



**राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड
NATIONAL CAPITAL REGION
PLANNING BOARD**

1st Floor, Zone-IV,
India Habitat Centre,
Lodhi Road, New Delhi-110003
शहरी विकास एवं गरीबी उपशमन मंत्रालय
Ministry of Urban Development
& Poverty Alleviation
Fax : 24642163

सं.के-14011/50/2003-रा. रा. क्षे. यो.बोर्ड

दिनांक : 22.1.2004

बैठक सूचना

विषय : राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड की योजना समिति की 50 वीं बैठक

राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड की योजना समिति की 50 वीं बैठक दिनांक 13.2.2004 को 11.30 बजे (पूर्वाह्न) राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड, प्रथम तल, कोर-IV बी भारत पर्यावास केन्द्र, लोधी रोड, नई दिल्ली-110003 के कार्यालय में आयोजित की जाएगी। एजेन्डा नोटिस अलग से भेजे जा रहे हैं।

आपसे अनुरोध है कि कृपया बैठक में उपस्थित होने का कष्ट करें।

(Handwritten signature)
24.1

(राजीव मल्हौत्रा)
मुख्य क्षेत्रीय नियोजक

सं.के-14011/50/2003-रा. रा. क्षे. यो.बोर्ड
दिनांक : 23/1/04
(Handwritten signature)



2

राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड
NATIONAL CAPITAL REGION
PLANNING BOARD
1st Floor, Zone-IV,
India Habitat Centre,
Lodhi Road, New Delhi-110003
शहरी विकास एवं गरीबी उपशमन मंत्रालय
Ministry of Urban Development
& Poverty Alleviation
Fax : 24642163

No.:K-14011/50/2003-NCRPB

Dated: 22.1.2004

Sub: 50th meeting of the Planning Committee of NCR Planning Board to be held at 11.30 a.m. on 13th February, 2004.

The 50th meeting of the Planning Committee of NCR Planning Board will be held at 11.30 a.m. on 13.2.2004 in the office of the NCR Planning Board, 1st Floor, Core-IV B, India Habitat Centre, Lodi Road, New Delhi-110003. The Agenda notes are being sent separately.

2. You are requested to kindly make it convenient to attend the meeting and confirm your participation by Fax/Telephone.


(Rajeev Malhotra)
Chief Regional Planner
& Member Convenor
Tel.No.24642289

To :

1. Shri P.K. Pradhan, Joint Secretary (D&L), Ministry of Urban Development & Poverty Alleviation, Nirman Bhawan, New Delhi.
2. Shri Bhaskar Chatterjee, Commissioner & Secretary, Town & Country Planning Deptt., Govt. of Haryana, Haryana Civil Secretariat, Chandigarh, Haryana.
3. Shri J.S. Mishra, Principal Secretary, Housing Deptt., Govt. of U.P., Bapu Bhawan, Uttar Pradesh Secretariat, Lucknow, U.P.
4. Shri Ashok Sampatram, Secretary, Urban Development and Housing Deptt., Govt. of Rajasthan, Rajasthan Secretariat, Jaipur, Rajasthan.
5. Shri Anil Baijal, Vice-Chairman, Delhi Development Authority, Vikas Sadan Near INA Colony, New Delhi-110 023.
6. Shri N.C. Wadhwa, Director, Town & Country Planning & Urban Estate and Chief Administrator, Haryana Urban Development Authority, Sector-18, Madhya Marg, Chandigarh
7. Shri K.T. Gurumukhi, Chief Planner, Town & Country Planning Organisation, Govt. of India, Vikas Bhawan, I.P. Estate, New Delhi.
8. Shri T.T. Joseph, Principal Secretary (PWD), Govt. of NCT-Delhi, 5th Level, Delhi Secretariat, PWD Secretariat, I.P. Estate, New Delhi
9. Shri V.K. Gupta, Chief Town & Country Planner, Town & Country Planning Deptt., Govt. of U.P., 7, Bandaria Bagh, Lucknow, Uttar Pradesh.
10. Shri U.K. Srivastava, Chief Town Planner (NCR), Town & Country Planning Department, Govt. of Rajasthan, Nagar Niyojan Bhawan, Jawaharlal Nehru Marg, Jaipur, Rajasthan.

11. Shri A.K.Mishra, Principal Adviser (HUD), Planning Commission, Yojna Bhawan, New Delhi.
12. Dr. P.S. Rana, Chairman & Managing Director, Housing & Urban Development Corp., HUDCO House, Lodhi Road, New Delhi-110 003.
13. Dr. R.R. Khan, Advisor (IA-1), Department of Environment, Ministry of Environment & Forest, Paryavaran Bhawan, CGO Complex, Lodhi Road, New Delhi-110 003.
14. Shri Ashok Wasson, Chief Engineer (Planning), Min. of Road Transport and Highways, Transport Bhawan, Parliament Street, New Delhi-110 011.
15. Shri K.K. Gupta, Executive Director (Delhi Metro), Railway Board, Rail Bhawan, New Delhi.
16. Ms. Geeta Banerjee, Director (TPS), Deptt. of Telecommunication, Sanchar Bhawan, New Delhi.
17. Shri S.K. Jayaswal, Dy. Secretary (OM), Ministry of Power, Shram Shakti Bhavan, New Delhi.
18. Shri A.K. Jain, Commissioner (Plg.), Delhi Development Authority, Vikas Minar, New Delhi.
19. Shri D.P. Tiwari, Secretary, Department of Housing and Environment, Govt. of Madhya Pradesh Secretariat, Bhopal, Madhya Pradesh.
20. Shri G.S. Sandhu, Secretary, Department of Housing and Urban Development, Govt. of Punjab, Mini Secretariat, Sector-9, Chandigarh, Punjab.
21. Shri Sharda Prasad, Commissioner, NCR Planning Cell, Town & Country Planning Deptt., Navyug Market, Commercial Building, IInd Floor, Ghaziabad, U.P.
22. Smt. Nisha Singh, Director, Delhi Division, Ministry of Urban Development, Nirman Bhawan, New Delhi
23. Shri A.K. Garg, Chief Co-Ordinator Planner, (NCR Planning Cell), C/O Chief Administrator, HUDA, SCO, Sector-6, Panchkula, Haryana.
24. Shri Amar Chand, Asstt. Secretary, BMCC, Min. of Power, F-Wing, IInd Floor, Nirman Bhawan, New Delhi.
25. Shri S.K. Zaman, Chief Co-ordinator Planner, NCR Planning Cell, Town & Country Planning Deptt., Navyug Market, Commercial Building, IInd Floor, Ghaziabad, U.P.
26. Shri Chandu Bhutia, Associate Town & Country Planner, NCR Planning Cell, Govt. of NCT-Delhi, Room No.507, 5th Level, Delhi Secretariat, I.P. Estate, New Delhi.
27. Smt. Shashi B. Srivastava, Director, NCRPB.
28. Shri Rajeev Chadha, Joint Director, NCRPB.
29. Shri J.N. Barman, Joint Director, NCRPB.
30. Shri K.S. Chandrashekar, Joint Director, NCRPB.
31. Shri V.K. Thakore, Joint Director, NCRPB.
32. Shri S. Surendra, Dy. Director, NCRPB.
33. Ms. Anjali Pancholy, Asstt. Director, NCRPB
34. Shri Dinesh Arora, Asstt. Director, NCRPB.
35. Ms. Meenkashi Singh, Asstt. Director, NCRPB.
36. Ms. Kankan Katariya, Consultant, NCRPB.
37. P.S. to M.S.
38. P.S. to CRP.



राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड
NATIONAL CAPITAL REGION
PLANNING BOARD

1st Floor, Zone-IV,
India Habitat Centre,
Lodhi Road, New Delhi-110003
शहरी विकास एवं गरीबी उपशमन मंत्रालय
Ministry of Urban Development
& Poverty Alleviation
Fax : 24642163


सं.के-14011/50/2003-रा. रा. क्षे. यो.बोर्ड

दिनांक : 30.1.2004

विषय : राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड की योजना समिति की 50 वीं बैठक का दिनांक 13 फरवरी, 2004 को प्रातः 11:30 बजे आयोजन ।

हमारे दिनांक 22.1.2004 के समसंख्यक पत्र के अनुक्रम में कृपया इसके साथ राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड प्रथम तल, कोर-IV बी भारत पर्यावास केन्द्र, लोधी रोड, नई दिल्ली-110003 के कार्यालय में आयोजित की जाने वाली योजना समिति की 50 वीं बैठक के लिए एजेन्डा नोट्स प्राप्त करें ।

2. आपसे अनुरोध है कि कृपया बैठक में उपस्थित होने और अपनी भागीदारी की पुष्टि फैक्स / टेलीफोन द्वारा करने का कष्ट करें ।


(राजीव मल्होत्रा)
मुख्य क्षेत्रीय नियोजक
एवं सदस्य संयोजक
दूरभाष सं: 24628179

सं.के/Issue
दिनांक/Date 30/1
हस्ताक्षर/Signature 



BY LOUPLER

राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड
NATIONAL CAPITAL REGION
PLANNING BOARD

1st Floor, Zone-IV,
India Habitat Centre,
Lodhi Road, New Delhi-110003
शहरी विकास एवं गरीबी उपशमन मंत्रालय
Ministry of Urban Development
& Poverty Alleviation
Fax : 24642163


No.:K-14011/50/2003-NCRPB

Dated: 30.1.2004

Sub: 50th meeting of the Planning Committee of NCR Planning Board to be held at 11.30 a.m. on 13th February, 2004.

In continuation to our letter of even no. dated 22.1.2004, please find enclosed Agenda Notes for the 50th meeting of the Planning Committee of NCR Planning Board scheduled to be held at 11.30 a.m. on 13.2.2004 in the office of the NCR Planning Board, 1st Floor, Core-IV B, India Habitat Centre, Lodhi Road, New Delhi-110003.

2. You are requested to kindly make it convenient to attend the meeting and confirm your participation by Fax/Telephone.


(Rajeev Malhotra) 31/1/04
Chief Regional Planner
& Member Convenor
Tel.No.24642289

To :

1. Shri P.K. Pradhan, Joint Secretary (D&L), Ministry of Urban Development & Poverty Alleviation, Nirman Bhawan, New Delhi.
2. Shri Bhaskar Chatterjee, Commissioner & Secretary, Town & Country Planning Deptt., Govt. of Haryana, Haryana Civil Secretariat, Chandigarh, Haryana.
3. Shri J.S. Mishra, Principal Secretary, Housing Deptt., Govt. of U.P., Bapu Bhawan, Uttar Pradesh Secretariat, Lucknow, U.P.
4. Shri Ashok Sampatram, Secretary, Urban Development and Housing Deptt., Govt. of Rajasthan, Rajasthan Secretariat, Jaipur, Rajasthan.
5. Shri Anil Baijal, Vice-Chairman, Delhi Development Authority, Vikas Sadan Near INA Colony, New Delhi-110 023.
6. Shri N.C. Wadhwa, Director, Town & Country Planning & Urban Estate and Chief Administrator, Haryana Urban Development Authority, Sector-18, Madhya Marg, Chandigarh
7. Shri K.T. Gurumukhi, Chief Planner, Town & Country Planning Organisation, Govt. of India, Vikas Bhawan, I.P. Estate, New Delhi.
8. Shri T.T. Joseph, Principal Secretary (PWD), Govt. of NCT-Delhi, 5th Level, Delhi Secretariat, PWD Secretariat, I.P. Estate, New Delhi
9. Shri V.K. Gupta, Chief Town & Country Planner, Town & Country Planning Deptt., Govt. of U.P., 7, Bandaria Bagh, Lucknow, Uttar Pradesh.
10. Shri U.K. Srivastava, Chief Town Planner (NCR), Town & Country Planning Department, Govt. of Rajasthan, Nagar Niyojan Bhawan, Jawaharlal Nehru Marg, Jaipur, Rajasthan.

11. Shri A.K.Mishra, Principal Adviser (HUD), Planning Commission, Yojna Bhawan, New Delhi.
12. Dr. P.S. Rana, Chairman & Managing Director, Housing & Urban Development Corpn., HUDCO House, Lodhi Road, New Delhi-110 003.
13. Dr. R.R. Khan, Advisor (IA-1), Department of Environment, Ministry of Environment & Forest, Paryavaran Bhawan, CGO Complex, Lodhi Road, New Delhi-110 003.
14. Shri Ashok Wasson, Chief Engineer (Planning), Min. of Road Transport and Highways, Transport Bhawan, Parliament Street, New Delhi-110 011.
15. Shri K.K. Gupta, Executive Director (Delhi Metro), Railway Board, Rail Bhawan, New Delhi.
16. Ms. Geeta Banerjee, Director (TPS), Deptt. of Telecommunication, Sanchar Bhawan, New Delhi.
17. Shri S.K. Jayaswal, Dy. Secretary (OM), Ministry of Power, Shram Shakti Bhavan, New Delhi.
18. Shri A.K. Jain, Commissioner (Plg.), Delhi Development Authority, Vikas Minar, New Delhi.
19. Shri D.P. Tiwari, Secretary, Department of Housing and Environment, Govt. of Madhya Pradesh Secretariat, Bhopal, Madhya Pradesh.
20. Shri G.S. Sandhu, Secretary, Department of Housing and Urban Development, Govt. of Punjab, Mini Secretariat, Sector-9, Chandigarh, Punjab.
21. Shri Sharda Prasad, Commissioner, NCR Planning Cell, Town & Country Planning Deptt., Navyug Market, Commercial Building, IInd Floor, Ghaziabad, U.P.
22. Smt. Nisha Singh, Director, Delhi Division, Ministry of Urban Development, Nirman Bhawan, New Delhi
23. Shri A.K. Garg, Chief Co-Ordinator Planner, (NCR Planning Cell), C/O Chief Administrator, HUDA, SCO, Sector-6, Panchkula, Haryana.
24. Shri Amar Chand, Asstt. Secretary, BMCC, Min. of Power, F-Wing, IInd Floor, Nirman Bhawan, New Delhi.
25. Shri S.K. Zaman, Chief Co-ordinator Planner, NCR Planning Cell, Town & Country Planning Deptt., Navyug Market, Commercial Building, IInd Floor, Ghaziabad, U.P.
26. Shri Chandu Bhutia, Associate Town & Country Planner, NCR Planning Cell, Govt. of NCT-Delhi, Room No.507, 5th Level, Delhi Secretariat, I.P. Estate, New Delhi.
27. Smt. Shashi B. Srivastava, Director, NCRPB.
28. Shri Rajeev Chadha, Joint Director, NCRPB.
29. Shri J.N. Barman, Joint Director, NCRPB.
30. Shri K.S. Chandrashekar, Joint Director, NCRPB.
31. Shri V.K. Thakore, Joint Director, NCRPB.
32. Shri S. Surendra, Dy. Director, NCRPB.
33. Ms. Anjali Pancholy, Asstt. Director, NCRPB
34. Shri Dinesh Arora, Asstt. Director, NCRPB.
35. Ms. Meenkashi Singh, Asstt. Director, NCRPB.
36. Ms. Kankan Katariya, Consultant, NCRPB.
37. P.S. to M.S.
38. P.S. to CRP.

AGENDA ITEMS FOR THE 50TH PLANNING COMMITTEE TO BE HELD AT 11.30 A.M. ON 13.2.2004 IN THE OFFICE OF THE NCR PLANNING BOARD CORE-IV B, FIRST FLOOR, INDIA HABITAT CENTRE, LODI ROAD, NEW DELHI-110003.

Agenda item No.	Item	Page Nos.
Agenda item No.1	Confirmation of the minutes of the 49 th meeting of the Planning Committee held on 29.9.2003	1
Agenda item No.2	Review of the action taken on the decisions of the last meeting of the Planning Committee held on 29.9.2003	1-3
Agenda item No.3	Consideration of the proposal for landuse change of an area measuring 531.62 ha. from 'rural use' to 'industrial use' in Neemrana village, Distt. Alwar, Rajasthan Sub-Region	3-5
Agenda item No.4	Consideration of the proposals for Modification of the Zoning Regulations of RP-2001 for permitting petrol pumps in the 'green buffers along the major transport corridors'.	5-8
Agenda item No.5	Any other item with the permission of the chair.	

LIST OF ANNEXURES

Annexure No.	Details	Page No.
Annexure-I	Minutes of the 49 th meeting of the Planning Committee held on 29.9.2003	9-22
Annexure-II	Report of the Committee to examine the change of landuse from 'agriculture use' to 'recreational use' in Greater Noida	23-26
Annexure-III	Agenda notes and minutes of the 47 th Planning Committee Meeting held on 22.3.2002	27-40
Annexure-IV	Report of the Team for site visit to the alignment of the F.N.G. Expressway	41
Annexure-V	Change of landuse of an area measuring 531.62 ha from 'rural use' to 'industrial use' at Neemrana village in Rajasthan Sub-region.	42-48
Annexure-VI	Proposal for permission for setting up of petrol pump measuring an area of 4550 sq.mt. in Khasra Nos: 558 & 559 at village Behror-Terf-Nainsukh tehsil Behror, district Alwar, Rajasthan..	49-66
Annexure-VII	Proposal for permission for setting up of petrol pump measuring an area of 1957 sq.mt. in the Khasra No.881 on SH-24 at village Bambora, tehsil Kishangarh Baas, district Alwar, Rajasthan..	67-79
Annexure-VIII	Proposal for permission for setting up of petrol pump measuring an area of 3900 sq.mt. in the Khasra Nos: 830 & 832 on NH-8 at village Hamjapur, tehsil Behror, district Alwar, Rajasthan..	80-90
Annexure-IX	Proposal for permission for setting up of petrol pump measuring an area of 1793 sq.mt. Khasra No.177/2 on SH-13 in the village Umren tehsil Alwar, Rajasthan.	91-100
Annexure-X	Proposal for permission for setting up of petrol pump at 48-700 km stone on NH-24 at village Nijampur tehsil Hapur, district Ghaziabad, UP.	101-104
Annexure-XI	Proposal for permission for setting up of petrol pump measuring an area of 2205 sq.mt. Khasra nos. 362,363 & 364 on NH-8 in the village Moladia, tehsil Behror, Rajasthan.	105-114
Annexure-XII	Report of the Group for preparation of Guidelines for locating petrol pumps and other highway facilities/amenities in the 'green buffer along the major transport corridors in RP-2001'.	115-144

AGENDA NOTES FOR THE 50TH PLANNING COMMITTEE MEETING TO BE HELD AT 11.30 A.M. ON 13.2.2004 IN THE OFFICE OF THE NCR PLANNING BOARD, ZONE-IV B, FIRST FLOOR, INDIA HABITAT CENTRE, LODI ROAD, NEW DELHI-110003.

AGENDA ITEM NO:1: CONFIRMATION OF THE MINUTES OF THE 49TH MEETING OF THE PLANNING COMMITTEE HELD ON 29.9.2003.

Minutes of the meeting of the 49th meeting of the Planning Committee held on 29.9.2003 vide letter No.K-14011/45/2003-NCRPB dated 10.10.2003 (Annexure-I) may be confirmed.

AGENDA ITEM NO.2: REVIEW OF THE ACTION TAKEN ON THE DECISIONS OF THE 49TH MEETING OF THE PLANNING COMMITTEE HELD ON 29.9.2003.

(i) The change of landuse for an area measuring 252 ha. from "agriculture use" to "recreational use" in Greater NOIDA, UP

The above mentioned landuse change proposal was placed before the 47th meeting of the Planning Committee on 22.3.2002. The Planning Committee recommended the proposal and the same was submitted to the Ministry on 5.4.2002 for a decision of the Chairman, NCR Planning Board and Hon'ble UD&PAM. The Ministry had sought the views of new Member Secretary, NCR Planning Board. In this regard, additional information was sought by the Board from the Greater NOIDA on 26.8.2003 and 18.9.2003. The matter was again discussed in the 49th Planning Committee held on 29.9.2003 and it was decided to constitute a Committee to examine the matter. Accordingly, a Committee comprising Chief Regional Planner, NCRPB, Chief Coordinator Planners, UP and Haryana and General Manager (Planning & Architecture), Greater Noida was constituted. The Committee examined the proposal and submitted its report which is placed at Annexure-II. It observed that the total urbanisable area of Greater Noida Master Plan-2001 and quantum of various uses would remain the same, only their *inter se* location have been proposed to be altered and it agreed with the rationale provided by the representative of Greater Noida. It also recommended the proposal for change of landuse of an actual area measuring 192 ha. from "agriculture use" to "recreational use" near Golf Course Complex in the Outline Development Plan, Surajpur-Kasna Sub-Regional Centre (Greater Noida), UP.

The recommendations of the Committee and the proposal for change of landuse for an actual area of 192 ha. from 'agriculture use' to 'recreational use' is placed before the Planning Committee for consideration which will thereafter be put up to the Chairman, NCRPB and Hon. UD&PAM for decision in the above mentioned landuse change matter. A copy of the agenda

notes and minutes of the 47th Planning Committee are at Annexure-III. Draft Regional Plan-2021 has been approved by the Board in its 26th meeting held on 16.1.2004 for inviting suggestions/objections. Planning Committee may also take a view that whether change of landuse change is to be considered or not under these circumstances.

(ii) The change of landuse for an area measuring 200 ha. from “agriculture use” to “mandi, warehousing and wholesale activities” in Greater Noida. UP.

The decision of the Planning Committee to drop this agenda item has already been communicated to the Ministry of Urban Development & Poverty Alleviation on 21.10.2003.

(iii) Proposal for modification of the Zoning Regulations of RP-2001 for permitting petrol pumps in the “green buffer along the major transport corridors”.

As per the decisions of the last Planning Committee a group under the chairmanship of Commissioner (Planning), DDA with the Chief Coordinator Planners, UP and Haryana, Chief Town Planner (NCR), Rajasthan, representative of TCPO and Chief Regional Planner, NCRPB was constituted to prepare guidelines for locating petrol pumps and other highways facilities/amenities in the “green buffer along the major transport corridors” of RP-2001. The Group submitted its report. This is being discussed in a separate agenda item No.4.

(iv) Consideration of landuse change proposals received from Rajsthan Govt. and DDA.

The following landuse change proposals along with the recommendations of the Planning Committee have been sent to the Chairman, NCRPB and Hon. UD&PAM through Ministry on 20.10.2003.

- a) Change of landuse for an area measuring 5.23 ha. from “rural use” to “industrial use” in the Humjapur, tehsil Behror in Rajasthan Sub-Region.
- b) Change of landuse for 37.0 ha. (91.4 acres) in Zone ‘O’ from “agriculture and water-body” (A-4) to “residential” for Slum Resettlement at Madanpur Khadar, Delhi.
- c) Change of landuse for an area measuring 3.0 acres (1.21 ha.) from “rural to “public and semi-public (Diagnostic-cum-Rehabilitation and Research Centre) for Hind Kusht Nivaran Sansthan known as Anusandhan at Alipur, Delhi.

The Ministry of Urban Development & Poverty Alleviation vide letter No.K-14011/11/2003-DDIB/VI dated 22.1.2004 informed that the Ministry has conveyed the approval of the Central Govt. for change of landuse case mentioned in para at (c) above for inviting objections/suggestions from the public u/s 11 (A) of DDA Act, 1957.

(v) **Consideration of the proposals for modification of the Zoning Regulations of RP-2001 for permitting petrol pumps in the "green buffer along the major transport corridors".**

This matter is being discussed in the separate Agenda item No.4.

(vi) **Draft Regional Plan-2021**

The draft RP-2021 has been modified in the light of the decisions regarding population assignments for the Metro Centres/Regional Centres, renaming of DMA as Central National Capital Region (CNCR), the Highway Corridor Zone, Rural Development, Landuse, Transport network and phasing. The draft Regional Plan-2021 was placed before the 26th meeting of the Board held on 16.1.2004 for inviting objections/suggestions. The Board has approved the draft Regional Plan-2021 for inviting objections and suggestions.

As per the decision of the last Planning Committee, CCP, UP and CRP, NCRPB and officers from the UP Housing Board visited the alignment of the proposed FNG expressway near Ghaziabad to see that whether the proposed alignment could still be taken up inspite of the development already taken place. The Team visited a length of about 10 kms. of the alignment of the Expressway and observed that about 1.5-2 kms. stretch has been encroached. A copy of the Report is at Annexure IV.

AGENDA ITEM NO.3: CHANGE OF LANDUSE OF AN AREA MEASURING 531.62 HA. FROM "RURAL USE TO INDUSTRIAL USE" AT NEEMRANA IN RAJASTHAN SUB-REGION.

The proposal for change of landuse from rural use to industrial use for an area of 531.62 ha. in Neemrana village has been received from Govt. of Rajasthan for industrial development by RIICO through Chief Town Planner (NCR), Govt. of Rajasthan vide letter no.TPR/NCR/CILU/RIICO/02/12222 dt.14th Nov., 2003. The proposal is at Annexure-V.

2. As per the proposal the site is located at Neemrana village on NH-8 at a distance of 125 kms from Delhi. The total area proposed for industrial development is 531.62 hectares out of which 232.93 hec. was developed during 1992-95 as phase-I, 30.17 hec. acquired and developed during 1997-2000 as Phase-II making a total of 263.10 hec. The Phase I&II has been fully developed and more than 80% of plots have been disposed off and industries have been established. The RIICO has proposed to develop 54.44 hac. as phase-III and 214.08 hac. as phase-IV. The total land of 268.52 ha. (Phase III and IV) is under possession of RIICO. The details are as follows:-

S.No.	Phase	Year	Total area in Hac.	Remarks
1.	Phase-I	1992	232.93	More than 80% plots has been allotted
2.	Phase-II	1997	30.17	-do-
3.	Phase-III	2003 (proposed)	54.44	Possession of land has been taken
4.	Phase-IV	2003 (proposed)	214.08	-do-
5.	Total		531.62	

3. Observations:-

- i) As per the Regional Plan 2001, the site under reference falls within “the remaining rural land” and the permissible uses are as under:-
 - a) Intensive agriculture and allied activities
 - b) Afforestation especially on the hills, rocky lands.
 - c) Regional recreational facilities such as regional parks, wild life sanctuary.
 - d) Cemeteries, schools, institutions, like hospitals may be permitted. However, the proposed development, should neither involve the use of high yielding agricultural land nor should it adversely affect a site of special scenic beauty or of ecological interest.
 - e) Quarrying
 - f) Brick kilns
 - g) Existing village mandies
 - h) Rural industries etc.
- ii) As per the Draft Regional Plan-2021 Behror-Shahjahanpur-Neemrana complex has been proposed as Regional centre and the Govt. of Rajasthan has already notified Behror-Shahjahanpur-Neemrana complex as urban area and preparation of Master Plan for the prospective year 2021 has already been initiated.
- iii) The above mentioned proposal for the change of landuse from “rural use” to “industrial use” has been recommended by the Govt. of Rajasthan.
- iv) RIICO has developed 263.10 hac. without prior permission from NCRPB for which ex-post-facto approval will be required. Now, the RIICO has requested for landuse change for an area of 268.52 ha. (Phase III & IV) for approval.
- v) The proposal is placed before the Planning Committee for consideration with the following observations which will thereafter be put up to the Chairman, NCRPB cum Hon’ble Union Minister for Urban Development & Poverty Alleviation.

