | 7838 | 8893 | 9736 | 11166 | 12207 | 14202 | 2.27% | 2.53% | 1.81% | 2.74% | 1.78% | 3.03% | | | | | |
| Nuh | 5992 | 7482 | 8487 | 9277 | 10622 | 11595 | 13468 | 2.23% | 2.49% | 1.78% | 2.71% | 1.75% | 3.00% | | | | | |
| Hasanpur | 5190 | 7130 | 8467 | 9702 | 11645 | 13325 | 16226 | 3.18% | 3.44% | 2.72% | 3.65% | 2.70% | 3.94% | | | | | |
| Durdahera | 4604 | 6767 | 8312 | 9852 | 12231 | 14477 | 18235 | 3.85% | 4.11% | 3.40% | 4.33% | 3.37% | 4.62% | | | | | |

Appendix 8 Population Projection - Rajasthan Towns

Appendix - 8

| Name of the town | Population 1981 | | Projected population-Method1 | | | | Annual Exponential growth rate | | | | | | |
|------------------|-----------------|--------|------------------------------|--------|--------|--------|--------------------------------|---------|---------|-----------|---------|---------|---------|
| | 1981 | 1991 | 1996 | 2001 | 2006 | 2011 | 2016 | 1981-91 | 1991-96 | 1996-2001 | 2001-06 | 2006-11 | 2011-16 |
| Alwar | 145795 | 210146 | 205216 | 182359 | 163858 | 151142 | 161115 | 3.66% | -0.47% | -2.36% | -2.14% | -1.62% | 1.28% |
| Khairthal | 15962 | 22741 | 22367 | 20219 | 18684 | 17931 | 20126 | 3.54% | -0.33% | -2.02% | -1.58% | -0.82% | 2.31% |
| Behror | 1085 | 16238 | 47269 | 105317 | 178017 | 234821 | 307650 | 27.06% | 21.37% | 16.02% | 10.50% | 5.54% | 5.40% |
| Tijara | 12199 | 15399 | 14245 | 12106 | 10513 | 9478 | 9991 | 2.33% | -1.56% | -3.25% | -2.82% | -2.07% | 1.05% |
| Bhiwadi | 1729 | 15285 | 35583 | 69898 | 121326 | 181391 | 267588 | 21.79% | 16.90% | 13.50% | 11.03% | 8.04% | 7.78% |
| | 176770 | 279809 | 324680 | 389900 | 492399 | 594765 | 766470 | | | | | | |

| Name of the town | Pop-1981 | Pop-1991 | Projected population-Method2 | | | | Annual Exponential growth rates | | | | | | |
|------------------|----------|----------|------------------------------|--------|--------|--------|---------------------------------|---------|---------|-----------|---------|---------|---------|
| | | | 1996 | 2001 | 2006 | 2011 | 2016 | 1981-91 | 1991-96 | 1996-2001 | 2001-06 | 2006-11 | 2011-16 |
| Alwar | 145795 | 210146 | 229605 | 256980 | 299131 | 329133 | 381485 | 3.66% | 1.77% | 2.25% | 3.04% | 1.91% | 2.96% |
| Khairthal | 15962 | 22741 | 23440 | 24052 | 25086 | 24303 | 24197 | 3.54% | 0.61% | 0.52% | 0.84% | -0.63% | 0.16% |
| Bhiwadi | 1729 | 15285 | 34534 | 69895 | 130433 | 209810 | 334228 | 21.79% | 16.30% | 14.10% | 12.48% | 9.51% | 9.31% |
| Tijara | 12199 | 15399 | 8012 | 2887 | 857 | 211 | 51 | 2.33% | -13.07% | -20.42% | -24.29% | -28.01% | -28.44% |
| Behror | 1085 | 16238 | 29089 | 36087 | 36892 | 31306 | 26708 | 27.06% | 11.66% | 4.31% | 0.44% | -3.28% | -3.71% |
| | 176770 | 279809 | 324680 | 389900 | 492399 | 594763 | 766470 | | | | | | |

सं. १०-१ (क. व.) Population Projections U.P. Pradesh

| | Projected population of towns | | | | Annual Exponential growth rates | | | | | | | | |
|-----------------|-------------------------------|----------|---------|---------|---------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|
| | Pop-1981 | Pop-1991 | 1996 | 2001 | 2006 | 2011 | 2016 | 1981-91 | 1991-96 | 1996-20 | 2001-06 | 2006-11 | 2011-16 |
| Phalauda | 10357 | 13970 | 15940 | 17238 | 19772 | 20781 | 22305 | 3.21% | 2.64% | 1.57% | 2.74% | 1.00% | 1.42% |
| Parikshitgarh | 11328 | 13677 | 14763 | 15104 | 16387 | 16293 | 16542 | 2.10% | 1.53% | 0.46% | 1.63% | -0.12% | 0.30% |
| Pahasu | 9016 | 13127 | 15562 | 17485 | 20838 | 22756 | 25379 | 3.98% | 3.40% | 2.33% | 3.51% | 1.76% | 2.18% |
| O.F. Muradnagar | 9026 | 12792 | 14961 | 16586 | 19501 | 21011 | 23118 | 3.71% | 3.13% | 2.06% | 3.24% | 1.49% | 1.91% |
| Tikri | 11315 | 12784 | 13348 | 13209 | 13862 | 13331 | 13091 | 1.44% | 0.86% | -0.21% | 0.97% | -0.78% | -0.36% |
| Shajahanpur | 8867 | 12443 | 14481 | 15974 | 18689 | 20037 | 21937 | 3.61% | 3.03% | 1.96% | 3.14% | 1.39% | 1.81% |
| Pasaunda | 7520 | 12387 | 15619 | 18667 | 23662 | 27485 | 32603 | 5.21% | 4.64% | 3.57% | 4.74% | 3.00% | 3.42% |
| Doghata | 10019 | 12310 | 13405 | 13835 | 15143 | 15189 | 15557 | 2.28% | 1.70% | 0.63% | 1.81% | 0.06% | 0.48% |
| Khanpur | 8311 | 11420 | 13152 | 14356 | 16619 | 17631 | 19101 | 3.40% | 2.82% | 1.75% | 2.93% | 1.18% | 1.60% |
| Bugrasi | 8307 | 11093 | 12594 | 13552 | 15466 | 16174 | 17273 | 3.11% | 2.54% | 1.47% | 2.64% | 0.90% | 1.32% |
| Karnawal | 9895 | 11047 | 11466 | 11279 | 11767 | 11249 | 10981 | 1.32% | 0.74% | -0.33% | 0.85% | -0.90% | -0.48% |
| Faridnagar | 9116 | 10940 | 11773 | 12009 | 12991 | 12877 | 13035 | 2.04% | 1.47% | 0.40% | 1.57% | -0.18% | 0.24% |
| Aggarwal Mandi | 9353 | 10871 | 11513 | 11557 | 12303 | 12001 | 11955 | 1.72% | 1.15% | 0.08% | 1.25% | -0.50% | -0.08% |
| Rabupura | 8999 | 10769 | 11573 | 11788 | 12733 | 12604 | 12741 | 2.02% | 1.44% | 0.37% | 1.54% | -0.20% | 0.22% |
| Kharkhoda | 8708 | 10550 | 11408 | 11691 | 12708 | 12657 | 12874 | 2.14% | 1.56% | 0.49% | 1.67% | -0.08% | 0.34% |
| Kalchhina | 6326 | 10373 | 13050 | 15561 | 19680 | 22808 | 26994 | 5.17% | 4.59% | 3.52% | 4.70% | 2.95% | 3.37% |
| Daurala | 9146 | 10025 | 10310 | 10049 | 10388 | 9840 | 9518 | 1.14% | 0.56% | -0.51% | 0.66% | -1.08% | -0.67% |
| Dankaur | 7935 | 9531 | 10262 | 10472 | 11333 | 11239 | 11383 | 2.05% | 1.48% | 0.40% | 1.58% | -0.17% | 0.25% |
| Patla | 7847 | 9181 | 9756 | 9825 | 10495 | 10272 | 10267 | 1.79% | 1.21% | 0.14% | 1.32% | -0.43% | -0.01% |
| Bhawan Bahad | 6779 | 9101 | 10360 | 11178 | 12791 | 13413 | 14363 | 3.17% | 2.59% | 1.52% | 2.70% | 0.95% | 1.37% |
| Behsuma | 7906 | 9060 | 9528 | 9496 | 10038 | 9723 | 9618 | 1.58% | 1.01% | -0.07% | 1.11% | -0.64% | -0.22% |
| Niwadi | 7078 | 8841 | 9707 | 10102 | 11150 | 11277 | 11647 | 2.44% | 1.87% | 0.80% | 1.97% | 0.23% | 0.65% |
| Rori | 7075 | 8473 | 9109 | 9282 | 10031 | 9933 | 10045 | 2.02% | 1.45% | 0.38% | 1.55% | -0.20% | 0.22% |
| Aminagar Sarai | 6837 | 8274 | 8942 | 9159 | 9950 | 9905 | 10070 | 2.13% | 1.55% | 0.48% | 1.66% | -0.09% | 0.33% |
| Jahangirpur | 6447 | 8206 | 9095 | 9555 | 10646 | 10869 | 11333 | 2.63% | 2.06% | 0.99% | 2.16% | 0.42% | 0.84% |
| Chhatari | 5862 | 8202 | 9532 | 10499 | 12265 | 13131 | 14355 | 3.58% | 3.00% | 1.93% | 3.11% | 1.36% | 1.78% |
| Dujana | 5344 | 7313 | 8405 | 9155 | 10577 | 11199 | 12108 | 3.36% | 2.78% | 1.71% | 2.89% | 1.14% | 1.56% |
| Bilaspur | 4661 | 6127 | 6901 | 7368 | 8343 | 8657 | 9173 | 2.96% | 2.38% | 1.31% | 2.49% | 0.74% | 1.16% |
| Kakod | 4299 | 5838 | 6684 | 7253 | 8347 | 8804 | 9482 | 3.28% | 2.71% | 1.63% | 2.81% | 1.06% | 1.48% |
| Babugarh | 2389 | 3581 | 4307 | 4911 | 5938 | 6580 | 7446 | 4.27% | 3.69% | 2.62% | 3.80% | 2.05% | 2.47% |
| | 2018923 | 3117613 | 3917243 | 4808716 | 6198320 | 7628836 | 9999779 | | | | | | |

Projected figures appear unacceptable

| | Pop-1981 Pop-1991 | | | | Projected population of towns | | | | | | | Annual Exponential growth rates | | | | | | |
|-----------------|-------------------|--------|---------|---------|-------------------------------|---------|---------|-----------|---------|---------|---------|---------------------------------|-----------|---------|---------|---------|--|--|
| | 1981 | 1991 | 2001 | 2006 | 2011 | 2016 | 1991-96 | 1996-2001 | 2001-06 | 2006-11 | 2011-16 | 1991-96 | 1996-2001 | 2001-06 | 2006-11 | 2011-16 | | |
| Meerut | 536615 | 849799 | 1050567 | 1230932 | 1529589 | 1741668 | 2025112 | 4.82% | 4.24% | 3.17% | 4.34% | 2.60% | 3.02% | | | | | |
| Ghaziabad | 287170 | 511759 | 670224 | 831100 | 1091860 | 1312973 | 1610416 | 5.97% | 5.40% | 4.30% | 5.46% | 3.69% | 4.08% | | | | | |
| Noida | 37000 | 146514 | 282420 | 507601 | 622986 | 700664 | 804749 | 13.70% | 13.13% | 11.73% | 4.10% | 2.35% | 2.77% | | | | | |
| Hapur | 102837 | 146262 | 171351 | 190255 | 224030 | 241725 | 266334 | 3.74% | 3.17% | 2.09% | 3.27% | 1.52% | 1.94% | | | | | |
| Bulandshahr | 103436 | 127201 | 138466 | 142792 | 156110 | 156336 | 159827 | 2.27% | 1.70% | 0.62% | 1.78% | 0.03% | 0.44% | | | | | |
| Modinagar | 87665 | 123279 | 143608 | 158548 | 185637 | 199163 | 218192 | 3.63% | 3.05% | 1.98% | 3.15% | 1.41% | 1.83% | | | | | |
| Khurja | 67119 | 80305 | 86241 | 87751 | 94666 | 93559 | 94402 | 2.00% | 1.43% | 0.35% | 1.52% | -0.24% | 0.18% | | | | | |
| Baraut | 46292 | 67705 | 80443 | 90589 | 108196 | 118418 | 132354 | 4.02% | 3.45% | 2.38% | 3.55% | 1.81% | 2.23% | | | | | |
| Sikandarabad | 43135 | 60992 | 71250 | 78889 | 92637 | 99681 | 109534 | 3.68% | 3.11% | 2.04% | 3.21% | 1.47% | 1.89% | | | | | |
| Mawana | 37620 | 51701 | 59542 | 64990 | 75233 | 79804 | 86444 | 3.40% | 2.82% | 1.75% | 2.93% | 1.18% | 1.60% | | | | | |
| Pilkhuwa | 37884 | 50162 | 56701 | 60742 | 69011 | 71843 | 76372 | 3.03% | 2.45% | 1.38% | 2.55% | 0.80% | 1.22% | | | | | |
| Muradnagar | 26047 | 44395 | 56940 | 69218 | 89239 | 105426 | 127188 | 5.55% | 4.98% | 3.91% | 5.08% | 3.33% | 3.75% | | | | | |
| Sardhana | 30138 | 42980 | 50425 | 56072 | 66129 | 71468 | 78874 | 3.77% | 3.20% | 2.12% | 3.30% | 1.55% | 1.97% | | | | | |
| Jahangirabad | 29301 | 37981 | 42478 | 45025 | 50613 | 52134 | 54836 | 2.81% | 2.24% | 1.16% | 2.34% | 0.59% | 1.01% | | | | | |
| Loni | 10259 | 36561 | 67622 | 118174 | 218007 | 365995 | 621144 | 12.87% | 12.30% | 11.16% | 12.25% | 10.36% | 10.58% | | | | | |
| Khekada | 24984 | 35191 | 41032 | 45345 | 53147 | 57082 | 62608 | 3.65% | 3.07% | 2.00% | 3.18% | 1.43% | 1.85% | | | | | |
| Guloathi | 24416 | 33982 | 39385 | 43265 | 50406 | 53814 | 58671 | 3.53% | 2.95% | 1.88% | 3.06% | 1.31% | 1.73% | | | | | |
| Dadri | 19723 | 32883 | 41714 | 50154 | 63957 | 74737 | 89186 | 5.33% | 4.76% | 3.69% | 4.86% | 3.12% | 3.53% | | | | | |
| Behta Hajipur # | 4058 | 30360 | 80950 | 201798 | 518533 | 1154677 | 2383011 | 20.19% | 19.61% | 18.27% | 18.87% | 16.01% | 14.49% | | | | | |
| Siyana | 22410 | 29888 | 33909 | 36461 | 41580 | 43451 | 46368 | 3.10% | 2.52% | 1.45% | 2.63% | 0.88% | 1.30% | | | | | |
| Shikarpur | 21499 | 29197 | 33427 | 36271 | 41741 | 44018 | 47403 | 3.28% | 2.71% | 1.63% | 2.81% | 1.06% | 1.48% | | | | | |
| Debai | 22430 | 27721 | 30272 | 31330 | 34387 | 34584 | 35517 | 2.34% | 1.76% | 0.69% | 1.86% | 0.11% | 0.53% | | | | | |
| Garhmukteshwar | 17914 | 25241 | 29435 | 32536 | 38141 | 40973 | 44949 | 3.65% | 3.07% | 2.00% | 3.18% | 1.43% | 1.85% | | | | | |
| Baghpat | 17157 | 24939 | 29540 | 33164 | 39490 | 43089 | 48014 | 3.96% | 3.39% | 2.31% | 3.49% | 1.74% | 2.16% | | | | | |
| Jewar | 15275 | 21376 | 24843 | 27366 | 31971 | 34228 | 37421 | 3.58% | 3.01% | 1.93% | 3.11% | 1.36% | 1.78% | | | | | |
| Anupshahr | 15193 | 19684 | 22011 | 23327 | 26220 | 27006 | 28405 | 2.81% | 2.23% | 1.16% | 2.34% | 0.59% | 1.01% | | | | | |
| Kithaur | 13791 | 19270 | 22379 | 24632 | 28756 | 30763 | 33607 | 3.57% | 2.99% | 1.92% | 3.10% | 1.35% | 1.77% | | | | | |
| Dasna | 13037 | 16963 | 19009 | 20189 | 22742 | 23475 | 24745 | 2.85% | 2.28% | 1.21% | 2.38% | 0.63% | 1.05% | | | | | |
| Chhaprauli | 13805 | 16008 | 16933 | 16975 | 18048 | 17582 | 17491 | 1.70% | 1.12% | 0.05% | 1.23% | -0.52% | -0.10% | | | | | |
| Naraura | 9573 | 15652 | 19663 | 23413 | 29567 | 34217 | 40438 | 5.14% | 4.56% | 3.49% | 4.67% | 2.92% | 3.34% | | | | | |
| Aurangabad | 11622 | 15402 | 17419 | 18672 | 21228 | 22114 | 23527 | 3.04% | 2.46% | 1.39% | 2.57% | 0.82% | 1.24% | | | | | |
| Hastinapur | 11637 | 15081 | 16866 | 17878 | 20099 | 20705 | 21782 | 2.81% | 2.24% | 1.17% | 2.34% | 0.59% | 1.01% | | | | | |
| Lawar | 11535 | 14471 | 15923 | 16606 | 18367 | 18615 | 19267 | 2.49% | 1.91% | 0.84% | 2.02% | 0.27% | 0.69% | | | | | |
| Sewal Khas | 10278 | 14402 | 16749 | 18462 | 21584 | 23173 | 25298 | 3.59% | 3.02% | 1.95% | 3.12% | 1.38% | 1.80% | | | | | |

APP-1000-70

POPULATION GROWTH RATES, PROJECTIONS AND ASSIGNMENTS FOR PRIORITY AND DMA TOWNS
OF NCR : 1971-2005

| TOWN | POPULATION | | DECENNIAL GROWTH (%) | | PROJ. 2001 | ASSIGD. RP-2001 | PROJ. 2005 | (IN LAKHS) ASSIGD. 2005 |
|--|------------|------|----------------------|---------|------------|-----------------|------------|-------------------------|
| | 1971 | 1981 | 1961-71 | 1971-81 | | | | |
| A. Priority Towns: | | | | | | | | |
| Panipat | 0.88 | 1.38 | 31.26 | 56.77 | 38.63 | 5.00 | 3.16 | 4.00 |
| Palwal | 0.36 | 0.47 | 29.95 | 30.72 | 25.02 | 3.00 | 0.84 | 1.50 |
| Rohatak | 1.25 | 1.67 | 41.46 | 33.68 | 29.60 | 5.00 | 3.22 | 4.00 |
| Rewari | 0.44 | 0.52 | 18.62 | 17.49 | 46.12 | 1.10 | 1.35 | 2.50 |
| Dharuhera - Bawal | | 0.12 | | 0.16 | 33.33 | 0.32 | 0.43 | 0.75 |
| Meerut | 3.72 | 5.37 | 29.69 | 44.34 | 58.36 | 15.50 | 15.30 | 18.00 |
| Hapur | 0.71 | 1.03 | 28.99 | 44.30 | 42.23 | 4.50 | 2.24 | 4.50 |
| Bulandshahr | 0.60 | 1.03 | 34.74 | 73.83 | 22.98 | 5.00 | 1.56 | 3.00 |
| Khurja | 0.50 | 0.67 | 21.10 | 33.58 | 19.65 | 3.00 | 0.95 | 2.50 |
| Chola - Khurja G. Centre | | | | | | | | |
| Surajpur-Kasna | | | | | | 3.00 | | 2.50 |
| Baraut-Baghat | 0.43 | 0.63 | | 46.51 | 46.03 | | 1.48 | 3.00 |
| Alwar | 1.00 | 1.46 | 38.06 | 45.25 | 44.14 | 5.00 | 2.99 | 2.50 |
| Bhiwadi | | 0.02 | | | 650.00 | 1.15 | 1.30 | 4.00 |
| Shahjahanpur-Behror-Neemrana | | | | | | | 0.52 | 1.50 |
| B. Delhi Metropolitan Area Towns: | | | | | | | | |
| Bahadurgarh | 0.25 | 0.37 | 72.29 | 45.23 | 52.68 | 2.00 | 1.10 | 1.50 |
| FCA | 1.23 | 3.30 | | | 86.70 | 10.00 | 15.25 | 15.50 |
| Gurgaon | 0.57 | 1.01 | 50.92 | 76.51 | 34.70 | 7.00 | 2.15 | 7.00 |
| Kundli-Sonipat | 0.62 | 1.18 | 35.98 | 90.32 | 31.36 | 1.50 | 2.34 | 4.50 |
| Ghaziabad-Loni | 1.27 | 2.97 | 81.29 | 132.91 | 84.35 | 11.00 | 13.10 | 14.00 |
| Noida | | | | | | 5.50 | 6.23 | 6.50 |
| NCT-Delhi | 40.63 | 62.2 | 52.93 | 52.98 | 51.45 | 112 | 171.62 | 151.21 |

ANNEXURE I

TERMS OF REFERENCE OF THE STEERING COMMITTEE TO REVIEW THE REGIONAL PLAN - 2001, NATIONAL CAPITAL REGION PLANNING BOARD, NEW DELHI

1. To review the NCR Plan 2001 in terms of basic premises, stipulation, assumptions and policies.
2. To review the effectuation of specific policy measures indicated in the plan in terms of
 - a. major elements/ subjects/ topics, etc.
 - b. in terms of various integral components making the NCR, i.e., segments of Uttar Pradesh, Haryana and Rajasthan.
3. To identify major problem areas in carrying out the various planning measures and policies as envisaged in the NCR Plan - 2001.
4. To review the adverse impacts arising out of the delayed and non-implementation of the NCR Plan and its impact on the National Capital.
5. To identify the major thrust areas and future line of action/ approach taking into account the anticipated growth in terms of spatial components with a view to fulfil the declared objectives of long range planning of the NCR.
6. To suggest policy alternatives and planning strategies with a view to ensure the systematic implementation of the NCR Plan in close cooperation of the participating states.
7. Any other such measures which may be required in order to fulfil the NCR objectives.

ANNEXURE II

COMPOSITION OF THE SUB-GROUP ON NCR POLICY ZONES, DEMOGRAPHIC PROFILE AND SETTLEMENT PATTERN, OF THE STEERING COMMITTEE REVIEW THE REGIONAL PLAN - 2001, NATIONAL CAPITAL REGION PLANNING BOARD, NEW DELHI

Prof. J. H. Ansari
Professor and Head
Department of Physical Planning
School of Planning and Architecture
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Chairman

Dr. Mahavir
Asst. Professor of Planning
Department of Physical Planning
School of Planning and Architecture
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Dr. K. S. Natarajan
(Formerly Addl. Registrar General, Census of India)
Population Foundation of India
B-28, Tara Crescent
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Sh. V. K. Kapoor/ Sh. B. D. Gulati
Chief Coordinator Planner (NCR)
Town and Country Planning Department
Government of Haryana
SCO, Sector VI
Office of the Administrator, HUDA
Panchkula (Distt. Ambala)
Haryana

Sh. R. K. Sharma/ Sh. C. S. Mehta
Chief Town Planner (NCR)
Town and Country Planning Department
Government of Rajasthan
Jawahar Lal Nehru Marg
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Sh. Tribhuvan Singh/ Sh. M. P. Aneja
Chief Coordinator Planner (NCR)
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Commercial Complex
Ghaziabad
Uttar Pradesh

Sh. Vijay Risbud
Commissioner (Planning)
Delhi Development Authority
Vikas Minar
New Delhi

Sh. Manmohan Singh
Research Officer
National Capital Region Planning Board
New Delhi

Convenor

ANNEXURE III

LIST OF PERSONS ATTENDED VARIOUS MEETINGS OF THE SUB-GROUP ON POLICY ZONES, DEMOGRAPHIC PROFILE AND SETTLEMENT PATTERN, OF THE STEERING COMMITTEE TO REVIEW THE REGIONAL PLAN - 2001, NATIONAL CAPITAL REGION PLANNING BOARD, NEW DELHI

| | |
|------------------------|-------------------------|
| Prof. J. H. Ansari | (SPA) |
| Dr. Mahavir | (SPA) |
| Dr. K. S. Natarajan | (Population Foundation) |
| Sh. Anil Barai | (DDA) |
| Sh. K. K. Bandopadhyay | (DDA) |
| Sh. Chandu Bhutia | (DDA) |
| Sh. R. K. Jain | (DDA) |
| Sh. S. S. Chauhan | (Haryana) |
| Ms. Geeta Prakash | (Haryana) |
| Sh. O. P. Thakral | (Haryana) |
| Sh. Subhash Goyal | (Rajasthan) |
| Sh. C. S. Mehta | (Rajasthan) |
| Sh. S. Sen | (Rajasthan) |
| Sh. R. K. Sharma | (Rajasthan) |
| Sh. V. K. Gupta | (U.P.) |
| Sh. R. C. Agarwal | (NCRPB) |
| Sh. J. N. Burman | (NCRPB) |
| Sh. N. K. Dhiran | (NCRPB) |
| Sh. Manmohan Singh | (NCRPB) |

REVIEW OF NCR REGIONAL PLAN - 2001

**SUB GROUP ON
ECONOMIC STRUCTURE
AND FISCAL POLICY**

FINAL REPORT

REPORT OF THE SUB-GROUP ON FISCAL POLICY

1.0 INTRODUCTION

1.1 In pursuance of the decision taken at the first meeting of the Steering Committee for Review of Regional Plan - 2001, a sub-group on fiscal policy of the NCR Plan was constituted. The following are the members of the Group:

1. Dr. M. C. Purohit Chairman
Professor
National Institute of Public Finance & Policy
Satsang Vihar Marg, Special Institutional Area
New Delhi - 110 067
2. Shri C. S. Mehta
Chief Town Planner (NCR)
Town & Country Planning Deptt.
Nagar Niyojan Bhawan
J. L. Nehru Marg
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3. Mr. B. D. Gulati
Chief Coordinator Planner (NCR)
Town & Country Planning Deptt.
Haryana, Sec. 18A
Chandigarh
4. Shri M. P. Aneja
Chief Coordinator Planner
Town & Country Planning Deptt.
7, Bandaria Bagh
Lucknow (U.P.)
5. Shri P. Sisupalan
Research Officer
NCRPB, New Delhi
6. Mr. V. K. Thakore Convenor
Senior Research Officer
NCRPB, New Delhi

The Group met in the NCR Planning Board and after discussions prepared the following report.

2.0 ECONOMIC PROFILE

2.1 Background

The Regional Plan envisages deflection of 20 lakh population from Delhi Union Territory during 1990-2001. Based on this, a population of 10 lakh was needed to be deflected during the Eighth Five Year Plan (1992-97) itself. The deflected population would have to be accommodated mainly in the 8 priority Towns/complexes viz. Meerut, Hapur, Bulandshahar-Khurja in Uttar Pradesh Sub-region, Palwal, Rohtak, Panipat, Rewari-Dharuhera in Haryana Sub-region, and Alwar and Bhiwadi in Rajasthan Sub-region and DMA towns viz. Bahadurgarh and Kundli through a process of induced development of self-contained integrated townships in the vicinity of the existing towns.

The strategies which have been approved by the NCRPB in its 15th meeting held on 14th Sept., 1992 in order to achieve the above objectives are:

- i. Developing new townships alongside the identified Priority/DMA towns in accordance with specific Master Plans each providing for a total population growth assigned in accordance with the overall population profile of NCR envisaged for the year 2001. The State Governments and their implementing agencies would be mainly responsible for development of these townships including the trunk services infrastructure.
- ii. The townships to be so developed should be centered around core economic activities such as large/medium industries, large commercial complexes like ICD and wholesale market yards and office complexes, to be relocated out of Delhi as part of the over all dispersal strategy, or else as new green-field projects of the State/Central Governments.
- iii. High-order social facilities of regional or national importance such as educational/medical/engineering institutions, universities, hospitals, sports complexes, tourists centres and industrial estates may also be among the specific activities to be promoted in these townships.
- iv. Such major infrastructural works such as expressways, national highways, railway lines and telecommunications and power supply facilities, which are essential to the balanced and harmonious development of NCR, should be dovetailed with the development activities in these townships and funded by the concerned ministries of Central Government through a special NCR component plan.
- v. As a part of the process of dispersal of economic activities beyond Delhi UT concrete linkages should be developed, as far as possible, between the core economic and other activities to be developed in the new townships and those activities which are identified for relocation out of Delhi. Without these linkages it would not be possible to ensure that the twin objectives of NCR Plan are achieved simultaneously.

2.2 Regional Plan 2001 - Policies, Proposals and Subsequent Developments

2.2.1 Economic Structure

The 1991 Census shows that Delhi remains the largest growth centre in the region in terms of manufacturing, trading/commercial activities and hence there is higher concentration of employment. The number of workers in manufacturing (both households and non-households) in 1991 was 6.69 lakh constituting 60% of the manufacturing in the Region. Similarly, the workforce engaged in its trade & commerce works out to 6.73 lakh accounting for as high as 66% of the overall trade and commerce in the region. Delhi's construction activity is considerably high (2.08 lakh) constituting nearly 74% of the overall construction force in the Region (Annexures I, II & III).

The work force participation ratio in the Haryana Sub-region has increased from 25% in 1971 to 27.7% in 1981 and to 28.1% in 1991. Workers engaged in the agricultural activities were 60% of the total workers as per the 1971 Census. It declined to 54% in 1981 and to 51% in 1991 showing thereby some diversification of occupations from agricultural activities to non-agricultural activities. Unlike Delhi, the participation ratio did not increase in the urban work force - in fact, it registered a decline from 29.2% in 1981 to 28.4% in 1991.

The total number of workers in the Rajasthan Sub-region stood at 4.03 lakh in 1991. The workforce participation ratio had increased from 25.6% in 1981 to 28.0% in 1991, mainly because of significant development of industrial and economic activities in the Sub-region. In Alwar district there was a growth of 25% in the total main workers.

In the U.P. Sub-region, the work force participation ratio remained unchanged at 27% during successive Censuses of 1971, 1981 and 1991. Among the three districts, Bulandshahar showed 10% increase in the main workers during 1971-81; but Meerut had a drastic fall of 50% during the same period, perhaps due to separation of Ghaziabad district and shifting of industries there.

2.2.2 Core Economic Activities

The Regional Plan has identified three main economic generators which have shown strong tendency of growth in Delhi. They are: Industry, Wholesale Trade and Commerce and Govt. and Public Sector Offices. These activities as part of their dispersal from Delhi as well as by adopting promotional measures can form the core economic activities in the 10 selected towns. Besides this the Regional Plan also lays great emphasis on the role of informal sector activities in the development of these towns. A brief account of broad policies contained in the Plan and also the proposals

which have emerged out of various studies commissioned by NCRPB and subsequent development which have taken place are as under:

2.2.3 Industry

i. 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.

ii. 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

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 NCR

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 accommodated any longer in National Capital Territory as per the provisions of the Delhi Master Plan -2001.

iii. As per Regional Plan priorities, read with the strategy adopted by the Board, the selected towns need to be provided with a strong industrial content as shown in the statement given below.

Occupational Structure in Selected Towns by 2001

| Selected Towns | Participation Ratio-2001 (%) | Proportion (%) of Workers in | | | | | |
|--------------------------------------|------------------------------|------------------------------|----------|--------------|------------------|---------------------------|---------|
| | | Primary | Industry | Construction | Trade & Commerce | Transport & Storage Comm. | Service |
| 1 Meerut | 32 | 2 | 29 | 4 | 20 | 9 | 36 |
| 2 Hapur | 30 | 6 | 28 | 4 | 22 | 13 | 27 |
| 3 Bulandshahr-Khurja | 30 | 4 | 40 | 4 | 20 | 12 | 20 |
| | 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 - Dharuhera - Bhiwadi | 30 | 9 | 15 | 4 | 21 | 15 | 36 |
| | 30 | 5 | 50 | 4 | 16 | 7 | 18 |
| | 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 |

iv. The NCR Planning Board in the 17th meeting of the Board held on 23-4-94 had decided upon a set of modalities for speedy implementation of the decentralisation of economic activities and a package of incentives and constituted a Standing Committee with the Chief Secretary, NCT-Delhi as the Chairman and representatives of Haryana, U.P., and Rajasthan Govts. as Members to formulate programmes for shifting of economic activities from Delhi to the NCR. A Sub-Group constituted by the Standing Committee further deliberated upon the various issues in connection with the shifting of industries and finalised the proposal.

v. A major thrust in this direction came from the Hon'able Supreme Court which has issued orders for the closure of certain industrial units and asked them to move out of the capital as they are not permitted under the law. In this context, the Supreme Court took note of the provisions of the Delhi Master Plan which has asked all such units to give their relocation plan within one year of the notification of the Master Plan in 1991 and shift thereafter in the next two years to the NCR. It also took note of the provisions of the NCR Planning Board Act, 1985 and the Regional Plan - 2001 drawn up by the NCR Planning Board. Some of the important orders issued by the Hon'ble Supreme Court in this regard are as under:

| Sl. No | Supreme Court Order (Date) | Contents (Industries to be Shifted/Closed Down) | Closing Date |
|--------|----------------------------|---|--------------|
| 1 | 19.04.96 | Non-Conforming Industries (about 39,000 units) | 01.01.97 |
| 2. | 08.07.96 | 168 Industries | 30.11.96 |
| 3. | 06.09.96 | 513 Industries | 31.01.97 |
| 4. | 10.10.96 | 43 Hotmix Plants | 28.02.97 |
| 5. | 26.11.96 | 246 Brick Kilns | 30.6.97 |
| 6. | 26.11.96 | 21 Arc/Induction Furnaces | 31.03.97 |
| 7. | 19.12.96 | 337 Industries | 30.06.97 |

To implement these orders the Court issued following directives:

- i. The allotment of plots, construction of factory buildings, etc. and issuance of any licenses/permissions etc. shall be expedited and granted on priority basis.
- ii. In order to facilitate shifting of industries from Delhi, all the four States constituting the NCR shall set up Unified Single Agency consisting of all the participating states to act as a Nodal Agency to sort out all the problems of such industries.
- iii. The single window facility shall be set up by the four states.
- iv. The use of the land which would become available on account of shifting/relocation of the industries shall be permitted in the following manner:

| Sl. No. | Extent | Percentage to be surrendered and dedicated to the DDA for development of greenbelts and other spaces | Percentage to be developed by the owner for his own benefit in accordance with the use permitted under the Master Plan |
|---------|--|--|--|
| 1 | 2 | 3 | 4 |
| 1. | Upto 2000 sq. mt. (including the first 2000 sq. mts. of the larger plot) | - | 100% to be developed by the owner in accordance with the zoning regulations of the Master Plan |
| 2. | 02. to 5 ha. | 57 | 43 |
| 3. | 5 ha. to 10 ha. | 65 | 35 |
| 4. | Over 10 ha. | 68 | 32 |

On the percentage of land as shown in Col.4 the owners at SI.NO. 2, 3 and 4 shall be entitled to one and half time of the permissible FAR under the Master Plan.

v. The shifting industries on their relocation in the new industrial estates shall be given incentives in terms of the provisions of the Master Plan and also the incentives which are normally extended to new industries in new industrial estates.

vi. The workmen employed shall be entitled to the rights and benefits as indicated hereunder:

- The workmen shall have continuity of employment at the new town and place where the industry is shifted. The terms and conditions of their employment shall not be altered to their detriment;
- The period between the closure of the industry in Delhi and its restart at the place of relocation shall be treated as active employment and the workmen shall be paid their full wages with continuity of service;
- All those workmen who agree to shift with the industry shall be given one years wages as shifting bonus' to help them settle at the new location;
- The workmen employed in the industries which fail to relocate and the workmen who are not willing to shift along with the relocated industries, shall be deemed to have been retrenched with effect from the date of closure provided they have been in continuous service (as defined in Section 25B of the Industrial Disputes Act, 1947) for not less than one year in the industries concerned before the said date. They shall be paid compensation in terms of Section 25-F(b) of the Industrial Disputes Act, 1947. These workmen shall also be paid in addition, six years wages as additional compensation;
- The gratuity amount payable to any workmen shall be paid in addition.

In the case of non-conforming industries mentioned at SI.NO. 1 (about 39,000 units) the Hon'ble Supreme Court vide its orders dated 30.10.96 and 18.12.96 had permitted Delhi Administration to make use of 102 acres of land available with them in the existing industrial areas and acquire and develop additional 1300 acres of land at three locations to accommodate non-conforming industries. The Court has also directed Delhi Administration to file progress report in the Court every three months.

vi. With stringent measures proposed in Delhi for the location of certain type of industries and subsequently directives issued by the Hon'ble Supreme Court in this regard, the State Govts. have acquired and developed larger number of industrial areas in the sub-regions, as given below:

A. Rajasthan Sub-region

| | | Area in Acres |
|----|--------------|----------------|
| 1. | MIA, Alwar | 2638.28 |
| 2. | Bhiwadi | 2025.19 |
| 3. | Khuskhera | 995.60 |
| 4. | Chopanki | 820.00 |
| 5. | Behror | 280.50 |
| 6. | Shahzahanpur | 148.00 |
| 7. | Neemrana | 585.00 |
| 8. | Sota Nala | 143.00 |
| | Total | 7635.57 |

B. U.P. Sub-region

| | | |
|----|----------------------|-----------------|
| 1. | Meerut | 100.00 |
| 2. | Khurja | 1200.00 |
| 3. | Massori Gulawati | 550.00 |
| 4. | Greater Noida (EPIP) | 150.00 |
| 5. | Surajpur | 50.50 |
| 6. | Sikanderabad | 50.00 |
| 7. | Loni | 600.00 |
| | Total | 2700.00 |
| | Grand Total | 10335.57 |
| | | Acres |

2.2.4 Wholesale Trade and Commerce

i. 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-à-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

i. 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.

ii. 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 locations have been suggested for the 7 major commodity groups being handled in Delhi.

| S. No. | Trades | Suggested Locations |
|---------------|-------------------------------------|--|
| 1. | Food-grains | 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 Ready-made 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, Dharuhera or Bhiwadi. |

iii. 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.

2.2.5 Government and Public Sector Offices

i. The Regional Plan - 2001 has identified unrestricted growth of the Government and Public Sector Offices as an important factor which has resulted in to faster rate of growth in Delhi. Accordingly the Plan has proposed following policies for restricting their growth in Delhi.

a) Strict control within the Union Territory of Delhi:

With regard to Government offices, the present policy and mechanism for screening the location of new Government offices and expansion of existing Government offices should be continued. The main criterion for location of offices in the Capital should be that they perform ministerial functions, protocol functions or liaison functions which, by their nature, cannot be performed anywhere else except in the National Capital. The existing offices which do not perform any of the above functions should be identified and shifted from Delhi. In the case of Public Sector Offices, there is an urgent need to scrutinise the list of existing offices and allow them to retain only very small establishments to cater for ministerial and liaison functions. The rest of the establishments should be shifted out of Delhi. The accommodation which may thus become available could be used to cater to the needs of the essential growth of Central Government offices.

b) Control outside Delhi but within the DMA:

A similar control on the opening of new Central Government and Public Sector offices in the DMA towns should be exercised. Relocation or expansion of Government offices which have ministerial, protocol or liaison functions which make it incumbent upon them to be located in Delhi alone should be allowed to be located in the DMA towns. In so far as Public Sector undertakings are concerned, the restrictions on their opening new offices or expanding the existing ones should apply equally to the DMA also. Rest of them have to go out to the priority towns to be developed in the NCR or in the Counter-magnet areas identified by the Board.

c) Incentives outside DMA but within NCR:

- i. The Central Government offices which are considered for being shifted from Delhi and the DMA towns should be located in other towns of the NCR and, incentives in the form of CCA, HRA etc., as given to employees working in Delhi should be given to employees who may be affected by this shifting for a limited period. Other incentives like providing Government accommodation, allowances for study of their children also be given to act as an incentive. For locating the new Central Government and Public Sector offices in the DMA and/or the priority towns, alternative sites should be identified and developed by the development agencies in consultation with the Board's secretariat.
- ii. In the process of identification of Public Sector Offices, based on the criterion laid down in the Regional Plan-2001, a high powered Committee, under the Chairmanship of Cabinet Secretary was constituted by Government of India in 1986. The Committee has identified 24 Public Sector Offices which are to be shifted out of Delhi. Besides this, Ministry of Urban Development has also identified 13 Government Offices, out of these only 4 offices of the PSU's have moved out of Delhi.

2.2.6 The Role of the Informal Sector

- i. 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.
- ii. 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. |
| Rewari: | Brasswares. |
| Mewat Region: | Potteries, |

Inquiries have also shown that there is scope for development of Informal sector activities in the field 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 activities and generate more employment.

iii. 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 objectives 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.

3.0 ISSUES INVOLVED

The Sub-group feels that the basic issues involved in the effective formulation and implementation of the policies and proposals of Regional Plan on a time-bound basis are;

a) Review of Locational Policies for economic activities proposed in the Regional Plan.

- b) Identification of economic activities which could form a part of the core economic activity in each of the 10 new proposed townships in NCR;
- c) Drawing 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.,
- d) Evolving Strategies for Speedy implementation of the dispersal of economic activities.
- e) Suggesting the institutional machinery to be set up to ensure joint action for timely implementation in each and every case.

3.1 Regional level policies

- i. For the development of economic activities in the National Capital Region, a three tier approach should be followed. A policy of strict control for location of industrial activities within the Union Territory of Delhi, moderate control outside Delhi within the Delhi Metropolitan Area and, encouragement with Incentives in the area outside the Delhi Metropolitan Area within the NCR is proposed for the balanced development of the Region.
- ii. The policy of development of economic activities in the Region should take into account the impact of various proposals made in the Regional Plan 2001, Sub-regional Plans and the Functional Plans approved by the Board. Moreover, it should be an integrated policy for the Region as a whole and should be pursued at the Sub-regional levels so as to effectuate the broader objectives of the Plan. It should have the twin objectives of fostering rapid economic growth and achieving balanced development of the Region.
- iii. There should be definite attempt to change the basic character of the regional economy of the Region from the agricultural and pre-industrial to more diversified one, in order to raise the earning capacity of the people. By 2001, nearly 70% of the population would be living in urban areas. This would entail the creation of more jobs in non-agricultural occupations, mainly in industry which has a strong multiplier effect, than at present. For this purpose there should not only be an injection of additional activities in existing and new centres outside urban Delhi but also development of agro-based industries in rural areas in order to support urbanisation on the one hand and to stabilise the rural economy on the other.
- iv. In the Region, the land is generally good for agriculture, and hence selection of sites for the development of industrial activities should be

done judiciously in strict compliance to development plans of the area and local environment laws.

- v. There is a need for streamlining not only the fiscal and other incentives given by the concerned State governments but also tax and tariff structure in the Region. It should also be possible to rationalise the taxes in Delhi and in the various towns for mutual benefits and in the overall interest of the Region. This will also enable a free flow of goods and encourage economic development.

3.2 Industry

a) NCT - Delhi

- i. A city like Delhi should opt for an industrial policy which is highly technology intensive, non-polluting, sophisticated and high value addition generating. In this context, the primary consideration for location of industry in Delhi should not be the fixed investment limit but should be the availability of limited space, large scale relating immigration, pollution and strain on already deficient civic services.

In order to maintain quality of life and to provide its citizens a better living in terms of clean environment and adequate level of civic services, it becomes imperative that all those manufacturing activities which demand consumption of services/utilities viz. power, water, etc. higher than what is permissible in the residential areas, should be discouraged.

- ii. With these considerations, Delhi should follow a policy which have following elements:
 - Only those industries which are required either for marketing and market related activities and/or for providing consumer needs of Delhi's population should be allowed in Delhi.
 - The requirements on civic services viz. power, water etc. should not exceed the standards and norms permissible for the residential areas.
 - The industries should meet the standards laid down by the local pollution control authorities.
 - Only Hi-Tech industries should be allowed in Delhi.
- iii. In the existing Industrial areas Low-Tech Industries should be recycled into Hi-Tech.

b) Delhi Metropolitan Area

- i. Owing to the location of DMA towns adjacent to Delhi, no hazardous, polluting industry should be allowed in DMA.
- ii. Hi-Tech industries should be allowed to flourish in DMA.
- iii. The industries existing before 1986 should be made to conform to Environment Protection Act, 1986.

c) Rest of NCR outside DMA

- i. 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 to all types of industries.
- ii. Modern Industrial Townships/Estates should be developed in the area outside DMA.
- iii. Specific areas should be earmarked in the Region outside the DMA for relocation of polluting, hazardous, heavy and large and non-conforming industries proposed for shifting out of NCT- Delhi.

3.3 Wholesale Trade and Commerce

The similar policies as proposed in the Regional Plan for the three policy zones should be followed. In order that there is no special advantage in terms of taxes, tariffs etc. which influence choice of the people the entire NCR should be treated as a 'Common Economic Zone'.

3.4 Government and Public Sector Offices

The similar policies as proposed in the Regional Plan should be followed. The progress made on the recommendations of shifting of PSU's by the committee constituted by Govt. of India under the Chairmanship of Cabinet Secretary should be reviewed by the committee, and a time bound action programme should be prepared.

3.5 Suggested locations for the Core-economic activities:

It expected that integrated township projects will be prepared by the States in the vicinity of the 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 sub-serve 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.

Keeping in view the recommendations made in the expert studies conducted by the Board the following Core-economic activities are suggested in the selected Priority and DMA towns.

| | Name of the Towns | Core-Economic Activities |
|----|--------------------------|--|
| 1. | Meerut | (i) Industry (ii) Govt. and Public Sector Offices (iii) Wholesale Trade - Textile & Ready-made garments (iv) Informal Sector - Sports goods - Handlooms - Scissors and Blades |
| 2. | Hapur | (i) Industry (ii) Wholesale trade - Foodgrains - Fruits and vegetables |
| 3. | Bulandshahar | (i) Industry |
| 4. | Khurja | (i) Industry (ii) Informal Sector - Pottery & Ceramics |
| 5. | Palwal | (i) Industry (ii) Inland Container Depot |
| 6. | Rohtak | (i) Industry (ii) Govt. & Public Sector Offices (iii) Wholesale trade - Textiles & Ready-made garments |
| 7. | Panipat | (i) Industry (ii) Wholesale trade - Foodgrains - Fruits and Vegetables (iii) Informal Sector |
| 8. | Rewari | (i) Industry (ii) Wholesale trade - Fuel Oil (iii) Informal Sector - Brasswarés |
| 9. | Dharuhera | (i) Industry (ii) Wholesale trade - Hardware and Building material |

| | | |
|-----|-------------|---|
| 10. | Alwar | (i) Industry (ii) Govt. and Public Sector Offices (iii) Wholesale trade - Building material (iii) Informal Sector - Leather work - Murtikari - Potteries - Carpet weaving |
| 11. | Bhiwadi | (i) Industry (ii) Wholesale trade - Hardware and Building material |
| 12. | Bahadurgarh | (i) Industry |
| 13. | Kundli | (i) Industry (ii) Wholesale trade - Fruits and Vegetables |

3.6 Package of Incentives

To encourage units to shift the following package of incentives be provided:

Land

- First priority for allotment of land be given to existing units who are willing to shift outside.
- The land so provided be given at a concessional rate, viz. predetermined rates including cost of acquisition and cost of development and administrative charges.
- Early possession of this land be given to the owners so that the entrepreneurs are able to undertake internal development of the land.
- Proper infrastructure required for functioning of the industry to be developed by the concerned public agencies.
- The land so allotted be more than the existing areas so as to allow for renovation/modernisation and technical development depending on the need of each unit subject to a minimum of twice the existing area.
- The land so allotted should be free hold and not leasehold.
- Entrepreneurs be allowed to retain part of their existing lands from where the units are shifting and the said land be allowed to be developed by the owners as per provisions and land uses under the Master Plan.

- Land be also provided for developing housing facilities on priority and concessional rates for the workers and officers in the vicinity of relocation site.

Other Incentives

- Financial institutions may be requested to examine provision of Loans on soft terms for shifting units. This could be in terms of greater moratorium, lower rate of interest and longer period of repayments etc. comparable to those extended to rehabilitation of sick units.
- Exemption from Central and Local Sales Tax and local octroi for five years as is given to new units be extended to those units which shift.
- Rebate in electricity and water charges be given to the units which shift.
- Exemption from property tax for a period upto five years be given to such units which shift.

3.7 Strategies

i. Regional Infrastructure

In order to implement the strategies in respect of the regional infrastructure, the Board has finalised Functional Plans for Transportation, Power and Telecommunication.

The Transportation Functional Plan aims at :

- interconnection of the Priority Towns both with Delhi and each other;
- decongesting the Delhi transport network by diverting all by-passable traffic;
- providing a Regional Rapid Transport System (RRTS) for the NCR which fully integrates the Regional Towns with the Transport network of Delhi.

The functional Plan on Power aims at making the NCR Towns power cut free by:

- Providing captive generation upto 50% of the additional capacity requirements in each of the NCR towns.
- Strengthening the Power T&D Systems in order to cater to future needs of these towns.

In order to link up the entire NCR through an efficient system the Telecom Functional Plan envisages:

- The provision of local call system amongst NCR Towns and Delhi and a uniform STD code (011) for the whole of NCR including NCT Delhi.
- Making Telephones available on demand in the NCR.
- Developing a single Pin Code system for entire NCR.

ii. Common Economic Zone (Uniformity in Fiscal Structure)

The entire National Capital Region should be treated as a single economic zone so as to minimize advantages of a specific location in terms of choice of location of Industries. The scope of Common Economic Zone should not only confine to fiscal and economic policies like taxations etc. but should also include matters like tariffs on various user services like power, water, etc., taxation on goods and passenger traffic and their free movement in NCR and any other matter which by way of creating preferences for location causes diversion of manufacturing, trading or any other economic activity from one state to another. Some of the important areas where uniformity is to be achieved are as under;

- i. Enacting a Sales Tax Act to provide for uniform rate of taxation in the entire NCR and removing all inter-state tax barriers.
- ii. Making the Central Sales Tax rate uniform throughout the NCR
- iii. Institutional finances:

The commercial banks in the NCR should provide the same level of services as available in Delhi, more specifically as under:

- a) all NCR Banks should participate in Delhi clearing housing
- b) all bank branches in NCR be computerised and interconnected by a network for smooth and expeditious completion of all financial transaction and transfer
- c) branches of banks in DMA and Priority Towns be authorised to deal in foreign exchange
- d) all NCR banks to provide letter of credit facilities to customers and
- e) NCR banks to be included in the mandatory clearing centre for public issues, right issues, debentures, etc.

iii. Development of Modern Industrial Estates/Townships

Modern Industrial Estates/Townships with all the necessary infrastructure for industry should be developed in NCR outside DMA. Simple streamlined procedure should be adopted for the expeditious allotment of land to the entrepreneurs in these Estates so that there is no delay in commissioning of the projects. Simultaneous effort to provide necessary housing and other social infrastructure should also be made for the industrial workers from the very beginning so that they are not forced to take shelter in unauthorised colonies which may later grow into slums.

iv. Rural Industrialisation

The rapid growth of population of Delhi is mainly due to immigration of people in search of employment from the rural areas where the capacity to generate employment are either exhausted or under - utilised. Thus, there is a need to develop agro-based industries in the rural areas in order to support urbanisation in the NCR as a whole on the one hand and to stabilise the rural economy on the other. In the long run this will prevent exodus of people from rural areas to Delhi.

The studies have shown that the lower order settlements in the NCR (service centres and basic villages) have enough localised traditional skills like potteries, handloom weaving, leather work, murtikari, carpet weaving etc. which if properly nurtured can play the role of a vibrant component of the rural economy and provide gainful employment to the potential migrants to Delhi.

v. Training and Skill upgradation

In view of the demand for diversification and expansion of industrial activities in the NCR there is an immediate need of strengthening and upgrading the training facilities in the Region. Introduction of new courses, specially in Hi-tech areas, regulatory controls, supervision and maintenance of uniform standards and curricula, particularly in those institutions which are run privately are some of the areas which need consideration.

vi. Setting up of Regional Commercial Centre to provide linkages

Delhi being the major marketing outlet, financial capital of North India and the seat of the Central Govt. every industry wants to have a front office in Delhi, from where all national and international transactions, and liaison work can be handled. As such, it is desirable to have split units of industries where the main industry can be located in the NCR towns while their front offices can be located within Delhi. To achieve this, Specific Regional Commercial Centres could be set up in Delhi, where office space

may be allotted to these industries which have their establishment in NCR at predetermined rates.

3.8 Institutional Machinery

As regards the setting up of institutional machinery to ensure joint action for timely implementation in each and every case, it is felt that such a mechanism could only be worked out when detailed time bound functional plans for different sectors of core economic activities are prepared. This mechanism will, however, differ from case to case. In general, it was felt that a mechanism consisting of a mix of following may help to achieve the required objective:

- i. Guidelines which establish 'give and take' relationship between the 'exporting authority' (i.e. Delhi Administration) and the receiving authority (i.e. concerned State Government). This will include package of incentives and concessions offered by these authorities and laying down who is to do what. This can be in the form of resolution of the Board in lieu of Statutory provisions as done in U.K. in the form of Town Development Act 1952.
- ii. Setting up 'Joint venture' projects by various agencies of Delhi Administration with their counter-parts in the States (the relationships for such joint ventures to some extent can be covered in the guidelines).
- iii. Evolving the Common "Specified Commodities Marketing Act" to enable the dispersal of Wholesale Distributive Trades to the NCR towns. The whole sale markets in the NCR are normally regulated through the agriculture produce marketing act of the various states, which have three major limitations:
 - firstly, they can regulate only the marketing of agricultural produce;
 - secondly, their jurisdiction is limited to the state only; as such under them only wholesale trade in agriculture products can be dispersed/relocated within the concerned state and
 - thirdly, they allow each of the state Govts to impose a different market fee thereby inducing the farmers to sell their produce in markets outside their state of production

It is therefore necessary to have a specified commodities marketing act which could cover the entire NCR, making it possible for major space extensive commodities like Building materials including Iron & Steel, Cement etc., chemicals, Petroleum products and plastics in addition to food grain, all commodities of any particular type, to be subjected, to be charged the same market fee anywhere in the Region.

- iv. Aggressive marketing by the various development agencies of the State Governments (in the light of benefits accruing out of 'give and take' relationship).

4.0 FISCAL POLICY

4.1 Background

One of the problems confronting the existing structure of taxes and tariffs relates to the lack of uniformity of the rates. This causes diversion of trade and manufacturing activity from one state to another. It has been strongly argued at various forums that whereas there is a reasonable amount of uniformity in tax and tariff rates among the States, the effective rates of tax and tariff is substantially lower in Delhi than in the neighbouring States. It is being argued that these differentials in tax rates added with advantage of better social and physical infrastructure in Delhi have greatly influenced in past the decision making regarding location of industry and trade. In this respect it is pertinent to point out that in Delhi food-grains and pulses are exempted from levy of tax whereas, in the participating States of NCR, these attract taxation at the rate of 4%. The tax on textile material range from 2% to 5% in Delhi whereas the rates in States are from 2% to 10%. The tax rates on petrol is 8% in Delhi whereas as it ranges from 10% to 20% in the NCR States. The tax on cement and cement products is 8% in Delhi whereas it ranges from 10% to 16% in the states. It would be observed from the list of selected commodities at Annexure-II that there is a wide variation in the rates of tax. In articles where the margin of profit is low and transportation costs are not so high, such variations result in attracting buyers from far-off places.

In the case of Central Sales Tax the variations exist on account of the provisions under Section 8(5) of the Central Sales Tax Act which permits variation in rates to suit the specific requirement of a particular State. To illustrate, whereas the rate of tax on re-export of goods from Delhi is 2%, in the other NCR constituent States this rate is 4%.

Taxation of road transport is another important issue which might be a contributing factor in sub-optimal decisions regarding location of economic activities. In fact, variation in the annual combined tax burden of both, motor vehicle tax (road tax) and the passengers and the goods tax among different constituent States of the NCR might cause diversion of vehicles for registration in low-tax State. Consequently, the cost of transporting goods could be much more in low-tax area.

4.2 Efforts made by NCRPB

The proposals and efforts made in the NCR Planning Board in this regard are recapitulated below:

- a) The Interim Development Plan NCR - 2001 approved by the Board (August, 1986) made following recommendations:
- i. In order to achieve uniformity to some extent in tax structure in the NCR, Delhi Union Territory should have minimum floor level of taxation.
 - ii. Consignment tax should be levied by way of follow-up action of 46th constitutional Amendment Act, 1982 as per the recommendations of the Chief Ministers' Conference held in 1984.
- b) A Committee was appointed by the Ministry of Urban Development on the recommendation of the Board headed by Secretary (Urban Development) and consisting of the Finance Secretaries of the States and Delhi UT and other related central ministries in July, 1987. The Committee could not come to any unanimous conclusion due to the dissenting note of Delhi Administration.
- c) The Board appointed yet another Committee consisting of Urban Development Ministers of the States and officials in June, 1988 which again could not reach unanimity due to the dissenting note of Delhi and as a result the chapter relating to fiscal measures was not included in the Regional Plan-2001.
- d) The Board appointed a Committee headed by Dr. Raja J. Chelliah, then Member, Planning Commission in July, 1989. The Chelliah Committee arrived at consensus on some basic principles which are as under:
- i. No State should follow any tax policy or structure which may not be in the national interest.
 - ii. Wherever there was a national consensus in matters of floor rates on individual items, that should be followed by all.
 - iii. In case of the remaining items, a policy of adjustment of "give and take", should be followed to sub-serve the broader interest of the Region.
- The Committee directed the Board Secretariat to have further deliberations with the Finance Secretaries of the States.
- e) Member Secretary of the Board then had further discussion with the Finance Secretaries and after getting consensus identified 36 commodity groups which needed rationalisation besides 29 commodities on which there was already a National Consensus. The list of such commodities identified for rationalisation and the proposed floor rates is enclosed (Annexure-I & II)

Besides the rationalisation of sales tax, other recommendations made by the Chelliah Committee and subsequent discussions by Member Secretary with Finance Secretaries are as under:

- i. Consignment Tax should be levied by way of follow up action to the 46th constitutional Amendment Act, 1982 and as per the recommendations of the Chief Ministers Conference held in 1984.
- ii. Effective combined burden of tax on goods vehicles i.e. road tax and goods tax in Delhi also needs to be raised to minimum floor level. (Annexure-III)

f) The status of these recommendations is as under

ITEMS

STATUS

- | | | |
|-----|--|--|
| i. | Sales Tax rates Minimum proposed floor rates | Implemented in respect of a) Delhi - 14 out of 36 commodities and 23 out of 29 commodities b) Haryana - 28 out of 36 commodities and 28 out of 29 commodities c) U.P. - 24 out of 36 commodities and 16 out of 29 commodities d) Rajasthan - 27 out of 36 commodities and 23 out of 29 commodities |
| ii. | Levy of Consignment tax | The action is to be taken by Ministry of Finance |
- g) The matter regarding bringing in uniformity in fiscal policy in the entire National Capital Region was discussed in the special meeting of the NCR Planning Board held on 2.9.97 under the Chairmanship of the Hon'ble Prime Minister. In this meeting, it was decided that the matter of rationalisation of taxes in the NCR should be sorted out through a meeting of the Secretaries of the participating States to be followed by a meeting of the Chief Ministers of NCR States to be taken by the Prime Minister. Accordingly, the Member Secretary, NCRPB held meetings with the Secretaries and concerned officers of Delhi, U.P., Haryana and Rajasthan. The recommendations emerging out of these discussions are at Annexure-IV. A note on Common Economic Zone for the entire NCR was

also sent to the Planning Commission as decided in the meeting of the Board.

5.0 FISCAL PLAN & DEVELOPMENT RESOURCES

5.1 Fiscal Plan for NCR

According to the FISCAL PLAN FOR NCR approved by the Board, in its 21st meeting held on 15th March, 1997, the overall investment requirements during the Ninth & Tenth Five Year Plans for implementing NCR projects have been estimated to be of the order of about Rs. 58,000 crore (at 1995 prices) through both public and private sector agencies as detailed below. The public sector investments are envisaged for the creation of core infrastructure components for which the funds are expected to flow out of the Central Ministries of Railways, Surface Transport and Communications, while for township development the funds are to come through the participating states and the NCR Planning Board. However, a major part (over 65%) of the investments are envisaged to come from the private sector mainly for the setting up of economic infrastructure of industries and trade and also for the construction of housing units for the population to be re-settled in the NCR townships. The private sector is also expected to handle the construction of infrastructure projects through innovative financing mechanisms like BOT, BOLT, BLT etc.

5.2 Investment Requirements for NCR upto 2005 AD [Rs. Cr.]

| Development Programme | Private Sector | Public Sector | Sector Total |
|-------------------------------------|----------------|---------------|---------------|
| 1. Development of Townships: | | | |
| Housing | 17,000 | - | 17,000 |
| Industry/Wholesale trade | 5,000 | - | 5,000 |
| Social infrastructure | 1,790 | 1,040 | 2,830 |
| Internal (Local Infrastructure) | 1,615 | 1,170 | 2,785 |
| External (trunk) services | 362 | 3,253 | 3,615 |
| Land Acquisition | 1,000 | 4,000 | 5,000 |
| Sub Reg. Centres & Counter Magnets | - | 540 | 540 |
| Sub Total | 26,767 | 10,003 | 36,770 |
| 2. Regional Infrastructure: | | | |
| Transport Network | 6,900 | 5,656 | 12,556 |
| Power Generation and T & D | 3,000 | 1,000 | 4,000 |
| Telecommunications | 2,000 | 2,100 | 4,100 |
| NCR University | 30 | 35 | 65 |
| R & D for Infrastructure Projects | - | 100 | 100 |
| Sub Total | 11,930 | 8,891 | 20,821 |
| Grand Total for NCR | 38,697 | 18,894 | 57,591 |

Development projects in NCR are proposed to be funded through:

- a) budgetary sources of the Central Ministries and states as NCR components;
- b) Selected project components of core infrastructure to be implemented jointly by the nodal Central Ministries and the states and the private sector. While initial investment through acquisition of land is contemplated through the Central Ministries and/or the states, the construction component is envisaged to be through the private sector.
- c) Some infrastructure projects are envisaged to be taken up jointly by the Central Ministries and States Governments by sharing their overall investment requirements e.g. on the CIDCO pattern of financing Suburban Rail System in the ratio of 1/3 by the Central Government (Ministry of Railways) and 2/3, by the State Government.
- d) In joint ventures, for selected project components, part of the State's contribution can be provided as loan assistance by the Board to the State Government, who would ultimately be greatly benefited through the rapid development of their towns by establishing strong transport and communication links. The consequential increase in the property values therein could more than help the States in recovering their investments. An eloquent example of such value addition in the properties has happened in the case of New Bombay where, the extension of rail lines to New Bombay has completely changed the land economics of the earlier dormant area and the resultant increased property values are more than compensating the CIDCO for their investments made in the suburban rail extension project.
- e) Selected Central Sector projects can also be taken up on BOT basis with major investment coming from the private sector but requiring essential initial investment from the Central Government agencies, e.g. for the development of Expressways in NCR land acquisition cost would initially have to be borne jointly by the Ministry of Surface Transport and the State Governments and ultimately form a part of the total project cost. Thereafter, the construction of the Expressways could be taken up by the private sector on BOT basis. Herein also, a large part of the state's contribution can be provided as loan assistance by the NCR Planning Board to the State Governments.
- f) The Board participates in the financing of various projects which are envisaged to be funded jointly by the states and the Board, especially those under the township development programmes where it advances loan upto 75% of the project cost. The Board also would finance selected components of core infrastructure implemented jointly by the Central Ministries of Surface Transport/Railways and the states where the Board's contribution will be limited to granting loans to the states equivalent to 75% of their share in the overall project cost.

g) Under the new financing pattern adopted by the NCR Planning Board, 25% of the project cost is required to be provided by the State governments/their implementing agencies out of their own funds, free-of-interest at project level. For this, necessary budgetary provisions are required to be made by the state/implementing agency. The balance 75% of the funds are provided by the NCR Planning Board as loan assistance out of the NCRPB Fund consisting of:

- i. Budgetary resources of the Board;
- ii. Internal accrual of the Board;
- iii. Contribution by NCT Delhi to the NCRPB Fund; and
- iv. Extra Budgetary Resources like capital market and financing institutions.

h) Some state sector projects are required to be exclusively funded out of the states' own budget. For these projects like transmission & distribution of power, regional roads (inner and outer grids) etc., the funds are required to be provided in the respective state's plan budget. However, in certain cases where long term loans are being taken from national or international funding agencies like the World Bank, ADB etc., the refund of loan may start after a long moratorium period of 8 to 10 years and the repayment period itself may stretch for 20-25 years and, as such each state would have to make adequate financial provisions in their subsequent Plans concurrent with the actual repayment schedule drawn-up.

5.3 Investment Needs During the Ninth Five Year Plan

In the Ninth Plan the envisaged development programmes are expected to cost about Rs.28,000 crore of which the share of the public sector agencies is estimated to be about Rs.12,000 crore and that of the private sector Rs.16,000 crore.

Proposed NCR Sub Component Plans:

| | | |
|-------------------|------------------|------------|
| Surface Transport | Rs. 601 | cr. |
| Railways | Rs. 1015 | cr. |
| Communications | Rs. 1300 | cr. |
| Haryana | Rs. 1468 | cr. |
| Rajasthan | Rs. 206 | cr. |
| U.P. | Rs. 1441 | cr. |
| NCT-Delhi | Rs. 1060 | cr. |
| NCRPB | Rs. 4835 | cr. |
| Total | Rs.11,926 | cr. |

5.4 NCR Sub-Component Plans of States

As a comprehensive economic planning exercise for the entire NCR, it would be necessary for each state to structure separate sub-components within their respective Five Year/Annual Plans, to adequately reflect the various projects and related investment aspects including tying-up of the requisite resources for implementing these projects. Such State Sub Component Plans of Haryana, Rajasthan, Uttar Pradesh and NCT Delhi along with similar Sub Components of concerned Central Ministries of Surface Transport, Railways and Communication would aggregate to the overall fiscal Plan for the entire NCR and, this exercise would be an essential pre-requisite for the planned spatio-economic development of the Region.

6.0 ROLE OF PRIVATE SECTOR IN THE DEVELOPMENT OF NCR

In the present era of liberalisation and the limited availability of public sector funds through the budgetary route for development works, more and more dependence on privatisation of development programmes is envisaged so that the projects do not suffer for want of resources. At the same time, private sector would also have to take a lead in the regional development both for infrastructure as well as townships programmes.

Out of the overall development programmes envisaged for the NCR, the following components accounting for over 65% of the estimated investments are expected to be undertaken by the private sector - some of them exclusively and some others jointly with the public sector:

- 1) TOWNSHIP DEVELOPMENT
(L.A. - 5,000 Ha; Housing - 5 lakh units,
Industries & Wholesale trade - 5 lakh jobs,
Social Infrastructure, Local &
Trunk Services etc.)

Rs. 26,767 cr.

- 2) CORE INFRASTRUCTURE DEVELOPMENT
(Construction of expressways, Mass
Transport System, Captive Power
Generation, Telecommunication etc.)

Rs. 11,930 cr.

TOTAL

Rs. 39,697 cr.

6.1 Strategy for Involvement of Private Sector

As a facilitative step and also as an incentive to motivate the private sector entrepreneurs to get involved in the development programmes in the NCR, it would be necessary for the Public Sector to take the lead in the implementation of atleast certain preliminary stages of regional infrastructure development like assembling land for expressways, social infrastructure of

higher educational and medical institutions, shelter, and provide essential support facilities like R&D and policy regulations, etc. This would possibly help the private sector to step in and handle the construction, operation and management segments of various infrastructure components.

Though normally it would be expected that the projects envisaged to be funded through private sector are remunerative enough and capable of generating sufficient re-investible surpluses, it may be possible that a few components of projects may not give sufficient returns on their own to become commercially viable. Such project components with comparatively lower FIRR's may have to be clubbed together with other project components which may have higher rate of returns so that the composite profits of the two could make the whole project viable. As an example, the expressways proposed to be taken up through the private sector on BOT basis in the NCR may not yield a very high return simply on the basis of user charged alone i.e. toll rates and for improving their FIRR's, development rights for certain additional pockets of land may have to be provided.

For encouraging the private sector to actively involve in the development programmes in the NCR and in order to sustain their continued participation, a climate of mutual trust and cooperation with their counter-part public agencies are pre-requisite. Immediate steps are therefore required for:

- **EVOLVING** stable and transparent official policies for entry and functioning of private enterprises in a competitive environment;
- **ESTABLISHING** single window system for processing official clearances for development projects;
- **ADOPTING** independent regulatory mechanisms;
- **CREATING** modalities for expeditious settlement of disputes between private and official agencies involved in the development projects;
- **SETTING UP** machinery for quick redressal of grievances of targeted beneficiaries (consumers) of various project components; etc.

6.2 Using Land as Resource for Development

Development programmes, especially those related to township development would certainly boost the overall development prospects and improve the general economic conditions in the NCR towns. Thus, the land of these towns are expected to become a highly valuable asset which should be very judiciously used to raise resources to fund the repayment of loans taken for initial development and for funding future development programmes.

Even the private sector projects in the NCR towns are likely to derive large benefits because of the overall NCR development and hence a considerable value would be added to their assets. It will be therefore desirable that a part

of this net value addition should be recovered in the form of development/betterment charges and use the same for funding further development programmes in the Region by loading it on to the land cost.

Optimal utilisation of land through appropriate pricing and distribution mechanisms and land use control measures can yield substantial surpluses for the Area Development Authorities for undertaking additional development works. Creation of land banks by the public agencies for utilization in future requirements, permitting the private sector to develop the land recovering a part of the value added on account of such permitted development, grant of transferable development rights (TDR), funding of infrastructure projects on innovative methods like BOT, BOLT BOOT etc. by providing land as initial input, permitting commercial use of precious land by the private sector and deriving returns in the form of social housing/development for the occupants of that land, recycling of land for facilitating the shifting/relocation of industrial units located thereon, etc. are some of the methods through which land could be used as a resource for financing various urban development programmes.

It has been assessed that through the dedicated development of about 100 acres of land in Delhi for establishing regional commercial complex for NCR, an investible surplus of about Rs. 3,700 crore could be generated which could be shared among the Central Ministries and NCT Delhi to meet part of their budgetary requirement for financing the NCR programmes.

7.0 POLICY RECOMMENDATIONS

7.1 Introduction

For an integrated development of the NCR, it is necessary to look at the NCR as an economically unified area. That is, in spite of its constituent parts belonging to different States, for a proper development of the region, the economic policies within the region should be so harmonised that the region comes to have the character of a unified whole and the growth of the different constituents of the region takes place on the basis of their comparative advantages.

In our study of the NCR as an economically unified area, among commodity taxes of the sub-national governments, sales tax and octroi are largely responsible for variations in the cost of production for the industry and creating inefficiencies through an undesirable diversion of trade in the region.

As regards sales tax, the lack of uniformity in the rates is striking. The effective rate of tax in Delhi is very low as compared to the rates prevalent in the adjoining States of Haryana, Rajasthan and Uttar Pradesh.

An important aspect of the sales tax structure relates to input taxation. An examination of the provisions of the sales tax laws of other States of the country shows that raw materials bought by manufacturers are exempt from

tax in Punjab, Himachal Pradesh and Jammu & Kashmir. In Himachal Pradesh and Punjab, exemption is granted only for the raw materials used in the manufacture of taxable goods sold within the State. However, a number of other States do not fully exempt inputs bought by manufacturers. Several States provide for some concessional treatment. Assam falls in this category.

A careful consideration of the existing provisions of concessions under the sales tax systems in the country suggests, that in the interests of economic development and for creating a higher tax base in the NCR States, it would be advisable not to levy any tax on raw materials used by manufacturers. A move in this direction would be an important step towards an economically rational tax policy for the NCR States. It would give a boost to industrial activity and discourage the unnecessary movement of goods from the State to another.

7.2 Incentives

The States have been introducing various concessions and incentives in their sales tax system.¹ In evaluating these, we have to examine their efficacy and assess the resultant loss of revenue. Information required for such an exercise is not available. We have, therefore, no alternative but to analyse them on a *priori* grounds only.

First, it should be appreciated that in a federal set-up, when one State offers liberal tax concessions, it may, in the short run, succeed in diverting investment from other States, but in the long run, the advantage is neutralised when the affected States follow suit to avoid outflow of investment. It is, therefore, important that the States should give only reasonable tax concessions for industries in backward areas both for attracting them and for making them competitive, until they are established and can stand on their own. At the same time, the States should not vie with one another to attract industries through over-generous tax concessions because, collectively, the NCR States stand to lose revenues and if the concessions influence the location decisions, the regional industrial development of the NCR would be achieved only at the cost of uneconomic location of industries in the region as a whole.

Second, blanket exemption to a small-scale sector is not desirable. It causes an unduly large loss of revenue to the Government and opens up avenues for evasion.

Besides, a small-scale unit may not necessarily be a very small or tiny unit which could merit concession. To understand this aspect, its implications need to be examined. A small-scale unit is defined as one, whose investment in plant and machinery does not exceed Rs. 3.5 million. Investment, including

¹ For details of sales tax incentives in different States in India, see Purohit, Mahesh C. (1988), *Structure and Administration of Sales Taxation in India*, New Delhi, Reliance Publishing House.

building may exceed this level. A manufacturing unit having fixed investment of this order, would have a turnover ranging anywhere between Rs. 30 million and Rs 80 million or even more. Even at the most conservative estimate, it would be seen that the exemption of a dealer with a turnover of Rs 30 million would not be warranted, while non-manufacturing dealers with as low a turnover as Rs. 20,000 to one million are required to be registered with the government and pay taxes.

Keeping the above points in view, the following policy imperatives emerge:

- a) Total exemption of small-scale industries is not desirable;
- b) All new industrial units could be granted an interest-free "tax loan" for a period of five years. However, in granting the tax-loans, selectivity or industry specification could be introduced. As in many States, specific industries could be given preferential treatment. Also, the States could define their own categories of 'essential' industries for such loans; and
- c) Finally, there should be a ceiling on the tax loan as a proportion of the productive capital of the entrepreneur. A reasonable ceiling could be 50 per cent of the productive capital beyond which the collected tax must be paid by the industry.

7.3 Taxation of Road Transport

For comparing the tax burden on road transport in the different NCR States, it is necessary to take their combined incidence. It is found that the amount of tax paid by goods vehicles is the highest in Uttar Pradesh. Rajasthan and Haryana follows it. Delhi, with the lowest combined tax burden among the NCR units, exerts a strong gravitational pull on the transport industry in the region. In fact, many of the representations from the trade and commerce submitted to the Study Team of the NIPFP bring out the fact that the easy availability of transport in Delhi is an important factor and also a great hindrance in shifting industry and trade out of Delhi. It is, therefore, important that the effective combined burden of the motor vehicle tax and passengers and goods tax in Delhi be substantially raised to bring it at par with the other States of the NCR.

7.4 Octroi

Like sales tax at the State level, octroi is very important at the local government level. It continues to be a predominant and growing source of revenue for these governments in the NCR States. However, there is a general feeling that this tax has several demerits, such as hindrance to smooth traffic flow, corruption in its administration, high cost of collection, regressively of incidence, collection of large revenue from inputs and producers' goods leading to cascading, and perfunctory assessment of the tax. It is, therefore, necessary that to evolve the NCR as a unified economic

region, we do away with such an obnoxious tax. To compensate for the loss of revenue, the States comprising the NCR could adopt entry tax along the lines recommended by the Gujarat Taxation and Enquiry Commission, 1980.² However, the entry tax should not be levied on raw materials.

7.5 Property Tax

Compared to the other NCR constituents, property tax rates are high in the Union Territory of Delhi. Notwithstanding a gradation of rates according to residential and commercial or industrial use, the concentration of property ownership in Delhi has increased over the years. It is, therefore, recommended that to achieve a synergy effect on the diversification of ownership of assets to neighbouring districts, an additional tax could be levied on the preferences of the persons owning property in Delhi. This could be in the form of an additional tax on new commercial properties constructed in Delhi for commercial and industrial purposes. The rate of the tax should be related to the present tax liability borne by owners. That is to say, the tax would be in the nature of an additional levy on new properties only. While this may not be a great inducement to go out of Delhi, it would surely have some deterrent effect on the decisions to own new property in Delhi. Also, this would collect extra revenue for the use of the infrastructure facilities within the Union Territory of Delhi.

7.6 Congestion Tax

As examined in relation to the concentration of trade in Delhi, there is a heavy traffic inflow as well as outflow. From a trade Flow Survey conducted by the Delhi Development Authority in 1981, it is very clearly seen that the wholesale trade in most of the commodities is concentrated in Delhi for redistributive purposes. This is because of the fact that Delhi works as an *entrepot* for the whole of North India. Although various measures are required to shift the wholesale trade, a token levy in the form of a congestion tax of Rs 50 per truck entering the Union Territory of Delhi could be considered. This would be in the nature of a toll tax on each truck entering the territory. As this would not be related to value, goods of less value and requiring more space would have to pay more in the form of this tax. It would, therefore, possibly be exerting a positive effect on diversifying the wholesale market outside the Union Territory of Delhi for commodities using more space.

7.7 Infrastructure Facilities

Notwithstanding the fact that the objectives of our study is to confine our observations to tax policy alone, the area of fiscal policy (the subject matter of the title of the study) is not restricted to tax alone. Fiscal policy covers both aspects, namely, tax and public expenditure. As we do not have data on

² Government of Gujarat (1980), Report of the Gujarat Taxation Enquiry Commission, Gandhi Nagar.

public expenditure for the districts of the NCR, this study has attempted to examine infrastructure in a very limited way. It has been revealed that the NCR districts, with the obvious exception of Delhi have poor infrastructure facilities. Power, transport, communication, road, warehouses, etc. are conspicuously meager in most of the districts. This lacuna has been an important factor causing concentration of industry and trade in Delhi. This has been corroborated by the members of the PHD Chamber of Commerce, New Delhi, in response to our questionnaire. In fact, the most important hindrance is the inadequate availability of electricity in these districts, as corroborated by the data made available by the Central Electricity Authority. We are, therefore, of the view that tax policy alone would not be able to diversify industry from Delhi. What is important is to create the requisite infrastructure in all these districts. In this regard it is important to note that the Bombay Metropolitan Regional Planning Board (BMRPB) had taken the right step in setting up the City and Industrial Development Corporation of Maharashtra Ltd. (CIDCO) for shifting the thrust of activity from the island city of Bombay to an area across Thane Creek. In this context, the CIDCO was instrumental in the shifting of wholesale iron and steel market from Bombay to Kalamoli, New Bombay. For this purpose, the CIDCO carried out a detailed study of the existing market of iron and steel. The study included an in-depth analysis of flow of goods, movement of trucks, space requirements, housing and commercial space requirements, etc. The result was a new wholesale market with all infrastructure facilities. In this process, the CIDCO invested Rs 40 crore. This has helped reduce a great deal of congestion in Bombay. The CIDCO's experience suggests that specific studies are required to be carried out for each commodity on the basis of flow of goods to and from Delhi in relation to congestion of traffic in the city. On the basis of the recommendations of these studies, new wholesale markets in designated area outside Delhi would have to be developed by the NCR or by an agency similar to CIDCO. This agency would be responsible for providing all the requisite infrastructure in the designated new markets. Thus, a detailed layout has to be prepared for each of the commodity markets. In addition, a modern truck terminal service as well as transport, communication and housing facilities have to be provided for. To conclude, the push factors to divert industry to the neighbouring districts would be relevant when some pull factors are also created in the neighbouring districts. In the absence of the requisite infrastructure facilities, fiscal policy alone would be ineffective.

REVIEW OF NCR REGIONAL PLAN - 2001

**SUB GROUP ON
REGIONAL LANDUSE, ENVIRONMENT &
ECO-DEVELOPMENT AND RURAL
DEVELOPMENT**

FINAL REPORT

REVIEW OF NCR REGIONAL PLAN - 2001
Sub Group On
REGIONAL LAND USE, ENVIRONMENT & ECO-DEVELOPMENT
AND RURAL DEVELOPMENT
Final Report

1.0 BACKGROUND

The National Capital Region Planning Board (NCRPB), New Delhi, in the process of ensuring mid-term review of the existing Regional Plan-2001 constituted a Steering Committee in December, 1996 under the Chairmanship of Shri. Syed S. Shafi. The Steering Committee, in turn, constituted seven sub-groups in March 1997 to review various components of Regional Plan. One of the sub-groups related to aspects of Regional Land use, Environment & Eco-development and Rural Development was constituted under the Chairmanship of Prof. R. C. Gupta, then the Head, Department of Regional Planning, School of Planning and Architecture, New Delhi in March, 1997. The composition of the Sub-group is enclosed in Annexure I.

The Sub-group formally met 4 times to discuss on various proposals laid out in the Regional Plan-2001 and to critically examine the amendments that are required to be incorporated in view of fast changes in the regional land use and its implications in the region. The Chairman and selected members of the Sub-group have also made two exhaustive field visit in the Region to appreciate the recent land use developments along the selected corridors in UP and Haryana sub-regions. The sub-group also had several informal meetings with the Convenor before finalising the Draft Final Report.

In order to carry out the review of the above mentioned sectors in the context of NCR Plan - 2001, an appreciation of the present status of the same is inevitable. It is also important to understand the efforts taken by all the participating states with regard to implementation of some of the policies envisaged by NCR Plan - 2001 through Master Plans for their cities and towns and others development programmes. However, the quantified data base/information has been a major constraint faced by the Sub-group. Therefore, the Sub-group relied primarily on the deliberations discussed and finalised in the meetings coupled with the field observation and discussion with various state level officials during the field visit. This draft report is the result of the concerted effort of the Sub-group.

2.0 NCR REGIONAL PLAN - 2001 : AN APPRECIATION OF REGIONAL LAND USE POLICIES AND PROPOSALS

With regard to Regional Land use, the Plan aimed to achieve a rational land use pattern in order to protect and preserve good agricultural land and utilising unproductive land for urban areas. Accordingly the Plan suggested the land use policies under the following five heads:

2.1 Land for Urban Development

Realising the fact that out of the projected population of 325 lakhs by 2001 A.D. for the NCR, the Plan estimated to accommodate about 234 lakhs in the urban areas. Accordingly, out of the total population assignments for NCR, assignments for Delhi Urban area was made to the tune of 110 lakhs; 37 lakhs for the DMA towns excluding Delhi, and the remaining 49 lakhs to the eight priority towns/complexes by 2001.

In order to accommodate the additional population consequently additional urban land, the Plan proposed to develop both urban and rural settlements reasonably as compact manner as possible and on lands unfit for agricultural use. With this in view, the Plan suggested the following density norms especially for the urban settlements:

- a) For urban centres upto 10 lakh population a density of 80 persons per hectare;
- b) For urban centres of 10 lakh to 50 lakh population, a density of 110 persons for hectare; and
- c) For urban centres of more than 50 lakh population, a density of 125 persons per hectare.

Whenever these norms are not really obtained in the existing urban centres the Plan had also suggested an appropriate re-densification exercise to be taken up to attain the density norms.

2.2 Land for Forest

The forests occupied a meagre proportion of 1.2% the NCR area at the time of preparation of Regional Plan-2001 and were observed to be under constant danger of encroachment and denunciation. Therefore, the Plan suggested that forest cover should be increased in any form such as protected, reserved community and social forestry in all those areas which are not fit mainly for agricultural use. The main targets of operation envisaged are:

- a) to afforest and vegetate barren lands, rocky areas cultivable waste land etc. So that the forest for vegetative cover is raised at least to 10% of the land area;
- b) to intensify the forest cover by planting suitable species in the sparsely forested zones and denuded areas; and
- c) to identify alternate sources of energy for fuel and also to find methods of increasing the efficiency in the use of the forest fuel especially from the social community forests. These should be taken up in a phased and planned manner so that afforestation and vegetation sustain and stabilise over time.

2.3 Land for Agriculture

For meeting the growing demand for food and food products, the Plan suggested preservation of the then existing cultivated land of 23.92 lakh hectares for agricultural use. Further, it proposed that efforts should be made to increase the production through intensive cultivation by providing irrigation facilities and other necessary infrastructure. The Plan also envisaged a need for a rational policy to the utilise less and least valuable land for urban expansion/new urban centres.

2.4 Conservation Area

In order to achieve the development and environment interface, the Plan suggested a special attention to be given to check the damage to natural features and environment by man's interference for development purposes. Special mention is made to conserve the following: the Ridge, an extended part of the Aravalli range; the forest areas; the rivers of Yamuna and Ganga; sanctuaries of Sariska and Sultanpur

2.5 Land use control Zoning regulation

The Plan, keeping in view the anticipated rapid urban expansion of the NCR towns and also the rate of environmental degradation in the Region, suggested the following four distinct zones for application of strict land use control and development. An attempt has been made to identify the likely major economic activities in the following use zones/areas : a) *Urbanisable area*; b) *Green belt/green wedge*; c) *Areas along the major transport routes*; and d) *Remaining rural land*

2.5.1 Urbanisable area -2001

Within the urbanisable area 2001, which is proposed in the Master Plans of the respective towns, the functions and uses designated which could be continued : a) Residential; b) Commercial; c) Industrial; d) Government offices; e) Recreational; f) Public and semi-public; g) Circulation; h) Open spaces, parks and playgrounds; and l) Grave yards/cemeteries and burning ghats

The Plan also proposed that the detailed uses within the urbanisable area will be governed by the local authority according to the prescribed uses in the Master Plans. It also suggested the need for preparation of Master Plans for Delhi Metropolitan Area and Priority towns under the existing rules and acts of the participating States/UT and in consultation with the NCRPB.

2.5.2 Green belt/green wedge

In order to arrest undesirable growth in peripheral agricultural zone in the immediate vicinity of the urbanisable area the Plan proposed an orderly and compact urban development with a control belt all around the expected developable area and strict control of development in this green belt. The major landuses that could be permitted in these zones are: 1. Agriculture, particularly high value cash crops; 2. Gardening; 3. Dairying; 4. Social forestry/plantation; 5. Quarrying; 6. Cemeteries; 7. Social institutions such as School, hospital; and 8. Recreation or leisure

In the cases of settlements particularly those which are in close vicinity to each other either along the roads or interior, the Plan suggested the intervening space between the settlements should be kept green which can be designated as **green wedge** and proposed that they should be forested/or in other forms of greens (wherever is not possible for pressing reasons).

2.5.3 Green buffer along the major transport corridors

With a view to avoid continuous ribbon development along the major transportation routes, the Plan proposed a width of 100 meters on either sides along the National Highways and the proposed Expressways and 60 meters on either sides along the State Highways should be kept as green buffer. The Plan proposed afforestation programme in these belt under the control of the Forest Departments and permitted only those activities permitted in the green belt.

2.5.4 Remaining rural land

To restrict the large scale development in rural areas along transport corridors the Plan suggested a restricted land uses: in the rural lands. 1. Intensive agriculture and allied activities; 2. Afforestation especially on the hills, rocky lands; 3. Regional recreational facilities such as, regional parks, wild life sanctuary; 4. Cemeteries, schools, institutions like hospitals may be permitted; 5. Quarrying; 6. Brick kilns; 7. Existing village *Mandies*; and, 8. Rural industries.

3.0 NCR REGIONAL PLAN - 2001 : AN APPRECIATION OF ENVIRONMENT & ECO-DEVELOPMENT POLICIES AND PROPOSALS

With regard to environment and eco-development sector, the Plan proposed the following:

- a) Regarding air pollution, it suggested the need to undertake field research studies to identify pollution impacts at sub-regional level;
- b) Regarding water pollution, the Plan suggested measures such as treatment of waste water through treatment plants before discharged;
- c) Regarding Sewage disposal, the Plan proposed the need for undertaking detailed studies for DMA, Priority and other towns;
- d) Regarding Solid waste, it suggested the need to adopt a scientific approach in solid waste management and its re use in all urban areas;
- e) The Plan also suggested the need to set up a Co-ordination Committee for prevention and control of pollution of water, land and air in NCR;
- f) The Plan proposed to take up afforestation programmes on all barren and uncultivable lands by the concerned agencies;

4.0 NCR REGIONAL PLAN - 2001 : AN APPRECIATION OF RURAL DEVELOPMENT POLICIES AND PROPOSALS

With regard to rural development sector, the Plan proposed the following:

- a) Provision of basic services to all villages;
- b) For location of various order of facilities, the Plan proposed to provide lower order basic facilities in each village and higher order in service centres and basic villages;
- c) The Plan proposed the need to undertake programmes for training rural artisans and create employment opportunities for them;
- d) Improvement of shelter to EWS and LIG households;
- e) Need for organising vocational and adult education in appropriate places;
- f) Encouragement of voluntary organisation to encourage public participation; and
- g) Adoption of low cost rural sanitation programmes.

5.0 CRITICAL DEVELOPMENT ISSUES AFTER PREPARATION OF NCR REGIONAL PLAN - 2001

The Sub-group observed many issues regarding implementation of land use plan proposed under the Regional Plan - 2001. Although the Regional Plan - 2001 land use plan was prepared with active involvement of NCR's participatory States and approved by them in 1988, none of the States seem to follow them. For instance, the respective states have prepared many Master Plans of urban areas within NCR as the prevailing Acts, in consultation with NCRPB and taking into account the proposals envisaged in the Regional Plan-2001. However, many development efforts which have come up after 1988 in these States seem to have not adhered to the Plan proposals and there appears negligible interference of NCRPB in the implementation of spatial land use plan. Therefore, there is a need to amend the proposals of Regional Plan - 2001 in general to suit to the changing development scenario and particularly in the areas of zoning regulations and guidelines for land use control, conversion, and so forth. Some of the emerging critical issues are listed as under.

5.1 Large Scale Conversion of Agriculture land to Non-agriculture Use

One of the main issues that the Sub-group witnessed is the large scale conversion of rich agricultural land into non-agricultural use in all participatory states. This would have a serious implication on environment. For instance, it is observed that nearly 6050 hectare of agriculture land has been converted to non-agriculture use in Ghaziabad district in Uttar Pradesh sub-Region alone during 1984-93. It is noted that about 2017 hectares of agricultural land use changes in UP sub-region have been approved by NCRPB after NCR Plan is approved. The figures for sub-regions of Haryana, Rajasthan and Delhi are 1039, 726 and 212 respectively.

It is to mentioned here that all 726 hectares of converted land in Rajasthan sub region are located just outside the boundary of Bhiwadi controlled area (but not within the Bhiwadi-Dharuhera complex, one of the proposed Priority Towns in NCR, as ideally it should have been). It is also learnt that most industrial entrepreneurs prefer to locate in rural areas in Rajasthan sub-region near Bhiwadi as it is close to NH8 and proximity to DUA. According to the plans of Rajasthan another 3000 hectares of land south of Bhiwadi are identified for different non-agricultural uses in the near future.

As against the proposals of NCR Regional Plan - 2001, such type of development have led to two important issues: One, the large scale conversion of agriculture land to non-agriculture use; and non-conformity to the proposed settlement pattern of Regional Plan - 2001.

5.2 Unauthorised Conversion of Rural Land use

Unabated conversion of rural land to urban industrial uses along all the major corridors (National Highways) from DUA and particularly next to designated urban centres, has had serious imperatives as NCR Plan policies and proposals for overall planned development. Besides reducing the overall area of agricultural land with consequent decline in agricultural production, such change of land use in rural areas, has led to urban sprawl and ribbon development in various sections of the corridors which have their own serious planning implications.

There is noted absence of both overall guidelines for conservation of good agricultural lands, as well as effective controlling mechanism (both legal and institutional) in constituent states, and sub-regional and local levels to thrust such conversion. In some states, particularly Haryana while controls on land use changes is possible and enforced within controlled areas, no planning control is available outside the controlled areas. In absence of effective control, maintenance of green belt reservation along major corridors (NHs) and elsewhere has not been possible.

Such unintended development perhaps have also created the channelisation of urban industrial activities in the designated urban nodes of the NCR Plan, particularly the Priority Towns, where in some cases, considerable areas/land of industry, are still lying vacant and the towns have not been able to act on the desired level of development.

Further, under prescribed zoning regulations, certain urban type of uses have been permitted in the-green belt zones, which are not conducive in maintaining the sanctity and green character of the designated green belts. In fact, such uses eventually lead to emergence of new nodes of development which is not in conformity to the Plan.

5.3 Absence of Area Planning Approach

The NCR Plan has proposed a settlement hierarchy for rural settlements, besides a broad zonation policy. There is no tie-up between settlement development strategy and area development strategy both in the Regional and Sub-Regional Plans. This needs to be reconciled and operationalised within the framework of a District Planning mechanism in accordance with the 73^{re} and 74th Constitutional amendments.

5.4 Non-involvement of Panchayati Institutions in Development Process

Plans and proposals for land and infrastructure development and others in the rural sector covered under DRDA, can effectively be implemented at local level, through the active involvement of Village and Block Panchayats. So also these Panchayats if empowered, can effectively exercise control on rural land conversion activities, and help in rural land management.

5.5 Diversification of Rural Economy

Being a metropolitan region, with a very strong metro core, the rural areas and settlements, would inevitably be under the pressure of socio-economic and physical changes. However, this would need to be guided through a long term Policy Plan and short term (5-10 yearly) Action Plans. Area and Settlement development strategy at sub-regional and zonal levels, supported by a zoning policy, should reflect guidelines for economic diversification.

5.6 Maintenance of Green Reservations

Even though the Plan has stipulated extensive Green Belts and Buffers along Highways and around major urban complexes and sensitive areas, it has been seen that such zones are extensively vulnerable to encroachments and conversion of land use. While such zones continue to be under non-governmental ownership, their proper maintenance can be possible only if these are treated as Agro-forestry belts and become economically remunerative properties for local Panchayats and private agencies.

5.7 Zoning of Urbanisable Areas

The Plan has indicated the direction and extent of urban expansion for Priority and DMA Towns. However, in several cases, the direction of growth and configuration has not adhered to the Zonation of the Plan. Moreover, while many of the Priority Towns has grown to the desired level, unintended growth and expansion in proximate rural settlements, has led to a changed configuration and direction for future urban agglomeration. While projecting a scenario for the future in terms of population and urban land requirements it may be necessary to rationalise the existing zonation.

5.8 Implementation of Overall Settlement Pattern

It is observed that Corridor form of development is emerging stronger in the spatial fabric of the NCR. The settlement pattern is based on a strong Poly-Nodal Concept which does not seem to yet optimise the benefits from investments in land and infrastructure development.

6.0 RECOMMENDED POLICIES BY THE SUB-GROUP

6.1 REGIONAL LAND USE

6.1.1 Land For Urban Development

Realising the fast changing urbanisation in different parts of the region, the Sub-group felt that there is a need for changes in the density norms as suggested in the existing Regional Plan - 2001. Accordingly, after a careful examination of the existing density norms followed in the constituent states suggested the following:

- a) For urban centres below 50,000 population a density of 60 to 80 persons per hectare;
- b) For urban centres 50,000 to 1 lakh population a density of 80 to 100 persons per hectare;
- c) For urban centres of 1 lakh to 5 lakh population, a density of 110 to 125 persons for hectare; and
- d) For urban centres of more than 5 lakh population, a density of 125 to 150 persons per hectare.

6.1.2 Land for Forest Cover

While the NCR Plan had envisaged increasing the existing forest cover from 1.2 percent to 10 percent of the total area, by afforestation of waste lands, barren and rocky lands, only a marginal increase has been reported. It also appears impossible to achieve the target, even if all such wastelands and barren and rocky lands were to be eventually afforested.

In order to supplement the afforestation programmes, it is recommended to encourage social forestry at individual village level by utilising community lands for the purpose under the auspices of the Gram Panchayats. Such social forestry would also meet the local fuelwood needs and improve the area under forest cover. A specific funded scheme for this should be included in the DRDA package of development schemes for rural areas in the NCR.

It is also suggested to intensively vegetate the ^{lands} levels designated as pastures and grazing lands in the villages so that local village environment could be improved and optimal use of land could be possible for socio-economic development.

6.1.3 Land use Control and Zoning regulation

The Sub-group, while largely agreed to the proposals of Regional Plan - 2001 for urbanisable area, emphasises the need to suggest the specific uses to be permitted in the **green belt/green wedge** and **remaining rural land**. Before doing so, the Sub-group examined the existing regulation practised in the NCR constituent states. (See Annexure 2). The following are the suggested uses to be permitted:

6.1.3.1 Green Belt/Green Wedge

- Agricultural, Horticultural crops and Cash crops
- Dairy and Poultry Farming including Milk Chilling Station and Pasteurisation Plant
- Social forestry/plantation including afforestation development of any of its parts for reservation

Sub-Group on Land use, Environment & Eco-Development and Rural Development.....

- Non-polluting industries registered as RSI/SSI units subject to one of the following conditions:
 - 1) Located within half kilometre belt encircling the existing village *abadi* and approachable from a public road/*rasta* other than scheduled road, National Highway and State Highway.
 - 2) On public road/*rasta* not less than 30 feet wide other than scheduled roads, National Highways and State Highway outside the half kilometre zone referred to in (1) above up to a depth of 100 metres along the approach road.
- Non-polluting medium and large scale agro based industries on public roads/*revenue rasta* not less than 30 feet wide other than scheduled roads, National Highway and State Highway.
- The site should not fall within 900 M restricted belt around Defence Installation
- Any other use which Government may in public interest decide.
- Land drainage and irrigation by hydro-electric works and tube well for irrigation
- Mining and extraction operations including line and brick kilns, stone quarries and crushing subject to the rules and art approved site
- Bus Queue Shelter and Railway Station
- Airports with necessary buildings
- Wireless Station
- Grain godowns, storage spaces at site approved by Competent Authority
- Weather Station
- Telephone and electric transmission lines and poles
- Cremation and burial grounds
- Petrol filling station and service garages
- Hydro-electric/thermal power plant/sub-station
- L.P.G Gas storage godowns with the approval of Competent Authority
- Village houses within *abadi-deh*.
- Farm houses outside *abadi-deh*
- Expansion of existing village contiguous to *abadi-deh* if undertaken a project approved or sponsored by the Central Government of State Government.

6.1.3.2 Green Buffer Along the Major Transport Corridors

Regarding the green buffer along the major transport corridors, the Sub-group suggests that in order to control the large scale ribbon development outside urban area, there is a need to declare the area as controlled area as it is practised in UP and Haryana. For instance, in UP, the Uttar Pradesh Road side Act, 1945 offers provision to declare the region as controlled area. As per Section 5 of this Act, building construction, digging/excavation, development of subway etc., are permissible only after obtained permission from the District Magistrate. Further, according to Section 7 of Uttar Pradesh Road side Land Control Directive Act, 1964, the construction of any house and kiln is completely banned from minimum distance from the centre of the road. Thus, the Sub-group suggests the following norms/distance by use:

| Type of Major Transport Network | Distance from the Either Side of RoW (in Mts) |
|---------------------------------|---|
| • Expressways/Bye-pass | 100 |
| • National Highway | 60 |
| • & State Highways | 35 |
| • Major District Roads | 15 |

6.1.3.3 Remaining Rural Land

The Sub-group suggests the following major land uses in the remaining rural area:

- Intensive agriculture and allied activities such as dairying and poultry farming;
- Afforestation especially on the hills and rocky lands;
- Regional recreational uses such as, regional parks, wild life sanctuary etc.;
- Cemeteries, Schools, Institutions like Hospitals strictly within the existing *abadi* and *extended abadi* area;
- Petrol Filling Station
- Bus Queue Shelter
- Quarrying;
- Brick kilns;
- Existing village *Mandies/* Agricultural Markets; and,
- Rural industries.

6.2 ENVIRONMENT & ECO-DEVELOPMENT

The Sub-group suggests the following policies to arrest further environmental deterioration and restoration of environmental quality in NCR:

- The Priority towns which have good agricultural land surrounding the towns would need to consider urban expansion in a way that conserves good agricultural land, as per NCR Plan objectives;
- Many Priority ^{and DMA} towns such as Rohtak, Patwal, Faridabad, Bahadurgarh have substantial amount of degraded land in near vicinity. These lands should either be brought under waste land reclamation, or alternatively used for urban or industrial use depending on locations, and infrastructural attributes;
- In order to meet the growing water demand, good water management practices such as recycling, water harvesting, etc., should be adopted and land should be specifically designated for such uses in the Development Plan to accommodate such considerations;
- In order to control the discharge of effluents by selected high water consuming industries (located adjacent to water courses like Bhiwadi) the Sub-group suggests that they should be located away from the water courses to monitor their effluent discharge. This would encourage recycling of water as it would become more expensive to obtain water;
- The critical Bio-diversity of the NCR like rivers, sanctuaries and the Aravallis need conservation and are to be effectively managed; Development, particularly those that are likely to affect air and water, around the Sariska National Park, Sultanpur Bird Sanctuary, Indira priyadarshini Park, Najafgarh Jheel and the flood plains of rivers should be carefully reviewed so that conservation of these area are meaningfully sustained;
- Environmental considerations should be integrated while encountering industrial growth, by following these steps:
 - Incentives for environmentally clean technologies;
 - Operationalisation of *polluter pay* principle;
 - Fiscal incentives to SSI for pollution control and reduction of waste;
 - Location of industries as per environmental guidelines for siting of industry;
 - Enforcement of pollution control norms;

- Installation and operation of common effluent treatment facilities for industrial estates, and in areas with cluster of industries;
 - Environmental impact assessment from the planning stage and selection of sites for location of industries; and
 - Clearance by the MOEF of all projects above a certain size and fragile areas.
- Recently, Supreme Court has issued an Order to relocate polluting and hazardous industries from Delhi to outside in the identified districts in NCR in the already existing industrial estates. It calls for careful allocation of organised industrial areas for these units rather than allowing to locate in the existing industrial area. The respective state governments should carefully identify appropriate industrial areas exclusively for these units and a strict pollution control measures should be enforced to avoid similar experiences of Delhi. Therefore, all the above mentioned environmental issues of the priority towns calls for preparation of a detailed Environmental Management Plan along with their Master Plans. According to expert studies conducted for NCRPB, the existing environmental status of majority of the Regional and Sub-regional centres is poor and substandard to varying degrees. At the same time schemes are underway to relocate polluting industries (1227 units) from Delhi to locations in the NCR as directed by the Supreme Court. While deciding upon the actual relocation, it should be considered necessary to carry out both feasibility and Environmental Impact Studies for proposed relocation areas to ensure that the environmental quality of the recipient towns is not impaired.
- To mitigate environmental repercussions in mining and quarrying operations, the Sub-group suggests the following actions must be directed to:
- Rehabilitation of mined area and implementation of management plan concurrently with on-going mining operations to ensure adequate ecological restoration of affected areas;
 - Ensure environmentally safe disposal of mining by-products;
 - Restriction of mining and quarrying activities in sensitive areas such as, hill slopes, areas of natural springs and areas rich in biological diversity; and
 - Environmental impact assessment prior to selection of sites for mining and quarrying activities.

6.3 RURAL DEVELOPMENT

The Sub-group suggests the following:

- The provision of basic services and infrastructure in the rural areas have be planned in an orderly manner. In order to efficiently locate different order of facilities, the Sub-group feels that a hierarchy of settlement pattern needs to be proposed. Therefore, at the rural level, the Sub-group proposes the following levels. **These levels of settlement pattern are below the level of Service Centres as proposed in the Regional Plan - 2001.**
- (a) Basic Villages at the lowest level; and (b) Central villages at the intermediate level;

Besides the 2 tier hierarchy of rural settlements proposed above, it is necessary to initiate the process of District Planning in the NCR so that rural development plans and programmes may be concretised and incorporated in the respective District Plans. It is therefore recommended that each constituent states of the NCR should establish the planning and development mechanism at district level, and integrated district development plans may be prepared on priority basis within the framework of the Sub-regional plans as mandated in the 74th Constitutional Amendment Act.

- In order to manage the unauthorised conversion of rural land use and to control the large scale urban based activities in the rural areas it is essential to notify the entire rural area in NCR as one unified area under a common legislation. This is essential as none of the participating states has control mechanism outside notified/controlled areas of the identified urban areas. This calls for a detailed review of existing legislation of the constituent states and the NCR Regional Plan Act to make necessary provisions. Prioritising infrastructure development in NCR villages, in DRDA programmes to explore option to incorporate provision in existing Acts to meet the objectives of effective land use control in the entire sub-regional territory.
- Empowerment of Panchayats to effectively exercise control on rural land conversion, and help in rural land management; and
- The existing Town Planning Acts of the constituent states are not comprehensive enough to enable effective land use control in the rural areas. Vast parts of the NCR territory is outside the designated controlled areas, and it is essential to bring them under control, through appropriate modifications in the existing Acts and enabling laws. It should be desirable to have statutory provision in the TP Act to designate the entire sub-region as controlled area in each constituent state, and set up appropriate sub-regional level planning and development mechanism to exercise land use and development control.

[Handwritten Signature]
Professor R C GUPTA

Annexure 2: COMPARISON OF ZONING REGULATIONS PRACTISED IN GREEN BELT BY NCR CONSTITUENT STATES

| HARYANA | UTTAR PRADESH | DELHI |
|--|---|---|
| <p>Permissible Uses:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Agricultural, Horticultural, Dairy and Poultry Farming <input type="checkbox"/> Village houses within abadi-deh. <input type="checkbox"/> Farm houses outside abadi-deh (subject to restriction at laid down in zoning regulation XIX) <input type="checkbox"/> Afforestation development of any of it parts for reservation | <p>Permissible Uses:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Agriculture, forest, garden, nursery, poultry farming, dairy farming, farm house, relevant house, sale and resale of agricultural products like preparation of jaggery and unrefined sugar, milk collection centre. <input type="checkbox"/> Within 200 metre of rural built-up (Lal-dora) sewage treatment plant and farm, milk collection centre, general housing <input type="checkbox"/> Within the extended existing rural built-up area (Lal-dora) poultry, electric power plant, water supply establishment and water treatment plant, educational institutions up to high school, animal breeding centre, police station, government/semi-government inspection house. <p>Permissible uses under special circumstance by competent authority:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Area along the major district roads, cold storage, petrol filling station, servicing/repairing for agricultural implements, brick kiln with maximum 100 sq. mt. of covered area, cottage industry based on husk and wood, sugar mill, outside 500 metre boundary of rural built-up area (Lal-dora) milk processing centre, seed and manure godown, park, amusement park, play ground/golf club, stadium, playground, public and semi-public, recreational uses like fair, circus, mobile cinema, picnic spots, etc., stadium, paly ground, public meeting place. | <ul style="list-style-type: none"> <input type="checkbox"/> The social economic facilities such as hospital, health centre, dispensaries, veterinary hospital, rural industrial areas and commercial centre are proposed in the selected growth centres in the rural zone. In the commercial centre which is about 3 ha. area and the facilities like cinema hall, shopping, bank, post office, co-operative store etc., are permitted <input type="checkbox"/> To cover the deficiencies of lower level health facilities, school and location of rural industry in selected six rural settlement have been identified. <input type="checkbox"/> Each individual settlement would require improvements in water supply and other facilities. Housing for the landless is required to be taken up through public housing agencies. Rural village abadies and extensions shall be regularised as per GOI orders of Feb 1977. <input type="checkbox"/> Milch cattle from the urban area should be 1 ha. land could be located in the rural use zone. These could be developed for flowers, vegetable, poultry farming etc., <input type="checkbox"/> To establish a green belt all along the border of the Union Territory up to a depth of about two kms. A lesser depth may have to be accepted where such a depth is available. |

Annexure 2 : COMPARISON OF ZONING REGULATIONS PRACTISED IN GREEN BELT BY NCR CONSTITUENT STATES

| HARYANA | UTTAR PRADESH | DELHI |
|---|---|-------|
| <p><input type="checkbox"/> Expansion of existing village contiguous to abadi-deh if undertaken a project approved or sponsored by the Central Government of State Government.</p> <p><input type="checkbox"/> Milk Chilling Station and Pasteurisation Plant</p> <p><input type="checkbox"/> Bus Stand and Railway Station</p> <p><input type="checkbox"/> Airports with necessary buildings</p> <p><input type="checkbox"/> Wireless Station</p> <p><input type="checkbox"/> Grain godowns, storage spaces at site approved by the Director</p> <p><input type="checkbox"/> Weather Station</p> | <p><input type="checkbox"/> Processing of farm products, sale, maintenance and with godown, parking facility under It, special educational institutions like high level medical and technical institutions, swimming pools, buses and truck terminal, helipad and air strip, milk filling plant, posturing plant, gas establishment and gas refilling station, hospitals for infectious diseases and psychic patients, agricultural research centre, research and training centre, religious buildings and memorials, cremation ground, burial ground, electrical ground of public utility, agricultural based industries like rice sheller, flour mill, jaggery and un-refined sugar, sugar mill etc., hotel road side restaurants, extractive industry, and stone crusher, brick and lime stone klin, storage of short living, dangerous and inflammable products, shooting range, flying club, radio/television centre, camp ground, slaughter house, ashram, maximum protected land portion 20 percent, yoga training centre, construction and development of PAC police line, etc., to maximum safety and law.</p> <p>Prohibited Uses:</p> <p><input type="checkbox"/> Residential, Commercial, Industrial, Storage and Godown and any other uses which is not mentioned above.</p> | |

12/II

Annexure 2 : COMPARISON OF ZONING REGULATIONS PRACTISED IN GREEN BELT BY NCR CONSTITUTENT STATES

| HARYANA | UTTAR PRADESH | DELHI |
|---|---------------|-------|
| <ul style="list-style-type: none"> <input type="checkbox"/> Land drainage and irrigation by hydro-electric works and tubewell for irrigation <input type="checkbox"/> Telephone and electric transmission lines and poles <input type="checkbox"/> Mining and extraction operations including line and brick kilns, stone quarries and crushing subject to the rules and art approved site <input type="checkbox"/> Cremation and burial grounds <input type="checkbox"/> Petrol filling station and service garages <input type="checkbox"/> Hydro-electric/thermal power plant/sub-station <input type="checkbox"/> L.P.G Gas storage godowns with the approval of Director. <input type="checkbox"/> Non-polluting industries registered as RSI/SSI units subject to one of the following conditions: <ol style="list-style-type: none"> 1) Located within half kilometre belt encircling the existing village abadi and approachable from a public road/rasta other than scheduled road, National Highway and State Highway. 2) On public road/rasta not less than 30 feet wide other than scheduled roads, National Highways and State Highway outside the half kilometre zone referred to in (1) above upto a depth of 100 metres along the approach road. <input type="checkbox"/> Non-polluting medium and large scale agro based industries on public roads/revenue rasta not less than 30 feet wide other than scheduled roads, National Highway and State Highway. <input type="checkbox"/> The site should not fell within 900 M restricted belt around Defence Installation <input type="checkbox"/> Any other use which Government may in public interest decide. | | |

REVIEW OF NCR REGIONAL PLAN - 2001

**SUB GROUP ON
PHYSICAL INFRASTRUCTURE**

FINAL REPORT

NATIONAL CAPITAL REGION PLAN 2001 REVIEW POWER

I National Capital Region Plan 2001 Proposal

Regional Plan for NCR 2001 made the following major observations/Proposals.

1. The following forecasts and targets were set out in the NCR plan - 2001.

i) Electricity forecast 2001

| | Energy required in mw | Peak load in mw |
|-------------------------|-----------------------|-----------------|
| NCTD | 28233 | 5871 |
| Haryana subregion | 18024 | 3678 |
| Rajasthan Subregion | 3716 | 706 |
| Uttar Pradesh subregion | 31651 | 2883 |
| Total NCR | 61624 | 12032 |

ii) The plans Identified power development projects under construction as below

| | |
|-------------------|--------|
| Rajghat (DVB) | 135 mw |
| Panipat stage III | 210 mw |
| HSEB Thermal | |
| Kakroli Hydel | 0.3 mw |
| Narora | 470 mw |
| Dadri | 840 mw |

2. The following gas based power plants were identified under consideration / constructions.

| | |
|-------|--------|
| NCTD | 180 mw |
| Dadri | 400 mw |

3. In order to meet the objectives of NCR, the NCR 2001 emphasised the necessity to provide by any means, additional power to the region.

It was suggested more such power plants should be established to use Gas from HBJ pipeline and the consequently required distributions network should be constructed.

4. The plans also suggested to set up an coordinating body for the NCR to coordinate distributions of power.

II Experience of plan implementation

1. From the power load requirements now worked out by the CEA, it is concluded that the demand as worked out in the NCR plan was on the higher side though the lower demand as of now, is also not met.

Electricity forecast 2001 of the NCR plan and load requirement for (1996-97) worked out by CEA (m/w)

| NCR Subregion | Load Requirement 1996-97 CEA | Load Requirement 200-2001 NCR Plan |
|---------------|---------------------------------|---------------------------------------|
| Haryana | 919 | 3678 |
| Rajasthan | 305 (624-2000-2001)* | 706 |
| U.P. | 1244 | 2883 |

Source : Back ground note on Power Development in NCR

* Rajasthan NCR Planning unit.

2. The power supply position in the NCR states at the end of 8th plan (1996-97) is as follows:

| Power Supply Position | Northern Region | NCR States | | | |
|--------------------------|--------------------|------------|---------|-----------|-------|
| | | Delhi | Haryana | Rajasthan | U.P. |
| Peak Demand (mw) | 24234 | 2532 | 3058 | 3851 | 8263 |
| Peak Availability (mw) | 14896 | 1745 | 1530 | 1942 | 5150 |
| Surplus / Deficit | 9388 | -787 | -1528 | -1909 | -3113 |
| (%) | -38.5 | -31.1 | -50.0 | -49.6 | -37.7 |
| Energy Requirement (mu) | 129587 | 14416 | 15183 | 22232 | 43967 |
| Energy Availability (mu) | 105401 | 13153 | 101148 | 12572 | 37852 |
| Surplus / Deficit | -24186 | -1263 | -5035 | -9660 | -6105 |
| (%) | -18.7 | -8.8 | -33.2 | -43.5 | -13.9 |

Source : Functional Plans for power Development in NCR.

3. The pattern of energy consumption in the sub regions of the NCR in the last decade have changed with increasing consumption in the domestic sector in all the region :

| Haryana subregion | 1986 | 1996 |
|-------------------|-------|-------|
| Domestic | 16.12 | 24.05 |
| Commercial | 3.62 | 4.03 |
| Industrial | 51.33 | 34.40 |
| Agricultural | 27.36 | 29.07 |
| Other | 1.55 | 8.45 |

| Delhi subregion | 1986 | 1996 |
|-----------------|-------|-------|
| Domestic | 32.32 | 40.15 |
| Commercial | 20.20 | 13.38 |
| Industrial | 28.16 | 26.21 |
| Agricultural | -- | 0.01 |
| Other | 19.32 | 19.35 |

| Uttar Pradesh subregion | 1986 | 1996 |
|-------------------------|-------|------|
| Domestic | 10.80 | N.A. |
| Commercial | 3.71 | N.A. |
| Industrial | 39.15 | N.A. |
| Agricultural | 34.68 | N.A. |
| Other | 1166 | N.A. |

| Rajasthan subregion | 1986 | 1996 |
|---------------------|-------|-------|
| Domestic | 4.69 | 6.8 |
| Commercial | 2.35 | 2.23 |
| Industrial | 80.86 | 86.50 |
| Agricultural | 9.66 | 3.44 |
| Other | 2.44 | 1.03 |

III New Issues and Proposals

- The development of growth centres envisaged in the NCR Plan is most significant for dispersal of economic activities from NCTD. The power requirement of these centres should be met on priority within the NCR region. The power requirements of these nodal centres has been worked out as following.

Power requirements in the nodal centres in mw

| | 1996-97 | 2000-2001 |
|----------------------|---------|-----------|
| <u>Uttar Pradesh</u> | | |
| Meerut | 160 | 230 |
| Hapur | 50 | 75 |
| Bulandshahr-Khurja | 140 | 220 |
| Noida | 150 | 240 |
| Ghaziabad | 300 | 430 |

| | | |
|------------------|-------------|-------------|
| <u>Haryana</u> | | |
| Panipat | | |
| Rohtak | 193 | 306 |
| Rewari | 148 | 243 |
| Gurgaon | 78 | 124 |
| Faridabad | 122 | 219 |
| | 315 | 483 |
| <u>Rajasthan</u> | | |
| Alwar | | |
| Bhiwadi | 165 | 281 |
| | 130 | 266 |
| Total | 1951 | 3417 |

2. The priority towns nodal centres should have their own power generating stations specifically for the areas which are earmarked for identifying of industry from Delhi to these towns. The generating capacity at 50-60% of the demand for these areas would be as following.

Power generation requirements in nodal centres (in mw)

| | Generation Capacity |
|----------------------|---------------------|
| <u>Uttar Pradesh</u> | |
| Meerut | 80 |
| Hapur | 30 |
| Bulandshahr-Khurja | 70 |
| Noida | 75 |
| Ghaziabad | 150 |
| <u>Haryana</u> | |
| Panipat | 100 |
| Rohtak | 75 |
| Rewari | 30 |
| Gurgaon | 50 |
| Faridabad | 150 |
| <u>Rajasthan</u> | |
| Alwar | 75 |
| Bhiwadi | 60 |
| Total | 945 mw |

3. The distribution system in the NCR sub regions specially the nodal centres should be modernised to have sub transmission and distributions lines laid underground and substations indoors with equipment having proper protective devices. The system should be provided with supervisory control and data acquisition system (SCADA) with complete automation of the operation of the power supply system.

4. The total investment worked out for above system is to the tune of Rs.3600 crores at 1995-96 prices level i.e. Rs.3 crore for power generation per mw and 0.6 crore for transmission and distribution per mw. The proposed investment for generation (Rs. 3000 crores) for this power should be under private sector and distribution net works Rs.600 crores to be under state sector equally divided in ixth and xth Five Year Plans in the state plans of Haryana Rajasthan and Uttar Pradesh. 25% of the total cost be given by the NCR Planning Board for the proposed annual plan expenditure on power generation and distribution projects in NCR.
5. There should be a sub power grid for NCR in the Northern Grid system.

REVIEW OF REGIONAL PLAN 2001 : TELECOMMUNICATIONS

1. For socio-economic development, postal and telecom infrastructure is a vital and essential requirement. A good postal and Telecom network replaces personal travel to a large extent, and therefore is cost effective. Postal & Telecommunication services are complementary to investments in other development sectors and enhance their productivity and efficiency.

2. In the context of NCR Plan wherein decentralisation of economic activities are envisaged from the metropolies to areas outside, provisioning of effective and efficient postal and Telecom, facilities assumes a special importance. These areas are proposed to be developed with a diversified economic base where secondary and tertiary sectors will dominate economic activities. For quick and effective development, these sectors are much more dependent on the availability of adequate, latest and matching postal & telecom services. For the development & promotion of commercial, business and industrial activities, provisioning of postal and Telecom services in whole of NCR at par with Delhi is essential as Delhi, the mother city, will continue to remain the centre of decision making of all activities.

3. At the time of drafting of the original Regional Plan, postal and telecom services were restricted to the

towns identified as DMA, Priority and Counter magnet towns in the NCR. During the past ten years or so, large scale developmental and technological changes have taken place particularly in the telecommunication field and due to rise of standards of livings of the people awareness of its importance and personal conveniences, demand for telephones has been generated in smaller towns and villages in the vicinity of DMA, priority or counter magnet towns. Many new telephone exchanges have been commissioned and number of post offices and telegraph offices have come up in these surrounding areas. Large scale changes have been incorporated by the postal and telecom authorities in provisioning and charging policies to meet out huge demands involving modern facilities like dynamic locking, call-transfer etc. Most of the outdated and life expired non-electronic exchanges have been replaced by electronic exchanges as per VIII plan targets. In 1994 a National Telecom Policy has been framed by Deptt. of Telecom with a sole aim of providing world level quality telecom facilities upto village level by encouraging private investment and association of private sector in a big way to bridge the resource gap and to supplement the departmental efforts. In view of this changed scenario whole of the NCR area outside NCT Delhi is bound to develop faster to absorb economic activities and to attract the Delhi bound potential migrants of 20 lakhs by 2001 A.D. For an effective realisation of this goal and

development of economic activities especially relating to industries, trades and commerce, various type of postal and telecommunication facilities would be essential. Moreover, in order to make the NCR areas (outside NCT Delhi) as attractive as Delhi in respect of provision of employment opportunities and standard of living, all facilities, in these areas are to be made comparable to that of Delhi.

4. The position of telephone exchanges, their capacity, working telephones & waiting list as compared to the position of 1987 is as follows:

| | 1987 | 1.4.97 | Whole Area (covered by 20 towns) |
|-----------------------------------|---------------|------------------|--|
| | ----- | ----- | ----- |
| I) No. of DMA & Priority Towns | 19 | 20 | - |
| II) Total No. of Exchanges | 22 | 60 | 630 |
| III) Type of exchanges | | | |
| a) Manual | 5 | - | - |
| b) Electro-Mechanical | 15 | - | - |
| c) Electronic (Analogue) | 2 | | 90% exchanges are electronic |
| IV) Capacity | 50,250 | 3,77,980 | 5,67,310 |
| V) Working Telephones | not given | 3,02,888 | 4,43,869 |
| VI) Waiting List | 19,103 | 46,846 | 92,104 |
| VII) Waiting period | 20 years | 1 to 3 years. | 2 to 5 years |
| VIII) Expected Demand (growth) by | | | |
| 2001 | 2,86,795 | 6,57,332 | 9,31,966 |
| 2005 | Not projected | 12,28,301 | 17,08,819 |

5. COMPARISON OF TELECOM FACILITIES BETWEEN DELHI & NCR
AREAS (OTHER THAN DELHI) as on 1.4.1998:

| | NCR | Delhi |
|--|---|---------------------------|
| | (only for 20 DMA, & Priority towns) | |
| 1. Installed capacity | 4.28 lakh lines | 17.73 lakh lines |
| 2. Working Telephones | 3.55 " | 15.51 " |
| 3. Waiting List | 43,865 | 1047 |
| 4. Waiting period | 2 to 6 yrs. | Almost nil (on demand) |
| 5. Waiting list as %age of working telephones | 11 | 0.06 |
| 6. Rise and fall of demand (in lakh lines) | | |
| 1996-97 | 0.65 | 1.96 |
| 1997-98 | 0.96 | 1.80 (fall) |
| 7. No. of Telephones per 100 population | 2.70 | 10 |

Above table indicate a wide gap of availability of Telecom services between 20 NCR towns and Delhi. The gap is more wide when all exchanges in the entire region are taken into account.

6. Long term proposals of RP-2001 and their present status:

Following 8 proposals were given in RP 2001 for long term achievements. Their present status as on 1.4.97 is revised as under:

Proposals

Status

- i) full automation of telephone services. All Telephone services are fully automatic.
- ii) replacement of all life expired exchanges and related accessories. All the life expired exchanges & related accessories have already been replaced.
- iii) provision of telephone and telex facilities practically on demand. The goal of providing telephones on demand in the entire region is yet to be achieved. It is because of the higher rate of demand than expected and penetration of telecom services upto the village level on large scale basis. According to DOT instructions, whenever a demand for telephones goes beyond 10, DOT has to open a new telephone exchange in that village/area. For telex services, practically there is no demand now-a-days because of introduction of better & latest communication

methods such as FAX, E-MAIL etc. etc.

iv) extension of Subscriber dialling subscribers dialling facility is available to facilities to DMA and DMA & Priority town subscribers and also to all priority towns. those subscribers who are

located in vicinity of DMA & Priority towns. For example, Ghaziabad town is having subscriber dialling facility for its own subscribers but also it is available for all those subscribers who are located in the nearby adjacent areas, smaller towns and villages viz Kaushambi, Pratap Vihar, Shahdara East, Rajinder Nagar, Chironi, Duhai, Farrukhnagar, Heronagar, Loni, Mussorie, Vidyutnagar, Noida, Surajpur, Tilpata, Dadri, Kasna, Chholas & Govindpuram.

v) connection of All exchanges covered by priority and DMA towns DMA & Priority towns are

with Delhi by reliable cable or radio media.

on latest type of transmission medias such as optical Fibre cables, PCM etc. with Delhi and among themselves.

vi) provision of reliable trunk services either by direct dialling or through demand services among the priority towns and DMA towns.

All exchanges of DMA & Priority town areas are having reliable trunk dialling facility. They also have direct dialling facility with any part of the country and with most of world countries. Reliable Trunk Demand service is also available to all subscribers.

vii) extension of telegraph office facilities to all the towns as may be justified; and

All DMA & Priority towns are having telegraph facility.

viii) replacement of all the manual and mechanical exchanges in Delhi as well as other towns of the Region by electronic exchanges.

All manual exchanges have already been replaced in Delhi and in other towns of NCR e.g. Dharuhera, Palwal, Bhiwadi, Khurja etc.

7. Proposals as per Functional Plan for Telecommunication:

Following are main recommendations of the Functional Plan:

- (a) Uniform local call system in whole of NCR to be provided by DOT in two phases. In phase-I all DMA towns and in the 2nd phase other remaining areas are to be covered.

DOT has not so far agreed to meet this requirement as proposed by NCRPB. However, local call (3 minutes unit call) system has been provided between Delhi and all the DMA towns through a special code "91". With effect from 15.8.98, the facility of local call (unit call of 3 minutes duration) has been extended to many areas on the basis of adjacent exchange system rule. For this purpose a particular area (generally a Revenue Distt.) called SSA (Secondary Switching Area) has been divided into smaller areas called SDCA (Short Distance Charging Area) and calls from one SDCA to another adjacent SDCA are local calls of 3 minutes duration. Among the SDCA subscribers local call is of 5 minutes duration and calls to other SDCA (not adjacent) are on STD code.

Due to introduction of this system, subscribers of NCR towns are now able to talk on local call pattern i.e. without use of STD codes. For example, eighteen exchange subscribers of

Ghaziabad SDCA are now able to talk among themselves and with other 6 SDCA subscribers namely, Delhi, Modinagar, Hapur, Sikandrabad, Faridabad & Baghpat. Sonapat which hitherto was on STD Code, has now been connected to Delhi on local call pattern of 3 minutes duration. NCRPB has already been insisting to DOT that local call system should be introduced in NCR areas on the basis of adjascent exchange system rule as applied by Mumbai Telecom authorities in Mumbai, New Mumbai, Thane, Vasai etc. etc. This facility has been introduced by using an extra prefixed code of "92" in place of '0' and then by dialling local number. The NCRPB further desires that all DMA town subscribers should be able to make a local call among themselves and with Delhi in the first phase and rest of the NCR areas in the 2nd phase. The present adjascent exchange system rule however does not permit this and that is the reason that Ghaziabad subscribers can contact Gurgaon subscribers (and vice versa) through STD code only whereas both area subscribers can dial Delhi subscribers on local call pattern using code "91".

- (b) EXTENSION OF MTNL BOUNDARIES COVERING ENTIRE NCR TO PROVIDE UNIFORM LOCAL CALL SYSTEM & SINGLE STD CODE (011)

For introduction of uniform local call system and single STD code (011) in whole of NCR including Delhi, it is essential that there is only one numbering scheme for whole of NCR & Delhi i.e. NCR subscribers should have Telephone numbers like Delhi Telephone numbers and no prefix code like "91" or "92" is used. Though the available numbering plan of Delhi has sufficient scope to extend 7 digit numbering scheme upto the NCR areas. Extension of MTNL boundary solves all Telecom problems of NCR.

- (c) TELEPHONES ON DEMAND: Against a projected demand of 2,86,795 telephones by the end of 2001 in 1987, more than 4 lakh telephones have already been provided in DMA & Priority town areas as on 31.3.97 itself. In the year 1987 when the Regional Plan 2001 was drawn, there were only 22 telephone exchanges in the DMA & Priority towns. Today there are more than 600 exchanges in these town areas alone. In 1987, the waiting period for provision of Telephones was 15-20 years. As on 1.4.98, the waiting period has reduced considerably and it varies from 1 year to 6 years only. In Delhi, Telephones are being provided 'on demand' According to present projections, about 5 lakh more telephbones are proposed to be provided in NCR by the end of 2001.

DOT has not been able to provide the telephone on demands due to many technical constraints such as non-availability of suitable transmission media/systems. This has left a wide gap in the availability of Telephones in NCR areas and Delhi. As on 31.3.1998, there exists a demand for 43,865 telephones in 20 NCR towns alone against a demand of only 1047 telephones in Delhi. The waiting period for telephones is much more in NCR areas than Delhi. However, NCRPB is repeatedly impressing upon DOT to bridge the gap and bring availability of telephones in NCR at par with Delhi. As per 9th Plan proposals DOT will be able to provide phones on demand during the 9th Plan period.

(d) QUALITY OF TELECOM SERVICES IN NCR:

Today the quality of Telecom services in NCR areas are much better than that of the year 1987. In 1987 all the exchanges were either manual or non-electronic (electro-mechanical) and transmission media was either overhead wires or old type underground cables. Today, more than 90% exchanges are electronic (mostly digital) and connected by latest and modern type of transmission medias such as PCM and optical fibre cables.

The telephone exchanges need to be further upgraded and augmented with the latest technology

and the capacity of the transmission system/media to be increased and made quite adequate to handle the present and future load requirements.

8. MONITORING: The Board shall monitor the status of the Postal & Telecom developments from time to time. For this purpose, Deptt. of Posts & Telecom shall submit a quarterly status report to the Board indicating achievements made or reasons for shortfalls etc. separately for each & every exchange/postal zone in the National Capital Region including NCT Delhi.

**REVIEW OF REGIONAL PLAN 2001:
WATER SUPPLY, SEWERAGE, DRAINAGE
AND SOLID WASTE MANAGEMENT**

Background

i) Water Supply

The Region is endowed with three perennial rivers namely the Yamuna, the Hindon, both traversing through and, the Ganga skirting its Eastern boundary. A good network of water canals benefit the districts of Karnal, Rohtak, Faridabad, Bulandshahr and Ghaziabad providing water for irrigation and domestic consumption. Other districts draw water from sub-surface sources through handpumps, wells, tubewells and, in Delhi, Ranney wells also.

Some supplies are also imported from Bhakra Dam on river Sutlej as well as from Ram Ganga for augmentation of supplies in the NCT of Delhi.

The Sub-surface water resources to the west of the Yamuna are, however, insufficient, and often brackish in quality rendering it unpalatable for domestic consumption. Scanty rainfall in this area leaves the groundwater resources limited and, the tubewells go dry as the water table sinks deep in the summer months. There is generally shortage of water supply in the areas west of the Yamuna and, the problems assume acute proportions in dry months.

Eastern Part of NCR in Uttar Pradesh covering Distts. of Meerut, Ghaziabad & Bulandshahr having an area of 11000 sq.km lying between rivers Ganga & Yamuna have copious availability of quality ground water upto 450 mt. depth.

a) Urban: All the 94 urban centres except 20 have organised water supply systems of drawing water from tubewells, wells and canals. The per capital supply ranges from 17 to 240 lpcd. Only in 20% of the urban centres, the water treatment is complete and in others, it is partial (Table 10.1).

b) Rural: Rural water supply position in the Region presents a very dismal picture. Many villages do not have adequate sources of water supply. Only one in every eight villages has some form of protected or organised water supply. The main sources of water supply are canals and wells in the Haryana Sub-region whereas handpumps are invariably restricted to the Uttar Pradesh Sub-region (Table 10.2).

ii) Sanitation:

a) Sewerage: Poor sanitation gives rise to high incidence of water-borne and, water and sanitation related diseases. The percentage of high infant mortalities in the NCR is indicative of the poor state of sanitation measures available in the Region. Sewerage system, that too partly, exists only in one-fifth of the number of towns. The system is mostly water-borne often supplemented by septic tanks and sanitary latrines. A number of urban centres have only sanitary latrines. The sewage is treated partly in four towns. In all the others, the raw sewage is let off into the drains, rivers and in many cases, the sewage stagnates in the depressions or in drains that create an unhygienic environment (Table 10.1).

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b) Storm water drainage: In nearly 60% of the towns, the storm water drainage system exists; but in all, only in two towns the coverage is full. Almost in all cases, the drains are open. In many towns, the system is combined where storm water and the sewage flow together. The disposal of the storm water is invariably unplanned and is allowed to flow its natural way on land, into depressions, ponds and drains (Table 10.1)

c) Solid waste disposal: A system exists to dispose of the solid waste in nearly 60% of the towns. Unscientific land refill and open dumping are the methods prevalent in the towns for disposing the wastes. (Table 10.1)

d) Rural sanitation: In none of the villages, a system to take care of its sanitation is reported to exist.

Issues

i) To improve the quality of life in the regional towns, one of the strategies is to upgrade the essential services such as water supply, sewage and sanitation in them at norms and standards comparable to that of Delhi. Presently, the supply standards are far below the desired norms in the towns and, in the rural areas organised or protected water supply is rarely provided for want of institutional and financial arrangements.

Reports from various sub-regions indicate that in most of them the water resources are totally inadequate to meet the demands of even the domestic sector, with the result that there is very limited piped water supply and

consumers are forced to resort to alternative sources either individually or on community basis. The strategy of improving the quality of life in the regional towns by upgrading the essential services such as water supply, sewage and sanitation at norms and standards comparable to that Delhi, has not worked due to financial & resource constraints. Water supply norms in these regional towns will have to be provided as per CPHEEO standards rather than aiming at the ambitious Delhi standards which even need to be scaled down to a maximum of 200 lpcd as against the present provision of 363 lpcd as suggested by Ministry of Works and Housing.

ii) Sanitation in the Region is poor resulting in high incidence of water borne diseases. The environmental degradation and insanitary conditions need proper and immediate attention with the conscious efforts of the local bodies and the State Governments concerned.

iii) Storm waters are invariably allowed to flow their natural way on land into depressions, ponds and drains. More often, it is combined with sewage. Unregulated flow of storm water erodes as well as silts agricultural fields and stagnates creating environmental problems. This needs a planned and integrated approach alongwith sewage disposal.

iv) Disposal of garbage in general is given the least attention. Scientific management of solid wastes would help in recycling it partly and through sanitary refilling, that would render the environment hygienic and clean. This

requires proper education and training of the people in general and institutional arrangement in particular.

v) Rural zone which greatly lacks sanitation measures needs adequate attention to be given so that healthy living environment is ensured which will help the rural population live healthier and also avoid possible out-migration to urban areas.

Policies and proposals

i) Urban water supply: The water supply norms and standards of the urban areas particularly of the DMA towns (excluding Delhi UT) and priority towns should be comparable to that of Delhi and should also be uniform in the entire region for rural and urban areas. Accordingly, keeping in view the minimum level of water supply expected to be achieved. The following norms are proposed:

| Urban Centres with population | lpcd |
|-------------------------------|-------------|
| - 5 lakhs and above | 275 |
| - 2 to 5 lakhs | 225 |
| - 1 to 2 lakhs | 100 minimum |

Though about 85% of urban population has been provided with safe drinking water supply facilities as on 31st March 1997, the beginning of 9th Five Years Plan, the situations in most of the towns and cities is not satisfactory. As per studies carried out during last part of eighties the per capita water supply ranges between as low as 30 lpcd to as high as 800 lpcd in class I cities having population more than 1.0 lacs. Most of the urban centres in the NCR fall in this category. The National

average for class I cities has been 147 lpcd. Even in the given cities and towns, equitable distribution of water to all the citizen is not available. Distribution is so inadequate and inequitable that while, on the one hand, those who have storage facilities are able to corner a major chunk of water supply, a large portion of the city population has to make do with public hydrants, intermitent piped supply or even drawl from non-municipal sources. More than lack of water, it is inequitable distribution which is causing real problems. Due to poor operation and maintenance water losses of the order to 20-40% of total flow in the system have been observed. Most of the DMA & priority towns draw water from very distance places as all the nearby water sources have been fully tapped. In most of the cases, surface sources located several hundred kilometres away from these DMA /priority towns/regional centres with lot of pumping are now being tapped to meet the increasing demand. In the present circumstances it appears absurd to even hypothesise a situation in which the entire urban population would be covered, in the foreseeable future, by a piped water supply system as envisaged in the policies and proposal covered in NCR Region Plan 2001.

Planning Commission in the Eighth Five Year Plan document has prescribed a norm of 125 lpcd for urban areas where piped water supply and under ground sewerage system are available and 70 lpcd where no sewerage system is available. Norms proposed under this head are too high to be achievable in the near future. As such during the

meeting of working group for finalisation of Functional Plan for water supply, proposal to scale down the norm to 180 lpcd for all towns with population above 1.0 lac has been approved and need to followed.

- For the DMA towns and priority towns, the starting point should be 150 lpcd with the target of achieving 180 lpcd by 2001. The requirements should be graded according to the size of the projected population of the concerned urban centre. In four towns viz Rewari, Palwal, Dharuhera and Bhiwadi, where water scarcity is experienced as a chronic problem, minimum of 150 lpcd may be taken as the target to be achieved.

- In no urban centre, the supply should be lower than 70 lpcd which is the minimum technical requirement.

ii) Rural Water supply: The sources of water supply to the rural areas should be identified and the water supply should be organised to supply water at the levels commensurate with the functional character of the rural areas.

A minimum of 70 lpcd including a supply of 30 lpcd for cattle is proposed for rural areas. If independent connections are given, a minimum of 70 lpcd is advised. Spot sources may supply a minimum of 40 lpcd which can supplement the piped supply.

iii) **Targets for water supply:** In view of the low levels of coverage in water supply the targets which have been agreed to by the Government of India under the International Drinking Water Supply and Sanitation Decade 1981-1990 programmes to be achieved by March, 2005 may be adopted for the NCR:

| | Coverage | Level of Service |
|--------------------|----------|--|
| Urban water supply | 100% | Piped water supplied in all communities, where feasible: Demand range 70-180 lpcd; average 140 lpcd. Stand posts in fringe areas, if necessary at strategic localities, average 40 lpcd. |
| Rural water supply | 100% | Piped water supplies for 30% of the population, demand range 25-70 lpcd; spot source water supplies for 70% of the population in the form of dug or tubewells with handpumps and or power pumps; average demand 40 lpcd. |

It is proposed that in all towns other than DMA and priority towns and all rural areas, the foregoing targets be achieved by 2005.

Delhi and the other Delhi Metropolitan Area towns - Ghaziabad, NOIDA, Faridabad and Gurgaon have been experiencing inadequacy of water supply recently. The recent drought has also shown that this severity could become quite acute in the absence of normal rainfall. Perennial sources of water supply such as the Ganga, the Yamuna and the Sutlej with their systems are subject to a number of agreements between the various Governments. The NCR occupies a special position and, its water supply need should be given special consideration. It is, therefore, necessary that comprehensive proposals identifying the sources of water supply are prepared for the Region. Likewise, the Delhi Metropolitan Area towns would also need an integrated drainage system.

The NCR Planning Board had constituted a Study Group to look into the various aspects of physical infrastructure particularly, water supply, sanitation and drainage in the Delhi Metropolitan Area towns and, its findings having been received could be the basis for further indepth studies in assessing the needs and identifying the sources of water etc. These findings are suitably being incorporated in the Functional Plan for Water supply, drainage etc. under finalisation in NCR.

iv) Urban sanitation: The DMA and priority towns, should treat their sewage before it is let off into water courses or on land or for irrigation. The other towns where it is not possible to provide a proper system due to topography and for want of resources, low cost sanitation measures may have to be adopted but only to be replaced by regular sewage system subsequently as the conditions improve.

Open drains, which are by and large the sources of nuisance and pollution, should be discouraged and discontinued. Sewage should be treated to bring the pollution level to permissible limits as stipulated by the Indian Standards Institution, and Pollution Control Boards irrespective of the type of disposal of the sewage. As far as possible, areas where the annual rainfall exceeds 75 cm. separate systems for sewage and storm water are recommended.

As per information supplied by the State Govt. the position in respect of various regions has been updated in Annexure 10.1 (b) which indicate that in the NCT of Delhi a lot of progress has been made for construction of new treatment plants under Ganga Active Plan I & II. At present six sewage treatment plants at Okhla, Keshopore, Rithala, Coronation Pillar, Kondli and Vasant Kunj are in operation with an installed capacity of 1270 mld as against generation of 1900 mld. The entire existing capacity is not capable of treating the sewage to a secondary level. Additional sixteen STP's are being constructed in a phased manner so as to raise the capacity of sewage treatment from 1270 mld to 2280 mld and by the end of IXth Five Year Plan

the capacity is to proposed to raised to 2736 mld. Generally the sewage generated is 80% of total water supplied and if the same could be brought down by scaling down the supply norms supply to 225 lpcd, it is expected that sufficient coverage may be achieved.

In U.P. Sub-region out of the four priority towns, there is no sewage system in two of these and is 75% in Meerut and 20% in Hapur and the sewage is disposed in open drains. No treatment plants are available and as such no progress in this region has been made in the Regional Plan. Similarly in Haryana Sub-region partial sewerage system is existing in all DMA & priority towns and about 7 sub-regional towns. Present coverage is ranging between 60-70% in DMA towns, 40-60% in Priority towns and 25-65% in Sub-regional towns. In Rajasthan Sub-region the sanitation measures are very poor which results in high incidents of water borne and sanitary related diseases. Sanitary system partly exists in Alwar town and hardly exists in other urban centres of this region.

v) Rural sanitation: The rural areas, where piped water supply system exists should be provided with sewerage system with treatment facilities. Low cost sanitation measures such as sanitary latrines, septic tanks and pit privies should be resorted to in villages with hand pumps for water supply. Where possible, the sewage should be recycled after treatment for watering gardens, parks and lawns, fire-fighting, street washing, cooling etc. Publicity and demonstration on the necessity for hygienic

sanitation should be frequently arranged to make the rural population aware of the imperative need of the clean and healthy environment.

vi) **Targets for sanitation:** The proposed targets of the international Drinking Water Supply and Sanitation Decade 1981-1990, could be taken as targets of the NCR Plan. The targets are:

| | Coverage | Level of Service |
|------------------|----------|--|
| Urban Sanitation | 80% | 100% coverage for Class-I cities with sewage and sewage treatment facilities, low cost sanitation methods in other towns. Overall coverage of 80% in all cities and towns. |
| Rural sanitation | 25% | Low Cost sanitary methods of disposal. |

vii) **Water supply and sanitation** should be taken together as an integrated project. As combined sewerage system including drainage may be economical if the average annual rainfall does not exceed 75cm. All the drains should be covered as far as possible. The sewage treatment process should include units to obtain best by products like cooking gas and sludge manure. The solid waste should be properly managed and recycled for a healthy and hygienic living environment.

viii) Solid waste management: Solid waste disposal and management should be planned for a minimum of 20 years and, at least controlled tipping should be adopted in the disposal of the solid wastes. Compost is a solid stabiliser. Incineration of the garbage is not advisable. Areas should be identified in all the towns for sanitary refill and all the towns above one lakh population should have arrangements to properly manage the waste disposal.

The areas for dumping of solid waste/garbage have to be identified while preparing the development plans for each urban centre in advance, so that the Municipal Authorities responsible for solid waste management could utilise such pre-identified locations for disposal of garbage. The derelict lands on account of brick kilns and quarrying may be suitable locations for such operations.

A large quantity of solid waste is generated and proper management and disposal needs to be planned. Delhi alone generates about 4600 MT of solid wastes every day out of which 4140 MT is lifted ^{and the remaining is left in} ~~which usually fills~~ open spaces, ^{along} drains and roads and is major cause of insanitary conditions and diseases. Here the collection and dispersal of Garbage has become more complex, expensive & cumbersome owing to the construction of new colonies and public disregard for keeping their localities and the city clean. In view of the mounting refuse and decrease in availability of land for land fills the focus of future disposal strategies, according to MCD lies in composting and

incineration. While the experiment with composting has been successful, the project using waste in an energy incinerator has been a failure. A plan of generating electricity from Garbage led to the establishment of first ever incineration plan at Timarpur in North Delhi at a cost of 18 crores under Danish assistance to the Department of Non-conventional Energy Sources. This also had to shut down due to low calorific value of the garbage as well as presence of sand and stone in it which lowered the efficiency level of plant. It has been reported that Indian cities spend on an average about Rs.130-260 per tonne on solid waste collection, transportation and disposed. The cost does not include cost of land used for this purpose. With huge level of organic content in Municipal solid wastes which at times goes upto 30%, it is possible to recover some of the byproducts like gas, energy and organic manure instead of straight away dumping in land fills. This can be done by developing appropriate technologies in the NCR and if done some of the recurring expenditure on solid waste management can be saved. Information available from State Govt. indicate that no specific land has been earmarked in any of the sub-regions for disposal of solid wastes. It is being used for land refills at open vacant places. The Master Plan 2001 for Delhi had earmarked seven sites for dispersal of solidwaste, out of these five sites Rohini, Timarpur, Jahangirpuri, Sari Kale Khan & Gopalpur village are reported to be not available for dispersal because of the resistance of land owners. New sites need to be identified & foal

proof arrangements will have to be made because the life of existing landfill sites is almost over.

REVIEW OF NCR REGIONAL PLAN - 2001

**SUB GROUP ON
SOCIAL INFRASTRUCTURE**

FINAL REPORT

NATIONAL CAPITAL REGION PLAN 2001 REVIEW SOCIAL INFRASTRUCTURE - EDUCATION, HEALTH AND SHELTER

I. National Capital Region Plan 2001 - Proposal

Regional plan for NCR 2001 includes the following major observations and proposals for the region as a whole and the sub regions.

1. An assessment of the availability of the education and health facilities in the three sub regions indicates that the level of these facilities in terms of accessibility and equitable distribution is far from satisfactory.
2. The priority town and complexes identified for faster development and also the DMA towns including Delhi will contain more population in addition to their natural increase, through the deflection of Delhi bound potential migrants to them and they will need, over the perspective plan period more education and health facilities.
3. Process of these facilities in adequate measures in the regional centres away from Delhi would not only improve the quality of life but may attract population seeking migration to Delhi.
4. The distribution of social infrastructures not only on the basis of populations size but also on the catchment areas for each level institutions in the sub region centres, service centres and Basic village will help to remove the imbalances in the provision of social infrastructures in the sub region.
5. The norms of education and health facilities were suggested as follows.

| TYPE OF FACILITY | NORMS | |
|--|---|---|
| | RURAL | URBAN |
| A. Education | | |
| 1) Nursery School | One in each village. | One for 2,500 population. |
| 2) Primary School (including classes upto VIII Standard) | One in each village. | One for 5,000 population. |
| 3) Higher Secondary | One in each village with population 10000-15000 | One in each town with 10000-15000 population. |
| 4) | | |

| | |
|--|--|
| 4) College | One for each town with 80,000. 1,00,000 population |
| B. Medical | Rural / Urban |
| 1) Sub-Centre | One for 5,000 population. |
| 2) Primary Health Centre | One for 30,000 population. |
| 3) Community Health Centre with four basic specialization. | One for 1,00,000 population |

II. Experience of Plan Implementation

1. Change in literacy rate

An analysis of the literacy rate in the various sub-regions of NCR reveals that although the literacy rates during 1981-91 has increased, there was a wide variation in the sub-regions as well as in the districts of the NCR. According to the 1991 census the literacy rates in NCR recorded as 50.87% which is increased from 43.94% in 1981 which is higher than that of national average of 42.84%; the NCT-Delhi recorded the highest literacy rates of 62.44% in 1991 followed by Haryana sub-region 47.93%, U.P. Sub-region 40.20% and Rajasthan Sub-region 33.91%. The literacy rates of the sub-regions of NCT-Delhi, Haryana, U.P. and Rajasthan has recorded an increased of 0.5%, 13.42%, 6.98% and 3.76% respectively during the 1981-91, while the national literacy rates increased from 36.23% in 1981 to 42.84% in 1991.