- a) The proposed sites should be incorporated and integrated with the service networks and the landuse of the Master Plan of Neemrana-Shahjanpur-Behror Complex 2021. The Master Plan will have to be prepared within the framework of RP-2021 and the approval of the same will have to be obtained from the NCRPB.
 - b) While planning for industrial development in the proposed sites a green buffer of 100 mt. width on either side of NH will have to be kept and the only activities as prescribed in the RP-2021 will be permitted.
 - c) Since the proposed site is located on the NH, utmost care will have to be taken to ensure that the industrial area is segregated from highway traffic through proper greenbelts, service roads and access to highways is regulated and controlled.
- vi) Planning Committee may consider for its ex-post-facto approval for change of landuse of an area measuring 263.10 ha.. from 'rural use' to 'industrial use' and 268.52 ha. from 'rural use' to 'industrial use' in Neemrana village for approval. The proposal, thereafter, will be put up before the Chairman, NCRPB-cum-Hon. UD&PAM for a decision. Draft Regional Plan-2021 has been approved by the Board in its 26th meeting held on 16.1.2004 for inviting suggestions/objections. Planning Committee may also take a view that whether change of landuse is to be considered or not under these circumstances.

AGENDA ITEM NO.4: CONSIDERATION OF THE PROPOSALS FOR PERMITTING PETROL PUMPS IN THE 'GREEN BUFFERS ALONG THE MAJOR TRANSPORT CORRIDORS'.

The Board has received the following request for permitting setting up of petrol pumps in the "green buffer along the major transport corridors" from Govts. of Rajasthan and UP.

- i) Permission for setting up of petrol pump measuring an area of 4550 sq.mt. in Khasra Nos: 558 & 559 at village Behror-Terf-Nainsukh tehsil Behror, district Alwar, Rajasthan..
- ii) Permission for setting up of petrol pump measuring an area of 1957 sq.mt. in the Khasra No.881 on SH-24 at village Bambora, tehsil Kishangarh Baas, district Alwar, Rajasthan..
- iii) Permission for setting up of petrol pump measuring an area of 3900 sq.mt. in the Khasra Nos: 830 & 832 on NH-8 at village Hamjapur, tehsil Behror, district Alwar, Rajasthan..
- iv) Permission for setting up of petrol pump measuring an area of 1793 sq.mt. Khasra No.177/2 on SH-13 in the village Umren tehsil Alwar, Rajasthan.

- v) Permission for setting up of petrol pump measuring an area of 2205 sq.mt. Khasra nos.362,363 & 364 on NH-8 in the village Moladia, tehsil Behror, Rajasthan.
- vi) Permission for setting up of petrol pump at 48-700 km stone on NH-24 at village Nijampur tehsil Hapur, district Ghaziabad, UP.

2. The above mentioned proposals (except S.Nos. (iv) and (v) which were received on 28.11.2003 and 28.1.2004 respectively) were considered in the 49th meeting of the Planning Committee held on 29.9.2003. The detailed proposals are at Annexure- VI to XI. The Planning Committee decided that a Group may be constituted under the chairmanship of Commissioner (Planning), DDA for preparation of comprehensive guidelines for locating petrol pumps and other highway facilities/amenities in the green buffer along the major transport corridors of the RP-2001. The Planning Committee further decided that these proposals will be considered after submission of the guidelines by the Group.

3. Accordingly, a Group was constituted under the chairmanship of Commissioner (Planning), DDA with the Chief Coordinator Planners of UP, Haryana and Chief Town Planner (NCR), Rajasthan, representative of TCPO and Chief Regional Planner, NCRPB. The copy of the Report is placed at Annexure-XII. The Group after detailed deliberations recommended the following in regard to location of petrol pumps in the green buffer:

- (i) The Group observed that petrol/diesel pumps including CNG stations are part and parcel of the highway requirements and are essentially required to be located along side the highways as a part of road side facilities. The Group recommended that petrol/diesel pumps should be permitted in the 'green buffers along the major transport corridors' (Expressways/National/State Highways) proposed in the RP-2001. These should be located on both sides of roads approachable by a dedicated service roads wherever NHAI and IRC stipulations so required.
- (ii) The Group further observed that with the emerging highway traffic and their requirements minimum facilities and amenities like toilets, STD booths, small repairing shop, small tea/soft drink & snack bar (with no cooking facility) may be permitted for which concerned oil company will obtain approval from the Explosive Department.

(iii) The Group recommended that for construction of fuel filling stations, norms for location, layout and access to fuel stations along National Highways issued by Ministry of Road Transport and Highways, Govt. of India vide letter No. RW/NH-33023/19/99-DO-III dated 17.10.2003 should be adopted except for siting of rest area complex which should not be located in green buffer. It is, however, recommended that the size of the plot should be 33 m. X 45 m. with ground coverage 20% FAR 20 and maximum height 6 m.. In case plot is larger than 33 m. X 45 m. the control norm i.e FAR and ground coverage shall be applicable to the plot size of 33 m. X 45 m. only. The remaining area shall be maintained for green/ parking/ circulation. For State Highways norm as prescribed in the IRC : 1983 will be applicable.

(iv) Landuse conversion charges and other charges would be payable as per the policy of the respective State governments / local authorities.

4. The proposals have been examined in the light of the RP-2001 and the recommendations of the Group. The observations are as under:

i) The provisions of RP-2001 in regard to "green buffer along the major transport corridors" is:

"A width of 100 metres on either sides along the National Highways and the proposed Expressways and 60 metres on either sides along the State Highways should be kept as green buffer. Those should be afforested under the control of the Forest Departments. Only activities permitted in the green belt as indicated earlier would be allowed."

ii) The major permissible landuses in the 'green belt / green wedge' as indicated above are as under:

- a. Agriculture, particularly high value cash crops.
- b. Gardening
- c. Dairying
- d. Social forestry/plantation
- e. Quarrying
- f. Cemeteries
- g. Social institutions such as school, hospital
- h. Recreation or leisure

iii) RP-2001 does not have any specific provision for allowing petrol pumps in green buffer along major transport corridors.

- iv) Government of Rajasthan has also stated that the above mentioned four proposals for setting up of petrol pumps along the Highways are as per the Indian Road Congress guidelines.
- v) The Govt. of UP suggested that the petrol pump is an essential part of road furniture and keeping in view the necessity of extending the road, the construction of petrol pump on the road adjacent to green belt would be appropriate.
- vi) The area proposed for setting up of petrol pumps are more than the area suggested in the guidelines prepared by the Group 1485 sq.mt. (33 m. X 45 m.). The remaining area will have to be maintained for green / parking circulation purpose.
- vii) Petrol pumps are part and parcel of the Highways and are necessarily required to be located along side the highways as part of road furniture and are essential.
- viii) In fact, considering the necessity of location of petrol pumps along highways and the existing corresponding provisions in the Acts of Punjab Schedule Roads & Controlled Areas Restriction of Unregulated Development Act, 1963 and UP Road side Land Control Act, 1945 applicable to restricted belts along the highways in Haryana and UP, in the draft RP-2021 a provision has been made for permitting fuel-filling station in the green buffer along the highways.

5. It is observed that the proposals at para 1 S.No. (i) and (ii) above are for rehabilitating the victims of Kargil war and Operation Vijay Scheme respectively. These petrol pumps have already been allotted to them by the Ministry of Petroleum and Natural Gas / Hindustan Petroleum Corporation Ltd..

6. In view of the above, Planning Committee may consider to permit for setting up of petrol pumps mentioned in para -1 above, with the conditions that the petrol pumps will be constructed as per the Guidelines mentioned in para 2 (i) to (iv). The proposal, thereafter, will be put up before the Chairman, NCRPB-cum- Hon.UD&PAM for a decision. Draft Regional Plan-2021 has been approved by the Board in its 26th meeting held on 16.1.2004 for inviting suggestions/objections. Planning Committee may also take a view that whether change of landuse change is to be considered or not under these circumstances.

ANNEXURE-I

MINUTES OF THE 49TH MEETING OF THE
PLANNING COMMITTEE HELD ON 29.9.2003



ANNEXURE-I

राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड NATIONAL CAPITAL REGION PLANNING BOARD

1st Floor, Zone-IV,
India Habitat Centre,
Lodhi Road, New Delhi-110003


शहरी विकास एवं गरीबी उपशमन मंत्रालय
Ministry of Urban Development
& Poverty Alleviation
Fax No. : 4642163

सं० के-14011/24/2003-रा०रा०क्षे०यो० बोर्ड

दिनांक : 10.10.2003

विषय : राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड, प्रथम तल आई० एच० सी० लोधी रोड नई दिल्ली में
दिनांक 29.9.2003 को आयोजित की गई योजना समिति की 49 वीं बैठक का
कार्यवृत्त।

कृपया इसके साथ संलग्न योजना समिति की 49 वीं बैठक का कार्यवृत्त सूचना एवं
आवश्यक कार्रवाई हेतु प्राप्त करें।


10/10

(राजीव मल्होत्रा)
संयुक्त निदेशक

संलग्नक : उपरोक्तनुसार।



BY COURIER

**राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड
NATIONAL CAPITAL REGION
PLANNING BOARD**

1st Floor, Zone-IV,
India Habitat Centre,
Lodhi Road, New Delhi-110003
शहरी विकास एवं गरीबी उपशमन मंत्रालय
Ministry of Urban Development
& Poverty Alleviation
Fax No. : 4642163

No.K-14011/24/2003-NCRPB

Dated : 10.10.2003

Sub: Minutes of the 49th meeting of the Planning Committee held on 29.9.2003 in the office of the NCR Planning Board, 1st, Floor, IHC, Lodi Road, New Delhi.

Enclosed please find the minutes of the 49th meeting of the Planning Committee for information and necessary action.

(Rajeev Malhotra)
Joint Director

To :

1. Shri P.K. Pradhan, Joint Secretary (D&L), Ministry of Urban Development & Poverty Alleviation, Nirman Bhawan, New Delhi.
2. Shri Bhaskar Chatterjee, Commissioner & Secretary, Town & Country Planning Deptt., Govt. of Haryana, Haryana Civil Secretariat, Chandigarh, Haryana.
3. Shri J.S. Mishra, Principal Secretary, Housing Deptt., Govt. of U.P., Bapu Bhawan, Uttar Pradesh Secretariat, Lucknow, U.P.
4. Shri Ashok Sampatram, Secretary, Urban Development and Housing Deptt., Govt. of Rajasthan, Rajasthan Secretariat, Jaipur, Rajasthan.
5. Shri Anil Baijal, Vice-Chairman, Delhi Development Authority, Vikas Sadan Near INA Colony, New Delhi-110 023.
6. Shri N.C. Wadhwa, Director, Town & Country Planning & Urban Estate and Chief Administrator, Haryana Urban Development Authority, Sector-18, Madhya Marg, Chandigarh
7. Shri K.T. Gurumukhi, Chief Planner, Town & Country Planning Organisation, Govt. of India, Vikas Bhawan, I.P. Estate, New Delhi.
8. Shri T.T. Joseph, Principal Secretary (PWD), Govt. of NCT-Delhi, 5th Level, Delhi Secretariat, PWD Secretariat, I.P. Estate, New Delhi
9. Shri V.K. Gupta, Chief Town & Country Planner, Town & Country Planning Deptt., Govt. of U.P., 7, Bandaria Bagh, Lucknow, Uttar Pradesh.
10. Shri U.K. Srivastava, Chief Town Planner (NCR), Town & Country Planning Department, Govt. of Rajasthan, Nagar Niyojan Bhawan, Jawaharlal Nehru Marg, Jaipur, Rajasthan.
11. Shri A.K. Mishra, Principal Adviser (HUD), Planning Commission, Yojna Bhawan, New Delhi.
12. Shri L.M. Mehta, Chairman & Managing Director, Housing & Urban Development Corp., HUDCO House, Lodhi Road, New Delhi-110 003.
13. Dr. R.R. Khan, Advisor (IA-1), Department Of Environment, Ministry of Environment & Forest, Paryavaran Bhawan, CGO Complex, Lodhi Road, New Delhi-110 003.
14. Shri Ashok Wasson, Chief Engineer (Planning), Min. of Road Transport and Highways, Transport Bhawan, Parliament Street, New Delhi-110 011.

D:jd(b)allfiles2003/10oct-dec

15. Shri K.K. Gupta, Executive Director (Delhi Metro), Railway Board, Rail Bhawan, New Delhi.
16. Ms. Geeta Banerjee, Director (TPS), Deptt. Of Telecommunication, Sanchar Bhawan, New Delhi.
17. Shri S.K. Jayaswal, Dy. Secretary (OM), Ministry of Power, Shram Shakti Bhavan, New Delhi.
18. Shri A.K. Jain. Commissioner (Plg.), Delhi Development Authority, Vikas Minar, New Delhi.
19. Shri D.P. Tiwari, Secretary, Department of Housing and Environment, Govt. of Madhya Pradesh Secretariat, Bhopal, Madhya Pradesh.
20. Shri G.S. Sandhu, Secretary, Department of Housing and Urban Development, Govt. of Punjab, Mini Secretariat, Sector-9, Chandigarh, Punjab.
21. Shri D.P. Singh, Commissioner, NCR Planning Cell, Town & Country Planning Deptt., Navyug Market, Commercial Building, IInd Floor, Ghaziabad, U.P.
22. Smt. Nisha Singh, Director, Delhi Division, Ministry of Urban Development, Nirman Bhawan, New Delhi
23. Shri Surjit Singh, Chief Co-Ordinator Planner, (NCR Planning Cell), C/O Chief Administrator, HUDA, SCO, Sector-6, Panchkula, Haryana.
24. Shri Amar Chand, Asstt. Secretary, BMCC, Min. of Power, F-Wing, IInd Floor, Nirman Bhawan, New Delhi.
25. Shri S.K. Zaman, Chief Co-ordinator Planner, NCR Planning Cell, Town & Country Planning Deptt., Navyug Market, Commercial Building, IInd Floor, Ghaziabad, U.P.
26. Shri Chandu Bhutia, Associate Town & Country Planner, NCR Planning Cell, Govt. of NCT-Delhi, Room No.507, 5th Level, Delhi Secretariat, I.P. Estate, New Delhi.
27. Smt. Shashi B. Srivastava, Director, NCRPB.
28. Shri K.S. Chandrashekar, Joint Director, NCRPB.
29. Shri V.K. Thakore, Joint Director, NCRPB.
30. Shri Rajeev Chadha, Joint Director, NCRPB.
31. Shri S. Surendra, Dy. Director, NCRPB.
32. Shri Dinesh Arora, Asstt. Director, NCRPB.
33. Ms. Anjali Pancholy, Asstt. Director, NCRPB.
34. Ms. Meenkashi Singh, Asstt. Director, NCRPB.
35. Mrs. Kankan Katariya, Consultant, NCRPB
36. P.S. to M.S.
37. P.S. to CRP.

MINUTES OF THE 49TH MEETING OF THE PLANNING COMMITTEE HELD AT 11.30 AM ON 29.9.2003 IN THE OFFICE OF THE NCR PLANNING BOARD, 1ST FLOOR, ZONE-IV, INDIA HABITAT CENTRE, LODHI ROAD, NEW DELHI.

A list of the participants is enclosed.

The Chairman welcomed the members and the invitees to the 49th meeting of the Planning Committee and then took up the Agenda for discussion.

AGENDA ITEM NO.1: CONFIRMATION OF THE MINUTES OF THE 48TH MEETING OF THE PLANNING COMMITTEE HELD ON 24.10.2002.

It was informed that there were no comments/objections received in regard to the minutes of the 48th meeting of the Planning Committee held on 24.10.2002. They were confirmed.

AGENDA ITEM NO.2: REVIEW OF THE ACTION TAKEN OF THE LAST MEETING OF THE PLANNING COMMITTEE HELD ON 24.10.2002

A) Change of landuse received from Govt. of UP and DDA considered in the 47th meeting of the Planning Committee.

(i) The change of landuse of an area measuring about 56 ha. from "rural use" to "residential, public and semi-public and recreational use" in the south of Mehrauli-Mahipalpur road, NCT-Delhi.

The Committee was informed that the above proposal had already been approved and the approval had been conveyed to DDA by the Ministry of Urban Development & Poverty Alleviation.

(ii) The change of landuse for an area measuring 252 ha. from "agriculture use" to "recreational use" in Greater NOIDA, UP.

The Chairman commented on the delay in submission of information by GNIDA and also wondered as to how any piece of land could be acquired without getting the landuse changed first. He requested representative of GNIDA to send full facts in the matter without delay.

During discussions, it was observed that the area in question fell in the agricultural area, as described in the Development Plan already approved by the Board and no rational was available on the basis of which it could be assumed that the proposed landuse change would result in better implementation of the approved Development Plan. The representative from GNIDA spoke of the Authority's Plan for 2021 and said that a provision had been made for a continuous stretch of green.

After detailed deliberations, it was decided that the proposal, as it was, could not be cleared and it should first be examined by a Committee comprising Chief Regional Planner, NCRPB, Chief Coordinator Planner, Uttar Pradesh, Chief Coordinator Planner, Haryana and General Manager, Planning, GNIDA. The Committee would submit its report to the Board within 30 days which would be placed in the next meeting of the Planning Committee.

(iii) The change of landuse for an area measuring 200 ha. from "agriculture use" to "mandi, warehousing and wholesale activities" in Greater NOIDA, UP.

GM (Planning) - Greater NOIDA Development Authority informed that there was no immediate requirement for the above and this proposal will be incorporated in the Master Plan -2021. She said that the proposal could be dropped at this stage. Her suggestion was agreed to. The proposal was dropped.

B) Draft Regional Plan-2021

This agenda item was discussed at item No.4.

C) Proposal for modification of the Zoning Regulations of RP-2001 for permitting petrol pumps in the "green buffer along the major transport corridors".

After discussions, it was felt that there is a need for preparing comprehensive guidelines for locating petrol pumps & other highway facilities/amenities in the green buffer along the major transport corridors as there was no provision in this regard in the RP-2001. It was decided to form a Group under the chairmanship of Commissioner (Planning), DDA with Chief Coordinator Planners of U.P. & Haryana, Chief Town Planner - Rajasthan, one representative of TCPO and Chief Regional Planner, NCRPB as members. NCRPB will convene the meetings. This committee will submit its report within 30 days to the Board which would be placed in the next meeting of the Planning Committee.

AGENDA ITEM NO.3: CONSIDERATION OF LANDUSE CHANGE PROPOSALS RECEIVED FROM RAJASTHAN GOVERNMENT AND DDA.

Agenda item No.3.1 Change of landuse for an area measuring 5.23 ha. from "rural use" to "Industrial use" in the Humjapur, tehsil Behror in Rajasthan Sub-Region.

Chief Town Planner (NCR) - Rajasthan explained the proposal. Chairman observed that agricultural land should not be used for locating such industrial units. He also wondered as to why such a unit could not be located in the adjoining developed industrial estate. Principal Secretary, Housing and Urban Planning, Government of U.P. shared Chairman's views and said that the industrial activities in the rural areas should be discouraged.

After detailed discussions, the Planning Committee took a view that such proposals should be discouraged and in case land was available in the organized industrial areas being planned by the State governments, the concerned units should be located there, to the extent possible. This proposal was rejected.

Agenda Item No.3.2: Change of Landuse for 37.0 Ha. (91.4 Acres) In Zone 'O' From "Agriculture and Water-Body" (A-4) To "Residential" For Slum Resettlement at Madanpur Khadar, Delhi

Commissioner (Planning), DDA explained the proposal. Director (DD), Ministry of UD&PA stated that DDA had submitted this change of landuse proposal to the Ministry after obtaining the approval of Authority of DDA. This proposal has been sent by the Ministry to the NCR Planning Board for their recommendations.

It was pointed-out by JD(M) and other officials of the Planning Wing that the proposed site falls in the Zone 'O' of MPD-2001 and the then Chairman, NCRPB and Union Minister for Urban Development & Poverty Alleviation in a meeting held on 4.1.2001 had taken a decision on the Draft Zonal Development Plan for Zone 'O' and part 'P' that no active urban use was permitted in such eco-sensitive and fragile areas.

After discussions, it was decided that Planning Committee would adhere to the earlier decision taken by the Chairman, NCRPB. Accordingly, the Planning Committee did not recommend the above proposal.

Agenda Item No.3.3 Change of Land-Use for an Area Measuring 3.0 Acres (1.21 Ha) From Rural To Public and Semi-Public (Diagnostic-Cum-Rehabilitation and Research Centre) For Hind Kusht Nivaran Sansthan Known as Anusandhan at Alipur, Delhi

After detailed discussions, the Planning Committee recommended the proposal for approval of the Chairman, NCRPB and Hon'ble Minister for Urban Development and Poverty Alleviation.

Agenda Item No.3.4: Consideration of the Proposals for Modification of the Zoning Regulations of RP-2001 for Permitting Petrol Pumps in the "Green Buffer along the Major Transport Corridors"

Secretary, Department of Urban Development, Government of Rajasthan stated that there was no provision for locating petrol pumps in the green buffer along the major transport corridors as per RP-2001. Since traffic volume had increased manifold, petrol filling stations are required to be located along the Highways. The preparation of guidelines and its approval will take time. Therefore, he suggested to consider the proposals at this stage itself as they related to only petrol filling stations.

The committee, after discussions, decided that it would be in public interest that these proposals are considered after submission of the guidelines as per the decision at Agenda Item No.2 C in this regard. The Chairman reiterated his request that there should be no delay in submission of the report by this group as some families of Kargil Martyrs were also reportedly involved in this case.

AGENDA ITEM NO.4: CONSIDERATION OF THE ISSUES RELATED TO DRAFT REGIONAL PLAN-2021

i) Chairman observed that the draft document suffered from certain inadequacies such as lack of phasing, action-plan, incorrect assumptions about some future projects etc. It was also felt that there was a need to make a strategic plan and programme that for a phased implementation and coincide the phasing, to the extent possible, with the Five Year Plans.

ii) It was intimated that a number of meetings had been held with the Chairmen of various study groups and a working group was formed to appraise the draft document. The Chairmen observed that certain chapters which have been modified whose copies had been sent to the members have added value to the draft Plan by removing certain incorrect assumptions, updating the data base and by introducing phasing and a plan of action for different sectors like power, water supply, sewerage, drainage, solid waste management and transportation. He said that there were a number of other action items which should necessarily figure in the Sub-regional Plans and Master Plans etc. so that the policies of the Regional Plans get implemented and phasing of a number of programmes should be co-terminus, to the extent possible, with the Five Year Plans.

iii) In the light of the experience in regard to assignments of population in RP-2001 and the actual achievements being substantially different in respect of a number of metro and regional centres etc, the State governments had made population assignments for metro and regional centres etc. for this draft Plan. The Chairman was of the view that some assignments appeared to be much on the high side. He emphasized on the relevance of assumptions on population as a core input for planning so that only realistic investment plans are made and public/private money is not spent wastefully. He also stated that higher population assignments would necessarily imply that the area of development would be larger along with larger infrastructure requirements. If the population was not available as per the assignments, created infrastructure would either not be utilized at all or inadequately which might further reduce the life span of the assets. He also spoke of the methodologies adopted by the study group set up on demography and said that even while truly adequate data or its analysis was not available, we may have no options but to place faith in the recommendations given by the study group, views of the State governments in regard to two different centres and try to arrive at reasonable figures. Here he underscored the need for phasing the population assignments at two levels - 2011 and 2021.

iv) Commissioner (Planning), DDA congratulated the Chairman for strategizing the plan, preparing plan of action and introducing phasing. He said that it was a pioneering effort.

v) Principal Secretary, Department of Housing and Urban Planning, Government of U.P. appreciated the leadership provided by the Member Secretary and said that he was all for phasing of the Plan and to dovetail it with the Five Years Plan. He added that this would help in the implementation of the Regional Plan more effectively. He further stated in so far as population levels were concerned, the Development Authorities have certain reservations and the assignments made by the authorities under the State governments were based on ground realities and the development potential as per the policies laid down by the States.

vi) Special Secretary & Director, Department of Town & Country Planning, Government of Haryana, praised the new efforts in making Plan document action oriented. He was of the view that in the case of Gurgaon the Census figures do not appear to be real, in view of the fact that the Gurgaon UA does not cover all the areas that have been urbanized. If all such areas are included, the population would be more than 3 lakhs in 2001. Gurgaon is facing an acute pressure on infrastructure such as Water, Sewerage, Transport, etc. Further, there are plans to combine the 108 controlled areas with the controlled area of Gurgaon, including the new SEZ being proposed and IMT- Manesar. Keeping the above in view, it would be appropriate to plan for master services of Metropolitan level. Internal development of infrastructure could be taken up in a phased manner. He requested to retain the assigned population of 16.5 lakhs for 2021 for Gurgaon. CDD Haryana stated that they would provide the list of villages with their population of where urbanization has already taken place such as DLF, South City, Sushant Lok, etc. colonies after the village directory is available from Census of India. Regarding Sonapat-Kundli complex, it was informed that Rai was also a part of the complex and in any case, the official notification in this regard had been published by the State government. It was pleaded that no change might be made at this stage.