2. In Rajasthan, about 70% of the villages are having one or more education facilities and 90% of the rural population is served by educational facilities in 1981. The position has improved in 1991 which recorded 84.74% of the villages having one or more educational facilities and 95.97% of the population were served by educational facilities. The availability of educational facilities in the towns of Rajasthan sub-region as per the 1991 Census, the Alwar city has arts/science/commerce college and a polytechnic. There is no medical college and engineering college in the sub-region and the sub-region has to avail this professional education from Jaipur which is about 150 to 200 kms. away from the sub-region.

In the case of medical facilities in the Rajasthan sub-region as per the 1991 census about 19.48% of the population are having one or more medical facilities and about 42.28% of rural population of the Rajasthan sub-region is served with medical facilities. This reveals that the rural area of the sub-region is ill-served with the educational facilities and about 58% of the rural population are not served by medical facilities and has to depend on the district towns.

III. Issues and Proposals

1. Over the last few decades the migration trends have shown large number of migrants being attracted to Delhi for higher educational facilities congesting all the higher institutions in Delhi. The number of higher level educational institutions have increased from 75 in 1970-71 to 93 in 1980-81 while student population has increased from 2500 in 1970-71 to 86,000 in 1980-81 and 3.98 lakhs in 1993-94. The most important reasons being the lower standard and inadequate capacity in the existing institutions of higher education in the NCR states of U.P., Haryana and Rajasthan. To achieve the NCR objective of decongestion of Delhi this trend needs to be reversed by providing high level of educational facilities in the NCR through arresting the flow of student population into the Delhi.
2. The higher level educational facilities should be created in the NCR towns through
 - (i) upgrading of the existing universities, engineering, medical colleges and technical institutions in the towns of NCR
 - (ii) establishment of new university and management institutions of higher learning in the NCR towns comparable with Delhi standards.
3. The distribution of school level educational institutions, most of the schools are concentrated in the bigger urban centres and the rural population has to depend on these centres. In order to attract the population working in the industrial units and other economic activities in the DMA and priority towns, the branches of reputed schools/public schools of Delhi should be established in the DMA priority and sub-regional centres where the induced development through industrialization and generator of economic activities have been proposed. Land at concessional rates should be given to the institutions by State Govts. who are ready to open their branches in the NCR towns.
4. An institutional mechanism including Delhi Development Authority should be developed so that agencies approaching DDA for allotment of institutional land could be referred to the NCR Planning Board for consideration for allotment of land in the DMA or other towns in NCR.
5. Recently a comprehensive work on education and Health Standards has been done by Institute of Town Planners India as a part of the Manual UDPFI guidelines, the same is suggested for adoption (Annexure-I).

Shelter

I. National Capital Region Plan - 2001 proposals

1. The NCR Plan 2001, worked out shelter demand for its sub regions, urban and rural areas separately and for the identified growth centres. The plan also identified shelter issues, a strategy for achievement of housing targets and development of housing finance institutions.
2. The issues identified were in terms of a) need for adequate planning and identification of sources to raise the required funds b) special treatment to the informal sector in the NCR sub regions and growth centres and c) the standards and norms of the civic services to conform to the desirable norms, almost comparable to that of Delhi.
3. The strategy to meet the housing in the NCR was :
 - a) 19 lakh Delhi bound migrant requiring 4 lakh dwelling units to be given top priority.
 - b) 1.99 lakhs dwelling units required for potential migrants from urban centres of the NCR.
 - c) 5.99 lakh dwelling units to be provided in site and services scheme.
 - d) 5.77 lakhs dwelling units to be provide for LIG.
 - e) All the dwelling units in sites and service, 50% in LIG and 25% in MIG need institutional finance. HIG units to be provided with developed land at market price.
4. The NCR Planning Board to act as intermediate finance institution to facilitate in ensuring availability of requisite finance to the target groups for construction of shelter.

II. Experience of Plan Implementation

1. Studies conducted by the NCR Planning Board indicates the following scenario in the sub regions specially the priority towns. In 1991, in priority towns contained 3.07 lakhs dwelling units 3.23 lakhs households, thus deficiency of 16,000 units. Considering absolesance (1,600 units) unservicable kutchha (15500 units), over crowding (17,000 units); the total deficiency works out to 64,500 dwelling units.

2. The priority towns have substantial number of Jhuggie clusters, squatter settlements, proliferating at fast pace. About 1500 people are houseless, in the priority towns though this is normally considered to be confined to major metro politan cities.
3. A substantial portion of the housing stock in the NCR towns lacks in amenities. A study by the NCR Planning Board revealed that in Panipat (Haryana) only 50 per cent of households had exclusive water tap connection. About 40 per cent had to share the water taps with other households 9 per cent did not have access to tap water. The study also revealed that 10% of the households did not have toilet facility.

In Alwar (Rajasthan) only 63 per cent had access to drinking water within premises and 69 per cent toilet facility. In Meerut (U.P.) only 15 per cent of the households had tap water facility, others depending on hand pumps.

4. In the sub regions a number of public agencies and institutions are involved in the delivery of both developed plots and built up dwelling units. Available statistics indicates that these agencies have been able to deliver for fewer units than required. (Annexure -II)

III. New Issues and Proposals

1. The experience of the last decade makes it abundantly clear that it is not possible to provide cent per cent housing satisfaction through public agencies. The private sector efforts should therefore, be accelerated. For this a partnership approach with the public agencies would have to be evolved which would help in harnessing the private sector initiative, entrepreneurship and resources. In this context the state housing policies should clearly spell out necessary policy guidelines.
2. Housing cooperatives in another medium of partnership efforts. In housing programmes, the role of housing cooperatives should be appropriately recognized.
3. In spite of development of institutional finance, study has revealed that only about 5-6 per cent of the finance are by financing institutions, about 40-50 per cent out of individual household savings, a large percentage still getting finance from private lenders at exhorbitant rates of interest. Thus a need for further developing financing institutions specially for National Capital Region.
4. Housing activity in the NCR being inseparably linked to the availability of physical as well as economic infrastructure support in the settlements the infrastructure components like transportation net work, telecommunications, social infrastructure, and industries, trade and commerce are crucial for shelter related integrated development.

RECOMMENDED NORMS FOR EDUCATION AND HEALTH FACILITIES IN NCR.

A. Educational Facilities

1. Pre-primary to Secondary Education

| | | |
|----|--|---------------|
| a. | Pre-primary, nursery school 1 for 2500 population | |
| | Area for school | 0.08 ha |
| | Pre-primary/nursery school to be located near a park | |
| b. | Primary school (Class 1 to V) | |
| | Strength of the school | 500 students |
| | Area per school | 0.40 ha |
| | School building area | 0.20 ha |
| | Play field area with a minimum of 18m x 36m to be ensured for effective play | 0.20 ha |
| c. | Senior secondary school (VI to XII) 1 for 7500 population | |
| | Strength of the school | 1000 students |
| | Area per school | 1.60 ha |
| | School building area | 0.60 ha |
| | Play field area with a minimum of 68m x 126 m to be ensured for effective play | 1.60 ha |
| d. | Integrated school without hostel facility (Class 1 - XII) 1 for 90,000 - 1 lakh population | |
| | Strength of the school | 1500 students |
| | Area per school | 3.50 ha |
| | School building area | 0.70 ha |
| | Play field area | 2.50 ha |
| | Parking area | 0.30 ha |

| | | |
|----|---|---------------|
| e. | Integrated school with hostel facility 1 for 90,000 - 100,000 population | |
| | Strength of the school | 1000 students |
| | Area per school | 3.90 ha |
| | School building area | 0.70 ha |
| | Play field area | 2.50 ha |
| | Parking area | 0.30 ha |
| | Residential hostel area | 0.40 ha |

| | | |
|----|--|--------------|
| f. | School for handicapped 1 for 45,000 pop. | |
| | Strength of the school | 400 students |
| | Area per school | 0.50 ha |
| | School building area | 0.20 ha |
| | Play field area | 0.30 ha |
| | Total area | 6.00 ha |

2. Higher Education - General

| | | |
|----|---------------------------------------|--------------------|
| g) | College 1 for 1.25 lakh population | |
| | Student strength of the college | 1000-1500 students |
| | Area per college | 4.00 ha |
| | College building area | 1.80 ha |
| | Play field area | 1.80 ha |
| | Residential including hostel area | 0.40 ha |

| | | |
|----|--|----------|
| h) | University campus Area of the university campus | 10.00 ha |
|----|--|----------|

| | | |
|----|------------------------|----------|
| i) | New University Area | 60.00 ha |
|----|------------------------|----------|

3. Technical Education

| | | |
|----|--|--------------|
| j) | Technical education centre (A) 1 such centre provided for every 10 lakh population to include one industrial training institute and one polytechnic | |
| | Strength of the polytechnic | 500 students |
| | | 400 students |
| | Area per centre | 4.0 ha |
| | Area per ITI | 1.60 ha |
| | Area for polytechnic | 2.40 ha |

| | | |
|----|----------------------|--|
| k) | Technical Centre (B) | |
|----|----------------------|--|

1 provided for 10 lakh population to include 1 ITI
 1 Technical centre and 1 coaching centre

Area per centre 4.00 ha
 Area per technical centre 2.10 ha
 Area for ITI 1.40 ha
 Area for coaching centre 0.30 ha

4. Professional Education

- l) New engineering college
 2 numbers to be provided in urban extension
 Strength of the college 1500-1700 students
 Area per college 60.00 ha
- m) New medical college
 2 sites of 15 ha each in urban extension
 This includes space for specialised general hospital

B. Health Care Facilities

- a) General hospital
 Hospital for 2.5 lakh population capacity 500 beds
 Initially the provision may be for 300 beds
 Area for hospital 4.00 ha
 Area for residential accommodation 2.00 ha
- b) Intermediate hospital (Category-A)
 1 hospital for 1 lakh population capacity 200 beds
 initially the provision may be for 100 beds
 Area for hospital 2.70 ha
 Area for residential accommodation 1.00 ha
 Total area 3.70 ha
- c) Intermediate hospital (Category-B)
 1 hospital for 1 lakh population capacity
 80 beds initially the provision may be
 for 50 including 20 maternity beds
 Area for hospital 0.60 ha
 Area for residential accommodation 0.40 ha
 Total area 1.00 ha
- d) Poly-clinic with some observation beds
 1 for 1.0 lakh population
 Area 0.20 to 0.30 ha

e) Nursing home, child welfare and
maternity centre 1 for 0.45 to 1 lakh
population
Capacity
Area

25 to 30 beds
0.20 to 0.30 ha

f) Dispensary
1 to 0.15 lakh population
Area

0.08 to 0.12 ha

TABLE 1.1 - LAND REQUIREMENTS FOR HEALTH SERVICES

| Sl. No. | Name of the Health Facility | Population Served (No.) | Area (ha) |
|---------|-----------------------------|-------------------------|-----------|
| 1 | Primary Health Centre | 10,000 | 0.20 |
| 2 | Community Health Centre | 25,000 | 0.25 |
| 3 | Sub-centre | 5,000 | 0.10 |
| 4 | Dispensary | 10,000 | 0.08 |
| 5 | Nursing Home | 50-100 | 0.20-0.30 |
| 6 | Maternity Centre | 50-100 | 0.20-0.30 |
| 7 | Child Welfare Centre | 50-100 | 0.20-0.30 |

| Sl. No. | Name of the Health Facility | Population Served (No.) | Area (ha) |
|---------|-----------------------------|-------------------------|-----------|
| 8 | Health Centre | 10,000 | 0.20 |
| 9 | Community Health Centre | 25,000 | 0.25 |
| 10 | Sub-centre | 5,000 | 0.10 |
| 11 | Dispensary | 10,000 | 0.08 |
| 12 | Nursing Home | 50-100 | 0.20-0.30 |
| 13 | Maternity Centre | 50-100 | 0.20-0.30 |
| 14 | Child Welfare Centre | 50-100 | 0.20-0.30 |

ANNEXURE - II

HOUSING ACTIVITY BY AREA DEVELOPMENT AUTHORITIES
AND STATE HOUSING BOARDS

| TOWN | PLOTS DEVELOPED/ FLATS CONSTRUCTED BY DEV. AUTHORITIES | HOUSES/FLATS CONSTRUCTED BY HOUSING BOARD | TOTAL |
|--|--|---|-------|
| (1) | (2) | (4) | (2+4) |
| HARYANA (DURING 1991-92 TO 1995-96) | | | |
| PALWAL | 1182 | | |
| ROHTAK | 17 | 123 | 1305 |
| PANIPAT | 1397 | 116 | 133 |
| DHARUHERA | 237 | 200 | 1597 |
| | | 195 | 432 |
| FARIDABAD | 1055 | | |
| BAHADURGARH | | 985 | 2040 |
| GURGAON | 3816 | 941 | 941 |
| | | 1122 | 4938 |
| TAORU | | | |
| GOHANA | 336 | 148 | 148 |
| SONIPAT | 1025 | | 336 |
| | | 666 | 1691 |
| RAJASTHAN (DURING 1991-92 TO 1996-97) | | | |
| ALWAR | PLOTS | | |
| | FLATS | | |
| | | 2810 | 2810 |
| | | 1177 | 2666 |
| | | 1489 | |
| BHIWADI | PLOTS | | |
| | FLATS | | |
| | | 3416 | 3416 |
| | | 795 | 1668 |
| | | 873 | |
| UTTAR PRADESH (DURING 1994-95 TO 1996-97) | | | |
| MEERUT | FLATS | 2183 | 2183 |
| GREATER NOIDA | PLOTS | 15818 | 15818 |
| | FLATS | 178 | 178 |
| BULANDSHAHR-KHURJA | PLOTS | 2200 | 2200 |
| | FLATS | 100 | 100 |
| GHAZIABAD | FLATS | 994 | 994 |

REVIEW OF NCR REGIONAL PLAN - 2001

**SUB GROUP ON
TRANSPORT SECTOR**

FINAL REPORT

NATIONAL CAPITAL REGION PLANNING BOARD

REVIEW OF REGIONAL PLAN : TRANSPORT SECTOR

1.0 BACKGROUND

National Capital Region Plan has been conceived to gain optimum growth of the Region through planned development and also to mould and refashion the Region both physically and economically, for a fuller realisation of wider and deep social values. Traffic system has been identified as one of the basic factors determining the type of development in terms of its spatial organisation and concentration. While existing transport network structure attracts further activities and envisages concentrated development, new lines would aid dispersal of activities and subsequently balanced development. This calls for a strategy to gain an organised transport network in conformity to the objectives to be attained in the National Capital Region. This plan envisages the transportation sector to 'lead' development rather than to 'follow' and as such programmes envisaged are to be 'futuristic' rather than problem solving.

In the context of the developments proposed in the Regional plan, there is going to be intense traffic movement between NCR towns and Delhi and also among each other. This shall also be supported from the fact of enhanced role envisaged for these towns. As such, total transportation system of region must be viewed as a single multi-mode system and strategies for transportation planning should be evolved treating the region as a single zone for planning. Further, the existing transport infrastructure should be optimized for maximum output in terms of capacity and efficiency of traffic operations and for better transport environment.

2.0 THE REGION:

The National Capital Region (NCR) extends over an area of 30,242 sq.km., comprising Delhi Union Territory and parts of the three adjoining States namely, Haryana, Rajasthan and Uttar Pradesh as under:

- a) Union Territory of Delhi (1,483 sq.km.).
- b) Haryana Sub Region (13,413 sq.km.) comprising Faridabad, Gurgaon, Rohtak and Sonapat Districts; Rewari and Bawal Tehsils of Mahendragarh District and Panipat Tehsil of Karnal District, constituting 30.33% of the area of the State.
- c) Rajasthan Sub-region (4,493 sq.km.) comprising six tehsils of Alwar district, namely, Alwar, Ramgarh, Behror, Mandawar, Kishangarh and Tijara constituting 1.31% of the total area of the State.
- d) Uttar Pradesh Sub-region (10,853 sq.km.) comprising three districts, namely, Meerut, Ghaziabad and Bulandshahr, constituting 3.68% of the area of Uttar Pradesh.

3.0 THE REGIONAL PLAN - 2001:

3.1 OBJECTIVE:

The main objective of the Regional Plan - 2001 is to evolve harmonised policies for control of land use and development of infrastructure in the region so as to avoid any haphazard development of the region; and contain the growth of Delhi by deflecting 2 million population from Delhi to the region.

3.2 POLICY ZONES

Three distinct zones have been identified viz., Delhi UT, Delhi Metropolitan Area (DMA) and rest of the region stipulating a restricted growth of Delhi, moderate growth of DMA towns and induced growth of the priority towns and complexes in the rest of the region.

3.3 DISPERSAL OF ECONOMIC ACTIVITIES

3.3.1 Policy on Industries :

- a) no more large and medium industries to be located in Delhi UT;
- b) restriction of large and medium scale industries in the long term but to be permitted in the first ten years in DMA; and
- c) incentives to be given for location of all types of industries in the rest of NCR.

3.3.2 Policy on Central Government and Public Sector Offices :

The policy for Central Government and public sector enterprises envisages that only those offices performing ministerial, protocol and liaison functions may continue in Delhi, with incentives being provided for locating new offices in DMA and priority towns in the rest of NCR.

3.3.3 Policy on Trade and Commerce:

- The policy on wholesale trade and commerce envisages
- a) rationalization of tax structure and adoption of minimum floor level of taxation;
 - b) decentralization of non-essential and space extensive trades from Delhi; and incentives for location of various wholesale trades in DMA and the rest of the region.

4.0 THE FUNCTIONAL PLAN

4.1 BACKGROUND

The section 16 of the National Capital Region Planning Board Act 1985 provide for preparation of functional plans by the Board, with the assistance of the Plannin

Committee, for the proper guidance of the participating States and the Union Territory after the Regional Plan has come into operation. Section 2 (d) of the National Capital Region Planning Board Act defines 'Functional Plan' as a plan prepared to elaborate one (or) more elements of the 'Regional Plan'. Functional plan for the Transport Sector is one of such plans. As in the case of the Regional Plan, which is a statutory document, the Functional Plan for the transport sector also is statutory and therefore, the policies and programmes contained in the document, after due process of approval by National Capital Region Planning Board and notification thereafter, would be binding on all concerned.

4.2 NEED

In the context of the developments proposed in the Regional plan, there is going to be intense traffic movement between NCR towns and Delhi and also among each other. This shall also be supported from the fact of enhanced role envisaged for these towns. As such, total transportation system of region must be viewed as a single multi-mode system and strategies for transportation planning should be evolved treating the region as a single zone for planning. Further, the existing transport infrastructure should be optimized for maximum output in terms of capacity and efficiency of traffic operations and for better transport environment.

The functional plan for transport sector stems from the following considerations :

- a) The Regional Plan-2001 is a policy document, wherein certain broad policies and strategies for the transport sector have been mentioned but not sufficiently elaborated ;
- b) Problems faced by implementing agencies in projectizing these strategies in the absence of such detailed elaboration ;
- c) Need for proper institutional, regulatory and fiscal framework support for the transport sector plan ; and
- d) Need to integrate various mass transport systems being planned for Delhi.

4.3 OBJECTIVES :

To plan a transport system by treating the region as a single zone for planning purposes especially with a view to :

- a) Provide a transport planning framework that is robust and clear and responsive to the inevitable and changing circumstances.
- b) Provide direction and priority for specific transport projects identified in the plan.
- c) Identify the implementing agencies and fixing the responsibility for the development of transport projects.
- d) Provide a broad financial strategy for financing the transport projects

5.0 EXISTING TRANSPORT CHARACTERISTICS

5.1 TRANSPORT NETWORK

The existing primary road transport network in National Capital Region exhibits a pattern of "radial corridor" development. There are at present five national highways and twelve state highways in the region forming the backbone for the traffic movement in the region. In addition, there are seven orbitals which provide the linkages among important urban centres of the region. Delhi has been the nucleus with major corridors converging into it.

The rail network in the region comprising both Broad Gauge (BG) and Metre Gauge (MG) lines covering three zonal railways and five divisions. The inter-city rail system presently operates on eight radial track alignments leading to and from Delhi.

These roads are :

1. Delhi - Ghaziabad - Hapur - Garhmukteswar (NH 24)
2. Delhi - Faridabad - Palwal - Hodal (NH 2)
3. Delhi - Gurgaon - Behror (NH 8)
4. Delhi - Bahadurgarh - Rohtak - Meham (NH 10)
5. Delhi - Sonapat - Panipat (NH 1)
6. Delhi - Ghaziabad - Meerut (SH 45)
7. Delhi - Ghaziabad - Bulandshahr - Khurja (SH 22)
8. Delhi - Gurgaon - Sohna - Ahwar (SH 20)
9. Delhi - Loni - Baghpat - Baraut (SH 57)

Traffic Volume Trends on Major Road Corridors

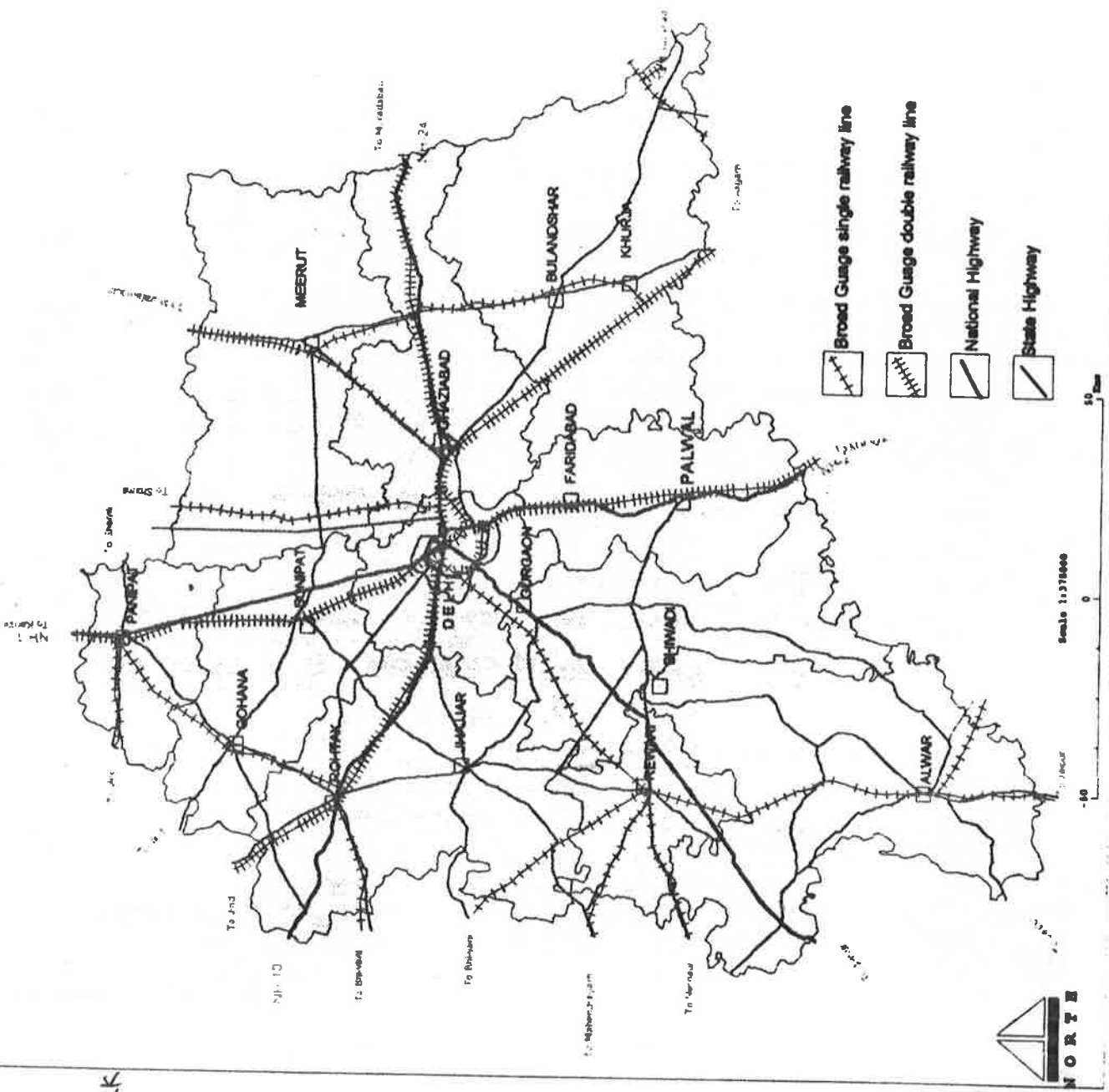
| Sl. No. | Road Corridor | Number of Vehicles | | Annual Growth |
|---------|--------------------------|--------------------|-------|---------------|
| | | 1987 | 1991 | Rate(percent) |
| 1 | Delhi-Sonipat(NH1) | 8302 | 12254 | 10.22 |
| 2 | Delhi-Faridabad(NH2) | 30316 | 31740 | 3.20 |
| 3 | Delhi-Gurgaon(NH8) | 14995 | 17025 | 4.70 |
| 4 | Delhi-Bahadurgarh(NH10) | 6974 | 11672 | 13.70 |
| 5 | Delhi-Ghaziabad | 42751 | 50709 | 4.05 |
| 6 | Delhi-Hapur(NH24 bypass) | N.A. | 7697 | - |
| 7 | Delhi-Loni | 7901 | 13573 | 14.14 |
| 8 | Delhi-Noida | 20307 | 30481 | 10.68 |
| 9 | Ghaziabad-Loni | N.A. | 9682 | - |
| 10 | Ghaziabad-Shahdara | N.A. | N.A. | - |
| | Average | - | - | 8.72 |

N.A. - Not Available

Source: Improvement of Transport Facilities in Delhi Metropolitan Area
RITES, May 1991

NCR - EXISTING
- TRANSPORT NETWORK

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The seven orbital links are :

1. Panipat - Gohana - Rohtak (SH 16)
2. Rohtak - Jhajjar - Rewari (SH 15)
3. Rewari - Sohna - Palwal (SH 12 - 18 - 28)
4. Palwal - Khurja
5. Bulandshar - Hapur - Meerut (SH 18)
6. Meerut - Baghpat
7. Baraut - Panipat

Traffic Levels on the Sections of the Regional Roads

| S.No. | Name of the Section | Traffic Level (PCUs/Day) | | | Optimum Traffic level Two Lane (PCUs/Day) |
|-------|-----------------------|-----------------------------|-------|-------|--|
| | | 1991 | 2001 | 2011 | |
| 1 | Panipat - Gohana | 12479 | 23788 | 43415 | 15000 |
| 2 | Meerut - Baghpat | 9323 | 19429 | 31984 | 15000 |
| 3 | Khurja - Bulandshahr | 14450 | 33171 | 53279 | 15000 |
| 4 | Hapur - Meerut | 9083 | 18533 | 27906 | 15000 |
| 5 | Rohtak - Jhajjar | 11915 | 21521 | 38719 | 15000 |
| 6 | Sonepat - Kharkhoda | 12115 | 21258 | 22705 | 15000 |
| 7 | Bulandshahr - Hapur | 10435 | 18337 | 31993 | 15000 |
| 8 | Gohana - Rohtak | 9365 | 17785 | 32632 | 15000 |
| 9 | Rewari - Sohna | 8848 | 18129 | 31207 | 15000 |
| 10 | Jewar - Khurja | 7186 | 8568 | 13215 | 15000 |
| 11 | Kharkhoda - Rohtak | 6534 | 11735 | 19869 | 15000 |
| 12 | Baghpat - Sonepat | 4675 | 8186 | 15938 | 15000 |
| 13 | Jhajjar - Rewari | 6087 | 11463 | 21199 | 15000 |
| 14 | Sohna - Palwal | 5568 | 11348 | 20787 | 15000 |
| 15 | Palwal - Jewar | 2443 | 3861 | 6839 | 15000 |
| 16 | Jhajjar - Farruknagar | 3626 | 8002 | 12824 | 15000 |
| 17 | Gurgaon - Faridabad | 3626 | 6124 | | 15000 |
| 18 | Farruknagar - Gurgaon | 3626 | 5829 | | 15000 |

Source : DPR on Regional Roads

5.2 TRANSIT NETWORK

The existing public transit system is made up of a bus network and a commuter rail network. The bus network currently operates on a number of routes in the NCTD and the region.

5.3 TRAFFIC FLOW CHARACTERISTICS IN NCR - Road and Rail: 1987

- ◆ The generation of total daily passenger movement by all modes in the Region is 0.88million trips. The share of rail to the total traffic generated is 23.7% and of public transport about 32%.

- ◆ Of the total passenger traffic by buses and by private vehicle, the share of intra-regional passenger traffic by buses is 60% and by private vehicle 40% and, the share of through traffic is very small.
- ◆ The total volume of goods moved on the regional network is about 0.19 million tones of which the share of Delhi bound traffic is about one-third.
- ◆ The total traffic projected to move by bus and passenger vehicles are 1.39 million trips and 0.47 million trips respectively by 2001.

5.4 RAIL NETWORK

The rail network in the region consists of the following radial lines converging in Delhi

1. Delhi Area (Broadgauge)
2. Delhi - Shakur Basti - Rohtak (70 km-Broadgauge Double line unelectrified)
3. Delhi - Shahdara - Shamli (94 km - Broadgauge Single line unelectrified)
4. Delhi - Ghaziabad - Meerut (68 km- Broadgauge Double/Single line unelectrified)
5. Delhi - Ghaziabad - Hapur (57 km-Broadgauge Single line electrified)
6. Delhi - Ghaziabad - Khurja (Broadgauge Double line electrified)
7. Delhi - Tuglakabad - Palwal (61 km - Broadgauge Tripple line electrified)
8. Delhi - Sonapat - Panipat (89 km - Broadgauge Double line electrified)
9. Delhi - Gurgaon - Rewari - Alwar (83 km - Broadgauge/Metergauge Single line unelectrified)

The following feeder routes converge in Delhi Area:

- | | | |
|----|--------------------------|-----------------------|
| 1. | Mughal Sarai-Delhi | at Ghaziabad |
| 2. | Moradabad-Delhi | at Ghaziabad |
| 3. | Saharanpur-Delhi | at Ghaziabad |
| 4. | Saharanpur-Shamli-Delhi | at Delhi Shahdara |
| 5. | Ambala Cantt-Delhi (DUK) | at Delhi/New Delhi |
| 6. | Bathinda-Delhi (SPR) | at Delhi/New Delhi |
| 7. | Mathura-Delhi (C.Rly) | at Tuglakabad |
| 8. | Rewari-Delhi (BG Line) | at Delhi Cantt. |
| 9. | Rewari-Delhi (MG Line) | at Delhi Queen's Road |

5.4.1 Delhi Area - Sub Sections:

| S.No. | SUB-SECTIONS | EXISTING STATUS |
|-------|--------------------------|---------------------|
| 1. | Delhi-Delhi-Shahdara | Double Line |
| 2. | Delhi-Shahdara-Sahibabad | Double Line Contd.. |

| S.No. | SUB-SECTIONS | EXISTING STATUS |
|-------|---|---|
| 3. | Sahibabad-Ghaziabad | Quadruple Line |
| 4. | Sahibabad-Tilak Bridge (26 km) | Double Line (GAL) |
| 5. | New Delhi-Tilak Bridge (2.8 km) | (Main line and GAL) (Quadruple Line) |
| 6. | Tilak Bridge-Nizamuddin (3.55 km) | (GAL) Double Line |
| 7. | Nizamuddin-Okhla (3.66 km) | (GAL) Double Line |
| 8. | Okhla-Tughlakabad (6.85 km) | (GAL) Double Line |
| 9. | Nizamuddin-Lajpat Nagar(2 km) | (DAL) Double Line |
| 10. | Okhla-Lajpat Nagar (3 km) | (DAL) Double Line |
| 11. | Lajpat Nagar-Patel Nagar (17.39km) | (DAL) Double Line |
| 12. | Patel Nagar-Rampur Cabin (2.51 km) | (DAL) Double Line |
| 13. | Rampura Cabin- Naya Azadpur (3.2 km) | Single Line |
| 14. | Rampura Cabin-Shakurbasti | Double Line |
| 15. | Delhi-Kishanganj-Dayabasti | Double Line |
| 16. | Subzimandi-Naya Azadpur | Double Line |
| 17. | Tilak Bridge-Nizamuddin | (Main Line) Double |
| 18. | Nizamuddin-Tughlakabad | (Main Line) Double |
| 19. | Delhi-New Delhi | Double Line |
| 20. | Delhi-Subzimandi | Double Line |
| 21. | New Delhi-Subzimandi | Double Line |
| 22. | New Delhi-Kishanganj | Tripple Line |
| 23. | Delhi-Delhi-Kishanganj | Double Line |

5.4.2 Commuter Rail Network:

Commuter rail services run primarily during the AM and PM peak periods. They serve Delhi from many of the surrounding towns in the NCR utilizing the same corridor and in some cases, the same tracks as the Inter-City Rail. A commuter 'loop' line also exists within Delhi. This system known as the 'Ring Rail' or the Delhi Goods Avoiding Line was primarily constructed for goods traffic.

The following passenger services are running in Delhi area :

- i) EMU services
- ii) Suburban shuttle trains
- iii) Long distance passenger trains

The EMU services are running on the following corridors :

- i) Delhi/New Delhi - Ghaziabad;
- ii) Delhi/New Delhi - Palwal;
- iii) Delhi/New Delhi - Shakurbasti; and
- iv) On ring railway between Nizamuddin-New Delhi - Patel Nagar/Shakurbasti -Safdarjung-Nizamuddin in clock-wise and anti-clockwise directions.

The sub-urban shuttle trains are running on the following corridors :

- i) Delhi/New Delhi - Palwal/Mathura
- ii) Delhi/New Delhi - Rohtak/Bhiwani
- iii) Delhi/New Delhi - Panipat/Kurukshetra
- iv) Delhi/Delhi Shahdra - Shamli/Saharanpur
- v) Delhi/New Delhi - Meerut Cantt
- vi) Delhi/New Delhi - Hapur
- vii) Delhi - New Delhi - Aligarh

5.4.3 Current status of passenger carrying trains on each radial (1994)

| Name of the radial | Sub urban | EMU | Total |
|------------------------|-----------|-----------|------------|
| 1. Ghaziabd - Aligarh | 4 | - | 4 |
| 2. Delhi - Palwal | 2 | 11 | 13 |
| 3. Delhi - Panipat | 5 | - | 5 |
| 4. Delhi - Rohtak | 8 | - | 8 |
| 5. Ghaziabad - Meerut | | 1 | 1 |
| 6. Ghaziabad - Hapur | 1 | - | 1 |
| 7. Delhi - Rewari (BG) | 1 | - | 1 |
| 8. Delhi - Ghaziabad | 2 | 15 | 17 |
| 9. Ring railway | 1 | 5 | 6 |
| Total eachway | 25 | 31 | 56 |
| Total bothways | 50 | 62 | 112 |

5.4.4 Existing and Projected Sub-Urban Passenger Traffic

| S.No | Name of Radial | Base year 1992-1993 Each way | Anticipated No. of suburban passengers per day | |
|------|------------------|------------------------------------|---|-------------------|
| | | | 2000-01 | 2010-13 |
| | | | 1 | Ghaziabad-Aligarh |
| 2 | Delhi-Palwal | 27665 | 38731 | 51180 |
| 3 | Delhi-Panipat | 20309 | 28433 | 37572 |
| 4 | Delhi-Rohtak | 16790 | 23506 | 31062 |
| 5 | Ghaziabad-Meerut | 13723 | 19212 | 25388 |
| 6 | Ghaziabad-Hapur | 7228 | 10119 | 13372 |
| 7 | Delhi-Rewari | 15247 | 21346 | 28207 |
| 8 | Delhi-Shamli | 7703 | 10784 | 14251 |
| 9 | Delhi-Ghaziabad | 25497 | 35696 | 47169 |

Source : Northern Railways study

5.5 RAILWAY STATIONS AND INTEGRATED FREIGHT STATIONS

The National Capital Region freight movement demands are two fold, those directly related to the region's consumption and production and those in transit. The NCTD has traditionally functioned as a central re-packaging and clearing house even though approximately 66% of the total freight movements are destined elsewhere. The Delhi Master Plan proposal includes the construction of Integrated Freight Centres (IFCS) on its urban periphery. The centres would filter all rail and truck freight traffic allowing only the traffic destined to within Delhi or the Priority and DMA towns to use the secondary road system.

5.6 GOODS MOVEMENT - Road and Rail : 1987

The total no of goods moved on the regional road network of the NCR is about 1.92lakh tonnes (1.84 lakh tonnes excluding through traffic) of which the share of Delhi bound traffic is about one-third while that of the other urban centres in relation to the DUT is very small. In the case of railway goods traffic, the importance of Delhi is more overwhelming (60%) as compared to that of road. However, there are quite a few urban centres of significance namely Ghaziabad, Panipat and Meerut. Share of railways in total goods traffic attracted by the NCR (excluding through traffic) is only about 14%.

About 63.4% of the goods movement by road is inter-regional and 33% is intra-regional in nature while railways goods movement is inter-regional. The through traffic of goods movement by road is a mere 4%.

| Goods flow | Road(%) | Rail(%) |
|----------------|---------|---------|
| Intra-regional | 32.40 | 0.40 |
| Inter-regional | 63.40 | 99.60 |
| Through | 4.20 | N.A. |

In intra-regional traffic movement by road, DUT followed by other DMA towns are the important centres and, in the inter-regional movement, vicinity States of the NCR account for a sizeable share. For railway movement, the largest contributor to inward movement is the Eastern Railway followed by the Northern Railway.

Existing and Projected Freight Traffic

| S.No. | Name of Radial | Base year (1992-993) No. of Trains | Anticipated No. of freight trains (per day each way) | |
|-------|-------------------|--|--|---------|
| | | | 2000-01 | 2010-13 |
| 1 | Ghaziabad-Aligarh | 24 | 39 | 51 |
| 1A | Aligarh-Ghaziabad | 31 | 42 | 55 |
| 2 | Delhi-Palwal | 22 | 30 | 40 |
| 2A | Palwal-Delhi | 21 | 28 | 37 |
| 3 | Delhi-Panipat | 16 | 22 | 29 |
| 3A | Panipat-Delhi | 16 | 21 | 28 |
| 4 | Delhi-Rohtak | 8 | 11 | 15 |
| 4A | Rohtak-Delhi | 11 | 15 | 20 |
| 5 | Ghaziabad-Meerut | 3 | 4 | 5 |
| 5A | Meerut-Ghaziabad | 1 | 2 | 2 |
| 6 | Ghaziabad-Hapur | 1 | 1 | 2 |
| 6A | Hapur-Ghaziabad | 2 | 2 | 3 |
| 7 | Delhi-Rewari | - | 6 | 8 |
| 7A | Rewari-Delhi | - | 6 | 8 |
| 8 | Delhi-Shamli | 2 | 3 | 3 |
| 8A | Shamli-Delhi | 6 | 9 | 11 |

Source. Northern Railway Study

Projection of Goods Trains to be handled in Delhi area -Daily

| S.No. | Design Year | Anticipated No. of goods trains daily eachway | | | |
|-------|---------------------|---|-----------------------------|-------------------------------|------------------------------|
| | | Coal for Power Houses in Delhi Area | Other than Delhi Area | Coal for Ghaziabad Area | Total Projected trains |
| 1. | 1992-93 (base year) | 6.0 | 19.5 | 3.6 | 29.1 |
| 2. | 2000-01 | 6.0 | 26.5 | 4.9 | 37.4 |
| 3. | 2010-11 | 7.0 | 35.3 | 6.5 | 48.8 |
| 4. | 2020-21 | 8.0 | 42.1 | 7.8 | 57.9 |
| 5. | 2030-31 | 8.0 | 49.0 | 9.0 | 66.0 |

6.0 STRATEGY FOR DEVELOPMENT

The regional transport strategy for the National Capital Region should promote and support the economic development of the Region and relieve the capital of traffic congestion. As such it requires:

- i. to inter-connect among each other the regional urban centres lying in the outer areas of the National Capital Region.
- ii. to connect them with the Capital by fast mode of transport which would require better road and rail connections.
- iii. to integrate road and rail services in the intra-urban area of Delhi and also in DMA.
- iv. to develop new loading and unloading facilities outside Delhi Union Territory for goods coming from outside the Region for distribution in Uttar Pradesh and Haryana so as to avoid unwanted load of good traffic on the roads of Delhi urban area.

7.0 DEVELOPMENT PROPOSALS -ROAD

i) Upgradation (4-laning) of the following National Highways

| | |
|--------------------------|------------------------------|
| - National Highway No.1 | - Delhi to Panipat; |
| - National Highway No.24 | - Delhi to Hapur; |
| - National Highway No.2 | - Delhi to Palwal; |
| - National Highway No.8 | - Delhi to Behror and |
| - National Highway No.10 | - Delhi to Rohtak and Hansi. |

ii) Construction of Expressways:

The Expressway System envisaged is shown in the Fig..... It consists of the following:

a) Faridabad - Noida - Ghaziabad Expressway

A detailed feasibility study was conducted with the technical assistance of Asian Development Bank. Prequalification for the prospective bidders is completed. The salient features of the study are:

| | |
|-------------------------------|-------------|
| Length : | 56 Km. |
| Construction Cost : | Rs. 623 Cr. |
| Land Acquisition Cost: | Rs. 129 Cr. |
| Total Cost | Rs. 751 Cr. |
| EIRR (Include. Time benefits) | 36.26 % |

b) Ghaziabad-Meerut (with a spur to Delhi) Expressway (60 Km)

c) Delhi -Panipat Expressway (parallel to NH 1).

At the border of Delhi, it is proposed to branch off into two segments, one will connect to the orbital expressway in Delhi at Kundli/Narela with a spur to outer ring road and the other will take off to Ghaziabad (on a new alignment) to meet F-N-G and Ghaziabad - Meerut expressways.(120 km approx.)

d) Perimeter Expressway

There is a need to develop a peripheral road corridor of expressway standard along the southern and western periphery of Delhi (120 km) to siphon off the inter-city traffic. The Peripheral Expressway would have interchange connections with, the Radial Expressway, with the ongoing FNG Expressway and, with selected major arterial roadways. It also interconnects the proposed three Metropolitan Passenger Terminals and three Freight Complexes.

e) Elevated Expressway on the Existing Ring Road in Delhi

Traffic projections for Delhi for the year 2005 and beyond indicate heavy radial flows. There is limited possibility of widening roads and intersections within Ring Road. In order to avoid overloading and congestion on major radial arterials it is essential to improve the Ring Road to a very high level of service to an Urban Expressway standard by providing two tier system(Elevated Expressway) along the existing corridor.

In addition to the above expressways, following expressways are suggested on new alignment beyond 2001:

**1. Delhi - Loni - Noida - Surajpur - Bulandshahr -Khurja (To Aligarh)
(150 Km)**

Following measures to be adopted with respect to above expressways in NCR:

- i) The Ministry of Surface Transport should declare these expressways as National Expressways (as special case) and take up the responsibility of developing them. Since they are interconnecting the National Highways and diverting their through traffic from converging to Delhi.
- ii) If needed, the M/o Surface Transport may amend their legislation to declare NCR Expressways as National Expressways.
- iii) Accordingly, M/o Surface Transport may provide requisite funds in their budget for contributing to atleast 25% of their cost towards land acquisition as equity while the rest of the funds could come from private sector.

iii) **Widening (4 laning) of Grid Roads**

a) **Inner Grid:**

- i) On new alignments to connect Murthal to Baghpat, and
- ii) Strengthening and widening of existing alignments on Rohtak - Sonapat-Murthal, Baghpat-Meerut and Jhajjar-Gurgaon-Faridabad stretches.

b) **Outer Grid:**

Strengthening and widening of existing alignment on Palwal-Sohana- Rewari - Jhajjar, Rohtak - Gohana - Panipat, Meerut - Hapur-Bulandshahr -Khurja-Palwal, Khurja-NCR boundary (South), Meerut-NCR boundary (North) and Bhiwadi-Tijara-Kishangarh-Alwar stretches (2 lane initially with ultimate capacity of 4 lanes divided highway with 60 m R/W).

iii) **Other Proposals**

Rsjasthan Sub-Region

- a) Linking of settlements of same order directly and the lower order settlements with their nearest higher order settlements.
- b) Regional bus depot with workshop facilities at Behror and Khairthal
- c) A new state highway category road to be constructed along the railway line between Alwar and Rewari via. Khairthal, Harsoli, Ajarka and Bawal.
- d) Approach road to Bhiwadi industrial area from NH-8 on Dharuhera-Sohana road (length 6 km).
- e) Upgradation of Rewari-Kasaula-Bolni-Ujauli-Budhibawa-Tapookhra-Sare-Khurd(Kharkhari)Bhogipur-Taoru road.(with a R/W of 40-60m).

Uttar Pradesh Sub-Region

- a) Upgradation of NH-24 from Ghaziabad to Garmukteshwar upto 6 lanes.
- b) Upgradation of state highway no.57 leading Bghpat and Baruat from Loni.

- c) Upgradation of MDR leading to Garmukteshwar from Meerut via Kithaur and from Bulandshaher.
- d) Widening and upgradation of MDR leading to Dasna from Syana via Gulavathi, Muradnagar to Bhagpat, Meerut to Barnava, road leading to Secunderabad from Chaula via Dankaur. distt. wise road from Bulandsher to Anoopshaher. main district road leading to dadri from Hapur, Modinagar via Sapnavat.

Haryana Sub-Region

a) BYE-PASSES

Following Bye-passes are proposed on the Inner and Outer Grids in order to reduce the congestion of traffic within the urban shelters

- i. Panipat Bye-pass
- ii. Gohana Bye-pass
- iii. Rothak Bye-pass
- iv. Jhajjar Bye-pass
- v. Rewari Bye-pass
- vi. Sohana Bye-pass
- vii. Palwal Bye-pass

b) EXPRESSWAY

Fariadabad-Noida-Ghaziabad Expressway to be further extended from Ghaziabad to Kundli-Bahadurgarh-Gurgaon-Faridabad to make it an effective bye-pass of Delhi.

8.0 DEVELOPMENT PROPOSALS -RAIL

8.1 Regional Rapid Transit System (RRTS)

There are about 4 lakh commuters come into Delhi every day from NCR. This will increase to 7.5 lakh by 2001. This figure will be even higher with the implementation of NCR plan, which aims at deflecting 2 million population out of Delhi. Out of the total number of commuters about 40% come by rail. The commuters from NCR use 5 main rail corridors viz. Palwal, Rewari, Rohtak, Panipat and Ghazibad/Meerut/Khurja. Railways are running only token services on these lines. In the absence of any integration with the ring rail system, the commuters are literally on the roads straining road transport system of Delhi.

A larger and 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. The strategy is based on the utilization of the following elements :

INDIAN NATIONAL ROAD NETWORK

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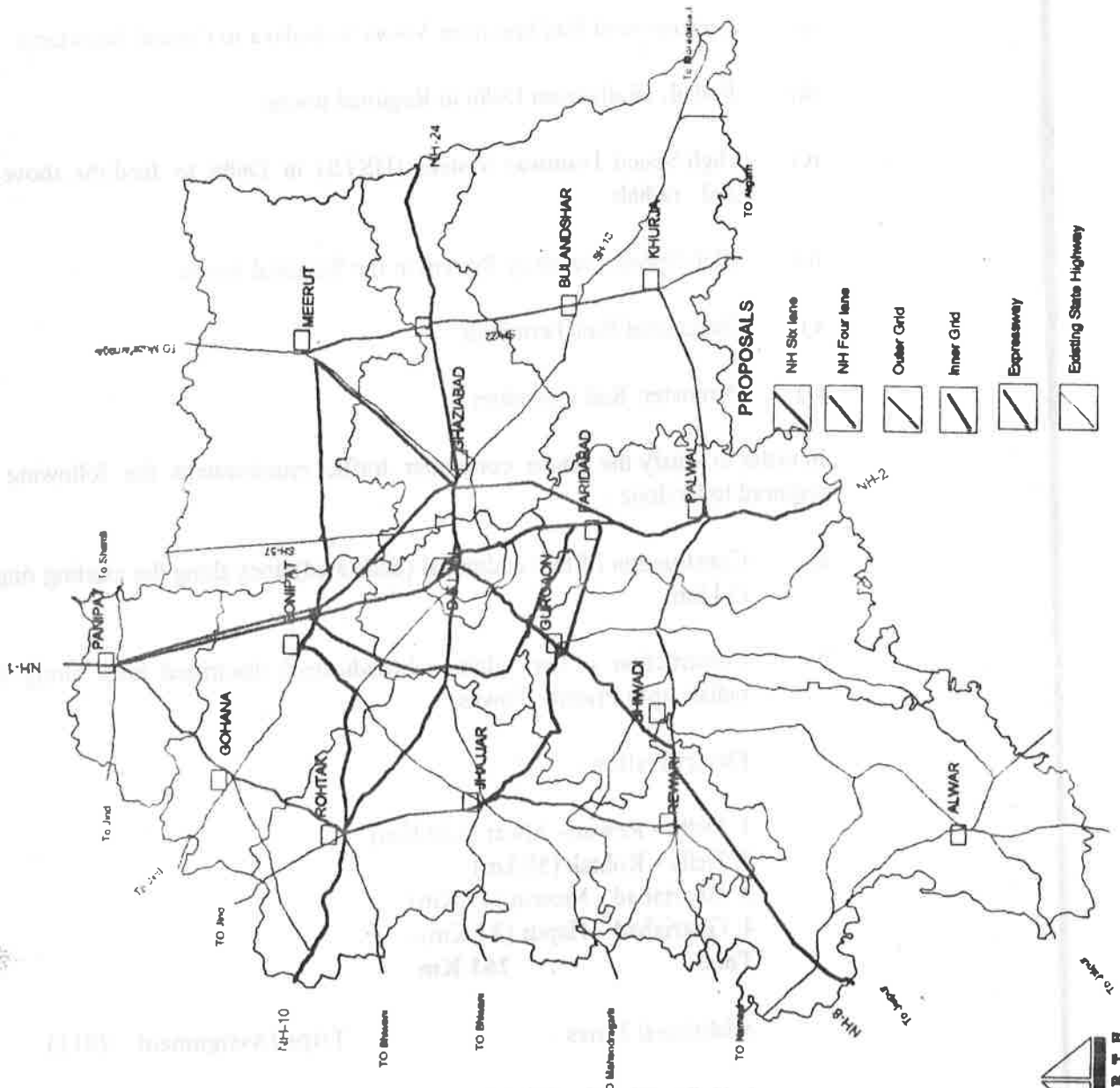
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NCR PROPOSED ROAD NETWORK



NCR - PROPOSED
- ROAD NETWORK

- i) Ring Rail
- ii) Underground Rail line from Viswa Vidyalaya to Central Secretariat
- iii) Radials (Rail) from Delhi to Regional towns
- iv) High Speed Tramway System (HSTS) in Delhi to feed the above ring and radials
- iv) High Speed Tramway System in the Regional towns
- v) Directional Rail Terminals
- vi) Perimeter Rail Corridors

In order to satisfy the future commuter traffic requirements the following are required to be done :

- a) Construction of two additional (dedicated) lines along the existing ring rail (34 km)
- b) Construction of two additional (dedicated) electrified lines along the radials upto Priority Towns

Electrification :

- 1. Delhi - Rewari- Alwar (120 Km)
- 2. Delhi - Rohtak (59 km)
- 3. Ghaziabad - Meerut (47 Km)
- 4. Ghaziabad - Hapur (37 Km)
- Total** **263 Km**

Additional Lines :

Trips (Assignment - 2011)

| | |
|----------------------------------|---------------|
| 1. Delhi -Ghaziabad (20 Km) | 4,60,000 |
| 2. Ghaziabad - Khurja (83 km) | 400,000 |
| 3. Delhi - Palwal (61 Km) | 300,000 |
| 4. Delhi - Panipat (89 Km) | 300,000 |
| 5. Delhi - Rohtak (70 Km) | 300,000 |
| 6. Ghaziabad - Meerut (47 km) | 200,000 |
| 7. Ghaziabad - Hapur (37 Km) | 140,000 |
| 8. Delhi - Rewari-Alwar (120 Km) | 300,000 |
| Total | 527 Km |

- c) Provision of appropriate HSTS in Delhi to act as a feeder system to the Ring and Radial Rail Transport System

- d) Construction of Under Ground Rail Corridor from Viswavidyalaya to Central Secretariat via ISBT
- e) Provision of HSTS network in regional towns to satisfy intra-urban transport needs
- f) Construction of Rail Directional Terminals in Delhi

Presently, the long distance passengers are being served at New Delhi, Hazrat Nizamuddin and Sarai Rohilla Railway Stations and I at Kashmiri Gate and Sarai Kale Khan. In order to accommodate future traffic the Delhi Master Plan suggested four Rail Directional Terminals in Delhi. They are located at four directional locations in viz. Anand Vihar, Tuglakabad, Bhartal and Holambikalan. Out of Anand Vihar is being developed as a Passenger Terminal to cater long distance passengers from the East as well as for the Trans Y population of Delhi. Land for this terminal has already been acquired. proposal to develop the rest of the terminals is being considered Ministry of Railways.

- g) Perimeter Rail Corridor :

In order to segregate Inter city and Intra-city rail passenger/freight traffic is proposed to have an orbital rail corridor (approx. 150 km) circumscribing Delhi inter-connecting Directional Rail Terminals and Integrated Freight Complexes(IFCS) envisaged in the Delhi Master Plan. As per the traffic assignments, the demand on this corridor worked out to be 130,000 passenger trips/day.

To accommodate both the road and rail corridors, it is suggested to provide 300 metre Right of Way .

Immediate requirements

- a) Dual Track along Northern portion of the ring rail from Dayabasti to Nizamuddin via New Delhi.
- b) Dedicated rail tracks from Delhi to DMA towns (Ghaziabad, Noida, Faridabad, Bahadurgarh, Gurgaon and Sonapat)
- c) Additional rail tracks along Ghaziabad-Meerut, Ghaziabad-Khurja & Delhi-Palwal line
- d) North-south underground corridor in Delhi
- e) Feeder Transit System in Delhi (HSTS)

The entire rail component including underground railway of the RRTS will be under the control of Ministry of Railways

8.2 Other Proposals

Rajasthan Sub-Region

- a) Electrification of Delhi-Rewari-Alwar-Jaipur rail link (BG)
- b) Electrification of Alwar-Mathura rail link (BG)
- c) Regional Railway bye-pass Palwal-Bhiwadi-Rewari to be taken up on priority
- d) Provision of single broadgauge railway line between Harsoli and Narnaul via Mundawar and Behrur.

Uttar Pradesh Sub-Region

- a) Electrification of Ghazi-Meerut and Guradnagar-Meerut Cantonment stretch of railway line (laying one extra line is already started).
- b) Provision of two extra railway line between Ghazi-Khurja. Required land is available with the Railway Ministry for the development of this scheme.
- c) A regional railway line between Khurja-Jevar-Palwal-Zajjar and Rothak is proposed to join the existing Meerut-Hapur-Khurja railway line.
- d) Under sub-regional plan there was a proposal to provide railway facility to the industrial city Noida in Delhi Metropolitan Region. Noida-Maripat-Dadri-Dasna link is proposed to integrate with the Delhi MRTS.

Haryana Sub-Region

- a) A direct rail link of Gurgaon with Alwar via Nuh-Ferozpur Jhirka to be provided.
- b) Construction of a rail link between Rothak and Hissar.
- c) The rail corridors covering towns of Khurja-Palwal-Dharuhera-Rewari-Jajjar-Rothak as provided in the Regional Plan-2001 may be completed at the earliest. In this corridor the stretch between Rothak and Panipat should also be included.
- d) Construction of an inner rail corridor connecting Faridabad-Gurgaon-Jhajjar-Sampla-Kharkhoda-Sosepat.
- e) Provision of a rail link for Manesar from main Delhi-Rewari railway line.

9.0 OPERATIONAL POLICIES :

In order to have uniform transport operations in the region, we suggest a Uniform Transport Policy and rational fare structure immediately followed by a single transport zone for inter state transport and intermediate public transport vehicle operations ultimately.

At present in NCR, the bus services are provided by Delhi Transport Corporation (DTC), Haryana Roadways, Uttar Pradesh State Road Transport Corporation and Rajasthan State Road Transport Corporation under a bilateral agreement. For uniformity of the services in the region, the entire region should be a single zone for planning, routing and scheduling of services for avoiding duplication of services and competition among each other. For this purpose all the State Road Transport Undertakings can either enter into an agreement in lines of NOIDA with DTC or the number of services should be increased under the existing bilateral arrangements among Delhi, U.P. Haryana and Rajasthan.

As the supply of Bus services under Public Sector would not be able to meet the growing travel demands in the region, introduction of private bus services under fixed schedules and routes similar to private bus operation system under DTC should be identified and a proper framework may be evolved.

10.0 PROPOSAL FOR AIRPORTS:

With the growing air traffic within the region, we suggest the development of an International Airport at a suitable location within NCR to act as an alternative to the existing International Airport in Delhi. In addition, it is also suggested to develop domestic air terminals within NCR.

11.0 URBAN TRANSPORT SYSTEM WITHIN NCR TOWNS:

Beyond the year 2001 the intra-city traffic within the major NCR Towns as well as Counter Magnet Towns would increase tremendously, which requires an integrated mass transport system within these towns. The following towns will constitute the family to have an intra-city mass transport system beyond 2001.

1. Meerut
2. Ghaziabad
3. Faridabad
4. Noida
5. Panipat
6. Rohtak
7. Rewari - Dharuhera - Bhiwadi
8. Gurgaon
9. Alwar
10. Bulandshahr-Khurja

Counter Magnet Towns :

1. Bareilly
2. Kota
3. Gwalior

The NCR Planning Board suggests development of a High Speed Tramway System (HSTS) the towns. where the population would be in the range of 5 to 8 lakh by 2011. In Meerut, already there is a proposal to develop LRT system costing Rs. 1300 Cr.

12.0 FINANCING STRATEGIES

The projects listed for being taken up in the first phase of the Investment Plan are in fact required to be implemented under the aegis of either the Central Ministries (i.e. M.O.S.T. Railways, etc.) or the State Government or both. However in view of the limited resources available with the Government, for the financing the Regional Transport Projects, which are likely to cost around 13,900 crores, an alternative financing strategy has been conceived. Accordingly these projects are being divided into three categories:

(A) Developmental Projects

These projects are absolutely essential for the basic development of transport activities in the NCR but may not be commercially viable. As such, in view of their necessity and importance they are required to be taken up through the Central and State budgetary sources. Of course, in certain cases where budgetary sources are not immediately available, for their immediate financing, help may be taken from the international financing agencies like World Bank, ADB, OECF, etc. and the repayment of these loans may be made in due course out of the future plans.

(B) Semi-Commercial Projects

The projects which are either commercially viable in the long run or indirectly help in giving a boost to the development of the area and are required to be implemented immediately, are proposed to be taken up on sharing basis according to the CIDCO formula, whereby the total project cost would be shared as under :

| | | |
|------------------------------------|---|------------|
| (i) Implementing agency (Railways) | - | 1/3rd cost |
| (ii) State Govt. and NCRPB | - | 2/3rd cost |

The Implementing Agency would recover its cost through surcharge on tickets etc., whereas the State Govt. would be provided loan on normal terms (i.e. 78% share of the NCRPB & 22% of the state govt.) to contribute to the 2/3rd cost of the project, which would ultimately be recovered by them through property development and paid back to the NCRPB.

(C) Commercially Viable Projects

These projects like the Expressways, etc. are proposed to be taken up in the private sector on build operate and transfer basis. Though the complete investment on these projects would be recoverable, however, because of the heavy investment required, it may not be possible for the private operator to be able to initially invest the amount up front. As such in some of the cases, 20% of the project cost has been kept in the budget of the sponsoring agency so that the same could be provided as an equity (mostly to meet the cost of land acquisition). This is a flexible amount which can be varied, if the viability of the project is improved by allowing the operator to commercially exploit some adjoining land property.

Based on the above strategy the following financial package has been worked out for the Projects included in the Investment plan:

12.1 National Highways:

Regarding upgradation of National Highways, the Ministry of Surface Transport has taken the full responsibility of completing the 4-laning of all the National Highways traversing in NCR by the year 2001. The VIII Plan programme of Mini Surface Transport for upgradation of these National Highways from 2-lane to 4-lane envisages:

- National Highway No.1 - Delhi to Panipat:
(An on-going Seventh Plan Programme). Widening and upgradation of this stretch to be completed by 1994-95.
- National Highway No.24 - Delhi to Hapur:
Provision for land acquisition made in 1991-92 budget. Work to be started immediately and completed by 1996-97.
- National Highway No.2 - Delhi to Palwal:
Widening of this stretch is in progress since 1990 (under the Development Bank Assistance) and will be completed in 1995-96.
- National Highway No.8 - Delhi to Behror:
Work on the Delhi-Gurgaon section (which is the only stretch widened to 6-lane) will commence in 1995-96 and on the Gurgaon-Behror stretch in 1993-94. Both these projects will be completed by 1998 (IX Plan).
- National Highway No.10 - Delhi to Rohtak and Hansi:

Work on the stretch extending from Bahadurgarh to Rohtak is to commence in 1993-94 and be completed by 1998-99 (IX Plan) while the stretch beyond Rohtak upto NCR boundary at Hansi is proposed to be both taken up and completed during the IX Plan.

The total cost of Rs.540 crores for the upgradation these National Highway projects is proposed to be met out of the central budget of the Ministry of Surface Transport, since these are essential developmental projects.

12.2 Expressways:

Regarding Expressways, since they have not been declared as National Expressways, the MOST has declined to take up these projects. However, initiatives should be taken to declare these expressways as National Expressways immediately. These expressways can be taken up on Build, Operate and Transfer (BOT) basis.

The feasibility study for one of the Expressways (F.N.G. Expressway) has shown that though ultimately the Expressway starts to pay for itself but initially some inputs in the form of equity are required from the Govt. side.

12.3 Regional Grid Roads:

The investment plan for the 8th five year plan prepared by NCRPB has stipulated that the development of regional roads (outer grid and inner grid) would be the responsibility of the NCR participating State Governments namely, Govt. of Haryana and Govt. of Uttar Pradesh. The NCR Planning Board keeping in view the meager resources available with these Governments has requested the MOST to finance these roads through World Banks assistance. Further, the NCR Planning Board is willing to finance the cost of the land acquisition for these roads as per the following pattern:

| | | |
|----|-------------------------------------|-----|
| a) | Share of NCR Planning Board | 75% |
| b) | Share of Concerned State Government | 25% |

12.4 Development of Perimeter Multi Mode Transport Corridor along with the Directional Terminals:

The 300 Mt. wide perimeter corridor encircling Delhi provides for Perimeter Expressway, Perimeter Railway and the Directional Terminals. In the Phase-I it is proposed to acquire the land for the entire 300 metre wide corridor along with the directional terminals at an expected cost of around Rs.800 Crs. and construct a 2-lane expressway. The cost of land acquisition (app.Rs.800Cr) would have to be borne by the Govt agencies whereas the construction of the expressway in the Phase-I, its expansion in the Phase-II, and ultimately construction of the perimeter rail and development of directional terminals are proposed to be taken up through the private sector on B.O.T./B.O.L.T basis..

12.5 Regional Rapid Transit System:

The RRTS has a number of components which are to be executed by different agencies. Each of these projects falls in different financing pattern according to its requirements as given below:

- i) **Laying of dedicated tracks upto DMA towns, dual tracks along the Northern Ring and additional tracks along Ghaziabad-Meerut, Ghaziabad-Khurja and Delhi-Palwal tracks, are the projects that are essential required to be executed by the Railways and are proposed to be taken up on sharing basis (CIDCO Pattern). Accordingly, the Railways would share one-third of the cost (Rs.610 crores) and the rest of the two-third of the cost (Rs.1220 crores) would be jointly shared by the NCR Planning Board and the participating NCR States.**
- ii) **North-South Underground Metro Corridor has to be taken up through Central Government funds (Equity and Loan) as per the proposal of the MRTS., already under consideration of the Government of India.**
- iii) **The Elevated Expressway and the Feeder Transit System can be directly taken up on BOT Basis by the Private Sector.**

12.6 Tramway System in NCR towns:

This would be taken up on BOT mostly in the private sector.

**REVIEW OF REGIONAL PLAN
(TRANSPORT SECTOR)
NATIONAL CAPITAL REGION PLANNING BOARD**

| Proposal | Present Status |
|--|--|
| (i) National Highways | |
| - NH24 Ghaziabad to Hapur (4 lane) | Under consideration |
| - NH8 Delhi-Gurgaon stretch (6 lane) | Completed |
| - NH8 Gurgaon-Behror stretch (4 lane) | Work going on |
| - NH10 Bahadurgarh-Rothak-NCR boundary (4lane) | Under consideration |
| - NH2 Faridabad to Hodal stretch (4lane) | Under consideration |
| (ii) Expressways | Feasibility Study for the Expressways in the National Capital Region was conducted through CES(1989) |
| - FNG Expressway | Selection of the firm for the construction of FNG Expressway is in the final stage |
| - Ghaziabad-Meerut Expressway | MOU has been signed with JICA for conducting feasibility study |
| - Ghaziabad-Kundli Expressway | |
| - Perimeter Expressway/Peripheral Expressway | Pre feasibility study has been conducted by CES Final alignment is to be fixed shortly. |
| - Elevated Expressway on the existing ring road in Delhi | Preliminary meeting with the consultant has been completed. Feasibility study yet to be assigned. |
| - Delhi - Loni - Noida - Surajpur - Bulandshar - Khurja | Decision of feasibility study yet to be taken |
| - Delhi - Panipat Expressway | Decision of feasibility study yet to be taken |
| (iii) Study on Development of Inner and Outer Grids | A detailed project report was prepared by ICT |
| (iv) Regional Rapid Transit System(RRTS) | A feasibility study was conducted through RITES on Development of Integrated Plan for Rail Transport in National Capital Region (1996) |
| | A detailed study was conducted by RITES on Identification of Rail Development Schemes Schemes for NCR Priority Towns and DMA Towns duly integrated with MRTS system proposed for Delhi |
| (v) High Speed Tramway System(HSTS) in Regional Towns | A feasibility study for integrated transport system is under way for Faridabad, Gurgaon and Bareilly City. |
| (vi) General | A Transport Sector Plan and Investment Strategy (2011) is conducted under financial and technical assistance from CIDA (1995) |
| (vii) Functional Plan for Transport Sector | Completed |

REVIEW OF REGIONAL PLAN (TRANSPORT SECTOR)

An efficient transport network has been recognised as a crucial input in the Regional Plan - NCR 2001. The development of the network shall promote the socio-economic growth of the Region to improve its accessibility and mobility of passengers and goods. This will act as a catalyst to trigger further growth and productivity of the Region.

Keeping this objective in view the Transport Plan for the NCR-2001, has envisaged the following proposals for the road network:

- (i) Development of three expressways; namely,
 - (a) Delhi-Ghaziabad-Meerut;
 - (b) Sonapat-Panipat; on parallel alignments to the existing state highway and National Highway, respectively.
 - (c) Faridabad-Noida-Ghaziabad (on entirely a new alignment)
- (ii) Augmentation of existing National Highways traversing through the NCR.
- (iii) Development of an Inner Grid and an Outer Grid to be known as Regional Roads (2 lane initially with ultimate capacity of 4 lane divided highways) with 60 m. R.O.W. linking DMA & identified priority towns in the N.C.R.
 - (a) Inner Grid - connecting Rohtak-Sonapat-Murthal-Bhagpat-Meerut and Jhajjar-Gurgaon-Faridabad-stretches.
 - (b) Outer Grid - connecting Palwal-Sohna-Bhiwadi-Rewari-Jhajjar, Rohtak-Gohana-Panipat, Meerut-Hapur-Bulandshahr-Khurja-Palwal and Tijara-Kishangarh Alwar stretches.

- (iv) Development of sub-regional network in the respective sub-region of NCR.

The Regional Roads which consist of the State Highways and Major District Roads have to play an important role in the transportation system of the region since they provide the vital links to the higher order of roads leading finally to the major growth centres of the country. This will help in carrying the goods produced in these remote areas to the major consumption centres facilitating better prices to the producer and also help in the return flow of vital services.

With this objective in view, the NCR Planning Board (NCRPB) initiated several studies. The present status of various projects enumerated in the NCR Functional Plan (Transport Sector) is described in the following paragraphs:

1.0 NATIONAL HIGHWAYS :

NCRPB has a plan of widening all the five NH's namely NH1, 2, 8, 10 & 24. These highways merge into Delhi and it has an aggregate length of approximately 286 km. inside NCR. Most of the National Highways falling in the National Capital Region are already being four laned and in the remaining stretches Ministry of Surface Transport is planning to carry out the four laning. The requirement of the six laning will be considered by the Ministry depending on the traffic needs.

2.0 EXPRESSWAYS:

- 2.1 **FNG Expressway :** A detailed feasibility study for this expressway was conducted by NCR Planning Board through Technical Assistance from Asian Development Bank. Proposed alignment is demarcated in the field and the process of finalising the pre-qualified bidders is on. Requisite land acquisition is underway by respective state govt. Construction of FNG is expected to start from 1999.

2.2 Ghaziabad-Meerut and Panipat-Kundli-Ghaziabad Expressway

We had requested JICA to undertake the feasibility study for these 2 expressways. However, keeping in view the financial constraints, JICA has agreed to fund the feasibility study for only the following portions:

- (1) Kundli-Ghaziabad Section
- (2) Ghaziabad-Meerut Section

For the feasibility study of the above a formal 'Scope of Work' has been signed with JICA and they are likely to start the study in the second week of November, 1998. The study is likely to be completed over a period of 15 months. However, the interim report is supposed to be made available by the end of 11 months. Further work on these Expressways can be taken up after the results of the feasibility study are available.

2.3 Peripheral Expressway

This expressway is being planned for implementation on BOOT basis by the Govt. of NCT-Delhi, covering a total length approx.85 kms. It starts from Kundli on National Highway No.1 in the north, cuts across National Highway No.10 near Tikri Kalan on Delhi-Haryana Boarder, and crosses NH-8 near Rajokri on Delhi-Haryana boarder near Gurgaon and finally meets the NH-2 near Village Shahpur Khurd in Faridabad-Ballabhgarh controlled area near its proposed junction with FNG Expressway. The pre-feasibility study for this expressway is conducted by M/s. C.E.S. on behalf of the GNCT Delhi. Clearance from Haryana Govt is awaited for the locations at entry and exit points including another two locations wherein the alignment traverses through Haryana. GNCT Delhi is keen in taking out the feasibility study and the work is expected to start soon.

2.4 Elevated Expressway on the existing ring road in Delhi

A two tier elevated expressway was proposed in the Functional Plan for transportation sector to cater the over crowded traffic coming to the ring road.

Preliminary meetings in this regards with the consultants is completed by GNCT Delhi and a final decision for conducting the feasibility study is awaited.

2.5 Delhi-Loni-Noida-Surajpur-Bulandshahr-Khurja

Decision of feasibility study is yet to be taken.

3.0 REGIONAL ROADS:

The transport sector functional plan proposes to augment the regional roads known as Outer and Inner grid roads, for which NCR Planning Board has got a Detailed Project Study carried out by a consultant. As these roads are state highways, the responsibility for their augmentation lies primarily with the concerned state governments viz. Uttar Pradesh and Haryana. In various meetings held so far at the instance of NCR Planning Board, the state governments of Uttar Pradesh and Haryana have expressed their inability to take up the implementation of this project due to resource crunch.

Keeping in view of the above, NCR planning Board has approached World Bank through Ministry of Surface Transport for financial assistance for this project. The World Bank's highway mission had preliminary discussion on the subject project. They have principally agreed to consider this project for financing.

4.0 DEVELOPMENT PROPOSALS - RAIL :

4.1 Regional Rapid Transit System :

About 4 lakh commuters come into Delhi every day from the NCR. This will increase to 7.5 lakh by 2001; the figure will be even higher with the

implementation of the NCR Regional Plan, which aims at deflecting 2 million population out of Delhi.

Presently, about 40% of the commuters come by rail; by 2001 the figure could be even higher.

Regional Commuters use 5 main rail corridors, namely, Palwal, Rewari, Rohtak, Panipat and Ghaziabad/Meerut. In the absence of any integration with the ring rail system, these commuters are a burden on the strained road transport system of the City.

To cater to the increased commuter traffic and to ensure full use of the existing ring rail, the NCRPB has drawn up a Regional Rapid Rail Transportation System (RRTS). The proposal aims at running frequent end to end commuter services (EMUs/DMUs) between the important NCR satellite towns through the Ring Rail.

The following steps have to be taken:

- i) Capacity augmentation of the heavily loaded segment of the ring rail from Daya Basti-New Delhi-Nizamuddin Corridor (Rs.360 crores).
- ii) Electrification of the remaining Regional Corridors (Rs.114 crores).
- iii) Augmentation/Construction of dedicated lines in these regional corridors (Rs.1230 crores).

Several studies have been initiated by NCRPB in this effect. Namely -

- (i) A feasibility study was conducted through RITES on Development of Integrated Plan for Rail Transport in NCR (1996). Draft report has been submitted. Final report is awaited.

(ii) A detailed study was conducted by RITES on Identification of Rail Development Schemes for NCR Priority towns and DMA towns duly integrated with MRTS system proposed for Delhi. Final report is still awaited.

(iii) Beside above two studies a techno-economic feasibility study is being carried out by RITES for identifying the investment inputs required for commuter traffic in Delhi and NCR towns. This is expected to be completed in 1999.

(iv) Once proposals of these studies are approved, Ministry of Railways has to take up these projects for implementation.

4.2 High Speed Tramway Systems (HSTS)

A feasibility study for integrated transport system is underway.

REVIEW OF NCR REGIONAL PLAN - 2001

**SUB GROUP ON
MANAGEMENT STRUCTURE FOR
PLAN IMPLEMENTATION AND
STRATEGIES & DEVELOPMENT
PRIORITIES**

FINAL REPORT

REVIEW OF REGIONAL PLAN-2001

REPORT OF THE SUB-GROUP ON MANAGEMENT STRUCTURE FOR PLAN IMPLEMENTATION AND STRATEGIES AND DEVELOPMENT PRIORITIES.

1.0 INTRODUCTION

- 1.1 The National Capital Region Planning Board had constituted a Steering Committee in December, 1996, part of mid-term review of the Regional Plan-2001, under the chairmanship of Shri Syed S. Shafi, Former Chief Planner, Town & Country Planning Organisation, Govt. of India and UN Expert. The terms of reference of the Steering Committee are at Annexure-I.
- 1.2 The Steering Committee had constituted 7 sub-groups in March, 1997 to review the components of Regional Plan-2001. One of the Sub-group was constituted under the chairmanship of Shri M.K. Dhar, IPS (Retd.). The composition of the sub-groups is enclosed in Annexure-II.
- 1.3 The Sub-group on the Management Structure and strategies and development priorities met on 3 occasions and discussed various proposals recommended in the Regional Plan and also critically examined points of view of the constituent states and Union Territory with a view to examine the efficacy and relevance of the original provisions, in the context of changed realities.

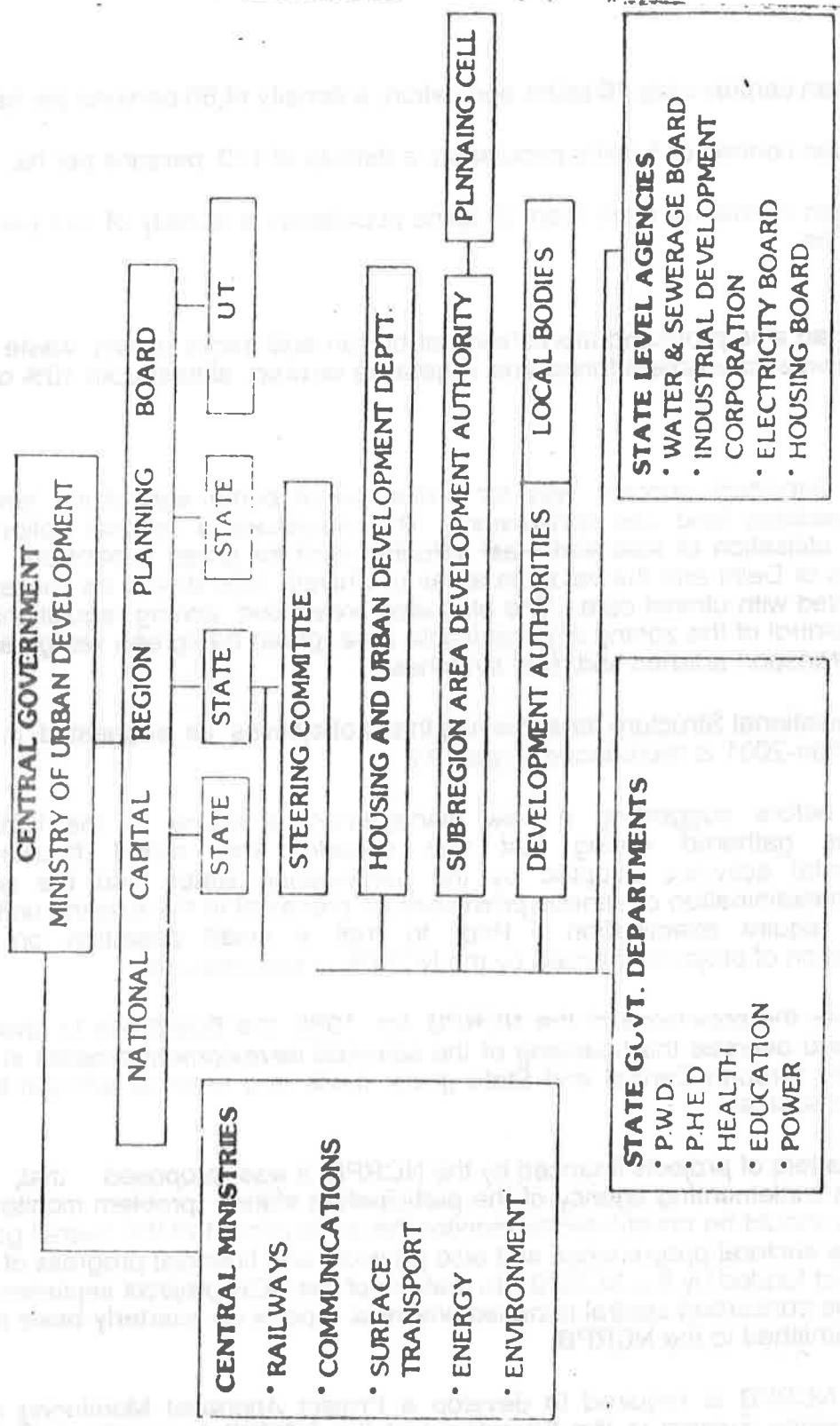
2.0 REGIONAL PLAN-2001 POLICIES AND PROGRAMMES

- 2.1 Before entering into the broader aspects of evaluation of efficacy of the existing management structure and suggestions made by the participants, an encapsulated narration of the objectives of the Regional Plan is necessary :
 - a) The main objectives of the Regional Plan aim at evolving harmonised policies for rationalisation of land uses and development of infrastructure in the NCR with a view to avoid haphazard development.
 - b) Achieving more manageable Delhi by dispersing more than 2 million population and industries by the year 2001.
- 2.2 The Regional Plan is an interrelated policy frame work encompassing population, settlement pattern, economic activities, transport infrastructure, tele-communications, power, water supply, sanitation and solid waste management, education & health facilities, regional land use, etc.
- 2.3 In fact, the Regional Plan envisage total dimension of lives and activities of the burgeoning population in Delhi megapolis and the growth areas of the neighbouring states of U.P., Haryana and Rajasthan around it. Since metropolises and megapolises develop the tendency of attracting population from far and near countryside, over last 4 decades, Delhi's problems have been exacentuated to the optimum level. The policies and proposals of the Regional Plan, therefore, are aimed at :

- REVIEW OF REGIONAL PLAN 2001
- a) Containing the growth of National Capital Territory of Delhi within manageable limits and to minimise human miseries and to augment modern urban facilities.
 - b) Actuating moderate growth of Delhi Metropolitan Area (DMA) excluding NCT-Delhi and
 - c) Inducing comprehensive accelerated growth of the rest of the NCR.
- 2.4 The Regional Plan aimed at intensively developing the priority towns by generating/locating core economic activities, such as large/medium/small scale industries; large commercial complexes; wholesale markets; mass transport terminals and office complexes. The objective is to induce comprehensive dispersal strategy and encourage the state/central govts. to contain the migrating human streams outside Delhi, by developing the NCR.
- 2.5 Another objective was to generate in the DMA towns, higher level social facilities including educational and medical institutions, engineering institutions, sports complexes, centres for tourism, etc.
- 2.6 With a view to achieving these objectives, an efficient transport network was contemplated for the NCR. The development proposals for roads include upgradation of existing National Highways : NH-1, NH-2, NH-8, NH-10 and NH-24. There are proposals for construction of 3 Expressways. There are proposals also for upgrading several other stretches of state highways in Haryana, Rajasthan and U.P.
- 2.7 The transport augmentation proposals also include construction of 2 additional dedicated rail lines and 2 additional electrified rail tracks along with radials upto the priority towns; electrification of railway tracks in Delhi-Rewari-Alwar; Delhi-Rohtak; Ghaziabad-Meerut and Ghaziabad-Hapur sectors. Provisions have also been projected for achieving integrated telecommunication facilities in Delhi and DMA towns.
- 2.8 Emphasis was given on self-sufficiency in power generation in the DMA towns along with proposals for dispersal of major employment generation activities i.e. industries, trade & commerce and public sector undertakings from Delhi to the sub-region.
- 2.9 Keeping in view the emerging requirements of the burgeoning population in Delhi, DMA towns and the extended areas in the NCR, plans for providing adequate physical and social infrastructure were also incorporated in the Regional Plan.
- 2.10 In the context of setting up of new human habitats, industries and other commercial activities, the question of regional land use assumed greater importance. The Regional Plan suggested the density norms for development of the NCR towns in the following manner :

- a) Urban centres upto 10 lakhs population, a density of 80 persons per ha.
 - b) Urban centres of 5 lakhs population, a density of 110 persons per ha.
 - c) Urban centres of more than 10 lakhs population, a density of 125 persons per ha.
- 2.11 The plan had also proposed aforestation of barren and rocky areas, waste land etc. with a view to augment forest and vegetative environ, atleast upto 10% of the total area.
- 2.12 The most important concern was for protection of prime agricultural land to prevent needless land use conversion. This necessitate a rational policy to determine utilisation of less and least valuable land for urban expansion. The ridge areas of Delhi and the valuable areas of Shivalik hills should be conserved and protected with utmost care. The plan also prescribed zoning regulations for land use control of the zoning of urbanisable area, green belt/green wedge along the major transport arteries and rural stretches.
- 2.13 The Organisational Structure for achieving these objectives as suggested in the Regional Plan-2001 is reproduced (Figure 1).
- 2.14 However, before suggesting a new management structure in the light of experiences gathered during last one decade, and varied thrusts of developmental activities adopted by the participating states and the union territory, an examination of various provisions as prevelant in the existing units of the NCR require examination. Prior to that a small desersion on the implementation of projects financed by the NCRPB is also required.
- i) As per the provisions of the NCRPB Act, 1985, the Board has to arrange for and oversee the financing of the selected development projects in the NCR, through Central and State govts. funds and revenue accrued from other sources.
 - ii) In matters of projects financed by the NCRPB, it was proposed that, in each implementing agency of the participating states, problem monitoring units should be constituted to monitor the achievement of the overall goals of the sectoral programmes and also physical and financial progress of the project funded by the NCRPB. In matters of the NCR projects implemented by the concerned central minitries progress reports on quarterly basis is to be furnished to the NCRPB.
 - iii) The NCRPB is required to develop a Project Appraisal Monitoring and Evaluation System in the Secretariat of the NCRPB to monitor both the States and Central schemes. The NCRPB is also supposed to monitor other major developmental activities in the NCR, which do not conform to the Regional Plan-2001.

Proposed Organisational Structure For Implementation



दिल्ली विकास प्राधिकरण
DELHI DEVELOPMENT AUTHORITY

विकास मीनार
Vikas Minar
इण्डिया एस्टेट
I. P. Estate

संख्या :
No.
सेवा क्र. :
From
सेवा सं.
To

JD (Plg.)/PPR/97/D-151/9

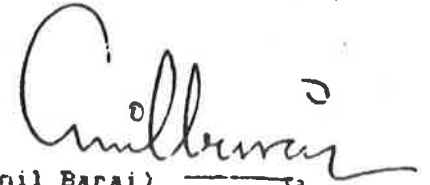
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New Delhi-2.....19/11.....1998

Anil Barai
Director (NCR, UE & PPR)

Shri R.C. Aggarwal
Chief Regional Planner
N.C.R Planning Board
1st Floor Zone IV
India Habitat Centre
Lodi Road, New Delhi 11 0003

Sub: Minutes of the 42nd meeting of the Planning Committee held on 15.12.1997 in the office of NCR Planning Board, New Delhi.

In the 42nd meeting of the Planning Committee held on 15.12.1997, agenda item No.5 (b), regarding - Change of land use of an area measuring 320 ha. from rural use zone to urban uses in Narela Project / Urban extension, was discussed in detail and it was desired that the land use for the rest of the area could be considered with the urban extension plan of Delhi Development Authority. Accordingly, please find enclosed herewith agenda item for the next Planning Committee meeting alongwith plan for placing the item before the next Planning Committee meeting of NCR Planning Board.



(Anil Barai)
Director (NCR, UE & PPR)

ENCLS: AS ABOVE

Urban Extension for Delhi 2001

Master Plan for Delhi 2001 was approved by the Government of India and enacted on 1.8.1990. In this plan population projection was made as 128.1 lac. Out of 128.1 lacs, anticipated population within urbanisable limit is 122.73 lac, while outside urbanisable limit it is 6.37 lacs. NCR Planning Board has made a population assessment for Delhi by 2001 as under:

| Area | Population assigned 2001 AD (in lacs) | | |
|------|---------------------------------------|-------|-------|
| | Urban | Rural | Total |
| NCR | 234 | 91 | 325 |
| DMA | 147 | 3 | 150 |
| DUT | 110 | 2 | 112 |

Land requirements for the projected population

The total area of UT Delhi is 148,637 HACs out of which 44,777 hacs had been earlier indicated as urbanisable limit prescribed in the plan. Within the urbanisable area as per 1981 census population about 55.5 lac was living. To accomodate 122.1 lac population by the year 2001 within NCTD studies have recommended (i) to increase the population holding capacity within urban area of 1981 and (ii) the extension of urbanisable limit to the extent necessary.

Urban Extension

As per the holdig capacity studies carried out for preparation of Master Plan 2001, 82.2 lacs population has been anticipated to be accomodated in urban areas of 1981 and rest is to be accomodated in the urban extension.

To accomodate the balance 3-4 million population Delhi Urban area - B1 requires to be expanded by 1800 to 2400 hac in the next 2 decades.

An urban extension plan with 4 phases was prepared and put up to the Authority as part of the Master Plan for Delhi 2001 which stands approved vide Resolution No.79 dated 30th June 1987 from Authority.

The projected population and the area of different phases of urban extension is given below:

| Phase | Area in Hectare | Population in million |
|--------------|-----------------|-----------------------|
| IA | 3549 | 0.70 |
| IB | 5121 | 0.30 |
| II-A | 6915 | 1.40 |
| II-B | 2450 | 0.30 |
| III | 6200 | 1.20 |
| IV | 5436 | 1.10 |
| Total | 29671 | 5.00 |

SUB CITY PROJECTS OF DDA

The DDA has initiated three major projects as per the details indicated below:

| | Development Phase | Area | Population |
|-------------------|-------------------|------------------|--------------------|
| Dwarka I & II * | IA | 5648 hac | 11 lakhs |
| Narela ** | II-B | 7500 hac | 14 lakhs |
| Rohini Ph. II | II-A | 1010 hac | 1.58 lakhs |
| Rohini Ph. IV & V | III | 4300 hac | 8.60 lakhs |
| | | 18456 hac | 35.18 lakhs |

* Though Dwarka Ph.II is not part of the urban extension, but has been approved by the Authority and further Authority has approved change of land use from Rural to Urban Land Use and is under consideration with MOUDE for final notification of change of land use.

** A small part of the Narela Project area is also not a part of urban extension approved by the Authority on 30.6.87.

Urbanisable area as per Land Use plan of NCR

The NCR Plan population by the year 2001 has been anticipated as 110 lacs and 2 lac as rural population. Accordingly about 12 thousand hac land has been indicated in the NCR Land Use Plan as urbanisable. This urbanisable area of the NCR Plan is in continuity of the area which was already declared as urban during 1981.

The urbanisable limit of NCR Plan comprises partly area in urban extensio Ph.I and Ph.I-B complete, Ph.II-B complete. Part Ph.II-A, Part Ph.II-B and Part Ph.III.

Part II-A which consists the area between the Najafgarh Road and Rohtak Road is yet to be taken up for development by the DDA.

In the meeting held on 15/12/97 of the Planning Committee of NCR, the members of the Committee was of the opinion that comprehensive plan of Urban Extension be put up to NCR.

In addition of Urban Extension approved by the Authority urbanisation has also been envisaged along South of Rohtak Road and East of G.T. Karnal Road. Copy of the plans are enclosed.

Tel. 33 29 518 /
SA Mishra Singh

DELHI DEVELOPMENT AUTHORITY
OFFICE OF THE DIRECTOR (NCR PPR & UE)
12TH FLOOR VIKAS MINAR I.P.ESTATE
NEW DELHI 110001

10

NO. JD (PLG.) PPR\97\D-164\ 219

dated; 17th Aug., 1998

To - SH R C Aggarwal
Chief Regional Planner, NCR Plg Board.

**SUB; MINUTES OF THE PLANNING COMMITTEE HELD ON 15.12.97 IN
NCRPB AGENDA ITEM 5(6) - REGARDING CHANGE OF LANDUSE BY DDA.**

Please refer to your letter no. K-144011\15\98\NCRPB dated 9.3.98 on the above cited subject. The desired information is submitted as follows alongwith the necessary maps:

1. MAP NO. 1

Map indicating the proposed urban extension of MPD 2001 as well as additional urban extension area required and also indicating the various subcity projects which have already been initiated by DDA and further approximately 4000 hac. area added thereto in MPD 2001 land use plan. All the subcity projects so indicated are the part of proposed urban extension MPD 2001 except PhII portion of Dwarka subcity & small part of Narela Project.

2. MAP NO. 2

This map indicates status of development ^{in Sub-city Projects} (area already developed/built, authorised/unauthorised, area yet to be developed and work in progress and unacquired land of Dwarka).

3. MAP NO. 3.

Map indicating urbanisable limit of NCR Plan as well as urban extension MPD 2001. The phasewise area in hecets and population for the urban extension MPD 2001 is as follows:

| Phase | Area (hect,) | Population (in million) |
|--------|--------------|-------------------------|
| IA | 3549 | 0.70 |
| IB | 5121 | 0.30 |
| IA | 6915 | 1.40 |
| IIB | 2450 | 0.30 |
| III | 6200 | 1.20 |
| IV | 5436 | 1.10 |
| TOTAL; | 29671 | 5.00 |

244
F/5

4. The detailed land use of urban extension MPD 2001 is indicated on Map No.1. The percentage landuse breakup for urban extension area MPD 2001 is indicated in Delhi Master Plan 2001 is as follows:

| | |
|-------------------|--------|
| Residential | 45-55% |
| Commercial | 3-4% |
| Industrial | 6-7% |
| Recreational | 15-20% |
| Public & Semi- | |
| Public facilities | 8-10% |
| Circulation | 10-12% |

The proposed density as indicated in Delhi Master Plan 2001 is gross residential density of 350-400 persons per hect and at the city level overall density of 180-200 persons per hect.

4(i) To accommodate the balance of 4 to 5 million population out of projected population upto the year 2001, the concept of urban extension was laid down in MPD 2001. The Delhi urban area 1981 could systematically hold 82 lacs population approximately. To accommodate balance of 4-5 million population, Delhi urban area-81 requires to be extended by 18,000 to 24,000 hectare. 4000 hect. of land stands included into MPD 2001 land use plan, which includes mainly the schemes which were already taken up by DDA, like Mayur Vihar i.e. South of NH-2 upto Delhi Borders in the East and Sarita Vihar & Vasant Kunj and adjoining areas in the South East & South.

4(ii) The DDA has initiated 3 major subcity projects as per the details indicated below:

| SUBCITY PROJECTS | DEVELOPMENT PH. | AREA (HECT.) (Approx) | POPULATION in lacs. (Approx.) |
|-------------------|--|--------------------------|-------------------------------------|
| Dwarka Ph. I | IA | 3549 | 0.70 |
| Narela | IIB & Part of Ph. III Part of Ph. IV & Part of Ph. IIA | 7500 | 0.10 |
| Rohini Ph. III | Part of IIA | 1010 | 1.58 |
| Rohini Ph. IV & V | Part of Ph. III Part of Ph. IV | 4300 | 8.6 |

- (A) Population of Delhi Urban Area 1981 - 80.4 lacs (approx.)
- (B) Additional 4000 hect. added to DU 81 as per MPD 2001-82 lacs.
- (C) Delhi urban extension now proposed for development is 29,671 hect. to accommodate about 4 to 5 million population.

The additional clarification desired in paras a, b & c in your letter are as follows:

- (a) Dwarka Ph.I which indicates the already built up area as well as the planned area forms part of development phase IA of Urban Extension and covers an area of approx. 3549 hect. and accommodates 7 lacs population.
- (b) The details of Rohini & Narela subcity projects are already mentioned above.
- (c) It is true that Dwarka Ph.II having area 1996 hect. and small part of Narela having area 60 hect. are not a part of urban extension. The map showing the area of Dwarka Ph.II and small part of Narela is also enclosed as Map 4.

It is requested that the case may please be placed before the next Planning Committee meeting of NCR Planning Board.

Anil Barai
 (ANIL BARAI)

DIRECTOR (NCR PPR & UE)

18 8 98

ENCL; AS ABOVE.

| POPULATION (Approx.) | DEVELOPMENT PH. | CITY PROJECTS |
|----------------------|-----------------|---------------|
| 80.4 | DU 81 | |
| 4000 | DU 81 | |
| 29,671 | DU 81 | |
| | | |
| | | |
| | | |
| | | |



दिल्ली विकास प्राधिकरण 67
DELHI DEVELOPMENT AUTHORITY

12TH FLOOR

विकास मीनार
Vikas Minar
इन्द्रप्रथम एस्टेट
I. P. Estate

संख्या :
No.
प्रेषक :
From
सेवा में,
To

JD (PLG.) 97/d.164/314
DIRECTOR (NCR & UC)

नई दिल्ली-2

New Delhi 110002.11.1998.....199...

The Chief Planner,
National Capital Region Planning Board,
India Habitat Center, Lodhi Road,
New Delhi.

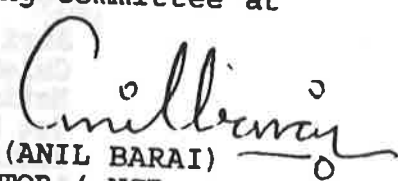
In continuation to this office letter no. JD (Plg.)/PPR/97D.164/219 dated 17.8.98, please find enclosed herewith Map No. 1, duly corrections made, as discussed with the Chief Planner, NCRPB.

The area of various Pockets which are beyond Urban Extension of MPD 2001 but to be added in the Urban Extension for planned development along National Highways are as follows:-

- | | | | |
|------|---|------------|------------|
| i) | Ribbon development along G.T. Road - | 1300 hect. | (1380) |
| ii) | Development on either side of NH 8 - | 960 hect. | (960) |
| iii) | Development of South of NH 10 near Tikri Vill. & PVC Bazaar - | 960 hect. | (960) |
| iv) | Northern Tri-angular portion of Narela Project - | 60 hect. | (60) |
| | | | <hr/> 3360 |

It is requested that earlier submitted Map No. 1, vide above referred letter may please be replaced with the Plan enclosed herewith.

The case may please be put up to NCRPB Planning Committee at the earliest.


(ANIL BARAI)
DIRECTOR (NCR & UC)

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नागरिक सेवा के चार दशक—नई सदी, नया संकल्प, प्रयास अथक

दिल्ली नगर निगम
राजन भवन, नाना नाक,
दिल्ली-110 006

विष्णु शर्मा
अतिरिक्त आयुक्त

2516788

D.O.No. TP/4/3022/98

Dated:- 16-11-98

Dear Shri Aggarwal,

Please refer to your D.O. letter No. E-14011/15/98-NCRPB dated 16.9.1998 regarding Urban Extension Plan of Master Plan of Delhi- 2001 prepared by D.D.A.

The work for preparation of the Urban Extension programme is being carried out by D.D.A. and, therefore, it is essential that before these plans are finalised qualitative and quantitative comments in respect of the provisions of the services are obtained from the concerned Services Departments.

1/98
98

While it is a fact that the existing services are over stressed but augmentation of these services is an on-going process which is undertaken by the M.C.D./Delhi Jal Board after assessing the quantum of increase and planning for the same.

In case of Urban Extension Areas which are being planned by D.D.A. the basic inputs for sewerage, water supply and power to be provided by the Delhi Jal Board and the Delhi Vidyut Board. MCD will be responsible for the development of internal drainage and sewerage of the developed areas which will be carried out once the overall framework has been designed by the Delhi Jal Board. Urban Extension Areas being the new areas to be undertaken for development necessary provisions can be made to accommodate the projected population and also the anticipated increase over the coming 50 years. The work so far carried out by D.D.A. in this respect would only be known to D.D.A.

M.C.D's responsibility is limited to the provisions of internal sewers, road network and development/maintenance of parks. This job of overall development and maintenance of the services by M.C.D. can be undertaken subject to the availability of funds for the same.

With regards,

Yours sincerely,

(Signature)
(V.S. SHARMA)

(Signature)
16/11

Shri R.C. Aggarwal,
Chief Regional Planner,
National Capital Region Planning Board,
1st Floor, Zone-IV,
India Habitat Centre,
Lodhi Road, New Delhi-110003.

II/5 248



SINGH
BER (TECH.)

DELHI VIDYUT BOARD

Shakti Bhawan, Nehru Place,
New Delhi-110 019

D.O.No.: M(T)I/29/1104
Dt. : 17th Dec. 1998

Sub : Urban extension plan of Master Plan of
Delhi-2001 prepared by Delhi Development
Authority

Dear Smt. Das,

Please refer to your letter No. K-14011/15/98-NCRPB dated 11.8.98 regarding urban extension plan of Master Plan Delhi-2001 prepared by DDA, wherein an area of 29671 Hectares comprising of Dwarka, Narela and Rohini is being taken up for urban extension and a population of about 50 lakhs will be accommodated in these urban extensions. No doubt, this will add to the pressure on the existing services especially power supply. We are, however, taking appropriate steps for giving power supply in Pappankalan (Dwarka), Rohini and Narela Development areas in coordination with DDA, based upon their development plan for each of these areas.

DVB system is being strengthened both in its generation capacity as also its transmission and distribution net-work. The projected power demand at the end of 9th Plan in the year 2001-2002 would be 3481 MW and by the end of 10th Plan i.e. in the year 2006-2007, it would be 4841 MW. The gap between DVB's own generation capacity and the projected power demand is expected to be met by the allocation from Central Sector power projects.

It may, however, be mentioned that to ensure timely completion of various transmission and sub-station project works, it is necessary that the time taken by land owning agencies in allotment of land for the grid sub-stations is cut down as also the approval of the routes for the transmission lines is expedited and efforts are made by all concerned agencies to ensure timely removal of the encroachments enroute the power lines, that have often resulted into delays in completion of the transmission works.

Contd. 2/-

II/10 249

With the streamlining of procedures, as indicated above, DVB will be in a better position to meet the power requirements envisaged for the urban extension of Delhi.

With kind regards,

Yours Sincerely,

[Signature]
17/12/90
Y.P. SINGH

Encl. As above

✓ Smt. Sarita J. Das,
Member-Secretary,
National Capital Region Plg. Board,
Indian Habitat Centre,
Lodhi Road, New Delhi.

The system is being strengthened and the
separation of the various transmission and distribution
lines is being completed. The proposed power demand for the
year 2001-2002 would be 1200 MW and by the end of
the 10th plan i.e. in the year 2004-2005, it would be 1800
MW. The gap between DVB's own generation capacity and the
projected power demand is expected to be met by the supply
from Central Sector power projects.

It may, however, be mentioned that in order
to meet the demand of various transmission and distribution
projects, it is necessary that the time taken by the
concerned agencies in allotment of land for the grid
stations is not more than the period of the project.
The transmission lines to be constructed are also
all concerned agencies to ensure timely progress of the
work. The concerned agencies are requested to
submit the progress report of the work at regular
intervals to the concerned authority.

DELHI VIDYUT BOARD

YEARWISE MAXIMUM DEMAND/AVAILABILITY OF POWER

| S. No. | Description | Installed/Effective Capacity MW | Net Availability of Power | | | |
|--------|--|------------------------------------|---------------------------|-----------------|---------------|---------------|
| | | | 1998-99 MW | 1999-2000 MW | 2000-01 MW | 2001-02 MW |
| 1. | Maximum Demand as per 15th AFS (CEA) | | 2631 | 3037 | 3253 | 3481 |
| 2.0 | <u>Availability of Power</u> | | | | | |
| 2.1 | <u>DVB's Own Sources:</u> | | | | | |
| | a) IP Station | 221 | | | | |
| | b) RPH | 135 | 430 | 450 | 450 | 450 |
| | c) GT/MHRU | 282 | | | | |
| | <u>Sub-Total 2.1</u> | 638 | 430 | 450 | 450 | 450 |
| 2.2 | B.T.P.S. | 720 | 460 | 460 | 460 | 460 |
| 2.3 | <u>New Generation Projects (DVB):</u> | | | | | |
| | i) Sawana Ph.I | 421 | - | 120 | 240 | 410 |
| | ii) Sawana Ph.II | 600-650 | - | - | 190 | 390 |
| | iii) IP Replacement | 300 | - | - | 90 | 270 |
| | iv) Pragati Combined Cycle | 600-650 | - | - | 100 | 200 |
| | v) Captive Plants | 150-200 | - | 100 | 150 | 150 |
| | <u>Sub-Total (2.3)</u> | | - | 220 | 770 | 1420 |
| | Total: 2.0(2.1+2.2+2.3) | | 690 | 1130 | 1680 | 2330 |
| 3.0 | <u>Existing Central Sector Projects:</u> | | | | | |
| 3.1 | <u>NTPC</u> | | | | | |
| | i) Dadri (T) | 840 | 660 | 680 | 680 | 660 |
| | ii) Singrauli | 2000 | 68 | 86 | 86 | 88 |
| | iii) Rihand (I) | 1000 | 90 | 90 | 90 | 90 |
| | iv) Unchahar (I) | 420 | 22 | 22 | 22 | 22 |
| | v) Anta | 413 | 28 | 28 | 28 | 28 |
| | vi) Auriya | 652 | 50 | 50 | 50 | 50 |
| | vii) Dadri | 817 | 65 | 65 | 65 | 65 |
| | <u>Sub-Total (3.1)</u> | | 1023 | 1023 | 1023 | 1023 |
| 3.2 | <u>N.H.P.C.</u> | | | | | |
| | i) Jairasuil | 196 | 21 | 21 | 21 | 21 |
| | ii) Salal (I&II) | 690 | 68 | 68 | 68 | 68 |
| | iii) Tanakpur | 102 | 10 | 10 | 10 | 10 |
| | iv) Chamera (I) | 540 | 53 | 53 | 53 | 53 |
| | <u>Sub-Total (3.2)</u> | | 152 | 152 | 152 | 152 |
| 3.3 | <u>Nuclear</u> | | | | | |
| | Narora | 420 | 38 | 38 | 36 | 38 |
| | <u>Sub-Total (3.3)</u> | | 38 | 38 | 36 | 38 |
| | Total 3.0 (3.1+3.2+3.3) | | 1213 | 1213 | 1213 | 1213 |



दिल्ली विकास प्राधिकरण
DELHI DEVELOPMENT AUTHORITY

विभाग नोवार
Vikas Minar
इंद्रप्रस्थ एस्टेट
I. P. Estate

नम्बरा :
No.
सेपक :
From
सेवा में.
To

नई दिल्ली-2
New Delhi-2.....7/1.....199.4

ANIL BARAI
DIRECTOR (NCR & UC)

श्री. ए. सी. अब्दुल्ला,
Chief Regional Planner,
NCRPB, 1st floor, Zone IV,
India Habitat Centre, Lodhi Road,
New Delhi - 110003.

SUB:- URBAN EXTENSION PROPOSAL OF MPD - 2001
PREPARED BY DDA.

Please refer to your letter no. K-14011/15/98-NCRPB
dated 31.12.98 on the above subject. It is to inform
you that the Urban Extension of MPD - 2001 was
approved by the Authority in 1987, however, the same has
not been notified by the Min. of Urban Development &
Employment, Govt. of India.

ANIL BARAI
DIRECTOR (NCR & UC)

III/13

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DELHI DEVELOPMENT AUTHORITY
DIRECTOR (NCR & UC)

69
NO. JD(Fly..)/97/D-16./Part File/S.S./263

Dt. 13/10/98

F.

Mrs. Sarita J. Das,
Member-Secretary,
NCR Planning Board,
1st floor, Zone IV, Indira Habitat Centre,
Lodhi Road,
New Delhi-110003.

Sub: Urban Extension proposal of Master Plan of Delhi-2001 prepared by Delhi Development Authority.

Kindly refer to D.O. no. JD(Fly..)/PPR/97/D-164/959-EP dated September 9, 1998 from Sh. P.K.Ghosh, VC, DDA on the above cited subject. I am directed to enclose herewith the copy of D.O. letter no. K-13011/22/97-DDA dated 19th Aug., 1997 addressed to VC/DDA from Sh. N.P. Singh, the then Secretary, Min. of Urban Affairs & Employment, Deptt. of Urban Development, Govt. of India for reference please.

It is seen pointed out that when a particular area stands notified in the Master Plan as urban extension area, separate submission of the NCR Planning Board for change of land use from 'Agricultural Green/Rural' to 'Urban Uses' is no longer necessary.



(ANIL GARAI)

DIRECTOR (NCR & UC)

ENCL: AS 330/23

III/19 253

...S. Singh
PHONE 3019377

70
Min. of Urban Affairs &
Employment,
Deptt. of Urban Development
K-13011/22/94-DDI

Dt. 19th August, 1997

Dear Shri Ghosh,

Please refer to your D.O letter no. F.20(25)/94/MP/6618 dated August 8, 1997 regarding the grant of land use change/ planning permission in the case of M/s A.S. Tools Ltd., and the Indian Oil Corporation, which have been pending for a long time. Earlier, the VC, DDA in his D.O. no. F.20(25)/94/MP/dated March 12, 1996 has clearly indicated that the site under reference falls partly in the area earmarked for commercial use (wholesale/warehousing) and partly under recreational use as per MPD - 2001. It was also subsequently indicated ~~that~~ by Commissioner (Plg.) during discussions that a resolution in this behalf had been passed by the DDA in the year 1987. This being so, the change of land use from 'Agricultural/Rural' to 'Commercial' (wholesale/warehousing) already stands confirmed in the Master Plan MPD 2001 and no other formalities in this regard are any more required.

That which applies to the case of A.S. Tools is equally applicable to the case of IOC in respect of an area of 97.07 acres, which was also notified way back in August, 1988 for inviting objections/suggestions for change of land use from 'Agricultural Green Belt' to 'Warehousing and Storage'.

As repeatedly clarified by this Ministry, it is once again confirmed that wherever the draft Master Plan has assigned any particular land use to a parcel of land and that Master Plan has subsequently been notified with the approval of the Government, no cases need to be individually floated for grant of permission for change of land use.

Keeping in view the above, the following clarifications are issued in respect of the various points mentioned in your letter of August 8 1997 referred to above.

In case the land use assigned and approved by the Authority in respect of any parcels of land prior to the notification of MPD 2001 are considered to be a part of the Master Plan-2001, as indicated in your predecessor's D.O. letter of March 12, 1996 on the subject addressed to this Ministry, the Planning permission may be granted to the concerned applicants (M/s A.S. TOOLS and the IOC) after imposing such conditions as are considered necessary and which could be legally imposed. If, however, the aforesaid land use assignments are not considered to be an integral part of MPD 2001 this may be treated as the needed approval of the Government for change of land use based on the approval, already granted by the DDA and the Planning permission could be accorded after notifying the required change of land use.

III/15 254

In either case, the conditions which are imposed should be those which are necessary from the planning angle and sustainable ~~xxxxxxxxxxxxxxxxxxxxxxxx~~ legally. Accordingly the following point should be considered while imposing the proposed conditions:

a) There is no objection to reserving the required R.O. for NH-10, buffer greens as per NCR Plan on either side of the National Highway and for service/access roads to segregate the local traffic from the long distance traffic along the National Highway and for provision of approach roads to and exit facilities from the commercial area. At the same time, since construction of the required service and access roads and provision of infrastructural facilities like water supply, sewerage and drainage, etc. in the urban extension area may take time, necessary undertakings should be obtained from the parties to whom planning permission is granted binding them to pay the development charges as well as settlement levy/impact fee under the provisions of the D.P. Act, as and when any development activities are taken up in the area by a local body, DDA or any other development agency.

b) Allowing only temporary structures would neither be feasible nor practicable. Accordingly planning permission will have to be accorded to enable parties concerned to make up regular/permanent constructions.

c&d) Licence fee or other charges, if any to be levied for grant of planning permission and development will have to be in conformity with the existing rules applicable in this behalf.

e) When a particular area stands notified in the Master Plan as urban extension area, separate permission of the NCR P&G Board for change of land use from Agricultural Green/Rural to 'Urban uses' is no longer necessary. However in case the DDA proposes to develop or grant permission to develop any area outside the urban/urban extension limits (i.e. in the rural area), NCRP's permission would be essential.

5. I would appreciate if you kindly take necessary action in the above two cases immediately, keeping in view the instructions given above. Further the DDA may also take simultaneous actions for preparation of the indicative land use plans/zonal plans covering various zones in the urban extension areas/ ~~xxxxxxxxxxxx~~ beginning with the specified areas on either side of the National Highways as directed earlier.

With regards,

Yours sincerely,

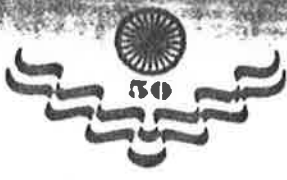
Sd/-
(N.P.Singh)

Sh. P.K.Ghosh
VC, DDA,
Vikas Saran, INA

[Handwritten signature]



Ram S. Varma



CHIEF SECRETARY,
HARYANA.

Dated:

Dear

As you are aware, the National Capital Region Plan 2001 envisages dispersal of economic activities and consequent decongestion of population from Delhi.

*MIS/SSC/D
04/12/98*

It is understood that Delhi State is taking active steps towards urban expansion by developing sub-cities like Narela, Dwarka, Rohini etc. Steps have also been initiated to urbanize rural areas in the form of growth centres and growth points. A plan for channelisation of river Yamuna is being formulated to further urbanize the river bank in the form of convention centres, shopping plazas etc. New industrial estates are being developed by acquiring more land. The implementation of Malhotra Committee's report will further increase the holding capacity of the existing areas in Delhi. All these measures are bound to attract people from outside Delhi, thereby defeating the avowed objective of decongestion of Delhi.

It be seen
You would agree that the above developments in the National Capital run counter to the objectives of NCRPB. I would, therefore, request you to take suitable remedial steps in order to achieve the objectives of the National Capital Region Plan 2001.

CRP

Yours sincerely,

*1514/CRP/98
2117/98*

sl
(Ram S. Varma)

Shri Omesh Saigal, IAS,
Chief Secretary,
Govt. of National Capital Territory,
Delhi.

Enclt 2024

dd. 16-11-98

A copy of the above is forwarded to Mrs. Sarita J. Dass, IAS, Member Secretary, National Capital Region Planning Board, New Delhi for information and necessary action.

Omaw

(Ram S. Varma)
Chief Secretary, Haryana.

III/1817 256



दिल्ली विकास प्राधिकरण
DELHI DEVELOPMENT AUTHORITY
विकास मिनार
VIKAS MINAR
इन्द्रप्रस्थ इस्टेट
INDRAPRASTHA ESTATE

F.20(10)84-MP/918

नई दिल्ली-2

NEW DELHI.....198...

FROM: A.K.JAIN
ADDL.COMMR (DC&B)

TO:

Sh.R.C. Aggarwal,
Chief Regional Planner,
NCR PB, India Habitat Centre,
Lodhi Road, New Delhi-110003.

SUB: Change of land use of an area measuring 1996 ha. from 'rural use/agricultural green' to 'residential' 'commercial', 'Public and semi public facilities' 'transportation' and 'recreational' etc. in Dwarka Phase II, Delhi.

RP/97
9-97
Sir,

The above referred proposal of an area measuring 1996 ha. from 'rural use' / agricultural green' to 'residential', commercial 'Public and semi public facilities' etc. in Dwarka Phase II was considered and approved by the Authority vide its resolution no. 81/92 dt. 7.7.92. After inviting objections/suggestions from the public the proposal was approved by the Authority vide its resolution no. 86/96 dt. 27.8.96 for issue of final notification by the Govt. of India.

The Under Secretary (DD)MOUA&E vide his letter dt. 18.8.97 has requested to obtain clearance from the NCR Planning Board before processing the matter further.

Please find enclosed a copy each of the above referred Authority resolution. It is requested to kindly accord the approval of the NCR Planning Board at the earliest.

Thanking you,

Yours faithfully,

(A.K.JAIN)

ADDL.COMMR.(DC&B)

4.9.97

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ITEM NO. Sub : Change of land use of an area measuring 1996ha. from 'rural use/agricultural green' to 'residential, commercial, public and semi-public facilities, transportation and recreational etc. in Dwarka Phase-II, Delhi.
86/96
27.8.96.
F.20(10)84-MP

P R E C I S

The proposal for change of land use of an area measuring 1996 ha. from 'rural use/agricultural green' to 'residential, commercial, public and semi-public facilities, transportation and recreational' etc. in Dwarka Phase-II was initiated by Dwarka Project Planning Office, which was recommended by the Technical Committee and the Authority vide its resolution no.81/92 dt.7.7.92 (Appen. 'A' P.No. 3-11) to Govt. of India for conveying approval to issue public notice.

2. The Govt. of India, Ministry of Urban Affairs & Employment was requested to convey the approval of the Central Govt. u/s 11-A of Delhi Development Act-1957 to issue a public notice for inviting objections/suggestions from the public for the proposed change of land use. The approval was conveyed by the Ministry vide letter no.K-13011/5/93-DDIB dt.4.5.93. Accordingly, a public notice was issued on 28.8.93. (Appen. 'B' P.No. 12-15).

3. In response to the public notice, 97 objections/suggestions were received. These have been categorised into three major groups namely a) Individuals (b) Resident Welfare Association, Religious and Charitable Organisations and c) Delhi Urban Arts Commission.

4. The objections/suggestions were considered by the Technical Committee in its meeting held on 14.6.94 vide item no.74/96, wherein the proposal was recommended to the Authority to process the change of land use for such pockets/areas of Dwarka Phase-II which were already under the Govt. ownership including the DDA or taken over by DDA under the Land Acquisition Act. For other pockets/areas the change of land use has to be processed after the land taken over under the Land Acquisition

5. Since the balance unacquired land in Dwarka Phase-II is under process of acquisition and the Ministry had already given approval for inviting objections/suggestions from the public, which were subsequently considered and recommended by the Technical Committee on 14.6.94, it would be desirable to consider the change of land use for the entire Dwarka Phase-II.

6. The proposal for change of land use for 1996 ha., accordingly was considered by the Technical Committee in its meeting held on 25.6.96 under item no.74/96/TC and it was recommended to the Authority/Govt. of India for issue of final notification.

7. The proposal as contained in para '6' above is placed before the Authority for consideration.

R E S O L U T I O N

Resolved that proposals contained in para 6 of the Agenda Item be approved.

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2*

APPENDIX 'A' TO ITEM NO. 86/96

ITEM
No.
81/92

Subject : Development Plan of Dwarka Project -
Change of land uses.

~~A-07.07.92~~ (File No. F.20(10)84-MP)

P R E C I S

The Draft Development Plan of Dwarka (Papankala) Project was approved by the DDA vide its Resolution No.15 dated 14.4.88. The Authority resolved that the development may take place in the area already acquired, and for that area, change of land uses be processed. The Authority also resolved that Phase-II of the Project be also declared as the "Development Area" for the purpose of overall integrated planning. The area for Phase-I was already declared as Development Area (No.171) vide notification dated 28.11.86. Subsequently, Phase-II of Dwarka Project was also declared Development Area (No.172) vide Notification dated 20.7.88.

2. The matter for change of land uses was referred to the Govt. of India, Ministry of Urban Development vide Dy.Dir.(MP)'s letter dated 28.4.88 for their concurrence/approval for processing change of land uses of the lands falling in Phase-I of the Project. After the Government's approval, Public Notice was issued on 9.7.88 for inviting objections/suggestions on the proposed land use changes. (Appendix

.....Pages.....⁴⁵.....).

3. In response to the Public Notice, in all, 27 objections/suggestions were received. These were considered by the Authority vide its Resolution No.139 dated 12.12.88 and the modified Development Plan, as recommended by the Technical Committee, was approved by the Authority for final processing of land use changes. The Authority also resolved that where the land is immediately required for services, linkages, accesses, flyovers and other needs, the same be also acquired by mutual negotiation by offering alternative accommodation in lieu of the land required for the development of the Project.

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4. It was noted that Delhi Urban Arts Commission, while filing their objections on the proposed land uses, desired that the comprehensive Master Plan of the area be submitted to them for consideration and approval. Therefore, to explain the project to the Chairman and members of the Commission, a meeting was held on 22.12.88 in the Conference Room, Vikas Minar, DDA. The meeting was also attended by the Secretary, Ministry of Urban Development, Chief Secretary, Delhi Admn.; Commissioner, MCD; Administrator, NDMC and others. The Chairman, the members of the Commission felt that the DUAC could contribute for development of a pleasing and beautiful environment and pressed that for proper functions and other needs of such a large Project, demand careful studies and inputs at the level of specialised, professionals. Therefore, it was decided that the project be submitted to the DUAC for their in depth studies and their considered views to improve upon the project.

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5. The Commission in its meeting held on 17.11.89, discussed the total project and a number of observations were made and decided that a group be convened by one of its members to study the project with the following terms of reference:

- i) a. to examine the concept with regard to relationship of the existing development pattern of the city;
- b. traffic/circulation system;
- c. infrastructure system consisting of electricity, water supply, drainage & sewerage etc.
- d. urban design and landscape aspects with emphasis on open space system and street picture.
- e. community facilities;
- f. norms of development and their likely impact on open space system and the environment as well as infrastructure.

- ii) to make recommendations for additional inputs, if any, required.
- iii) to make recommendations for additional information and material, if any, required for meaningful consideration of the proposal.

6. To study the project with reference to above terms, the Group met a number of times wherein Commr.(Plg.) and other officers of the DDA were also associated. Finally, on the recommendation of the Group, the Commission suggested that DDA should:

Find out the best professional experts/talent available in the city and should appoint consultants in the field of town planning, environmental planning, architecture and urban design, landscape architecture, traffic and transportation planning, system and services planning etc. The Group also suggested to have an Advisory Group for a periodical review of the scheme, prepared by the consultants in order to help/expedite the finalisation and consideration by the Commission.

NOT OFFICE USE ONLY

7. In pursuance to the above suggestion of DUAC, a Working Group and an Advisory Group were constituted in the DDA. After a number of meetings/discussions, the Working Group presented Stage-I Plan of the Project to the Technical Committee in its meeting held on 27.11.89 wherein the Technical Committee desired that the Working Group should further elaborate the land uses of the earlier scheme and wherever possible adjustments be made however, the scheme was accepted in principle. Later on, the Stage-I Plan was submitted to DUAC vide letter dated 26.12.89, as finalised by the Working Group. This was considered by the Commission in its meeting held on 16.1.90 and the approval was conveyed vide letter dated 15.2.90.

8. Based on the approval of Stage-I Plan received from DUAC and the observations made by the Technical

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Committee in its meeting referred to above, the Stage-II Plan was taken up by the Working Group in consultation with the Advisory Group. After finalising the plan, the same was submitted to DUAC. This plan was also considered by the Commission in its meeting held on 28.6.90 and their approval was conveyed on 4.9.90.

9. The Land Use proposals as worked out in the final structure plan (Stage-II) comprising Phase-I & Phase-II as considered by the Technical Committee and the DUAC are given in the table below:

Table A:

| S.No. | Land uses | Land Use Proposals : (Phase-I) | | |
|-------|-------------------------------|--------------------------------|---------------------------------|------------------------|
| | | Area acquired (hect.) (a) | Existing built area (hect.) (b) | Total of (a+b) (hect.) |
| 1. | Residential | 911.5 | 1228.00 | 2139.56 |
| 2. | Commercial | 79.8 | 50.00 | 129.56 |
| 3. | Govt. Use | 33.7 | - | 33.07 |
| 4. | Public/Semi-public facilities | 181.57 | 73.00 | 254.57 |
| 5. | Public Utilities | 44.00 | - | 44.00 |
| 6. | Recreational | 157.82 | 217.00 | 374.82 |
| 7. | Industrial | 181.28 | - | 181.28 |
| 8. | Transportation | 375.14 | 120.00 | 495.14 |
| | Total | 1964.00 | 1688.00 | 3652.00 |

Table 'B'

| S.No. | Land Uses | Area to be acquired (hect.) (c) |
|-------|--------------------|---------------------------------|
| | | |
| 1. | Residential | 765.13 |
| 2. | Commercial | 128.07 |
| 3. | Govt. Use | 3.16 |
| 4. | Public/semi-public | 102.61 |
| 5. | Public Utility | 73.50 |
| 6. | Recreational | 686.06 |
| 7. | Industrial | - |
| 8. | Transportation | 237.11 |
| | Total | 1885.63 |

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Table 'C' Land Use Proposals for Phase-I&II(Composite)

| S.No. | Land Use | Phase-I (a+b)hect. | Phase-II (c)(hect.) | Total (a,b,c) hect. | Percentage % |
|-------|--------------------|-----------------------|------------------------|---------------------------|-----------------|
| 1. | Residential | 2139.56 | 765.13 | 2904.69 | 51.44 |
| 2. | Commercial | 129.56 | 128.07 | 257.63 | 4.56 |
| 3. | Govt. Use | 33.07 | 3.16 | 36.23 | 0.64 |
| 4. | Public/semi-public | 254.57 | 102.61 | 357.18 | 6.32 |
| 5. | Public Utility | 44.00 | 73.50 | 117.50 | 2.08 |
| 6. | Recreational | 374.82 | 686.06 | 1060.88 | 18.78 |
| 7. | Industrial | 181.23 | - | 181.28 | 3.21 |
| 8. | Transportation | 495.14 | 237.47 | 732.61 | 12.97 |
| Total | | 3652.00 | 1996.00 | 5648.00 | 100.00 |

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P-475/G

10. Meanwhile, the Authority vide its Resolution No.43 dt. 27.3.1991 resolved that as a policy, only 2% of the land be earmarked for "Service Industries" in Urban Extension Schemes. Considering this as a policy, land use under this category would be only 113 Ha. (i.e. 2% of the total project area) instead of 181.28Ha. Earlier, land was forming part of Phase-I of the project. It is proposed that out of 181.28 Ha. only 45 Ha. is earmarked for such activities (Service Industries) in Phase-I and the remaining 68 Ha. (out of 113Ha.) is earmarked for Phase-II. Remaining land measuring 136.28 Ha. out of 181.28Ha. in Phase-I is proposed to be utilised for :

- a) Residential Use 22.2 Ha.
- b) Public & Semi-public use 54.13Ha.
- c) Recreational Use 58.87Ha.
- d) Utilities 1.08Ha.

Total: 136.28

As 68 Ha. of land in Phase-II is now earmarked for "Service Industries" within the land use category of commercial the adjustment in other land uses has been made accordingly.

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10. b) In the structure plan, approved by DUAC 2 locations for sewerage treatment plant are indicated covering an area of 29.20 Ha. under the Public Utility use. During the discussions, CE(Design)DDA, WS & SDU, MCD, it was decided that only one site of about 40 Ha. will be sufficient to cater to the project instead of having two sites. The locations shown on the plan was not approved by National Airport Authority being in the vicinity of Air Funnel area. Therefore, an alternate location in consultation with National Airport Authority and others (CE(D), DDA and Engineers of WS & SDU, MCD) has been identified and earmarked in Phase-II of the project. This land is earmarked for residential use and partly for recreational use. Therefore, the change of land uses due to these adjustments have also been worked out.

c) The Project was also taken up by National Airport Authority of India for height zoning clearance for various sectors as this area of the project is located in Air Funnel zones. After a number of meetings and detailed discussions with the officers of the Airport Authorities, height zoning have been fixed vide letter no. P-27/NOC/Gen/13073 dt. 24.10.90 for various sectors and approved by National Airport Authority.

d) The detailed sector plan mainly for Phase-I (total 18 in numbers) have been worked out and also discussed in the Screening Committee. Based on the detailed sector plans, certain adjustments/changes in the land uses have been made in the overall structure plan.

11. Thus, taking into consideration all the above mentioned adjustments land use proposals based on upto date structure plan was discussed in the meetings of Technical Committee held on 22.7.91 and the Technical Committee approved the adjustments with the following observations:

TH/fg 26/5

"The proposals were-discussed with specific reference to the consequential changes of land use that would be called for in the light of a recent decision of the Technical Committee that only 2% of land be earmarked for industrial sector use. As the matter was now pending with the Authority for consideration, it was felt that the question as to how the surplus land once earmarked for the industrial sector in Dwarka Phase I & II could be re-allocated amongst various competing land uses, would have to be held over until a final policy decision was taken by the Authority with aspect to land for industrial sector. Similar changes would have to be effected with respect to the land use pattern drawn up for other urban extension areas like Rohini and Narela".

Keeping in view the approval of the Technical Committee the land uses as now worked out for Phase I&II be-merged, as given in the table: below and shown on the plan (laid on table).

TABLE 'A' CHANGE OF LAND USE - PHASE I

| S.No. | Land Use | Area Hect. Phase-I (a) | Built up Area (hect.) (b) | Total Area (a+b) | Percentage |
|-------|--------------------|------------------------|---------------------------|------------------|-------------|
| 1. | Residential | 916.87 | 1228.00 | 2144.87 | 58.75 |
| 2. | Commercial | 106.82 | 50.00 | 156.81 | 4.29 |
| | a)commercial | 61.81 | | | |
| | b)Service Centre | 45.01 | | | |
| 3. | Govt. Use | 62.51 | - | 62.51 | 1.71 |
| 4. | Public/semi-public | 192.71 | 73.00 | 265.71 | 7.27 |
| 5. | Public Utility | 43.68 | - | 43.68 | 1.20 |
| 6. | Recreational | 264.10 | 217.00 | 481.10 | 13.17 |
| 7. | Transportation | 377.32 | 120.00 | 497.32 | 13.61 |
| | Total | 1964.00 | 1688.00 | 3652.00 | 100% |

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TABLE 'B' PROPOSED CHANGE OF LAND USE PHASE-II

| S.No. | Land Use | Area (hect.) | Percentage |
|-------|--------------------|----------------|-------------|
| 1. | Residential | 765.12 | 38.33 |
| 2. | Commercial | 196.07 | 9.82 |
| | a)Commercial | 128.07 | |
| | b)Service Centre | 68.00 | |
| 3. | Govt. Use | 3.16 | 0.16 |
| 4. | Public/semi-public | 102.61 | 5.14 |
| 5. | Public Utility | 95.08 | 4.80 |
| 6. | Recreational | 533.08 | 26.71 |
| 7. | Transportation | 300.15 | 15.04 |
| | Total | 1996.00 | 100% |

The above proposals are placed before the Authority for its consideration and approval:

- a) Proposed land uses for Phase-I by referred to the Govt. of India, Ministry of Urban Development for their consideration, approval and for final notification for land uses given in Table 'A' for an area measuring 3652 hect., shown on the plan (laid on table).
- b) To refer to the govt. of India, Ministry of Urban Development proposed land uses given in Table 'A' for Phase II, for their approval/concurrence and afterwards, to issue a Public Notice for inviting objections/suggestions under Section 11A to change the land uses from 'rural use zone' to these specified land uses as indicated above in Table B and shown on the plan (laid on table).

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RESOLUTION

The Authority resolved that the proposal be approved for further processing under Delhi Development Act, 1957 and while making a reference to the Ministry of Urban Development, Govt. of India, a note about the built up areas referred to in para 12, table I, of agenda item be furnished.

Verified
[Signature]

Attested

[Signature]

H. K. BARRAR,
Assistant Secretary
Delhi Development Authority

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Appendix 'I' to Item No. 01/92

DELHI DEVELOPMENT AUTHORITY

No.F.20(10)/84-MP

Dated the, 9.7.88

PUBLIC NOTICE

The following modification which the Central Govt. proposed to make to the Master Plan/Zonal Development Plan for Delhi is hereby published for public information. Any person having any objection or suggestion with respect to the proposed modification may send the objection or suggestion in writing to the Secretary, Delhi Development Authority, Vikas Sadan, 'B' Block, INA, New Delhi within a period of thirty days from date of issue of this notice. The person making the objection or suggestion should also give his name & address.

MODIFICATION

i) Area bounded by Railway line to Rewari on the South east, Agricultural green/Pankha Road on north, agricultural green on the north-west & south-west, measuring about 40 hec. is proposed to be changed from 'Commercial (warehousing/storage) to 'Residential' = (23 hec.) to recreational (distt.parks, play ground and open space) 14.30 hec.) and to 'circulation'. (2.7 hec.).

ii) "Area bounded by Najafgarh Road on north west, Pankha Road/Laxpuri on north, Rewari Railway line on east/pro. express way on the south west, excluding the pocket detailed at s.no.(i) above, measuring about 3612.00 hec. is proposed to be changed from agricultural and rural use zone to:

| | | |
|-------|---------------------------------|-------------|
| a) | Residential | |
| b) | Commercial | 2120.0 hec. |
| c) | Governmental | 129.0 hec. |
| d) | Recreational | 40.0 hec. |
| e) | Public & semi public facilities | 467.7 hec. |
| f) | Circulation | 240.0 hec. |
| TOTAL | | 615.0 hec. |
| ... | | 3612.0 hec. |

2. The plan indicating the proposed modification will be available for inspection at the office of the Dy. Director(MP), Vikas Minar, 6th floor, I.P.Estate, New Delhi on all working days within the period referred to above.

Sd/--
SECRETARY
DELHI DEVELOPMENT AUTHORITY

VIKAS SADAN
'B' BLOCK, INA
NEW DELHI

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APPENDIX 'B' TO ITEM NO. 86/96

To be published in the Gazette of India, part II section-3 sub-section (ii) on 28.8.93.

NO. F. 20(10)/84-MP

...

Dated 23.8.93

PUBLIC NOTICE

The following modification which the Central Govt. proposes to make in the Master Plan/Zonal Development Plan for Delhi, is hereby published for public information. Any person having any objection/suggestion with respect to the proposed modification may send the objection/suggestion in writing to the Secretary, Delhi Development Authority, Vikas Sadan, 'B' Block, I.N.A., New Delhi, within a period of 30 days from the date of this notice. The person making the objection/suggestion should also give his name and address.

MODIFICATION:

"Area bounded by Oil Pipe Line in ^{Only} North-East, Rewari Railway Line in the South-East, Bijwasan Road in the South, Najafgarh Drain in the West and Najafgarh Road in the North, measuring about 128.07 ha. (4930.12 acres), is proposed be changed from 'rural use zone' to 'residential', commercial, Govt. use, public and semi-public facilities, public utility, recreational and transportation in Dwarka Scheme, Phase II, Delhi, as per the areas given below :-

| S. NO. | PROPOSED LAND USE | AREA (hect.) |
|--------|-----------------------------------|---------------|
| i. | Residential | 765.12 |
| ii. | Commercial | 196.07 |
| a. | commercial - 128.07 ha. | |
| b. | service centre - 68.00 ha. | |
| iii. | Government use | 3.16 |
| iv. | Public and semi-public facilities | 102.61 |
| v. | Public utility | 95.00 |
| vi. | Recreational | 533.00 |
| vii. | Transportation | 300.00 |
| | Total | <u>300.00</u> |

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2. The plan indicating the proposed modification will be available for inspection at the office of the Deputy Director, Master Plan Section, 6th Floor, Vikas Minar, I.P. Estate, New Delhi, on all working days within the period referred to above.

Not Office Only

[Signature]

(RANBIR SINGH)
SECRETARY

DELHI DEVELOPMENT AUTHORITY

VIKAS SADAN,
B BLOCK, I.N.A.,
NEW DELHI.

DATED THE 28.8.93

| Sl. No. | Particulars | Amount |
|---------|-----------------------------------|--------|
| 1 | Residential | 100.00 |
| 2 | Commercial | 100.00 |
| 3 | Industrial | 100.00 |
| 4 | Public and semi-public facilities | 100.00 |
| 5 | Other | 100.00 |
| 6 | Total | 500.00 |

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भारत के राजपत्र के भाग-२, खण्ड ३, उपखण्ड 111 में
दिनांक 28.8.93 को प्रकाशनाई ।

सार्वजनिक सूचना

एफ.२०/१०/६४-एम.पी.

दिनांक: 23.8.93

केन्द्रीय सरकार का दिल्ली की मुख्य योजना/केन्द्रीय विकास योजना में निम्नलिखित स्वीकृति करने का प्रस्ताव है, जिसे जनता की जानकारी के लिए एतद्वारा प्रकाशित किया जाता है। प्रस्तावित स्वीकृति के सम्बन्ध में यदि किसी व्यक्ति को कोई आपत्ति हो/सुझाव देना हो तो वह अपनी आपत्ति/सुझाव लिखित रूप में इस सूचना के जारी होने की तारीख से 30 दिन की अवधि के अंदर सचिव, दिल्ली विकास प्राधिकरण, विकास भवन, "बी" ब्लाक, आई.एन.ए., नई दिल्ली को भेज दें। आपत्ति करने/सुझाव देने वाले व्यक्ति को अपना नाम और पता भी अवश्य देना चाहिए।

स्वीकृति:-

उत्तर-पूर्व में आयल पाइप लाइन, दक्षिण-पूर्व में रेवाड़ी रेलवे लाइन, दक्षिण में बिजवासन रोड, पश्चिम में ~~...~~ नाले और उत्तर में नजफगढ़ रोड से घिरे लगभग 1996 हेक्टर 4930.12 एकड़ क्षेत्र का भूमि उपयोग "गणसिद्धि उपयोग ज़ोन" से धारणा योजना, चरण-2 के लिए ~~...~~ दिए गए क्षेत्र के अनुसार "आवासीय" व्यावसायिक, सरकारी उपयोग, सार्वजनिक एवं अर्धसार्वजनिक सुविधाओं, सार्वजनिक उपयोगिता मनोरंजनात्मक एवं परिवहन में परिवर्तित किए जाने का प्रस्ताव है:-

| क्रम संख्या | प्रस्तावित भूमि उपयोग | क्षेत्रफल हेक्टर |
|-------------|--------------------------------------|------------------|
| 1. | आवासीय | 765.12 |
| 2. | व्यावसायिक | 196.07 |
| | व्यावसायिक | 128.07 हेक्टर |
| | सेवा केंद्र | 68.00 हेक्टर |
| 3. | सरकारी उपयोग | 3.16 |
| 4. | सार्वजनिक एवं अर्धसार्वजनिक सुविधाएं | 102.61 |
| 5. | सार्वजनिक उपयोगिता | 95.08 |

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10/11/73

| | | |
|----|------------|----------------|
| 6. | मनीरविमासक | 933.08 |
| 7. | परिवहन | 300.00 |
| | | <u>1996.00</u> |

2. प्रस्तावित शोधन को दशमो नामा मकरा निरीक्षण के लिए उपनिवेशक, मुख्य योजना अनुभाग, विकास मीमार, 801 मजिल, कार्ड-पी-एस्टेट, नई दिल्ली के पास उपर्युक्त कक्षा के दौरान सभी कार्य विद्यमान में उपलब्ध होगा।

For Office

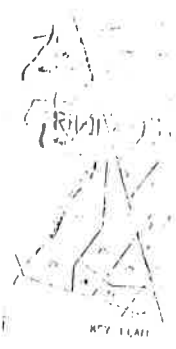
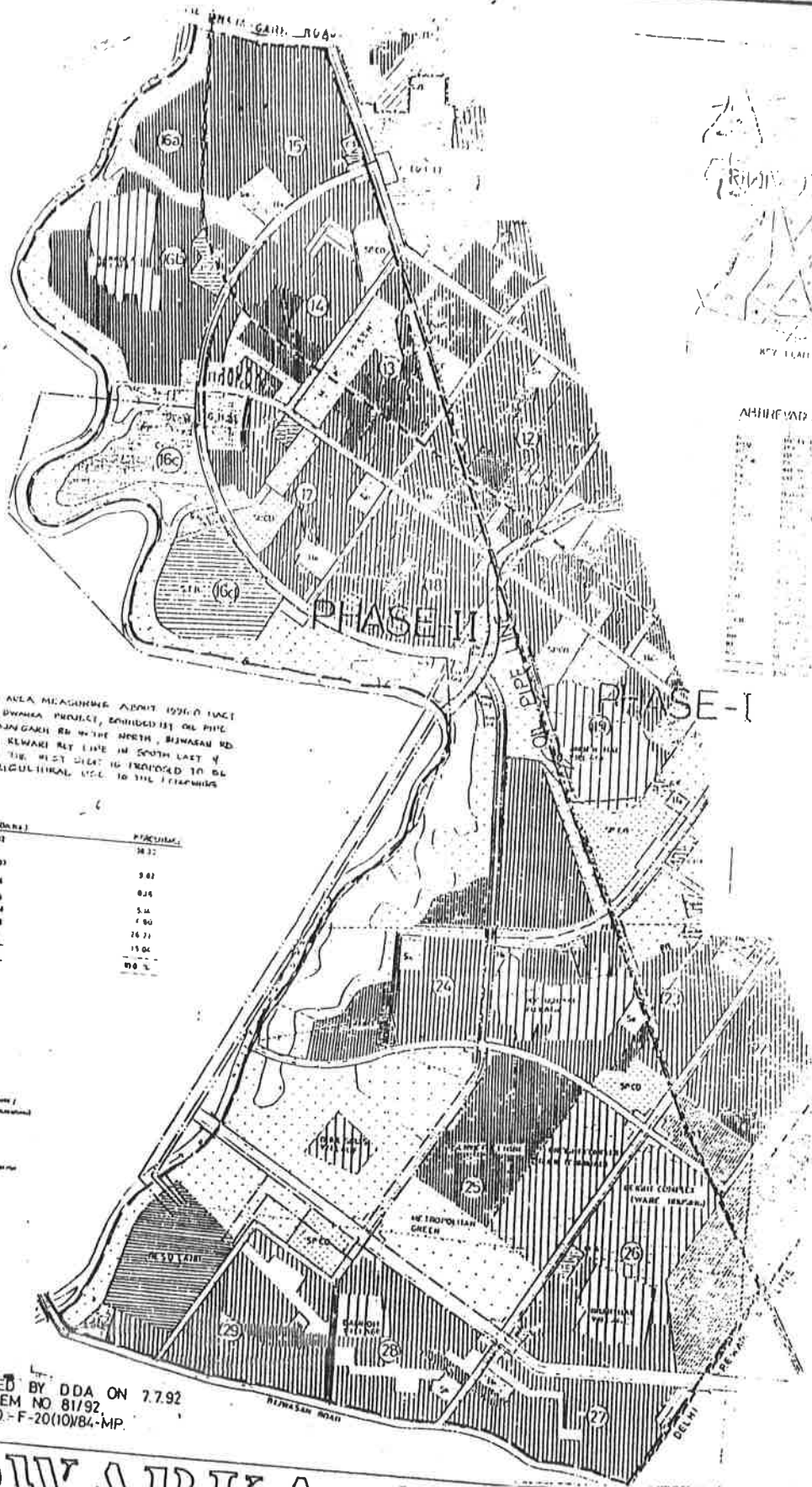
रविशंकर सिंह
 सचिव

दिल्ली विकास प्राधिकरण

विकास सदन,
 जी ब्लॉक, कार्ड-पन-ए.
 नई दिल्ली।

दिनांक 28.8.73

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APPENDIX

NOTE:
 THE LAND USE OF AN AREA MEASURING ABOUT 1996.0 HECT
 PASSING IN THE E OF DWARKA PROJECT, BOUNDING BY DELHI
 LINE IN THE EAST, HAJI GARH RD IN THE NORTH, BIRWASA RD
 IN THE SOUTH, DELHI KWARA RT LINE IN SOUTH EAST &
 HAJI GARH ROAD IN THE WEST GREAT IS PROPOSED TO BE
 CHANGED FROM AGRICULTURAL USE TO THE FOLLOWING
 LAND USES.

| LAND USE: PHASE-II | | |
|--------------------|------------------|-------------|
| S. NO. | LAND USE | AREA (HECT) |
| 1 | RESIDENTIAL | 783.12 |
| 2 | COMMERCIAL | 191.07 |
| 3 | GOVT USE | 3.18 |
| 4 | PUBLIC/SEMI PUB. | 407.81 |
| 5 | PUB. UTILITY | 83.04 |
| 6 | RECREATIONAL | 533.08 |
| 7 | TRANSPORTATION | 300.15 |
| TOTAL | | 1996.00 |

- LEGEND:**
- RESIDENTIAL
 - 1. Single story
 - 2. Two story
 - 3. Three story
 - 4. Four story
 - 5. Five story
 - 6. Six story
 - 7. Seven story
 - 8. Eight story
 - 9. Nine story
 - 10. Ten story
 - COMMERCIAL
 - 1. High density
 - 2. Medium density
 - 3. Low density
 - RECREATIONAL
 - 1. Open area
 - 2. Sports ground
 - 3. Public garden
 - TRANSPORTATION
 - 1. Road
 - 2. Metro station
 - 3. Bus stop
 - UTILITY
 - 1. Water supply
 - 2. Sewerage
 - 3. Electricity
 - GOVERNMENT
 - 1. Government building
 - 2. Public building
 - PUBLIC SEMI PUBLIC
 - 1. Public building
 - 2. Semi public building

APPROVED BY DDA ON 7.7.92
 VIDE ITEM NO 81/92
 FILE NO-F-20(10)/84-MP.

DWARKA SUB-CITY
 (PAPANKALAN) [PH. II]
 AREA OF PH. II=1996 HEC

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 III/17



NO. F. 20(8)96-MP / 1654

ANNEXURE - V

दिल्ली विकास प्राधिकरण
DELHI DEVELOPMENT AUTHORITY
विकास मिनार
VIKAS MINAR
इन्द्रप्रस्थ इस्टेट
INDRAPRASTHA ESTATE

FROM: R.K. JAIN
JOINT DIRECTOR (MP)

नई दिल्ली-2
NEW DELHI 110016 UN-1998-198...

TO:

The Chief Regional Planner,
NCR Planning Board,
India Habitat Centre,
Lodhi Road, New Delhi.

Sub: Development of Oil Storage Terminal Complex at Holambi Kalan in Narela Project.

Sir,
copy
This is in continuation to this office letter dated 27.11.97 wherein the observations on NCR Plg. Board have been requested regarding location of major Oil Terminals in Holambi Kalan area in an area of 330 acres.

The copy of the agenda note along with the decision of the Tech. committee has already been sent to your office. The decision of the Tech. committee is being re-produced again for your ready reference:

"After detailed discussions Tech. committee desired that the opinion of NCR Planning Board for locating such major Oil Storage Terminal in Delhi (Holambi Kalan) covering an area of about 330 acres may be obtained. It was also desired that the locational aspects may be further studied keeping in view the proposed alignment of peripheral Expressway." (1336 Ha)

In view of above once again your views/observations are requested on the subject.

Yours faithfully,

R.K. Jain
16/6/98

(R.K. JAIN)
JOINT DIRECTOR (MP)
16.6.98

Encl.: as above.

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Diary No. 346

17/7/98

SUB: DEVELOPMENT OF OIL STORAGE TERMINAL COMPLEX
AT HOLAMBI KALAN IN NARELA PROJECT.

File No. F.20(8)/96-M.P

1.0 BACKGROUND:

Indian Oil Company vide letter no. OP/HKP/IX PL-TANKAGE dated 25th April, 1996 followed by request from other oil companies have requested for allotment of land at Holambi Kalan for setting up POL Terminal to meet the demand for National Capital Territory of Delhi for the reasons given as under:

- Growing demand of NCT of Delhi is proposed to be met through this terminal. Augmentation of facility and tankages at existing Bijwasan and Shakurbasti is not possible.
- The safety requirements and guidelines shall be complied and approval obtained by various agencies.
- Terminal will be connected by feeder pipeline with the existing Mathura-Jalandhar Pipeline passing near Bawana.
- Railway siding shall be provided within the terminal and shall be shared by all the oil companies.

2.0 ACTIONS TAKEN:

- 1) The proposal with land requirements were discussed in detail in various meetings with Oil Companies' officers. A reference was made to Oil Co-ordination Committee for giving NOC for allotment of land for this purpose at Holambi Kalan. Oil Co-ordination Committee vide letter no. 6506 dated 28.6.96 (Annexure-'A') has cleared the proposal.
- ii) Suitable site along the railway line was identified to the West of existing Delhi-Ambala Railway line which is shown in Plan at Annexure 'B'. The site was also jointly inspected by officers from DDA and Oil Companies.
- iii) Indian Oil Corporation who is acting as Nodal Agency on behalf of Oil Companies have communicated vide letter no. OP/HKP/IX P-97 dated 15-5-97 (Annexure-'C').
- a) A layout of facilities to be provided by Oil

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IV/2

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Industry for 330 acres (laid on the table) The comparative land requirement shall be as follows:

| | | |
|---|------------------------|-------------------|
| - | Indian Oil Corporation | 200 acres* |
| - | IBP | 35 acres. |
| - | BPC | 50 acres. |
| - | HPC | <u>45 acres.</u> |
| | Total | <u>330 acres.</u> |

* This includes following common areas:

| | |
|---------------------|-----------|
| . Pipeline Terminal | 20 acres. |
| Lube Plant | 30 acres. |
| Common facilities | 30 acres. |

- b) The plot of land to be allotted will have adequate road connection for heavy vehicles from G.T. Karnal Road. IOC is approaching railways to examine the feasibility of providing desired railway siding.
- c) Oil Industry will require 3000^{KW} (approximate) HT power which needs to be provided by Delhi Vidut Board to respective oil companies. Further provision is required to be made by Govt. of NCTD for drinking water pipeline and sewerage disposal outlet.

3.0 DETAILS & EXAMINATION:

- i) The provisions of MPD-2001 are re-produced below:
 - * Third major oil terminal site should be developed near Holambi Kalan on Delhi-Ambala railway line in the beginning of next decade i.e. in 1991. This site could be connected to the existing oil pipe line through a 8 km. pipe link. This storage depot shall be mainly for white oil and LPG".