After discussions, it was decided that Haryana should not make any investment Plan. at this stage, beyond a population of 3.5 lacs till 2011.

vii) Syed S. Shafi, former Chief Planner, TCPO and Chairman, Working Group mentioned that certain critical data such as migration, occupational structure etc. are not available in Census 2001 and it will take some more time to get this information from the Census. Since the Regional Plan and the other Master Plans are being prepared for perspective 2021, base data for the above parameters would be required. It was decided that the Board would request the Registrar General, Census of India to process the data for NCR on priority basis and provide the same to the NCR Planning Board. Necessary funds for procuring the requisite data would be provided by the Board.

viii) General Manager (Planning), Greater Noida, stated that Greater Noida falls just outside the DMA and has been connected to Delhi through Expressway which has reduced the travel time. She added that Greater Noida is being developed as a low density area with lot of green/open spaces and has developed six sectors and a large

number of plots have already been sold. They are providing high quality infrastructure so that people may shift by choice. She requested that the population for Greater NOIDA may be retained as 7 lakhs for 2011 & 12 lakh for 2021. Secretary, Housing & Urban Government of U.P. stated that Greater NOIDA would be the destination of the After discussions, Planning Committee generally agreed with the above.

x) Each town/city was taken up individually and after detailed discussions, the Planning Committee recommended that the population levels for metro centres and regional centres for years 2011 and 2021 may be included in the draft document as below:-

Name of Town	Assigned Population by States earlier and included in the draft document	(Pop in lakhs)	
		Population levels as amended in the meeting of Planning Committee	
	2021	2011	2021
NCT-Delhi	220-230	193	220-230
Metro and Regional Centres within DMA			
Bahadurgarh	3	2	3
	25	16	25
	16.5	4.5	16.5
Ghaziabad incl. Loni	30.19	19	30.19
NOIDA	12	6	12
Sonepat-Kundli*	10	3.5	10
Surajpur-Kasna (Greater NOIDA)	12	6	12
<i>Sub-total DMA (excluding NCT-Delhi)</i>	<i>108.69</i>	<i>57</i>	<i>108.69</i>
Metro and Regional Centres outside DMA			
	7	3.6	7
	6	4.2	6
Palwal	4	1.7	3
Rawari-Dharuhera-Bawal	8	2	4
	22.8	15	22
Hapur	4.55	3	4.5
Bulandshahr - Khurja	4.91	3.7	4.77
Shahpatt-Baraut	3	1.6	3
	5	3.4	4.5
Wadi	4	1	3
Behror-Shahjahanpur Neemrana Complex**	10	1	3
<i>Sub-total MC/RC outside DMA</i>	<i>79.26</i>	<i>40.2</i>	<i>64.77</i>

It was recommended that firm figures for 2021 be specified in the Plan document after 2011 Census data is available.

4.2 Delhi Metropolitan Area (excluding NCT Delhi)

i) In the draft RP-2021 approved by the Planning Committee earlier, the area of DMA had increased from 1696 sq. kms. to about 5500 sq. kms. The Working Group had suggested to re-examine this as the area proposed for DMA is very large and only 30-40% area would only be urbanisable area. After discussions, it was decided that the boundaries of DMA would be co-terminus with the Controlled/ Development areas of adjacent towns of NCT-Delhi notified by the State governments in their Master/Development Plans. It was also decided that the State government would super impose the controlled areas on the revenue village boundary map and submit the same along with quantification (in ha.) to the NCR Planning Board within a week's time so that to prepare the Delhi Metropolitan Area zone map for RP-2021. CCP's of the Constituent States will ensure this submission.

ii) It was intimated that as per the 74th Constitutional Amendment Act, 1992, each metropolitan city would have its own Metropolitan Area and Metropolitan Planning Committee. At present, there are four metro towns in the region and they would have their own Metropolitan areas/committees, therefore, the nomenclature of DMA needs to be modified. Chairman suggested that the DMA may be renamed as Central National Capital Region (CNCR). It was agreed to by the Planning Committee.

iii) CCP – U.P. stated that Greater NOIDA is about 35 kms away from Delhi and does not even abut the boundaries of NCT Delhi. Moreover, the development of town is based on the concept of induced growth. Therefore, he suggested that the Gr. Noida should not be a part of the CNCR which was also agreed to by the Planning Committee.

4.3 Highway Corridor Zone

Planning Committee was apprised that 5 kms. wide controlled area on either side of highways would be very difficult to control and regulate. After discussions, Planning Committee decided that minimum of 500 mtrs. wide corridor on either side of the ROW of National Highway nos. 1,2, 8, 10, 24, 58 and 91 would form the Highway Corridor Zone. This minimum width of 500 mtrs. will be inclusive of green buffer.

4.4 Phasing of Draft Regional Plan

CCP-UP mentioned that the phasing initiated by the Board, which is co-terminus with Five Year Plans is very good idea and gives value addition to the Regional Plan.

Committee after discussions agreed with the phasing and approved the modified chapters.

4.5 Rural Development

Chairman mentioned that much greater emphasis was required on rural development in the region. He stated that any regional planning without due emphasis on rural development would not make any meaningful difference to the growth of the region. He also spoke about his earlier suggestions which had been sent to the State governments for identifying cluster of villages in each state to be taken up for pilot projects for planned growth and augmentation of facilities.

After discussions, it was decided that detailed rural development programmes will be incorporated in the Sub-regional Plans as well as in the District Plans, keeping an objective in view, that every migration from the villages to the neighbouring towns and industrial areas should be restricted to the extent possible.

4.6 Land use

After discussion, Planning Committee decided that elaboration of landuse details and zoning regulations would be incorporated in the Sub-Regional Plans and Master/Development Plans by the respective State governments. The phasing of landuse would be done for the years 2011 and 2021 in the Master/Development Plans. Chairman also desired that the Plans should clearly depict the position of utilization of existing landuse plan and infrastructure so that at the time of preparing new Master Plans, this important detail was kept in the picture adequately.

4.7 Transport Network

The Working Group had suggested that the proposed peripheral expressways are very close to NCT Delhi and need realignment to take them further away into the region, which would open up new areas for development.

After discussions, it was decided that the alignment of expressways would be modified at the time of their execution by undertaking feasibility / realignment study.

CCP-UP stated that the execution of the FNG Expressway has not taken place in the last eight to nine years. While on the private land, development had already taken place, the projects of Government of UP are suffering as no development could be taken up on the land reserved for FNG Expressway. It was, therefore, decided that CCP-UP and CRP-NCRPB (or his representative) would visit the alignment near Ghaziabad to ascertain that whether the proposed alignment could still be taken up in spite of the developments already taken place.

Regarding phasing of the transport projects, it was decided that a mix of radial roads and grid roads would be identified for the implementation in first phase in consultation with the CCPs NCR Cells of the respective States.

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

**No.K-14011/24/2003-NCRPB
NCR Planning Board
India Habitat Centre
1st Floor, Zone-IV,
Lodhi Road, New Delhi-110 003**




**(Rajeev Malhotra)
Joint Director**

- Copy to :**
- 1. Chairman, Planning Committee.**
 - 2. Members of the Planning Committee.**
 - 3. Special invitees/participants.**
 - 4. All officers of the Board.**

LIST OF THE PARTICIPANTS

1.	Shri B.S. Lalli - Chairman Member Secretary NCRPB	10.	Shri R.K. Srivastava Additional Director General Department of Telecommunications Sanchar Bhawan, New Delhi.
2.	Shri J.S. Mishra Principal Secretary, Housing and Urban Planning, Govt. of UP, Bapu Bhawan, Uttar Pradesh Secretariat, Lucknow, U.P	11.	Shri K.C. Batra Executive Director HUDCO, HUDCO House, Lodhi Road, New Delhi-110 003.
3.	Shri N.C. Wadhwa Special Secretary to Govt. of Haryana, Town & Country Planning & Urban Estate and Chief Administrator, Haryana Urban Development Authority, Sector-18, Madhya Marg, Chandigarh	12.	Shri S.K. Zaman, Chief Co-ordinator Planner, NCR Planning Cell, Town & Country Planning Deptt., Navyug Market, Commercial Building, IInd Floor, Ghaziabad, U.P.
4.	Shri Ashok Sampatram Secretary, Urban Development Deptt., Govt. of Rajasthan, Rajasthan Secretariat, Jaipur, Rajasthan.	13.	K. Surjit Singh Chief Coordinator Planner NCR Planning Cell C/o Chief Administrator HUDA, SCO, Sector-6, Panchkula, Chandigarh.
5.	Shri D.P. Tiwari Secretary to Govt. of M.P. Housing and Environment Department, Govt. of Madhya Pradesh Secretariat, Bhopal, Madhya Pradesh	13.	Shri Amar Chand, Asstt. Secretary, BMCC, Min. of Power, F-Wing, IInd Floor, Nirman Bhawan, New Delhi.
6.	Shri A.K. Jain Commissioner (Planning) Delhi Development Authority Vikas Minar, I.P. Estate, New Delhi.	14.	Shri R. Roy Dy. Director Central Electricity Authority R.K. Puram, New Delhi
7.	Shri U.K. Srivastava, Chief Town Planner (NCR), Town & Country Planning Department, Govt. of Rajasthan, Nagar Niyojan Bhawan, Jawaharlal Nehru Marg, Jaipur, Rajasthan	15.	Shri J.B. Kshisagar Town & Country Planner, Town & Country Planning Organisation, Govt. of India, Vikas Bhawan, I.P. Estate, New Delhi.
8.	Smt. Nisha Singh, Director, Delhi Division, Ministry of Urban Development, Nirman Bhawan, New Delhi	16.	Shri Sayed S. Shafi Flat No.22, Hauz Khas, SFS Apartments, New Delhi -110017.
9.	Dr. Mahavir Singh Director (HUD), Planning Commission Yojna Bhawan, New Delhi.	17.	Shri K.K. Sethi Dy. Director Central Electricity Authority R.K. Puram, New Delhi

18.	Shri Chandu Bhutia, Associate Town & Country Planner, NCR Planning Cell, Govt. of NCT- Delhi, Room No.507, 5 th Level, Delhi Secretariat, I.P. Estate, New Delhi.	22.	Shri A.K. Bhatnagar Associate Planner, NCR Planning Cell, Town & Country Planning Deptt., Navyug Market, Commercial Building, IInd Floor, Ghaziabad, U.P.
19.	Shri Ved Mittal Chief Architect Planner Ghaziabad Development Authority Ghaziabad, UP	23.	Shri R. Srinivas, Associate Town & Country Planner, Town & Country Planning Organisation, Govt. of India, Vikas Bhawan, I.P. Estate, New Delhi.
20.	Mrs. Rekha Deywani GM (Planning) Greater Noida Industrial Development Authority, H- 169, Sector-Gamma, Greater Noida City, Greater Noida, Distt. Gautam Budh Nagar, U.P.	24.	Shri Subhash C. Sharma Assistant Town Planner Office of the Chief Town Planner (NCR), Town & Country Planning Department, Govt. of Rajasthan, Nagar Niyojan Bhawan, Jawaharlal Nehru Marg, Jaipur, Rajasthan
21.	Ashok Kumar OSD (Planning) Delhi Development Authority Vikas Minar, I.P. Estate, New Delhi.		
Officers of the NCRPB			
25.	Smt. Shashi B. Srivastava, Director (A&F)	30.	Shri S. Surendra, Dy. Director
26.	Shri Rajeev Malhotra, Joint Director	31.	Ms. Anjali Pancholy, Assistant Director
27.	Shri Rajeev Chadha, Joint Director (Finance)	32.	Shri Dinesh Arora, Assistant Director
28.	Shri V.K. Thakore, Joint Director	33.	Ms. Meenakashi Singh, Assistant Director
29.	Shri J.N. Barman, Joint Director	34..	Smt. Kankan Kataria, Consultant

ANNEXURE-II

REPORT OF THE COMMITTEE TO EXAMINE THE CHANGE OF LANDUSE
FROM 'AGRICULTURE USE' TO 'RECREATIONAL USE' IN GREATER NOIDA

ANNEXURE-II

REPORT OF THE COMMITTEE TO EXAMINE THE CHANGE OF LANDUSE OF AN AREA MEASURING 252 HA. (ACTUAL AREA OF 192 HA.) FROM 'AGRICULTURAL USE' TO 'RECREATIONAL USE' NEAR GOLF COURSE COMPLEX IN OUTLINE DEVELOPMENT PLAN OF SURAJPUR AND KASNA SUB-REGIONAL CENTRES DISTT. GAUTAMBUDH NAGAR, GREATER NOIDA, UP.

Pursuant to the decision of the 49th meeting of the Planning Committee held on 29.9.2003, a Committee was constituted on 20.10.2003 to examine the proposal for change of landuse an area 252 ha. (actual area of 192 ha.) from 'agricultural use' to 'recreational use' near Golf Course Complex in Outline Development Plan of Surajpur and Kasna Sub-Regional Centres, Distt. Gautambudh Nagar, Greater Noida, UP. The constitution of the Committee is at Appendix-I.

2. The Committee met on 5.11.2003 to examine the above mentioned proposal. The list of the participants is Appendix-II. The members were provided with background materials of Agenda notes and minutes of the 47th and 49th meetings of the Planning Committee containing the details along with maps and the information supplied by the Greater Noida Authority.

3. The representative of Greater Noida while explaining the proposal mentioned that although the proposal submitted for landuse change was for 252 ha., the actual area proposed for change of landuse after deducting the area under village abadis and 60 m. wide Master Plan road is 192 ha.

4. It was explained by the representative of Greater Noida that the Greater Noida Authority felt that the proposed site located in between the developed sectors which is now proposed for change of landuse from 'agriculture' to 'recreational' would be under pressure for development and decided to shift the green area from the periphery of the city to the central part. The whole central spine has been defined as 'recreational green' so as to form a lung space in the heart of the city in continuation with the Golf Course and City Park.



17/4/03

d:jd(b)allfiles2003/miscoc-t-dec

5. The proposed 'recreational areas' measuring 100 ha. in the south of Sectors 41, 42 & 43 in the Outline Development Plan has been proposed to change from 'recreational use' to 'agriculture use' to compensate the loss of agricultural land. Another recreational area measuring 92 ha. situated between the DSC road and the river Hindon near the entrance of the Greater Noida proposed to change from 'recreational use' to 'agriculture use'. Thus, total area of 192 ha. proposed to be converted from 'recreational use' to 'agriculture use' to compensate equivalent area proposed for change of landuse from 'agriculture use' to 'recreational use' near the Golf Course.

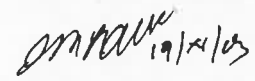
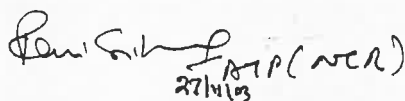
6. The Committee observed that the total urbanisable area of Greater Noida Master Plan-2001 and quantum of various uses would remain the same, only their inter se location have been proposed to be altered. The Committee agreed with the rationale provided by the representative of Greater Noida.

7. The Committee after detailed discussions agreed with the above and in view of the fact that the Planning Committee in its 47th meeting held on 22.3.2002 has already recommended the proposal, the Committee recommends the proposal for change of landuse of an area measuring 192 ha. from 'agriculture use' to 'recreational use' near Golf Course Complex in Outline Development Plan of Surjapur and Kasna Sub-Regional Centres, Distt. Gautambudh Nagar, Greater Noida.


Members of the Committee

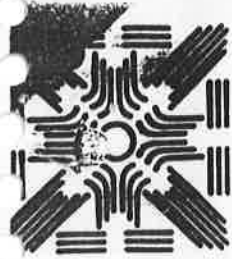


Chief Regional Planner (O), NCRPB
Member


Chief Coordinator Planner, UP
Member
27/11/03

for Chief Coordinator Planner, Haryana
Member


19/11/03
for General Manager (Planning), Greater Noida.
Member



राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड
NATIONAL CAPITAL REGION
PLANNING BOARD

1st Floor, Zone-IV,
India Habitat Centre,
Lodhi Road, New Delhi-110003
शहरी विकास एवं गरीबी उपशमन मंत्रालय
Ministry of Urban Development
& Poverty Alleviation
Fax No. : 4642163
Dated:- 20.10.2003

K-14011 48 2003-NCRPB

OFFICE ORDER

Sub: Constitution of a Committee to examine change of landuse of an area measuring 252 ha. (actual area of 192 'ha.) from 'agriculture use' to 'recreational use' Greater Noida.

The Planning Committee of the NCR Planning Board in its 49th meeting held on 29.9.2003 has decided to constitute a Committee to examine change of landuse of an area measuring 252 ha. (actual area of 192 ha.) from 'agriculture use' to 'recreational use' in the Outline Development Plan of Surajpur and Kasna Sub-Regional Centres (Greater Noida). According to the Committee has been constituted with the following members:-

i)	Chief Regional Planner, NCRPB	-	Member
ii)	Chief Co-ordinator Planner, U.P.	-	Member
iii)	Chief Co-ordinator Planner, Haryana	-	Member
iv)	General Manager (Planning) Greater Noida	-	Member

2. The Committee will examine the proposal, the rationale and basis of which the proposed land use change would result in better implementation of the approved Outline Development Plan by the Board.
3. The Committee will submit its report to NCR Planning Board within 30 days, which would be placed in the next meeting of the Planning Committee. The date for the first meeting on the Committee will be intimated soon.


(RAJEEV MALHOTRA)
JOINT DIRECTOR

To:

1. Shri Brijesh Kumar, Chief Executive Officer, Greater Noida Industrial Development Authority, H-169, Sector-Gamma, Greater Noida City, Greater Noida, Distt. Gautam Budh Nagar, U.P.
2. Shri S.K. Zaman, Chief Co-ordinator Planner, NCR Planning Cell, Town & Country Planning Deptt., Navyug Market, Commercial Building, IInd Floor, Ghaziabad, U.P.
3. Shri Surjit Singh, Chief Co-Ordinator Planner, (NCR Planning Cell), C/O Chief Administrator, HUDA, SCO, Sector-6, Panchkula, Haryana.
4. Mrs. Rekha Deywani, General Manager (Planning), Greater Noida Industrial Development Authority, H-169, Sector-Gamma, Greater Noida City, Greater Noida, Distt. Gautam Budh Nagar, U.P.

List of the Participants

1. Shri S.K. Zaman
Chief Coordinator Planner
NCR Planning and Monitoring Cell
2nd Floor, Navyug Market, Commercial Building
Ghaziabad, UP
2. Shri Rajeev Malhotra
Joint Director and CRP (O)
NCRPB, New Delhi.
3. Shri A.K. Bhatnagar
Associate Planner
NCR Planning and Monitoring Cell
2nd Floor, Navyug Market, Commercial Building
Ghaziabad, UP
4. Shri Ravi Sihag (representative of CCP, Haryana)
Assistant Town Planner
(NCR Planning Cell),
C/O Chief Administrator,
HUDA, SCO, Sector-6,
Panchkula, Haryana.
5. Ms. Leenu Sahgal (representative of Greater Noida)
Deputy General Manager (Planning)
Greater Noida,
H-169, Sector-Gamma,
Greater Noida, Distt. Gautam Budh Nagar, U.P.
6. Shri J.N. Barman
Joint Director
NCRPB, New Delhi.

ANNEXURE-III

AGENDA NOTES AND MINUTES OF THE 47TH PLANNING COMMITTEE
MEETING HELD ON 22.3.2002

**EXTRACTS FROM AGENDA NOTES & MINUTES OF THE 47th
MEETING OF THE PLANNING COMMITTEE HELD ON 22.3.2002****AGENDA NOTES****3.2 CONSIDERATION OF THE PROPOSALS FOR CHANGE OF LANDUSE
OF AN AREA MEASURING 252 HA. FROM 'AGRICULTURE USE' TO
'RECREATIONAL USE' IN GREATER NOIDA, U.P..**

The proposal is for change of landuse of an area measuring 252 ha. in Pocket No.1 from 'agriculture use' to 'recreational use' near the proposed Golf Course Complex and Sector-32 and 33 falling in the villages of Virundi, Chakrasen Pur, Virunda, Jaitpur, Vaishpur and Brahmpur Gajrola. The proposal is at Annexure-III and the site is shown on the enclosed plan of Greater Noida. As per the proposal the actual area proposed for change of landuse after deducting the area under village abadis and 60 m. wide Master Plan road, is 192 ha..

2. Further, it is also proposed that about 100 ha. (Pocket-A) of land earmarked as 'recreational use' near Sector- 42, 43, Bus Terminus and Kot Escape and 92 ha. (Pocket-B) in Kulser village would be converted from 'recreational use' to 'agriculture use'. Thus there would be no change in the total proposed under recreational area in the Outline Development Plan for Surajpur and Kasna Sub-Regional Centres (Greater Noida-2001) if the above landuse changes are undertaken.

3. The observations are as under :

3.1 As per the RP-2001, the proposed site (Pocket-1) is located in the rural land (cultivated) outside the urbanisable limit of RP-2001, where the following activities are permitted :

- a) Intensive agriculture and allied activities.
- b) Afforestation especially on the hills, rocky lands.
- c) Regional recreational facilities such as regional parks, wild life sanctuary.
- d) Cemeteries, schools, institutions, like hospitals
- e) Quarrying
- f) Brick kilns.
- g) Existing village mandies.
- h) Rural industries etc.

Thus the proposed use for the pocket falls, within the prescribed permissible uses for the area as per RP-2001.

- 3.2 The Sub-Regional Plan for UP Sub-region, approved by the NCR Planning Board has identified Surajpur and Kasna (Greater Noida) as two separate Sub-Regional Centres. An Outline Development Plan (ODP) for development of Surajpur and Kasna Sub-Regional Centres (Greater Noida) was prepared and approved by the NCR Planning Board in 1996. The proposed site (Pocket No.1) is located outside the urbanisable limit of the Outline Development Plan, the landuse prescribed for this area in the ODP is rural.
- 3.3 The proposed recreational areas measuring 100 ha. in the south of Sectors 41 & 42 in the Outline Development Plan of Greater Noida now proposing to change from "recreational" to "agriculture use" to compensate the loss of agricultural land under 32 & 33 sector. Another recreational area measuring 92 ha. situated between the DSC road and the river Hindon at the near the entrance of the Greater Noida notified area is now proposed to change from "recreational" to "agriculture". Thus total area of 192 ha. is proposed to be converted from "recreational use" to "agriculture use" to compensate equivalent area proposed for change of landuse from "agriculture use" to "recreational use" near the Golf Course.
- 3.4 The above landuse change proposal has been recommended by the Govt. of UP.
- 3.5 Thus, the total urbanisable area of Greater Noida Master Plan-2001 and quantum of various uses would remain the same, only their interse location have been altered.

Annexure-III

कार्यालय चीफ को-आर्डिनेटर प्लानर, एन.सी.आर. नियोजन सेल,
नगर एवं ग्राम नियोजन विभाग, उ०प्र०,
नवयुग मार्किट, व्यवसायिक भवन, राइट विंग, द्वितीय तल, गाजियाबाद ।

क : 1247/भू-प्र०-प्र०नो०/एनसीआर/2000-01

दिनांक : 24.1.2001-

त में,

मुख्य क्षेत्रीय नियोजक,
एन.सी.आर. प्लानिंग बोर्ड,
इण्डिया हबोटाट सेंटर,
लोधी रोड, नई दिल्ली

पर्य : ग्रेटर नोयडा औद्योगिक विकास प्राधिकरण की महायोजना में कतिपय भू-प्रयोग परिवर्तन के सम्बन्ध में ।

सदय,

आवास विभाग, उ०प्र० शासन के पत्रांक : 4645/9-आ-1-2000-6 वजट/99 टी सी, दिनांक : 11.11.2000 द्वारा ग्रेटर नोयडा क्षेत्र की महायोजना में कतिपय भू-प्रयोग परिवर्तन के प्रस्ताव पर सहमति प्रेषित कर उन्हें एन.सी.आर. प्लानिंग बोर्ड को प्रेषित करने की अपेक्षा की गयी है। शासन के पत्र को छाया प्रति लगाना है। उक्त प्रस्तावों के सम्बन्ध में आवश्यक सूचनाएँ एवं मानचित्र की माँग ग्रेटर नोयडा प्राधिकरण को की गयी जो दिनांक 24.1.2001 को प्राप्त हो गयी है। उक्त सूचना के आधार पर प्रस्ताव का विवरण निम्न प्रकार है :-

ग्रेटर नोयडा क्षेत्र में प्रस्तावित गोल्फ कोर्स काम्प्लैक्स एवं सेक्टर 32-33 के समीप ग्राम विरोन्डी, चक्रसेनपुर, विरोन्डा, जैतपुर, वैशपुर एवं ब्रह्मपुर गजरौला में पड़ने वाली 252 हैक्टेयर भूमि का भू-प्रयोग कृषि क्षेत्र से परिवर्तित कर रिक्रियेशनल यूज में परिवर्तित करने का प्रस्ताव दिया गया था

उक्त स्थल पर ग्राम आवदी एवं 60 मी० चौड़ी महायोजना मार्ग के समरंखन के कारण पूर्व प्रस्तावित 252 हैक्टेयर के स्थान पर अब केवल 192 हैक्टेयर क्षेत्र को कृषि से रिक्रियेशनल भू-प्रयोग में परिवर्तित किया जाना प्रस्तावित है। इस आशय की सूचना ग्रेटर नोयडा के महाप्रबन्धक, नियोजन एवं वास्तुकला के पत्रांक 436 दिनांक 21.11.2000 द्वारा दी गयी है (छाया प्रति संलग्न) ।

कालन के निकट सेक्टर 42-43, बस टर्मिनस एवं कोट एस्कंप से घिरे 100 हैक्टेयर रिक्रियेशनल यूज के क्षेत्र तथा कुलन के निकट 92 हैक्टेयर रिक्रियेशनल क्षेत्र को कृषि क्षेत्र हेतु परिवर्तित करने का प्रस्ताव रखा गया है । (कुल 192 हैक्टेयर)

उक्त भू-प्रयोग परिवर्तन में महायोजना में प्रस्तावित कुल नगरीय क्षेत्र एवं रिक्रियेशनल क्षेत्र को गणना में कोई परिवर्तन नहीं होता ।

55

कमश.....2...पर

उपरोक्त के अतिरिक्त दिल्ली से अलीगढ़ जाने वाली रेलवे लाइन के निकट तथा प्रस्तावित आई.सी.डी.के दक्षिण में 200 हेक्टेयर भूमि को कृ. क्षेत्र से मण्डी, वेयरहाउसिंग एवं थोक क्रिया-कलापों के लिये परिवर्तित किया जाना प्रस्तावित है। उक्त क्षेत्र का भू-प्रयोग परिवर्तन निदेशक, मण्डी समिति द्वारा इंगित मांग के आधार पर किया जाना प्रस्तावित है।