As per the Urban Extension Plan of MPD-2001, this forms part of Narela Subcity. Zonal Development Plan of this Subcity is under preparation.

- ii) The layout plan was examined and following observations are made:
 - The proposed site can be connected by road by extending 80mt. wide existing road from G.T. Karnal road to Alipur road in Narela Project, Phase-I.
 - The site is mostly free from encroachment and can be incorporated suitably in Draft Zonal Development plan for Zone 'M'. This site can also be linked temporarily from existing Narela Bawana road.
 - The water supply and sewerage lines can be

IV / B

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extended through proposed road network. However, the land has not been acquired for the roads. Suitable arrangements are to be made by the Oil companies for provision of basic services like water supply and sewerage, electricity etc. temporarily.

MRTS route has been proposed parallel to railway line on the West side. Further, the freight terminal as part of IFC is to be developed on the east of the railway line. In view of this, the RITES consultants for MRTS to Govt. of NCTD was requested to give comments. The observations and conditions of the MRTS are given in letter at Annexure 'D'. This area is part of development area No. 175 of DDA.

111) LAND USE:

The present land use of the area under consideration is 'Rural'. The change of land use will be required from 'rural' to 'commercial' (C-II) oil depots.

4.0 RECOMMENDATIONS FOR CONSIDERATION:

Oil Companies have requested for allotment of land by DDA and also advised for obtaining necessary approvals for project execution. The matter is placed before Technical Committee for considering one, out of two alternatives given below:

Alternative A: With the change scenario about impact on the environment, priority being given to formation of common economic zone for DMA towns, it would be better if oil terminals can be located in DMA towns in relation to rail network envisaged in NCR plan, if found feasible by the oil companies in the interest of Union Territory of Delhi.

Alternative B:

- 1) Proposed location of oil terminal in Narela subcity near Holambi Kalan as shown in the plan, Annexure 'B'.
- ii) If the alternate is agreed, the oil companies shall jointly obtain all the clearances such as (given below)
 - a) Northern Railway for railway sidings.
 - b) Govt. of NCTD/RITES in relation to the proposed MRTS.
 - c) Preparation of Environmental Impact Assessment and clearance from the Environmental Impact Assessment Authority for the National Capital Region.
 - d) Clearance for supply of power from Delhi Vidyut Board.
 - e) Supply of water and disposal of sewerage from Municipal Corporation of Delhi.

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be again placed before the Technical Committee for approval for processing change of landuse.

5. The alternate proposals as given in para 4.0 above are placed before the Technical Committee for consideration.

DECISION

After detailed discussion, Technical Committee desired that the opinion of NCR Planning Board for locating such major Oil Storage Terminal in Delhi (Holambi Kalan) covering an area of about 330 acres may be obtained. It was also desired that the locational aspects may be further studies keeping in view the proposed alignment of peripheral Expressway.

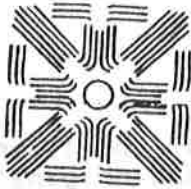
.....
[Signature]
24/11/89

[Signature]
24/11/89
Member Secretary
Technical Committee
Delhi Development Authority

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IV/5

BY COURIER



राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड
NATIONAL CAPITAL REGION
PLANNING BOARD

1st Floor, Zone-IV,
India Habitat Centre,
Lodhi Road, New Delhi-110003

राष्ट्रीय कार्य एवं रोजगार मंत्रालय
Ministry of Urban Affairs & Employment
Fax : 4642163

Date : 16.10.98

No.K-14011/25(AP)/98-NCRPB

To,

Shri A.L. Kapahi
Chief Operations Manager
Marketing Division, Indian Oil Corpn. Ltd.
Delhi State Office, World Trade Centre
Barakhamba Road, New Delhi - 110001

SUB: LOCATION OF THE PROPOSED OIL TERMINAL AT HOLAMBI KALAN
(NCT-DELHI) AND KUNDLI (HARYANA)

Sir,

Please refer to your letter No. DSP/OPS/03A dated 7.9.98 followed by the visits of the Member Secretary at the above mentioned sites on 24.9.98. The proposal of setting up of Oil Terminal at Holambi Kalan in NCT-Delhi has been examined. The proposed site at Holambi Kalan falls within the green belt/green wedge as per the RP-2001 where such large scale activities is not permitted.

2. An alternate site for Oil Terminal has been suggested near Jagdishpur, Kundli (Haryana). Member Secretary, Chief Regional Planner and a team of officers consisting of Shri A.L. Kapahi, Chief Operations Manager (IOC), Marketing Division, Shri A.K. Garg, District Town Planner and others visited both these sites at Holambi Kalan (NCT-Delhi) and Jagdishpur (Kundli). A map showing both the sites is enclosed. The brief of the sites are as under:

A) HOLAMBI KALAN :

The site is located about 5 kms. from the G.T. Karnal Road, NH-1 situated opposite to Village Bhorgorn along the Delhi-Ambala railway line. The site is adjacent to the FCI godowns about 120 mts. apart. The present use of the proposed site is agriculture and a small portion about 3 acres is under orchards. The site as has been mentioned by the IOC officials proposed to connect with the 80 mts. wide

Date/Issue

Received

Signature

Shashi

16/10/98

IV/6 275

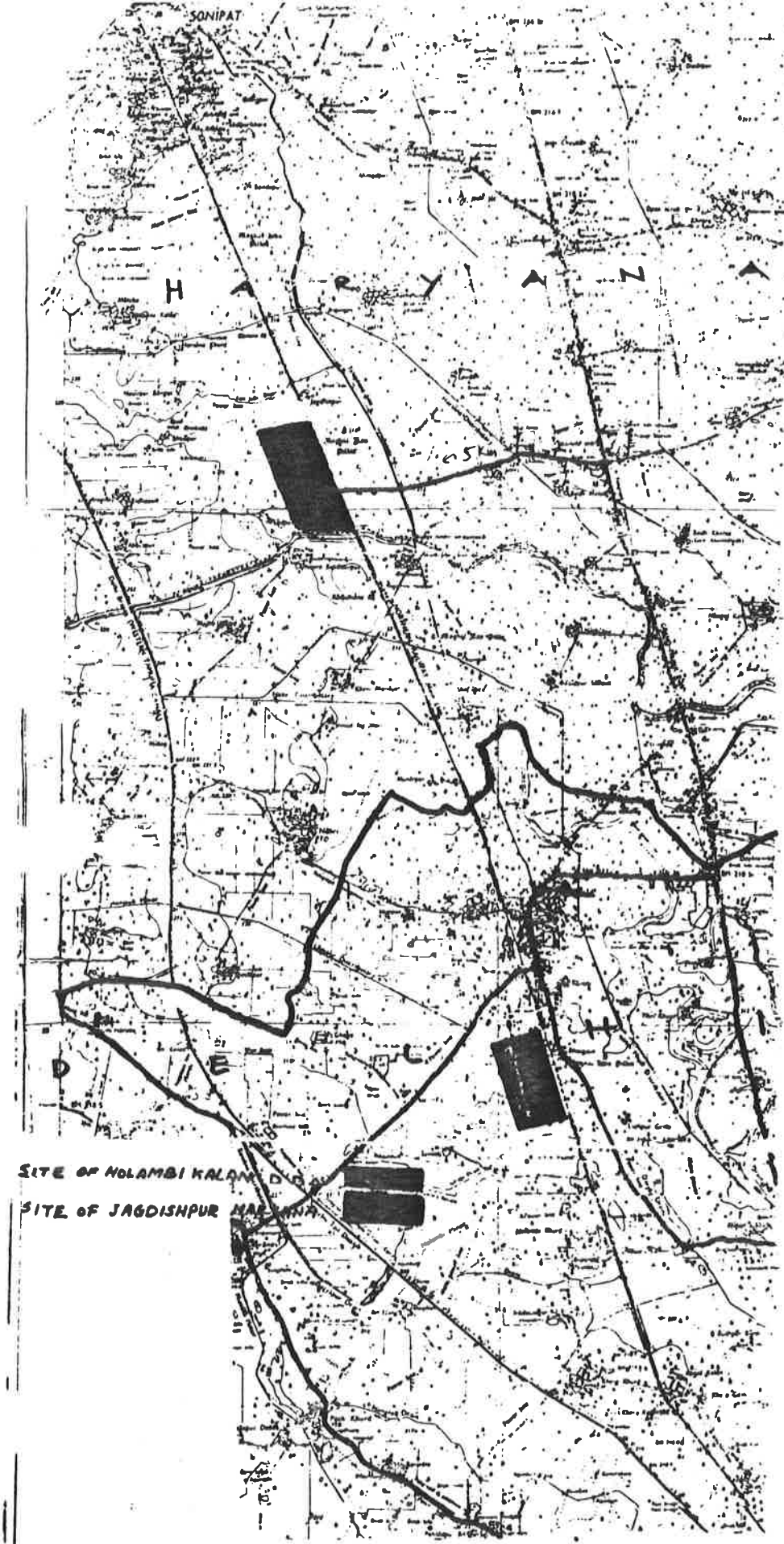
proposed Master Plan road (presumably the peripheral expressway). The peripheral expressway which had originally been proposed to pass close to the site is now being shifted north wards to Kundli in Haryana. At present there is no approach road to link the site except a narrow road passing through Narela and Bhargurh village and terminating at the level crossing on Delhi-Ambala Railway line. The proposed site measuring an area of 330 acres is fertile agricultural land and no land acquisition process has been started as yet. The Narela sub-city project lie eastern side across the railway line. As per the Delhi Master Plan the site is in rural agricultural zone and as per the RP-2001 this is under the green belt/green wedge, in which such activities are not permissible as per the provision of the Regional Plan.

B. SITE NEAR JAGDISHPUR IN KUNDLI

The site located about 5 kms. west of G.T. Karnal Road, NH-1 at Rai and approx. 10 kms. north of the Holambi Kalan site in Delhi. The site is approachable through metalled road is situated along the Delhi-Ambala railway line. The proposed peripheral expressway will pass very close to the site. The site is in between the Harsana railway station and Rathdana railway station. Drain No. 8 passes through the site which can be used for disposal point for the treated sewage waste. The site is presently used for agricultural purposes and as per the Master Plan of Sonapat-Kundli, the proposed land use is agriculture which will have to be redesignated as 'public utility zone' after approval of the competent authority, in case the site is selected in principle. The proposed site is abutting major 65 mts. wide master plan road a 50 mts. wide green belt on both sides. The road can be strengthened to meet the traffic demands of the oil terminal of IOC. The important activity which is coming up at Kundli is the International fruit and vegetable market in an area of about 500 acres on NH-1.

During the discussion with the officers of Indian Oil Corporation Ltd. and Govt. of Haryana at PWD Rest House, Rai, Shri A.L. Kapahi, Chief Operations Manager, enquired that whether land can also made available for housing complex to accommodate the officers and employees of the proposed oil terminal. Shri A.K. Garg, District Town Planner, Sonapat mentioned that the land for residential purposes for the employees of oil terminal complex could be made available either in Sonapat which is about 3 kms. away from the site or in the proposed residential sectors of Kundli project adjacent to the site. The Haryana Govt. can offer substantial amount of land for setting up of oil terminal at Kundli. He further indicated that the present cost of the land is approx. Rs. 5-8 lakhs per acre.

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IV 18

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DELHI DEVELOPMENT AUTHORITY
DIRECTOR(NCR & UC)

NO. JD(Plg.)/97/D-164/Part File/F.3+/263

Dt. 13/10/98

To

Mrs. Sarita J. Das,
Member-Secretary,
NCR Planning Board,
1st floor, Zone IV, India Habitat Centre,
Lodhi Road,
New Delhi-110003.

1194/CR/198
27/10/98

Sub: Urban Extension proposal of Master Plan of Delhi-2001 prepared by Delhi Development Authority.

1 mrc
cap

Kindly refer to D.O. no. JD(Plg.)/PPR/97/D-164/959-EP dated September 9, 1998 from Sh. P.K.Ghosh, VC, DDA on the above cited subject. I am directed to enclose herewith the copy of D.O. letter no. K-13011/22/94-DDID dated 19th Aug., 1997 addressed to VC/DDA from Sh.N.P.Singh, the then Secretary, Min. of Urban Affairs & Employment, Deptt. of Urban Development, Govt. of India for reference please.

h
ing

It has been pointed out that when a particular area stands notified in the Master Plan as urban extension area, separate permission of the NCR Planning Board for change of land use from 'Agricultural Green/Rural' to 'Urban Uses' is no longer necessary.

Anil Barai
(ANIL BARAI)

DIRECTOR(NCR & UC)

ENCL: AS ABOVE.

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COU.
USE.

282

IV/9

N.P.SINGH
PHONE 3019377

70
Min. of Urban Affairs &
Employment,
Deptt. of Urban Development
K-13011/22/94-DDI

Dt. 19th August, 1997

Dear Shri Ghosh,

Please refer to your D.O letter no.F.20(25)/94/MP/6618 dated August 8, 1997 regarding the grant of land use change/ planning permission in the case of M/s A.B. tools Ltd., and the Indian Oil Corporation, which have been pending for a long time. Earlier, the VC, DDA in his D.O. no.F.20(25)/94/MP/dated March 12, 1996 has clearly indicated that the site under reference falls partly in the area earmarked for commercial use (wholesale/warehousing) and partly under recreational use as per MPD - 2001. It was also subsequently indicated by Commissioner (Plg.) during discussions that a resolution in this behalf had been passed by the DDA in the year 1987. This being so, the change of land use from 'Agricultural/Rural' to 'Commercial' (wholesale/warehousing) already stands confirmed in the Master Plan MPD 2001 and no other formalities in this regard are any more required.

That applies to the case of A.B.Tools is equally applicable to the case of IOC in respect of an area of 97.07 acres, which was also notified way back in August, 1988 for inviting objections/suggestions for change of land use from 'Agricultural Green Belt' to 'Warehousing and Storage'.

As repeatedly clarified by this Ministry, it is once again confirmed that wherever the draft Master Plan has assigned any particular land use to a parcel of land and that Master Plan has subsequently been notified with the approval of the Government, no cases need to be individually floated for grant of permission for change of land use.

Keeping in view the above, the following clarifications are issued in respect of the various points mentioned in your letter of August 8 1997 referred to above.

In case the land use assigned and approved by the Authority in respect of any parcels of land prior to the notification of MPD 2001 are considered to be a part of the Master Plan 2001, as indicated in your predecessor's D.O. letter of March 12, 1996 on the subject addressed to this Ministry, the Planning permission may be granted to the concerned applicants (N/s A.B. TOOLS and the IOC) after imposing such conditions as are considered necessary and which could be legally imposed. If, however, the aforesaid land use assignments are not considered to be an integral part of MPD 2001 this may be treated as the needed approval of the Government for change of land use based on the approval, already granted by the DDA and the Planning permission could be accorded after notifying the required change of land use.

1-283
IV/10

प्रेषक

निदेशक,
नगर तथा ग्राम आयोजना विभाग,
हरियाणा, हुडा कम्पलेक्स, सेक्टर-6
पंचकुला ।

सेवा में,

5

श्री आर. सी. अग्रवाल,
मुख्य क्षेत्रीय योजनाकार,
राष्ट्रीय राजधानी क्षेत्र, योजना बोर्ड,
प्रथम तल, ब्लॉक-4, भारतीय पर्यावास केन्द्र,
लोधी रोड, नई दिल्ली ।

यादि क्रमांक-सी. तो. पो/रन. तो. आर।प।-99/176
दिनांक- 28-1-99

विषय:-

नियंत्रित क्षेत्र, सोनीपत में आयल स्टोरेज डिपो की साईट इंपरमार्क
करने बारे ।

जिला नगर योजनाकार, सोनीपत द्वारा दिनांक 9.9.98 को बोर्ड
कार्यालय में आपके साथ एवं सदस्य सचिव, राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड
के साथ विस्तृत विचारविमर्श करने के पश्चात् सोनीपत-कुडली मल्टी फंक्शनल
अर्बन कम्पलेक्स के लिए तैयार किये जा रहे प्रारूप विकास प्लैन में आयल स्टोरेज
डिपो की साईट के लिए स्थल आरक्षित करते हुए प्रस्तावना अनुमोदन हेतु प्रस्तुत
की है । यह प्रस्तावना भारतीय तेल निगम द्वारा होलाम्बी क्लॉ, दिल्ली में
दिये गये स्थल के अल्टरनेटिव के रूप में प्रस्तावित की गई है ।

सरकार द्वारा बाहा गया है कि राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड
से यह प्रार्थना की जाये कि आयल स्टोरेज डिपो के लिए स्थल होलाम्बी क्लॉ की
बजाय सोनीपत-कुडली मल्टी फंक्शनल अर्बन कम्पलेक्स में रेलवे लाईन के पश्चिम
में आरक्षित हो कर दिया जाये । यह प्रस्तावित स्थल वर्तमान में एक ग्राम पहुंचायक
मार्ग से राष्ट्रीय राजमार्ग नं-1 से जुड़ा हुआ है । प्रारूप विकास प्लैन प्रस्तावना
अनुसार इस स्थल के साथ से 60 मीटर चौड़ी ब्र तड़क बनाई जानी प्रस्तावित है ।
हरियाणा सरकार द्वारा दिल्ली पैरोफेरियल एक्सप्रेस वे की अलाईनमेंट भी स्थल
के साथ से हो अनुमोदित बड़े की हुई है । उपरोक्त के अतिरिक्त रेलवे स्टेशन
की सुविधा भी विद्यमान है । अतः उपरोक्त स्थल विषयक उपयोग हेतु उचित
प्रतीत होता है ।

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2/11 286

यदि बोर्ड द्वारा उपरोक्त प्रस्तावना से सहमति व्यक्त की जाती है तो इसी अनुसार इस स्थल का प्रावधान प्रारूप विकास प्लैन में किया जा सकता है। यहाँ यह भी वर्णनीय है कि उपरोक्त स्थल के लिए दिल्ली सरकार द्वारा राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड से भूमि उपयोग में परिवर्तन की अनुमति वाही गई है एवं यह मामला गीघ होने वाली बोर्ड की योजना समिति की बैठक में रखा हुआ है। यह भी उचित होगा कि भारतीय तेल निगम से इस विषय में आवश्यक अनुमति प्राप्त कर ली जाये।

21/07/2011/3410/अ

[Handwritten Signature]

जिला नगर योजनाकार, एन. टी. आर।
कृते: निदेशक, नगर तथा ग्राम आयोजना
विभाग, हरियाणा, पंचकुला।

पृ० क्रमांक-

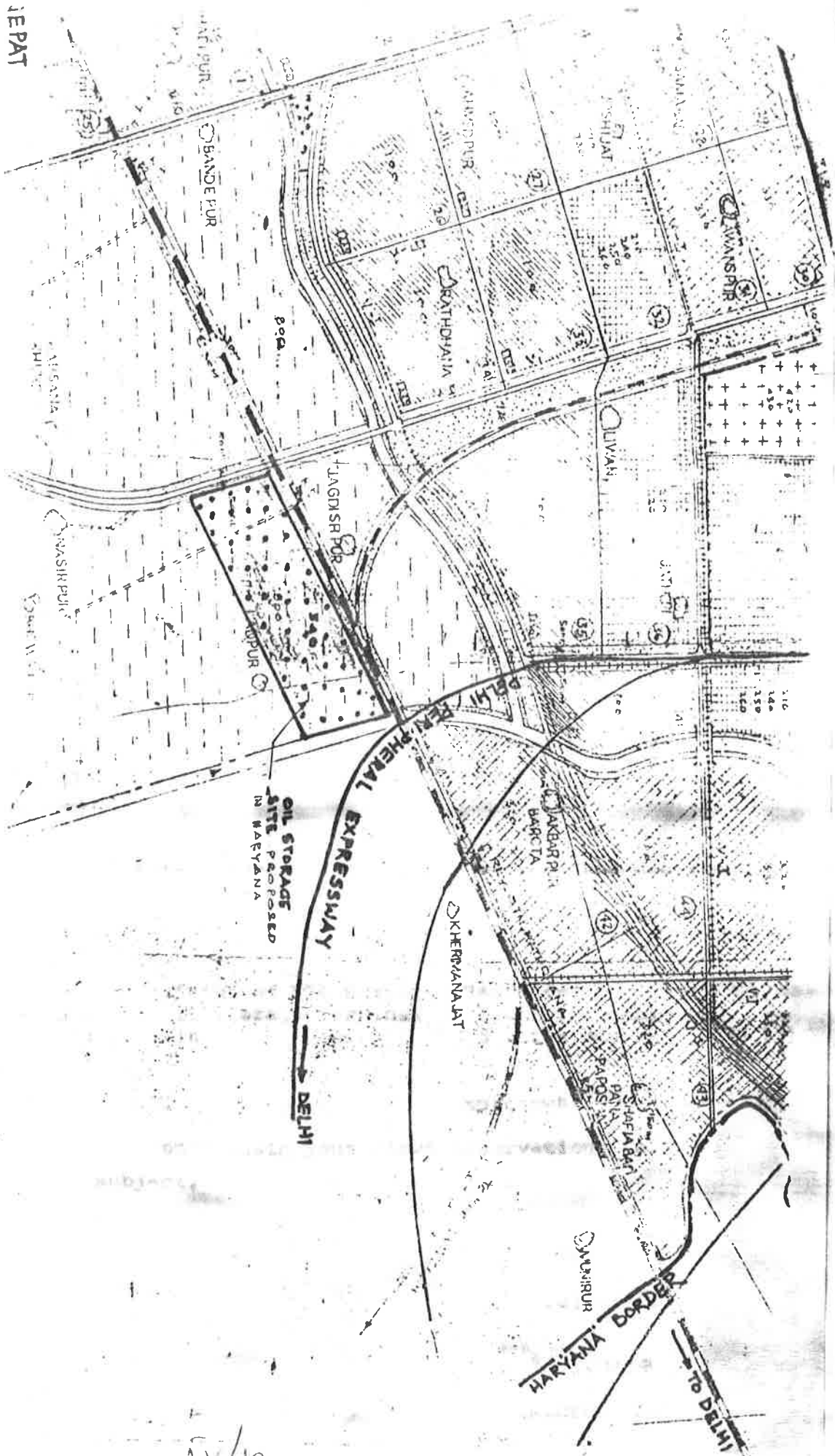
दिनांक-

प्रति जिला नगर योजनाकार, तौनीपत को सूचना एवं आवश्यक कार्यवाही हेतु प्रेषित की जाती है।

जिला नगर योजनाकार, एन. टी. आर।
कृते: निदेशक, नगर तथा ग्राम आयोजना
विभाग, हरियाणा, पंचकुला।

285

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11/12

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क्रमा
No.
प्रबन्धक :
From
सेवा में
To

F.20(11)97-MP/29

P.V. MAHASHABDEY
JOINT DIRECTOR (MP)

Chief Regional Planner,
NCR Planning Board,
Indian Habitate Centre
2nd floor, Lodhi Estate,
Lodhi Road New Delhi.

SUB: Development Scheme along the Rohtak Road between
existing urban area and Delhi U.T. Boundary.

Sir,

The Development Scheme along the Rohtak Road between
existing urban area and the National Capital Territory of Delhi
boundary was considered by the Tech. Committee of DDA in its
meeting held on 29.7.97 under item no. 39/97/TC. The Tech.
Committee recommended as follows:

1. The scheme be dovetailed with comprehensive proposal
of Urban Extension and be forwarded to the NCR
Planning Board, EIAA, MCD, DWSSDU, I&F Deptt. and DVB
for preliminary approval/feasibility and to workout
services requirements.
2. Major Trunk services may be worked out and land
reservation be indicated in the scheme.
3. Change of land use from 'Rural Use Zone' to 'Proposed
Urban land uses may be processed under Delhi Development
Act 1957, Keeping in view the policy and procedure for
involvement of private developers in assembly and
development of land.

A copy of the agenda incorporating the above decision
of the Tech. committee along with a copy of the scheme plan is enclosed
for your reference. It is requested to send the preliminary
approval/feasibility of the scheme for processing the matter further.

Thanking you,

Yours faithfully,

(P.V. MAHASHABDEY)
JOINT DIRECTOR (MP)

Encl. as above.

28 JAN 1998

Minutes of the Technical
Committee Meeting held on 29.7.97

3.

2658/NO.2/ITEM NO.39/97/TC
LAID ON TABLE

SUBJECT: - DEVELOPMENT SCHEME ALONG THE ROHTAK ROAD BETWEEN
EXISTING URBAN AREA AND DELHI U.T. BOUNDARY

File no. F20(25)94-MP

1.0 Introduction

To accelerate the planned development of city especially along National Highways which are more prone to unauthorised development, the development scheme along Rohtak Road has been prepared. The part of landuses beyond Urban limit MPD-2001, stands approved by the Authority. On the south side of Rohtak Road which is rural at present, development scheme for 950 hect land has been prepared. The scheme is bounded by Rohtak Road boundary 60 mts proposed road and express way.

2.0 Existing Development Along Rohtak Road

The approximate length of the Rohtak Road from Punjabi Bagh to the Delhi border is about 20 kms. The existing right of way of the road varies between 30 to 50 mts. within the urban limit. Earlier, along Rohtak Road, (in between Rohtak Road and the Railway line) near Punjabi Bagh, oil terminal and depots were located. These were shifted near Tikri Kalan after the major accidents in the oil depot. The land where oil depots have been shifted stands approved by the Authority and is being processed for change of land use by the Ministry.

Within the urban limit of Master Plan for Delhi-2001, area between Rohtak Road and the Railway line i.e. on the Northern side of the Rohtak Road, land use designated as undetermined that is for defence, residential and light industrial. while on the southern side most of the residential area is already developed.

Development in scheme area & boundary

The development beyond the urban limit of Master Plan for Delhi-2001 upto the Union Territory boundary. The Aerial photographs of 1993 indicates that along the Rohtak road on both the sides, there are scattered unauthorised development. In some of the cases only boundary walls are constructed and in some cases along with boundary wall some temporary and permanent construction are coming up. Around village Tikri Kalan, there is concentration of built up structure.

V/2

3.0 Master Plan for Delhi & Phases of Development

Master Plan for Delhi - 2001 came into force on 1st August, 1990 wherein it is envisaged that to accommodate 30-40 lakh population in urban extension approximately 18,000 to 24,000 hec. of land would be required. To accommodate this population, development in continuation of existing (1981-2001). urban limit, in four phases have been worked out with the details as given under.

Phase - I

Area = 5648 hect.
Population = 1.10 million

Phase - I B

Area = 5121 hect.
Population = 0.30 million

Phase - II A

Area = 6915 hect.
Population = 1.40 million

Phase - II B

Area = 2050 hect.
Population = 0.70 million

Phase - III

Area = 6200 hect.
Population = 1.20 million

Phase - IV

Area = 5436 hect.
Population = 1.10 million

4.0 Land Use Break Up along Rohtak Road as approved by Authority

The plan indicating the four phases of development was put up to the Authority along with the Master Plan for Delhi 2001 documents which stands approved by the Authority vide item No.79-Master Plan for Delhi Perspective - 2001 dt.30.6.87. In this land use plan of the urban extension, the land use beyond urban limit of MPD-2001 upto the U.T. boundary between Rohtak Road and Railway Line and between urban area upto to the expressway on South side of Rohtak Road also stands approved. The break-up of the land use between the Rohtak Road and the Railway line i.e. Northern of the Rohtak Road has been indicated as under:-

Residential = 112.070 hect.
Recreational = 105.863 hect.
Industrial = 275.374 hect.
Wholesale/
Warehousing = 102.464 hect.

V / 3
289

On the South of the Rohtak Road upto the depth of 1.6 km. between existing urban limit and proposed expressway, land use break up is given as under:-

Residential = 654.81 hect.
 Recreational = 219.74 hect.
 Commercial = 36.82 hect.
 Institutional = 59.23 hect.

5.0 Proposed Uses in Rural area on South Side of Rohtak Road

Considering the development around Tikri Kalan and development of PVC market in the South of Tikri Kalan, it is necessary that rural/agricultural area between the expressway upto the Tikri Kalan may also be developed to avoid unintended/unauthorised urban growth.

In this rural area along the Rohtak road upto Tikri Kalan, in the area along the road, privately owned either commercial storage, building material godown or tree plantation are predominant. Therefore, along the roads either commercial/warehousing have been proposed.

One new road with 60m R/W has been proposed connecting the expressway to PVC market and the area between the proposed road and Rohtak Road has been identified for the purpose of institutional and residential. The residential area along the Rohtak Road may be developed in the form of Group Housing with the height variation of 4 to 8 storeys. The total length of the scheme from existing urban limit to the Union Territory limit is about 12.0 km.. The Proposed right of way of the Rohtak Road in the Urban Extension as given in the Master Plan would be 100 mts. On both sides of the road right of way, 50 mt. green strips on either side has been proposed as per requirement of NCR Plan.

Proposed Land use break up and other analysis of the scheme is as under.

Residential

| | area in hact | proposed density/hact | proposed population |
|----------|--------------|-----------------------|---------------------|
| Pocket A | 56 | 400 | 22,400 |
| B | 105 | 600 | 63,000 |
| C | 40 | 400 | 16,000 |
| D | 70 | 400 | 28,000 |
| E | 70 | 600 | 42,000 |
| | 341 | | 171,400 |

~~V/4~~
200

**Public Semi-public
(Institutional)**

To meet the demand of proposed 1.7 lakh population in the scheme area, Institutional Land use of 87 hect. has been proposed. In this area community facilities required as per provision of MPD-2001, would be accommodated. (The facility area for 1 lakh population 39.7 hect.) refer Annexure A.

In the scheme two pocket one for 400 KV sub station of Delhi Vidut Board and one sports school have already been committed.

Commercial

Along the Rohtak Road after keeping provision of 50 mts. wide green belt and service road of 30 mts, commercial strip of 50 mts. depth has been proposed where commercial, ware housing use shall be permitted. Besides this, at two places, community centre one each of area 6 hect. to serve residential population of 1 lakh has been proposed.

Area under commercial use

- a) Along Rohtak Road - 13 hect.
50 mts. wide strip
 - b) Two community centre = 12 hect.
- 25 hect.

Green

MPD 2001 recommends green area @ 9 sq mts per person in urban extension, thus requiring about 162 hect.area for 1.7 lakh population. In the proposed scheme details of green is as under:-

| | Area |
|--|-----------|
| i) Green belt along U.T boundary | 200 hect. |
| ii) District park (1) | 51 hect. |
| iii) District park (2) | 47 hect. |
| iv) Green area along Rohtak road and other roads | 95 hect. |
| v) Green strip of 400 mts width along 60 mts. R/W on south for passive recreational use. | |

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Transportation
(Road and circulation)

Right of way of Rohtak Road beyond urban limit MDD-2001, to U.T boundary has been proposed as 100 mts. R/W of road connecting proposed expressway and Tikri kalan PVC market has been proposed as 60 mts. R/W of other roads has been proposed as 40 mts, except service road where R/W of 30 mts. has been proposed:

Area under roads

| | | |
|--------------|-------------|------------|
| Service road | 30 mts. R/W | 8.0 hect. |
| Road | 40 mts. R/W | 40.8 hect. |
| Road | 60 mts. R/W | 27.0 hect. |
| | | ----- |
| | | 75.00 |

10 Norms for Development

In the light industrial land use plotted development or lotted factories could be accommodated. The norms for residential, commercial, institutional & warehousing indicated in Master Plan, would be applicable. Residential area as proposed in scheme shall basically accommodate group housing plots.

10 Operationalisation of the Scheme:-

a) Delhi Development Act 1957 provides acquisition development and disposal of land by Authority for the purpose of development. In the last few years large scale land development policy could not be much effective. In this scheme as suggested by Steering Committee constituted by Ministry of Urban Affairs and Employment private participation and Land Pooling techniques may be attempted.

b) At the initial stage this scheme may be declared as development area under D.D Act 1957 for overall control on the scheme for its correct implementation. The betterment charges as well as Development charges will have to be recovered from beneficiaries. The trunk services will be provided by MCD under planned funds.

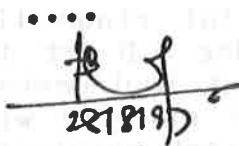
3. 21
c) The scheme area shall require public notification after the approval of Authority Ministry for the purpose of change of Landuse.

d) As the scheme is outside the urbanisable limit, hence the Land use permission from NCPP Board is required and accordingly comprehensive proposal of entire urban extension including this area is being submitted to NCPP Board.

8.0 The scheme is submitted for consideration and approval to the Technical Committee as well as consideration of change of Landuse from Rural Zone to Residential, Commercial, Institutional, Recreational and Transportation.

DECISION

- i) The scheme be ~~developed~~ developed with comprehensive proposal of Urban Extension and be forwarded to the NCR Planning Board, EIAA, MCD, DWSSDU, I&F Deptt. and DVB for preliminary approval/feasibility and to workout services requirements.
- ii) Major Trunk services may be worked out and land reservation be indicated in the scheme.
- iii) Change of land use from 'rural use zone' to 'proposed urban land uses may be processed under Delhi Development Act, 1957. Keeping in view the policy and procedure for involvement of private developers in assembly and development of land.

....

28/8/97


Member Secretary
Technical Committee
Delhi Development Authority

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293

Area-7.2 ha
 No. of Families-3000
 Population-15000

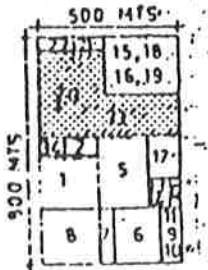
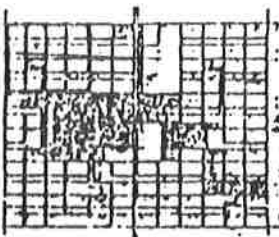
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|---|---|---|--------|--------|---|---|
| 1 | Sr. Secondary School | 2 | 16,000 | 32,000 | 0 | 0 |
| 2 | Dispensary | 2 | 1,000 | 2,000 | 0 | 0 |
| 3 | Community Hall & Library | 1 | 2,000 | 2,000 | 0 | 0 |
| 4 | Electric Sub Station 11 KV | 2 | 450 | 900 | 0 | 0 |
| 5 | Local Shopping including Service Centre | 1 | 4,600 | 4,600 | 0 | 0 |
| 6 | Three Wheeler & Taxi Stand | 1 | 500 | 500 | 0 | 0 |
| 7 | Neighbourhood Park | 1 | 15,000 | 15,000 | 0 | 0 |
| 8 | Neighbourhood Play Area | 1 | 15,000 | 15,000 | 0 | 0 |



Area-7.2 ha

4. Community
 No. of Families-20000
 Population-100000

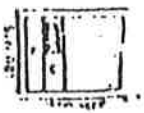
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|----|---|---|--------|--------|---|---|
| 1 | Intermediate Hospital 'A' | 1 | 37,000 | 37,000 | 0 | 0 |
| 2 | Intermediate Hospital 'B' | 1 | 10,000 | 10,000 | 0 | 0 |
| 3 | Poly Clinic | 1 | 3,000 | 3,000 | 0 | 0 |
| 4 | Nursing Home | 2 | 2,000 | 4,000 | 0 | 0 |
| 5 | Integrated School with Hostel Facilities | 1 | 3,900 | 3,900 | 0 | 0 |
| 6 | Integrated School without Hostel Facilities | 1 | 35,000 | 35,000 | 0 | 0 |
| 7 | School for Handicapped | 2 | 5,000 | 10,000 | 0 | 0 |
| 8 | College | 1 | 40,000 | 40,000 | 0 | 0 |
| 9 | Telegraph Booking Counter | 1 | - | - | 0 | 0 |
| 10 | Police Station | 1 | 11,500 | 11,500 | 0 | 0 |
| 11 | Police Post | 2 | 1,600 | 3,200 | 0 | 0 |
| 12 | Recreation Club | 1 | 10,000 | 10,000 | 0 | 0 |
| 13 | Music Dance & Drama Centre | 1 | 1,000 | 1,000 | 0 | 0 |
| 14 | Meditation & Spiritual Centre | 1 | 5,000 | 5,000 | 0 | 0 |
| 15 | LPG Godowns | 2 | 520 | 1,040 | 0 | 0 |
| 16 | SKO/IDO Cutlet | 1 | 400 | 400 | 0 | 0 |
| 17 | Electric Sub Station 66 KV | 2 | 10,800 | 21,600 | 0 | 0 |
| 18 | Community Centre With Service Centre | 1 | 51,200 | 51,200 | 0 | 0 |
| 19 | Organised Informal Seating Places | 1 | 2,000 | 2,000 | 0 | 0 |
| 20 | District Sports Centre | 1 | 80,000 | 80,000 | 0 | 0 |
| 21 | Petrol Pump | 3 | 5,700 | 17,100 | 0 | 0 |
| 22 | Bus Terminal | 1 | 2,000 | 2,000 | 0 | 0 |
| 23 | Green/Part | 1 | 40,000 | 40,000 | 0 | 0 |



Area-39.79 ha

5. District
 Population-500000
 No. of Families-100000

| | | | | | | |
|----|--|---|--------|---------|---|---|
| 1 | General Hospital | 2 | 60,000 | 120,000 | 0 | 0 |
| 2 | Telephone Exchange | 1 | 8,000 | 8,000 | 0 | 0 |
| 3 | Telegraph Office | 1 | 1,700 | 1,700 | 0 | 0 |
| 4 | Head Post Office with Delivery Office | 1 | 600 | 600 | 0 | 0 |
| 5 | Head Post Office & Admn Office | 1 | 2,500 | 2,500 | 0 | 0 |
| 6 | Fire Station | 2 | 10,000 | 20,000 | 0 | 0 |
| 7 | Electric Sub Station 220 KV (Dropping Upon Load) | 1 | 40,000 | 40,000 | 0 | 0 |
| 8 | Petrol Pump With Service Facilities | 1 | 2,000 | 2,000 | 0 | 0 |
| 9 | District Centre | 1 | 44,000 | 44,000 | 0 | 0 |
| 10 | Bus Terminal | 1 | 4,000 | 4,000 | 0 | 0 |
| 11 | Box Depot | 2 | 20,000 | 40,000 | 0 | 0 |



V/8

OFFICE OF THE COMMISSIONER OF POLICE : DELHI.

No. 22128 /A-III/L&B/PHQ, dated, Delhi, the 24/4 /98.

To

The Chief Regional Planner,
National Capital Region Planning Board,
Indian Habitate Centre Building,
Lodhi Estate, New Delhi.

Subject:- Change of land-use for construction of Police Lines for DAP Battalions at Sultan Pur Dabas.

Ref:- Recommendation made by Planning Committee of NCR with regard to Agenda Item No.5(c) in its 42nd Meeting held on 15.12.97.

Sir,

Your attention is invited to the recommendation made by the Planning Committee, NCR Board with regard to agenda item No.5(c) in its 42nd meeting held on 15.12.97 for Change of Land-Use from Rural use to public and semi-public facilities (Police Lines) of 20 hect. of land at Sultanpur Dabas, recommending change of land-use for only 5 hect. of land instead of 20 hect. of land as requested.

2. In this regard, it is submitted for your kind consideration that the proposed Police Lines at Sultanpur Dabas is a large campus meant for catering to the requirements of two Battalions of Delhi Armed Police. Each Battalion comprises of approximately 900 Jawans in addition to officers and supporting staff. As per standards laid down for similar Police Organisations like CRPF, ITBP etc., all over India, a provision is being made for about 20 hect. of land to accommodate the requirements of one battalion only where-as in the present case 20 hect. of land is being proposed to accommodate requirements of two Battalions by clubbing some of the common facilities of both the Battalions. 5 hect. of land as recommended for change of land-use by the Planning Committee is not adequate even to meet the requirements of one battalion satisfactorily.

3. In view of the above stated facts it is requested that our request for total of Change of Land-use of 20 hect. of land at the above site for accommodating the requirements of two battalions may be re-considered and decided favourably to make it possible for us to provide accommodation adequate to meet the requirements reasonably.

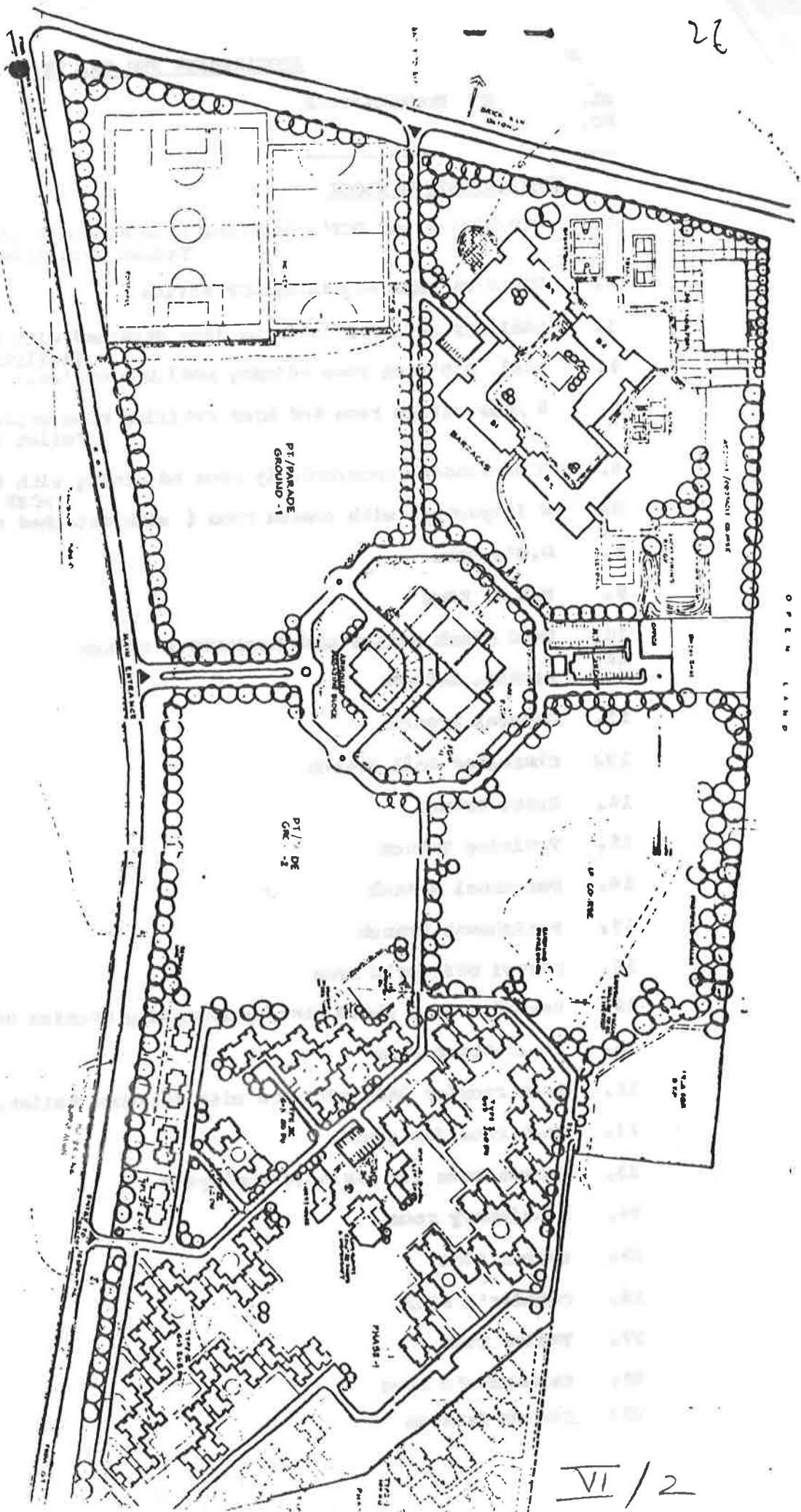
We shall be obliged.

Yours faithfully,

(KANAJEET DEOL)
ADDL. COMMISSIONER OF POLICE :
HDQRS.: DELHI.

V. G. K. Red
3825323

SI.
in
v8



OPEN LAND

CONCEPTUAL SITE PL
 SCALE - 1:1000
 DATE 24.5
 PROPOSED DAP
 SULTANPUR DABAR
 C:\BIBI\IND\PROJECT\TIC\SC\1
 - 27.07.11 BIRUWA

VI/2

REQUIREMENT FOR ONE BH

| Sl. No. | NOMENCLATURE | TOTAL AREA PROPOSED (IN SQ.MTS) |
|-----------------------------|--|---------------------------------|
| <u>ADMINISTRATION BLOCK</u> | | |
| 1. | DCP/Office and DCP's Retiring Room attached with Toilet facilities. | 60 |
| 2. | DCP's PA room adjoining DCP office | 20 |
| 3. | Adml.DCP office & Retiring Room attached with toilet facilities. | 60 |
| 4. | Adml. DCP's PA room adjoining Adml.DCP office. | 20 |
| 5. | 5 ACSP office room and ACSP retiring room attached with Toilet facilities. | 45 each |
| 6. | ACSP readers room/orderly room adjoining with toilet ACSP office | 20 |
| 7. | 8 Inspectors with common room (with attached toilet) | 30 each |
| 8. | D.O's room | 30 |
| 9. | B.M.M. Room | 20 |
| 10. | Head Clerk Office with Accountant office | 60 |
| 11. | Accts. Branch | 40 |
| 12. | General Branch | 40 |
| 13. | Character Roll Branch | 40 |
| 14. | Estt? Branch. | 40 |
| 15. | Training Branch | 40 |
| 16. | Personnel Branch | 40 |
| 17. | Punishment Branch | 40 |
| 18. | Paravi Officer's room | 20 |
| 19. | Record Room & Photo stat./cyclostyling Machine Room | 60 |
| 20. | Re-creation room | 40 |
| 21. | Rest room for lady officers with attached toilet. | 20 |
| 22. | Rest room for gents. | 20 |
| 23. | Common room for class-IV employees | 20. |
| 24. | stationary room | 40 |
| 25. | Barber room | 40 |
| 26. | Cobbler's room | 20 |
| 27. | Tailor room | 20 |
| 28. | Washerman's room | 50 |
| 29. | Common Canteen | 40 |

- 30. Library 80
- 31. Conference Hall 80
- 32. Class Room (8 Nos.) 30 persons each
- 33. Wireless Cabin with (Battery Charging Room) 40
- 34. Common Toilet Block (for Ladies & Gents separately) 25 each

M.T. BLOCK

- 1. Office of Inspector M.T. with toilet Officer 30
- 2. Duty Room 30
- 3. M.T. work shop 100
- 4. Garage (for Gypsy Bikes Cars, Truck and Buses) 20 Vehicle
- 5. Parking
- 6. Store
- 7. Driver's common room/rest room with toilet

QUARTER GUARD.

- 1. Quarter Guard 40
- 2. Quarter Guard's rest room 20
- 3. Armoury
- 4. Armoury workshop 40
- 5. L.O. office with cash chest. 40
- 6. Sentry Post out side the main building
- 7. Flag Pole (Pole / flag)
- 8. The Armoury of quarter guard should be well segregated and secure. It should be the first building after the entrance.

BARRACK BLOCK

- 1. Barrack for Jawan (for 500 Jawans preferably each barrack room should have for 6 Jawan only). Every floor of the barrack should have one room for the upper subordinates/ supervisory officer; In one of the barrack complexes the ground floor will house the quarter master's with the following provisions-
- 2. Room for Q.M.I. (Quarter Master Inspector)
- 3. Room for S.I./Quarter Master.
- 4. Store room with cabinets for Uniforms Items
- 5. Store room for other items of issue which will large in size (Gots, Boxes etc.)
- 6. The second Barrack block should have the ground floor as the mess

VI/4

MESS BLOCK

- 1. 3 sets of kitchen with dining hall and store (each having the capacity for atleast 150 Persons)
- 2. Rest room for cooks.

GROUNDS

- 1. Parade ground 2 ✓
- 2. P.T. Ground 1 ✓
- 3. Badminton ground 1
- 4. Volley Ball 1
- 5. Kabaddi Ground 1
- 6. Hoc key/Food ball Ground 1
- 7. Basket Ball Ground 1
- 8. Lawn Tennis Ground 1
- 9. Assault Course Ground 1
- 10. Obstacles course Ground 1
- 11. Swimming Pool 1
- 12. Two Main Gates should be provided with Iron Gates and sentry Posts.

SHORT FIRING RANGE, - 1. ✓

RESIDENCE BLOCK.

The ratio of the quarters should be :-

| | | | | |
|----------------|-----------------|----------------|---------------|----------------|
| <u>Type-II</u> | <u>Type-III</u> | <u>Type-IV</u> | <u>Type-V</u> | <u>Type-VI</u> |
| 450 | 80 | 8 | - | - |

The maximum possible houses that can be built within the para should be taken up.

GUEST HOUSE-2.

SERVICE-

- 1. Community Centre 1
- 2. Vegetable/Fruit shop 1
- 3. Nursery School 1
- 4. Dispensary 1 with 10 beds
- 5. Milk Booth
- 6. Ration Shop 1
- 7. welfare Centre 1
- 8. Croche 2

CHILDREN'S PARK

HY/C

VI / 5

30

OFFICE OF THE COMMISSIONER OF POLICE :DELHI.

No. 25/01 /A-III-L&B-PHQ dated, Delhi, the 1/6/98

To

The Chief Regional Planner
National Capital Region,
Planning Board, 1st Floor
Zone-IV, India Habitat Centre,
Lodhi Road, New Delhi-3.

Subject:- Change of land use for construction of
Police Lines for DP Battalions at Sultanpur
Dabas.

Sir,

With reference to your office letter
No. K-14011/18/P/96/NCRPB(Vol.II) dated 19.5.98,
on the subject cited above, I am to enclose herewith
details of the built up area, open space (Parade Ground
etc.) and area under circulations alongwith the copy
of the layout plan, as desired.

Yours faithfully,

Handwritten signature

(V.P. GUPTA) ACP:HQ(G)
for Deputy Commissioner of Police,
HdQRS.(III), Delhi.

Encls:- As above.

222/RP/98
1-6 - a/r

AP 2/16

VI / 6

300

PROPOSED DAP LINES, SULTANPUR DABAS

Plot Area : 20 Hac.

Area under Buildings.

- Area under Barracks : 1.15 Hac. (app)

- Area under Admn. Block : 1.40 Ha

- Area under Residential Sector : 6.40 Hac. (app.)

Total : 8.65 Hac. (app.)

Area under open air facilities like parade grounds, mini Golf Course, Play fields etc.

: 11.35 Hac.

VI / 7

EXTRACTS FROM AGENDA NOTES FOR
42ND PLANNING COMMITTEE MEETING HELD
ON 15.12.97.

33

comprehensive land use proposal has been prepared for land measuring about 320 ha. The area comprising of sectors A-I, A-II, A-III and A-IV is bonded by GT Road in the East, 80 mts. wide road in the South, 40 mts. wide road and sector A-VII in the West and Singhu-Narela Road in the North. The proposal for change of land use of an area of 320 ha. from rural use zone to residential, informal, public and semi-public facilities (including district jail) Govt. office, manufacturing (service centre) was considered and approved by the authority on 31.3.97.

The observations are as under :

- i) As per the Regional Plan-2001, the proposed area falls under the category of green belt/green wedge where no such urban activities are permitted.
- ii) The original request from the concerned departments for allotment of total land, 43 ha. which could be accommodated within the urbanisable area of Regional Plan - 2001 NCR located near Narela.
- iii) The comprehensive land use proposal for development of 320 ha. of land in Narela is a later addition by the DDA which is against the objective of the Regional Plan-2001.
- iv) The large scale conversion of rural land into residential/industrial/commercial/public and semi-public uses outside the urbanisable area of Regional Plan-2001 NCR has been the tendency of DDA. DDA should develop the urban extension area falling within the urbanisable area of 2001, only after developing the urbanisable area shown in the Regional Plan-2001, DDA should go for planning of land in the areas outside urbanisable area of Regional Plan-2001 NCR, after the year 2001, when the Regional Plan gets revised. However, DDA may explain as to how much of the 11000 ha. of urbanisable area shown in the Regional Plan has so far been fully developed as on date and how much is still undeveloped.

Representative from DDA may present the proposal before the Planning Committee for consideration.

Agenda Item No.5(a) : Change of land use for construction of Police Lines for Armed Police Battallion at Sultanpur Dabas.

The proposal for change of land use of an area measuring 20 ha. from rural use to public and semi-public facilities (Police Lines) at Sultanpur Dabas (North-West of Delhi) has been received from DDA. The detailed proposal is at Annexure-V.

The observations are as under :

- i) As per the Regional Plan-2001 the proposed area falls within the green belt/green wedge where social institutions such as schools, hospitals, etc. are only permitted. It is therefore, to be decided whether Police line can be considered as institution within the above landuse prescription.
- ii) The Master Plan of Delhi 2001 recommended an area of 4 to 5 ha. for each Police Line. The Police Line is a part of public and semi-public facilities. In case it is decided to include police lines in institutional lands the change of land use may be recommended for 5 ha. of land instead of 20 ha. as proposed.

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

Agenda Item No.5(d) : Change of land use of an area measuring 125 ha. from 'Rural Use Zone' to 'Public & Semi-Public Facilities' (Distt. Open Jail) at Baprola (towards west of Dwarka, New Delhi).

The DDA has submitted a proposal for change of land use of an area measuring 125 ha. from 'Rural Use Zone' to 'Public & Semi-Public facilities' (Distt. Open Jail) at Baprola on Najafgarh-Nangloi Road (West of Dwarka) (Annexure-VI). The proposal has been approved by the Technical Committee and the Authority.

As per the Regional Plan 2001 the proposed area falls under the green belt/green wedge.

The matter is placed before the Planning Committee for consideration.

Agenda Item No.5(e) : Change of land use from rural use zone to commercial and transportation for Integrated Freight Complex in Narela Sub-City.

The proposal of change of land use for area of 360 ha. from Rural Use Zone to Commercial (190 ha.) and transport (170 ha.) for Integrated Freight Complex in Narela Sub-City has been received from GDA (Annexure-VII).

The observations are as under :

- i) The proposal may be considered on the condition that the proceeds from this freight complex be used to finance the proposed perimeter expressway.

VI / 9

ANNEXURE

दिल्ली विकास प्राधिकरण
DELHI DEVELOPMENT AUTHORITY

विकास मीनार
VIKAS MINAR
इन्द्रप्रस्थ इस्टेट
INDRAPRASTHA ESTATE

NO. F8(7)81-MP/490

FROM: P.V. MAHASHABDEY
JOINT DIRECTOR (MP)

नई दिल्ली-२
NEW DELHI 9-6-1997

TO:

The Chief Regional Planner,
India Habitate Centre,
Lodhi Road, New Delhi.

Sub: Construction of Police Lines for Armed Police Battallion
at Sultanpur Dabas.

Sir,

The proposal for change of land use of an area measuring 20 hacts. from Rural Use to Public and Semi Public Facilities (Police Lines) at Sultanpur Dabas was considered and approved by the Authority in its meeting held on 31.3.97 under item no. 3/Plg./97 for processing under section 11 A of the DD Act 1957 with the following observations:

17
1

- i) The proposed change of land use may suitably be incorporated in the village development plan by MCD.
- ii) The interim arrangement of services i.e. water, power etc. may have to be made by Police Department out of their own resources till the time regular municipal services are made available.
- iii) The development controls specified for 'Education and Reserarch Centre' (large campus) shall be applied.
- iv) Simultaneously the NCR Planning Board be requested to effect appropriate amendment in the Regional Plan 2001, if so required.

Handwritten signatures and initials:
P.V. Mahashabdey
MP (N)
2001/21

A copy of the agenda note incorporating the draft minutes be approved by the Chairman ^{along with a mdp} L.G. is enclosed for your reference.

You are requested to consider the proposal for according the clearance of the NCR Planning Board as well as amendment in the Regional Plan: -2001.

Thanking You,

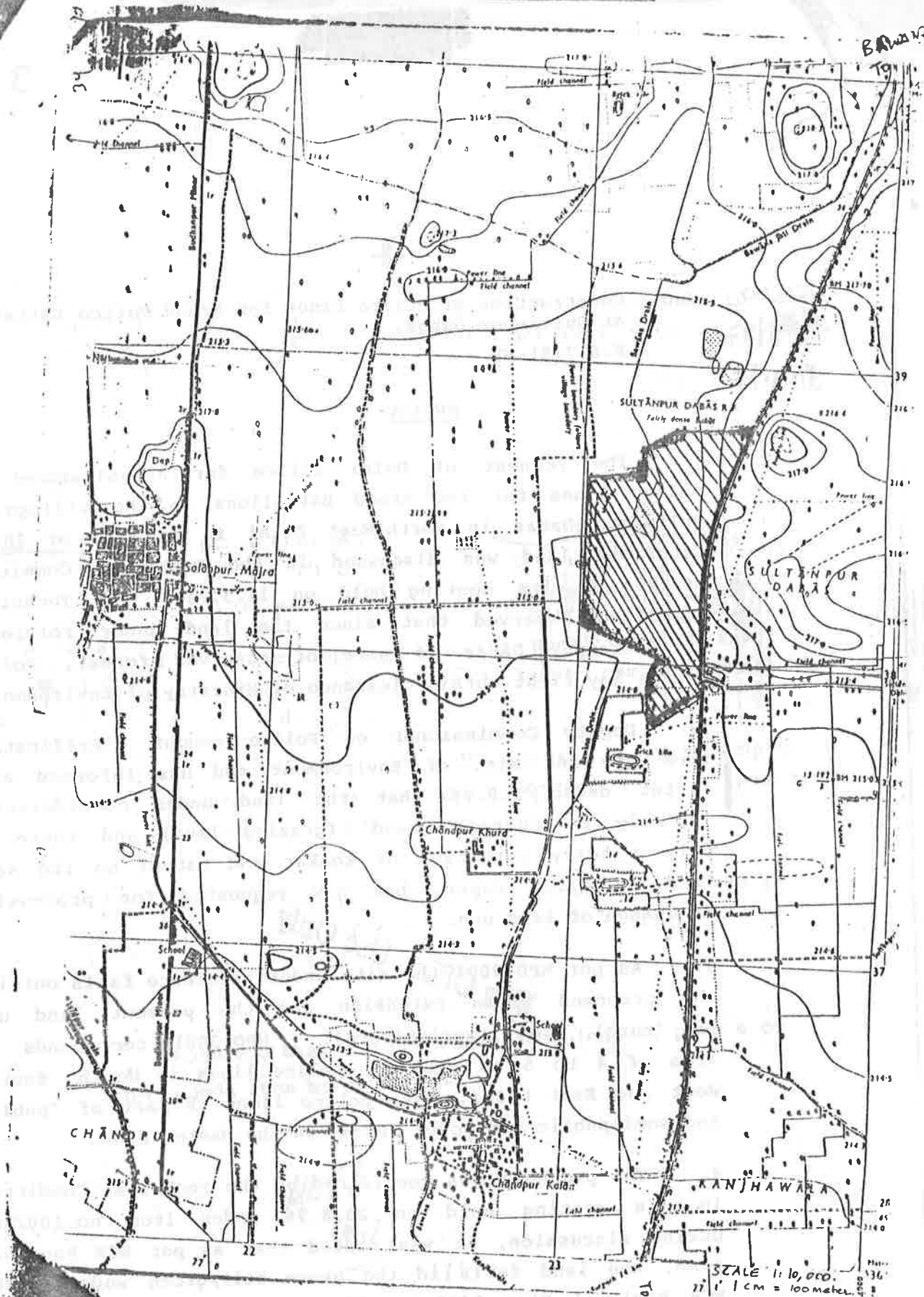
Yours faithfully,

Handwritten signature of P.V. Mahashabdey
(P.V. MAHASHABDEY)
JOINT DIRECTOR (MP)

Encl: As Above.

304-VI/10

BAR 22



SCALE 1:10,000
1 cm = 100 meters

To BANJAR PASS

To be laid on the Technical Committee Meeting.

VI / 11

305

ITEM NO. Subj: Construction of Police Lines for Armed Police Battalion at Sultanpur Dabas. F.8(7)81-MP

31.3.97

PRECIS

The request of Delhi Police for establishment of police lines for two Armed Battalions in the village Sultanpur Dabas in North-West Delhi in an area of 20 ha. of Gaonsabha land was discussed in the Technical Committee of DDA in its meeting held on 11.3.93. The Technical Committee observed that since the land under reference at Sultanpur Dabas is part of reserved forest, Police Deptt. may first obtain clearance of Ministry of Environment.

2. Deputy Commissioner of Police sought clarification from BFO Pand Min. of Environment and has informed vide letter dated 2.8.96 that the land under consideration is only a 'Charagah Land' (grazing land) and there is only a heavy outgrowth of keekar and babool on the said land. Police Deptt. has now requested for processing of change of land use.

3. As per MPD-2001 the site under reference falls outside the proposed Extension and the present land use is rural use (agriculture). MPD-2001 recommends an area of 4 to 5 ha each for police lines in North, South, West and East Delhi. The police lines is part of 'public and semi-public use zone' (PS-4) in the Master Plan.

4. The proposal was considered by the Technical Committee in its meeting held on 25.8.96 under item no.100/96. During discussion, it was stated that as per NCR Regional Plan, the land falls in the green belt/green wedge. The NCR Regional Plan 2001 provides that 'social institutions' are permitted land uses in green belt/green wedge. According to MPD-2001 police lines are categorised under 'public and semi-public facilities/institutions'. The Technical Committee recommended the change of land use for an area measuring 20 ha near village Sultanpur Dabas from 'rural

POLICE Use Only

use' to 'public and semi-public facilities (Police Lines)' to be processed u/s 11-A of D.D. Act, 1957 with the following observations:

i) The proposed change of land use may suitably be incorporated in the village development plan by MCD.

ii) The interim arrangement of services i.e. water, power etc. may have to be made by Police Department out of their own resources till the time regular municipal services are made available.

iii) The development controls specified for Education and Research Centre ^{Only} (large campus) shall be applied.

iv) Simultaneously the NCR Planning Board be requested to effect appropriate amendment in the Regional Plan 2001, if so required.

5. The proposal as contained in para '4' above is placed before the Authority for consideration and approval.

RESOLUTION

Resolved that the proposals contained in para 4 of the agenda item be approved.

*Compared with original
OK
11/6/57*

*Attd
[Signature]
11/14/57*

M. A. BAKSHI
Assistant Secretary
R.D. Development Authority



दिल्ली विकास प्राधिकरण
DELHI DEVELOPMENT AUTHORITY

विकास मिनार
VIKAS MINAR

इन्द्रप्रस्थ एस्टेट
INDRAPRASTHA ESTATE

NO.F.8(7)/81-MP/ ९७

FROM : R.K.JAIN
JOINT DIRECTOR (MP)

नई दिल्ली-2
NEW DELHI 22 JAN 1999 198...

TO

267/1199
27/1/99

Shri R.C.Aggarwal,
Chief Regional Planner,
NCR Planning Board,
Indian Habitat Centre Building,
Lodhi Road, New Delhi.

Sub.: Reg. change of land use of and clearance for construction of Police Post for Armed Police Battalions Sultanpur Dabas, Delhi.

Sir,

This has reference to the letter no.48572/A-III/L&B/PHQ dated 29.12.98 received from Dy.Commr. of Police, HQ-III on the above cited subject. As per the record submitted by Police Deptt. to DDA, Dy.Commr. of Forests of GNCTD has already given necessary clearance mentioning therein the land under reference is part of the 'Charagah' (Grazing Land). Copy of the letter NO.LAC/D5/82 dated 7.6.96 is enclosed for further action in this regard.

Thanking You,

Yours faithfully,

RP
27/1/99
R.K.JAIN
27/1/99

R.K.JAIN
27/1/99

(R.K.JAIN)
JOINT DIRECTOR (MP)

Encl.: as above.

VI/14

308

73
(95)
OFFICE OF THE DEPUTY COMMISSIONER: DELHI
(LAND ACQUISITION BRANCH)

137

No. LAC/DS/82

Dt. 7.6.96

To

Sh. R. Dayal, ACP/HQ(G-I)
Delhi.

Subject:- Acquisition of land of Vill. Sultan Pur Dabas
for Delhi Police Armed Battalion.

Sir,

P. 987e

With reference to your letter no. 24865/A-III-L&B-PHQ
dt. 20/5/96 on the subject noted above, I am to say that as per
revenue record Kn. No. ²⁵4607, 14²⁶ to 17, 24, 25, ²⁷6 to 15, ⁴³19, 11, 5, 6, 15, 11
are in the ownership of Gram Sabha Sultanpur Dabas. The kind of
land is Charagh and not forest one.

Yours faithfully

(R. K. MEHRA)
OFFICER INCHARGE (LA)

VI/15

294
F.3(61)90-MP/222 to 224A.K.JAIN
ADDL.COMMR.(DC&B)

9.4.97

15 APR 1997

Chief Regional Planner,
India Habitat Centre,
Lodi Road, New Delhi-110 003.Sub : Change of land use of an area measuring 27.25ha.
(67.30 acres) from 'rural use' to 'residential',
Transportation, 'Recreational' and Circulation
(Roads) in the South of Mehrauli-Mahipalpur Road,
New Delhi.

Sir,

Please find enclosed a copy of the MOU&E letter
no.K-13011/8/94-DDIB dt.11.3.97 on the above cited subject
requesting for the clearance from the NCR Planning Board
on the above proposal, which was referred to the MOU&E
for issue of a final notification.2. It is to inform that the proposal of change of
land use for an area measuring 27.25 ha, (67.30 acres)
from 'rural use' to 'residential', 'transportation',
'recreational' & 'circulation' (Roads) in the south of
Mehrauli Mahipalpur Road was considered and approved
by the Authority vide its resolution no.21/96 dated 19.2.96.
A copy of the above resolution alongwith the location
plan is enclosed.3. It is requested to kindly process the case and
convey the clearance for the proposed change of land
use for onward transmission to the Ministry. An early
action will be appreciated.

Thanking you,

Yours faithfully,

Encl: As above.A.K.JAIN
ADDL.COMMR.(DC&B)

Copy to:-

1. Under Secretary(DD)MOU&E w.r.t: the letter no.K-13011/8/94-DDIB dt.11.3.97 for information.
2. Chief Architect, Airport Authority of India, Gurgaon Road, Delhi.

203

ITSP
NC
5/34
A-22-02-94

Sub: Change of land use of an area measuring 27.25 ha. from 'rural use zone' to 'transportation' (Airport) in the south of Mehrauli-Mahipalpur Road, New Delhi.

F.3(61)/90-MP

PRECIS

International Airports Authority of India has submitted the proposal for change of land use of an area, measuring about 27.25 ha. from 'rural use zone' to 'transportation' (Airport) Phase II, in the south of Mehrauli-Mahipalpur Road, New Delhi.

2. The Technical Committee in its meeting held on 27.7.1991 observed as under:

"It was pointed out that International Airports Authority of India had earlier acquired a large chunk of land for operational purposes for which a Master Plan had been formulated and approved. On the other hand, the site under reference at Rangpuri, had been acquired mainly for the relocation of village Nangal Dewat and other human settlements falling within the area of IAAI Complex. Further, the prescribed land use thereof was 'residential'. As such the committee felt that the proposal to use a part of the site for accommodating Airport infrastructure and related activities might neither be viable nor appropriate. Keeping these aspects in view, the Technical Committee desired that the IAAI should make a detailed presentation of the said Master Plan, so as to facilitate an examination of the proposed change of land use in the Rangpuri site in the light of its total requirements and also the comprehensive land use plan proposed for the Airport project".

3. In response to the above decision of the Technical Committee, a meeting was held between DDA and IAAI under the chairmanship of Vice-Chairman, DDA on 9.2.1991. A decision was taken about 24 mt. approach road & additional provision for 45 mt. wide proposed Mas

27/2

Plan road running along the 'Spinal Injury Hospital Boundary and simultaneous linking to the proposed Express Way'. Accordingly, Engineer Member, IAAI submitted the revised/modified comprehensive scheme and land use break up of Phase-II, as under:

| | |
|--|-----------|
| Total area of Phase-II | 27.25 Ha. |
| (i) Residential | 4.69 Ha. |
| (ii) Airport Infrastructure (Transportation) | 13.98 Ha. |
| (iii) Area under 45 Mtr. wide proposed road. | 3.40 Ha. |
| (iv) Land transferred to Ministry of Agriculture by IAAI. | 4.18 Ha. |
| (v) Area required for heritage scheme around Sultan Garhi Monuments. | 1.00 Ha. |

4. The proposal was again considered by the Technical Committee in its meeting held on 18.8.1993 and it was observed that the land which was acquired at this location for IAAI was with a view to rehabilitation/relocate the existing settlements coming within the International Airport Complex and to provide Airport related activities which could not be located within the Airport Complex. Therefore, the Technical Committee recommended for processing change of land use of an area measuring 27.25 Ha. (Phase-II of the schemes) to 'transportation' (Airport) from Rural Use Zone. Further, while formulating the detailed layout plan, Master Plan Road and area under 'heritage scheme' be incorporated. Though the Technical Committee has recommended change of land use for 27.25 ha. but IAAI has a scheme only for 23.07 Ha. and remaining 4.18 ha. has been transferred to Ministry of Agriculture

5. The proposal as in para 4 above is placed before the Authority for its consideration and approval for change of land use.

RESOLUTION

Resolved that the proposals as contained ⁱⁿ para 4 of the item be approved subject to the following :-

- 1) Land measuring 4.18 ha. transferred by the IAAI to the Ministry of Agriculture need not be deleted and should form part of the changed land use.

TX / =

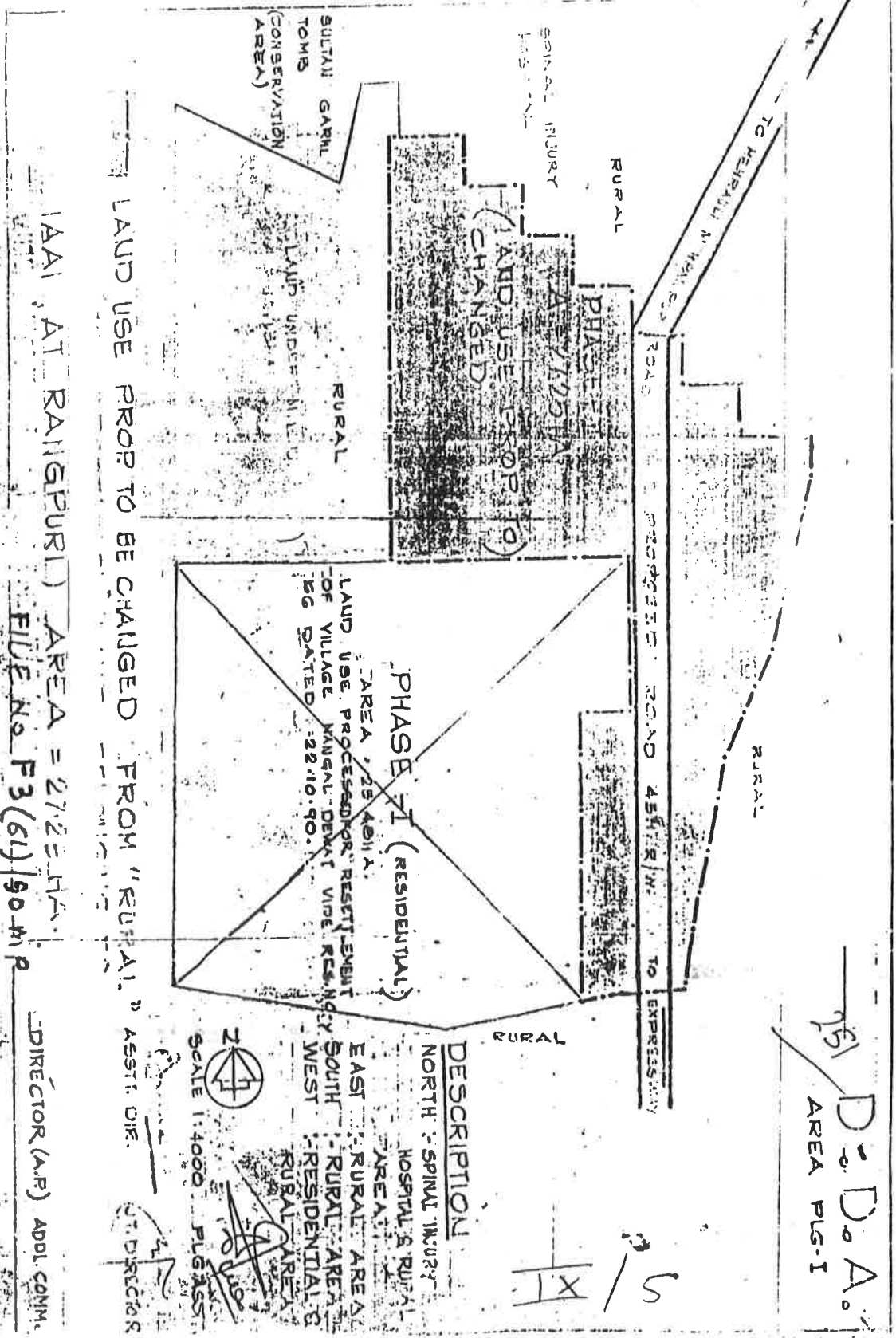
- ii) The area measuring 4.69 ha. marked as "residential" could be utilised towards meeting the requirements of rehabilitation of the evicted villagers also, if need be.
- iii) Boundaries of the area be clearly notified while inviting objections.

Jeejeeba

Useful
J.

H. K. BABBAR
Assistant Secretary
Delhi Development Authority
28/3/84

IX/4



151 D. D. A. AREA FIG-I

DESCRIPTION

- NORTH : SPINAL INJURY HOSPITAL & RURAL AREA
- EAST : RURAL AREA
- SOUTH : RURAL AREA
- WEST : RESIDENTIAL & RURAL AREA

SCALE 1:4000
 20/10/90
 DIRECTOR

LAND USE PROP TO BE CHANGED FROM "RURAL" ASST. DIR.

AREA AT RANGPUR) AREA = 27.25 HA. DIRECTOR (A.P) ADDL COMM.

FILE NO F3(61)/90.M.P

संख्या/No.

23(13)CSC/RMCP/WAIII/799

भारत सरकार

GOVERNMENT OF INDIA

कार्यालय सचीलक इंजीनियर

OFFICE OF THE SUPERINTENDING ENGINEER,

केन्द्रीय भण्डार परिमण्डल/CENTRAL STORE CIRCLE,

केन्द्रीय लोक निर्माण विभाग/CENTRAL P.W.D.,

ए.वन्ड्यू.एच. कम्पाउंड/A.W.H. COMP,

नेताजी नगर/NETAJI NAGAR,

नई दिल्ली/NEW DELHI-110023

दिनांक/DATED. 15/12/97...

15-12-97

To

The Secretary Member,
National Capital Region Planning Board,
New Delhi.

Sub: Setting up of a ready mix concrete plant by CPWD at Ghitorni-to process the change of land use.

The CPWD is a premier construction agency of Govt. of India. The use of quality concrete is essential for ensuring the strength and durability of structures. At present important material "cement concrete" is being produced at the construction sites with the help of small mixers which does not ensure uniform high quality concrete due to large number of factors. One such factor is human factor. It was, therefore, thought that we should put up an automatic mechanised cement concrete manufacturing plant commonly known as ready mix concrete batching plant to keep pace with modern advancement in the construction technology.

Keeping the above consideration in view CPWD has set up a modern ready mix concrete batching plant at Village Ghitorni, New Delhi. This is located at a piece of land measuring 7.38 Acres to the south of Vasant Kunj. The location plan of the site is attached. The RMC batching plant set up by CPWD is non-polluting. The existing land use of the said area is "rural" which is to be changed to "manufacturing" (extensive) so that the plant which has already been set up could be made operational. The D.D.A. while processing the case have observed that for granting permission for change in land use, clearance from NCR Board with respect to regional plan 2001 for NCR is required.

It is, therefore, requested that NOC from your end may kindly be granted so that the D.D.A. could process the case for change in land use.

Encl:As above.

(P.C. ARORA)

SUPERINTENDING ENGINEER,
CENTRAL STORE CIRCLE.

Copy to:

1. Shri I.D.Rustogi, Chief Architect-I, CPWD, Nirman Bhawan, New Delhi with reference to his CA, I. I.D. NO.SA(H&TP)/I/295/1443-44 dated 9.12.97 addressed to the CE (NDZ)I, CPWD, New Delhi. It is requested that concerned Sr. Architect alongwith all relevant plans may be deputed to the work site on 13.12.97 for presenting the case before the Vice-Chairman, DDA.

2. The Chief Engineer (NDZ)II, CPWD, Nirman Bhawan, New Delhi for his kind information please.

3. Shri V.K.Asol,EE,CSD II,CPWD, Netaji Nagar, New Delhi w. the remark that the case may be persued with the concerr Department for obtaining the clearance at the earliest.

He may also make necessary arrangements for the vis of Vice-Chairman,DDA to the work site on 13.12.97 as alrea intimated vide this office U.O. of even No.926 dated 9.12.9

4. Shri H.L.Kapur, EE,HMAPD, CPWD, I P Bhawan, New Delhi witht remark that efforts be made to give live demonstration of t ready mix concrete batching plant during the vist of the Vic Chairman,DDA on 13.12.97.

SUPERINTENDING ENGINEER
CENTRAL STORE CIRCL

[Faint, mostly illegible text, possibly bleed-through from the reverse side of the page.]

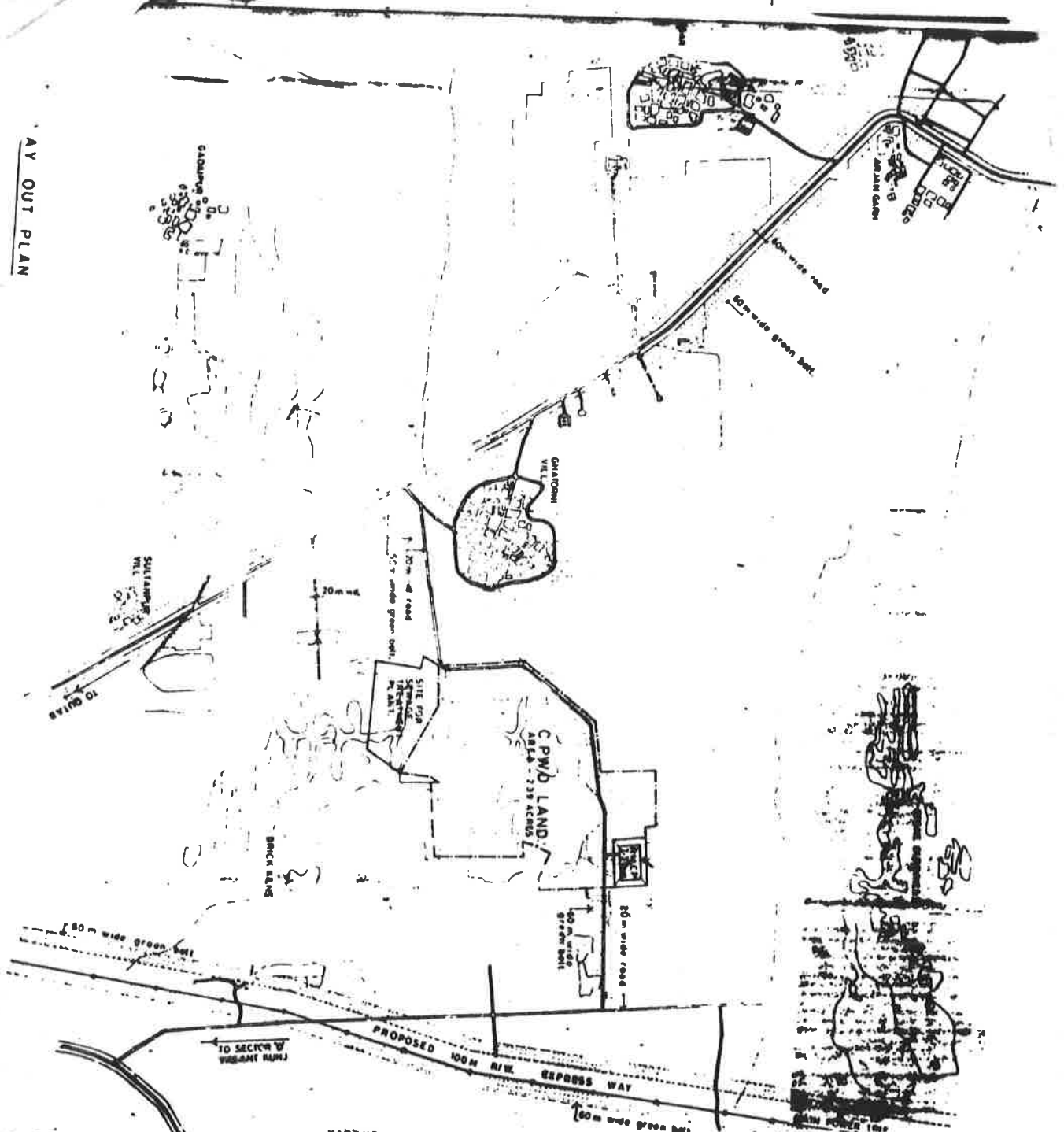
[Handwritten signature or initials in the left margin.]

[Handwritten mark, possibly 'X/2' or similar.]

BY ARCHITECT

316

AV OUT PLAN



SENIOR A. W. J. NO. 31500
 LAND USE NO. 235
 DATE: 1967
 SCALE: 1:1000
 PLAN
 No. SA-1/3906
 3/3

DRAFT

**RECOMMENDATION OF THE COMMITTEE
CONSTITUTED UNDER THE CHAIRMANSHIP
OF SECRETARY (LAND & BUILDING) GNCT OF
DELHI TO EXAMINE THE CONCEPT/ROLE OF
THE GROWTH CENTRES IN MINI MASTER
PLAN & SETTING UP OF MOTELS IN RURAL
AREAS OF NCT- DELHI.**

November 1998

**NCR MONITORING AND CO-ORDINATION CELL,
LAND & BUILDING DEPARTMENT. GOVT. OF DELHI**

Background:

During the 42nd meeting of the Planning Committee of NCR Planning Board held on 15.12.97, while discussing the Sub-Regional Plan for NCT of Delhi, Chairman sought clarification regarding the concept of growth centres as proposed in the MPD-2001 and the Growth Centres being developed by the Govt. of NCT-Delhi. It was further suggested by the Chairman that a Committee may be constituted under the chairmanship of Secretary (L&B), NCT-Delhi with the Chief Regional Planner NCR Planning Board and Chief Coordinator Planners of participating States as members. The request for the formation of the Committee was received from Member Secretary NCR Planning Board vide D.O letter No.K-14011/32/93-NCRPB dated 06.01.98 (Annexure-I).

The Committee was asked to look into the following matters in detail:

- i) To examine the concept/role of the Growth Centres in Mini Master Plan as suggested by the Govt. of NCT-Delhi.
- ii) To examine the matter of setting up of Motels in the rural areas of NCT-Delhi.
- iii) To ensure that there is no violation of Regional Plan-2001 for NCR and the draft Sub-Regional Plan NCT-Delhi

Growth Centres as envisaged in Master Plan for Delhi- 2001

The Master Plan for Delhi-2001 has recognized the shortfall of basic amenities/facilities in the rural areas of Delhi, and to give proper direction of growth in a planned manner some developmental activities have been suggested.

Based on the population, its growth rate and road linkages, five villages have been identified for the location of major health facilities and markets. To cover the deficiencies of lower level health facilities, school and location of rural industry another six rural settlements have been identified with the details as under:-

- Bakhtwarpur:** hospital, health center, dispensary, vet. Hospital, rural industrial area and commercial centre.
- Bawana:** health centre, rural industrial area and commercial centre.
- Jharoda Kalan:** hospital, dispensary, vet. Hospital, rural industrial areas and commercial centre.
- Dhansa:** dispensary, rural industrial area and commercial centre.

02/1/1

| | |
|--------------------|---|
| Chawala: | hospital, vet Hospital, rural industrial area and commercial centre |
| Jagatpur: | dispensary and rural industrial area |
| Ghogha: | dispensary and rural industrial area |
| Qutab Garh: | dispensary and rural industrial area. |
| Jaunti: | dispensary and rural industrial area. |
| Mitron: | dispensary and rural industrial area. |
| Gommanhera: | dispensary and industrial area. |

Each commercial centre shall be about 3 ha. to accommodate, cinema, shopping, bank, post office, co-operative store etc. The industries to be permitted in the rural industrial area given in the Annexure II.

The concept of Growth Centres in Mini Master Plan

The Mini Master Plan for rural Delhi originally conceived and prepared by the DDA several years ago was formally accepted by the Govt. of Delhi in the year 1994 and got the approval of the Planning Commission of the Govt. of India.

The idea of Mini Master Plan for planned and integrated development of rural areas of Delhi involving, mainly, construction of physical, social, economic and ecological infrastructure was conceived in mid-eighties. Later in 1992, a draft outline Plan (with an expenditure of Rs. 883 Crores) was prepared by Delhi Development Authority. The strategy evolved in the Plan has been to develop the entire rural area as "Special Area" based upon the concept of residential-cum-farmhouse. With a basic objective in mind to ensure retention of both green character and ecological balance, as well as development of area in a planned manner, so that haphazard growth can be checked and encroachment can be reduced to minimum. For physical planning of the area, the existing 195 villages have been divided into three tiers-fifteen villages to be developed as Growth centres; thirty-three to be developed as Growth points; and remaining one hundred and forty-seven as Basic villages. This classification is based on existing and projected components, viz., i) Population; ii) Growth of Population; iii) Physical infrastructure; iv) Available social infrastructure; v) Potentiality for development and vi) Transport and Communication linkages.

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About the meetings of the Committee:-

Three meetings were held, the members who attended the meetings are listed in Annexure III. The concept of Growth Centres as envisaged in the Master Plan of Delhi as well as the Growth Centres as being implemented by GNCT of Delhi were discussed in great length. The members were provided with background material of Mini Master Plan and the layout Plan and full report on one of the Growth Centre i.e Kanjhawla village, to have a feel of the project and extent of proposed development. Based on the material provided by the Rural Development Department of GNCT of Delhi, the Committee Members submitted their comments and observations in writing (Annexure-IV) which were discussed in the meetings.

All the committee members appreciated growth Centre as a concept of socio-economic upliftment in the rural areas of Delhi. However the Committee members also felt that the Mini Master Plan is aimed at urbanization of rural areas, which is in contrary to Regional Plan of NCR. However it was brought to the notice of the Committee that the word Growth Centre as mentioned in the Mini Master Plan of Delhi is not aimed at urbanization of rural areas but has a distinct objective that is to upgrade the infrastructure and to provide such basic facilities which have been denied to the rural people of the National Capital Territory of Delhi.

The Committee also felt that the rate of urbanization in Delhi is quite high, therefore the rural areas of Delhi is likely to get affected most in the form of unplanned development, therefore to avoid any untoward development the implementation of Mini Master Plan is pertinent.

It was observed that the word "Growth Centre" Mini Master Plan of Delhi seems to mixed up with the concept of Growth Centres as outlined by the Govt. of India for large scale industrialization of backward areas in different states of the country. It was therefore, considered that these Centres to be termed as Service Centres within the concept and meaning of NCR Planning Board and cannot be clubbed or equated with the concept of Growth Centre outlined by the Govt. of India.

There was a consensus that the provision of support infrastructure and facilities as envisaged are need based and need to be provided in villages with precaution of prohibiting any large scale industrialization in the Growth Centre. It was also considered appropriate that similar centres should be set up in villages in the neighboring states so that the infrastructure in the villages in neighboring states becomes attractive to hold population in that area.

REGARDING SETTING UP OF MOTELS IN THE RURAL AREAS OF NCT OF DELHI

The issue regarding setting up of motels in the rural areas along the National and State Highway within Delhi, was discussed in details. It was observed that the specific aims and objective of such motels is to provide wayside facilities to the passengers and tourists who pass through Delhi everyday. It was observed by the Committee that the length of National Highways outside the urbanisable limit of Delhi is approximately 0-to-2.5 kms. These distances are already congested because of various activities existing along this road. A location of motels which would generate large activities and employment would further aggravate the situation which will be contrary the objectives of Regional Plan-2001 for NCR. As such as per Regional Plan-2001 NCR, the development of motels along the National Highways and State Highways within NCT of Delhi is not permitted.

RECOMMENDATION OF THE COMMITTEE

Based on the feed back from the Committee members and review of various physical targets and socio-economic changes in the rural areas of Delhi, the Committee has recommended the following:-

1. There is no specific planning norms for rural area, the fate of rural Delhi is due to Urban bias Planning, therefore there is a need to focus our strategy on Rural Planning and Regional Planning.
2. Efforts should be made by the participating states to implement the concept of Growth Centre in their respective area, to make attractive to hold population and avoid unplanned growth.
3. The implementation of Mini Master Plan to be taken with utmost caution with major thrust mainly on the social and community facilities, so that the Project do not become an urban extension Plan.
4. The layout plan of growth centre to be modified accordingly to suit the rural environment.
5. The Growth Centre Plan of Delhi is being put up to the Technical Committee of Delhi Development Authority for clearance from Planning point of view. This proposal for Mini Master Plan, NCT of Delhi will also require the approval of NCR Planning Board.
6. While implementing the Growth Centre Plan Rural Character of the village is to be considered without disturbing the rural environment and cultural set-up.


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7. As per the NCR Regional Plan-2001, the development of Motels along the National Highways and State Highways within the NCT of Delhi is not permitted. Motels are required for long distance travellers, as such these facilities are available beyond the boundary of NCT of Delhi. Therefore Motels should not be permitted within Delhi.

MEMBERS OF THE COMMITTEE


D.S NEGI
Secretary(Land, Revenue & Development)
Chairman


R.C AGGARWAL
Chief Regional Planner(NCR)
Member

Chief Co-ordinator Planner NCR(Haryana)
Member

Chief Co-ordinator Planner NCR(Uttar Pradesh)
Member

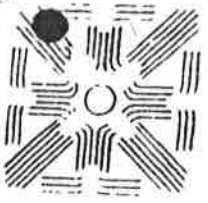
Chief Co-ordinator Planner NCR(Rajasthan)
Member

XI/4

32-3

ANNEXURE I

By Course



OMESH SAIGAL, IAS
Member-Secretary
Tel : 4642285

राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड
NATIONAL CAPITAL REGION
PLANNING BOARD
1st Floor, Zone-IV
India Habitat Centre,
Lodhi Road, New Delhi-110003
शहरी कार्य एवं रोजगार मंत्रालय
Ministry of Urban Affairs & Employment
Fax No.: 4642163

101
विशेषाचार्य कर्म
सचिव (पु. प. प्र./जी.पि.पि.)
18

D.O. No. K-14011/32/93 - NCRPB

Dated: 06.01.98

My dear Sanat,

Pursuant to the decision of the 42nd meeting of the Planning Committee held on 15.12.97. You requested to constitute a Committee under your Chairmanship with the Chief Regional Planner, NCR Planning Board and Chief Coordinator Planners of the NCR Cells of the participating states as members to go into the details and recommend the development for the rural areas of Delhi. The Committee will look into the following matters in detail :

- i) To examine the concept/role of the growth centres in Mini Master Plan as suggested by the Govt. of NCT-Delhi.
- ii) To examine the matter of setting up of Motels in the rural areas of NCT-Delhi
- iii) To ensure that there is no violation of Regional Plan-2001 for NCR and the draft sub-regional plan NCT-Delhi.

The Committee may be requested to submit the report within 2 months.

Yours sincerely

Omesh Saigal

(OMESH SAIGAL)

A.D. (Plg.)

31.98

Shri Sanat Kaul
Secretary (L&B) PWD
Govt. of NCT-Delhi
B-Block, Vikas Bhawan
I.P. Estate,
New Delhi

Shri. Sanat Kaul
PS (L&B)

11.11.98

PI
PI
PI

47EP

Group A

1. Agarbatti and similar products.
2. Assembly and repair of electrical gadgets.
3. Assembly and repair of electronic goods.
4. Assembly and repair of sewing machines.
5. Batic works.
6. Block making and photo enlarging.
7. Biscuit, pappey, cakes and cookies making.
8. Button making, fixing of button and hooks.
9. Calico and Textile products.
10. Cane and bamboo products.
11. Clay and modelling.
12. Coir and jute products.
13. Cardboard boxes.
14. Candles.
15. Copper and brass art wares.
16. Cordage, rope and twine making.
17. Carpentry.
18. Contact Lens.
19. Canvas bags and holdalls making.
20. Candles, sweets, rasmalai etc. (when not canned).
21. Cotton/silk printing (by hand).
22. Dari and carpet weaving.
23. Detergent (without bharti).
24. Embroidery.
25. Framing of pictures and mirrors.
26. Fountain pens, ball pens and felt pens.
27. Gold and Silver thread, kalabattu.
28. Hosiery products (without dyeing and bleaching)
29. Hats, caps, turbans including embroideries.
30. Ivory carving.
31. Ink making for fountain pens.
32. Jewellery items.
33. Khadi and handloom.
34. Lace products.
35. Leather footwear.
36. Leather and rexine made ups.

37.

Production of following items.

- (i) Blanco cakes
- (ii) Brushes
- (iii) Kullis and confectionery.
- (iv) Crayons.
- (v) Jam, jellies and fruit preserves.
- (vi) Musical instruments (including repairs).
- (vii) Lace work and like.
- (viii) Ornamental leather goods like purses, hand bags.
- (ix) Small electronic components.
38. Name plate making.
39. Paper stationery items and book binding.
40. Pith hat, garlands of flowers and pith.
41. P.V.C. products (with one moulding machine).
42. Paper machine.
43. Perfumery and cosmetics.
44. Photoetting.
45. Photostat and cyclosyiling.
46. Preparation of Vadi, Papad etc.
47. Processing of condiments, spices, groundnuts and dal etc.
48. Pan masala.
49. Repair of watches and clocks.
50. Rakhee making.
51. Stone engraving.
52. Sports goods.
53. Surgical bandage rolling and cutting.
54. Stove pipe, safety pins and aluminium buttons (by hand press).
55. Silver foil making.
56. Saree fall making.
57. Tailoring.
58. Thread balls and cotton fillings.
59. Toys and dolls.
60. Umbrella assembly.
61. Velvet embroidered shoes/shawls.
62. Vermicelli and macaroni.
63. Wood carving and decorative wood wares.
64. Wool balling and lachee making.
65. Wooden/cardboard jewellery boxes (subject to no-objection certificate from the department).
66. Wool knitting (with machine)
- 67.

Group A-1

68. Black sr. ilthy.
69. Village pottery industry (without bharti)
70. Village oil ghani.

Group G

1. Activated carbon
2. Barley malt and extract
3. Ber candy and guava fruit bar
4. Cattle feed
5. Citrus fruit concentrate
6. Confectionery
7. Dal milling
8. Dehydrated vegetables
9. Eucalyptus oil
10. Four milling
11. Fuel briquettes
12. Grading, waxing and polishing of malta
13. Grape vinegar and juice
14. Ground nut oil
15. Guar split
16. Gur and khandasari
17. Handmade paper
18. Ice-cream
19. Lactic and oxalic acids
20. Milling pulses
21. Mustard oil and powder
22. Pasturised milk and its products
23. Pickles, Chutneys and Murabba
24. Poultry feed
25. Processed fruit and vegetable products
26. Pycolysed glucose and starch
27. Rapeseed oil
28. Red chillis oleoresin
29. Rice milling
30. Sesame oil
31. Spice grinding
32. Sugar cane wax
33. Straw boards
34. Surgical bandage
35. Tomato ketchup and vegetable sauce
36. Weaning food
37. The industrial units given in serial number 1 to 70 shall also be permitted.

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LAND AND BUILDING DEPARTMENT
GOVT OF NATIONAL CAPITAL TERRITORY OF DELHI
VIKAS BHAWAN, NEW DELHI

List of officers who attended the meeting held under the chairmanship of Secretary I.&B/PWD held on 27.01.98 to discuss the concept of growth centre in Mini Master Plan.

- | | | |
|-----|-----------------------|---|
| 1. | Mr. Sanat Kaul | in chair |
| 2. | Mrs. Rita Kumar | Project Director(RI) cum Joint Secretary(RI) |
| 3. | Mr. R.I. Srivastava | Joint Secretary(PWD) |
| 4. | Mr. R.K Gupta | Chief Engineer(DSIX) |
| 5. | Mr. S.P Bansal | Director(ZP) DDA |
| 6. | Mr. Anil Barai | Director(NCR/UE/PPR) DDA |
| 7. | Mr. S.Sen | Senior Town Planner Govt. of Rajasthan |
| 8. | Mr. J.N Burman | Associate Planner, NCR Planning Board |
| 9. | Mr. H.S Dhillon | Dy. Director(TT) DDA |
| 10. | Mr. S. M Ali | Dy. Director(RD) GNCTD |
| 11. | Mr. A.K Bhatnagar | Eco-Planner, NCR Cell (UP) |
| 12. | Mr. S.K Rohilla | Project Officer "A" NCR Planning Board |
| 13. | Mr. Devendra Nimbokar | ATP(CCP, NCR) Haryana |
| 14. | Mr. J.S Parihar | Assistant Director(Plg.) I.&B Deptt. GNCTD |
| 15. | Mr. S.K Gupta | Research Officer(planning) I.&B Deptt. GNCTD |
| 16. | Mr. Chandu Bhutia | Associate Town & Country Planner(I.&B Deptt.) |

ANNEXURE

**GOVT. OF DELHI
LAND & BUILDING DEPARTMENT
VIKAS BHAWAN, NEW DELHI**

The second meeting of the committee to examine the concept/role of Growth Centre initiated by Govt. of National Capital Territory of Delhi was held on 11 August 1998 under the Chairmanship of Secretary (Land, Revenue & Development) in his chamber at Vikas Bhawan. The following members were present.






| | Name | Designation/Organisation | Telephone.no |
|----|--------------------|--|--------------------|
| 1. | Sh. D.S Negi | Chairman of the Committee Secretary (Land, Revenue, Development) | 2941773 2930783 |
| 2. | Sh. B.S Bhalla | Addl. Secretary (Land) Land & Building Deptt. | 3316297 |
| 3. | Ms. Rita Kumar | Project Director | 2528821 |
| 4. | Sh. Anil Barai | Director (Plg.), DDA | 3322518 |
| 5. | Sh. Jaswant Singh | Distt Town Planner CCP NCR Haryana HUDA Complex, Sector -6, Panchkula | 0172-581737 |
| 4. | Sh. Anil Bhatnagar | Economic Planner NCR Planning Cell, Ghaziabad | 91-791529 |
| 5. | Sh. S.C. Ghildial | Chief Co-ordinator Planner NCR Planning Cell Ghaziabad | 91-791529 |
| 6. | Sh. J.N. Barman | Associate Planner NCRPB | 4642283 |
| 7. | Sh. S.K. Rohilla | Project Officer 'A' NCRPB | - do - |
| 8. | Sh. Chandu Bhutia | Associate Town & Country Planner, L&B Deptt. | 3358501 |

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Attendance Sheet Amravati

Meeting on 20.11.98 at 1:00 pm to
 examine the concept of South Centre in Mini Har
 Plan.

| S.No. | Name | Designation | Signature |
|-------|---------------|--|---|
| 1. | CHANDU BAURIA | AT&CP |  |
| 2 | S. K. Zaman. | Associate Planner |  |
| 3. | A. NAYAR | A.S. (Land & Building Deptt) |  |
| 4 | Rita Kumar | DIR (RD) |  |
| 5. | S. M. ALI | Dy-Dir (RO) |  |
| 6. | D.S. NEGI | Secretary (Land), Chairman of the Committee. | |

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The Director,
Town & Country Planning,
Haryana, Sector-6, Panchkula.

The Secretary Land,
Land and Building Department,
Government of Delhi,
Vikas Bhawan, New Delhi

Memo.No. CCP(NCR)-98/nd/156 for-6
Dated: 31/10/98

Subject: - Mini Master Plan for rural Delhi Development
of growth centres/growth points.

As per decision taken in the meeting held on 1.8.98 under your Chairmanship the concept of growth centres/growth points as contained in the Mini Master Plan for development of rural Delhi has been examined with reference to the growth centre plan of Kanjhawala village supplied by your department vide letter No.F-12-(18)790/1-3/PLG/764, dated 21.8.98.

The close examination of the concept indicates that neither the proposals are in line with the policies and strategies contained in the Regional Plan 2001 for the NCR nor these are in conformity with the proposals of Delhi Master Plan as very limited activities have been assigned for the growth centres in the proposals on the growth centres in the rural area. The rural land scale which is shown as agricultural area/green belt in the Regional Plan will be substantially transform into urban uses ^{consequent} upon the development of growth centres and growth points at 48 locations. Hence, it is the considered view of the State Government that development policies within Delhi should adhere to the strategies and objectives outlined in the Regional Plan 2001 for the NCR to achieve the basic objectives of relieving the National Capital of the additional pressure.

Andst.No.CCP(NCR)-93/

Dated:-

Copy of above is forwarded to Member Secretary,
National Capital Region Planning Board, India Habitat Centre,
Lodhi Road, New Delhi, in continuation of this office order
No.381 dated 11.3.98.

- Sd-

District Town Planner (NCR)
for Director, Town & Country Planning
Haryana, Sector-6, Panchkula.

Andst.No.CCP(NCR)-98/

Dated:-

Copy of the above ~~is~~ is forwarded to
Sh. Chandu Bhatia, Associate Town and Country Planner (NCR)
Government of Delhi, Land and Building Department, Vikas
Bhawan, New Delhi for his information and further necessary
action.

- Sd-

District Town Planner (NCR),
for Director, Town & Country Planning
Haryana, Sector-6, Panchkula.

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राज्यीय वीफ कोऑर्डिनेटर प्लानर, राष्ट्रीय राजधानी क्षेत्र नियोजन एवं
नगर एवं ग्राम नियोजन विभाग, 3090, नवयुग मार्केट, व्यवसायिक भवन,
द्वितीय तल, राईट विंग, गाजियाबाद।

दिनांक ४/३/९८ /निर्माण मा०प्ला०दि०/एन०सी०आर०/ 98 दिनांक ३-१-९८
सेवा में,

श्री वन्दु भूटिया,
एसोसियेट प्लानर,
दिल्ली प्रशासन,
दिल्ली।

विषय:- दिल्ली नगर के कृषि क्षेत्र में गोधा सेक्टर एवं मोटासत के
विकास पर आख्या।

प्रतीक,

दिनांक 14.8.98 को सचिव, लेड स्पड डिविज़न, सीटलर
अध्यक्षता में तत्समक बैठक में लिये गये निर्णय के अनुपालन में
उपरोक्त सेक्टर में स्थानों तिनटुओं पर कार्यलय की आख्या एवं
समाधान संलग्न कर प्रेषित की जा रही है।

संलग्नक- उपरोक्तानुसार

भाषा

एस०सी०आर०/दिल्ली

वीफ कोऑर्डिनेटर/मुख्य नगर नियोजक।

प्रतिनिधि-

श्री ए० एन० वर्मन, एसोसियेट प्लानर, एन०सी०आर०
योजना बोर्ड, इन्डिया हेवीटेड हाउस, लोधी रोड नई दिल्ली
की सूचनाार्थ प्रेषित।

एस०सी०आर०/दिल्ली

वीफ कोऑर्डिनेटर/मुख्य नगर नियोजक।

दिल्ली के ग्रामीण क्षेत्र में मोटल के लोकेशन पर आख्या

दिल्ली के राष्ट्रीय राजधानी क्षेत्र में प्रस्तावित कृषि क्षेत्र में
मोटल विकसित किये जाने के प्रश्न पर काढालय की आख्या निम्न प्रकार है।

1. मोटल की धारणा मुख्य-2 हाईवे पर नगरीय आबादी से ऐसे
स्थान पर विकसित किये जाने की है जहाँ निकटवर्ती क्षेत्र में पर्यटन एवं यात्रा
संबंधी सुविधा उपलब्ध न हो।

दिल्ली में प्रविष्ट होने वाले सभी राष्ट्रीय राज्यमार्ग पर प्रान्तीय
आबादी से नगरीय आबादी आरम्भ होने तक प्रायः बहुत कम छांली क्षेत्र
उपलब्ध है और कोई भी प्रान्तीय सीमा नगरीय क्षेत्र से 8-10 कि०मी० से
अधिक नहीं है और उक्त भाग पर भी नगरीय विकास हो चुका है। अतः
भूत धारणा के परिपेक्ष्य में राष्ट्रीय राज्य मार्गों पर किसी मोटल के विकास
अनुमन्य करना एक ओर तो नियोजन के सिद्धान्तों के विपरीत है तथा दूसरी
ओर न्यूनतम अवशोषण कृषि क्षेत्र की समाप्ति करने में भी सहायक होगा।

2. दिल्ली के प्रान्तीय राज्य मार्गों पर 1 स्टेट हाईवे 1 पर मोटल
के विकास को अनुमन्य कराने के प्रश्न में सबसे महत्वपूर्ण प्रश्न यह है कि क्या
इन मार्गों पर लम्बी यात्रा करने वाले पर्यटकों/यात्रीयों की संख्या कितनी है।
अधिकतर इन मार्गों का प्रयोग छोटी दूरी तक यात्रा करने वाले क्षेत्रीय यात्री
ही करते है जो मोटल जैसी सुविधाओं का प्रयोग नहीं करते। अतः सभी
प्रान्तीय राज्य मार्ग का विश्लेषण इस दृष्टि से किया जाना आवश्यक है।
यदि इस विश्लेषण में कोई ऐसा मार्ग पाया जाता है जिस पर पर्यटन की
दृष्टि से मोटल जैसा भू-प्रयोग आवश्यक हो तो उसका प्रस्ताव किसी वर्तमान/
विद्यमान पट्रोल पम्प अथवा प्रस्तावित पट्रोल पम्प के स्थान पर सभी सुविधाओं
जैसे रिपेयर सुविधा, कमरे इत्यादि हेतु आवश्यक न्यूनतम क्षेत्र आर को
मोटल भू-प्रयोग हेतु प्रस्तावित किया जा सकता है।

इस हेतु यह अक्षय सुनिश्चित किया जाना आवश्यक है कि उक्त
स्थान का प्रयोग होटल के रूप में न हो।

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झांवल ग्रीध सेंटर में अधिकतर जो प्रस्ताव दिये गये है
यह पूर्णतया नगरीय विस्तार में सक्रिय भूमिका निभायेगे तथा
कालान्तर में झांवल ग्रीध सेंटर एक नगरीय क्षेत्र की तरह विकसित
होने की सम्भावनाएं है जैसे 6 हेक्टेयर 18% भूमि का विकास
शापिंग सेंटर, कॉमर्सियल सेंटर तथा कनवीनियन्ट शापिंग के
रूप में जो नगरीय क्षेत्रों में विकसित व्यावसायिक सुविधाओं हेतु
अपनाया गया वर्गीकरण है, ग्रामीण क्षेत्रों में इस प्रकार के वर्गीकरण
की न तो आवश्यकता है और न ही ग्रामीण परिवेश में उचित
प्रस्ताव है। इसके साथ ही समस्त व्यावसायिक सुविधाएं एक दूसरे
के आस पास ही प्रस्तावित की गयी है। ग्रामीण क्षेत्र में एकीकृत
व्यावसायिक क्षेत्र ही पर्याप्त है, न कि विभिन्न प्रकार के व्यावसायिक
क्षेत्र। चिकित्सालय का प्रस्ताव 7 हेक्टेयर 19.2% क्षेत्र भी
40000-50000 जनसंख्या के लिए अधिक प्रतीत होता है। यह भी
स्पष्ट नहीं है कि चिकित्सा सुविधा के लिए बड़े चिकित्सालय अर्थात्
300 या 500 शय्याओं का हस्पताल प्रस्तावित है या उच्चकृत पीएसवोसी

आवासीय प्रस्ताव में 9.35 हेक्टेयर भूमि 12.3% भूमि
का प्रस्ताव किया जाना औचित्य पूर्ण नहीं लगता, क्योंकि यह स्पष्ट
नहीं है कि यह आवासीय सुविधा किसके लिए प्रस्तावित की गई है।
झांवल ग्रीध सेंटर के मानचित्र के साथ कोई प्रतिवेदन प्रस्तुत नहीं
किया गया है जिससे विभिन्न आवश्यकताओं की पुष्टि की जा सके।
अतः विभिन्न उपयोगों हेतु भूमि की आवश्यकता तथा सुविधाओं
की श्रेणी तथा स्तर की पुष्टि मानकों के अभाव में नहीं की जा
सकती है। औद्योगिक आस्थान का विकास भी ग्रामीण क्षेत्र में किये
जाने का प्रस्ताव है परन्तु 6.09 हेक्टेयर 18% भूमि में दिल्ली
महायोजना के अनुलग्नक - 1 औद्योगिक वर्गीकरण में सूचिवद्ध 70 उद्योगों
के अतिरिक्त ग्रुप सी में 36 उद्योग भी अनुमन्य है। यद्यपि इन उद्योगों
को उनके आकार, पावर रैंग श्रमिक शक्ति और न ही प्रोडक्शन के
कारण के आधार पर अनुमन्य किया गया है। अतः ग्रामीण क्षेत्र में

दिल्ली में ग्रामीण विकास हेतु "मिनी मास्टर प्लान" में
"ग्रोथा सेन्टर्स की अवधारणा पर टिप्पणी"

दिल्ली के ग्रामीण क्षेत्र के सुनियोजित विकास की दृष्टि से दिल्ली प्रशासन द्वारा प्रेषित मिनी मास्टर प्लान में प्रस्तुत ग्रोथा सेन्टर अवधारणा में दिल्ली महायोजना 2001 में 11 वयन्ति ग्रामों को ग्रोथा सेन्टर के रूप में विकसित करने का प्रस्ताव किया गया है जबकि मिनी मास्टर प्लान में 15 ग्रामों का उल्लेख है। दिल्ली महायोजना में प्रस्तावित ग्रोथा सेन्टर के प्रस्तावों का आधार लेकर "मिनी मास्टर प्लान फॉर डेवलपमेंट ऑफ रूरल दिल्ली" प्रतिवेदन बनाया गया है जिसमें "श्री ठिंर सिस्टम" के अन्तर्गत ग्रोथा सेन्टर, ग्रोथा प्वाइन्ट तथा बेसिक विलेज का विकास प्रस्तावित है।

ग्रोथा सेन्टर विकास हेतु यह प्रस्तावित किया गया है कि लगभग 40-50 वर्ग कि०मी० क्षेत्र में ग्रोथा सेन्टर समीपवर्ती 20-30 ग्रामों की आवश्यकताओं की पूर्ति करेगा तथा इसमें 40-50 हजार जनसंख्या सम्भावित होगी। जिन वयन्ति ग्रामों में ग्रोथा सेन्टर विकसित होने है उनमें मूलरूप में चिकित्सा हेतु हस्पताल, हेल्थसेन्टर, वेटरनरी हस्पताल, शिक्षा, व्यवसायी सुविधाएँ तथा औद्योगिक आस्थानों का समावेश किये जाने का लक्ष्य है। इस प्रकार ग्रोथा सेन्टर के विकास हेतु "कड़ावला ग्रोथा सेन्टर" का मानचित्र दिल्ली प्रशासन द्वारा बनाया गया है, जो एक माडल है। समस्त ग्रोथा सेन्टर्स दिल्ली में कृषि क्षेत्र में। प्रस्तावित नगरीय क्षेत्र से बाहर। स्थित है। अतः नगरीय क्षेत्र से बाहर राष्ट्रीय राजधानी क्षेत्र योजना के प्रस्तावों के विपरीत ऐसे विकास करने से क्षेत्रीय योजना का उल्लंघन होगा।

कड़ावला ग्रोथा सेन्टर का क्षेत्रफल 76 हेक्टेयर प्रस्तावित है तथा इसके समीप ही कड़ावला ग्रामीण आबादी है जिससे संलग्न बहुत बड़ा भाग रिक्त पड़ा है तथा एक बाइपास मार्ग भी जाता है। यह भूमि ग्रामीण आबादी से लगी है तथा इसमें स्कूल एवं वीरडीओएँ उपलब्ध रूप से ही विद्यमान है, अतः संगठित रूप से यह भूमि ग्रोथा

ग्रोथा सैन्टर का विकास इस सीमा तक होना चाहिए कि वह अपना स्वल्प बनाए रखे तथा उसका विकास ग्रामीण क्षेत्रों के लिए लाभप्रद हो सके। ग्रोथा सैन्टर्स के विकास हेतु प्रस्ताव करते समय विभिन्न क्षेत्रों जैसे उद्योग, आवास, व्यावसायिक, भौतिक तथा सामाजिक सुविधाओं के प्रस्ताव उनकी आवश्यकताओं मानकों के आधार पर होनी चाहिए अन्यथा यदि आवश्यकताओं को बढ़ा-चढ़ा कर प्रस्तुत किया जाता है तो कालान्तर में निश्चित रूप से ग्रोथा सैन्टर नगरीय समूहों की तरह विकसित होने लगेंगे तथा ग्रोथा सैन्टर्स का उद्देश्य ही क्षीण होने लगेगा। अतः इस प्रक्रिया से एन०सी०आर० क्षेत्र में नगरीय विकास के क्षीण होने की भी सम्भावना है।

ग्रोथा सैन्टर्स दिल्ली के कृषि-क्षेत्रों में अधिभूत प्रस्तावित नगरीय क्षेत्रों के बाहर में स्थित क्षेत्रों में राष्ट्रीय योजना 2001 में दिल्ली के प्रस्तावित नगरीय क्षेत्रों के बाहर का क्षेत्र हरित पट्टी पर परिभाषित है। अतः उस क्षेत्र में यदि क्षेत्रीय योजना में प्रस्तावित भू-प्रयोग के विपरीत जैसे औद्योगिक विकास जो इन प्रस्तावित ग्रोथा सैन्टर्स में प्रस्तावित है। हो उससे क्षेत्रीय योजना का उल्लंघन होगा।

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राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड
NATIONAL CAPITAL REGION
PLANNING BOARD
1st Floor, Zone-IV,
India Habitat Centre,
Lodhi Road, New Delhi-110003
राष्ट्रीय कार्य एवं रोजगार मंत्रालय
Ministry of Urban Affairs & Employment
Fax No. : 4842183

D.O.No.K-14011/5(AP)/98-NCRPB

Dated: 20.11.98

Ref: Letter No.F12(141)/91-L&B/Plg/NCR dated 12.11.98
for the third meeting of the Committee on 20th
November, 1998 at 11.30 A.M. in the Chamber of
Secretary (Land, Revenue & Development)

Dear Sir,

It will not be possible for the undersigned to attend
the aforesaid meeting because of certain other pre-
occupations. However, our broad comments in the matter are
being sent for your kind perusal.

Yours sincerely,

(R.C. Aggarwal)
Chief Regional Planner

Secretary (Land, Revenue & Development)
Under Hill Road,
Delhi - 54.

Issue Date: 20/11/98
Signature: [Handwritten Signature]

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(A) MINI MASTER PLAN FOR DELHI

1. In Mini Master Plan for development of rural Delhi prepared by Development deptt., Govt. of NCT-Delhi, 15 growth centres and 33 growth points are proposed to be developed over an area of 2726 ha. i.e. 2066 ha. for 15 growth centres and 660 ha. for 33 growth points. Out of the total 2066 ha. for 15 growth centres about 1000 ha. proposed to be developed for residential housing, 388 ha. for industrial estates and 185 ha. for commercial centres/complexes and rest for social facilities. The total investment for various activities including land acquisition is about Rs. 883.22 crs. About 4 lakhs additional population is proposed to be accommodated in the residential housing in the growth centres.
2. As per the Regional Plan-2001 the proposal for development of rural growth centres is against the objectives of Regional Plan-2001 to decongest Delhi.
3. The proposed developments of rural Delhi by creating industrial estates and large scale residential development falls in the green belt/green wedge. As per the Regional Plan-2001 such activities are not permitted.
4. As per the RP-2001, the rural Delhi should accommodate only 2 lakhs population by 2001 while the proposal for the growth centre is to accommodate about 4 lakhs population.
5. The rural population of NCT-Delhi as per 1991 census is 9.49 lakhs with the development of growth centres the population will become 13.49 lakhs (as against Rs. 6.37 lakhs suggested in MPD-2001).
6. The development of rural areas through creation of such growth centres will be counter productive to the development of the priority towns and sub-regional centres in the rest of NCR.
7. The proposal for Mini Master Plan, NCT-Delhi will require the approval of the Board.
8. The Growth Centres of NCT-Delhi may be developed for providing social and community facilities only and not for economic activity centre.

(B) SETTING UP OF HOTELS IN THE RURAL AREAS IN NCT-DELHI

1. As per the Regional Plan-2001, the development of motels along the National Highways and State Highways within the NCT-Delhi is not permitted. RP-2001 approved by the Board restricts the development of economic activities such as rural motels which would trigger off the development in the rural areas/green belt in NCT-Delhi.

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2. In fact motels are really required far beyond the urban areas, along highways as their appurtenant facility, where no other tourist infrastructure is available. In Delhi where hardly any highway transcends more than 5 kms. of its length beyond urban zone, there seems to be hardly any purpose in allowing motels in green zones.
3. The Regional Plan-2001 NCR do not provide any specific provision for location of motels in the green belt/green wedge in the NCT-Delhi. The Plan stipulates 100 meters green buffers on either side of national highways.
4. The rural areas of NCT-Delhi falls within the green wedge/green belt of RP-2001 NCR which should be forested and wherever it is not possible for pressing reasons, it could be in the other forms of green. The development of motels along the highways and inter-state roads would defeat the objectives of the NCR Plan provision of green belt/green wedge.
5. The length of national highways outside the urbanisable limit of Delhi is approx. 0-2.5 kms. These distances are already congested because of various activities existing along this road. A location of motels which would generate large activities and employment would further aggravate the situation which will be contrary the objectives of Regional Plan-2001 for NCR.
6. The existing motels outside the NCT-Delhi in Haryana and Rajasthan have been providing the motel facilities to the long distance travellers. On the other hand the travellers passing through or generating from Delhi may not require such facilities within Delhi since the same facilities are availed of by to them while in Delhi Urban Area itself. There is no justification for location of motels in the rural zone of Delhi.
7. It is also to bring to the kind attention of the Committee the news paper report (copy enclosed) that some such motels in Delhi are simply being used as a 5 star accomodation in non-commercial agricultural areas without due permission. Thus, it obviously seems to be a camouflaged method of establishing five star hotels in the green/rural zone just one and two kms. beyond urban Delhi on cheap land, without paying a much higher-commercial price of five star hotel site, in urban Delhi to DDA.

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COMMENTS/VIEWS ON THE DETAILED REPORT OF KANJHAWALA GROWTH CENTRE AND LAYOUT PLAN (DEVELOPMENT DEPTT., GNCT-DELHI).

1. As envisaged in the Mini Master Plan for GNCT-Delhi, the Growth Centre Kanjhawala would call for functions/activities mainly of non-agricultural nature on a bigger scale in the rural areas of Delhi. The Kanjhawala Growth Centre is proposed to have 1.32 lakh population (in 2011 AD) of which 80,000 is estimated to be floating population. It is estimated that the activities proposed would need an investment of Rs. 100 cr. in Kanjhawala Growth Centre.
2. The actual area covered under the growth centre is not clear from the report/layout plan and there are several inconsistencies which are as follows :
 - a) The Layout Plan submitted has mentioned in the statement of total area of the growth centre to be 75 ha. (refer flag 'B'). While the report (refer flag 'C') gives landuse break-up for 157 ha.
 - b) Similarly the layout plan has 8.9 ha. under rural industrial sector while the report mentions 18 ha. under industrial activities.
 - c) The area of focal point in layout plan is mentioned to be 11.57 ha., while the landuse break-up (activitywise) mentions in the report an area of 13.20 ha. for the focal point.
3. The proposal (report and layout plan) is not enclosed with a landuse plan.

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4. The Kanjhawala Growth Centre proposal attempts to provide facilities/activities at one centralised place to cater to the proposed population of 1.32 lakh which is likely to come-up as a result of higher order non-agricultural activities (industrial/shopping/shelter). The Regional Plan-2001 permits for social amenities and community facilities to meet local needs and as per the Regional Plan-2001.

5. In the absence of adequate infrastructure for example availability of raw water supply even to cater the present needs such big scale non-agricultural activities will further deteriorate the micro-climate/environmental conditions in the rural areas.

6. The growth centre activities area is part of/falls in the urban extension proposal covering an area of 29,671 ha. submitted by Delhi Development Authority which is under examination by the Board. Such non-agricultural activities as proposed in the growth centre cannot be looked in isolation from the proposed urban extension by DDA.

7. As proposed in Mini Master Plan, 15 growth centres similar to the Kanjhawala Growth Centre are proposed covering entire rural Delhi which will involve large scale urban development in the rural areas virtually eating away the left-over agricultural/ green areas which shall be against the overall objectives of Regional Plan-2001 to decongest NCT-Delhi.

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No.K-11011/11/78-DDIA/VI/IB
Government of India
Ministry of Urban Affairs & Employment
(Department of Urban Development)

Nirman Bhavan, New Delhi
Dated: 13.1.1999

To

The Vice Chairman,
DDA, Vikas Sadan,
New Delhi

Subject:- Setting up of motels in rural areas of Delhi.

Sir,

I am directed to refer to our letter of even No. dated 11.9.98 addressed to Secretary to LG, Delhi for implementing the notification dated 16.6.95 issued by DDA on the above-mentioned subject and to d.o. letter No. 20(4)83-Vol.III/MP/1453 dated 24.12.98 from VC, DDA seeking certain clarifications thereon. The matter has now been examined in detail after discussions with the concerned officers of DDA and NCRPB and the following decisions taken:

(i) The Master Plan amendment dated 16.6.95 issued by this Ministry incorporating motels as a permissible facility within NCT of Delhi has defined a motel as 'premises designed and operated, especially, to cater to the boarding, lodging, rest and recreation and related activities of a traveller by road'. Regarding use attributed to motels, the type of motels contemplated in NCT of Delhi within the framework of notification dated 16.6.95, should essentially be considered for recreation and leisure. As such, these motels will fall within the permissible use i.e. Category B under green belt/green wedge vide Para 13.8(v)(b) of the Regional Plan 2001 of the National Capital Region. This is especially true in the case of these motels since they can have a maximum ground coverage of 15% with low height structures not exceeding 9 meters and with about 85% of the area being developed as green space for recreation and leisure of the users. Accordingly the setting up of these motels within the areas designated as green belt/green wedge in the NCT of Delhi would not constitute a change of land use.

(ii) Regarding levy of a fee, it was agreed that since conversion of land use is not involved, therefore, conversion charges need not be levied. However, in order to enable the local body to mobilise necessary funds to provide for the infrastructure in the form of road widening and maintenance, extra pressure on

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ground water, power supply, etc. and basically to permit the owner to utilize the land for a higher value use, a "Use Permission Charge" may be levied. It was agreed that the rates may be such that they are based on the argument that motels on larger plots which would have larger green areas, would be preferable to small-sized motels of just 1 ha. The FAR allowed for various plot sizes was also taken into account. It was proposed that the levy may be approximately 50% of the present acquisition rates for small sized plots and thereafter at decreasing rates for larger plots.

The Use Permission Charges for motels may, therefore, be levied at the following rates:-

- (i) For 1st ha. : Rs.20 lakhs
- (ii) For 2nd ha. : Rs.10 lakhs
- (iii) For 3rd ha. onwards : Rs.5 lakhs

The charges\fees indicated above are on the basis of per hectare rates and actual levy would be in that proportion as the per hectare rates vis-a-vis size of the land. This would be applicable for second hectare onwards.

Example I: for plot size of 1.6 ha., the Use Permission Charge would be calculated as follows:

| | | |
|---|-----------------|-----------------------|
| For 1st ha. | | Rs.20.00 lakhs |
| For balance 0.6 ha. (which is part of 2nd ha.): | 10×0.6 | = Rs.06.00 lakhs |
| | | ----- |
| Total Use Permission Charge of the plot | | Rs.26.00 lakhs |

Example II: For a plot size of 3.4 ha., the Use Permission Charge would be calculated as follows:-

| | | |
|--|----------------|-----------------------|
| For 1st ha. | | Rs.20.00 lakhs |
| For 2nd ha. | | Rs.10.00 lakhs |
| For balance 1.4 ha.: | 5×1.4 | Rs.07.00 lakhs |
| | | ----- |
| Total Use Permission Charge of the plot | | Rs.37.00 lakhs |

These charges would be collected and utilised by the concerned local body for augmentation of infrastructure in the city.

(iii) It was agreed that there has been a lot of confusion amongst the applicants for motels whose applications are pending with MCD. Hence DDA may issue a letter to MCD clarifying that based on the notification amending the Master Plan dated 15.6.95 issued by this Ministry and notification dated 16.6.95 issued by DDA laying down norms for a motel, no further approval of DDA is necessary. MCD may, therefore, be advised by DDA to examine the applications and take suitable action on the basis of the above-mentioned notifications and the present clarifications.

3. You are requested to take further necessary action in the light of above.

Yours faithfully,

(V K Misra)

Under Secretary to the Govt. of India

Copy for information & necessary action to:-

1. Secretary to the Lt. Governor, Raj Niwas, Delhi
2. Commissioner (Planning), DDA, Vikas Minar, New Delhi.
3. Commissioner, MCD, Town Hall, Delhi
4. Chief Executive Officer, Delhi Cantonment Board, Delhi Cantt.
5. Member Secretary, NCRPB, I H C, Lodi Road, New Delhi.

(V K Misra)

Under Secretary to the Govt. of India



दिल्ली विकास प्राधिकरण
DELHI DEVELOPMENT AUTHORITY

VIKAS MINAR

I.T.O.

N.K.AGRAWAL
O.S.D. (PLG.)MPD-2021

नई दिल्ली
New Delhi-23.....19...

NO. F.3(88)/96-MP/D- 199

Dated: 11/11/98

To
14/2/CRP/98
23/11/98
CRP

The Member Secretary
NCR(Plg.Board)
India Habitat Centre
Zone-O-6, 4-F
Lodhi Road,
New Delhi

Subject: Development of Fruit & Vegetable Mkt.
by DAMB on GT Karnal Road National High-
way No.I at village Khampur

Ref: D.O.No.K-14011/32(AP)/98-NCRPB dt.19-8-98

Madam,

With reference to the above D.O., kindly find enclosed herewith a copy of D.O.Letter No.3(88) 96/MP/Pt./674-EP dated 19th August from Vice Chairman, DDA to Chief Secretary, GNCTD on the above noted subject which makes the views of the DDA explicitly clear. Delay is regretted.

Thanking you,

Yours sincerely,

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23/11/98

(N.K. AGRAWAL)

Encl: as above.

File No.637.....
Date23/11/98.....
Sent to the file

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674-EP

D.O.No.3(88)96/MP/Pt./
August 19, 1998

Dear Shri

I am to invite your kind attention to the endorsement of reference note No.F.35(64)97/DAMB/EM/5361 dated 22.7.98 of Joint Secretary, DAMB regarding development of New Fruit Market at Tikri Khurd/Khampur - change of land use. In this connection, I would like to bring to your kind notice the facts given below while considering the matter in the Standing Committee meeting :-

1. As per MPD-2001, approved by the Central Govt., there is a provision of development for four integrated freight complexes located in four directions to cater the requirement of wholesale market including that of fruit and vegetable market.
2. MPD-2001 does not envisage shifting of Azadpur Subzi Mandi as is being promoted and propogated by DAMB.
3. DDA has already allotted 35 ha. of land in Narela Freight Complex and 15 ha. of land in Gazipur Freight Complex on the rates decided by Central Government.
4. Till today DAMB has neither paid the cost of the land nor taken the possession of the lands so called and as opted at its own to acquire land for developing the wholesale fruit and vegetable market in the various parts of the city of Delhi.
5. In case required by DAMB, additional land on these two locations, i.e. Gazipur and Narela, can be considered to be allotted to develop the wholesale fruit and vegetable markets.
6. Development of fruit and vegetable market in an area of 70 acres at Tikri Khurd will create traffic bottleneck on the GT Karnal Road and will fail to decongest the activities at existing Azadpur Mandi and DAMB has already undertaken development of site at Tikri Khurd inspite of suggesting them not to do the same again and again by DDA.
7. The development of wholesale markets by DAMB in isolation in utter disregard to MPD-2001 is not in the interest of the planned development of the city of Delhi.

With regards,

Yours sincerely,

(Handwritten Signature)

(P.K. Ghosh)

Shri Omesh Saigal,
Chief Secretary,
Govt. of NCT of Delhi,
5, Sham Nath Marg,
Delhi-110 054.

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GSS/Ked
19/8/98

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AGRICULTURAL PRODUCE MARKET COMMITTEE
D-4, PANCHWATI : AZADPUR : DELHI - 110033.

DO No.1(10)/97-APMC/E&M/

Dated: 29/12/98

19/D Dear Smt. *Dass*

19 Kindly refer to your D.O. No. K-14011/32(AP)/98- NCRPB dated 19.8.98 regarding development of Fruit & Vegetable Market at Tikri Khurd/Khampur.

199 In this connection I would like to bring to your kind notice that a piece of land measuring 70.62 Acres was got transferred from M.C.D. with the ex-post-facto approval of Hon'ble L.G. of Delhi in view of the decision taken by standing committee meeting held in December, 1996 chaired by Chief Secretary, Govt. of N.C.T., Delhi and attended by all the Heads of Deptts. Govt. of NCT., Delhi to develop and decongest the existing F & V market located at Azadpur. The land has also been mutated in favour of APMC, Azadpur. The action for changing of land use is under active consideration with D.D.A.

up It is worth-mentioning that a temporary check post/parking at the said land is created in the peak season of apple starting from August which is mostly arriving from the state of J & K and Himachal Pradesh for the loaded trucks to wait for their number to make entry in the market yard at Azadpur in view of eliminating the traffic hazards on G.T. Karnal Road as well as congestion in the Market yard. To provide facility like Toilets/urinals to the drivers/growers/helpers who come along with trucks construction of toilets block was done on the site.

Further it is pertinent to add that a meeting of Standing Committee was held on 19.8.98 which was chaired by Chief Secretary & attended by all Head of Departments Government of N.C.T., Delhi. A decision was taken in the meeting that APMC would acquire more land for developing new yard for decongesting the fruit & vegetables market Azadpur in view of heavy arrivals of Fruit & Vegetables items and traffic jam in the market yard. In pursuance of the decision taken in the meeting a proposal to acquire 105 Acres land at Village Singhola and 157 Acres land at Village Khampur was forwarded to S.D.M./L.A.C. Narela.

A sum of Rs. 27.90 Crores towards compensation amount has already been paid to Secretary Land & Building Department, Government of N.C.T., Delhi but Notification under section 17 of Land Acquisition Act has not been issued from Land & Building Department for lack of non issuance of N.O.C. from D.D.A. so far.

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In this meeting of Empowered Committee held on 1.12.98. it was apprised that the project will never get clearance from D.D.A. as it doesn't fit into this plan of scheme. The Secretary, Land & Building Department, Government of N.C.T., Delhi has been requested to remit the compensation amount of Rs. 27.90 Crores back to A.P.M.C., Azadpur vide my D.O. Letter dated 1.12.98 (copy enclosed) for ready reference.

In view of the above, the representation made by Sh. R.R. Khanna is not tenable as APMC, Azadpur is developing and shifting the fruit and vegetable market yard in the outskirts of Delhi under Government Plan.

With Regards

Yours Sincerely,

(V.P. RAO)
ADMINISTRATOR
A.P.M.C. AZADPUR

29.12.98

To
Smt. Sarita Jayant Dass,
Member Secretary,
N.C.R.P.B.,
NEW DELHI.

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दिल्ली विकास प्राधिकरण
DELHI DEVELOPMENT AUTHORITY
विकास विभाग
VIKAS MINAR
इन्द्रप्रस्थ इस्टेट
INDRAPRASTHA ESTATE

NO. F.4(2)/98-MP/545

FROM : R.K.JAIN
JOINT DIRECTOR (MP)

नई दिल्ली-2

NEW DELHI 110002

15 MAR 1998

Received on 9.7.98

TO

The Chief Regional Planner,
NCR Planning Board,
Indian Habitat Centre Building,
IInd. Floor, Lodhi Estate,
Lodhi Road, New Delhi.

Sir,

434/CRP/98
9-7-98

Delhi Development Authority has prepared a draft Zonal Development Plan for River Yamuna Area (Zone-O) and Part Zone -P) which was considered by the Technical Committee meeting held on 7.4.98. During the meeting following was decided :-

A presentation of Draft Zonal Plan (River Yamuna Area) (Zone 'O' and Part Zone 'P') was made before the Technical Committee. Keeping in view that this project involves various agencies, copies of draft Zonal Plan maybe circulated to concerned agencies which will include land and Building Deptt., GNCTD, Irrigation and Flood Deptt. CWC, NCRPB, MCD, TCPO, L&D.O. and NDMC for obtaining their observations.

As per the observations/decision of the Technical Committee meeting, I am enclosing herewith the draft report of Zonal Development Plan for River Yamuna Area for your considered opinion.

It would be appreciated if your comments are made available to DDA by 3rd. of June 1998 so, that further action in the matter could be taken.

It may kindly be appreciated that Draft Zonal Development Plan considered by the Technical Committee is in the form of a concept plan on a larger scale and would form the basis for undertaking the environmental Impact Assessment by NEERI (Nagpur) Keeping in view the above your considered comments/views would help a meaningful study to be under taken by NEERI/subsequently finalising the plan of the area as the provisions of D.D.A. St.

Thanking You,

Yours faithfully,

Ministry of Technical
Committee Report No. 7/4/98

SR.NO.6/ITEM NO.22/98/TC

Subject : Zonal Development Plan for River Yamuna Area (Zone 'O' and Part Zone 'P')
F. 4(2)/98/MP

1.0 Introduction

1.1 As per MPD-2001 notified on 1.8.90, the National Capital Territory of Delhi has been divided into fifteen zones (Divisions), eight in Urban Delhi (A to H) six in Urban Extension and rural areas (J to N&P) and one, Zone-O (River Yamuna and River Bed Area) which falls under the Land use category of A 4 (Agricultural and Water Body) as per MPD-2001 Landuse Plan.

1.2 The present Zonal Development Plan is for River Yamuna Area (Zone-O and part of Zone - P) which has to be different from that of the other zones due to its special characteristics.

1.3 Based upon the various studies conducted so far the Zonal Development Plan is conceived primarily as policy document and sets out strategies for formulation of action plans for ecofriendly development in the process of city building.

2.0 Background

2.1 MPD-92, MPD-2001, DUAC Conceptual Plan - 2001, NCR Regional Plan - 2001 and the Steering Committee Recommendations on review of MPD-2001 have in no certain terms emphasised the need to make River Yamuna pollution free, develop the river bed and river front as to make it as a project of special significance to the population not only of Delhi but of the region as a whole.

2.2 For this purpose various studies in terms of alternative development models, feasibility of channelisation, utilisation of river as a transport corridor etc. have been undertaken from time to time.

2.3 Attempts have also been made in the recent past to set up the sewage treatment plants, development of electric crematoria, development of bathing ghats recreational areas etc. but in the absence of a comprehensive policy document, these isolated efforts have no significant impact on the environment of the city as whole.

3.0 Existing Characteristics

3.1 The following are the predominant characteristics of River Yamuna and its environs.

i) River Yamuna enters Union Territory of Delhi at Palla, in the Northern and leaves Jaitpur in the South after traversing a distance of about 50 kms the Union Territory of Delhi.

- ii) Its spread varies from 1.5 kms. to 3.0 kms.
- iii) Nine Road Bridges and two Railway Bridges and three fair weather Pontoon Bridges cross River Yamuna.
- iv) Seventeen major drains are discharging untreated effluents into the river.
- v) The river bed gently slopes from 210 MSL in the North to 199 MSL in the South.
- vi) The area has an assortment of authorised and unauthorised uses like Samadhis, Cremation Grounds, Sports Complexes, Thermal Power Stations, Bathing Ghats, Unauthorised colonies, other unauthorised use and flyash dumping ponds mostly in the south of Wazirabad road, i.e. Zone 'O'.
- vii) Some of the pockets are being used for thick plantation and most of the River Bed area in Zone-O is under agriculture, horticulture and has a wealth of flora & fauna.
- viii) The continued encroachment in the River Bed Area aggravates the pollution in River Yamuna i.e. the land beyond the water course is being gradually filled up to carry out different kinds of construction activities in an unplanned manner.

4.0

Proposal

Keeping in view the various studies undertaken so far and the objects of Water Supply Augmentation, Pollution Abatement, Land Utilisation/Management, and Ecofriendly Development, the broad proposals are as under:

- i) It is proposed that the River Yamuna in Union Territory of Delhi be delineated as Zone 'O' which will require modification in MPD-2001.
- ii) The area is proposed to be divided into eight sub-zones characterised by distinct physical features & attributes and the measures for pollution abatement, land management and suggestive landuses with their possible locations have been given in detail in the report / plan annexed (Annexure-I). The summary of land utilisation proposals are given in Annexure-II.

5.

The proposal contained in para 4.0 above and the Master Plan modification given as under is placed before the Technical Committee for its consideration:

The area of Zone - 'O' would increase from 6081 Ha. to 9700 Ha and that of Zone 'P' will reduce from 15707 Ha to 12107 Ha. and the northern boundary will extend upto NCTD-Haryana Border.

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SR.NO. 6/ITEM NO.22/98/TC
F.42/98/MP

DECISION

A presentation of draft zonal plan (River Yamuna) (zone 'O') and Part zone 'P' was made before the Technical Committee. Keeping in view that this project involves various agencies, copies of draft zonal plan may be circulated to concerned agencies which will include Land & Bldg. Deptt., GNCTD, Irrigation & Flood Deptt., CWC; NCRPB; MCD; TCPO; L&DO and NDMC for obtaining their observations.

CPD
23/4/98

...
[Signature]
22/4/98

[Signature]
22-4-98

Member Secretary
Technical Committee
Delhi Development Authority

**ZONAL DEVELOPMENT PLAN
FOR RIVER YAMUNA AREA
(ZONE 'O' AND PART ZONE 'P')**

**DRAFT
MARCH 1998**

DELHI DEVELOPMENT AUTHORITY

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ZONAL DEVELOPMENT PLAN FOR RIVER YAMUNA AREA (ZONE-0 & ZONE - P - PART)

1.0 INTRODUCTION

- 1.1 As per MPD-2001 notified on 18.9.90, the National Capital Territory of Delhi has been divided into fifteen zones (Divisions), eight in Urban Delhi (A to H), six in Urban Extension and rural areas (J to N&P) and one Zone-0 (River Yamuna and River Bed Area) which falls under the landuse category of A4 (Agricultural and Water Body) as per MPD-2001 Landuse plan.
- 1.2 The present Zonal Development Plan is for River Yamuna Area (Zone-O and part of Zone-P) which has to be different from that of the other zones due to its special characteristics.
- 1.3 Based upon the various studies conducted so far, the Zonal Development Plan is conceived primarily as policy document and sets out strategies for formulation of action plans for ecofriendly development in the process of city building.

2.0 STATUTORY PROVISIONS AND OBJECTIVES

- 2.1 The Zonal (divisional) Plan of the area is prepared under Section-8 to be processed under section-10 of the Delhi Development Act, 1957, simultaneously, the modifications of landuse shall be processed under Section-11 (A).
- 2.2 MPD-2001 states that in the absence of a Zonal Plan of any area the development shall be in accordance with the Master Plan.
- 2.3 Section 8 of the Delhi Development Act also defines the contents of the Zonal Plan. As per the MPD-2001, a Zonal Development Plan means a plan for one of the zones (divisions) of the Union Territory of Delhi containing detailed information regarding provisions of social infrastructure, parks and open spaces and circulation system. The Zonal (divisional) plan, which is a sub-city development plan, details out the policies of the Master Plan.
- 2.4 MPD-2001 further states that:
 - a) A Zone could be divided into sub-zones by the Authority.
 - b) The Zonal (Divisional) plans shall detail out the policies of the Master plan, and act as a link between the layout plans and the Master Plan.
 - c) The development schemes, layout plans indicating use premises shall conform to the Master Plan/Zonal (divisional) plans.
- 2.5 As per MPD-2001 this Zonal Development Plan for River Yamuna area is for part of Zone -P (North of Wazirabad Road) upto the Northern boundary of National Capital Territory of Delhi) and Zone-O, south of Wazirabad Road upto the Southern boundary of the National Capital Territory.
- 2.6 The area under reference bears a special character in terms of being a flood prone natural feature with large stretches of land available beyond the predominant water course and existing bunds on the banks of river Yamuna. All of these stretches may not used/usable for any kind of development and

therefore may not meet all the requirement/provisions of Section-8 of the DDA Act, but once approved could act as policy framework for formulating action plans for eco friendly development.

2.7 This being a policy document would work out development strategies for action plans of eco-friendly development of River Yamuna (Zone-O and Part Zone-P) and will detail out the policies of the Master Plan.

3.0 LOCATION, BOUNDARIES AND AREA

3.1 River Yamuna traverses through Union Territory of Delhi From Palla in the North to Jaitpur in the South.

3.2 River Yamuna is bounded as under:

- North : NCTD Boundary
- South : NCTD Boundary
- East : Marginal Bund and NCTD Boundary
- West : Marginal Bund, Ring Road and Proposed NH-2 along Agra canal.

3.3 The Total area is about 9700 Ha details given as under:-

i) Part of Zone -O 6100 Ha.

(Area south of Wazirabad Barrage)

ii) Part of Zone-P 3600 Ha.

(Area north of Wazirabad Barrage)

Total 9700 Ha.

Out of the total area of 9700 Ha, approximately 1600 Ha of land is under water and 8100 Ha is under dry land.

4.0 EXISTING CHARACTERISTICS / DEVELOPMENTS

4.1 The following are the predominant characteristics of River Yamuna and its environs:

- i) River Yamuna enters the Union Territory of Delhi at Palla, in the North and leaves at Jaitpur in the South after traversing a distance of about 50 kms. in the Union Territory of Delhi.
- ii) Its spread varies from 1.5 kms to 3.0 kms.
- iii) Nine Road Bridges and Two Railway Bridges and three fair weather Pontoon Bridges cross River Yamuna.
- iv) Seventeen major drains are discharging untreated effluents into the river.
- v) The river bed gently slopes from 210 MSL in the North to 199 MSI. in the South.
- vi) The area has an assortment of authorized and unauthorized uses like Samadhis, Cremation Grounds, Sports Complexes, Thermal Power Stations,

Bathing Ghats, Unauthorized colonies, other unauthorized uses, and fly ash dumping ponds mostly in the south of Wazirabad road i.e. Zone-O.

- vii) Some of the pockets are also under thick plantation and most of the River Bed area in Zone-O is being used for agriculture, horticulture and has a wealth of flora & fauna.
- viii) The continued encroachment in the River Bed Area aggravates the pollution in River Yamuna i.e. the land beyond the water course is being gradually filled-up to carry out different kinds of construction activities in an unplanned manner. Briefly, in various stretches of river Yamuna and its adjoining areas on either side existing characteristics are as under:

EXISTING LANDUSE IN THE RIVER YAMUNA AREA IN DELHI

| Zone | Development of River Yamuna Banks | |
|---|--|--|
| | West | East |
| NCTD Boundary to Wazirabad Barrage | Agriculture | Agriculture |
| Wazirabad Barrage to Old Yamuna Bridge | Water Works, Metcalf, Qudesia Bagh, ISBT, Nigambodh Ghat, Bathing Ghat. | Unauthorised Colonies Agriculture. |
| Old Yamuna Bridge to ITO Barrage. | Red Fort, Crematorium, Vijay Ghat, Shanti Vaha, Shakti Sthal, Raj Ghat and I.G. Stadium. | Unauthorised Colonies Agriculture. |
| ITO Barrage to Nizamuddin Railway Bridge. | Power Station, I.P. Depot, Exhibition Ground | Unauthorised Colonies Agriculture. |
| Nizamuddin Railway Bridge to N.H.24 | Purana Quilla, Sanitary Land Fills | Unauthorised Colonies Agriculture. |
| N.H. 24 to Okhla Barrage | Humayun's Tomb, Sanitary Land fill, Agriculture, Group Housing, Kalindi Colony, Unauthorised Colonies, Okhla Sewage Treatment Plant, Sarita Vihar Group Housing. | New Residential Colonies Agriculture. |
| Okhla Barrage to NCTD Boundary | Unauthorised Colonies Agriculture. | -- |

ix) *Certain other uses have been approved subsequent to the promulgation of MPD 2001 and are under process for change of use (refer Annexure - 2)*

5.0 STUDIES AND RECOMMENDATIONS ON RIVER YAMUNA

5.1 MPD-62 Proposal

The entire area north and south of Wazirabad Barrage has been shown as floodable and has recommended development of District Parks, Play Grounds,

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Open Spaces on the western bank of River Yamuna in the area South of Wazirabad Barrage. *It further recommends shifting of existing Thermal Power Stations of Rajghat and Indraprastha after their machinery becomes obsolete and formulation of scheme for discontinuing sewage outflow into the River Yamuna.*

5.2 MPD-2001 Proposal

River Yamuna is to be made pollution free through various measures. On the big expanse of its banks large recreational areas are to be developed and to be integrated with other urban developments so that the river is an integral part of the city physically and visually.

It has also recommended channelisation of river and the recommendations for the same are as under:

- i) Rivers in the major metropolitan cities of the world like Thames in London and Seine in Paris have been channelised providing unlimited opportunities to develop the river fronts. After the result of the model studies for the channelisation of the river Yamuna become available, development of river front should be taken up, considering all the ecological and scientific aspects as project of special significance for the city.
- ii) River Yamuna now has high level of pollution which is mainly from untreated sewage and waste water from industrial areas. Strict enforcement of water pollution act is needed to keep the river clean. Channelisation of the river as proposed shall provide scope for a major River front Development scheme and shall further help in improvement of the river front.

5.3 DUAC - Conceptual Plan-2001

The Delhi Urban Arts Commission in its Conceptual Plan-2001, stipulates that, "the landscape potential of the Yamuna should be explored through proper channelisation. It can yield a sizeable area for recreation, activities such as a sports complex, a cultural centre, a bird sanctuary, a botanical garden, safari park, lakes, water sports facilities etc. A comprehensive river development scheme is thus essential". *It further recommends that some areas on either side of the river should be preserved for three dimensional development.*

5.4 NCR - Regional Plan-2011

The National Capital Region- Regional Plan - 2001 and the Sub Regional Plan-2001 provide for cultivated landuse for the river bed in NCTD. A small portion of the river bed however, in the southern part is designated as Urbanisable Area. *The Plan also stipulates that river channelisation, pollution control and river front development is to be take up by the DDA as a project of special significance.*

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5.5 Steering Committee Recommendations On Review of MPD-2001

On the recommendation of the Steering Committee, the Ministry of Urban Affairs and Employment, Govt. of India constituted eight Expert Groups on various aspects of Master Plan/Development Plan including the Group on Environment to critically appraise the existing provisions of MPD-2001.

The Expert Group on Environment has made the following observations on the River Yamuna. "The length of river Yamuna in the NCTD is about 48 km with 50% of the length in present urban limits and the balance is rural areas with a width varying between 1.5 km - 3 km. River Yamuna has been polluted to such an extent that in half of its length the quality of water is not even fit for animal consumption due to the untreated discharge of 17 large storm water drains. *It is essential to intercept all drains discharging pollution in the river.* This needs a complete review of the existing system of dealing with waste water and suitable land use revisions is called for. *A separate comprehensive plan considering the ecological and landscape value of the river needs to be prepared.*" It, further observes that, *pollution concerning nature can be tackled to large extent by development of large projects like planning and development of River Yamuna.*

As a medium term strategy, it has been suggested that a detailed plan for the conservation of river Yamuna needs to be prepared.