मण्डी क्षेत्र के भू-प्रयोग परिवर्तन में कुल नगरीय क्षेत्र में वृद्धि होगी, परन्तु ग्रेटर नोएडा नगर नवघोषित गौतमबुद्ध नगर के मुख्य लय होने के कारण थोक क्रिया-कलापों का केंद्र रहेगा और मण्डी की स्थापना किया जाना जिला मुख्यालय नगर हेतु एक आवश्यक क्रिया कलाप है। निदेशक, मण्डी समिति के इस आशय के पत्र को छाया प्रति संलग्न है। उक्त सभी भू-प्रयोग परिवर्तन ग्रेटर नोएडा नगर की महायोजना मानचित्र पर प्रदर्शित कराकर पत्र के साथ संलग्न कर भू-प्रयोग परिवर्तन पर सहमति प्रदान करने के अनुरोध सहित प्रेषित।

भवदीय

संलग्नक :- उपरोक्तानुसार

(एस0के0जमान)

चीफ को-आर्डिनेटर प्लानर

प्रतिलिपि निम्न को सूचनार्थ प्रेषित।

1. अतिरिक्त मुख्य कार्यपालक अधिकारी, ग्रेटर नोएडा।
2. श्री आनन्द कुमार, अनुसचिव, आवास विभाग, 30प्र0 शासन, लखनऊ।

(एस0के0जमान)

चीफ को-आर्डिनेटर प्लानर

56



301354
301953
301418
301457
394872

कृषि उत्पादन मण्डी परिषद, उत्तर प्रदेश

किसान मण्डी मंदिर, विभूति बाग, बोन्नी नगर, लखनऊ

एड/1011/99-154

दिनांक 17-7-1999

सेवा में,

मुख्य कार्यपालक अधिकारी/अध्यक्ष,
बोद्योगिक विकास प्राधिकरण,
ग्रेटर नोएडा,
जिला-गोतमबुद्ध नगर (UP)।

महोदय,

कृपया नोट कृति मंडी जो, 20प्र0गस्तन की दृष्ट्यशता में ग्रेटर नोएडा, नोएडा मण्डी परिषद एवं अन्य के साथ ग्रेटर नोएडा कार्यालय में दिनांक 04.2.99 को एक बैठक हुआ थी, जिसमें राष्ट्रीय राजधानी परिक्षेत्र के जनपद- गोतमबुद्ध नगर के नोएडा तथा ग्रेटर नोएडा में 21वीं शताब्दी की परिकल्पना एवं मांग के अनुसार दोनों प्राधिकरणों में एक-दूसरे दो मण्डियाँ स्थापित करने का निर्णय लिया गया था, जिसके अन्तर्गत मण्डी को स्थापना हेतु 150 एकड़ भूमि ग्रेटर नोएडा क्षेत्र के अन्तर्गत लिये जाने का भी निर्णय लिया गया था।

इस सम्बन्ध में अवगत कराना है कि मण्डी बोर्ड ने निदेशक मण्डी परिषद को मण्डी स्थलों के निर्माण एवं प्रसार हेतु सैद्धान्तिक रूप से विकास प्राधिकरण/बायसा विकास परिषद के स्वाभित्व की स्थिति में आवश्यकतानुसार भूमि क़य करने हेतु निर्गोशिएशन करने की अनुमति प्रदान कर दी है। वस्तु अनुरोध है कि कृपया उक्त प्रस्तावित 150 एकड़ हेतु भूमि की दर व कुल मूल्य से अवगत कराने की कृपा करें, ताकि प्रसंगत प्रकरण में अग्रेतर कार्यवाही सम्पादित की जा सके।

भवदीय,

बन्ना पाण्डेय
मण्डी निदेशक

54



देवानी

महाप्रबन्धक
वारतुकला)

प्रिय महोदय,

कार्यालय : एच-169, सेक्टर गामा,

ग्रेटर नौएडा नगर - 201 306

दूरभाष : 011-91-4566137

फैक्स : 011-91-4566334

संख्या - निपौ/एन-31/2000/436
दिनांक - 21-11-2000

प्राधिकरण की 36वीं बोर्ड बैठक दिनांक 3.7.2000 में संलग्न निम्न भू उपयोग परिवर्तन प्रस्ताव शासन को अनुमोदनार्थ प्रेषित किये गये थे -

1. अ. सैक्टर अल्फा-02, डल्टा-01, गोल्फ कोर्स, स्पोर्ट्स कॉम्प्लेक्स, सैक्टर 32-33 से घिरे हुए ग्राम बिरोन्डी, चक्रसेनपुर, बिरोन्डा, जैतपुर वैशपुर, ब्रह्मपुर गजरोला में पड़ने वाली लगभग 252 हेक्टेयर क्षेत्रफल का भू उपयोग कृषि/रूरल जोन से रिक्रियेशनल यूज़ हेतु परिवर्तित करना।
ब. कासना के पास सैक्टर 42, 43, बस टर्मिनल तथा कोट एस्केप से घिरे ग्राम ढांडा, कासना, कायमपुर में पड़ने वाली लगभग 100 हेक्टेयर क्षेत्रफल का भू उपयोग रिक्रियेशनल यूज़ से कृषि/रूरल जोन हेतु परिवर्तित करना।
स. कुलेसरा के पास डीएनएसी रोड तथा हिन्दन नदी के बंध से घिरे रिजनल पार्क के अन्तर्गत ग्राम हल्दोनी, कुलेसरा, सुथियाना में पड़ने वाली लगभग 152.0 हेक्टेयर क्षेत्रफल का भू उपयोग रिक्रियेशनल यूज़ से कृषि/रूरल जोन हेतु परिवर्तित करना।
2. इन्लैंड कंटेनर डिपो तथा Northern Railway (दिल्ली से अलीगढ़ रूट) से लगे ग्राम पाली के लगभग 200 हेक्टेयर क्षेत्रफल का भू उपयोग कृषि/रूरल जोन से मण्डी, वेयरहाउसिंग तथा थोक बाजार हेतु परिवर्तित करना।

शासन द्वारा ये प्रस्ताव एन0सी0आर0 प्लानिंग बोर्ड के अनुमोदनार्थ भेजे जाने हेतु आवास विभाग के पत्र संख्या-4645/9-अ-1-2000-6 बजट/99टी0सी0 दिनांक-06.11.2000 आपके विभाग को भेजा गया है।

उपरोक्त बिन्दु संख्या अ. में वर्णित क्षेत्र से लगे हुए सैक्टर 32 एवं 33 का विस्तृत ले-आउट प्लान प्राधिकरण द्वारा आवासीय उपयोग हेतु बनाया गया। मौके पर विकास कार्य आरम्भ करने पर ग्राम बिरोन्डी चक्रसेन पुर की आबादी स्थित होने के कारण महायोजना की 60 मीटर चौड़ी सड़क जो कि उक्त सड़कित क्षेत्र तथा सैक्टर 32-33 के बीच में स्थित है, के संरक्षण में परिवर्तन करना आवश्यक हो गया है। तदनुसार उक्त हरित क्षेत्र का क्षेत्रफल 252 हेक्टेयर से कम होकर 190 हेक्टेयर रह जाता है। तदनुसार बिन्दु संख्या अ. में वर्णित प्रस्ताव में 252 हेक्टेयर क्षेत्रफल के स्थान पर केवल 190 हेक्टेयर क्षेत्रफल का भू उपयोग परिवर्तन रिक्रियेशनल यूज़ हेतु प्रस्ताव है। उक्त संशोधन के फलस्वरूप बिन्दु संख्या स. में वर्णित रिजनल पार्क के अन्तर्गत 152 हेक्टेयर क्षेत्रफल के स्थान पर केवल 90 हेक्टेयर क्षेत्रफल का भू उपयोग रिक्रियेशनल यूज़ से कृषि/रूरल जोन हेतु परिवर्तित करना प्रस्तावित है।

कृपया उपरोक्तानुसार प्रस्ताव एन0सी0आर0 प्लानिंग बोर्ड को अनुमोदनार्थ प्रेषित करके का कष्ट करें।

भवदीया,

(Signature)
(रेखा देवानी)

33

श्री एस0के0 जमान,
चीफ का-आर्डिनेटर प्लानर
एन0सी0आर0 प्लानिंग बोर्ड
यू0पी0 सेल,

गान्धिगाबाद।

e-mail : gnida@del2.vsnl.net.in Website : www.greaternoida.com

9

सोयें और आज्ञायें

नोयडा एवं ग्रेटर नोयडा प्राधिकरण के भू-उपयोग परिवर्तन के प्रस्तावों पर विचार हेतु शासन स्तर पर गठित समिति की बैठक दिनांक 25.7.2000 अपरान्ह 4-00 बजे का कार्यवृत्त।

बैठक में उपस्थित अधिकारियों की सूची संलग्न है।

2. ग्रेटर नोयडा प्राधिकरण के प्रस्ताव-

बैठक में ग्रेटर नोयडा प्राधिकरण के निम्न प्रस्ताव समिति के विचारार्थ रखे गये:-

§1§ सेक्टर अल्फा-2, डेल्टा-1, गोल्फ कोर्ट, स्पोर्ट्स कॉम्प्लेक्स के निकट की 252 हैक्टेयर भूमि का भू-उपयोग कृषि/रूरल जोन से रिक्रियेशनल उपयोग § Recreational use § किये जाने एवं उपरोक्त भूमि की प्रतिपूर्ति § Compensation § हेतु कातना के पास सेक्टर-42, 43 के निकट व 100 हैक्टेयर भूमि व कुलतरा के निकट फुलॉजिकल-बाटनिकल पार्क की 152 हैक्टेयर भूमि का भू-उपयोग रिक्रियेशनल से कृषि/रूरल जोन किये जाने हेतु।

§2§ इन्लैंड कण्टेनर डिपो तथा दिल्ली-अलीगढ़ रेलवे लाइन के निकट ग्राम-पाली की लगभग 200 हैक्टेयर क्षेत्रफल का भू-उपयोग कृषि/रूरल जोन से मण्डी, वेयर हाउसिंग एवं थोक बाजार के लिये परिवर्तन।

ग्रेटर नोयडा के उपरोक्त भू-उपयोग परिवर्तन के प्रस्तावों पर समिति की बैठक दिनांक 17 मई, 2000 में भी विचार-विमर्श किया गया था किन्तु इस बैठक में समिति द्वारा यह निर्देशित किया गया कि ग्रेटर नोयडा, नोयडा के अनुरूप प्राधिकरण स्तर पर एक समिति गठित करके व भू-उपयोग परिवर्तन के प्रस्तावों पर जन सामान्य की आपत्तियाँ/तुझाव प्राप्त कर परिपक्व प्रस्ताव शासन को उपलब्ध कराये।

ग्रेटर नोयडा द्वारा निर्धारित प्रक्रिया अपनाकर प्रस्ताव प्रस्तुत किये गये। ग्रेटर नोयडा की महाप्रबन्धक, नियोजन एवं वास्तुविद्द द्वारा प्रस्तावों के प्रस्तुतीकरण करते हुये अवगत कराया गया कि गोल्फ कोर्ट व स्पोर्ट्स कॉम्प्लेक्स के निकट की 252 हैक्टेयर भूमि का कृषि से रिक्रियेशनल करने का प्रस्ताव रखा गया है, जितने इस तरह की गतिविधियों के लिये भावी शहर के मध्य में एक

60

प्रति,

आनन्द कुमार,
 उच्च सचिव,
 उत्तर प्रदेश शासन-1

सेवा में,

वी फ कोऑर्डिनेटर प्लावर,
 एमओआरओसेत,
 नाजिबाबाद।

आवृत्त अनुभाग-1

लखनऊ: दिनांक 06 नवम्बर, 2000

विषय:- ग्रेटर नोयडा औद्योगिक विकास प्राधिकरण की स्थापना में
 कतिपय नू-उपयोग परिवर्तन प्रस्तावों को परीक्षणोपरान्त
 एमसीआर प्लाजिंग बोर्ड, बई दिल्ली को प्रेषित किया जाता।

महोदय,

ग्रेटर नोयडा औद्योगिक विकास प्राधिकरण की स्थापना में
 सेक्टर-42, डेल्टा-1, नोल्फ कोर्स व स्पोर्ट्स कॉम्प्लेक्स के निकट
 252 हेक्टेयर भूमि नू-उपयोग कृषि/ ग्रामीण क्षेत्र से रिक्रियेशनल किये
 जाते एवं इसको प्रतिपूर्ति हेतु ग्राम कासना के निकट सेक्टर-42-43 की
 100 हेक्टेयर भूमि व कुलेश्वरा ग्राम के निकट की 152 हेक्टेयर भूमि का
 नू-उपयोग रिक्रियेशनल से कृषि/ ग्रामीण किये जाते संबंधी प्रस्ताव
 एवं इन्वेंटर्ड कन्टेनर डिपो तथा दिल्ली-अलीगढ़ रेलवे लाइन के निकट
 ग्राम-पाली की लगभग 200 हेक्टेयर भूमि का नू-उपयोग कृषि से मण्डी,
 सेक्टर-42 में के लिए किये जाते विषयक प्रस्तावों पर शासन स्तर पर
 गठित उच्चस्तरम समिति ने दिनांक 25.7.2000 को आयोजित बैठक में
 अपनी सहमति प्रदान कर दी है।

2. चारित प्रस्तावों की एक प्रति मानचित्र सहित संलग्न कर प्रेषित
 करते हुए इसे क कबले का विवेक होता है कि इन प्रस्तावों का परीक्षण
 कर एक सप्ताह में इनके एमसीआर प्लाजिंग बोर्ड, बई दिल्ली को
 प्रेषित कर दें। यदि किन्हीं बिन्दुओं पर सुझावों की आवश्यकता हो
 तो कृपया ग्रेटर नोयडा औद्योगिक विकास प्राधिकरण से प्राप्त करने का
 कट रहे।

महोदय,

संलग्नक: यवोपरि।

1 आनन्द कुमार।
 उच्च सचिव।

संख्या - 4645/9-आ-1-2000, लखनऊ।

1: प्रतिलिपि उच्च कार्यपालक अधिकारी, ग्रेटर नोयडा औद्योगिक
 विकास प्राधिकरण को सुवार्ध एवं आवश्यक कार्यवाही हेतु प्रेषित।
 2: प्रतिलिपि सचिव, औद्योगिक विकास अनुभाग-1 को उक्त पत्र
 संख्या - 4043/77-4-2000-51 आ/99 दिनांक 12.10.2000 के क्रम में सुवार्ध
 प्रेषित।

आज्ञा है,

1 आनन्द कुमार।
 उच्च सचिव।

16/11/2000
 श्री ० प्राथमिकता/समयबद्ध
 संख्या - 4043/77-4-2000-51 आ/99 दिनांक 12.10.2000 के क्रम में सुवार्ध
 प्रेषित।

नये और आज्ञायें

क्षेत्र उपलब्ध हो तब। महायोजना में संतुलन के लिये कासना के पास की 100 हैक्टेयर भूमि व कुलेसरा के निकट बाटनिकल-जूलोजिकल पार्क की 152 हैक्टेयर भूमि का भू-उपयोग रिक्रियेशनल में कृषि करने का प्रस्ताव किया गया है।

इन्लैंड कण्टेनर डिपो के निकट एवं रेलवे लाइन नजदीक होने के कारण ग्राम-पाली के निकट कृषि भू-उपयोग की लगभग 200 हैक्टेयर भूमि का भू-उपयोग मण्डो, वेयर हाउसिंग एवं थोक बाजार के लिये प्रस्तावित किया गया है। इन्ते भारी वाहनों की आवाजाही शहर के एक ओर हो रहे और मुख्य शहर पर इसका कम प्रभाव रहेगा।

विद्यार-विमर्श के उपरान्त ग्रेटर नोयडा के गोल्फ कोर्स, स्पोर्ट्स कॉम्प्लेक्स, सेक्टर अल्फा-1 डेल्टा-1 से घिरी 252 हैक्टेयर भूमि का भू-उपयोग कृषि में रिक्रियेशनल परिवर्तित करने एवं कासना के पास की 100 हैक्टेयर भूमि व कुलेसरा के निकट बाटनिकल एवं जूलोजिकल पार्क की 152 हैक्टेयर रिक्रियेशनल में कृषि करने का अनुमोदन समिति द्वारा प्रदान किया गया। इसके अतिरिक्त इन्लैंड कण्टेनर डिपो के निकट कृषि भू-उपयोग की लगभग 200 हैक्टेयर भूमि का भू-उपयोग मण्डो, वेयर-हाउसिंग एवं थोक बाजार के लिये परिवर्तित करने पर भी समिति द्वारा अनुमोदन प्रदान किया गया।

मंडो उपलब्ध है कृषि में आने लगे हैं जो कि लिये अलग से एक वस्तुतः नोयडा के प्रस्ताव-

नोयडा प्राधिकरण के सेक्टर-83, 84 एवं 87 का भू-उपयोग आवासीय से औद्योगिक किये जाने पर विद्यार-विमर्श हुआ। इस प्रस्ताव पर पूर्व में भी समिति को बैठक दिनांक 25.9.1999 में विद्यार-विमर्श हुआ था। इसमें यह प्रस्ताव अस्वीकृत हुआ था।

औद्योगिक विकास आयुक्त द्वारा इन प्रस्तावों पर यह प्रश्न की गयी थी कि सेक्टर-83, 84 एवं 87 का भू-उपयोग पहले आवासीय रखा गया था, फिर अब किन कारणों से इनका भू-उपयोग औद्योगिक किया जा रहा है? इस पर नोयडा के वास्तुविद द्वारा अवगत कराया गया कि नोयडा-2 में औद्योगिक भूखण्डों की बहुत कमी है, जिनसे इकाईयों को भूमि उपलब्ध कराने में कठिनाई का सामना करना पड़ रहा है। इसके अतिरिक्त इन सेक्टरों में लगे हुए सेक्टर 80-81 औद्योगिक उपयोग के हैं, अतः औद्योगिक क्षेत्रों को

दीपें और आज्ञायें

एक क्षेत्र में केन्द्रित रखने में सहायता होगी। इससे एक ही स्थान पर औद्योगिक इकाईयों की स्थापना से उनमें आपसी भागीदारी/सहयोग, विपुल आपूर्ति आदि में भी सुविधा हो सकेगी। ~~इ-डिस्ट्रिक्ट फील्ड में इन इकाईयों के विकास को प्रोत्साहित किया जाएगा।~~

सम्बन्ध विचारोपरान्त समिति द्वारा नोयडा प्राधिकरण के सेक्टर-83 84 एवं 87 का भू-उपयोग आवासीय से औद्योगिक किये जाने की तत्पुति की गयी।

नोयडा एवं ग्रेटर नोयडा प्राधिकरण के उपरोक्त भू-उपयोग परिवर्तन के प्रस्तावों पर विचारोपरान्त समिति द्वारा अनुमोदन प्रदान किया गया। अन्त में समिति को बैठक तथ्यन्यवाद समाप्त हुयी।

§ सत्यवीर सिंह दलाल §
वरिष्ठ ग्राम व नगर नियोजक

§ धर्मवीर शर्मा §
विशेष सचिव,
न्याय विभाग

§ हरानन्दर राज सिंह §
सचिव,
औद्योगिक विकास विभाग

§ अतुल कुमार गुप्ता §
सचिव,
आवास विकास विभाग

§ अजय विक्रम सिंह §
औद्योगिक विकास आयुक्त एवं
प्रमुख सचिव।

2/25/17/00

62

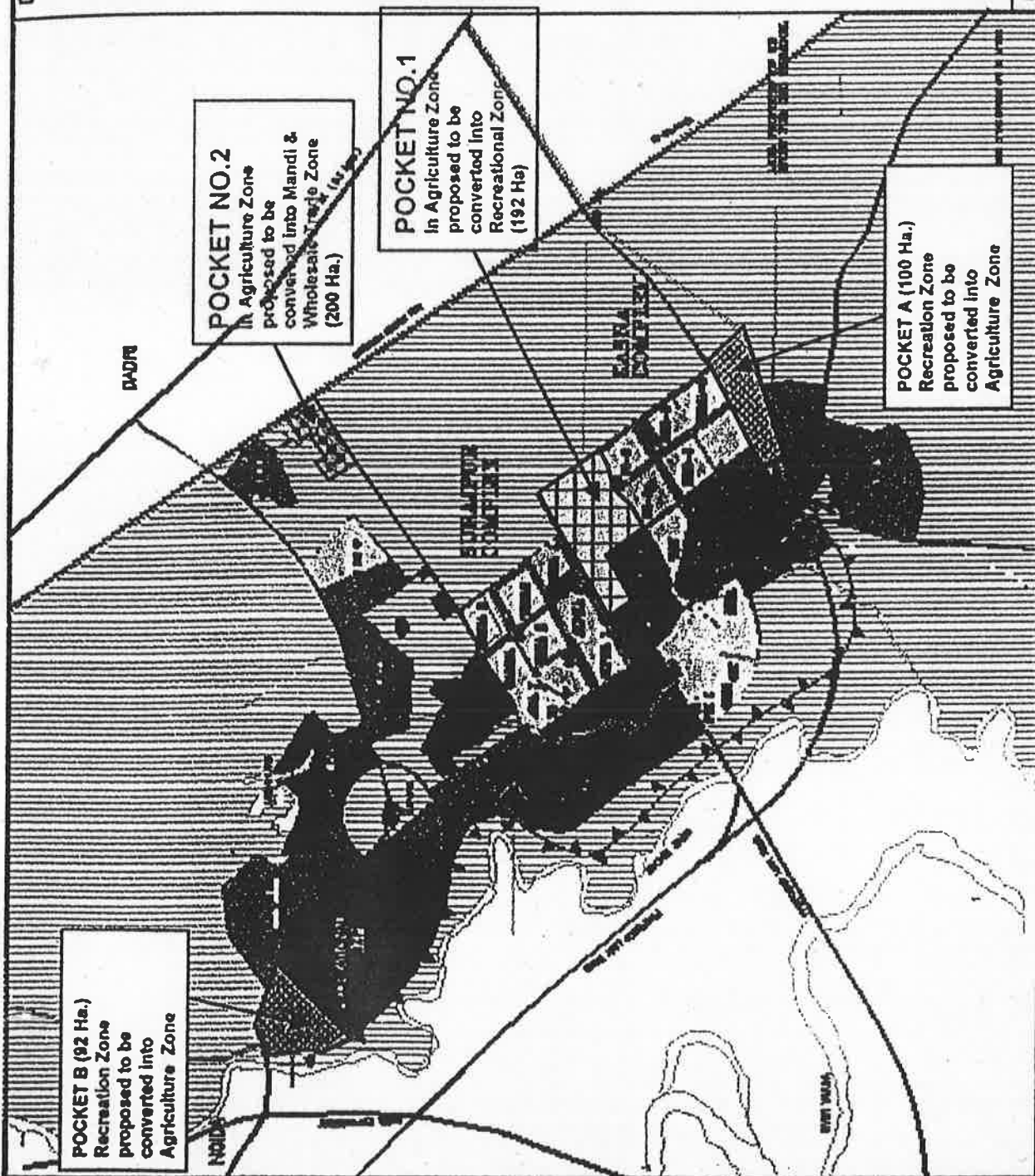
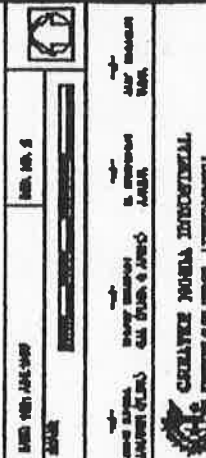
- 12 -
टीपें और आज्ञायें

नोयडा में ग्रेटर नोयडा प्राधिकरण के मू-उपयोग परिवर्तन के प्रस्तावों पर विचार हेतु शासन स्तर पर गठित समिति की बैठक दिनांक 25.7.2000, अपरान्ह 4-00 बजे उपस्थित अधिकारियों की सूची :-

1. श्री अजय विक्रम सिंह, औद्योगिक विकास आयुक्त एवं प्रमुख
2. श्री हरमिन्दर राज सिंह, सचिव, औद्योगिक विकास विभाग
3. श्री अतुल कुमार गुप्ता, सचिव, आवास विभाग।
4. श्री धर्मवीर शर्मा, विशेष सचिव एवं अपर विधि परामर्शी,
5. श्री सत्यवीर सिंह दलाल, वरिष्ठ ग्राम एवं नगर नियोजक।
6. श्री भारत भूषण, मुख्य वास्तुविद् एवं नियोजक, नोयडा।
7. श्रीमती रेखा देव्यानी, महाप्रबन्धक (नियोजन), ग्रेटर नोयडा

63

GREATR NQIDA LANDUSE PLAN



SUBREGIONAL CENTRES - SURAJPUR & KASNA

OUTLINE DEVELOPMENT PLAN 2001

EXTRACTS FROM THE MINUTES OF THE 47TH MEETING OF THE PLANNING COMMITTEE HELD ON 22.3.2002

3.2 CONSIDERATION OF THE PROPOSALS FOR CHANGE OF LANDUSE OF AN AREA MEASURING 252 HA. FROM 'AGRICULTURE USE' TO 'RECREATIONAL USE' IN GREATER NOIDA, U.P..

3.2.1 While explaining the proposal, the OSD, Greater Noida, UP mentioned that the actual area after deducting the area under village abadis and 60 mt. wide Master Plan road proposed for change of landuse from "agriculture" to "recreational" was 192 ha. The Greater Noida also proposed for conversion of equivalent area from "recreational use" to "agriculture use" thus, there would not be any change in the total proposed area under recreational use in the Outline Development Plan - 2001.

3.2.2 The observations recommendations of the other members of the Planning Committee received in response to our letter dated 10.12.2001 (circulation of the Agenda note) are as under :

- Shri K.T. Gurumukhi, Chief Planner, TCPO : The proposal was agreed as the quantum of various uses would remain the same in the ODP of Greater Noida.
- Shri S.K. Jayaswal, Dy. Secretary, Ministry of Power : Recommended the proposal.
- Shri P.K. Hota, Vice-Chairman, DDA and Shri Vijay Risbud, Commissioner (Planning), DDA : The proposal is accepted.
- Shri P.S.S. Thomas, Adviser (HUD), Planning Commission : Recommended the proposal.
- Shri S.K. Jain, Executive Director, Ministry of Railways (Railway Board) : The proposal is accepted and recommended.
- Shri V.K. Gupta, Chief Town & Country Planner, Govt. of Uttar Pradesh : Agreed to the proposal.
- Shri Atul Kumar Gupta, Principal Secretary (Housing), Govt. of Uttar Pradesh : Agreed to the proposal.

3.2.3 After detailed discussions the Planning Committee recommended the proposal for approval of the Chairman, NCRPB and Hon. Minister for Urban Development & Poverty Alleviation.