5.6 Yamuna Action Plan for NCTD

Under the Yamuna Action Plan of Ministry of Environment and Forests, Govt. of India, the following components are funded by the Central Govt.:

- i) Low Cost Toilets.
- ii) Sewage Treatment Plants
- iii) Electric Crematoria
- iv) Bathing Ghats
- v) Plantation

6.0 STUDIES UNDERTAKEN

6.1 CWPRS, Hydraulic Model Studies on Channelisation

In order to meet the requirement of planned development and meet the objective as recommended by MPD-62, MPD-2001, DUAC Conceptual Plan etc. as mentioned above, DDA considered the possibilities of developing the areas on both side of the river by channeling it. For this purpose DDA approached Central Water and Power Research Station, Pune way back in 1977 to conduct model hydraulic studies for channelising the river Yamuna, and finally conveyed its Terms of Reference in the year 1988. The CWPRS, Pune submitted its Technical Report No.3062 in May, 1993. The summary of findings and recommendations are given as under:

The Perspective Planning Division of the Delhi Development Authority (DDA) has been considering the possibility of developing river-front area on both sides of the river Yamuna by channelising the river. The project authorities desired that model

studies be carried out at CWPRS to examine the technical feasibility of the channelisation proposal. Studies were carried out in mobile bed model of the river Yamuna at Delhi, constructed to a horizontal scale of 1:300 and vertical scale of 1:60. Studies were carried out by reproducing channelisation bunds from Palla to Okhla Barrage and with three discharges namely, 7,022 cum/s, 9,910 cum/s and 12,750, cum/s

22 kms reach of the river Yamuna, from Wazirabad barrage to Okhla barrage is extremely vulnerable to the population pressure. The width of the river in this reach varies from 1 km to 3 kms. In this reach, several hydraulic structures, such as bridges, barrages, wier etc. are existing across the river which hold the river at their locations. Indraprastha barrage, Nizamuddin railway bridge and Nizamuddin road bridge are closely located in river reach of 3 kms. The waterways provided for these structure are around 550 m. The river flow between these structures is more or less confined in a width of 550 m. Therefore, by joining the guide bunds of these structures in this reach, it was seen that there was no increase in water level or change in flow conditions due to channelisation. Hence it is appeared technically feasible to chanelise the river in this reach

Waterways of structure upstream of Indraprastha barrage upto Wazirabad barrage varied between 455 m and 800 m and downstream of Nizamuddin road bridge upto Okhla barrage varied between 552 m and 791 m. With further channelisation from Indraprastha barrage to Wazirabad barrage and from Nizamuddin barrage to Wazirabad barrage and from Nizamuddin road bridge to Okhla barrage by smoothly joining the guide bunds/abutments of the structures and from Wazirabad barrage to Palla with channelisation width of 550 m indicated maximum afflux of 3.5 m. at Palla with river discharge of 12,750 cum/s. Computation indicated that effect of this afflux would reach upto 20 to 30 km upsreatm of Palla. With increased channelisation width of 850 m in the reach from Wazirabad barrage to Palla, the afflux at Palla was 2.1 m whereas with channelisation width of 1000 m. the afflux at Palla came down to 1.35m.

The bottom of the old rail-cum -road bridge is at RL 206.3 m and it was seen that with discharges above 7,022 cum/s the bund was getting submerged with channelisation. With channelisation the water level observed at this bridge was RL **209.3** m when river discharge of **12,750 cum/s**. In case of Wazirabad barrage the bottom of decking is RL 209,75 meter. With the channelisation, water level observed was **RL 211.1** m with a discharge of 12,750 cum/s. *Thus channelisation between Indraprastha barrage and Wazirabad barrage could be taken up only after renovation of these two bridges.* Also the guide bunds of the structures which are not designed for water discharge of **12,750 cum/s** will have to be strengthened as 17 drains discharging into the river Yamuna would face the problem of blockage due to increased water level in the river by channelisation. At the outfall of these structures cross regulators would have to be provided along with arrangements for pumping the drain water into the river, whenever water level in the river would be higher than the permissible water level in the drain. It may be mentioned that due to channelisation the storage capacity at the three barrages namely, Wazirabad Barrage, Indraprastha barrage and Okhla barrage would reduce. Overcoming all these limitation/ constraints, channelisation in three phases as mentioned below could be implemented.

- i) Phase - I : Indraprastha barrage to Okhla barrage
- ii) Phase -II : Indraprastha barrage to Wazirabad barrage

iii) Phase -III : Wazirabad barrage to Palla

6.2 Inland Waterways Authority of India (IWAI)

The Inland Waterways Authority of India (IWAI), an autonomous body for the development, management, maintenance and better utilization of national waterways carried out a pre-feasibility study for navigational potential of River Yamuna for passenger service, cargo service, development of water sports, recreational facilities in River Yamuna in November/December, 1988 and submitted its report in January, 1989 to the Hon. Lt. Governor Delhi.

The study based on Talwegs Soundings Survey conducted between Wazirabad Barrage and Okhla Barrage noted that for the entire stretch, except for few isolated locations, a 2.0 m deep water channel is available. The study suggested that to make available a 300-450 m wide continuous channel of min 2.0 m depth, dredging efforts have to be made by excavating 90000 cu.m of earth every season, which is possible using a single portable cutter suction dredger.

The study recommended that instream navigation should be integrated with the scheme for development, pollution abatement and flood control.

6.3 SPA Study On Planning & Development of Yamuna River Bed

A study (presently nearing completion) was assigned to the School of Planning and Architecture, New Delhi for identifying alternative approaches to planning and development. Three alternative approaches have been suggested by this study. They are :

i) Ecosystem Based Concept Plan

This is purely an environmental approach to the river bed development and comprises of the following components.

- a) *Augmenting water recharge potential* - to be made possible by extended storage of water in the form of retention and detention ponds.
- b) *Reducing pollution of Yamuna water* - through installation of STP with detention facilities at the outfall points and effluent management of adjoining rural areas.
- c) *Conservation of Natural areas* - like natural swamps, marshes and special aggregation of flora and fauna, with proper mechanism, to inhibit misuse through protective barriers and sound management.
- d) *Hierarchy of Green Areas* - to be developed depending on existing accessibility and viability of development of areas with varying use intensities like remnant forests. Landscaped parks, zoological and botanical gardens with significant emphasis on pollution control.
- e) *Recreation* - to be limited to 'ecotourism' as in development of near passive greens and water sports facilities where environmentally viable.
- f) *Continuation and Renewal of existing Areas* is envisaged with special emphasis on improvement in the built environment. Agriculture and

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allied activities like horticulture and floriculture is also proposed to be promoted in limited manner.

ii) Integrated Development Scenario

With proper use and integration of the river into the urban fabric development is to be accomplished through appropriate consideration of the local and transient requirements of facilities of adjoining areas and also through inclusion of such uses that would give citizens desirable proximity to the river. The various features of this scenario are:

- a) Retention of essential features of the Ecobased scenario such as augmentation of ground water recharge, pollution control and conservation of natural areas.
- b) Assignment of uses, according to demand and suitability, mainly incorporating those uses which are either presently under consideration or are derived to facilitate improvement of the perceived quality of life of other areas.
- c) Modification of certain existing /ongoing uses to improve their respective environmental qualities.
- d) Integrated Tourism development, through development of appropriate infrastructure, networks and facilities.
- e) Higher level of recreational activities are also proposed under the scenario. These will include, water sports and other recreational uses, which are presently wanting in the city.
- f) Inland water transportation is also envisaged for development, subject to feasibility.
- g) Management of higher order is also identified as a essential requirement to ensure economic viability and sustenance of integrated development.

iii) Post Channelisation Development Scenario

It is essentially an extension of the Integrated Development Scenario with partial / limited channelisation as a precondition. This Scenario also requires:

- a) Reduction of peak flood water release, as flow volumes are likely to increase on channelisation.
 - b) Pumping regulation to prevent backflow of existing drains and consequent flooding in other areas of Delhi.
 - c) Limited assignment of religious and other water bound facilities as channelisation will restrict the stream width, will not permit stream bifurcation and will permit limited instream uses.
- iv) The study also outlines a Development Strategy which involves a substantial degree of alternatives models of public - private partnerships, and proposes a stronger land management system with a project based approach in the Development Plan.
- v) *A significant observation of the study is that Channelisation (as envisaged in the CWPRS study) considering the enormous investments/ resource requirements, the adverse impacts on the areas upstream and downstream and the*

major implementation constraints may not yield any justifiable benefit. It may therefore be more appropriate to adopt the Integrated Development Model, which foresees only partial channelisation.

7.0 OBJECTIVES AND FRAMEWORK FOR THE ZONAL DEVELOPMENT PLAN

7.1 Keeping in view the recommendation made in the various statutory plans, studies undertaken and the conclusions arrived at, the Zonal Development Plan for River Yamuna has to address for the following objectives:-

- a) Water Supply Augmentation
- b) Pollution Abatement
- c) Land Utilization/Management
- d) Eco-friendly development.

7.2 A few other critical concerns for the development of the river areas are as under:-

- a) Involvement of multiple agencies
- b) High resource requirement
- c) Special significance of the area and its linkage with the other states upstream and down stream, development / re-development of the existing areas.

7.3 The development should not increase the pollution within the River Yamuna area rather it should regenerate a healthy environment.

7.4 Any kind of development should be safe from flood damage even at peak flood level.

7.5 The resource requirement is partially recovered with the development of land in the River Bed Area without imposing compromises on the quality of the environment.

7.6 Identifying the stretches which can be/should be developed on priority and which do not require large financial resources and are prone to encroachments.

7.7 To mitigate the constraints of land for public and semi-public uses in the adjoining areas more so particularly on the eastern banks of River Yamuna.

8.0 PROPOSAL

8.1 Amalgamation of Zone-O and part of Zone -P

At present as per MPD-2001 the designated river area is contained in Zone-O and Zone-P (Part). Keeping in view the fact that the whole river Yamuna area in the NCTD is to be treated as one entity, it is proposed that boundaries of Zone -O with an area of 9700 Ha. should read as under :

- North : NCTD Boundary
- South : NCTD Boundary

East : NCTD Boundary, Eastern Marginal Bund.
 West : Marginal Bund, Existing Ring Road & proposed NH-2 alignment along Agra Canal.

8.2 Delineation of Sub-Zones

Keeping in view the magnitude of the area and the nature of the problems which different stretches of river Yamuna are exposed to in its different reaches, it is proposed to divide the entire area into sub zones keeping in view the following.

- i) Natural and man-made features/barriers.
- ii) Recommendation/conclusions arrived at by the statutory plans and studies made so far.

Accordingly following are the broad sub zones:

| Sub Zone | Reach | Approx. Area (Ha.) |
|--------------|------------------------------------|--------------------|
| O1 | UP Border - Wazirabad Barrage | 3620.0 |
| O2 | Wazirabad Barrage - ISBT Bridge | 1100.0 |
| O3 | ISBT Bridge - Old Rly Bridge | 225.0 |
| O4 | Old Rly. Bridge - I.P. Barrage | 800.0 |
| O5 ✓ | IP Barrage - New Rly. Bridge | 365.0 |
| O6 ✓ | New Rly. Bridge - NH 24 Bridge | 390.0 |
| O7 ✓ | NH24 Bridge - Okhla Barrage | 1300.0 |
| O8 ✓ | Okhla Barrage - Haryana Border | 1900.0 |
| Total | River Yamuna Area (NCTD) | 9700.0 |

8.3 River Yamuna is the perennial source of water for meeting the water requirement of the city. The area north of Wazirabad Barrage is presently being used for storing water which is allowed to be continued and if feasible the storage capacity of this area should be increased through adoption of suitable measures in consultation with the neighbouring states.

In addition to the above it is proposed that the area between ITO Barrage and Wazirabad Barrage is predominantly used for water harvesting and pondage etc. so as to suitably recharge the ground water. This could be achieved by adopting appropriate technologies.

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8.4 Pollution Abatement

Pollution in River Yamuna Area is mainly on three counts: first, due to falling of 17 large water drains with high BOD resulting in the quality of water to be of category 'E' (even unfit for animals consumption); second, on account of unauthorised development taken place/taking place within the River Area without service/infrastructure; and thirdly, due to large amount of fly ash being emitted by 3 power plants located along River Yamuna Bed.

In order to take care of pollution due to out falling of storm water drains it is proposed that an action plan to develop sewage treatment facility at the outfall points of the drains or at suitable location be drawn up on priority so that the River water is made fit for atleast bathing purposes and the sanctity of River Yamuna is restored to its pristine glory.

In the River Bed Area large scale unauthorised construction/ colonies have come up mostly in the reach South of Wazirabad Barrage due to its easy accessibility along the important transport corridors. In order to tackle this problem it is proposed that these areas should be cleared of the encroachment in a phased manner within the framework of the existing policy and the land so vacated be suitably utilised even in the first phase of proposed development.

NTPC and the Delhi Vidyut Board are making efforts to set up Flyash Brick Manufacturing Plants, to utilise the large quantity of flyash being generated by the Thermal Power Stations on the Western Bank of River Yamuna. This needs to be expedited on experimental basis and can act only as short term measure for disposal/utilisation of flyash. However, as long term measure there is need to set up more eco-friendly power plants to meet the growing requirement of power in Delhi so as to phase out the existing power plants in a planed manner.

8.5 Land Management

For the purposes of management of the vast stretches of land in the river bed area having without any kind of flood protection measures the following short term measures could be adopted till the planned schemes are finalised and ready for implementation.

- i) Short-term leasing of the land to policing agencies like S.P.G., C.I.S.F., C.R.P.F., Delhi Police, B.S.F., I.T.B.P., etc. for care and maintenance and development of vast stretches of green areas at their own cost.
- ii) The existing use of Agriculture/Horticulture be allowed to continue in a planned manner. The component of plantation forming part of Yamuna Action Plan should be expeditiously implemented and the scope be suitably revised.

8.5 Land Utilization

Keeping in view, the existing development in the various sub zones, their proximity to the transportation network and other essential infrastructure, land availability and suitability and flood zoning etc. the following uses are proposed in the various sub zones. (Refer Annexure - I for summary of land utilisation proposals) The

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extent of land which can be utilized for various uses/activities can be determined at the time of the formulation of detailed schemes.

Uses proposed are as follows:-

| Sub-Zone | Segment | Proposed Predominant use |
|---------------------------------|---------|--|
| 01 | East | Recreation, Pondage (Water Harvesting) |
| | West | -do- |
| 02 | East | -do- |
| | West | -do- |
| 03 | East | -do- |
| | West | -do- |
| 04 | East | Public & Semi Public Facilities. |
| | West | -do- |
| 05 | East | Recreation, Public and Semi Public Facilities. |
| | West | -do- |
| 06 | East | Recreation, Public and Semi Public Facilities, Transport. |
| | West | -do- |
| 07 (NH 24 to IL&FS Bridge) | East | -do- |
| | West | Recreation, Public and Semi Public Facilities. |
| 07 (IL&FS Bridge to Okhla Wier) | East | -do- |
| | West | -do- |
| 08 | East | Public and Semi Public Facilities, Agriculture and Water Body. |

The above landuse distribution and carefully worked about detailed layout plans in time bound manner would be able to address the other critical issues to a large extent.

The area known as Yamuna Bazar located south of Nigam Bodh Ghat is to be considered for redevelopment/ urban renewal within the framework of Govt. policies.

The existing Jhuggies and Unauthorised Colonies in the river bed area shall also be dealt with as per Govt. policy, but in no case should be allowed to continue to exist in river bed area.

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The specific uses / activities that may be permitted are :

Possible Uses and Suggested Locations

| Category | Use/Activity | Suggested Location | |
|---------------|---|--------------------|-------------|
| | | Sub Zone | Segment |
| One: | Low Development, No Built up | | |
| | Botanical Garden | 06 | East |
| | Nurseries | 02 | East & West |
| | | 03 | West |
| | Forest & Picnic Spots | 05 | East |
| | | 02 | East |
| | Golf Course & Polo Ground | 07 | East |
| | Special Parks (Like Herbal Garden) | 07 | West |
| | | 06 | East |
| | | 07 | East |
| Two: | Modern Development, Low Built up | | |
| | Open Air Stadia | 07 | East |
| | Amphitheatre | 07 | East |
| | Race Course | 07 | West |
| | Theme Parks (Like Rock Garden) | 07 | West |
| | Zoological Garden | 01 | West |
| | Aqua Sports | 08 | West |
| | Camping Grounds | 06 | East |
| | Recreational Clubs | 07 | East |
| | Congregation Grounds | 07 | East |
| | Idle Parking | 06,08 | West |
| | | 03 | East |
| Three: | Extensive Development, Moderate Built-up | | |
| | Convention Centres | 07 | East & West |
| | Secretariat & Assembly | 07 | West |
| | Museums | 04 | West |
| | Financial District | 07 | East |

As development is a continuous process and has to appropriately respond to the needs and aspirations of its beneficiaries, the Zonal Plan does not limit the variety of possible uses. However, it is absolutely necessary that any future use / activity has to be in keeping with the overall spirit of this Zonal Plan i.e., all uses / activities should be either environment regenerating or at least should not degrade the existing environment on any count and this may be interpreted to include even social and other physical aspects like safety, aesthetics etc.

8.6 Urban Design

The River Front Development provides a unique opportunity for developing a strong city image on the pattern of River Thames in London and River Seine in Paris, etc. Keeping this in view, broad urban design guidelines have been formulated.

Two level of urban design inputs are envisaged:

- i) *River Front Development:* At present the width of the river bed varies between 1.5 kms to 3.0 kms. and at most sections neither the water course nor the opposite banks are visible. In order to integrate the river within the larger framework of the city

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and to bring the river closer to the citizens, at certain stretches, 'aesthetic' and 'active' river front development is desirable. These stretches may comprise of

- a) Bathing Ghats
- b) Pedestrian Boulevards
- c) Landscaped Avenues

with full complement of recreational activities for all sections of citizens. Wherever feasible, for short stretches of 2-3 kms light motoways may be developed, suitably grade separated from the pedestrian corridors to provide exclusively for pleasure drives. Strong emphases needs to given to selection and design of appropriate hard and soft landscapes, signage system and outdoor furniture. Outdoor publicity in the form of large hoardings should be totally discouraged. It is envisaged that a continuous strip of about 0.5 km depth along the water channel should be reserved for this purpose.

ii) *Development of other areas within existing bunds* : In keeping with the vision of the MPD 2001 and DUAC (Conceptual Plan 2001) restricted three dimensional development is envisaged in the central areas which have good locational potential and are either comparatively free from inundation or can be made free from inundation expeditiously and / or at low cost. This area designated as the 'Umbral Zone', will have a high degree of urban design controls. The adjoining areas designated as 'Penumbra Zones' will have a lower degree of design/development controls thus enabling the development of an interesting variety in urban form.

Various categories of uses that will require three dimensional development have been identified.

To preserve the few brief stretches where the river bed is 'transparent' i.e. developments on either banks are visible along existing corridors of movement, suitable treatment should be given which will permit continuity of vision. The possibility of achieving another long standing aspiration in the city's development of extending the 'central vista' may be explored by creating another vista across the river bed. This may be defined by appropriate landscape and built landmarks in keeping with the existing built heritage of the city.

8.8 Development Phasing

Keeping in view the fact that the area presents different characteristics in different proposed sub-zones and also that the total area which is to be judiciously planned is more than 9000 Ha phasing of development is imperative. The phasing of the development works could be on the following bases:

- i) Certain proposals may not require any major development works and have relatively low financial implications. Some such proposals also covered under the Yamuna Action Plan like afforestation and plantation etc.
- ii) Certain pockets in the zone are outside the designated River Bed area and therefore, will not require technical clearances of CWC (Yamuna Committee).
- iii) Land under public ownership, with no specific assignment of uses and having good accessibility is highly susceptible to encroachment and unauthorised development and construction. Priority development of such lands will ease stress on the land management system.

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SUMMARY OF LAND UTILISATION PROPOSALS

| Sub Zone | Reach | Approx Area (ha) | Landuses as per MPD | Predominant existing landuse/activity | Proposed Predominant Landuse | | Proposed specific uses/activities | use category | Proposed Plan of Dev. |
|----------|------------------------------------|------------------|--|---|--|---|---|-------------------------|--|
| | | | | | East | West | | | |
| | | | | | Recreation, Pondage | Recreation, Pondage | | | |
| 01 | Haryana Border - Wazirabad Barrage | 3620.0 | Rural | Agriculture | Recreation | Recreation | | Category 4 | |
| 02 | Wazirabad - ISBT Bridge | 1100.0 | Recreational, Dist Park) rural & Water Body | | Recreation, Pondage | Recreation, Pondage | | Category 1 & Category 2 | 2 |
| 03 | ISBT Bridge - Old Railway Bridge | 225.0 | Recreational (Dist Park) Transportation & Water Body, Public & Semi Public | | Recreation, Pondage | Recreation, Pondage | Museums on City Heritage. | | 3 |
| 04 | Old Railway Bridge - IP Barrage | 800.0 | Transportation, Recreational (Dist. Park) commercial River & Water body | Samadhi, JJ clusters, Gaushala, Agriculture | Public & Semi Public Facilities | Public & Semi Public Facilities | | Categories 1 & 3 | 2 |
| 05 | I.P. Barrage - New Railway Bridge | 365.0 | Electric Power House, Transportation Recreational (Dist Park) River & Water Body | Power House, Gas Power Station, Naurencies, (Nurseries) | Recreational, Public Semi Public Facilities | Recreational, Public Semi Public Facilities | University, Nurseries. | Category 1 & 3 | |
| 06 | New Railway Bridge - NH 24 Bridge | 390.0 | Recreational (Dist. Park) River & Water Body | Fly ash ponds, Agricultural, Ranney Wells, JJ Clusters | Recreational, Public & Semi Public Facilities, Transport | Recreational, Public & Semi Public Facilities, Transport | Botanical Garden, Camping Ground, Semi Public, Parking. | Category 1, 2 & 3 | 1 |
| 07 | NH 24 Bridge - Okhla Wier | 1300.00 | Recreational (Dist Park) River & Water Body | Unauthorised colonies Utilities, Smriti Van | Recreation, Public & Semi Public Facilities | Recreation, Public & Semi Public Facilities | Convention (P & S P), Race/Polo Ground, Govt. Offices Financial/Districts Aqua sports, Congregational Ground, Hospital. | Categories 2 & 3 | Partly 1 (of IL&FS Brn and partly beyond II FS Bridge) |
| 08 | Okhla Wier - UP Border | 1900.0 | River & Water Body | Bottling Plant, Flyash Ponds, unauthorised colonies | | Public & Semi Public Facilities, Agriculture & Water Body | Transportation, Public and Semi Public | Category 2 & 3 | Partly 2 (outside II and partly (inside II Bunds) |

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The suggested phasing is as follows:

Proposed Development Phasing

| Phase | Stretch | Segment | Sub Zone | Approx Area (Ha) | Suggested Predominant Use |
|-------|--|-------------|----------|------------------|--|
| 1 | i) New Rly Bridge - NH 24 Bridge | East & West | O6 | 310 | Recreation, P&SP, Large Idle Parking |
| | ii) NH24 Bridge - Proposed IL&FS Bridge | West | O7 | 277 | P&SP, Recreation, Utilities |
| 2. | i) ITO Barrage - New Rly Bridge | East | O5 | 193 | P&SP |
| | ii) Okhla Barrage - UP Border | West (Part) | O8 | 788 | P&SP |
| | iii) Wazirabad Barrage - ISBT Bridge | East & West | O2 | 720 | P&SP, Recreation, Water Harvesting. |
| 3. | i) IL&FS Bridge - Okhla Barrage | West | O7 | 144 | Recreation, Transport |
| | ii) ISBT Bridge - ITO Barrage | East & West | O3&O4 | 676 | Recreation, Water Harvesting |
| 4. | i) Wazirabad Barrage - Haryana Border | East & West | O1 | 750 | Water Harvesting, Recreation |
| | ii) Okhla Barrage - UP Border | West (Part) | O8 | 370 | Recreation. |

However, all areas susceptible to encroachments and / or unauthorised developments will be taken up for planning and development on priority irrespective of the phasing suggested above.

9.0 MASTER PLAN MODIFICATIONS

9.1 The area of Zone-O would increase from 6081 Ha to 9700 Ha and that of Zone- P will reduce from 15707 Ha to approx. 12107 Ha., and the northern boundary of Zone-O will be the Haryana-NCTD border.

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Annexure II

Authority Approved Uses

| S.No. | Use | Location |
|-------|--------------------------------|--|
| 1. | Bathing Ghat | Near Wazirabad Barrage. |
| 2. | Flyash Brick Plants | i) near Rajghat Power Station ii) near I.P. Power Station iii) near Badarpur Power Station |
| 3. | Electric Crematorium | i) near Geeta Colony ii) near Sarai Kale Khan |
| 4. | Burial Ground | near Geeta Colony |
| 5. | Botanical Garden, Camping | Pocket III, Phase-I near NH24 Bridge |
| 6. | Convention Centre & Other P&SP | Pockets I, II, III, Phase-I between New Railway Bridge and Sarai Kale Khan Pontoon Bridge. |
| 7. | Race Course/Polo Ground | Pocket -II, Phase-I, near Sarai Kale Khan |
| 8. | 400 KV Electric Sub Station | near Sarai Kale Khan |
| 9. | Parking | Pockets I, II, III, Phase-I between New Railway Bridge and Sarai Kale Khan Pontoon Bridge |
| 10. | LPG Bottling Plant | near Madanpur Khadar |

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FAX:

ANNEXURI

सरकार
Government of India
पर्यावरण एवं वन विभाग

Ministry of Environment & Forests

राष्ट्रीय नदी संरक्षण निदेशालय

National River Conservation Directorate

Special Message

दूरभाष
Telephone: 4363
तार - गुटन
Telegram: SHUDHJAL
फैक्स/Fax: 4360009
टेलीग्राम/Telex: 31-74065 GP

पर्यावरण भवन, केन्द्रीय कार्यालय
Paryavaran Bhawan, C.G.O. Com
लोदी रोड, नई दिल्ली-110003
Lodi Road, New Delhi-110003

O. M-12023/1/96-NCRCD I (Vol. II)

September 30, 1998
Oct 13, 1998

To

Smt. Sarita J. Das,
Member Secretary,
National Capital Regional Planning Board,
1st Floor, Zone IV,
India Habitat Centre,
Lodi Road,
New Delhi-110 003.
Phone: 464 2163

Sub: Comments on Draft Zonal Development Plan.

Madam,

Please refer to your D.O.No.K-1/15(AP)/98-NCRPB dated 11.9.98 addressed to Additional Secretary & Project Director through which a copy of Draft Zonal Development Plan for River Yamuna Area prepared by DD. has been sent for our comments.

Our comments are hereby enclosed for further necessary action.

Yours faithfully,

(Signature)
(RAJEEV MALHOTRA)
ADDL. DIRECTOR

ENCL. AS ABOVE

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COMMENTS OF NATIONAL RIVER CONSERVATION DIRECTORATE, MINISTRY
OF ENVIRONMENT & FORESTS ON DRAFT ZONAL DEVELOPMENT PLAN FOR
RIVER YAMUNA AREA PREPARED BY DDA

The Draft Zonal Development Plan has been examined with the constraint of non-availability of MPD 2001. Our comments are as follows:

1. Land area proposed to be developed in 9700 ha (6100 ha - part of Zone 'O' and 3600 ha - part of Zone 'P'). Land use proposed is mainly for recreation, pondage, public & public facilities, transport, agriculture and water body. In some of the cases, it is proposed to change the land use from MPD 2001. The details have been given in Annexure I of the Zonal Development Plan.

2. The proposal has been made with the assumption that channelisation of river Yamuna will be done and land reclaimed by doing so will be utilised for development purposes.

3. It has also been assumed that storage capacity of Wazirabad barrage will be increased by adoption of suitable measures. No detailed study has been done for the purpose. It has also not been mentioned that how this capacity will be enhanced.


4. Three reasons have been identified for pollution of river Yamuna at Delhi in the Development Plan. They are as follows:

- a) Outfalling of 17 open drains near Yamuna
- b) Unauthorised development along river
- c) Fly ash emitted from three thermal power stations

There are many other reasons for pollution of river Yamuna at Delhi and they have not been identified such as open defecation along river bank, agricultural activities along river bank, dhobi ghats within the river bed, solid waste disposal directly into the river/flow of leachets from landfill sites located near river bank, discharge of fly ash slurry into the river etc.

5. On page 11 para 8.4, it has been indicated that in order to take care of pollution due to outfalling of drains, an action plan is to be developed for creating sewage treatment facility at outfall points of the drains or at suitable location. No land has been earmarked for such land use. It seems while preparing the development plan no inputs have been taken from Delhi Jal Board. As per the information available with us about 15 sewage treatment plants are under construction in order to tackle this problem in various parts of Delhi. Larger capacity sewage treatment plants could not be constructed due to non-availability of land at Sen Nursing Home Drain and Delhi Gate Drain.

6. In para 8.5 part (ii), it has been indicated that the component of plantation which is a part of YAP should be expeditiously implemented and its scope should be revised. We do not agree with the suggestions made by DDA for this component because YAP is a time bound programme


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with soft loan from OECF. All the projects under YAP are to be completed by 31.12.99. Despite several reminders, Govt. of Delhi has failed to submit the detailed project report for this component.

7. In para 8.5 at page 12, it has been written that existing jhuggies/unauthorised colonies in the river bed will not be allowed to continue in the river bed area. There is a need to examine in detail that how many times these jhuggie clusters have been removed from the river bed at earlier occasions and how they come up again at the same location.

8. In para 8.6, river front development has been proposed in order to integrate the river within the larger framework of the city. Works proposed are bathing ghats, pedestrian boulevards and landscape avenues. No indepth study has been conducted to examine the fate of existing bathing ghats near Yamuna Bazaar and landscape works. These places have not been maintained properly after investing lakhs of rupees.

9. The development plan lacks integrated approach with various departments and experts in respective fields. There is a need to do Environment Impact Assessment (EIA) for this development plan for sustainable development of Planning Zone O of Delhi which is river bed and natural flora & fauna of the river has to be maintained. Attempts should be made to regenerate bio-diversity of the river in post-pollution era at Delhi.

10. It is proposed to channelise the river Yamuna within Delhi. A study has also been conducted by Central Power Research Station, Pune. The study has been done only within Delhi. Its impact on the upstream and downstream of Delhi has not been studied. It may have very harmful effects. It will be appropriate that before approval of the Zonal Development Plan, hydraulics expert from Roorkee University conducts a study. The University may do stimulation modelling for the purpose.

11. The report itself says that channelisation between Wazirabad barrage and Indraprastha barrage will cause submergence of old rail-cum-road bridge and Wazirabad barrage. Renovation of these two bridges will have to be done before implementation of this zonal development plan. This will involve huge investment.

12. It is proposed to utilise the stretch of river between the Okhla barrage and Wazirabad barrage as navigational channel and to maintain 2m depth of this channel by dredging about 90,000 cum of silt/earth every year from riverbed. This also involves huge recurring cost.

13. The channelisation of river will increase the top water level in the river and will cause submergence of out-fall of all the 17 drains. These drains are mainly storm water drains and also carry treated & untreated wastewater from treatment plants/industries. In case channelisation is done, penstock gates will have to be installed and these drains will require 24 hours pumping of wastewater from stormwater drains to the river. This not only requires higher capital investments but also involves huge operation & maintenance cost. Whether the Govt. of NCT of Delhi has got resources to run these pumping plants. Continuous availability of electricity will have to be ascertained with this kind of planning.

In view of above, it will be appropriate that an integrated approach is followed involving all the departments and experts before finally adopting this development plan. Financial implications will also have to be studied in greater detail as maintenance of this kind of project will require huge recurring expenditure. As the resources for maintenance of such projects are to be recovered from public through various taxes, it will be appropriate that public opinion is also called which is imperative before the approval of such zonal development plan. This development plan will affect the people of Haryana and Uttar Pradesh, it will be appropriate to take their opinion also in this regard. Environmental Impact Assessment (EIA) of this development plan will help in studying all these aspects and will also provide mitigation measures.



योजना तथा वास्तुकला विद्यालय

SCHOOL OF PLANNING AND ARCHITECTURE

(विश्वविद्यालय अनुदान आयोग अधिनियम, 1956 की धारा 3 के अंतर्गत समविश्वविद्यालय)
(Deemed to be a University under Section 3 of the U.G.C. Act, 1956)

PROF. A. K. MAITRA
DIRECTOR

Ref.No PA/F-3/SPA

12th October, 1998

Dear Mrs Das,

Please refer to your D.O. Letter No.K-14011/25(AP)/98-NCRPB dated 11th September, 1998 referring the draft Zonal Development Plan prepared by the DDA for the River Yamuna Part Area Zone 'O' and part Zone 'P'. I appreciate your concern on this particular proposed action by the DDA in the context of integrated development of the National Capital Region and conservation of environment of the NCR.

The National Capital Region is bordered by the River Ganga on the east and is bisected by the River Yamuna. The Aravally stretches almost upto the River Yamuna encircling the city of Delhi. The Aravallis forms the east-west water divide and stretches along the north to south axis from Delhi. Thus NCR covers several ecological zones and drainage basins. The morphology of each of these ecological zones are different and they need to be respected to ensure sustainable environment for the National Capital Region. While considering the proposed Zonal Plans prepared by the DDA, sustainability of this eco-system to support living and economic activities for the future is a crucial consideration.

Due to the topographic characteristics eastern side of Yamuna which is part of the Ganga Yamuna Doab is different from the western side which is part of the Aravally ecosystem. The ecosystems therefore, vary considerably. Supporting vegetation in the western bank of river is of critical importance to prevent desertification of this otherwise relatively poor quality land. The river Yamuna, and its tributaries play a crucial role in this.

Yamuna, which flows from the Himalaya, reaches Delhi through Haryana. Due to the topographic characteristics, it has a wide river-bed. Since most of the water is impounded at Tajewala and diverted through the Yamuna Canals, flow in the main body of the river is poor. That is why when this river passes through Delhi, although it has a wide river-bed, it has a very little water flow. The Central Pollution Control Board had recommended that flow of the water should be augmented to at least three times its present flow to achieve self cleansing velocity. Thus the wide bed of the river in Delhi, which appears vacant, is a feature created by manmade interventions. However, during the rainy season, the upstream reservoir capacities prove to be inadequate and every year the river occupies the entire river-bed which sometimes flood beyond the riverbed. Therefore, reclaiming the river-bed for any alternate use may prove to be hazardous not only for Delhi but also both upstream and downstream settlements on the river.

The main question regarding the proposed Zonal Plan centres around the wisdom of reclaiming the riverbed for non-riperian land uses. You may please note that the UN Convention on Wetlands, commonly known as Ramsar Convention, had resolved to protect and conserve wetlands. India is a signatory to this convention, which obliges contracting parties 'to promote the conservation of wetlands in their territory'.

४. ब्लाक-बी, इन्द्रप्रस्थ एस्टेट नई दिल्ली-११०००२ फ़ैक्स: 011-3319435 तार: मूलप्लान
4. Block-B, Indraprastha Estate NEW DELHI-110002 FAX. 011-3319435 PHONE GRAMS SCHOOL PLAN

E Mail : root@spa.ernet.in

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A very broad definition of wetlands was adopted in this Convention, because of the crucial ecological value of wetlands to sustainable environment. Riverbeds are considered to be a wetland, under this convention. In order to illustrate the wide definition of wetland adopted in Ramsar Convention US Fish & Wildlife provided this definition; 'Wetlands are lands transitional between terrestrial and aquatic systems where water table is usually at or near the surface or the land is covered by shallow water'. Riverbeds fall in this category of wetland.

One of the major objectives of NCR is to achieve retarded rate of growth of Delhi and create development potential in selected regional centres in the region and growth poles beyond the region to achieve balanced distribution of employment and opportunities at regional level. In order to achieve this particular objective, it is necessary to ensure that DDA does not develop more attractions to attract migration, and create employment opportunities which will be at the cost of balanced regional development. Cursory examination of the proposals for land development in terms of housing and employment in the MPD 2001 indicate that Delhi could be in a position to accommodate almost 17 million people at 35% participation rates. If further incentives are created for generating further land by reclaiming the riverbed, it can only be at the cost of balanced regional development.

I would request you to consider, this proposed Zonal Development Plan prepared by the DDA under the following -

1. Does it violate the object of conserving wetland?
2. Is it safe/desirable from environmental conservation point of view?
3. Is reclamation potentially hazardous?
4. Is the proposal in consonance with the philosophy of NCR Plan?

With regards,

Yours sincerely,


(A.K. MATRA)

Mrs. Sarita J. Das, I.A.S.
Member-Secretary,
National Capital Region Planning Board,
1st Floor, Zone-IV, India Habitat Centre,
Lodi Road, NEW DELHI - 110 003.

375 / 28



K. ROY PAUL
ADDITIONAL SECRETARY



भारत सरकार
पर्यावरण एवं वन मंत्रालय
पर्यावरण भवन, सी जी ओ कॉम्प्लेक्स
लोदी रोड नई दिल्ली - 110 003 फोन 4361308

Government of India
Ministry of Environment & Forests
Paryavaran Bhawan, CGO Complex, Lodhi Road
New Delhi-110 003 Tel: 4361308

D.O. No. J-20011/5/98-IA.III

October 21, 1998

Dear Mrs. Das,

Please refer to your d.o. letter No. K-14011/25(AP)/98-NCRPB dated 11-9-1998 seeking comments of this Ministry on the draft Zonal Development Plan for River Yamuna area. It may be mentioned that the zonal development plans as such do not require clearance from the Ministry of Environment and Forests under the provisions of the EIA Notification, 1994 as amended subsequently. However, such development plans have components involving development of infrastructure projects. Some of these developmental projects attract the provisions of the EIA Notification, 1994 and would, therefore, require specific approval from the Ministry of Environment and Forests under the provisions thereof.

2. In addition, the implementation of the proposal may have impact on other components of environment and would need to be examined in depth. Some of these areas include:

- Impact on the hydrological cycle and watershed of the region.

As the existing power stations are proposed to be relocated and new generating stations set up, their impact would need to be assessed.

Development of waterways would have to be backed by other modes of transport which would involve development of other infrastructure facilities like road and, therefore, an integrated view would need to be taken.

v - - Change of land use.

3. In view of the above, it may be appropriate that the environmental concerns are duly examined at the planning stage and appropriate safeguard measures provided while implementing the project.

With regards,

Smt. Sarita J. Das
Member Secretary
National Capital Region Planning Board
1st Floor, Zone IV,
India Habitat Centre, Lodhi Road
New Delhi-110 003

Yours sincerely,

(K. Roy Paul)

376 / 100



Dated: 16-11-98

Dear Dr. Sarita Dass,


K
AC I would like to draw your attention to your demi-official letter No.K-14011/25(AP-NCRPB), dated 11.9.98 regarding asking for our comments on Draft Zonal Plan for the development of Yamuna River Front submitted by DDA.

The proposal has been examined. We find the proposed plan of urbanisation by Delhi Development Authority (DDA) in the name of river front development is totally in violation of the spirit and objectives of the Regional Plan-2001 for the National Capital Region and the Delhi Master Plan. The proposal if implemented would result in accelerating concentration of economic and commercial activities in Delhi which will further contribute to higher growth rates of population. There would be resultant problems of drainage and flooding. This, in turn, will have serious consequences in the neighbouring areas of Haryana.

The NCR Planning Board should impress upon DDA to abandon such an extensive urbanisation project in the grab of Zonal Development Plan for river Yamuna. We however welcome development of parks, green areas, sports/leisure activities sans commercial content on the river bank as part of beautification project.

with regards,

Yours sincerely,


(Ram S. Varma)

H
B
Mrs. Dr. Sarita J. Dass, IAS,
Member Secretary,
National Capital Region Planning Board,
Zone-IV, First Floor,
India Habitat Centre,
Lodhi Road, New Delhi.



केन्द्रीय प्रदूषण नियंत्रण बोर्ड
CENTRAL POLLUTION CONTROL BOARD

(पर्यावरण एव वन मंत्रालय, भारत सरकार)
(MINISTRY OF ENVIRONMENT & FORESTS, GOVT OF INDIA)

No.A-22011/57/98-Mon

Dated:- 01/01/99

To

Smt. Sarita J. Das,
Member Secretary,
National Capital Region
Planning Board,
1st Floor, Zone-IV,
India Habitat Centre,
Lodi Road, New Delhi-110 003.

62/CRP/99
7-1-99

Sub:- Zoning Development Plan for River Yamuna - Comments reg.

Madam,

I am directed to enclose herewith the comments of CPCB on the above document sent vide your letter No.D.O.No.K-14011/25(AP)/98-NCRPB dated 11/9/98.

Yours faithfully,

(R.C. Trivedi)
4.1.99

(R.C. Trivedi)
Sr. Scientist &
I/C PAMS Div.

Encl: as above

Pl. include in 2 copies
Bansal
311
Mary Centre

Comments on Zonal Development Plan for River Yamuna Area

The plan submitted by the National Capital Region Planning Board (NCRB), vide their letter No.K-14011/25(AP)/98-NCRPB, dated 11.9.98, has been reviewed and the following comments are made:

► The NCR Board is planning to develop Yamuna river flood plain particularly Zone 'O' (River Yamuna and its bed area 6100 ha) and part of Zone 'P'(agricultural and waterbody area) which is having special characteristics. The plan is to channelise the Yamuna river in its course, which shall provide scope for a major river stretch development scheme. It can yield a sizeable land which can be used for recreation, such as sport complex, cultural centre, bird santury, botanical garden, lake water surface facilities etc. The plan is integrated with pollution control of the river through interception & diversion of 17 major drains joining the river through a trunk severe line. These developments would attract large scale tourist activities associated with commercial activities which may lead to various environmental impacts. There is a need to seriously look into these aspects.

► The Central Water Power Research Station Pune, way back in 1977, conducted a detailed survey and examined the technical feasibility of river channelisation proposal with various modelling exercise for different flow conditions and suggested

appropriate design. However, this study is very old and have need to be repeated for more realistic designs based on current situation of population pressure, sewage generation, river flow & other encroachment activities.

► The implications of such channelisation on existing and proposed bridges across the river need to be thoroughly evaluated. Due to channelisation it is obvious that the water level would rise in view off large scale deposition of silt/sand on river bed, which is not mined. The increased water level would obstruct flow of the surface run-off from Delhi through the storm water drains, this may lead to flooding in Delhi. Even with, arrangements for pumping it would lead to problems particularly during flood.

► Before such project is undertaken, it is desirable that a thorough environmental impact assessment is carried out which includes effect on water regime (both surface and ground water) climate, vegetation, soil, flora & fauna, materials, buildings, structures, monuments and other environmental aspects including traffic movement and need for additional bridges across the river. A comprehensive Environmental Management Plan (EMP) also needs to be developed. This would help finally in applying for environmental clearance from the Ministry of Env. & Forests, Govt. of India.

Dr. C.L. Trisal
Coordinator, WISA



Wetlands International - South Asia
A-127 (2nd Floor), Defence Colony
New Delhi - 110 024
India

Ph. : +91-11-4629906, 4691294
Fax : +91-11-4629906
e-mail: wisaind@del2.vsnl.net.in
URL: <http://ngo.asiapac.net/wetlands>

24 November 1998

Mr. R.C. Agarwal
Chief Regional Planner
National Capital Region Planning Board
Ministry of Urban Affairs & Employment
1st Floor, Zone - IV
India Habitat Centre, Lodi Road
New Delhi - 110 003

Fax # 464 2163

Dear Mr. Agarwal,

Sub: Channelization of the River Yamuna in National Capital Region

Wetlands International - South Asia is concerned about the proposal of channelization of the River Yamuna in its course through National Capital Region. We would like to put forward following points regarding the proposal for your consideration:

1. Several countries including the Netherlands, U.K and the United States of America had undertaken channelization of rivers and streams in early sixties. However, recently they have realized that the benefits gained from the natural floodplain and riparian zones was much higher than that derived from the developmental activities in such areas. Along with increasing damage due to flooding, other functions and values of the natural floodplains were lost, including flood reduction by water storage and flood peak desynchronization, habitat for biodiversity, natural produce from the river and its floodplain (including fish and agricultural biomass), ground water recharge, nutrient uptake from runoff - or water quality maintenance and sediment stabilization and retention.

A number of these countries are presently in the process of dechannelizing their rivers and streams, and are restoring the natural floodplains. In fact, channelizing of a river or stream is now an outdated method of management.

2. India is a signatory to the Ramsar Convention and has an obligation at the international level to conserve its wetlands and ensure their wise use. The Yamuna river and its floodplains provide habitat to a vast number of species of plants and animals, and in particular is known as wintering habitat for migratory avifauna. The Ramsar Convention emphasizes the Wise Use Concept, which implies conservation and management of wetlands (including floodplain systems) for sustainable development.

(Cont'd...2..)

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3. Studies carried out by Wetlands International - South Asia in collaboration with the University of Delhi on the floodplains of the River Yamuna indicate that encroachments and unplanned development activities in the area have resulted in a loss freshwater aquifers and treatment of wastes carried out by the floodplain system. Substantial investments will, therefore, have to be made for the drainage and treatment of wastes, which were carried out free of cost by maintaining the floodplain system of the River Yamuna.

Wetlands International - South Asia would be glad to provide additional information required to substantiate the fact that channelization would be a disaster in the long run and will be against the interests of National Capital Region.

Yours sincerely



C.L. Trisal

- Copy to
1. Hon'ble Minister, Ministry of Urban Affairs, New Delhi
 2. Secretary, Ministry of Urban Affairs, New Delhi

389/35

No. 16/17/CWSS/F.M.-U/913
Government of India
Central Water Commission
Food Management - I Cte

Room No. 304(II) Sewa Bhawan
R.K. Puram, New Delhi - 110066

Dated 22nd December, 1998.

1694/CR/198
28/12/98
✓
Smt. Sarita Javant Das
Member-Secretary
National Capital Region Planning Board
1st Floor, Zone-IV, India Habitat Centre,
Lodi Road, New Delhi - 110003.

Subject : Zonal Development Plan for river Yamuna Area
(Zone 0 and Part Zone P)

Madam,

Kindly refer your D.O. Letter dated 11-9-98 addressed to the Secretary, Ministry of Water Resources on the above noted subject enclosing the draft report for zonal development plan for information and comments/views. This proposal includes the development of river Yamuna bed area with Public/Semi-public and recreational use of land, and also include channelisation of river Yamuna. In this regard it is observed that the matter of channelisation of river Yamuna in NCT of Delhi was first raised by Shri Gurcharan Singh, Member Floods, Central Water Commission in a meeting convened by Shri S.D. Srivastava, Chief Secretary, Delhi Administration in April, 1982.

Again this matter was raised by Shri H.L. Uppal, Professor, Punjab Agriculture University, Ludhiana through a letter addressed to Shri Rajiv Gandhi, Hon'ble Prime Minister of India in November, 1985. In this proposal the channelisation of the Yamuna river was included only from Wazirabad to Okhla in a width of 550 m.

The above matter was under examination in Central Water Commission & a workshop on "Review of design discharge for structure and embankment on river Yamuna in Delhi" was also convened at New Delhi from 7th to 8th January, 1986. In

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XIII/36

this workshop some delegates expressed very strong reservation categorically against the proposal for channelisation. There was a strong feeling that the effects of channelisation of river Yamuna at Delhi will disturb the river regime and would tend to raise the water levels and increase velocities thereby increasing flood hazards. In view of the above, the views of Central Water Commission were communicated to Ministry of Water Resources on 11-2-86, as under :-

Central Water Commission do not favour the proposal of channelisation and urbanisation of the reclaimed areas. Thus CWC did not favour the proposal and the matter was turned down.

In the meantime the Delhi Development Authority had already approached Central Water & Power Research Station, Pune to conduct model studies on the channelisation of river Yamuna. In the 46th meeting of Yamuna Standing Committee held on September, 1988, the Engineering Member DDA and CWPRS, Pune were made special invitee to discuss the issue and it was decided that the model study would come under the purview of Yamuna Standing Committee. Its term of reference were also discussed.

In the 50th meeting of Yamuna Standing Committee held on 26-2-90, the Chairman, YSC requested DDA/Delhi Administration to submit the flood plain zoning and land use plan. He further added that flood plain zoning legislation would have to be enacted for a proper regulation of the development in flood plains.

Subsequently this matter was again discussed in the 51st meeting of Yamuna Standing Committee held on 25-6-91 under the Item No. 2.1.1 (Channelisation of river Yamuna through NCT of Delhi). It was reiterated that Chief Engineer (I&F)/DDA would furnish the report on Model Study, Flood Plain Zoning as well as Land Use Plan to the Members of Yamuna Standing Committee.

The model study report No. 3062 on channelisation of river Yamuna was submitted by CWPRS in May, 1993. In the 53rd meeting of Yamuna Standing Committee held on 23-8-94, Chairman YSC desired that CWPRS Report be

circulated to all Members of Yamuna Standing Committee for their views/comments. Based on the above Model Study report DDA submitted a project report on "Planning of River Yamuna river bed both in March, 1996". The above project report was circulated to all the Members of Yamuna Standing Committee.

In the meantime Delhi Development Authority submitted a proposal for reclamation of part land from flood plains of river Yamuna indicated as Pocket I, II & III in February, 1996. This was also circulated to Members of Yamuna Standing Committee. The comments on both the reports were received from Members of Yamuna Standing Committee.

The above issue was discussed in the 55th and 56th meeting of Yamuna Standing Committee held on 15-7-96 and 3-1-97 respectively. In the 56th meeting it was decided to accord "No Objection" of the Yamuna Standing Committee to the development of river bed of river Yamuna in a 3 km reach from I.P. Barrage to Nizammudin bridge. In this the reclamation of Pocket III was only approved. It was also agreed to process approval of the Yamuna Standing Committee on receipt of proposal on development of Pocket I & II from DDA/Delhi Administration.

In the 57th meeting of Yamuna Standing Committee, it was decided that DDA would prepare the revised proposals for usage of Pockets I & II in accordance to flood plain zoning maps and submit to Govt. of N.C.T. of Delhi to process for the approval of Yamuna Standing Committee for usage of areas Pockets I & II in tune with the flood plain zone maps and CWPRS's reports, and in consultation with the Ministry of Environment and Forest.

In view of the above, it is clear that proposal from DDA/Delhi Administration is to be in respect of Pocket I & II only. However, DDA submitted proposal on development of Zone 0 and part of Zone P in May, 1998 addressed to Member-Secretary, Yamuna Standing Committee. It was informed to DDA vide letter dated 20-7-1998 that

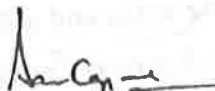
- (a) DDA may complete detailed planing of the project and submit the proposal along with cost estimates.
- (b) DDA/I&F Department of Govt. of NCT of Delhi should prepare a map of 97 sq. km area under the Yamuna bed. with contours at 0.5 m intervals showing alignment of the proposed embankments on both banks of river Yamuna as per study of CWPRS, Pune. Areas earmarked for recreational purposes (64 sq. km), commercial (4.80 sq. km), residential (2.40 sq. km), public and semi-public (3.20 sq. km), Govt. offices and utilities (3.20 sq. km) and circulation (2.40 sq. km) as indicated on para 25 of the report, "Planning of river Yamuna Bed", of March, 1994, should also be shown in the map.

In spite of repeated requests to Chief Engineer (I&F), Govt. of NCT of Delhi and Member (Engineering), D.D.A., no follow-up action on these has been taken.

No study of the long term effects of channelisation on the river regime U/S in Haryana and D/S in Uttar Pradesh on a physical or mathematical model have been made. In the absence of these studies, it may be difficult to comment on the channelisation plan.

This issues with the approval of Member (RM)

Yours faithfully,



(Sanjiv Aggarwal)
Director (FM-I) &
Member-Secretary (YSC)

Copy to

1. The Joint Commissioner (Indus), Ministry of Water Resources, C.G.O. Complex, Block No. 11, 8th Floor, Lodi Road, New Delhi - 110003.
2. The Joint Director (MP), DDA, Vikas Minar, Indraprastha Estate, New Delhi - 110002 for information and necessary action please.
3. The Chief Engineer (I&F), Government of N.C.T. of Delhi, 4th Floor, I.S.B.T. Building, Kashmere Gate, Delhi for information and necessary action please.

(Sanjiv Aggarwal)
Director (FM-I)

C:\Yamuna\Channel-RYamuna.doc

UTTAR PRADESH



DELINEATION OF SUB ZONES

ZONAL DEVELOPMENT PLAN FOR RIVER YAMUNA AREA (ZONES O & PART P)

DELHI DEVELOPMENT AUTHORITY
 दिल्ली विकास प्राधिकरण

LEGEND

- RAILWAY LINE
- ROAD
- NCTD BOUNDARY
- ZONAL BOUNDARY
- SUB ZONE

788



सत्यमेव जयते

आयुक्त (सिन्धु)
COMMISSIONER
FOR
INDUS WATER
Tel. No. 4361540

A. C. GUPTA



D.O.No.19(5)/93-IT/ 120

भारत सरकार

जल संसाधन मंत्रालय

GOVERNMENT OF INDIA
MINISTRY OF WATER RESOURCES
8th Floor, Block-II, CGO Complex
Lodhi Road, New Delhi-110003

नई दिल्ली

199

New Delhi

199

28th January, 1999

Dear Smt. Das,

Kindly refer to your D.O.No.K-14011/25(AP)98-NCRPB dated 11.9.1998 addressed to Secretary (WR) regarding Draft Zonal Development Plan of DDA for development of river Yamuna area. Central Water Commission, under Ministry of Water Resources have already responded to you on this matter vide their letter No.16/1 YC/98 FM-L914 dated 22nd December 1998.

Yamuna Standing Committee comprising of representatives of Government of NCT of Delhi, Government of U.P., Government of Haryana, Northern Railway, Ministry of Shipping & Transport and Central Water Commission (CWC) under the Chairmanship of Member (River Management), CWC is already seized of the problem of channelisation of river Yamun in Delhi. The Committee has already accorded its no-objection to channelisation of river Yamuna in the reach from Inderprasth Barrage to Nizamuddin Road Bridge with reclamation of pocket-III only during its meeting held on 8th April, 1997. The Committee has asked certain technical details from Delhi Development Authority and Irrigation & Flood Control Department of Govt. of NCT of Delhi as mentioned in their letter cited above for clearance in respect of pockets I&II proposed by DDA.

Since the subject of channelisation of river Yamuna is highly technical having wide ranging consequences upstream in Haryana area and downstream in U.P. area alongwith entire NCT of Delhi, the clearance of the proposal from the Yamuna Committee is necessary.

With regards,

Yours Sincerely,

(A.C. Gupta)

Smt. Sarita J. Das
Member Secretary,
National Capital Regional Planning Board,
1st Floor, Zone-IV, India Habitat Centre,
Lodhi Road, New Delhi-110 003.

OFFICE OF THE COMMISSIONER OF POLICE : DELHI

No. 23588 /A-III/L&B/PHQ, dated, Delhi, the 18-5-98.

To

The Chief Regional Planner,
N.C.R. Planning Board, Indian Habitat
Centre, Lodhi Road, New Delhi-110003

Subject:-

Change of land use of an area measuring 28.3 hect.
(70 acres) from 'agricultural and water body' (A-4)
to 'Public and Semi Public' (Police Firing Range)
at Wazirabad, Delhi.

Sir,

Authority vide its Resolution No.157/97 dated
23.12.97 considered and approved the proposal of change of
land use of an area measuring 28.3 hect. (70 acres) from
'agricultural and water body' (A-4) to 'Public and semi-public
facilities (Police Firing Range) at Wazirabad, Delhi. A copy of
the above referred authority resolution is enclosed for your
reference.

It is requested to convey necessary clearances as
per the Authority Resolution, direct to DDA Authority so that
the proposal of change of land use could be processed further.

Yours faithfully,

Encls:-As above.

(V.P. GUPTA) (CP/HQ/G)
for Dy. Commissioner of Police,
Hdqs. (III) : Delhi. NK*

No. 23589-96 /A-III/L&B/PHQ, dated, Delhi, the 18-5-98.

Copy alongwith a copy of Resolution number 157/07
dated 23.12.97 for similar necessary action to the :-

1. Chairman, Yanupa Committee, Central Water Commission, West Block,
Sector-I, R.K. Puram, New Delhi.
2. Chief Engineer (I & E), GNCTD, Flood Deptt., I.S.B.T., 2nd floor
Kashmere Gate, Delhi.
3. Chief Fire Officer, Delhi Fire Service, Connaught Place, N. Delhi.
4. Secretary Environment Impact Assessment, Authority, Ministry of
Environment & Forest, Faryavaran Bhawan, CGO Complex, Lodhi Rd.,
New Delhi.
5. Dy. Conservator of Forests, Deptt. of Environment & Forests,
GNCTD, Near Jeet Garh Pahari Kanla Nehru Ridge, Opp. BHR
Hospital, Delhi.
6. Joint Chief Controller of Explosives, 691, Sector-16-A, Old
Faridabad Chowk, Faridabad, Haryana.
7. Joint Director (MP) DDA, Vikas Minar, I.P. Estate, N. Delhi; with
reference to his office letter No. F.3(20)/01-MP/21A, dt. 13.2
for information & necessary action.
8. DCP/4th Bn. DAP, Delhi with reference to his office
II/4th Bn. DAP, dt. 2.5.98 with the request to depute
able officer to pursue the matter with the auth
and get the needful done. Progress report may
at the earliest.

(V.P. GUPTA)
for Dy. Commissi
Hdqs. (III)

Saxena Dal
22/10/98
RTC

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ITEM NO. 25/97

Sub : Proposed change of land use of an area measuring 28.3 ha (70 acres) from 'agricultural and water body' (A-4) to 'Public and semi-public facilities' (Police firing range) at Wazirabad, Delhi.

F.3(2)91-MP

PRECIS

1. An area measuring 28.3 ha (70 acres) towards north of Wazirabad Road and west of marginal band in the Revenue Estate of village Biharpur, Karawal Nagar, Delhi was identified after a joint inspection and land was handed over to the Police Deptt. in 1995.

2. The Police Deptt. has proposed to utilise this land (28.3 ha/70 acres) as Firing Range. The land under reference falls in Zone 'P' (North Delhi II) and the preparation of zonal plan is yet to be taken up. The land falls in use zone A-4 'Agricultural and Water Body' where 'Shooting/Firing Range' is not a permitted use and will require change of land use, besides clearances from concerned agencies.

3. The salient details of proposed construction of the Project submitted by the Police Deptt. are as follows:-

- i) Proposed ground coverage: 6140 sqm. (2.17%)
- ii) Proposed FAR: 17
- iii) Protected area of shooting range: 10 x 140m
- iv) Max. height of the bldg.: 6 M (single storey)
- v) Details of proposed construction:
 - a) Barracks (7 nos.): 5040 sqm. (80x9m each)
 - b) Office Block: 300 sqm.
 - c) Officers room: 300 sqm.
 - d) Toilet: 100 sqm.
 - e) Medical room: 100 sqm.
 - Total Area: 6,140 sqm.

4. The proposal has been examined and the land is proposed to be utilised for the following two major activities:

- i). Administrative area: 8 ha
 - ii). Shooting/Firing Range: 20.3 ha
- Proposed development controls:
- a) Maximum ground coverage: 5%
 - b) Maximum FAR: 5
 - c) Maximum height: 6 M (Single Storey)

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VII/2

contd...../-

- d) Other controls:
- i) No covered building will be constructed in Shooting Range area besides Watch and Ward tower(s).
 - ii) 4-6 Watch & Ward residences upto 20 sqm. area be permitted and no other residential area will be allowed.
 - iii) Basement will not be permitted

5. The proposal was considered by the Technical Committee in its meeting held on 17.7.97 under item no.36/97 and it was recommended to process the change of land use of an area measuring 28.3 ha (70 acres) from 'Agricultural and Water Body' (A-4) to 'Public and Semi-public facilities' (Police Firing Range) subject to obtaining clearances from Yamuna Committee, Central Water Commission, National Capital Region, Planning Board, Irrigation and Flood Deptt., Explosives and Fire Deptt., Department of Environment and Forests, GNCID and Environment Impact Assessment Authority.

6. The proposal as contained in Part '5' is placed before the Authority for its consideration and approval.

RESOLUTION

The Authority resolved that the proposals contained in part 5 of the agenda item be approved.

*Completed
with original
25/1/98*

[Signature]
25/1/98
H. K. BASCAR
Assistant Secretary
Public Development A



6

दिल्ली विकास प्राधिकरण
DELHI DEVELOPMENT AUTHORITY
विकास मीनार
VIKAS MINAR
इन्द्रप्रस्थ एस्टेट
INDERPRASTHA ESTATE

संख्या
No. F.3(20)/91-MP/1100
प्रबन्धक।
From R.K.JAIN
सेवा में
JOINT DIRECTOR (MP)
To

नई दिल्ली
New Delhi-2..... 21 SEP 1998 19...

The Chief Regional Planner,
NCR Planning Board,
IInd. Floor, Indian Habitat Centre Building,
Lodhi Road, New Delhi.

ms/435/D
23.9.98

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23/9/98

MS

Sub.: Change of land use of an area, measuring 28.3 ha (70 acres) from 'Agricultural & Water Body' (A-4) to 'Public and semi-public facilities' (Police Firing Range) at Wazirabad, Delhi.

Dehhi Police had forwarded the DDA for the change of land use of an area, measuring 28.3 ha (70 acres) towards north of Wazirabad Road, village Biharipur, Karawal Nagar from 'Agricultural and Water Body' (A-4) to 'Public and semi-public facilities (Police Firing Range)'. The case was considered by the Authority vide item no.157/97 dated 23.12.97 (copy enclosed), wherein the proposal was approved subject to obtaining clearances from Yamuna Committee, CWC, NCR Planning Board, I&F, GNCTD, Explosives and Fire Deptt., Deptt. of Forests, GNCTD, EIAA (New Environmental Pollution Prevention and Control).

2. Accordingly, Delhi Police, HQ-III, vide letter no.23588/A-III/L&B/PHQ dated 18.5.98 forwarded the proposal for clearance to NCR Planning Board. Further, vide Dy. Commr. of Police, HQ-III letter dated 25.6.98, it is requested that DDA may send the proposal to NCR Planning Board for examination.

3. I am directed to enclose herewith a copy of the land use plan indicating there upon the proposed site of the Firing Range and copy of the site plan for which change of land use is to be processed with the request to kindly examine the proposal to convey your concurrence at the earliest.

Any further information in respect of the proposal may kindly be obtained directly from the applicant.

Thanking You,

Yours faithfully,

R.K.JAIN
JOINT DIRECTOR (MP)

Copy to :

- The Director (FM) I, Yamuna Committee, CWD, West Block, R.kpuram, New Del:

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2. Dy. Conservator of Forests, GNCTD, near Kamla Nehru Ridge, Jeet Garh Pahari, opp. Bara Hindu Rao Hospital, Delhi for necessary approval.
3. Director (I&F), Irrigation and Flood Deptt., GNCTD, ISBT, IInd. Floor, Delhi, for necessary approval.
4. The Chief Fire Officer, Delhi Fire Services, GNCTD, Connaught Circus, New Delhi, for necessary approval.
5. Shri PLK. Ghosh, Under Secretary to the Govt. of India, MOUA&E, Nirman Bhawan, New Delhi w.r. to his letter no. K-13011/6/98-DDIB dated 16.7.98 for information.
6. Dy. Commr. of Police (HQ) III, Delhi, MSO Bldg., I.P. Estate, New Delhi for information.

/

(R.K. JAIN)
JOINT DIRECTOR (MP)

Encl.: as above.

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ITEM NO. Sub : Proposed change of land use of an area measuring 28.3 ha (70 acres) from 'agricultural and water body' (A-4) to 'Public and semi-public facilities' (Police firing range) at Wazirabad, Delhi.

157/97
23/2/87

F.3(20)91-MP

P R E C I S

An area measuring 28.3 ha (70 acres) towards north of Wazirabad Road and west of marginal bund in the Revenue Estate of village Biharpur, Karawal Nagar, Delhi was identified after a joint inspection and land was handed over to the Police Deptt. in 1995.

2. The Police Deptt. has proposed to utilise this land (28.3 ha/70 acres) as Firing Range. The land under reference falls in Zone 'P' (North Delhi II) and the preparation of zonal plan is yet to be taken up. The land falls in use zone A-4 'Agricultural and Water Body' where Shooting/Firing Range is not a permitted use and will require change of land use, besides clearances from concerned agencies.

3. The salient details of proposed construction of the Project submitted by the Police Deptt. are as follows:-

- i) Proposed ground coverage 6,140 sqm. (2.17%)
 - ii) Proposed FAR 2.17
 - iii) Protected area of shooting range. 140 x 140m
 - iv) Max. height of the bldg. 6m (single storey)
 - v) Details of proposed constructions:
 - a) Barracks (7 nos.) 5040 sqm. (80x9m each)
 - b) Office block 300 sqm.
 - c) Officers room 300 sqm.
 - d) Toilets 400 sqm.
 - e) Medical room 100 sqm.
- Total Area : 6,140-sqm.

4. The proposal has been examined and the land is proposed to be utilised for the following two major activities:?

- i) Administrative area 8 ha
- ii) Shooting/Firing Range 20.3 ha

Proposed development controls:

- a) Maximum ground coverage 5%
- b) Maximum FAR 5
- c) Maximum height 6 M (Single Storey)

- d) Other controls:
- i) No covered building will be constructed in Shooting Range area besides Watch and Ward tower(s).
 - ii) 4-6 Watch & Ward residences upto 20 sqm. area be permitted and no other residential area will be allowed.
 - iii) Basement will not be permitted

5. The proposal was considered by the Technical Committee in its meeting held on 17.7.97 under item no.36/97 and it was recommended to process the change of land use of an area measuring 28.3 ha (70 acres) from 'Agricultural and Water Body' (A-4) to 'Public and Semi-public facilities' (Police Firing Range) subject to obtaining clearances from Yamuna Committee, Central Water Commission, National Capital Region, Planning Board, Irrigation and Flood Deptt., Explosives and Fire Deptt., Department of Environment and Forests, GNCTD and Environment Impact Assessment Authority.

6. The proposal as contained in Para '5' is placed before the Authority for its consideration and approval.

R E S O L U T I O N

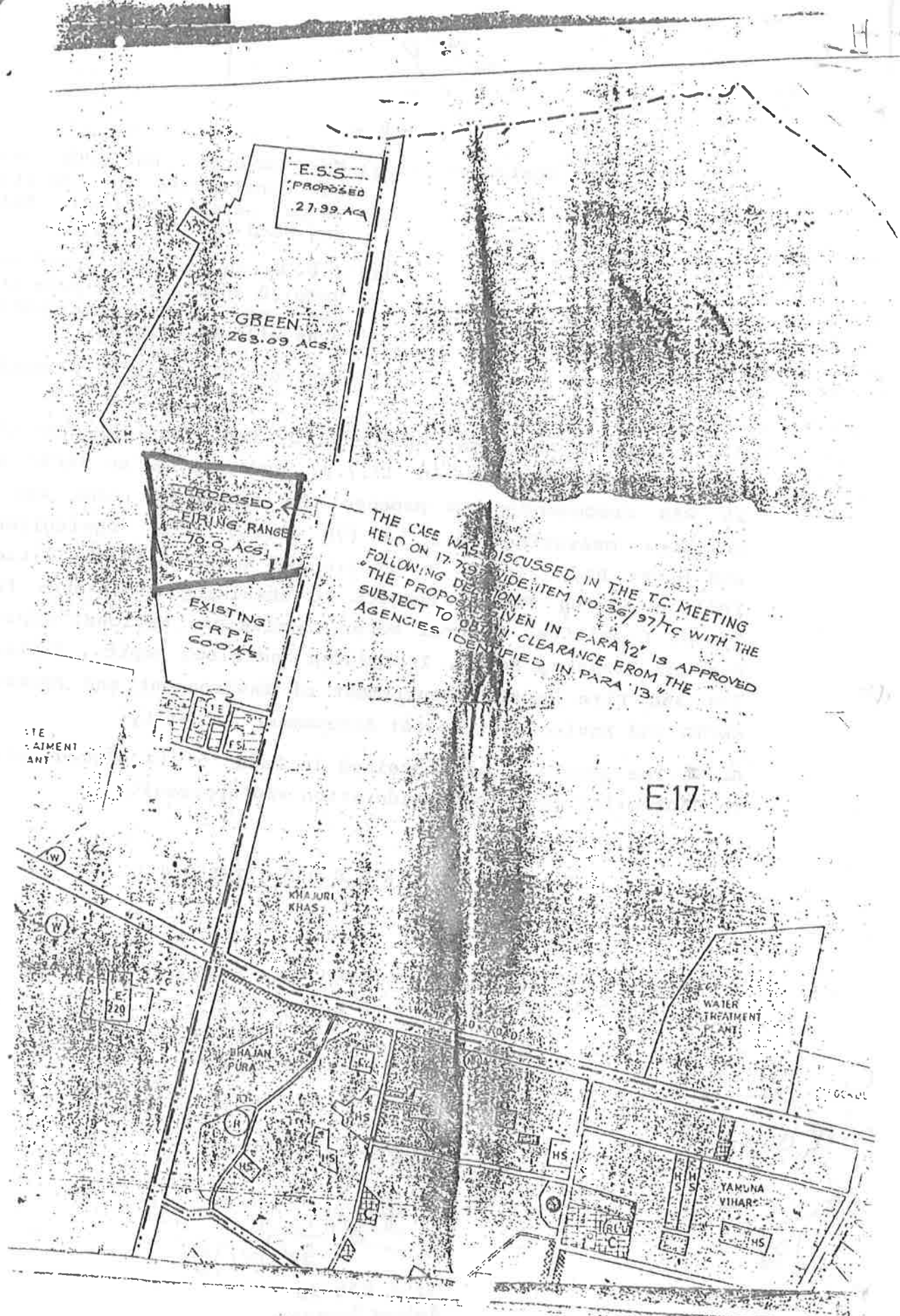
The Authority resolved that the proposals contained in para 5 of the agenda item be approved.

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will original.
du
25/1/98.*

*Attested
[Signature]
20/01/98*

H. R. DABRA
Assistant Secretary
Dell's Development

VII / 7
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THE CASE WAS DISCUSSED IN THE TC MEETING HELD ON 17-7-97. ITEM NO. 36/97/TC WITH THE FOLLOWING DECISION:
 "THE PROPOSAL GIVEN IN PARA '2' IS APPROVED SUBJECT TO OBTAIN CLEARANCE FROM THE AGENCIES IDENTIFIED IN PARA '3'"

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VII/8

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ANNUAL PLAN 1999-2000

NATIONAL CAPITAL REGION PLANNING BOARD
FIRST FLOOR, CORE IV B, INDIA HABITAT CENTRE,
LODHI ROAD, NEW DELHI-110003

1.0 INTRODUCTION

1.01 The NCR Planning Board came into existence under an Act of Parliament in March, 1985. The Board prepared and approved the Regional Plan-2001 for NCR which came into force with effect from 23rd January, 1989. The core objectives of the Regional Plan are:

- i) To reduce the pressure of population on Delhi, and
- ii) To achieve a harmonious and balanced development of NCR.

2.0 SEVENTH PLAN PERIOD

2.01 **Funding:** As far as financing the development of NCR is concerned, it is evident that this Region did not receive the requisite level of support through Plan funds. By the time the Regional Plan for the development of NCR was drawn-up and notified for implementation, the 7th Five Year Plan had already been structured and the sectoral allocations firmed-up leaving little scope for any significant financial provisions for it. As per the 7th Plan proposals approved by the NCRPB in its meeting held in July, 1986 the NCRPB has requested for plan allocation of Rs.200 crores from the Ministry of Urban Development under joint sector programme and Rs.467 crores under central sector programme.

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Against the demand of Rs.667 crores a sum of Rs.35.0 crores was allocated in the 7th Plan period.

2.02 Against the allocation of Rs.35 crores the M/o Urban Development has released a sum of Rs.29.67 crores as given under:

| Years | Rs.in crores |
|---------|--------------|
| 1985-86 | 3.90 |
| 1986-87 | 4.25 |
| 1987-88 | 6.00 |
| 1988-89 | 7.92 |
| 1989-90 | 7.60 |

Total: 29.67

2.03 Plan proposals: During this period it was proposed to take up four broad projects related to (1) Railways (Khurja-Palwal line), (2) Telecommunications (to upgrade this facility at par with that of Delhi in priority towns), (3) Roads (National Highways No.1, 2, 8, 10 & 24 and Regional Roads consisting of inner and outer grid and construction of missing links), (4) Urban Development projects including land development & land acquisition, upgradation of infrastructural facilities and Development of economic activities (whole sale trade, production of consumer need of Delhi, industrial complexes)

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2.04 **Activities:** The NCRPB could only financed ongoing projects which were transferred by M/o Urban Development from integrated Urban Development programme in towns of NCR and a very few new schemes. The total release during this period was of Rs.33.54 crores. The release over and above the budgetary support was met through internal accruals.

3.00 EIGHTH PLAN PERIOD:

3.01 **Funding:** The VIII Five Year Plan of NCRPB was approved by the Board in its meeting held in June, 1993. During the VIII Five Year Plan the NCR Planning Board had proposed Rs.640 crores under joint State Sector programme with sharing pattern of 50:50 between State:NCRPB. The allocation was however 200 crores out of which only 135 crores was released by the Govt. of India. During this period the NCT-Delhi was also to contribute a sum of Rs.50 crores. Its contribution however was only 13.75 crores. Funds were also expected to be generated through institutional sources like HUDCO. An agreement was reached with the Housing and Urban Development Corporation (HUDCO) for extending a Line Of Credit of Rs. 100 crores out of which Rs. 60 cr. have been drawn for NCR Projects. During this plan period the development programme of the NCR Planning Board essentially aimed at :

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700

3.02 Plan proposals:

- 1) Development of local urban infrastructure in the shape of 10 integrated new townships alongside existing Priority/DMA Towns;
- 2) Large scale employment generation by making developed land available for industries, wholesale trade and location of shops & office complexes in these 10 new townships.
- 3) Development of regional-level infrastructure in the transport sector (covering both rail & road systems) power generation and telecommunications sectors, through separate sectoral sub-component plans to be drawn up by the respective central ministries.
- 4) Development of regional road grids and Power transmission and distribution networks covering the sub-regions of Haryana, Rajasthan and Uttar Pradesh, corresponding to the NCR Sub-component plans of these 3 State Governments.
- 5) Decentralisation of economic activity and dispersal of manufacturing and trading units from Delhi, through a separate sub-component plan coupled with a time-bound implementation programme to be drawn up by GNCT-Delhi.