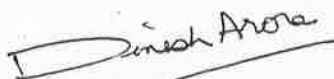
ANNEXURE-IV


REPORT OF THE TEAM FOR SITE VISIT TO THE ALIGNMENT OF THE F.N.G.
EXPRESSWAY


NCR PLANNING BOARD**Report**


As a follow up of the Planning Committee meeting held on 29.9.2003, a tour was undertaken by Shri Rajeev Malhotra, Chief Regional Planner (O), NCRPB; Shri S.K. Zaman, CCP (NCR Cell), Government of UP; Shri A.K. Bhatnagar, Associate Planner, Government of UP; Shri B. S. Dahiya, SE, UP Housing Board; Shri Parminder Kumar, Executive Engineer, UP Housing Board and Shri Dinesh Arora, Assistant Director (Transport) to ascertain that whether the proposed alignment of FNG Expressway could still be taken up in spite of the developments already taken place.


The team visited the alignment at its starting point on NH-24 (alignment marked on the map with pink color) and travelled along the alignment upto NH-24 bypass and further South. It was observed that a Green Area (Sai Vatika) had been developed by the Nagar Nigam between NH-24 and railway line near river Hindon and unauthorized development had taken place between NH-24 bypass and river Hindon on the alignment. The location of these are marked with green hatch on the annexed map. It is estimated that of the 10 km. length of the Expressway visited by the team about 1.5-2 km. had been encroached.


(Dinesh Arora)
Assistant Director,
NCRPB


(Shri A.K. Bhatnagar) (Shri Parminder Kumar)
Associate Planner, EE, UP Housing Board
Govt. of UP


(Shri Rajeev Malhotra)
CRP(O), NCRPB


(Shri S. K. Zaman)
Chief Coordinator
Planner, Govt. of UP


(Shri B. S. Dahiya)
SE, UP Housing Board

ANNEXURE-V

CHANGE OF LANDUSE OF AN AREA MEASURING 531.62 HA FROM 'RURAL USE' TO 'INDUSTRIAL USE' AT NEEMRANA VILLAGE IN RAJASTHAN SUB-REGION.

Government of Rajasthan
Office of the Chief Town Planner (NCR) Rajasthan, Jaipur.

No.TPR/NCR/CILU/ RIICO/02/12228

Dated :

14 NOV 2003

✓ **Chief Regional Planner,**
National Capital Region Planning Board,
1st Floor, Zone-IV ,
India Habitat Centre,
Lodhi Road,
New Delhi-110003

Sub: Proposal for Change of land use, from Remaining Rural Area to Industrial purpose, in the Regional Plan -2001, in NCR Plan for Neemrana Industrial Area.

Sir,

A request for change in land use, from Remaining Rural Area to Industrial use for land measuring 531.62 Hac. (1313 acres), consisting of four phases of development as explained in the Brief Note attached with this letter (Annexure-A) has been received from, Regional Manager, RIICO, Shahjahanpur vide letter No.2001 dated 17.9.03.

Consent of the State Government for change in land use has been obtained and a copy of the same is enclosed at Annexure-B.

Proposal for change in land is submitted for consideration of NCRPB.

Yours faithfully,

Chief Town Planner (NCR)
Rajasthan, Jaipur.

Encl: As above.

JDB

DD(S)

25/11/03

27/11/03

401

Dist. No.

24/11

M

Annexure-A

Brief Note

Proposal for Change of land use, from Remaining Rural Area to Industrial purpose, in the RP -2001, in NCR Plan for Neemrana Industrial Area.

Keeping in view the policies of NCR Regional Plan 2001 and in anticipation of shifting industries from Delhi and location of new industries in the NCR Sub Region Rajasthan, Neemrana located on NH 8, at a distance of about 125 kms. from Delhi, has been identified as a potential industrial development node.

In pursuance to above, RIICO has developed an industrial estate spread over 232.93 hac. in Neemrana during 1992-95 in **first phase**. Looking to the demand and to provide for supporting facilities, an additional area of approx. 30.17 hac. was acquired and developed during 1997-2000, in **second phase**, making a total of approx. 263.10 hac. Industrial area(Phase-I & II) stands fully developed and is already operational. More than 80% of plots have already been disposed off and industries have also been established.

However, industrial area taken up for development under Phase-I & II, as per the land use plan, formed a part of the remaining rural area and required, grant of permission from NCRPB for change in land use, before being put up for industrial purpose. Ignoring this requirement, RIICO has developed above area(Phase-I & II) for industrial purpose, without obtaining prior permission from NCRPB and has now requested for change in land use.

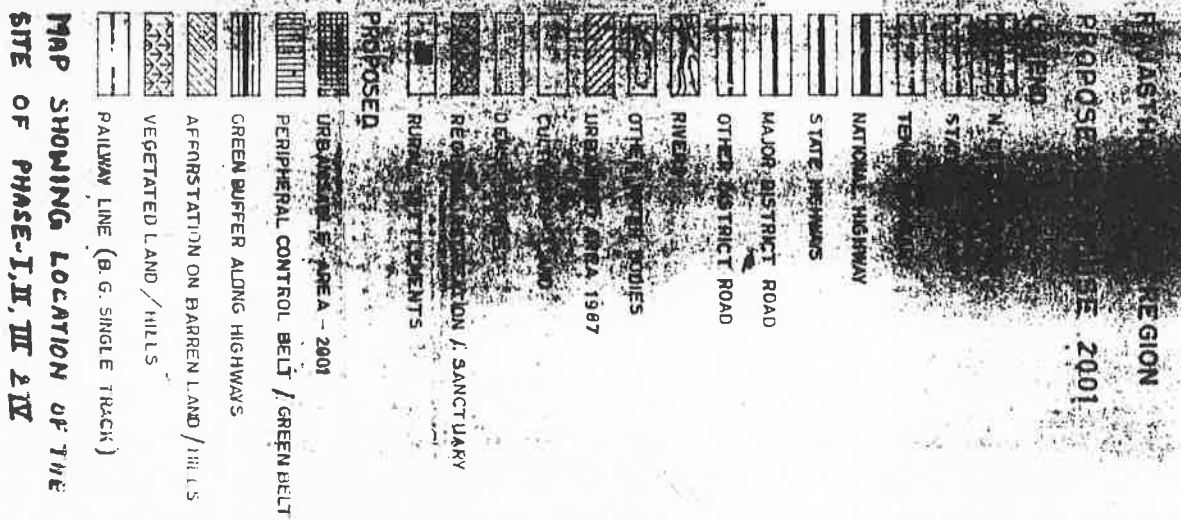
Here it will be worthwhile to mention that existing industrial area of 30.17 hac.(Phase-II) was developed for social infrastructure facilities, with the loan assistance, amounting Rs.675 lacs, obtained from NCRPB, in 1997. The project has been fully implemented and all the plots have been developed and most of them have been disposed off.

In view of the felt needs, for further expansion of the Neemrana Industrial Area, RIICO has requested for allotment of 54.44 hac. for extension of social infrastructure, under third phase of development programme, and 214.08 hac. for development of EPIP, under fourth phase of the development programme. Consolidated picture of all the four development phases works out to be as under:

Sl. No.	Phase	Years/	Private land	Govt. land	Total area in Hac.	Remarks
1.	Phase-I	1992	224.72	8.21	232.93	More than 80% plots has been allotted
2.	Phase-II	1997	28.27	1.90	30.17	-do-
3.	Phase-III	2003 (Proposed)	12.95	51.40	54.44	Possession of land has been taken
4.	Phase-IV	2003 (Proposed)	211.17	291	214.08	-do-
5.	Total		477.11	352.51	531.62	



DISTT.
BHARATPUR

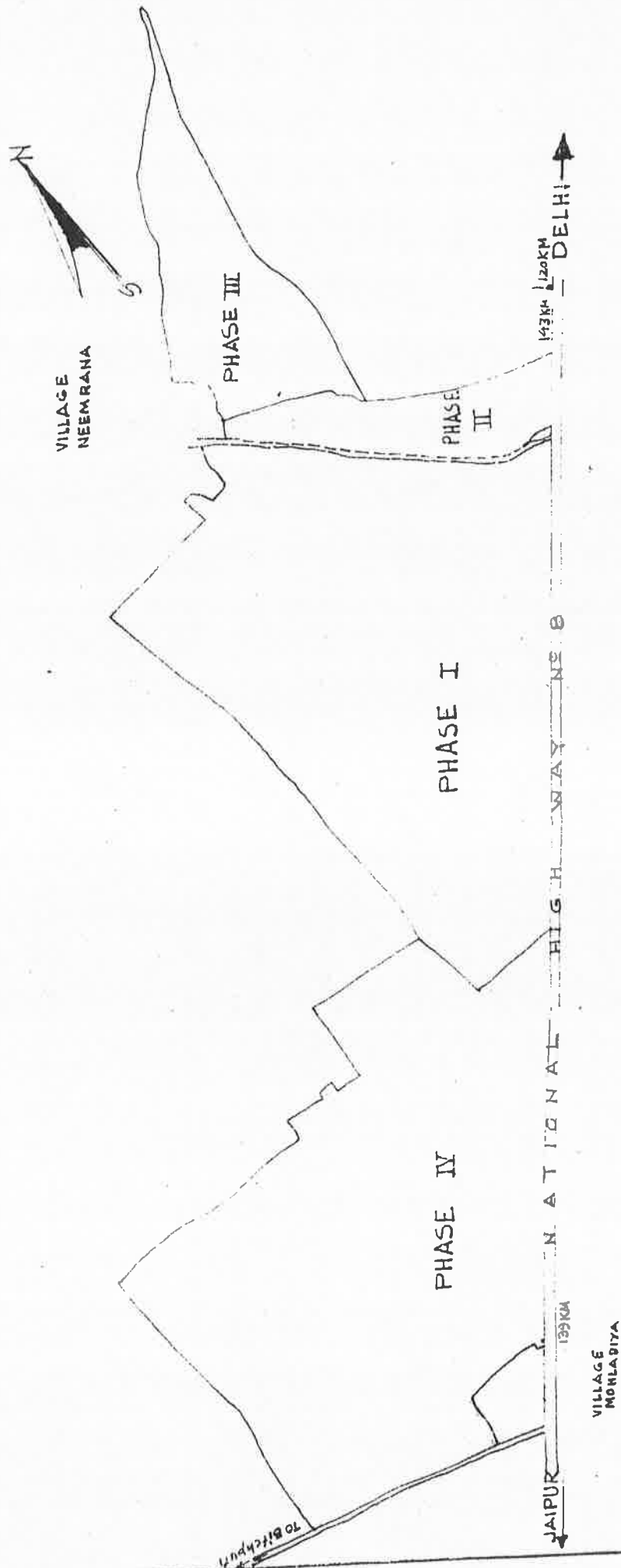


SCALE - 1 : 250,000



Annexure - 'A-2'

NEEMRANA



REF:—
LAND NOT IN POSSESSION [Z]

Sub: Request for change in land use by RIICO, from remaining rural area to industrial purpose in the Regional Plan 2001.

A case, requesting for change in land use, from "Remaining Rural Area" to "Industrial(social Infrastructure)" in respect of a plots of land measuring 54.44 hac. and located adjoining existing Neemrana Industrial Area, was submitted by Executive Director, RIICO to Government vide letter No. IPI/A/808/98/3172 dated 27.7.01, with a copy to this office (Flag "A") The matter was examined by this office and submitted to the Government for its consideration, alongwith the recommendation of this office(par 14/N to 20/N). The matter was considered by the Government and on noting the fact :

- (i) that land under reference is required for growth of existing industrial area.
- (ii) that largely land belongs to Government
- (iii) that Neemrana industrial area was developed with the loan assistance from NCRPB.

Government agreed with the request for change of land use, as submitted by RIICO, vide par 22/N. Government further decided that ex-post facto approval of the NCRPB may be obtained, for the above said change in land use, as the same is required under the provision of the NCR Regional Plan 2001.

In pursuance to the above Government decision, case for the land use change was processed and forwarded by this office to NCRPB, for its consideration vide this office letter No. TPR 0480.01 NCR.2954 dated 23.3.02 (Flag "B").

In response, Chief Regional Planner, NCRPB vide his letter No. K-14011/18/AP/2002-NCRPB dated 2.7.02, desired to know as to whether the permission for change in land use, in respect of existing industrial area, already developed by RIICO (585 acres developed in 1992 under Phase-I and 70 acres developed in 1997 under Phase-II) has been obtained by RIICO from NCRPB or not (refer Flag "C").

In pursuance to NCRPB's letter, MD, RIICO was requested to apprise with the position, vide this office letter No. TPR/NCR/CILU/RIICO/6270 dated 12.7.02 (Flag "D"). Subsequently a number of reminders were issued.

In response to above, vide letter No. RM/SJPR/Land/2002/2731 dated 31.10.02. RM. RIICO, Shahjahanpur, submitted a consolidated proposal for Phase-I, Phase-II & Phase-III (refer par 1/N above) saying that permission for change in land use for Phase-I & II was not obtained earlier and that now the permission for change in land use in respect of all the above three phases, may be obtained (refer Flag "E").

Meanwhile, RIICO decided to further expand the industrial area under its Phase-IV programme. This office suggested that the RIICO may include Phase-IV also in their request, for change in land use, so that

all the land use change proposals could be considered in one go, in response vide letter No.2001 dated 17.9.03 RM, RIICO, Shahjahanpur (refer Flag "F") has submitted consolidated proposal for all the four phases. Latest position incorporating all the four phases will work out as under :

Sl. No.	Phase	Years/	Private land	Govt. land	Total area in Hac.	Remarks
1.	Phase-I	1992	224.72	8.21	232.93	More than 80% plots has been allotted
2.	Phase-II	1997	28.27	1.90	30.17	-do-
3.	Phase-III	2003 (Proposed)	12.95	51.40	54.44	Possession of land has been taken
4.	Phase-IV	2003 (Proposed)	211.17	291	214.08	-do-

Keeping in view various stages of development, described in above paras, a consolidated request for change in land use, from remaining rural area, to industrial use is proposed to be submitted for consideration of NCRPB. Brief Note proposed to be submitted to NCRPB is placed below at Flag "G".

In the opinion of this office, looking to the locational advantages of Neemrana, site proposed for industrial development(Phase-I to Phase-IV), is eminently suitable for attracting economic activities and therefore it is a fit case for grant of land use change permission.

Before submitting the matter for consideration of NCRPB, the case is submitted for consideration and consent of the State Government, in reference to the Government Order No.F.11(12)UDH/3/84/II dated 25.11.2000

(copy enclosed at Flag "H"). Ret Last para - *marked (A1)*

Chief Town Planner(NCR)

Secretary, U.D.

OCT 2003

2/11/2003

6/10/03

17/7

84. May kindly approve.

Minister U.D.H.

85. The case of change of Land use. Pl

G.P.B. 41-6-99-3000

SCD

Edna

This matter was discussed with the Minister Urban Development today. This matter does not pertain to change of land use for any private party. The matter relates to change of land use for the purposes of extending the industrial area which has been set up by RIICO. After formal approval by the Minister Urban Development the case will be referred to the National Capital Region Planning Board (NCRPB) for their approval. The final decision for change of land use will be taken by the NCRPB.

87.

Submitted for approval of the Minister Urban Development.

November 03 2003

(Ashok Sampatram)
Secretary, U.D.H. Deptt.

Minister, Urban Development

4630/82/13
4/11/03
17/10/03
11/10/03
2/11/03

SUDH

CTP (NCR)

NTP (NCR) Y.

File No. 11/03

11/11/03

07/11/2003

ANNEXURE-VI

PROPOSAL FOR PERMISSION FOR SETTING UP OF PETROL PUMP
MEASURING AN AREA OF 4550 SQ.MT. IN KHASRA NOS: 558 & 559 AT
VILLAGE BEHROR-TERF-NAINSUKH TEHSIL BEHROR, DISTRICT ALWAR,
RAJASTHAN.

ANNEXURE-VI

Government of Rajasthan
Office of the Chief Town Planner (NCR) Rajasthan, Jaipur.

No.TPR/NCR/CILU/01/2003 /5782

Dated :

27 MAY 2003

Member Secretary,
National Capital Region Planning Board,
1st Floor, Zone-IV,
India Habitat Centre,
Lodhi Road,
New Delhi-110003

Sub: Grant of permission for establishing petrol pump(Khasra No.558 & 559, Village Behror Terf Nainsukh) in the area classified in the zoning regulation (R.P.2001) as Green Buffer along major transport routes.

Sir,

A request has been received from the Hindustan Petroleum Corporation Ltd. Jaipur Division for grant of NOC for establishing a Petrol Pump in the area classified in the zoning regulation (R.P.2001) as Green Buffer along major transport routes vide HPCL's letter No. JRO:GHT:RET dated 31.1.03(Annexure-1)..

The matter was referred to the State Govt. vide this office letter No.TPR/NCR/CILU/02/2003 dated 30.4.03, alongwith the comments of this office for the consent of the State Govt.(Annexure-2) The consent of the State Govt. has been received vide letter No.F.10(22)/UDD/3/03 dated 23.5.03(Annexure-3).

The matter is now submitted for consideration of NCRPB for grant of permission for establishing petrol pump as stated above.

Yours faithfully,

Chief Town Planner(NCR)
Rajasthan, Jaipur.

Encl: As above.

डायारी नं./Diary No. 486
दिनांक/Date 4/6/03
हस्ताक्षर/Signature

148/50 130/03
5/6/03

2
Annexure 24/3
हिन्दुस्तान पेट्रोलियम कॉर्पोरेशन लिमिटेड

(भारत सरकार उपक्रम) रजिस्टर्ड ऑफिस : 17, जमशेदजी टाटा रोड, मुंबई - 400 020

HINDUSTAN PETROLEUM CORPORATION LIMITED

(A Government of India Enterprise) REGISTERED OFFICE : 17, JAMSHEDJI TATA ROAD, MUMBAI-400 020

TELEPHONE: 740318, 740154, 409588, 740187

TELEGRAM: HIPETOFF

TELEX: 91-141-740358

TELETYPE: JRO:GHT:RET

Secretary,
Ministry of Urban Development & Housing,

Secretariate

Pur

Subject: Change of Land use for putting up Retail Outlet at Behror Terf Nainsukh Teh,
Behror District Alwar.

Dear Sir,

We wish to advise you that due to heavy traffic on NH 8 and considering the necessity of a Petrol pump for the local residents, our Corporation has finalised a land at Behror on NH 8 for putting up a Company Owned Retail Outlet for the purpose of rehabilitating Kargil allottee. The details of the land are as follows:

Location: Village Behror on NH 8, Terf Nainsukh, Tehsil Behror District Alwar.

Owners: Shri Amar Singh & Shri Kuldeep Singh

Plots Nos: 558 & 559 Total area - 67 Acre

Area to be

acquired: $70 \times 70 = 49$ Acre.

Since the land is falling under National Capital Region, you are requested to kindly recommend the case to the Chief Town Planner (NCR), Rajasthan, for their further necessary action, in enabling us to establish the Retail Outlet.

Thanking You,

Very truly yours,

M.K. Vij

M.K. Vij

Sr. Regional Manager.

Chief Town Planner (NCR) Rajasthan: for information and necessary action please.

राजस्थान सरकार

कार्यालय मुख्य नगर नियोजक(एनसीआर) राजस्थान, जयपुर

दिनांक: 30 APR 2003

कमांक: टीपीआर / एनसीआर / सीएल / 02 / 2003 / 4515

शारान उप सचिव-1,
नगरीय विकास विभाग,
राजस्थान, जयपुर।

विषय:- प्रार्थी श्री अमर सिंह पुत्र श्री मान सिंह यादव एवं कुलदीप सिंह पुत्र श्री अमर सिंह की राजस्थान ग्राम बहरोड तर्फ नयनमुख तहसील बहरोड, खसरा नम्बर 558, 559 स्थित कृषि भूमि के पेट्रोल पम्प (वाणिज्यिक) प्रयोजनार्थ गू उपयोग परिवर्तन बाबत।

गहोदय,

विषयधीन आवेदन हिन्दुस्तान पेट्रोलियम कार्पोरेशन लि. जयपुर के द्वारा उनके पत्र कमांक जेआरओ:जेएचटी:आरईटी दिनांक 31.1.03 के माध्यम से सचिव, नगरीय विकास विभाग को प्रेषित किया गया था (देखें परिशिष्ट-2) जिस पर इस कार्यालय के द्वारा गू उपयोग परिवर्तन करने बाबत वांछित सूचनाएं हिन्दुस्तान पेट्रोलियम कार्पोरेशन लि. जयपुर से प्राप्त कर उप नगर नियोजक, अलवर को प्रकरण प्रेषित किया गया। उप नगर नियोजक, अलवर के द्वारा मामले की जांच कर अपनी टिप्पणी सहित मामला इस कार्यालय को प्रेषित किया गया है। मामले का अध्ययन किया गया। मामले में विभाग की राय निम्न प्रकार से है:-

1. प्रस्तावित स्थल बहरोड नगरीय क्षेत्र में जयपुर-दिल्ली राष्ट्रीय राजमार्ग संख्या 8 पर राजस्थान ग्राम बहरोड तर्फ नयनमुख में स्थित है। प्रस्तावित स्थल का क्षेत्रफल 4900 वर्गमीटर है एवं इसकी आकृति आयताकार नहीं है। सड़क के सामुख इसकी चौड़ाई 70 मीटर है एवं सड़क से औसत गहराई लगभग 65 मीटर है। प्रस्तावित स्थल की स्थिति एवं नाप, सड़क की चौड़ाई आदि की साइट प्लान में दर्शाया गया है। प्रस्तावित भूमि रॉलिंग साइट प्लान में दर्शाये अनुसार राष्ट्रीय राजमार्ग संख्या 8 के मध्य से 37 मीटर की दूरी पर स्थित है (देखें परिशिष्ट-2)

2. प्रस्तावित स्थल राष्ट्रीय राजधानी क्षेत्रीय योजना 2001 के अन्तर्गत अधिसूचित क्षेत्र के अन्दर पड़ता है। अतः मामले का निपटारा राष्ट्रीय राजधानी क्षेत्रीय योजना के अन्तर्गत स्वीकृत लेण्ड यूज प्लान एवं जोनिंग रेगुलेशन के अनुसार किया जाना अपेक्षित है। इस सन्दर्भ में मामले की जांच करने पर निम्न स्थिति बनती है:-
विषयधीन भूखण्ड, बहरोड गारटर प्लान में राष्ट्रीय राजमार्ग संख्या 8 के साथ ग्रीन बेल्ट क्षेत्र में निर्धारित 100 मीटर चौड़ी हरित पट्टी में पड़ता है तथा जोनिंग रेगुलेशन के अनुसार इस हरित पट्टी में देय गू उपयोगों की श्रेणी में पेट्रोल पम्प नहीं आता है (जोनिंग रेगुलेशन की प्रति संलग्न है-परिशिष्ट-3)। यहां यह उल्लेखनीय है कि राष्ट्रीय राजधानी क्षेत्रीय परियोजना बोर्ड में राष्ट्रीय राजमार्ग एवं राज्य मार्ग के साथ निर्धारित हरित पट्टी में पेट्रोल पम्प की अनुमति दिये जाने के सन्दर्भ में नीतिगत निर्णय लिये जाने बाबत

विचार चल रहा है। अतः गांगले को राष्ट्रीय राजधानी क्षेत्रीय योजना बोर्ड को, राज्य सरकार की सहमति से भू उपयोग परिवर्तन की अनुमति हेतु भेजा जाना आवश्यक है।

3. भारतीय रोड कांग्रेस के द्वारा पेट्रोल पम्प की अनुमोदिन बाबत जारी की गई गाईडलाइन्स के अनुसार निम्न स्थिति बनती है:

क्रम संख्या	आइ.आर.सी गाईडलाइन्स के अन्तर्गत उल्लेखित प्लानिंग पैरामीटर्स	स्थिति
1.	रोड बेरियर से कम से कम दूरी -1 कि.मी.	पर्याप्त दूरी पर स्थित है।
2.	अन्य पेट्रोल पम्प से कम से कम दूरी- 300 मीटर	पर्याप्त दूरी पर स्थित है।
3.	भूखण्ड के सामने की चौड़ाई-30 मीटर से अधिक	उपलब्ध -70.00 मीटर

यथा प्रस्ताव भारतीय रोड कांग्रेस की गाईडलाइन्स के अनुसार है।

चूंकि प्रस्ताव इन्डियन रोड कांग्रेस की गाईडलाइन्स के अनुसार उचित प्रतीत होते हैं अतः यदि राज्य सरकार सहमत हो तो गांगले को राष्ट्रीय राजधानी क्षेत्रीय परियोजना को अनुमति हेतु प्रेषित कर दिया जावे।

यदि राष्ट्रीय राजधानी क्षेत्रीय परियोजना बोर्ड उक्त भू उपयोग परिवर्तन/रूपान्तरण बाबत अपनी सहमति दे देता है तब विभाग की राय में प्रार्थीयां को निम्नलिखित शर्तों के साथ बहरोड मास्टर प्लान में हरित पट्टी (कृषि भूमि) से पेट्रोल पम्प(वाणिज्यिक) प्रयोजनार्थ भू उपयोग परिवर्तन किया जाना उचित होगा।

1. प्रार्थी के द्वारा राष्ट्रीय राजमार्ग संख्या 8 के मध्य से 50 मीटर दूरी तक की भूमि राडक के विस्तार हेतु समर्पित की जायेगी (देखें परिशिष्टि-अ)। समर्पित भूमि पर किसी प्रकार का कोई निर्माण कार्य जिसमें बाउन्ड्री वाल भी शामिल है नहीं किया जायेगा।
2. पेट्रोल पम्प की इकाई का निर्माण भारतीय रोड कांग्रेस द्वारा पेट्रोल पम्प हेतु निर्धारित दिशा निर्देशों/मापदण्डों के अनुसार किया जायेगा।
3. पेट्रोल पम्प में प्रवेश करने वाले व पेट्रोल पम्प से निकलने वाले वाहनों का मुख्य राडक मार्ग पर गुजरने वाले वाहनों के लिये उचित विजन सम्बन्धी समुचित व्यवस्था रखने का दायित्व भारतीय तेल निगम एवं प्रार्थीयां स्वयं का होगा।
4. प्रार्थी द्वारा अग्नि शमन की उचित प्रावधान किये जावेंगे जिसके लिये वह स्वयं उत्तरदायी होगी व इस हेतु निर्धारित मापदण्डों की पालना पूर्ण रूप से सुनिश्चित की जावेगी।
5. पेट्रोल पम्प हेतु रूपान्तरण से पूर्व संबंधित राडक यातायात अथॉरिटी से अनापत्ति प्राप्त की जायेगी।
6. भूमि के स्वागित्य की जांच नगर पालिका मण्डल, बहरोड के द्वारा की जायेगी।

भवदीय

मुख्य नगर नियोजक(एनसीआर)

गुजरात, जयपुर।

संलग्न: उपरोक्तानुसार

हिन्दुस्तान पेट्रोलियम कॉर्पोरेशन लिमिटेड

(भारत सरकार उपक्रम) रजिस्टर्ड ऑफिस: 17, जमशेदजी टाटा रोड, मुंबई - 400 020

HINDUSTAN PETROLEUM CORPORATION LIMITED

(A Government of India Enterprise) REGISTERED OFFICE : 17, JAMSHIEDJI TATA ROAD, MUMBAI-400 020

TELEPHONE: 740318, 740154, 409588, 740187

TELEGRAM: HIPETOFF

FAX: 01-141-740350

Ref: JRO:GHT:RET

Secretary,
Ministry of Urban Development & Housing,
Secretariate,
Jaipur

Sub: Change of Land use for putting up Retail Outlet at Behror Terf Nainsukh Teh,
Behror District Alwar.

Dear Sir,

We wish to advise you that due to heavy traffic on NH 8 and considering the necessity of a Petrol Pump for the local residents, our Corporation has finalised a land at Behror on NH 8 for putting up a Company Owned Retail Outlet for the purpose of rehabilitating Kargil allottee. The details of the land are as follows:

Land at : Village Behror on NH 8, Terf Nainsukh, Tehsil-Behror District Alwar.

Owners : Shri Amar Singh & Shri Kuldeep Singh

Khasra Nos: 558 & 559 Total area - 67 Acre

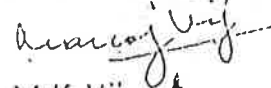
Area to be

converted : $70 \times 70 = 49$ Acre.

Since the land is falling under National Capital Region, you are requested to kindly recommend the case to the Chief Town Planner (NCR), Rajasthan, for their further necessary action, in enabling us to establish the Retail Outlet.

Thanking You,

Very truly yours,



M.K. Vij

Sr. Regional Manager.

cc: Chief Town Planner (NCR) Rajasthan: for information and necessary action please.



हिन्दुस्तान पेट्रोलियम कॉर्पोरेशन लिमिटेड

(भारत सरकार उपक्रम) रजिस्टर्ड ऑफिस : 17, जगशेवजी टाटा रोड, मुंबई-400 020

HINDUSTAN PETROLEUM CORPORATION LIMITED

(A Government of India Enterprise) REGISTERED OFFICE : 17, JAMSHEDJI TATA ROAD, MUMBAI-400 020

दूरभाष / TELEPHONE : 740318, 740154, 740017

तार / TELEGRAM : HIPETOFF

फैक्स / FAX : 91-141-740358

Ref. BKB/ENGG

तेल भवन, सहकार मार्ग

ज्योति नगर, जयपुर-302 005

TEL BHAWAN, SAHKAR MARG

JYOTI NAGAR, JAIPUR - 302 005

Date : 07 March, 2003

To
The Chief Town planner (NCR) Rajasthan,
Jaipur.

Dear Sir,

Sub : Putting up of Retail Outlet at Behror
Terf Nainsukh, Dist : Alwar.

Please refer to your letter No. TPD/NCR/CILU/01/2003/1676 dt. 18 /02/2003 .The required information as asked for are given pointwise as under :

1. The site plan as required is enclosed .
2. The detailed site plan with proposed facilities and dimensions is enclosed as per IRC and NHAI norms.:
3. Certified copy of land ownership (jamabandi sambat 2054) is enclosed.
4. Presently the land is being used for agricultural purposes.
5. The installation of retail outlet /Petrol Pump is a necessity for following reasons :
 - (a) Industrial activity near by .
 - (b) Agricultural needs of farmers.
 - (c) Requirement of fuel for increased traffic flow on NH-8
6. The Retail Outlet is being operated by the the Corporation.

We hope the above meets the requirement. Please arrange to make the change in land use.

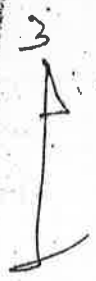
Thanking you,

Very truly Yours.

M.K. Vij
Sr. Regional Manager

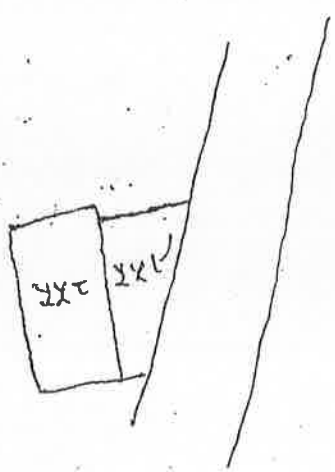
2

જાહેરાત
ગ્રામ વાસ્તવ પાલિકા
રે. વાસ્તવ
લિમિટેડ મિલ (21મી.)
પ્રમુખ 2032
લેન 9-મી = 40મી



જાહેરાત
ગ્રામ વાસ્તવ
લેન 9-મી

લેન 9-મી



જાહેરાત ગ્રામ વાસ્તવ પાલિકા P.33
લેન 9-મી 10-8
લેન 9-મી 10-8

10-8
10-8

पु.अ.पि.ले.। निर्देशक क्षेत्र: बागडा
दिनांक: 12/23/2002

खेड(खतोनी)	धूम धारक का नाम	काशनकार का नाम, के पता सहित तथा कार्य काय	उत्तरदाता:	क्षेत्रफल	धूम वर्गीकरण	सिंचाई के साधन	देय लगान	नामानाकरणा आदेश नं. तथा तारीख	धूम ब्योरा विशिष्टियाँ जिस के पक्ष धूम अन्तर्गत हो
							हर रकम		
							9	10	
1- बुराना	2	4	3	6	7	8		11	-12

[illegible]

कुल खसरा = 1	कुल क्षेत्रफल = 0.2700	भूमि प्रकार के अनुसार क्षेत्रफल	7.1
		चाही 1 0.1800	
		गाव 1 0.0900	
		गाव 1 0.4000 ✓	8.85
1.5 मां राज. कुलदम पि. अमरसिंह काम	558	0.2400	
सरकार अतिर सा. रोड खातीनार		0.1500	

कुल दस्तावेज = 1

कुल दस्तावेज = 0.4000

चुम्बिक प्रकार के अनुसार क्षेत्रफल

मादा	0.2400
पुर्वा	0.1600

5.55

[illegible]

601

PART PLAN OF KHASRA MAP VILLAGE

TARE NAIN SUKH BEHROR

SCALE 1 CM = 40 MT

BY

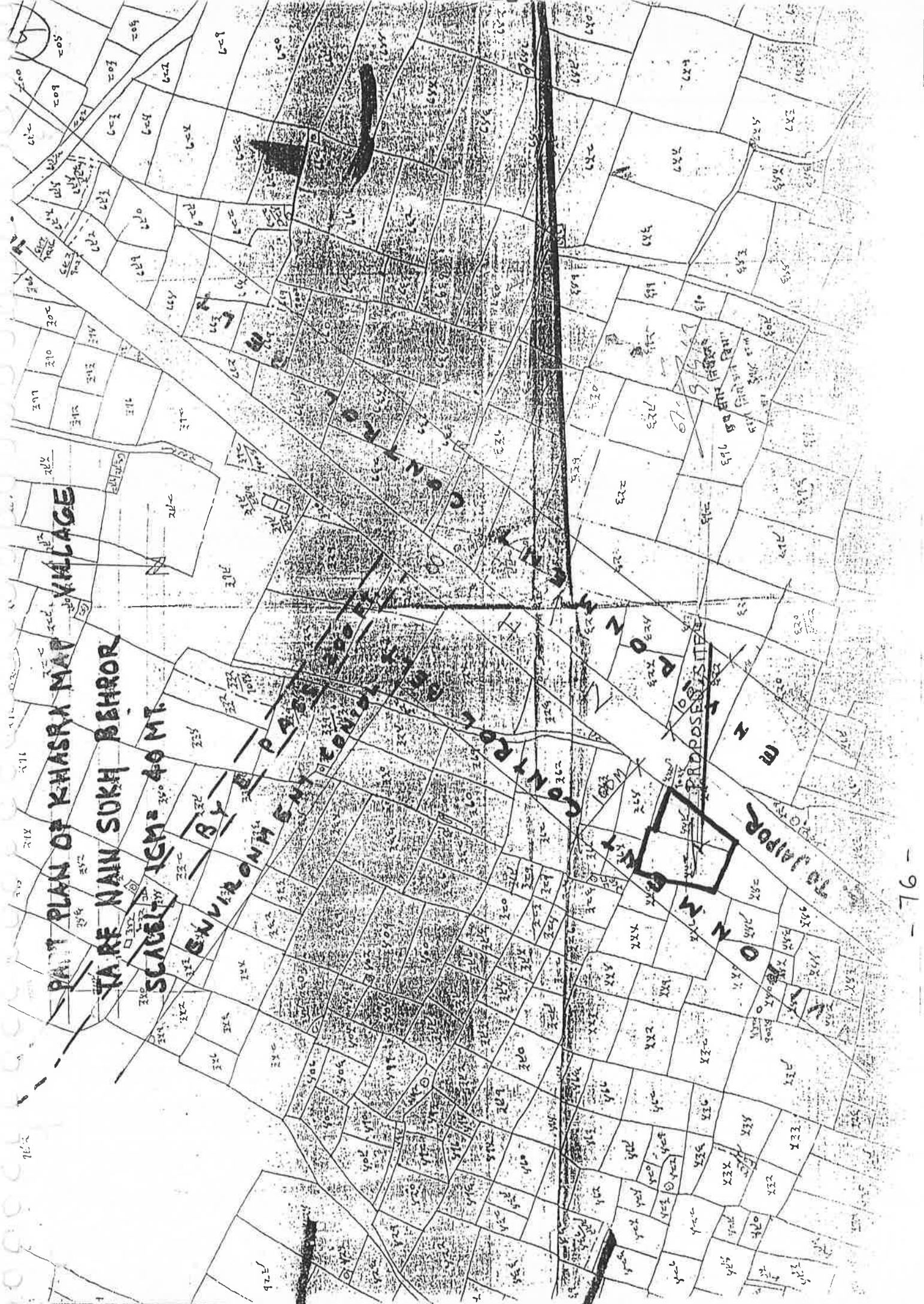
ENVIRONMENT

PA

CONTROL

PROPOSED SITE

TO JAPOR



भाग 1

(राज्य सरकार को भू-उपयोग परिवर्तन अधिनियम 2000 के अंतर्गत भू-उपयोग परिवर्तन दिये जाने के लिए आवेदन-पत्र)

1. आवेदक का नाम श्री अमर सिंह यादव S/o श्री मान सिंह यादव

या P.O. तुलदीप सिंह S/o श्री अमर सिंह यादव

2. आवेदक का पता गन्तान नं. 55 बार्ड नं. 5 बहरोड़
अजमेर राजस्थान 301701

3. भूमि, जिसका भू-उपयोग परिवर्तन चाहा गया है, का विवरण--

(क) कहां स्थित है यह भूमि N.H. 8 पर जयपुर-दिल्ली रोड पर नक्का नहरोड़

(प्लान / अथवा प्लान का नाम) से 2.5 KM दूर जयपुर की तरफ स्थित है।

(ख) खसरा नंबर / सहकारी समिति का पददा / स्थानीय निकाय द्वारा आवंटित भू का

का विवरण-- खसरा नं. 557 न 558 बहरोड़ तर्फ नैनसुरा

(ग) खसरा प्लान / साइट प्लान संलग्न है।

(घ) निम्न बिन्दुओं के अंतर्गत भूमि की स्थिति --

(i) भूमि आवाप्ति--यदि भूमि आवाप्ताधीन हो तो विवरण दें-- नहीं

(ii) विधिक स्थिति--यदि भूमि विवादग्रस्त है, न्यायालय का स्थगन आदेश आदि है तो

विवरण दें-- नहीं

(iii) भूमि का वर्तमान उपयोग कृषि

(च) भू-उपयोग परिवर्तन का प्रकार-- कृषि

उपयोग-- कृषि / डेडवेल पम्प हेतु

(छ) भू-उपयोग परिवर्तन वांछित का कारण

विषय : ...

5. स्वामित्व संबंधी दरखास्त का सम्पादित प्रति संलग्न करें। जमान्दी खसरा
नं. 551 त 258 बहरोड तर्फ मैनसुख संलग्न है।
6. आवेदन शुल्क कृषी ग्रामे के पारितर्क हेतु आवेदन शुल्क माफ है।
7. प्रकरण से संबंधित ...

दिनांक

स्थान

Ambar Singh

Kuldeep Singh

आवेदकों के हस्ताक्षर

नोट : आवेदक को आवेदन-पत्र पर समिति द्वारा आवेदन-पत्र प्राप्ति के 30 दिवस की

(7)

(8)

आय

द्वारा

स्थ

आवेदन-पत्र पर स्थानीय निकाय द्वारा की गई कार्यवाही का विवरण

(1) यदि प्रकरण पूर्व में संदर्भित किया है तो पूर्ण विवरण दें :- नही

(2) आवेदित भूमि का मास्टर प्लान / डापट मास्टर प्लान में दर्शाया गया उपयोग, यदि कोई हो
~~उक्त भूमि मास्टर प्लान में चैरिक्रियल / ग्रीन बेल्ट दर्शायी गयी है।~~

(3) मौके की रिपोर्ट

(क) मौके पर निर्माण की स्थिति, यदि कोई हो (सर्वे मन्त्रिचित्र की प्रति संलग्न करें)

~~मौके पर कोई निर्माण नहीं है।~~

(ख) भू-उपयोग की स्थिति, यदि कोई हो ~~मौके पर फसल खेती है।~~

(4) आवेदन-पत्र के मद संख्या 3 में आवेदक द्वारा दिये गये विवरण पर टिप्पणी

~~सही है।~~

(5) स्वामित्व के परीक्षक की रिपोर्ट

स्वामित्व -- वैध पाया गया / ~~अवैध~~ पाया गया. :- ~~नहीं~~

(6) स्थानीय निकाय की विशेष अनुशंसाएं, (यदि भू-उपयोग परिवर्तन की अनुशंसा की जावे)

~~उक्त भू-उपयोग परिवर्तन को स्थानीय जनता व राजमार्ग नं. 8 पर पेट्रोल पम्प की स्थापना से पूर्ण होगी, आरक्षित राजस्व भी काफी नयेगा। अतः अनुशंसा है।~~

आवेदन प्राप्त की दिनांक 27.12.2022

परिष्ठा / उप नगर नियोजक को अशोधित करने की दिनांक 5.2.2023

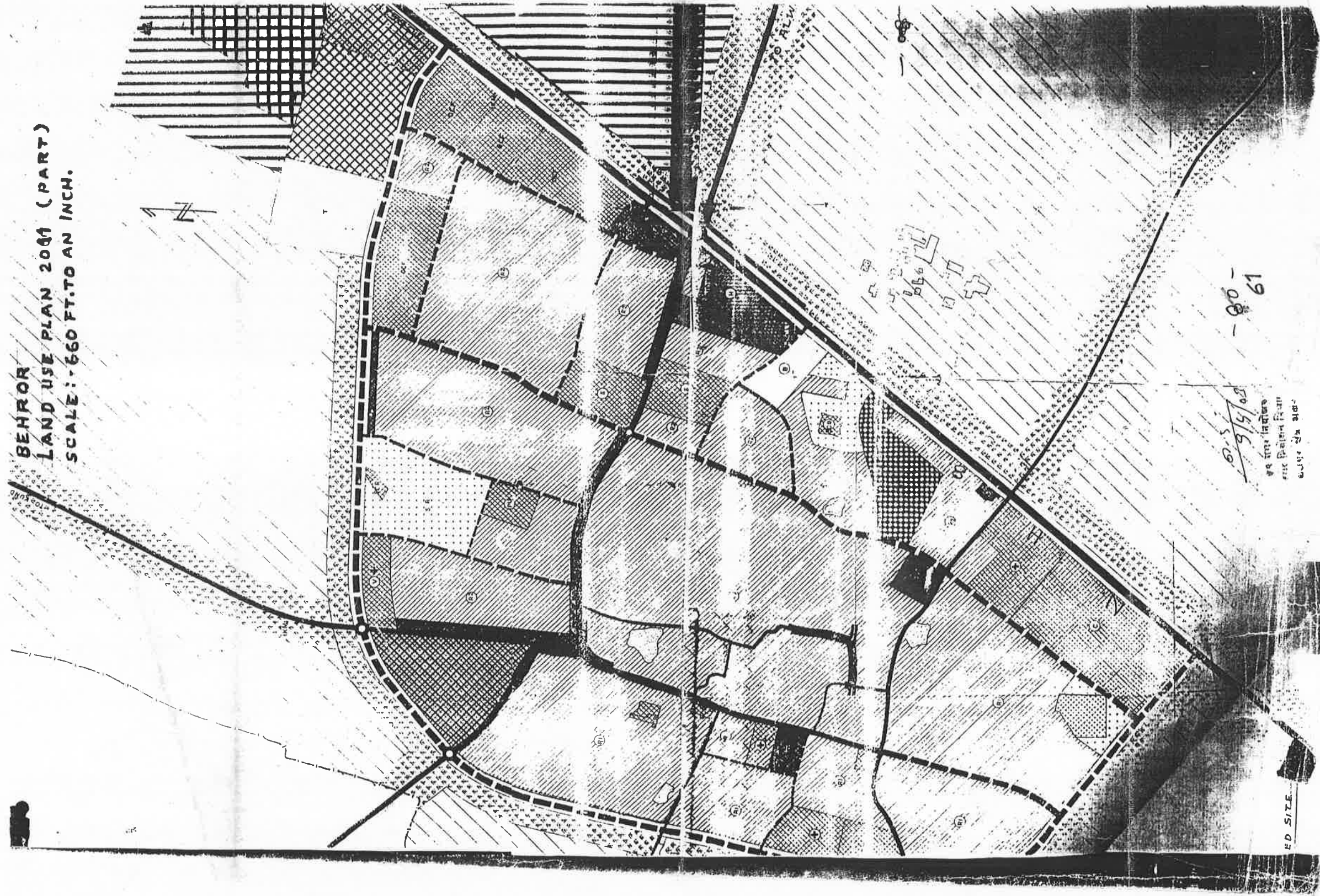
स्थान बहरोड

अधिकांशी अधिकांशी

नगर पालिका मण्डल, बहरोड

रिपोर्ट करने वाले अधिकारी के हस्ताक्षर

BEHROR
LAND USE PLAN 2001 (PART)
SCALE: 1" = 660 FT. TO AN INCH.

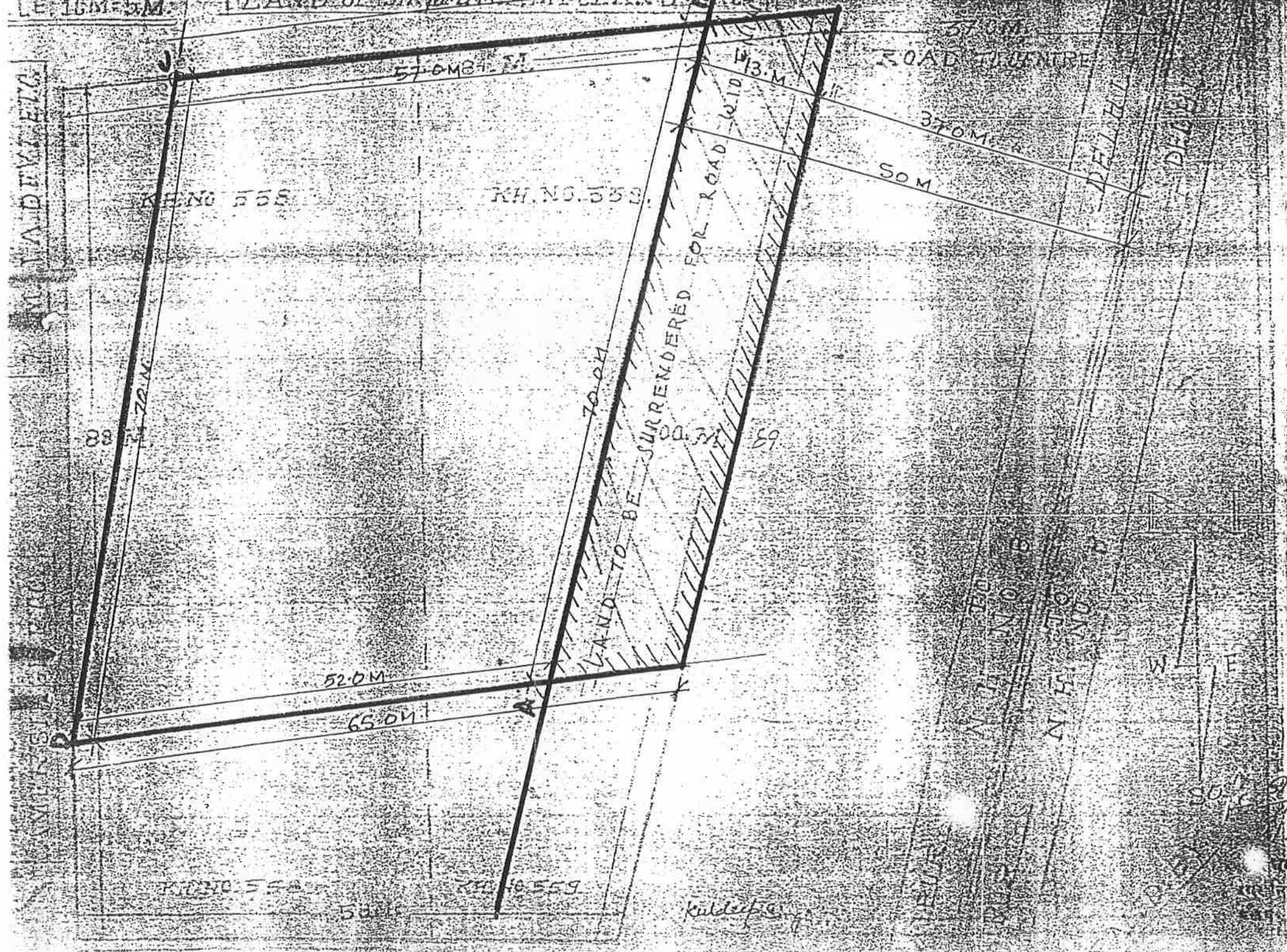


19-00-

9/15/02
BY: [illegible]
DATE: [illegible]

ED SITE

ROAD NO 15 IN KH NO 558+559 BEHFOR DIST ALWAT (RAJ)
 OF H. AMER SINGH YADAV & SH. KUL DEEP YADAV R/O B. K. OF
 LE 16M-5M. [LAND OF SH. DAMANTI CHAND 2004]



उपयुक्त विवरणों के वृक्ष लगाए जाने चाहिए।

यमुना तथा गंगा नदियों में जल प्रदूषण का स्तर काफी अधिक होता है जोकि मुख्यतः औद्योगिक क्षेत्रों से आए प्रदूषित जल-मल तथा कूड़े कचरे के कारण है। गंगा कार्य योजना के अधीन गंदी नदी को प्रदूषण मुक्त बनाने के उपाय किये गये हैं। यमुना नदी में प्रदूषण रोकने के लिए भी इसी प्रकार की कार्रवाई करने की आवश्यकता है।

घ) भूमि उपयोग नियंत्रण: जोन बनाने संबंधी विनियम

राष्ट्रीय राजधानी क्षेत्र में बेतरतीब विकास रोकने के लिए तथा तेजी से विकसित हो रहे शहरी क्षेत्र का सुव्यवस्थित विकास के लिए विनियम के रूप में एक विधायी साधन होना बहुत जरूरी है। राष्ट्रीय राजधानी क्षेत्र के नगरों के प्रत्याशित द्रुत शहरी विस्तार और इस क्षेत्र में पर्यावरण की गिरावट की दर को ध्यान में रखते हुए सख्त भूमि उपयोग नियंत्रण तथा विकास लागू करने के लिए निम्नलिखित चार अलग क्षेत्रों की पहचान की गई है। निम्नलिखित उपयोग जोनों/क्षेत्रों में संभावित मुख्य आर्थिक विज्ञानकलाओं की पहचान करने का प्रयास किया गया है:

- क) शहरीकरण योग्य क्षेत्र
- ख) हरित पट्टी/हरित खण्ड
- ग) प्रमुख परिवहन मार्गों के साथ के क्षेत्र
- घ) शेष ग्रामीण भूमि

क) शहरीकरण - योग्य क्षेत्र

शहरीकरण योग्य क्षेत्र-2001 में त्रिसक प्रस्ताव संबंधित नगरों के मास्टर प्लान में है, निम्नलिखित कार्य और उपयोग जारी रखे जा सकते हैं:-

- 1) रिहायशी
- 2) वाणिज्यिक
- 3) औद्योगिक
- 4) सरकारी कार्यालय
- 5) मनोरंजनार्थक
- 6) सार्वजनिक और अर्ध सार्वजनिक
- 7) प्रचार
- 8) खुले स्थान, पार्क और खेल के मैदान
- 9) कब्रस्तान/समाधि क्षेत्र तथा अवधान घाट

शहरीकरण योग्य क्षेत्र में अवगम-प्रलप उपयोग मास्टर प्लानों में निर्धारित उपयोगों के अनुसार स्थानीय प्राधिकरण द्वारा शासित होंगे। परन्तु दिल्ली महानगर क्षेत्र तथा प्राथमिकता वाले नगरों के लिए मास्टर प्लान सहभागी राज्यों तथा संघ राज्य क्षेत्र के वर्तमान नियमों तथा अभिविनयों के अनुसार बनाने चाहिए। विशेषकर दिल्ली महानगर क्षेत्र के नगरों के भूमि उपयोग संबंधी

Ridge, an extended part of the Aravalli range, the forest areas, the rivers Yamuna and Ganga. Apart from these, the NCR has two sanctuaries namely, Sariska Wild Life Sanctuary in the Rajasthan Sub-region and Sultanpur Bird Sanctuary in the Haryana Sub-region harbouring a large number of wild animals and birds. The ridge areas and these sanctuaries should be conserved with utmost care and, should be afforested with suitable species.