3.03 The development of 10 integrated townships alongside the existing priority towns and complexes viz. Meerut, Hapur, Bulandshahr-Khurja, Panipat, Rohtak, Palwal,

XVI/4
(f o)

Rewari-Dharuhera-Bhiwadi and Alwar and two Delhi Metropolitan Area (DMA) towns viz. Bahadurgarh and Kundli, each centred around core economic activities and supported by adequate physical and social infrastructure is intended to accommodate the population of 20.00 lakhs to be deflected from Delhi by 2001 AD.

3.04 The development of 34 Sub-regional Centres identified in the respective Sub-regional Plans as also the 5 counter-magnet areas were also intended to facilitate the planned process of population distribution by 2001 AD.

3.05 The Central Sector programme were required to be implemented by the Central Ministries of Surface Transport, Railways, Communications and Power.

3.06 **Activities:** The NCR Planning Board sanctioned 98 development projects from 1985 - March 1997 having an estimated total cost of about Rs.1425 crores. The Board has released its loan assistance amounting to Rs.362 crores out of which over Rs.115 crores were the Board's internal accruals by way of refunds of principal and interest of the loans previously advanced by it as at Table 1. Table 2 is the status of Schemes upto March, 1997.

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Table 1. Loans released to participating State Govts. from 4/85 to 3/97

(Rs. in crore)

| Year | U.P. | Rajasthan | Haryana | CMA | Total |
|---|---------------|--------------|---------------|--------------|---------------|
| upto 7th Plan (i.e. 4/85 to 3/90) | 18.50 | 4.83 | 10.21 | - | 33.54 |
| Annual Plans (1990-92) | 12.40 | 14.44 | 4.32 | 2.00 | 33.16 |
| VIII Plan | | | | | |
| 1992-93 | 2.80 | 6.07 | - | - | 8.87 |
| 1993-94 | 6.93 | 4.84 | 2.00 | 2.00 | 15.27 |
| 1994-95 | 9.67 | 4.51 | - | - | 14.18 |
| 1995-96 | 42.03 | 21.50 | 42.23 | 4.00 | 109.75 |
| 1996-97 | 39.93 | 25.42 | 78.50 | 3.00 | 146.85 |
| | 101.36 | 62.34 | 122.73 | 9.00 | 295.42 |
| Grand Total | 132.26 | 81.61 | 137.26 | 11.00 | 362.12 |

Table 2. Status of Schemes upto March 1997

| State | Number of Schemes | | Total |
|--------------------------|-------------------|-----------|-----------|
| | completed | ongoing | |
| Haryana | 14 | 10 | 24 |
| Uttar Pradesh | 13 | 19 | 32 |
| Rajasthan | 27 | 11 | 38 |
| Total | 54 | 40 | 94 |
| Counter Magnet Scheme | - | 4 | 4 |
| Grand Total | 54 | 44 | 98 |

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4.00 NINTH PLAN PERIOD:

4.01 The Ninth Plan proposals for NCRPB are part of the Fiscal Plan which was approved by the Board in its meeting held in March, 1997. Its broad proposals are as under:

4.02 CENTRAL SECTOR PROJECTS

Development projects proposed under the Central Ministries are as follows:

| | |
|----------------------|--|
| 1) Surface Transport | Rs.251 cr. Widening & strengthening of NHs |
| | Rs.350 cr. LA for Expressways |
| | ----- |
| | Rs.601 cr. |
| | ----- |
| 2) Railways | Rs.610 cr. Dedicated tracks along Northern Ring Rail, inter connection with DMA Towns and laying addl.tracks Delhi to Meerut, Khurja & Palwal. |
| | Rs.405 cr. Construction of Rail Bypass |
| | ----- |
| | Rs.1,015 cr. |
| | ----- |
| 3) Communications | Rs.1,300 cr. For an addl. 4.13 lakh lines. |
| | ----- |
| Total | Rs.2,916 cr. |
| | ----- |

4.03 STATE SECTOR

Two types of projects are envisaged.

a) Projects to be financed on sharing basis by the Board and the state: For these projects, like certain components of core infrastructure and development of townships through land acquisition & the internal and external developments

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909

etc; the respective states would have to make necessary budgetary provision to cover their share of project cost.

b) Projects to be exclusively funded by the states: States should fund directly the projects like regional roads (inner & outer grids), transmission & distribution of power, etc.

The envisaged projects & cost details are:

HARYANA

(i) To be financed jointly by State and NCRPB:

| | | | |
|----|-----------------------------|------------|-------------|
| a) | LA & LD, for townships | Rs.385 cr. | |
| b) | LA for Regional Expressways | 40 | |
| c) | LA for RRTS | 100 | |
| d) | LA for Rail Bypass | 162 | |
| e) | Construction of Bypass | 365 | |
| | | ----- | Rs.1052 cr. |

(ii) To be financed exclusively by State:

| | | | |
|----|----------------------------|-------|--------------|
| a) | LA for Regional Road Grids | 59 | |
| b) | Constn of Reg. Road Grids | 173 | |
| c) | T & D system for Power | 184 | Rs.416 cr. |
| | | ----- | ----- |
| | Total | | Rs.1,468 cr. |
| | | | ----- |

RAJASTHAN

(i) To be financed jointly by state & NCRPB:

| | | |
|----|-----------------------|------------|
| a) | LA & LD for townships | Rs.135 cr. |
|----|-----------------------|------------|

(ii) To be financed exclusively by State:

| | | |
|----|------------------|------------|
| b) | Power T&D system | Rs. 71 cr. |
| | | ----- |
| | | Rs.206 cr. |
| | | ----- |

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UTTAR PRADESH

(I) To be financed jointly by the Board and the State:

| | | |
|----|-----------------------------|------------|
| a) | LA & LD for townships | Rs.407 cr. |
| b) | LA for Regional Expressways | 48 |
| c) | Construction of RRTS | 115 |
| d) | LA for Perimetre Expressway | 60 |
| e) | LA for terminal | 15 |
| f) | LA for Rail Bypass | 128 |
| g) | Construction of bypass | 287 |

Rs.1,060 Cr.

(II) To be funded exclusively by State:

| | | | |
|-------|----------------------------|-----|--------------|
| i) | LA for Reg. Road grids | 45 | |
| ii) | Constr. of Reg. Road grids | 91 | |
| iii) | T&D system for Power | 245 | Rs.381 cr. |
| | | | ----- |
| Total | | | Rs.1,441 cr. |

NCT DELHI

| | | | |
|---|---|------------|--------------|
| a) | Contribution to the NCRPB funds for development projects in NCR | Rs.150 cr. | |
| b) | Core infrastructure projects: | | |
| i) Perimeter Expressway & Rly.Terminals | | | |
| - Land Acquisition | | | 374 |
| - Construction | | | 160 |
| ii) Augmentation of Ring Rail | | | 360 |
| iii) Studies & Surveys | | | 16 |
| | | | ----- |
| Total | | | Rs.910 cr. |
| | | | ----- |
| Total | | | Rs.1,060 cr. |

4.04 Against the above requirements of fund, participating states of NCR have so far made following allocations in their Ninth Plan proposals:

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ALLOCATIONS MADE IN THE NINTH PLAN FOR NCR PROGRAMMES

Haryana

| | |
|--------------------------------|---|
| 1. LA & LD for townships | Rs.385 cr.(HUDA) |
| 2. LA for Regional Expressways | Rs. 60 cr.(HUDA - 10 cr; HSAMB -25 cr; PWD -25 cr.) |
| 3. LA for RRTS | NIL |
| 4. LA & const. of rail bypass | NIL |
| 5. Regional Road Grids | Rs.203.11 cr.(PWD) |
| 6. T & D system for Power | Rs.613 cr |
| | ----- |
| TOTAL | Rs.1,261.11 cr. |
| | ----- |

Rajasthan

For Township Development schemes of Urban Improvement Trust of Alwar Rs. 15 cr.

Uttar Pradesh

Lumpsum Provision Rs. 90 cr.

NCT Delhi

For contribution to NCRPB Fund Rs. 150 cr.

NOTE: Besides the above allocations, other State agencies like HSIDC, Haryana Housing Board etc. in Haryana, RIICO, Rajasthan State Bridge Construction Corporation etc. in Rajasthan and UPSIDC, UPSHB, Municipal Boards etc in U.P. are likely to contribute their shares to implement projects in the NCR's 9th Plan programme under their jurisdiction.

4.05 Resources for Financing Projects under Joint Sector Programme: During the Ninth Plan period, the NCR Planning Board would have to extend financial support for projects

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costing about Rs. 6,300 crores, both for the development of infrastructure as well as townships. Under the new pattern of project funding approved by the Board, 25% of the project cost is required to be provided interest-free by the State Govts. and the balance 75% by the NCRPB as interest-bearing loan. Thus the NCRPB share would be about Rs.4,800 crores which is proposed to be mobilised from various sources as indicated below:

| | | |
|--|-------------|-------------|
| 1) Budgetary support to the NCRPB | Rs.800 cr. | Rs.1230 cr. |
| 2) Contribution by NCT Delhi | Rs.150 cr. | |
| 3) Internal Accruals of NCRPB | Rs.280 cr. | |
| 4) Borrowings: | | |
| a) Capital Market(Bonds) | Rs.1785 cr. | |
| b) Institutions | Rs.1785 cr. | |
| | Sub total | Rs.4800 cr. |
| 5) Allocation by Haryana, Rajasthan & Uttar Pradesh | | Rs.1500 cr |
| | Total | Rs.6300 cr. |

4.06 For the state sector projects which are to be exclusively funded by the States, like the transmission and distribution of power, regional roads (Inner and Outer Grids) etc.; the funds are required to be provided in the respective State Plan budgets over and above the requisite provision for joint financing as indicated above.

5.00 ANNUAL PLANS (1997-98 AND 1998-99)

5.01 **Funding:** The total amount which was proposed for joint sector funding programme during 1997-98 was Rs. 660

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408

cr. Out of this Rs. 160 cr. from the budgetary allocation, Rs. 160 from State contribution, Rs. 30 cr. from NCT-Delhi; Rs. 40 cr. from internal accrual for reinvestment, Rs. 125 cr. raised through bonds and Rs. 145 cr. through loan from financing institutions. Against the demand of Rs. 160 cr. for the year 1997-98 the M/o Urban Affairs and Employment has released Rs.42.0 crores only.

5.02 The Planning Commission has approved an IEPR of Rs.624 crs. for the year 1997-98 this was further revised to 315 crores out of this NCRPB has raised 286.4 crores (taxable Bonds Rs.141.90 crores + tax free Rs. 84.5 crores and internal accrual of Rs. 60.0 crores)

5.03 **Programme:** During the annual plan 1997-98 it has been proposed to complete the work of land acquisition for major projects, funding of ongoing projects and also financing other development projects identified under joint funding (NCRPB + States) programme on town development and core infrastructure development.

5.04 **Activities:** A sum of Rs. 84.26 cr. has been released by NCRPB for urban development projects to the participating States. A sum of Rs.70.0 crores has also been repaid to HUDCO during 1997-98.

5.05 For Annual Plan 1998-99 period M/o Urban Affairs and Employment has allocated Rs.45 crores against the NCRPB's

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proposal of Rs.160.0 crores. A sum of Rs.163.28 crores has been released by the NCRPB upto November, 1998 for implementation of Development projects in participating States.

6.0 FINANCIAL SUPPORT BY NCR PLANNING BOARD FOR SHARED PROGRAMME

6.01 The NCR Planning Board participates in the financing of various projects which are envisaged to be funded jointly by the states and the Board, especially those under the township development programmes where it advances loan upto 75% of the project cost. The Board also would finance selected components of core infrastructure implemented jointly by the Central Ministries of Surface Transport/Railways and the states where, the Board's contribution will be limited to granting loans to the states equivalent to 75% of their share in the overall project cost.

6.02 Under the new financing pattern adopted by the NCR Planning Board, 25% of the project cost is required to be provided by the State governments/their implementing agencies out of their own funds, free-of-interest. For this, necessary budgetary provisions are required to be made by the state/implementing agency.

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6.03 The balance 75% of the funds are provided by the NCR Planning Board as loan assistance out of the NCRPB Fund consisting of :

- i) Budgetary resources of the Board;
- ii) Internal accrual of the Board;
- iii) Contribution by NCT Delhi to the NCRPB Fund; and
- iv) Extra Budgetary Resources like borrowing from the capital market and financing institutions.

7.0 ANNUAL PLAN 1999-2000

7.01 During the Annual Plan 1999-2000, it has been proposed to complete the work of land acquisition for major projects (including for peripheral expressway to be undertaken by NCT-Delhi), funding of next instalments of ongoing projects and identified projects under joint funding (NCRPB+States) programme on town development and core infrastructure development. The total amount which will be required during 1999-2000 will be Rs.1073 crores. Out of this Rs.160 crores from the budgetary allocation, Rs.259 crores from States contribution, Rs. 30 crores from NCT Delhi, Rs.60 crores from internal accruals for reinvestment, Rs. 284 crores to be raised through taxable and taxfree bonds, Rs.100 crores from line of credit and Rs.170 crores to be raised through loans from financial institutions. Details of these are as under:

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7.02) Central Sector

The Central Sector schemes which are proposed to be the sub-components of the Central Ministries of Surface Transport, Railways and Communications are findicated below:

| | | (Rs.crores) | |
|----|--|-----------------------------|--|
| 1) | M/Surface Transport | Rs. 50.00 | Widening and strengthening of National Highways |
| | | Rs.350.00 | Land acquisition for Expressways |
| | | ----- Rs.400.00 ----- | |
| 2) | M/Railways, over & above their Plan provision and without dividend liability for executing these projects. | Rs.122.00 | For dedicated tracks along the Northern Ring Rail, interconnector with DMA Towns and laying additional tracks from Delhi to Meerut, Khurja and Palwal. |
| | | Rs.100.00 | For Rail Bypass. |
| | | ----- Rs.222.00 ----- | |
| | Total: | | |
| 3) | M/Communications | Rs.260.00 | For and additional 60000 lines. |
| | Total Central Ministries | ----- Rs.882.00 ----- | |

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12

7.03) State Sector

HARYANA

I) Projects for Joint Sector funding:

a) Funds for financing new townships development projects jointly with NCR Planning Board 70.00 crs.

b) Funds for financing core infrastructure projects :

i) LA for Express-ways 34.00 crs.

ii) Contribution to railways for Regional Rapid Railways. Provision to be made after project is finalised by the Railways.

104.00 crs

II) Projects for exclusive financing by State Govts:

i) LA for Regional Road Grids 20.00 crs.

ii) Construction of Regional Road Grids 35.00 crs.

iii) T & D for Power as per the State Govt. proposal 120.00 crs.

175.00 crs

Total: 279.00 crs

RAJASTHAN

(I) Projects for Joint Sector funding:

a) Funds for new township development projects jointly with NCR Planning Board 27.00 crs

(II) Projects for exclusive funding by State Govt.

b) Power T & D system 14.00 crs

Total: 41.00 crs

UTTAR PRADESH

I) Projects for Joint Sector funding:

a) Funds for financing new townships development projects jointly with NCR Planning Board (as per their demand) 80.00 crs

b) Funds for financing core infrastructure projects

i) LA for Expressways 48.00 crs.

ii) Contribution to railways for Regional Rapid Transit system Provision to be made after project is finalised by the Railways

128.00 crs

II) Projects for exclusive financing by State Govts:

i) LA for Regional Road 45.00 crs.

ii) Construction of Regional Roads 15.00 crs.

iii) T & D system for power 50.00 crs.

110.00 crs

Total: 238.00 crs

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NCT DELHI

| | | |
|-----|--|-------------------|
| a) | Contribution to the NCRPB funds for the new township development projects in NCR | 30.00 crs |
| b) | Funds for financing core infrastructure projects | |
| i) | Perimeter Expressway and four-directional terminals | 280.00 crs. |
| ii) | Augmentation of Ring Rail and related surveys | 70.00 crs. |
| | | <u>350.00 crs</u> |
| | Total: | <u>380.00 crs</u> |

7.04 NCR PLANNING BOARD

| | NCRPB SHARE | STATE SHARE | TOTAL | |
|-----|--|---------------|---------------|----------------|
| | ----- | ----- | ----- | |
| a) | Township development to be jointly implemented with States | 531.00 | 177.00 | 708.00 |
| b) | Core Infrastructure Development jointly with Ministries and States | | | |
| i) | LA for Expressways | 246.00 | 82.00 | 328.00 |
| ii) | RRTS(Provision is to be made after the project is finalised by railways) | | | |
| c) | i) NCR University | 2.00 | - | 2.00 |
| | ii) Project Development Assistance | 5.00 | - | 5.00 |
| | Sub Total: | <u>784.00</u> | <u>259.00</u> | <u>1043.00</u> |
| d) | Committed expenditure on Interest on Bonds raised by NCRPB | 30.00 | - | 30.00 |
| | Total: | <u>814.00</u> | <u>259.00</u> | <u>1073.00</u> |

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8.0 FINANCING PLAN FOR PROJECTS THROUGH NCR PLANNING BOARD DURING 1999-2000

8.01 The above projected investment requirements for the Annual Plan 1999-2000, the components of the development programmes to be funded by the NCR Planning Board are estimated to cost Rs.1073 cr. This requirement is proposed to be funded in the following manner:

1. Budgetary Support:

| | | | |
|----|---|--------|--------|
| a) | By the Ministry of U.A. & E. | 160.00 | |
| b) | Contribution by NCT Delhi | 30.00 | |
| c) | Matching provision by Haryana, Rajasthan & Uttar Pradesh at Project level | 259.00 | |
| | | | ----- |
| | | | 449.00 |

2. IEBR(As sanctioned by the Planning Commission)

| | | | |
|----|---|--------|---------|
| a) | Internal Accruals of NCRPB for reinvestment | 60.00 | |
| b) | Tax free bonds | 137.00 | |
| c) | Taxable bonds | 147.00 | |
| d) | Line of Credit | 110.00 | |
| e) | Borrowing from Institutions | 170.00 | |
| | | | ----- |
| | | | 624.00 |
| | | | ----- |
| | | | 1073.00 |
| | | | ----- |

8.02 In order to enable the NCR Plan proposals to be implemented to the tune of 1073.00 cr. the following facilitative steps are required to be initiated:

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The Central Ministries to make necessary sub-component provisions in their Ninth Plan proposals as follows:

| | |
|---------------------|---------------|
| M/Surface Transport | Rs.400.00 cr. |
| M/Railways | Rs.222.00 cr. |
| M/Communications | Rs.260.00 cr. |

ii) To step up the budgetary support by the Ministry of UA&E to the NCR Planning Board to at least Rs.160 crores during 1999-2000 period.

iii) Member States of NCR to make necessary provisions in their Sub-component plan for NCR for financing both joint and exclusive NCR Projects to the following extent:

| | |
|---------------|------------|
| Haryana | 279.00 cr. |
| Rajasthan | 41.00 cr. |
| Uttar Pradesh | 238.00 cr. |
| NCT Delhi | 380.00 cr. |

iv) The NCR Planning Board may be:

a) Given sufficient IEBR to be able to draw the funds through taxable and tax free bonds.

b) Placed in the priority sector list for availing Government directed loans (investments) from the institutions like LIC, GIC, UTI etc.

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9.0 ANNUAL PLAN 1999-2000 ALLOCATIONS REQUIRED FOR NCR

1. Central Ministries:

| | |
|---------------------------|---------------|
| Min. of Surface Transport | Rs.400.00 cr. |
| Min. of Railways | Rs.222.00 cr. |
| Min. of Communications | Rs.260.00 cr. |
| | ----- |
| | Rs.882.00 cr. |

2. States:

| | |
|---------------|---------------|
| Haryana | Rs.279.00 cr. |
| Rajasthan | Rs. 41.00 cr. |
| Uttar Pradesh | Rs.238.00 cr. |
| | ----- |
| | Rs.558.00 cr. |
| NCT Delhi | Rs.380.00 cr. |

3. NCR Planning Board Rs.160.00 cr.

Total Budgetary Provision required Rs.1980.00 cr.
for the NCR Projects during Annual =====
Plan 1999-2000

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AGENDA ITEM NO. 8 :

REDELINEATION OF NCR AND DECISION ON THE RE-DELINEATION OF DELHI METROPOLITAN AREA BOUNDARY AND DELINEATION OF A ZONE ALONG THE MAJOR TRANSPORT CORRIDORS IN NCR.

In pursuance of the decision of 23rd Board meeting for redelineation of NCR boundaries, a Steering Committee was constituted to oversee and coordinate the redelineation study. The first meeting of the Steering Committee was held on 23.10.98. The matter of parameters and area of study was deliberated in detail. However, the Steering Committee felt that a smaller group may be constituted to deliberate on details of parameters of study and finalise questionnaire.

2. Accordingly an Expert Sub-group was constituted and its first meeting was held on 2.11.98 and the Sub-group made the following recommendations:

- i) Time has not yet come to redelineate the region and decided that the study may be discontinued for the time being;
- ii) Redelineate the Delhi Metropolitan Area boundary and formulate strategy for its development;
- iii) A fourth policy zone along the fast growing major transport corridors may be delineated and plan prepared for its development.

3. The recommendations of the expert sub-group were deliberated in the 2nd meeting of the Steering Committee, held on 8.2.99 - minutes enclosed at Annexure No XV .

4. Member Secretary, NCRPB felt that time horizon of Regional Plan- NCR is 2001 and therefore the process of redelineation of any of the above said three policy zones may be initiated at the time of formulation of new Regional Plan-2021.

5. The views of the NCRPB were endorsed by the Member DDA and member from Uttar Pradesh, rather member Uttar Pradesh was of the view that their state was not very keen to include any additional area into Uttar Pradesh Sub-region.

6. However, Member Haryana was strongly of the opinion that the study may be continued. Representative, Rajasthan also wanted that instead of 7 tehsils of Alwar district, the full district with all the eleven tehsil may be part of NCR.

7. The matter is placed before the Planning Committee for a final decision whether to undertake the study on redelineation of NCR at this stage or to postpone it for the time being and take it up at the time of preparation of new Regional Plan-2021.

MINUTES OF THE SECOND MEETING OF THE STEERING COMMITTEE ON REDELINEATION OF NCR, HELD ON 8.2.99 IN THE OFFICE OF THE NCR PLANNING BOARD, ZONE IV, 1ST FLOOR, INDIA HABITAT CENTRE, LODHI ROAD, NEW DELHI - 110 003.

=====

List of the participants is enclosed.

2. The second meeting of the Steering Committee was held on 8.2.99 with Member Secretary, NCRPB as Chairperson. The meeting deliberated on the following three recommendations of the expert sub-group constituted by the Steering Committee:

- i. The time is not yet come for redelineation of the NCR and had suggested that the redelineation study be discontinued for the time being;
- ii. Redelineation of Delhi Metroplitan Area boundary and formulate strategy for its development;
- iii. A fourth policy zone covering the areas along the fast growing transport corridors may be delineated and proper plan prepared for its development.

3. Member Secretary, NCRPB felt that the time horizon of Regional Plan - NCR is 2001 and therefore the process of redelineation of any of the above said three policy zones may only be initiated at the time of formulating the new Regional Plan 2021. She was of the opinion that inspite of the best efforts of the Board, development activities in most of the Regional Centres such as Palwal, Rohtak, Rewari-Dharuhera & Panipat in Haryana, Bulandshahr-Khurja, Hapur and Meerut in Uttar Pradesh, have not yet taken off and the development activity has been very slow in these towns, and most of them were not likely to achieve the population assigned to them as per RP-2001. Moreover, wherever development activity in terms of land had taken place also, not much demand had picked up, and people are quite reluctant to move to these towns. Infact, major development activity in NCR has been noticed only in some of the DMA towns like Ghaziabad, NOIDA, Faridabad and Gurgaon, while DMA towns like Bahadurgah and Kundli are still at the initial stages of development. Moreover, the participating States were not coming up with adequate number of new development projects in their respective sub-regions to fully utilise the financial assistance available with National Capital Region Planning Board, specially in the year 1998-99.

4. Keeping the above factors in view, it was felt that it would not be advisable to go in for the development of new/additional area in a ring of towns 30-40 kms. beyond the present boundaries.

5. The views of the NCRPB were endorsed by the member DDA and member from Uttar Pradesh, rather, the member of Uttar Pradesh was of the view that their state was not very keen to include any additional area into the Uttar Pradesh Sub-region.

6. However, member of the Steering Committee from Haryana were of a strong opinion that the study should not be discontinued at this stage as the NCRPB in its 23rd meeting had deliberated on this subject and the Hon'ble Chief Minister of Haryana had strongly argued for additional areas to be included in the Region. Representative from Rajasthan sub-region was of the opinion that at present 7 of the 11 tehsils of Alwar district are part of the sub-region and requested that full district of Alwar may be made part of NCR to avoid administrative problems.

7. It was finally decided that the matter may be placed before the Planning Committee for a final decision whether to undertake the study on redelineation of NCR at this stage or postpone it for the time being and take it up at the time of preparation of the new plan for 2021.

LIST OF PARTICIPANTS

1. MRS. SARITA J. DAS
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2. SHRI R.C. AGGARWAL
CHIEF REGIONAL PLANNER
NCR PLANNING BOARD
3. SHRI V.K. KAPOOR
CHIEF COORDINATOR PLANNER (NCR)
TOWN & COUNTRY PLANNING DEPARTMENT
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CHANDIGARH
4. SHRI K.T. GURUMUKHI
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NEW DELHI - 110 002
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7. SHRI ANIL BARAI
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NCRPB
13. SHRI V.K. THAKORE
SR. RESEARCH OFFICER
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14. SHRI J.N. BARMAN
PROJECT OFFICER 'B'
NCRPB
15. SHRI MANMOHAN SINGH
PO 'A'
NCRPB
16. SHRI P. SISUPALAN
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17. SHRI S.SURENDRA
PO 'A'
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18. SHRI UTPAL DEKA
PO 'A'
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19. SHRI S.K. ROHILLA
PO 'A'
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DELHI DEVELOPMENT AUTHORITY

PRESENTATION BEFORE THE PLANNING COMMITTEE OF NATIONAL CAPITAL REGION PLANNING BOARD TO BE HELD ON 12.1.99.

Master Plan for Delhi - 2001 was approved by the Government of India and enacted on 18.9.90. In this Plan, population projection was made to 128.10 lakhs. Out of 128.1 lakhs anticipated total population, within urbanisable limit is 121.73 lakhs while outside urbanisable limit is 6.37 lakhs. NCR Planning Board has made a population assignment for Delhi by 2001 as 112 lakhs, out of which 110 lakhs in urban and 2 lakhs in Rural.

The total area of NCT Delhi is 1,48,639 hectares out of which 44,777 ha. has been earlier anticipated as urbanisable in DUA - 1981. To accommodate 128.1 lakhs population by the year 2001 within NCT, studies have recommended i) to increase population holding capacity within urban area of 1981 and ii) the extension of urbanisable limit to be extended necessarily.

As per the holding capacity, studies carried out for preparation of Master Plan - 2001, 82.28 lakhs population has been anticipated to be accommodated in the urban areas of 1981 which includes 4,000 ha. added in Delhi urban areas 1981 and rest to be accommodated in the urban extension. 4,000 hac. Of land which stands included into MPD 2001 includes mainly the schemes which were already taken by DDA i.e. South of NH-II upto Delhi border in the East and Sarita Vihar and Vasant Kunj and adjoining areas in South East and South.

To accommodate the balance 3-4 million population, Delhi urban area - 1981 is required to be extended about 29,000 ha. in the next two decades.

The urban extension plan with 4 phases was prepared and put up to the Authority as part of Master Plan for Delhi - 2001 which stands approved vide resolution no. 79 dt. 30.6.87 from Authority.

To effectively respond to the growth of capital, land requirements for various developments in the extended time frame work by the year 2001 was proposed in the following phases.

| URBAN EXTENSION PHASE | AREA IN HA. | PROPOSED POPULATION (in million) |
|-----------------------|-------------|-----------------------------------|
| Phase I A | 3549 | 0.70 |
| Phase I B | 5121 | 0.30 |
| Phase II A | 6915 | 1.40 |
| Phase II B | 2450 | 0.30 |
| Phase III | 6200 | 1.20 |
| Phase IV | 5436 | 1.10 |
| | ----- | ----- |
| | 29671 | 5.00 |
| | ----- | ----- |

The urban extension plan was submitted to the Government with MPD 2001 as an annexure. At the time of proposal of Master Plan 2001 and simultaneously finalizing the urban extension proposal by 2001, the sub committees on various aspects of urban planning were constituted wherein the representative of MCD, Delhi Jal Board & Delhi Vidhyut Board etc. were the members. While discussing in detailed, the projected population by 2001 for Delhi, the quantum of urban extension to be proposed was deliberated in detail and with the consent of all the Government and semi-government agencies, the projected population for MPD 2001 was finalised. Moreover, after the MPD 2001 was approved by Government of India, the copies of the urban extension plan approved by the Authority was forwarded to all the concerned Government and Semi-Government agencies alongwith the copy of MPD - 2001.

Over the year pursuing the policy of large scale land acquisition and disposal, DDA has been taken up development of sub cities as part of urban extension proposal. The detailed land use plans for the sub-cities were proposed on the guidelines/norms provided in the MPD 2001. The factual position with regards to the development of sub-cities are as under:-

| Sub Cities Projects | Development Phase | Area in ha. | Population in lakhs (approx.) |
|---------------------|-------------------|-------------|-------------------------------|
| Dwarka Ph.I | IA | 3549 | 0.70 |

| | | | |
|--------------------------------|--|------|------|
| Narela | IIB and part of Ph III, pt. Of Ph IV & Pt. Of Ph IIA | 7500 | 0.10 |
| Rohini Pt. Of IIA Ph.III | | 1010 | 1.58 |
| Rohini Pt. of Ph.III Ph.IV & V | Pt. Of Ph IV | 4300 | 8.6 |

All the sub cities projects indicated are the part of proposed urban extension MPD 2001, however, while planning Dwarka Sub city, it was felt that the boundaries of the sub city should be governed by the physical features and, therefore, it was felt proper to take the limit of the Dwarka sub city upto Nazafgarh drain, being the physical features and hence 1991 hect. Area was added in urban extension of MPD 2001 and more so 60 hect. Of Narela Project which is beyond MPD 2001 urban extension was added due to the incorporation of earlier approved zonal plan of Zone I-1(Narela township) which included this 60 hec. Area.

The percentage of land use break-up of urban extension area as indicated in MPD - 2001 is as follows:-

1. Residential 45-55%
2. Commercial 3-4%
3. Industrial 6-7%
4. Recreational 15-20%
5. Public & Semi public facilities 8-10%
6. Circulation 10-12%

The Delhi Master Plan proposed gross residential density of 350-400 persons per ha. and at city level overall density of 180-200 persons per ha.

In addition various pockets beyond urban extension MPD - 2001 have been proposed to be added in the urban extension for planned development along national highways. It is being noticed that at the entry points in Delhi along National Highways lot of unauthorised mushrooming haphazard development is being taking place. To avoid this situation, following areas along national highways in Delhi are proposed to be added in urban extension.

- | | | | |
|------|--|---|---------|
| i) | Development along GT road | - | 1300 ha |
| ii) | Development of either side of NH-8 | - | 960 ha. |
| iii) | Development of South of NH-10 near Tikri Vill. & PVC Bazar | - | 960 ha. |

It is further to mention that on the proposed landuse plan -2001 of National Capital Region in the foot note, it is stated that the proposed urbanisable area as shown on the map for regional centres and other important centres are approximate and the urbanisable limits could be governed by proposals of Master Plan/New Master Plan in force.

It is a fact that accommodating the growing population of Delhi, the development of urban extension 2001 and some more additional areas need to be taken up on priority. More so, the area along national highways where present development is taking place on the entry point of Delhi need to be immediately checked and controlled in planned manner, therefore, Planning Committee of NCRPB may please consider the proposals favourably.

From

The Chief Coordinator Planner,
National Capital Region,
Haryana, Sector-6, Panchkula.

To

Shri Chandu Shukla,
Assistant Town & Country Planner,
NCR, Room No.118 B, Vikas Bhawan,
B Block, Land & Building Department,
India Habitat Centre, New Delhi - 2.

Memo.No.CCP(NCR)-99/ 223

Dated:- 3-3-99

Subject:- Report of the sub Committee to study the concept
of growth centres in Delhi.

...

Reference your letter No.F-12(141)/91/L&B/PLG/
NCR/14671 dated 13.1.99.

The draft report of the sub committee to study
the proposal of Delhi Development Authority for development
of growth centres and allowing ~~Motels~~ in rural Delhi has
been gone through. As desired the copy of the report is
returned herewith after putting signatures on the same.
It is however again emphasised that the growth centres concep-
will be commensurate with the 'service centres' envisaged in
the Regional Plan 2001 for the NCR and these could be develop-
only for the support infrastructure and amenities.

DA/ AS above.

[Signature]
District Town Planner (NCR),
O/o Chief Coordinator Planner, NCR,
Haryana, Panchkula.

Inst.No.CCP(NCR)/99/

Dated:-

Copy is forwarded to Sh.R.C. Aggarwal, Chief
Regional Planner, National Capital Region Planning Board,
India Habitat Centre, Lodhi Road, New Delhi for his kind
information and further necessary action please.

[Signature]
District Town Planner (NCR),
O/o Chief Coordinator Planner, NCR,
Haryana, Panchkula.

कार्यालय चीफ कोऑर्डिनेटर प्लानर, राष्ट्रीय राजधानी क्षेत्र, नियोजन तल,
नगर एवं ग्राम नियोजन विभाग, 3090, नवयुग मार्केट, व्यवसायिक भवन,
राईट विंग, द्वितीय तल, गाजियाबाद ।

पत्रांक 1593. /मि0मास्टर प्लान/एनसीआर/99

दिनांक 2.2.99

सेवा में,

श्री वन्दु भुटिया,
एसोसियेट प्लानर,
लैड एण्ड बिल्डिंग विभाग,
रूम न0 118-बी विकास भवन,
नई दिल्ली ।

विषय:- दिल्ली में ग्रोथ सेन्टर के विकास हेतु गठित उपसमिति की संस्तुतियों
के सम्बन्ध में । =====

महोदय,

उपरोक्त विषयक आपके पत्रांक एफ 1211411/91/एल एण्ड बी/
प्लानिंग/एनसीआर/09 दिनांक 28.1.99 के अनुक्रम में निम्न बिन्दुओं पर
विचार करने का कष्ट करें । दिल्ली में ग्रोथ सेन्टर के विकास हेतु नियोजन
मानक उपलब्ध न होने का उल्लेख संस्तुतियों के प्रथम बिन्दु में किया गया है
जबकि क्षेत्रीय योजना एवं उपक्षेत्रीय योजना में मूल गाँव 'ग्रोथ सेन्टर' हेतु
क्रिया-कलापों का निर्धारण एवं प्रस्ताव स्पष्ट रूप से किया गया है । अतः
क्षेत्रीय योजना के मानकों/प्रस्तावों को दिल्ली के ग्रोथ सेन्टर की अवधारणा
में प्रयोग किया जाना समीचीन होगा ।

संस्तुतियों के बिन्दु संख्या-2 में उल्लिखित दिल्ली के ग्रोथ सेन्टर
अवधारणा को सहभागी राज्यों में लागू किये जाने का उल्लेख है जबकि गठित
उपसमितियों की बैठकों में यह स्पष्ट किया गया था कि सहभागी राज्य केवल
क्षेत्रीय/उपक्षेत्रीय योजना प्रस्तावित मूल गाँवों के विकास हेतु ही कटिबद्ध है ।

बिन्दु संख्या तीन में यह स्पष्ट रूप से उल्लेख होना चाहिये कि
दिल्ली में कंशावला ग्रोथ सेन्टर के प्रस्तावों को क्षेत्रीय योजना के प्रस्ताव के
अनुसार ही संशोधित कर लागू किया जाये जिससे क्षेत्रीय योजना के मुख्य उद्देश्य
का अनुपालन सुनिश्चित किया जा सके ।

भवदीय

। एस0सी0धिल्डियाल ।
चीफ कोऑर्डिनेटर प्लानर

प्रतिलिपि-

मुख्य क्षेत्रीय नियोजक, एन. सी. आर, प्लानिंग बोर्ड, लोधी रोड़
दिल्ली को सूचनार्थ प्रेषित ।

। एस0सी0धिल्डियाल ।
चीफ कोऑर्डिनेटर प्लानर

S. K. CHHABRA
ENGINEER-IN-CHIEF



DELHI JAL BOARD
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F. No. ENC/ 99/A-35/663

DATED: 10-02-99

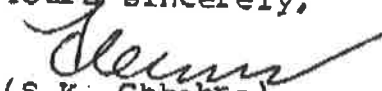
Dear Mrs. Das,

Kindly refer to your D.O. letter No. K-14011/15/98-NCRPB dated 11.8.98 to CEO Delhi Jal Board regarding urban extension plan of master plan of Delhi- 2001 prepared by D.D.A. The proposal for change of land use from DDA has been examined. It has been observed that while D.D.A. has initiated major projects covering 18456 Hectares in Dwarka I & II, Narella, Rohini III, IV & V, the projected area of different phases of urban extensions is 29671 Hac.

The present water treatment capacity of Delhi Jal Board is of the order of 580 MGD and the current short fall between supply and demand is about 200 MGD. Since Delhi Jal Board is not likely to get additional raw water in the near future as storage dams in the upper reaches of River Yamuna are yet to come up and Haryana is reluctant to construct the parallel lined channel, it does not appear feasible to cater to the population proposed to be accommodated in the extended urban area. It may be mentioned that upon commissioning of 40 M.G.D. Water Treatment plant at Nangloi about 10 MGD water could be made available for Dwarka. Similarly, upon commissioning of 20 MGD water treatment plant at Bawana and 60 MGD proposed water treatment plant at Dwarka a marginal quantum of water could be spared for Narela & Rohini respectively. However, there is no firm commitment for supply of raw water for these plants so far.

With regards,

Yours sincerely,


(S.K. Chhabra)

Mrs. Sarita J. Das,
Member Secretary,
NCR Planning Board,
1st Floor, Zone IV
India Habitat Centre
Lodi Road, New Delhi-3.

MINUTES OF THE 43RD MEETING OF THE PLANNING COMMITTEE HELD AT 11.30 AM ON 12.2.99 IN THE OFFICE OF THE NCR PLANNING BOARD, 1ST FLOOR, ZONE-IV, INDIA HABITAT CENTRE, LODHI ROAD, NEW DELHI

List of the participants is enclosed.

The Member Secretary welcomed the members to the 43rd meeting of the Planning committee.

AGENDA ITEM NO. 1 : CONFIRMATION OF THE MINUTES OF THE 42ND MEETING OF THE PLANNING COMMITTEE HELD ON 15.12.97

The minutes of the 42nd meeting of the Planning Committee held on 15.12.97 were confirmed.

AGENDA ITEM NO. 2 : REVIEW OF THE ACTION TAKEN ON THE DECISIONS OF THE LAST MEETING OF THE PLANNING COMMITTEE HELD ON 15.12.97

I. Sub-regional Plan for Haryana and Delhi Sub-regions

The Committee noted the delay in the preparation of the Sub-regional plans of Haryana and Delhi Sub-regions by the respective participating states. It was felt that since the Regional Plan-2001 was in the process of being reviewed and the target year of the Plan i.e. 2001 AD was close on the heels requiring the starting of the work on a Regional Plan for 2021 AD, the validity of the Sub-Regional Plan upto 2001 needed to be deliberated. The Secretary, Town & Country Planning, Haryana pointed out that they had finalised the Sub-regional plan for 2001 AD in-corporating all changes as discussed with the NCRPB and it would shortly be submitted to the Board after the Chief Minister's approval. The Chairperson pointed out that despite the Sub-regional plan not having been finalised, the Board has been approving and financing almost all the schemes/projects submitted by Haryana. Infact loan disbursement cases of Haryana government has been cleared immediately inspite of the State government guarantees not been sent with the proposals as stipulated.

2. Detailed discussion were held on the future status of the Haryana and Delhi Sub-Regional plans which have still to be submitted, as RP-2001 of the NCRPB was already under review and preparations for the RP-2021 already started - NCRPB has already entrusted the initial work to Indian Space Research Organisation (ISRO), Bangalore and the National Remote Sensing Agency (NRSA), Hyderabad. Chairperson also pointed out that the DDA was also initiating an exercise to start reviewing MPD-2001 with the help

of GIS and the Remote Sensing Agencies and in that context she wanted to place before the Board a suggestion that the whole area of NCR and Delhi be done together, so that there was no conflict in establishing the objectives of the NCRPB Act and that one Plan should govern the entire area taking into account the ground realities. Hence not only should the state of Haryana and Delhi be ready with their plans for the year 2001 but also for the year 2021, as the Regional Plan-2001 was completing its life span within less than 2 years.

3. Shri Sayed S. Shafi, Chairman of the Steering Committee for review of RP-2001, suggested that in order to frame policy guidelines for development of the various Sub-regions of NCR, a small Committee may be constituted which will go into the details of the pertinent parameters for planning and development of the NCR and its sub-regions for 2021 AD. Agreeing with the suggestion of Shri Shafi, Chairperson suggested that a Committee may be constituted and a suitable Terms of Reference may be formulated indicating a time limit to submit its report after the entire matter had been placed before the Board which was likely to meet in March, 1999 and after getting the directions of the Board. She strongly felt that an entirely new approach was necessary. She said that over the past 13 years of the Board's existence, it had not been able to fulfill the objectives of the Act in letter and spirit. She also indicated that the team of the NCRPB was very small, as there were hardly 10 officers with only 2 of the rank of Director/Dy. Secretary besides the Member Secretary, in the rank of Addl. Secretary, who is the CEO. The Board was funding the State government set-ups in Haryana, U.P., Rajasthan and Delhi to the tune of almost 45 lakhs a year along with capital expenditure, although administrative control was with the respective State Governments. She suggested that the States may also do some thinking on a new role of the DDA and the NCRPB together along with the State governments so that there could be co-ordination and the concept of the total development of the entire area put in place.

II. Review of Regional Plan-2001

Chairperson mentioned that the review of RP-2001 was behind schedule by almost 3 1/2 years as the reports of the 7 Sub-groups on various aspects had not been received. The seven reports had been circulated alongwith the agenda notes. The draft Report of the Steering Committee on Review of NCR Plan-2001 was however circulated in the meeting. She requested the members to study the report in depth and send their suggestions/comments to the NCRPB within a month's time as desired by the State government representatives.

2. Shri Shafi, then presented the salient features of the review report and mentioned that the review of RP-2001 led us to a big question as how to proceed ahead with the plan implementation. He said that serious concern had been expressed at the ineffective implementation of the Regional Plan policies which were yet to be translated into a meaningful action

programmes. Once, the policies were framed and agreed by the participating states, it must be seen that they are implemented by the participating state governments in letter and spirit and given a shape on the ground. The Central Govt. had the prime responsibility for Delhi and the NCR, since it is the Nation's Capital. The programmes and plans formulated by various central ministries, which were embedded in the RP-2001, were not being followed by the respective central ministries in true spirit. Pointing to certain activities such as the shifting of public sector undertaking (PSUs) offices and central govt. offices, Shri Shafi indicated that even though the shifting of PSUs is the responsibility of respective central Ministries with the nodal ministry being Ministry of Urban Affairs & Employment, hardly 6 PSUs have been shifted till date. Similarly the Ministries of Railways, Ministry of Surface Transport and other ministries hardly did anything to concretise the NCR Plan-2001 proposal in respect of regional infrastructre, rather each one found an excuse of their non-implemation, either due to lack of funds or lack of mandate.

3. Chairperson, indicated that non-shifting of industries from Delhi to towns outside in NCR and rather their relocation from non-conforming areas to new industrial areas within NCT-Delhi on the submission of the NCT to the Supreme Court, had accelerated developments in NCT-Delhi itself. She stated that the MNCs may be attracted out from Delhi to the towns of U.P., Haryana and Rajasthan Sub-regions, if adequate infrastructure is developed in the respective Sub-regions. Chairperson requested the participating states to send details of status of infrastructure, availability of plots and constructed property for relocating activites in the towns of NCR Sub-regions, to the Govt. of Delhi under intimation to NCR Planning Board. Infact she indicated that a directory of the NCR region was being prepared by the NCRPB and this information should be made available immediately. It was also decided that the Chairmen of the respective sub-group will present their findings briefly before the Board at its next meeting scheduled to be held in March, 1999.

III. The Planning Committee noted the action taken by the Board in respect to Sl.No. 3-10 in the Agenda Item No. 2.

AGENDA ITEM NO. 3 : CONSIDERATION OF THE URBAN EXTENSION PROPOSAL RECEIVED FROM DELHI DEVELOPMENT AUTHORITY.

Chairperson requested Chief Regional Planner, NCRPB to give a presentation on the urban development scenario in the NCT-Delhi. While making the presentation, the Chief Regional Planner, NCRPB had indicated that the total urbanisable area as proposed by the DDA was 35027 ha. outside DUA-81 (excluding additional DUA-81-4000 ha.) and with this, the total urban area in NCT-Delhi would become 83,804 ha. for an urban population of 161.50 lakhs. If the rural population of 15 lakhs, proposed to be supported through the 15 growth centres is added to this, the total population envisaged for NCT-Delhi would become to 176.5

lakhs. As against this, the RP-2001, had proposed an overall urban area of 62777 ha. for the assigned 112 lakhs population for NCT Delhi, while even the original, MPD-2001 itself had proposed only a maximum of 68777 ha. area for a population of 128.1 lakhs for NCT Delhi. It was also pointed out that while the Regional Plan - 2001, indicated the location of the urbanisable area proposed for 2001 AD within NCT Delhi, but the same was not shown in the landuse plan published along with MPD-2001 by DDA.

2. Chief Regional Planner observed that Delhi was already facing severe shortages of essential basic services such as water supply, power, sewerage, solid waste management and transport. Highlighting the deficiencies, in essential services in Delhi, he pointed out that water supply from all the present available sources on the average yielded only 2633 mld. which may be sufficient only for a population of 72.55 lakhs at MPD-2001 norms. Even if the water supply norms are brought down from the MPD norms of 363 lpcd. to a minimum of 225 lpcd, still the available, water would hardly be sufficient for 117 lakh population. With the commissioning of the Tehri Dam, the maximum population which can be supported will be about 137-140 lakhs only. Similar was the status of other services, like power, sewerage disposal, solid waste management etc. all being much below the required level to meet even the present demands, what to talk of the demands for the increased population of 176.5 lakhs. In view of the above scenario, the Chief Regional Planner, NCRPB indicated that the massive urbanisation proposal of DDA will bring disaster to the NCT-Delhi and the Planning Committee may consider the proposal of DDA in the light of the above emerging scenario.

3. Shri Vijay Risbud, Commissioner (Plg.), DDA, while presenting the urban extension proposal of DDA indicated that the boundaries of the urbanisable area shown on the RP-2001 landuse plan were only approximate. The DDA, while demarcating the detailed boundary of Dwarka, had taken the physical features like the Najafgarh drain as the boundary of the urbanisable area. He further indicated that the projects like Rohini and Narela, had been taken up after detailed deliberations with the Ministry of Urban Affairs & Employment. Regarding the ribbon development along the National Highways, as suggested by the DDA, the Commissioner pointed out, was necessary to check the unauthorised developments taking place along the national highways particularly along NH-1, NH-10 and NH-8. The strong magnetism of Delhi has been attracting large number of activities and population to it, and, therefore, growth in a planned or unplanned manner is bound to take place. It is better that the areas along the national highways and the rural belt may be planned so that haphazard development in the rural areas may be avoided.

4. Miss Janak Juneja, Member (A), Delhi Jal Board, mentioned that the main problem of Delhi's water supply was that there was no raw water available for Delhi beyond the present 600 mgd.

Quoting an example, she mentioned that the Nangloi water treatment plant was ready but there was no raw water for it. For augmenting the raw water, she mentioned, the same could be drawn from the Bhakra Dam, but, the carrier system had to be built through the land in Haryana and the Govt. of Haryana was not agreeing for it. Stating the grim situation of water supply in Delhi, she mentioned that there is a limited hope of getting Tehri dam constructed but the construction of carrier system was yet to be initiated. As such, in her view, the proposed development as envisaged by the DDA would generate more employment, bring more migrants and create more slums and Delhi Jal Board was in no position to supply water for these new areas. She further mentioned that recharging of ground water was also not possible, because the quality of underground water was not good and tests had recently indicated a high level of pollution. She felt that the shortage of water supply might become even a serious law and order problem in Delhi in the near future.

5. Shri M.P. Aneja, Chief Town & Country Planner, Govt. of U.P. mentioned that U.P. Govt. was not in favour of development of large urban extensions in Delhi. He was of the view that the basic premise of Regional Plan-2001 to restrict the growth of Delhi, should be retained and should not be changed. The representative from Govt. of Haryana also expressed disagreement with the urban extension proposal of DDA. The representative from Rajasthan mentioned that there should not be any major changes in the Regional Plan-2001. Shri K.T. Gurumukhi, Addl. Town & Country Planner, TCPO, Govt. of India while expressing similar reservation on development of the urban extensions in Delhi, mentioned that no major activities should be planned in Delhi which would attract further migration.

6. Chairperson, indicated that there was unanimity amongst the States of Haryana, U.P., Rajasthan and Government of India regarding the limiting of the development as per RP-2001 vis.a.vis further developments in Delhi. She stated that this would be placed before the Planning Board for a decision.

AGENDA ITEM NO. 4 : CONSIDERATION OF THE PROPOSALS OF LANDUSE CHANGE IN NCT-DELHI RECEIVED FROM THE DELHI DEVELOPMENT AUTHORITY

Agenda Item No.4 (a): Change of landuse of an area measuring 1996 ha. from 'rural use/agriculture green' to 'urban uses' in Dwarka Phase-II, Delhi.

The proposal, being a part of the proposal discussed under Agenda item No. 3, would be placed before the Board in its next meeting to be held in March, 1999.

Agenda Item No.4 (b): Change of landuse of an area measuring 133 ha. from 'rural' to 'commercial' (Oil storage Terminal Complex) at Holambi Kalan in Narela Project.

The representatives from Haryana mentioned that Govt. of Haryana has already offered land/site for the proposed Oil Storage Terminal complex at Jagdishpur in Kundli, Haryana. Chairperson drew attention to the fact that almost 49% of the oil brought to Delhi was again sent out. In view of this Chairperson stated that such a large scale Oil Storage Terminal should not be located in Delhi and the same can be well located at Kundli which is hardly 5-6 kms. away from the site at Holambi Kalan across the border, where facilities like approach road and adjacent railway line were available and was equi-distant from the national highway No. 1. The Chairperson indicated that the representatives of Indian Oil Corporation and government of Haryana had done a joint inspection of both sites with the NCRPB and they may take a decision in the matter.

Agenda Item No. 4(c): Change of landuse measuring an area of 950 ha. from 'rural use' to 'urban use' along Rohtak Road between existing urban area and Delhi-Haryana boundary.

This proposal was discussed as a part of Agenda Item No. 3 and a decision would be taken by the Board in its next meeting scheduled to be held in March, 1999.

Agenda Item No.4 (d): Reconsideration of the proposal of landuse change of an area measuring 20 ha. from 'rural' to 'semi-public and public facilities' (Police Lines) at Sultanpur Dabas.

The proposal was discussed and the indication of the area in the Survey of India Topographical Sheet as Reserved Forest (RF) was considered. It was felt that confirmation/status of the site viz-a-viz Reserved Forest should only be provided by Ministry of Environment & Forests as they were the competent authorities. Although the Delhi Development Authority had submitted a copy of the letter from Dy. Commissioner (Land Acquisition Branch) explaining that the site is a Charagah (Grazing land), it was not known as to how and when the settlement records had been changed mentioning this area as "Charagah", it was decided that, the proposal alongwith clearance/comments from Ministry of Environment & Forests, may be re-submitted by the Delhi Development Authority.

Agenda Item No.4 (e): Change of landuse of an area measuring 38.5 ha. from 'rural use' to 'public and semi-public facilities' (Institute of Yoga & Naturopathy, Rajkiya Ayurvedic Hospital etc.) in Khera Dabar Village in Najafgarh Block, Delhi.

The representative from Govt. of Haryana suggested that the Institute of Yoga & Naturopathy, Rajkiya Ayurvedic Hospital etc. can be accommodated in Bahadurgarh. Such a development covering an area of 95 acres which will cater to the National and International needs should be located outside NCT-Delhi and not be permitted in the rural green belt area of NCT-Delhi as it was contrary to RP-2001 and MPD-2001. This will be placed before the Board.

Agenda Item No.4 (f): Change of landuse of an area measuring 27.25 ha. from 'rural use' to 'transportation' (Airport) in South of Mehrauli-Mahipalpur Road, New Delhi.

The Commissioner (Plg.), DDA presented the proposal for development of land for Airport use at Village Rangpuri. The land has been acquired by the International Airport Authority of India (IAAI), mainly for rehabilitation of Village Nangal Dawat and other human settlements falling within the area of IAAI complex. After detailed deliberations. The Planning Committee was compelled to approve the proposal, since the conversion had already taken place and the Committee indicated its apprehension over such ex-post facto approvals. This also would be placed for ex-post facto approval of Board.

Agenda Item No.4 (g): Change of landuse of an area measuring 2.17 ha. from 'rural' to 'manufacturing' (Ready-mix concrete plant) by CPWD at Gitorni.

The Agenda item has been withdrawn by the Delhi Development Authority.

AGENDA ITEM NO.5 : CONSIDERATION OF THE REPORT OF THE COMMITTEE ON SETTING UP OF MOTELS AND DEVELOPMENT OF GROWTH CENTRE (MINI MASTER PLAN) CONSTITUTED UNDER THE CHAIRMANSHIP OF THE SECRETARY, (L&B), GNCT-DELHI.

The Planning Committee considered the recommendations of the Committee on setting up of motels and development of growth centre (Mini Master Plan) in rural areas of NCT-Delhi, constituted under the Chairmanship of the Secretary (L&B), Govt. of NCT-Delhi. The representatives from Haryana and U.P. were of the view that the concept of growth centres should be taken as

proposed in the Regional Plan-2001 i.e. for service centres, for provision of support infrastructure to the rural population. Chairperson, agreeing with the suggestion of the Govt. of U.P. and Haryana suggested that the growth centres should be developed as service centres as envisaged in the Regional Plan-2001 and the provision of infrastructure such as health, education and commercial activities to cater only to the local needs, may be provided in these growth centres and not for Industrial and large scale development of health and educational institutions. Infact, the rural areas are very much adjacent to the urban areas of Delhi, where already higher levels of health and educational facilities were available.

2. It was noted that the report of the Committee had not favoured the location of motels in the rural areas of NCT-Delhi, however the Ministry of Urban Affairs & Employment had taken a view that motels came under the category of 'recreation and leisure activities' and formed a part of permissible activities in green belt/green wedge of the RP-2001. Consequently, the Ministry did not want any change in the notifications issued by the Ministry and DDA in June '95 (dated 16.6.95), regarding motels contemplated along the National Highways and State Highways within NCT-Delhi. This matter would be placed before the Board.

AGENDA ITEM NO. 6 : DEVELOPMENT OF FRUIT & VEGETABLE MARKET BY AGRICULTURE PRODUCE MARKETING COMMITTEE, NCT-DELHI AT KHAMPUR VILLAGE ON NH-1.

The Chairperson indicated that the Agriculture Produce Marketing Committee, NCT-Delhi in its communication, D.O.No.1(10)/97-APMC/E&M dated 29.12.98 had apprised that as the project will never get clearance from DDA, as it did not fit into this plan of scheme, the Secretary (L&B), Govt. of NCT-Delhi had been requested to return the estimated compensation amount of Rs. 27.90 crs. back to the APMC, Azadpur. In view of the above communication this agenda item was dropped. The matter would be placed before the Board in its next meeting for information.

AGENDA ITEM NO. 7 : CONSIDERATION OF THE DRAFT ZONAL DEVELOPMENT PLAN FOR RIVER YAMUNA AREA OF ZONE 'O' AND PART 'P' RECEIVED FROM DELHI DEVELOPMENT AUTHORITY.

Chairperson, requested Shri N.K. Aggarwal, OSD, DDA to present the Zonal Development Plan for River Yamuna area of Zone 'O' and part 'P'. While presenting the Zonal Development Plan, Shri Aggarwal indicated that out of the total area of 9700 ha. only 6,100 ha. dry land was available for development purposes. He had indicated that the ZDP proposals are conceptual only to give a guideline for Environmental Impact Study to NEERI. The Planning Committee, after great deal of deliberations, decided that the environmental impact assessment study may be conducted

for these zones and a detailed ZDP on the eco-based concept which involve augmentation of water recharge, reduction in pollution of Yamuna water, conservation of natural areas, hierarchy of green areas and recreation limited to eco-tourism and continuation, and renewal of existing areas etc. may be considered but, no active urban use like commercial, public or semi-public activities should be considered. The DDA was requested to get the Zonal Development Plan prepared taking into account the Environmental Impact Assessment (on eco-based) study. Chairperson indicated that NCRPB had written to eight concerned organisations viz: Environmental Protection (Prevention and Control) Authority for NCR, National River Conservation Directorate, and CPCB under the Ministry of E&F, Yamuna Standing Committee, CWC and Indus Water under the Ministry of Water Resources, Govt. of Haryana, School of Planning and Architecture and Wetland International, South Asia regarding this proposal and so far all of these had expressed their reservations. She also pointed out that the DDA should examine the Ramsar Convention on Wetlands to which India was a signatory and then place the matter again before the Planning Committee. The matter would be placed before the Board in its next meeting for a decision.

Agenda Item No.7(a) : Change of landuse of an area measuring about 28.3 ha. from 'agriculture & water body' to 'public and semi-public facilities' (Police Firing Range) north of Wazirabad.

While presenting the proposal, it was indicated that the landuse change from agriculture and water body to semi-public facilities for Police Firing Range, constituted about 8 ha. of area for administrative buildings and 20.3 ha. for shooting range. After detailed deliberations, the proposal was approved on the condition that no permanent structure like administrative building, barracks, etc. may be constructed in the area and construction restricted to shooting range. The matter would be placed before the Board in its next meeting for a decision.

AGENDA ITEM NO. 8 : CONSIDERATION OF REDELINEATION OF NCR, DELHI METROPOLITAN AREA, A ZONE ALONG THE MAJOR TRANSPORT CORRIDORS IN NCR.

Initiating the discussion on the redelination of NCR, Delhi Metropolitan Area and a zone along the major transport corridors for NCR, Chairperson mentioned that since the time horizon for the Regional Plan was upto 2001, the members of the Planning Committee may give their views whether such elaborate study for redelination is necessary at this stage or not. The representatives from Haryana, U.P. and Rajasthan indicated that the redelination study for NCR may be continued. The representative from DDA was of the view that at this stage the redelination study need not be taken up. Shri K.T. Gurumukhi, Addl. Chief Planner, TCPO, Govt. of India, of the view that since

the perspective of the Regional Plan beng 2001 which is nearing, the exercise of redelination at the present stage may not be necessary, this may be taken up after the review of the RP-2001 or in the extended period of Regional Plan. Chairperson suggested that since the Regional Plan was going to be over by 2001 AD, the change of concept/area at this stage for RP-2001 may be infructuous. The representative of Haryana Govt. insisted however that redelination exercise must continue and in corporation made in the RP-2001 itself. This matter was to be placed before the Board for a decision.

AGENDA ITEM NO. 9 : CONSTRUCTION OF FARIDABAD-NOIDA-GHAZIABAD (FNG) EXPRESSWAY ON B.O.O.T. BASIS

Regional Plan 2001 in its transport sector has interalia proposed three expressways viz (i) Sonapat-Panipat, (ii) Delhi-Ghaziabad-Meerut and (iii) Faridabad-NOIDA-Ghaziabad (FNG). At the instance of NCRPB M/s. Consulting Engineering Services conducted a pre-feasibility study in November, 1989 for these highways and had established their need and economic feasibility.

2. Since FNG expressway was neither a part of the national road network (National Highway) nor this was an inter-state road, the agency to be made responsible for the preparation of the project report was required to be identified. For the construction of the expressway, participation of the private/public sector also had to be explored besides seeking external loan assistance from the World Bank or the Asian Development Bank.

3. In the meeting held on 21.6.93 and chaired by the Secretary, UD, it was decided that an inter ministerial steering group should be constituted with MOST as the nodal ministry for monitoring/implementation of the FNG expressway project at all stages. Accordingly, the MOST constituted a steering committee on 30.12.93 with Additional Director (Roads) - MOST as Chairman and Chief Engineer (Roads) - MOST as Member Secretary i) to oversee and review the progress of feasibility study, ii) to consider the consultants recommendations for the project; and iii) any other matter to be finalised by the committee during the progress of the study. The feasibility study of this expressway had been completed through technical assistance programme of Asian Development Bank by MOST in March, 1995. The study had established the commercial viability of the expressway.

4. This project formed a part of the Functional Plan approved by the NCR Planning Board in its 19th meeting held on 17.11.95. Further in the 38th meeting of the Planning Committee held on 10.4.96 the basic proposal to get the project implemented through NCR Planning Board was agreed upon and same was confirmed in the 20th meeting of the Board held on 19.8.98.

5. Subsequently in a meeting of the committee of Secretaries, held under the chairmanship of the Cabinet Secretary, the matter was discussed in detail and it was decided to take up the FNG project immediately for implementation based on the strategy

approved by Board at its 20th meeting. Accordingly, NCRPB had drafted a BOOT tender document and floated a global tender in May, 1997.

6. In order to have a smooth and fast implementation of the project, the NCRPB constituted - a steering committee under the chairmanship of Secretary (UD) and also two other committees viz. committee on Tender Evaluation and Contractual Matters and committee for Monitoring and Execution of the project.

7. Six bids were received from a number of National and International consortium for pre-qualified in August, 1997. After the detailed verification of the bids, the Tender Evaluation and Contractual Committee had selected three qualified bidders ie. Larsen & Toubro Ltd, Ircon International Ltd., ESCORTS Ltd. based on the terms and conditions laid down in the pre-qualification document. Only L&T and Ircon purchased the tender document for final bidding. Both the parties had participated in tow stage pre-bid conference. The last date for the submission of technical bid was 15th December, 1998 and commercial bids was 8th January, 1999. None of the two parties have responded till now.

8. The Planning committee noted the status of the FNG Expressway project. On a query from the representative of Haryana, Chairperson indicated that the land acquisition for the proposed FNG may be continued in U.P and Haryana.

9. This matter would be placed before the Board for further decision.

AGENDA ITEM NO. 10 : FEASIBILITY STUDY FOR CONSTRUCTION OF KUNDLI-GHAZIABAD AND GHAZIABAD-MEERUT EXPRESSWAY BEING CONDUCTED BY JICA

The Chief Regional Planner gave an overview of the above project and stated that in response to the request of the Government of India, the Govt. of Japan has decided to conduct "the Feasibility Study on the Construction of Expressway in the National Capital Region in India" consisting of the following expressway corridors i.e. Kundli-Ghaziabad (K-G) Expressway and Ghaziabad-Meerut (G-M) Expressway.

2. Accordingly, the Japan International Co-operation Agency (JICA), the official agency responsible for the implementation of the co-operation programs in Japan has already initiated the study in close cooperation with NCR Planning Board.

3. For the feasibility study of the expressway corridors, a formal "Scope of Work" had been signed with JICA on 1st July, 1998. The feasibility study for both the expressway is being conducted by M/s Pacific Consultants International under the aegis of JICA. The consultant has already submitted the Inception Report in December, 1998.

4. Component wise the project is sub-divided in to various studies such as traffic survey, hydrological survey, topographic survey, social survey, Initial Environmental Examination etc. Each component is being studied by a number of local consultants engaged by JICA/PCI.

5. For the smooth implementation of the expressway a high level steering committee with Member Secretary as Chairperson is constituted. For day to day interaction and for coordination a working group has also been constituted. The first meeting of the working group was held on 15.2.99 to discuss the various technical issues. Alternative routes for the study have already been fixed. The study is likely to be completed by March, 2000. However, the Interim Report is supposed to be made available by the end of September, 1999.

6. The Planning Committee noted the status of the feasibility study which has also to be placed before the Board.

AGENDA ITEM NO. 11 : CONSIDERATION OF ANNUAL PLAN-1999-2000 FOR NCR PLANNING BOARD.

The Planning Committee approved the Annual Plan-1999-2001 for NCR Planning Board and recommended for placing the same before the Board meeting.

AGENDA ITEM NO. 12 : CONSIDERATION OF EXTENDING THE FACILITIES TO THE OFFICERS AND STAFF OF THE NCR PLANNING BOARD.

Chairperson placed the above and stated that the NCRPB was a very small organisation having a skeleton staff viz one Addl. Secretary (Member Secretary), 1 Director (Chief Regional Planner), 1 Dy. Secretary (Regional Planner), 4 Under Secretary (Deputy Director (Establishment), Senior Research Officer, Associate Planner, Finance & Accounts Officer) only and all the work had to be carried out by these officers with the assistance of 5 junior class I officer and supporting staff, hence the entire office was only of 50 persons. So far things were being managed "somehow" but formal approval was necessary. After discussion the following items were approved, and recommended for placing the same before the next Board Meeting for final approval:

- i) Entitlement of Member Secretary for staff car to be used for official purpose (including coming and going from the residence to office).
- ii) Entitlement of Chief Regional Planner for staff car to be used for official purpose (including coming and going from the residence to office).

iii) Entitlement of Member Secretary and Chief Regional Planner to use the facilities of staff car for private use upto 1000 kms. per month on a montly rate of recovery of Rs.150/- per month.

iv) Entitlement of other officers and staff of the Board for the reimbursement of the following quantity of petrol for each type of vehicle keeping in view their status in lieu of Transport allowance as per the Central Govt. Rules:

| | | |
|---|---|-----------|
| 1. Group 'D' (peons, Sweepers, Drivers, Chowkidars etc.) | - | 15 litres |
| 2. Group 'C' (Asstt., Steno's etc.) | - | 30 litres |
| 3. Group 'B' (AAO, AD, AO, PS etc.) | - | 40 litres |
| 4. Group 'A'Jr. (upto Rs.10,500/- PM) basic pay entitled for scooter) | - | 50 litres |
| 5. Group 'A'Sr. (above Rs.10,500/-PM) entitled for car) | - | 80 litres |

v) Member Secretary withdrew item No.7(v) regarding Proposal of furnished accommodation.

vi) The Planning Committee not recommended the lowering of interest rates on HBA.

vii) Entitlement of officers of the NCR Planning Board for reimbursment upto 500 calls over and above the minimum calls in the bi-monthly billing cycle and the actual out station calls made for strictly official purpose, in respect of the telephones installed at their residences, till the officers get their new connections installed by the office.

viii) The following enhancement of financial powers were recommended to be delegated to the Member Secretary, NCRPB for incurring expenditure on entertainment during :

| | | |
|------------------------------|--|---|
| a: Meetings of the Committee | Subject to a ceiling of Rs.2000/- in a quarter | Subject to a ceiling of Rs.25000/- in a quarter |
| b: Other official meetings | Subject to a ceiling of Rs.1000/-per month | Subject to a ceiling of Rs.10000/-per mth |

Further, during the discussion it was brought out that entire NCR was not on a local call system by Telecom Department and all calls made were STD calls to the various Development Agencies. Hence, the general local call limit of 650 calls per billing cycle should not be imposed on either the Chief Regional Planner or the Member Secretary. The Planning Committee agreed with the above proposal.

The meeting ended with a vote of thanks to the Chair.

**No.K-14011/48(AP)/98-NCRPB
NCR Planning Board
India Habitat Centre,
1st Floor, Zone-IV,
Lodhi Road, New Delhi - 110003**



**(R.C. AGGARWAL)
Chief Regional Planner**

Date : 9.3.99

- Copy to :**
- 1. Chairperson, Planning Committee**
 - 2. Members of the Planning Committee**
 - 3. Special invitees/participants.**
 - 4. All officers of the Board.**

LIST OF PARTICIPANTS

1. Mrs. Sarita J. Das
Member Secretary
NCR Planning Board
New Delhi Chairperson
2. Shri Ajit M. Sharan
Commissioner & Secretary
Town & Country Planning Deptt.
Govt. of Haryana, Haryana Civil Secretariat
Chandigarh, Haryana
3. Shri R. Chandra Mohan
Commissioner & Secretary (Land & Revenue)
Govt. of NCT-Delhi
"B" Block, Vikas Bhawan
I.P. Estate
New Delhi
4. Shri K.T. Gurumukhi
Addl. Chief Planner
Town & Country Planning Organisation
Govt. of India
I P Estate, New Delhi
5. Shri M.P. Aneja
Sr. Town Planner
Town & Country Planning Deptt.
Govt. of U.P.
7, Bandaria Bagh
Lucknow
6. Shri Raghavendra Rao
Director
Town & Country Planning & Urban Estate
and Chief Administrator
Haryana Urban Development Authority
Sector - 18, Madhya Marg
Chandigarh - 160 018
7. Shri R.K. Paniker
Director, (TPS)
Deptt. of Telecommunication
Sanchar Bhawan
New Delhi
8. Shri R.P. Sharma
Dy. Chief Town Planner (NCR)
Town & Country Planning Department
Govt. of Rajasthan
Nagar Niyojan Bhawan
Jawaharlal Nehru Marg
Jaipur Rajasthan - 302 004

9. Shri R.C. Aggarwal,
Chief Regional Planner,
NCR Planning Board.
10. Dr. Nivedita Haran
Director, Delhi Division
Min. of U.A. & E.
Nirman Bhawan
New Delhi
11. Shri V.K. Kapoor,
Chief Coordinator Planer
(NCR Planning Cell)
C/o Chief Administrator
HUDA, SCO, Sector 6
Panchkula, Haryana
12. Shri Jaswant Singh
District Town Planner
(NCR Planning Cell)
C/o Chief Administrator
HUDA, SCO, Sector 6
Panchkula, Haryana
13. Shri Vijay Risbud
Commissioner (Plg.)
Delhi Development Authority
Vikas Minar
New Delhi - 110 002.
14. Shri N.K. Aggarwal
O.S.D.
Delhi Development Authority
Vikas Minar
New Delhi - 110 002.
15. Shri Anil Barai
Director (NCR & UC),
Delhi Development Authority
Vikas Minar
New Delhi - 110 002.
16. Shri S.B. Khodankar
Dy. Director (Plg.)
Delhi Development Authority
Vikas Minar
New Delhi - 110 002.
17. Shri S.C. Ghildiyal
Chief Co-ordinator Planner
NCR Planning Cell
Town & Country Planning Deptt.
Navyug Market, Commercial Building,
IInd Floor, Ghaziabad.

18. Shri Rajesh Gupta,
Addl. Secretary (NCR)
NCR Planning Cell
Land & Building Deptt., GNCTD
Vikas Bhawan, I P Estate
New Delhi
19. Shri Chandu Bhutia
Associate Town & Country Planner
NCR Planning Cell
Land & Building Deptt., GNCTD
Vikas Bhawan, I P Estate
New Delhi
20. Shri G.C. Nandwani
Chief Engineer,
Delhi Jal Board
Delhi
21. Shri Nirmal Pal Singh
Executive Engineer (Plg.III)
Delhi Jal Board,
Delhi
22. Mrs. Usha P. Mahavir,
Spl. Project Appraisal
Housing & Urban Development Corpn.,
HUDCO House, Lodhi Road
New Delhi - 110 003

SPECIAL INVITEES

23. Shri S.S. Shafi,
Chairman,
Steering Committee, Review of RP-2001,
Flat No. 22, Hauz Khas,
SFS Apartments,
New Delhi
24. Ms. Janak Juneja,
Member (A)
Delhi Jal Board,
Varunalaya
(Near Karol Bagh Bus Terminal),
Jhandewalan,
Delhi.
25. Dr. B. Sengupta,
Member Secretary,
Central Pollution Control Board,
Parivesh Bhawan, E,
Arjun Nagar,
Shahdara,
Delhi- 92.

26. Shri V.K. Saluja,
Chief Engineer (Plg.)
Delhi Vidyut Board,
Shakti Bhawan,
Nehru Plance,
New Delhi.
27. Shri N.R. Asumi,
Supdt. Engineer,
Irrigation & Floods,
Govt. of NCT Delhi,
4th Floor, ISBT Building
Delhi.
28. Shri V.K. Bugga,
Town Planner,
Municipal Corporation of Delhi,
Town Hall,
Delhi.

OFFICERS OF THE NCRP BOARD

29. Dr. N.B. Johri,
Project Officer 'C'
30. Shri N.K. Aneja
Dy. Director (E)
31. Shri J.N. Barman,
Project Officer 'B'
32. Shri N.K. Bhardwaj,
Finance & Accounts Officer
33. Shri Manmohan Singh
Project Officer 'A'
34. Shri P. Sisupalan
Project Officer 'A'
35. Shri S. Surendra
Project Officer 'A'
36. Shri Suresh Rohilla,
Project Officer 'A'
37. Shri Utpal Deka
Project Officer 'A'
38. Shri P.K. Jain,
Asstt. Accounts Officer