The rivers Yamuna and Ganga have a high level of water pollution, mainly from the untreated sewage and waste from industrial and residential areas. While measures have been taken to make the river Ganga pollution free under 'Ganga Action Plan', similar action is needed to check pollution of the river Yamuna too.

घ) Landuse control: Zoning regulation

In order to avoid haphazard development and ensure orderly development of the rapidly developing urban sector in the National Capital Region, a legislative tool in the form of Zoning Regulation is a necessity. Keeping in view the anticipated rapid urban expansion of the NCR towns and also the rate of environmental degradation in the Region, the following four distinct zones have been identified for application of strict landuse 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
- d) Remaining rural land

a) Urbanisable area--2001

Within the urbanisable area-2001, which is proposed in the Master Plans of the respective towns, the functions and uses designated as under could be continued:

- 1) Residential
- 2) Commercial
- 3) Industrial
- 4) Government offices
- 5) Recreational
- 6) Public and semi-public
- 7) Circulation
- 8) Open spaces, parks and playgrounds
- 9) Grave yards, cemeteries and burning ghats

The detailed uses within the urbanisable area

परस्पर विरोध समाप्त करने के लिए राष्ट्रीय राजमार्गों क्षेत्र के अंतर्गत आने वाले सभी नगरों के मास्टर प्लान राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड के परामर्श से तैयार किने जाने चाहिए।

ख) हरित पट्टी/हरित खण्ड

शहरीकरण योग्य क्षेत्र के विलुप्त आसपास पारिधीय कृषि क्षेत्र को विकास द्वारा उल्लंघन का बहुत खतरा रहता है। इस क्षेत्र में अवांछित विकास को रोकने के लिए तथा व्यापक तथा ठोस शहरी विकास सुनिश्चित करने के लिए प्रत्याशित विकास योग्य क्षेत्र की चारों ओर एक नियंत्रण पट्टी रखने का प्रस्ताव है। इस हरित पट्टी में विकास निषिद्ध अथवा पूर्णतया नियंत्रित होगा। भूमि के स्वाभाविक स्वरूप के अनुरूप क्रियाकलापों के लिए इजाजत दी जाएगी। निम्न प्रमुख भूमि उपयोगों के लिए इन जोनों में अनुमति दी जाएगी वे इस प्रकार हैं:-

- 1) कृषि, विशेष रूप से बहुमूल्य नकद फसलें
- 2) बागवानी
- 3) डेरी उद्योग
- 4) सामाजिक वन-खण्ड/बागवानी
- 5) उत्खनन
- 6) शमशान
- 7) सामाजिक संस्थान जैसाकि विद्यालय, अस्पताल
- 8) मनोरंजन अथवा क्रीड़ा

हरित पट्टी/हरित खण्ड की ब्योरेवार सीमाएं उप क्षेत्रीय योजनाओं तथा मास्टर प्लानों में बताई जाएंगी।

वस्तुओं के मामले में, विशेषकर ऐसी वस्तुएं जो राइकों के साथ-साथ या भीतरी भाग में एक दूसरे के बहुत समीप हैं, उनके बीच का स्थान हरित रखा जाना चाहिए जिसे हरित खण्ड का नाम दिया जा सकता है। इसी वस्ती के चारों ओर अनुमेय विकास के अलावा किसी अन्य विकास पर ही रोक नहीं लगेगी बल्कि ये वस्तुएं एक दूसरे के साथ मिलने भी भी नहीं पाएंगी। हरित खण्ड में आंशिक रूप से मृदा लगाए जाने चाहिए और जहाँ कहीं जोरदार कारणों से मृदा कटना संभव न हो वहाँ अन्य प्रकार से हरियाली की जा सकती है।

ग) प्रमुख परिवहन गलियारों के साथ हरित प्रतिरोधक क्षेत्र

नगरों की शहरीकरण योग्य क्षेत्र सीमाओं के बाढ़, पाँच राजमार्गों के साथ के क्षेत्र में अवांछित औद्योगिक विकास निकट भविष्य में गंभीर समस्या बन जाएगा। प्रमुख परिवहन मार्गों के साथ-साथ लगातार पट्टी नियंत्रण होना रहेगा। किसी भी नगर की शहरीकरण योग्य सीमाओं के बाहर बड़े पैमाने के विकास पर कड़ा नियंत्रण होना चाहिए। राष्ट्रीय राजमार्गों तथा प्रस्तावित एक्सप्रेस मार्गों के साथ-

will be governed by the local authority according to the prescribed uses in the Master Plans. The master plans for Delhi Metropolitan Area and priority towns should be prepared under the existing rules and acts of the participating States/UT. In order to avoid the land use conflicts especially in the Delhi Metropolitan Area towns, the master plans of all the towns within the National Capital Region should be prepared in consultation with the National Capital Region Planning Board.

b) Green belt/green wedge

The peripheral agricultural zone in the immediate vicinity of the urbanisable area is very vulnerable to encroachment by development. To arrest undesirable growth in this zone and, to ensure orderly and compact urban development, a control belt is proposed all around the expected developable area. The development will be restricted or strictly controlled in this green belt. The activities compatible with open character of land will be permitted. The major landuses that could be permitted in these zones are as under:

- 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
- 8) Recreation or leisure

The detailed boundaries of the green belt/green wedge will be defined in the Sub-regional plans and master plans.

In the cases of settlements particularly those which are in close vicinity to each other either along the roads or interior, the intervening space between the settlements should be kept green which can be designated as green wedge. This will prevent not only any development other than permitted taking place around the settlement but also prevent them from merging with each other. The green wedge should be forested and, where it is not possible for pressing reasons, it could be the other forms of greens.

c) Green buffer along the major transport corridors

The undesirable industrial development areas beyond the urbanisable area limits.

साथ दोनों तरफ 100 मीटर चौड़ा तथा राज्य राजमार्गों के दोनों ओर 60 मीटर चौड़ा क्षेत्र हरित प्रतिरोधक क्षेत्र के रूप में रखा जाना चाहिए। इन क्षेत्रों में वन विभाग के नियंत्रणाधीन वृक्ष लगाए जाने चाहिए। जैसाकि पहले बताया गया है, केवल हरित पट्टी के लिए अनुमेय क्रियाकलापों की अनुमति दी जाएगी।

घ) शेष ग्रामीण भूमि

शेष ग्रामीण जोन में मुख्यतः विशाल कृषि भूमि, वन तथा ग्रामीण वारंशियां शामिल हैं। इस समय इस क्षेत्र की पूर्णतया कृषि भूमि को विशेषकर राजमार्गों तथा राज्य राजमार्गों के साथ हो रहे औद्योगिक/शहरी अतिक्रमण से खतरा पैदा हो गया है। ग्रामीण क्षेत्रों में जमीन की कम कीमतों, शानदार परिवहन प्रणाली तथा उत्पादों के लिए बिक्री बाजारों से राइकों के साथ उद्योगों के विकास को तेजी प्रदान की है। ग्रामीण भूमि में निम्नलिखित प्रमुख भूमि उपयोग हो सकते हैं। ग्रामीण जोन में खतरनाक उद्योगों पर बड़े पैमाने पर कड़ा नियंत्रण तथा नियंत्रण लागू करना होगा।

- 1) गहन कृषि तथा सान्द्र क्रियाकलाप।
- 2) वृक्षारोपण विशेषकर पहाड़ियों, चट्टानी जमीनों, खड़केदार जमीनों तथा बंजर जमीनों पर।
- 3) क्षेत्रीय मनोरंजनात्मक सुविधाएं जैसाकि क्षेत्रीय पार्क, वन्य प्राणियों के अभ्यारण।
- 4) कविस्तान, विद्यालय तथा अस्पतालों जैसे संस्थानों के लिए अनुमति दी जा सकती है। परन्तु प्रस्तावित विकास में भारी फसल देने वाली कृषि भूमि का प्रयोग नहीं होना चाहिए और न ही इसका पर्यावरणीय हित के किसी प्राकृतिक तीक्ष्ण स्थल पर कोई प्रतिकूल प्रभाव पड़ना चाहिए।
- 5) उत्खनन
- 6) ईंटों के भट्टे
- 7) वर्तमान समय मण्डियां
- 8) ग्रामीण उद्योग आदि।

ये भूमि उपयोग सुझाव चित्र-4 में दिखाये गये हैं।

towns along the Highways would become a serious problem in the near future. There will be a continuous ribbon development along the major transportation routes. The large scale development beyond urbanisable limits of any town should be strictly controlled. A width of 100 metres on either sides along the National Highways and the proposed Expressways and, 60 metres on either sides along the State Highways should be kept as green buffer. Those should be afforested under the control of the Forest Departments. Only activities permitted in the green belt as indicated earlier would be allowed.

d) Remaining rural land

The remaining rural zone include mainly the vast agricultural land, forest, ridge areas and rural settlements. This zone of virgin agricultural land at present, is being threatened by the spotted industrial/urban encroachments especially along the 5 National Highways and, State Highways. The lower cost of land in the rural areas, excellent transportation system and marketing for the products have accelerated the development of industries along the roadsides. The following major landuses can be designated in the rural lands. Strict prohibition and control on the large scale and hazardous industries, has to be exercised, in the rural zone:

- 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. However, the proposed development, should neither involve the use of high yielding agricultural land nor should it adversely affect a site of special scenic beauty or of ecological interest.
- 5) Quarrying
- 6) Brick kilns
- 7) Existing village mandies
- 8) Rural industries etc.

These landuse proposals are shown in Map 4

राजस्थान सरकार
नगरीय विकास विभाग

Amr Singh
23/5/03

क्रमांक:एफ 10/22/नविबि/3/03

जयपुर, दिनांक :

12.3 MAY 2003

मुख्य नगर नियोजक,
एन.सी.आर.,
राजस्थान, जयपुर ।

विषय :- प्राथी श्री अमर सिंह पुत्र श्री मान सिंह यादव एवं कुलदीप सिंह पुत्र श्री अमर सिंह की राजस्व ग्राम बहरोड तर्फ नयनसुखा तहसील बहरोड, छातरा नं. 558, 559 स्थित कृषि भूमि के पेट्रोल पम्प वाणिज्यिक प्रयोजनार्थ भू-उपयोग परिवर्तन बाबत ।

तन्दर्भ :- आपका पत्र क्रमांक टीपीआर/एनसीआर/सीए/02/2003/4515 दिनांक 30.4.2003

महोदय,

उपरोक्त विषय में निदेशानुसार लेखा है कि श्री अमर सिंह पुत्र श्री मान सिंह यादव एवं कुलदीप सिंह पुत्र श्री अमर सिंह की राजस्व ग्राम बहरोड तर्फ नयनसुखा तहसील बहरोड, छातरा नं. 558, 559 स्थित कृषि भूमि के पेट्रोल पम्प वाणिज्यिक हेतु भू-उपयोग परिवर्तन किये जाने के लिए राष्ट्रीय राजधानी क्षेत्र प्लानिंग बोर्ड, नई दिल्ली को सहमति हेतु भिजवाया जाकर इस विभाग को अवगत कराये जाने का श्रम करें !

भावदीप,

प्रमाणित एवं तय्यद

ANNEXURE-VII

PROPOSAL FOR PERMISSION FOR SETTING UP OF PETROL PUMP
MEASURING AN AREA OF 1957 SQ.MT. IN THE KHASRA NO.881 ON SH-24 AT
VILLAGE BAMBORA, TEHSIL KISHANGARH BAAS, DISTRICT ALWAR,
RAJASTHAN.

Government of Rajasthan
Office of the Chief Town Planner (NCR) Rajasthan, Jaipur.

No.TPR/NCR/CILU/02/2003/5245

Dated : 19 MAY 2003

**Member Secretary,
 National Capital Region Planning Board,
 1st Floor, Zone-IV ,
 India Habitat Centre,
 Lodhi Road,
 New Delhi-110003**

Sub: Grant of permission for establishing petrol pump in the area classified in the zoning regulation (R.P.2001) as Green Buffer along major transport routes.

Sir,

15/6/03
25/5/03
A request has been received in this office from the office of the Collector, Alwar for grant of NOC, for establishing a Petrol Pump, in the area classified in the zoning regulation (R.P.2001) as Green Buffer along major transport routes vide Collector, Alwar's letter No.Revenue/85 dated 14.2.03(Annexure-1)..

D(B)
The matter was referred to the State Govt. vide this office letter No.TPR/NCR/CILU/02/2003 dated 31.3.03, alongwith the comments of this office for the consent of the State Govt.(Annexure-2) The consent of the State Govt. has been received vide letter No.F.10(17)/UDD/3/03 dated 7.5.03(Annexure-3).

D
The matter is now submitted for consideration of NCRPB for grant of permission for establishing petrol pump as stated above.

6/5
Yours faithfully,

29/5/03
Chief Town Planner(NCR)
 Rajasthan, Jaipur.

Encl: As above.

राजस्थान सरकार/Disary No. 6140
 दिनांक/Date 26/5/03
 राजस्थान सरकार/Signature

20/11/03

जिला नगर निगम

14.2.03

उप नगर निगम



24/11/03

विषय: आर्मी का सुतीनदेवी वा. वेस्टमार्ग
जमीन बलात्कृत करीब रातोरात
मुआल बाग्य जमा नम्बर 881
ऊपर 15 मीटर बाग्य एक बम्बोरा
बाग्य में सेल पम्प देव राबि सुपान्ता
के कर के

उपरोक्त विचारार्थ आर्मी सुतीनदेवी
के करारी जमा नम्बर 881 ऊपर 15 मीटर बाग्य
ऊपर सुपान्ता के सेल पम्प देव राबि सुपान्ता
विषय 1992 से करार्थ आर्मी का एक करारी में
आर्मी जमा नम्बर 881

आर्मी का आर्मी आर्मी का, नम्बर जमा नम्बर
नम्बर 881, जमा नम्बर 881 की जमा नम्बर 881
जमा नम्बर 881 के जमा नम्बर 881 में जमा नम्बर 881
जमा नम्बर 881 के जमा नम्बर 881 जमा नम्बर 881

जिला नगर निगम

जिला नगर निगम

68

कलकत्ता

87

राजस्थान सरकार
कार्यालय मुख्य नगर नियोजक(एनसीआर) राजस्थान, जयपुर

क्रमांक:टीपीआर / एनसीआर/ सीलू/ 02 / 2003

दिनांक: 31-3-03

शासन उप सचिव-I,
नगरीय विकास विभाग,
राजस्थान, जयपुर।

विषय:- प्रार्थीयां श्रीमती सुनीता देवी पत्नि स्व. श्री वेदप्रकाश राजस्व ग्राम बाम्बोरा, तहसील किशनगढवास अलवर, खसरा नम्बर 881 स्थित कृषि भूमि के पेट्रोल पम्प (वाणिज्यिक) प्रयोजनार्थ रूपान्तरण बाबत।

महोदय,

विषयाधीन आवेदन जिला कलेक्टर, अलवर के द्वारा उनके पत्र क्रमांक राजस्व/85 दिनांक 14.2.03 के माध्यम से विभाग की राय हेतु उप नगर नियोजक, अलवर को प्रेषित किया गया। उप नगर नियोजक, अलवर के द्वारा मामले की जांच कर अपनी टिप्पणी सहित मामला इस कार्यालय को प्रेषित किया गया है। मामले का अध्ययन किया गया। मामले में विभाग की राय निम्न प्रकार से है:-

1. प्रस्तावित स्थल अलवर-किशनगढवास-तिजारा राज्य मार्ग 24 पर राजस्व ग्राम बाम्बोरा में स्थित है। यह भूमि किशनगढ बास बाईपास सडक से दक्षिण पश्चिम की तरफ करीब 400 मीटर की दूरी पर अलवर किशनगढ बास सडक के पश्चिम में स्थित है एवं भूमि से दक्षिण की तरफ मुख्य सडक से बाम्बोरा गांव को जाने वाली विलेज रोड है। प्रस्तावित स्थल का क्षेत्रफल 1957 वर्गमीटर है एवं इसकी आकृति आयताकार नहीं है। सडक के सम्मुख इसकी चौड़ाई 50.30 मीटर है एवं सडक से औसत गहराई लगभग 40 मीटर के करीब है। प्रस्तावित स्थल की स्थिति एवं नाप सडक चौड़ाई आदि को साईट प्लान में दर्शाया गया है। प्रसांगिक भूमि संलग्न साईट प्लान में दर्शाये अनुसार राज्य मार्ग 24 के मध्य से 22.86 मीटर की दूरी पर स्थित है(देखें परिशिष्ट-अ)। इस स्थल के 10 मीटर दक्षिण दिशा में हाई टेन्शन लाईन गुजर रही है।
2. प्रस्तावित स्थल राष्ट्रीय राजधानी क्षेत्रीय योजना 2001 के अन्तर्गत अधिसूचित क्षेत्र के अन्दर पडता है। अतः मामले का निपटारा राष्ट्रीय राजधानी क्षेत्रीय योजना के अन्तर्गत स्वीकृत लैण्ड यूज प्लान एवं जोनिंग रेगुलेशन के अनुसार किया जाना अपेक्षित है। इस सन्दर्भ में मामले की जांच करने पर निम्न स्थिति बनती है :

विषयाधीन भूखण्ड, स्टेट हाईवे न.24 के साथ निर्धारित 60 मीटर चौड़ी हरित पट्टी में पडता है तथा जोनिंग रेगुलेशन के अनुसार इस हरित पट्टी में देय भू उपयोगों की श्रेणी में पेट्रोल पम्प नहीं आता है(जोनिंग रेगुलेशन की प्रति संलग्न है-परिशिष्ट-ब)। यहां यह उल्लेखनीय है कि राष्ट्रीय राजधानी क्षेत्रीय परियोजना बोर्ड में राष्ट्रीय राजमार्ग एवं राज्य मार्ग के साथ निर्धारित हरित पट्टी में पेट्रोल पम्प की अनुमति दिये जाने के सन्दर्भ में नीतिगत निर्णय लिये जाने बाबत विचार चल रहा है। अतः मामले को राष्ट्रीय राजधानी क्षेत्रीय योजना बोर्ड को, राज्य सरकार की सहमति से भू उपयोग परिवर्तन की अनुमति हेतु भेजा जाना आवश्यक है।

3. भारतीय रोड कांग्रेस के द्वारा पेट्रोल पम्प की अनुमोदिन बाबत जारी की गई गाईडलाइन्स के अनुसार निम्न स्थिति बनती है:

क्रम संख्या	आइ.आर.सी गाईडलाइन्स के अन्तर्गत उल्लेखित प्लानिंग पैरामीटर्स	स्थिति
1.	रोड बेरियर से कम से कम दूरी -1 कि.मी.	पर्याप्त दूरी पर स्थित है।
2.	अन्य पेट्रोल पम्प से कम से कम दूरी- 300 मीटर	पर्याप्त दूरी पर स्थित है।
3.	भूखण्ड के सामने की चौड़ाई-30 मीटर से अधिक	उपलब्ध -50.30 मीटर

यथा प्रस्ताव भारतीय रोड कांग्रेस की गाईडलाइन्स के अनुसार है।

चूंकि प्रस्ताव इन्डियन रोड कांग्रेस की गाईडलाइन्स के अनुसार उचित प्रतीत होते हैं अतः यदि राज्य सरकार सहमत हो तो मामले को राष्ट्रीय राजधानी क्षेत्रीय परियोजना को अनुमति हेतु प्रेषित कर दिया जावे।

यदि राष्ट्रीय राजधानी क्षेत्रीय परियोजना बोर्ड उक्त भू उपयोग परिवर्तन/रूपान्तरण बाबत अपनी सहमति दे देता है तब विभाग की राय में प्रार्थीयां को निम्नलिखित शर्तों के साथ कृषि भूमि से पेट्रोल पम्प(वाणिज्यिक) प्रयोजनार्थ रूपान्तरण किया जाना उचित होगा।

1. प्रार्थीयां के द्वारा राज्य मार्ग संख्या 24 के मध्य से 30 मीटर (100 फीट) दूरी तक की भूमि सडक के विस्तार हेतु समर्पित की जायेगी (देखें परिशिष्ट-1)। समर्पित भूमि पर किसी प्रकार का कोई निमाण कार्य जिसमें बाउन्ड्री वाल भी शामिल है नहीं किया जायेगा।
2. पेट्रोल पम्प की इकाई का निमाण भारतीय रोड कांग्रेस द्वारा पेट्रोल पम्प हेतु निर्धारित दिशा निर्देशों/मापदण्डों के अनुसार किया जायेगा।
3. पेट्रोल पम्प में प्रवेश करने वाले व पेट्रोल पम्प से निकलने वाले वाहनों का मुख्य सडक मार्ग पर गुजरने वाले वाहनों के लिये उचित विजन सम्बन्धी समूचित व्यवस्था रखने का दायित्व भारतीय तेल निगम एवं प्रार्थीयां स्वयं का होगा।
4. प्रार्थीयां द्वारा अग्नि शमन की उचित प्रावधान किये जावेंगे जिसके लिये वह स्वयं उत्तरदायी होगी व इस हेतु निर्धारित मापदण्डों की पालना पूर्ण रूप से सुनिश्चित की जावेगी।
5. प्रसागिक भूमि के दक्षिण में संलग्न साईटप्लानों में दर्शायेनुसार करीब 30 फीट की दूरी से 11 केवी की विधुत लाईन गुजर रही है। अतः इसके आसपास के क्षेत्र को पूर्ण रूप से खुल्ला रखा जायेगा व इस क्षेत्र में पेट्रोल भण्डारण आदि से संबंधित कोई गतिविधि अमल में नहीं लाई जायेगी।
6. पेट्रोल पम्प हेतु रूपान्तरण से पूर्व संबंधित सडक यातायात अथोरिटी से अनापत्ति प्राप्त की जायेगी।
7. भूमि के स्वामित्व की जांच जिला कलैक्टर अलवर कार्यालय स्तर से की जायेगी।

भवदीय,

मुख्य नगर नियोजक(एनसीआर)
राजस्थान, जयपुर।

उपयुक्त किस्मों के वृक्ष लगाए जाने चाहिए।

यमुना तथा गंगा नदियों में जल प्रदूषण का स्तर काफी अधिक होता है जोकि मुख्यतः औद्योगिक क्षेत्रों से आए प्रसंसाधित जल-मल तथा कूड़े कचरे के कारण है। गंगा कार्य योजना के अधीन गंदी नदी को प्रदूषण मुक्त बनाने के उपाय किये गये हैं। यमुना नदी में प्रदूषण रोकने के लिए भी इसी प्रकार की कार्रवाई करने की आवश्यकता है।

v) भूमि उपयोग नियंत्रण: जोन बनाने संबंधी विनियम

राष्ट्रीय राजधानी क्षेत्र में बेतरतीब विकास रोकने के लिए तथा तेजी से विकसित हो रहे शहरी क्षेत्र का सुव्यवस्थित विकास के लिए विनियमों के रूप में एक विधायी साधन होना बहुत जरूरी है। राष्ट्रीय राजधानी क्षेत्र के नगरों के प्रत्याशित द्रुत शहरी विस्तार और इस क्षेत्र में पर्यावरण की गिरावट की दर को ध्यान में रखते हुए सख्त भूमि उपयोग नियंत्रण तथा विकास लागू करने के लिए निम्नलिखित चार अलग क्षेत्रों की पहचान की गई है। निम्नलिखित उपयोग जोनों/क्षेत्रों में संभावित मुख्य आर्थिक क्रियाकलापों की पहचान करने का प्रयास किया गया है:

- क) शहरीकरण योग्य क्षेत्र
- ख) हरित पट्टी/हरित खण्ड
- ग) प्रमुख परिवहन मार्गों के साथ के क्षेत्र
- घ) शेष ग्रामीण भूमि

क) शहरीकरण – योग्य क्षेत्र

शहरीकरण योग्य क्षेत्र-2001 में जिसका प्रस्ताव संबंधित नगरों के मास्टर प्लान में है, निम्नलिखित कार्य और उपयोग जारी रखे जा सकते हैं:-

- 1) रिहायशी
- 2) वाणिज्यिक
- 3) औद्योगिक
- 4) सरकारी कार्यालय
- 5) मनोरंजनात्मक
- 6) सार्वजनिक और अर्द्ध सार्वजनिक
- 7) प्रचार
- 8) खुले स्थान, पार्क और खेल के मैदान
- 9) कब्रिस्तान/समाधि क्षेत्र तथा शमशान घाट

शहरीकरण योग्य क्षेत्र में अलग-जलग उपयोग मास्टर प्लानों में निर्धारित उपयोगों के अनुसार स्थानीय प्राधिकरण द्वारा शासित होंगे। परन्तु दिल्ली महानगर क्षेत्र तथा प्राथमिकता वाले नगरों के लिए मास्टर प्लान सहभागिता राज्यों तथा संघ राज्य क्षेत्र के वर्तमान नियमों तथा अधिनियमों के अनुसार बनाए जाने चाहिए। विशेषकर दिल्ली महानगर क्षेत्र के नगरों में भूमि उपयोग संबंधी

Ridge, an extended part of the Aravalli range, the forest areas, the rivers Yamuna and Ganga. Apart from these, the NCR has two sanctuaries namely, Sariska Wild Life Sanctuary in the Rajasthan Sub-region and Sultanpur Bird Sanctuary in the Haryana Sub-region harbouring a large number of wild animals and birds. The ridge areas and these sanctuaries should be conserved with utmost care and, should be afforested with suitable species.

The rivers Yamuna and Ganga have a high level of water pollution, mainly from the un-treated sewage and waste from industrial and residential areas. While measures have been taken to make the river Ganga pollution free under 'Ganga Action Plan', similar action is needed to check pollution of the river Yamuna too.

v) Landuse control: Zoning regulation

In order to avoid haphazard development and ensure orderly development of the rapidly developing urban sector in the National Capital Region, a legislative tool in the form of Zoning Regulation is a necessity. Keeping in view the anticipated rapid urban expansion of the NCR towns and also the rate of environmental degradation in the Region, the following four distinct zones have been identified for application of strict landuse 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
- d) Remaining rural land

a) Urbanisable area-2001

Within the urbanisable area-2001, which is proposed in the Master Plans of the respective towns, the functions and uses designated as under could be continued:

- 1) Residential
 - 2) Commercial
 - 3) Industrial
 - 4) Government offices
 - 5) Recreational
 - 6) Public and semi-public
 - 7) Circulation
 - 8) Open spaces, parks and playgrounds
 - 9) Grave yards/cemeteries and burning ghats.
- The detailed uses within the urbanisable area

۲۲

will be governed by the provisions of the law of the country of the origin of the work.

towns should be prepared under the acts and acts of the participating States/UT. In order to avoid the land use conflicts especially in the Delhi Metropolitan Area towns, the master plans of all the towns within the National Capital Region should be prepared in consultation with the National Capital Region Planning Board.

- b) Green belt/green wedge**

- 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
- 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 intervening space between the settlements should be kept green which can be designated as green wedge. This will prevent not only any development other than permitted taking place around the settlement but also prevent them from merging with each other. The green wedge should be forested and, wherever it is not possible for pressing reasons, it could be in the other forms of greens.

The undesirable industrial development in the areas beyond the urbanisable area limits of the

बस्तियों के मामले में, विशेषकर ऐसी बस्तियां जो सड़कों के साथ-साथ या भीतरी भाग में एक दूसरे के बहुत समीप हैं, उनके बीच का स्थान हरित रखा जाना चाहिए जिसे हरित खण्ड का नाम दिया जा सकता है। इस बस्ती के चारों ओर मनमेय विकास के अलावा किसी अन्य विकास पर ही रोक लगेगी बाल्क ये बस्तियां एक दूसरे के साथ मिलने भी नहीं पाएंगी। हरित खण्ड में आंशिक रूप से वृक्ष लगाए जाने चाहिए और जहां कहीं जोरदार कारणों से ऐसा करना संभव न हो वहां अन्य प्रकार से हरियाली की जा सकती हैं।

नगरों की शहरीकरण योग्य क्षेत्र सीमाओं के बाद, पाँच राजमार्गों के साथ के क्षेत्र में अवर्धित औद्योगिक विकास निकट भविष्य में गंभीर समस्या बन जाएगा। प्रमुख परिवहन मार्गों के साथ-साथ लगातार पट्टी विकास होता रहेगा। किसी भी नगर की शहरीकरण योग्य सीमाओं के बाहर बढ़े पैमाने के विकास पर कड़ा नियंत्रण होना चाहिए। राष्ट्रीय राजमार्गों तथा प्रस्तावित एक्सप्रेस मार्गों के साथ-

साथ दोनों तरफ 100 मीटर चौड़ा तथा राज्य राजमार्गों के दोनों ओर 60 मीटर चौड़ा क्षेत्र हरित प्रतिरोधक क्षेत्र के रूप में रखा जाना चाहिए। इन क्षेत्रों में वन विभाग के नियंत्रणाधीन वृक्ष लगाए जाने चाहिए। जैसाकि पहले बताया गया है, केवल हरित पट्टी के लिए अनुमेय क्रियाकलापों की अनुमति दी जाएगी।

घ) शेष ग्रामीण भूमि

शेष ग्रामीण जोन में मुख्यतः विशाल कृषि भूमि, वन तथा ग्रामीण बस्तियां शामिल हैं। इस समय इस क्षेत्र की पूर्णतया कृषि भूमि को विशेषकर राजमार्गों तथा राज्य राजमार्गों के साथ हो रहे औद्योगिक/शहरी अतिक्रमण से खतरा पैदा हो गया है। ग्रामीण क्षेत्रों में जमीन की कम कीमतों, शानदार परिवहन प्रणाली तथा उत्पादों के लिए विक्रो बाजारों ने सड़कों के साथ उद्योगों के विकास को तेजी प्रदान की है। ग्रामीण भूमि में निम्नलिखित प्रमुख भूमि उपयोग हो सकते हैं। ग्रामीण जोन में खतरनाक उद्योगों पर बड़े पैमाने पर कड़ा निषेध तथा नियंत्रण लागू करना होगा।

- 1) गहन कृषि तथा सन्नद्ध क्रियाकलाप।
- 2) वृक्षारोपण विशेषकर पहाड़ियों, चट्टानी जमीनों, खड्डेदार जमीनों तथा बंजर जमीनों पर।
- 3) क्षेत्रीय मनोरंजनात्मक सुविधाएं जैसाकि क्षेत्रीय पार्क, वन्य प्राणियों के अभ्यारण।
- 4) कब्रिस्तान, विद्यालय तथा अस्पतालों जैसे संस्थानों के लिए अनुमति दी जा सकती है। परन्तु प्रस्तावित विकास में भारी फसल देने वाली कृषि भूमि का प्रयोग नहीं होना चाहिए और न ही इसका पारिस्थिकीय हित के किसी प्राकृतिक सौन्दर्य स्थल पर कोई प्रतिकूल प्रभाव पड़ना चाहिए।
- 5) उत्खनन
- 6) ईंटों के भट्टे
- 7) वर्तमान ग्राम मण्डियां
- 8) ग्रामीण उद्योग आदि।

ये भूमि उपयोग सुझाव चित्र-4 में दिखाये गये हैं।

□

towns along the Highways would become a serious problem in the near future. There will be a continuous ribbon development along the major transportation routes. The large scale development beyond urbanisable limits of any town should be strictly controlled. A width of 100 metres on either sides along the National Highways and the proposed Expressways and, 60 metres on either sides along the State Highways should be kept as green buffer. Those should be afforested under the control of the Forest Departments. Only activities permitted in the green belt as indicated earlier would be allowed.

d) Remaining rural land

The remaining rural zone include mainly the vast agricultural land, forest, ridge areas and rural settlements. This zone of virgin agricultural land at present, is being threatened by the spotted industrial/urban encroachments especially along the 5 National Highways and, State Highways. The lower cost of land in the rural areas, excellent transportation system and marketing for the products have accelerated the development of industries along the roadsides. The following major landuses can be designated in the rural lands. Strict prohibition and control on the large scale and hazardous industries, has to be exercised in the rural zone:

- 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. However, the proposed development, should neither involve the use of high yielding agricultural land nor should it adversely affect a site of special scenic beauty or of ecological interest.
- 5) Quarrying
- 6) Brick kilns
- 7) Existing village mandies
- 8) Rural industries etc.

These landuse proposals are shown in Map 4.

□

इंडियन ऑयल कॉर्पोरेशन लिमिटेड

राजस्थान स्टेट ऑफिस : अशोक चौक, आदर्श नगर

जयपुर-302004 फोन : 601310, 601340, 602339

फैक्स : 0141-601330



Indian Oil Corporation Limited

Rajasthan State Office : Ashok Chowk, Adarsh Nagar
Jaipur-302004 Tel. : 601310, 601340, 602339
Fax : 0141-601330

REF: JDO/OPERATION VIJAY/KISHANGARH

15.4.2000

29.5

MT. SUNITA DEVI
WIFE OF GDR VED PRAKASH
PO- SH. PHOOL SINGH
VILLAGE RANOTH (VIA KHAIRTHAL),
DISTRICT- ALWAR (RAJ)

**LETTER OF INTENT FOR PROPOSED RETAIL OUTLET DEALERSHIP AT
KISHANGARH DISTT. ALWAR STATE RAJASTHAN UNDER OPERATION
VIJAY SCHEME.**

Dear Sir / Madam,

We refer to the letter No.P-19011/6/99-IOC dated 16.3.2000 of Ministry of Petroleum and Natural Gas whereby the Ministry has conveyed its approval to us for awarding you a Retail outlet dealership at Kishangarh District Alwar under the above scheme.

Please be informed that by this Letter of Intent, we propose to offer you a Retail Outlet Dealership at Kishangarh on the following terms and conditions.

For enabling you to operate the Dealership mentioned above, we will develop the Retail Outlet at Kishangarh and provide the same to you with certain facilities mentioned in sub-para (a) and (b) hereunder, on the conditions mentioned in sub-para (c), (d) and 2.2, 2.3 hereunder :

- A suitable plot of land duly developed as Retail Outlet with Sales Room, Storage Tank and Pump and Air Facility for operating your Dealership.
- Working capital, as may be determined by this Corporation at its sole discretion to be utilized only for the purpose of taking delivery of MS/HSD Lubes from this Corporation to maintain supply.
- The above working capital will carry interest @11% payable monthly from the date of disbursement of the working capital by the Corporation.
- The aforesaid working capital with interest will be repayable by you in hundred equal monthly installments, commencing from the 13th month of commissioning of Dealership.

इंडियन ऑयल कॉर्पोरेशन लिमिटेड

राजस्थान स्टेट ऑफिस : अशोक चौक, आदर्श नगर

जयपुर-302004 फोन : 601311, 601340, 602339

फैक्स : 0141-601330



Indian Oil Corporation Limited

Rajasthan State Office : Ashok Chowk, Adarsh Nagar

Jaipur-302004 Tel. : 601318, 601340, 602339

Fax : 0141-601330

विज्ञापन
Division

- 2.2 For the facilities that may be provided by Corporation as aforesaid, we will recover from you license fee as may be decided by Corporation and applicable to you from time to time. At present, the license fee recoverable is Rs. 43/- per KL for MS and Rs.36/- per KL for HSD.
- 2.3 The Corporation will not be held liable for any loss or damage on account of delay that may be caused in providing you the facilities mentioned above, whatever may be the cause of such failure or delay.
- 2.4 You shall not induct any partner(s) nor make any changes in the constitution of your firm, as existing at the time of application and give us a written undertaking to this effect.
- 2.5 It will always be a basic condition for an award of MS/HSD Retail Outlet Dealership that :
 - (a) You shall operate the dealership personally full time (and you will give us a written undertaking to this effect) and shall not assign or part with the same to any other persons).
 - (b) You shall shift your residence to the locality in which the outlet is proposed to be located (if you stay away from this location) in order to effectively operate this outlet as stated in (a) above and you shall give us a written undertaking to this effect.

You will be notified by Corporation in writing after the facilities mentioned above are made available and they are ready for commissioning the dealership and on receipt of the above notice from Corporation, you shall, within a period of two months, comply with the following requirements and produce proof thereof to our satisfaction.

- a) You have obtained the required licenses necessary for operating the Dealership as may be required under any Central/ State Govt./ Municipal or Local Authorities for the time being in force, and
- b) You have resigned from your employment if already employed and obtained the Letter of Acceptance from your employers and submit the same to us.

Please note that failure to comply with the two requirements mentioned (a) & (b) above will entitle the Corporation to withdraw this Letter of intent without making any further reference to you, purely at your own risk.

75
94

इंडियन ऑयल कॉर्पोरेशन लिमिटेड

राजस्थान स्टेट ऑफिस : अशोक चौक, आदर्श नगर

जयपुर-302004 फोन : 601313, 601340, 602339

फैक्स : 0141-601338



Indian Oil Corporation Limited

Rajasthan State Office : Ashok Chowk, Adarsh Nagar,

Jaipur-302004 Tel. : 601313, 601340, 602339

Fax : 0141-601338

This letter is merely a Letter of Intent and is not to be construed as 'firm offer' of Dealership to you.

This Intent will stand automatically withdrawn and cancelled on the happening of any of the following events :

In case you receive at any time or have received a Letter of Intent for any other Dealership or Distributorship for our company or any other oil Company, either in your individual capacity or in partnership with any other individual(s) or you have suppressed and/or misrepresented any material facts in your application to DGR for RO dealership or otherwise or

In the event of death.

Our Corporation is satisfied about our compliance of the conditions imposed. Formal appointment letter will be issued and Dealership Agreement will be signed after the facilities are made available and you are in position to commence the operation of dealership.

If you require any further details/ guidance, please get in touch with our Regional Office at the address given below :

Indian Oil Corporation Limited,
Ashok Chowk, Adarsh Nagar,
Near RadhaSwami Satsang Bhawan,
Jaipur

On the receipt of this letter.

Yours,

Yours faithfully,
For Indian Oil Corporation Limited


(G.C. DAGA)
General Manager

76
95

राजस्थान सरकार
नगरीय विकास विभाग

कमांक: ५१०(१७)नविवि/३/०३

दिनांक: ७ मई २००३

मुख्य नगर नियोजक,
राष्ट्रीय राजधानी क्षेत्र,
जयपुर।

विषय:- प्रार्थियां श्रीमती सुनीता देवी पत्नि स्व. श्री वेदप्रकाश राजस्व ग्राम बाम्बोरा, तहसील किशनगढवास अलवर, खसरा न.८८१ स्थित कृषि भूमि के पेट्रोल पम्प (वाणिज्यिक) प्रयोजनार्थ रूपान्तरण बाबत।

प्रसंग:- टीपीआर/एनसीआर/सीलू/०२/२००३/३१५२ दिनांक ३१.३.२००३

महोदय,

उपरोक्त विषय में निदेशानुसार लेख है कि श्रीमती सुनीता देवी पत्नि स्व. श्री वेदप्रकाश राजस्व ग्राम बाम्बोरा, तहसील किशनगढवास अलवर खसरा नम्बर ८८१ स्थित कृषि भूमि के पेट्रोल पम्प (वाणिज्यिक) हेतु भू उपयोग परिवर्तन किये जाने के लिये राष्ट्रीय राजधानी क्षेत्र प्लानिंग बोर्ड, नई दिल्ली को सहमति हेतु भिजवाया जाकर इस विभाग को अवगत कराये जाने का श्रम करें।

भवदीय,

ह.

शासन उप सचिव,



राम नाईक

मंत्री
पेट्रोलियम एवं प्राकृतिक
भारत सरकार
नई दिल्ली-11

अ.स.प.सं.पी - 19018/158/2000 -आई.ओ.सी.

अंगुस्त 16, 2000

महोदया,

स्वर्गीय ग्रेनेडियर वेद प्रकाश ने कारगिल युद्ध के दौरान राष्ट्र की सुरक्षा के लिए अपना जीवन न्यौछावर कर सम्पूर्ण राष्ट्र को गौरवान्वित किया।

मुझे यह अहसास है कि स्वयं आपको तथा आपके परिवार को जो क्षति हुई है, उसे मरु पाना असंभव है। फिर भी शहीद ग्रेनेडियर वेद प्रकाश के बलिदान का ध्यान में रखते हुए राष्ट्रीय की ओर से हमने आपको किशनगढ़ में एक खुदरा विक्री केंद्र डीलरशिप आवंटित की है। तेल कंपनी को सलाह दी गई है कि वे आपसे परामर्श करके शीघ्रतः शीघ्र खुदरा विक्री डीलरशिप स्थापित करें।

मेरा आपसे अनुरोध है कि हमारी इस कृतज्ञता स्वरूप भेंट को स्वीकार करें।

सादर, ०

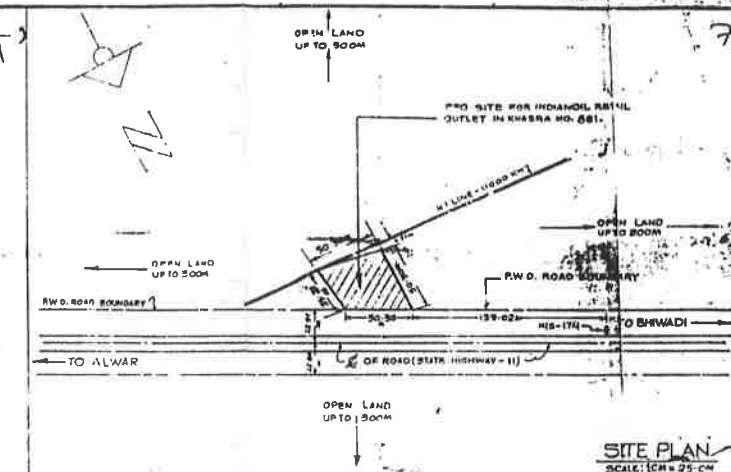
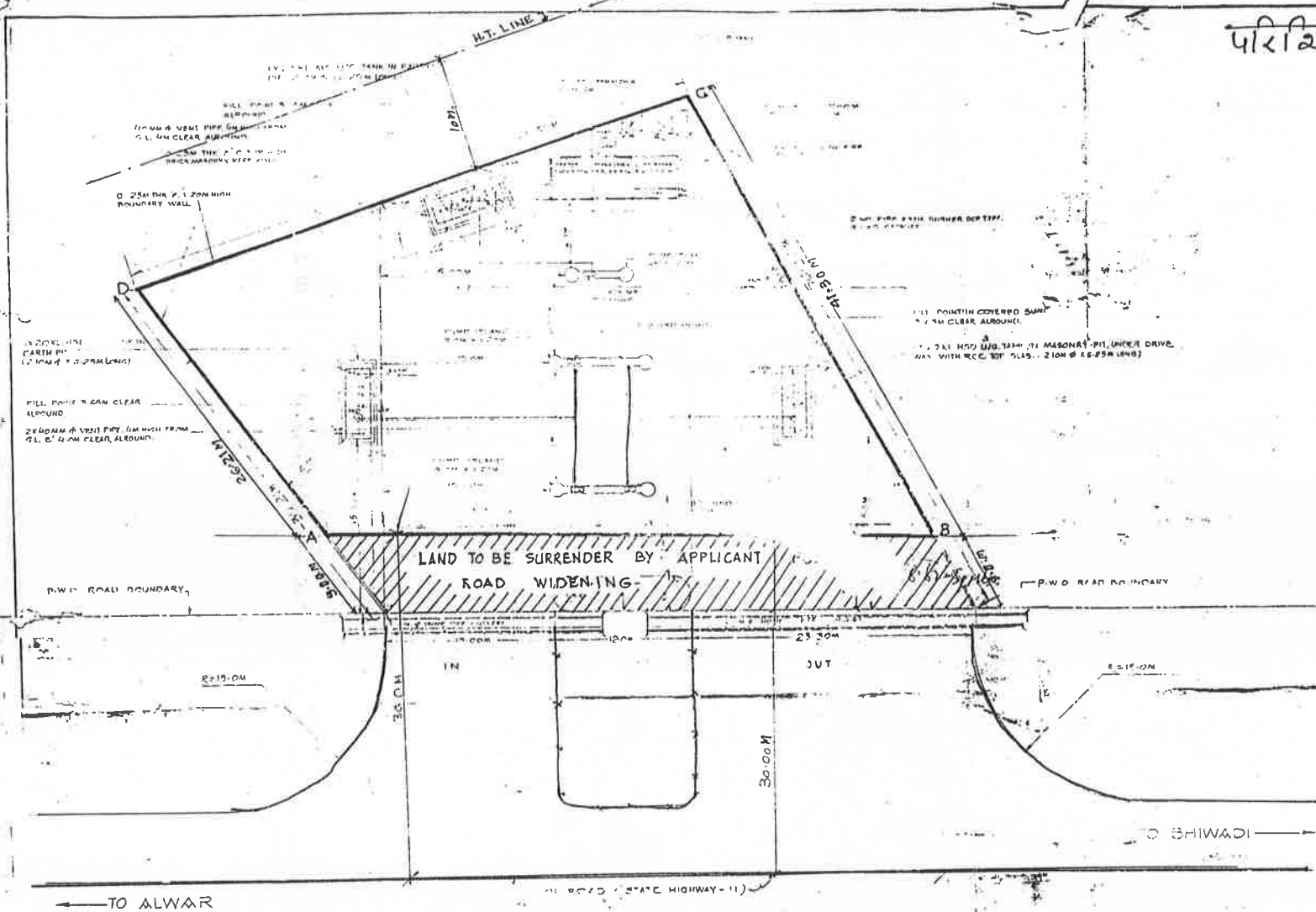
आपका,

(राम नाईक)

श्रीमती सुनीता देवी
पत्नी स्व. ग्रेनेडियर वेद प्रकाश,
द्वारा श्री फूल सिंह,
ग्राम रन्नीथ, चाया खैरथल,
जिला अलवर, राजस्थान।

78
97

परिशिष्ट - अ



- NOTE:
1. NO OPEN DRAIN SEWER STRUCTURE WITHIN 6M FROM THE U/S TANKS.
 2. NO ROAD CROSSING WITHIN 100M ON EITHER SIDE OF THE PLOT.
 3. TANKS CRO IN TANK (UPPER).
 4. ALL ELECTRIC FITTINGS CONFORM TO IS: 2148.
 5. MORE THAN ONE TANK IS NOT TO BE REPLACED AT ONE TIME.
 6. TANKS 3.65M CLEAR AROUND.
 7. TANKS 3.65M CLEAR AROUND.
 8. TANKS 3.65M CLEAR AROUND.
 9. TANKS 3.65M CLEAR AROUND.
 10. TANKS 3.65M CLEAR AROUND.
 11. TANKS 3.65M CLEAR AROUND.
 12. TANKS 3.65M CLEAR AROUND.
 13. TANKS 3.65M CLEAR AROUND.
 14. TANKS 3.65M CLEAR AROUND.
 15. TANKS 3.65M CLEAR AROUND.
 16. TANKS 3.65M CLEAR AROUND.
 17. TANKS 3.65M CLEAR AROUND.
 18. TANKS 3.65M CLEAR AROUND.
 19. TANKS 3.65M CLEAR AROUND.
 20. TANKS 3.65M CLEAR AROUND.
 21. TANKS 3.65M CLEAR AROUND.
 22. TANKS 3.65M CLEAR AROUND.
 23. TANKS 3.65M CLEAR AROUND.
 24. TANKS 3.65M CLEAR AROUND.
 25. TANKS 3.65M CLEAR AROUND.
 26. TANKS 3.65M CLEAR AROUND.
 27. TANKS 3.65M CLEAR AROUND.
 28. TANKS 3.65M CLEAR AROUND.
 29. TANKS 3.65M CLEAR AROUND.
 30. TANKS 3.65M CLEAR AROUND.
 31. TANKS 3.65M CLEAR AROUND.
 32. TANKS 3.65M CLEAR AROUND.
 33. TANKS 3.65M CLEAR AROUND.
 34. TANKS 3.65M CLEAR AROUND.
 35. TANKS 3.65M CLEAR AROUND.
 36. TANKS 3.65M CLEAR AROUND.
 37. TANKS 3.65M CLEAR AROUND.
 38. TANKS 3.65M CLEAR AROUND.
 39. TANKS 3.65M CLEAR AROUND.
 40. TANKS 3.65M CLEAR AROUND.
 41. TANKS 3.65M CLEAR AROUND.
 42. TANKS 3.65M CLEAR AROUND.
 43. TANKS 3.65M CLEAR AROUND.
 44. TANKS 3.65M CLEAR AROUND.
 45. TANKS 3.65M CLEAR AROUND.
 46. TANKS 3.65M CLEAR AROUND.
 47. TANKS 3.65M CLEAR AROUND.
 48. TANKS 3.65M CLEAR AROUND.
 49. TANKS 3.65M CLEAR AROUND.
 50. TANKS 3.65M CLEAR AROUND.
 51. TANKS 3.65M CLEAR AROUND.
 52. TANKS 3.65M CLEAR AROUND.
 53. TANKS 3.65M CLEAR AROUND.
 54. TANKS 3.65M CLEAR AROUND.
 55. TANKS 3.65M CLEAR AROUND.
 56. TANKS 3.65M CLEAR AROUND.
 57. TANKS 3.65M CLEAR AROUND.
 58. TANKS 3.65M CLEAR AROUND.
 59. TANKS 3.65M CLEAR AROUND.
 60. TANKS 3.65M CLEAR AROUND.
 61. TANKS 3.65M CLEAR AROUND.
 62. TANKS 3.65M CLEAR AROUND.
 63. TANKS 3.65M CLEAR AROUND.
 64. TANKS 3.65M CLEAR AROUND.
 65. TANKS 3.65M CLEAR AROUND.
 66. TANKS 3.65M CLEAR AROUND.
 67. TANKS 3.65M CLEAR AROUND.
 68. TANKS 3.65M CLEAR AROUND.
 69. TANKS 3.65M CLEAR AROUND.
 70. TANKS 3.65M CLEAR AROUND.
 71. TANKS 3.65M CLEAR AROUND.
 72. TANKS 3.65M CLEAR AROUND.
 73. TANKS 3.65M CLEAR AROUND.
 74. TANKS 3.65M CLEAR AROUND.
 75. TANKS 3.65M CLEAR AROUND.
 76. TANKS 3.65M CLEAR AROUND.
 77. TANKS 3.65M CLEAR AROUND.
 78. TANKS 3.65M CLEAR AROUND.
 79. TANKS 3.65M CLEAR AROUND.
 80. TANKS 3.65M CLEAR AROUND.
 81. TANKS 3.65M CLEAR AROUND.
 82. TANKS 3.65M CLEAR AROUND.
 83. TANKS 3.65M CLEAR AROUND.
 84. TANKS 3.65M CLEAR AROUND.
 85. TANKS 3.65M CLEAR AROUND.
 86. TANKS 3.65M CLEAR AROUND.
 87. TANKS 3.65M CLEAR AROUND.
 88. TANKS 3.65M CLEAR AROUND.
 89. TANKS 3.65M CLEAR AROUND.
 90. TANKS 3.65M CLEAR AROUND.
 91. TANKS 3.65M CLEAR AROUND.
 92. TANKS 3.65M CLEAR AROUND.
 93. TANKS 3.65M CLEAR AROUND.
 94. TANKS 3.65M CLEAR AROUND.
 95. TANKS 3.65M CLEAR AROUND.
 96. TANKS 3.65M CLEAR AROUND.
 97. TANKS 3.65M CLEAR AROUND.
 98. TANKS 3.65M CLEAR AROUND.
 99. TANKS 3.65M CLEAR AROUND.
 100. TANKS 3.65M CLEAR AROUND.

CERTIFICATE:

1. I HEREBY CERTIFY THAT THE SITE IS A RETAILMENT CASE.
2. I HEREBY CERTIFY THAT NO COMPLAINT IS PENDING IN ANY COURT OF INDIA AGAINST THIS PREMISES.
3. I HEREBY CERTIFY THAT ALL THE CLEARANCES (APPROVALS) FROM MGR, IRC & OTHER RELEVANT AGENCIES HAVE BEEN TAKEN.
4. I HEREBY CERTIFY THAT THE FACILITIES WILL BE/HAVE BEEN INSTALLED AS PER THIS PLAN.

CAPACITY OF TANK	NUMBER OF TANK	INNER DIAMETER I.D. @ (IN MM)	INNER LENGTH (IN MM)	THICKNESS OF PLATES (MM)
25,000	5	2400	6250	10

DETAILS OF U/S TANK

AS TO SCALE

AS TO SCALE

AS TO SCALE

AS TO SCALE

AS TO SCALE

AS TO SCALE

AS TO SCALE

AS TO SCALE

AS TO SCALE

AS TO SCALE

AS TO SCALE

AS TO SCALE

AS TO SCALE

AS TO SCALE

AS TO SCALE

AS TO SCALE

AS TO SCALE

AS TO SCALE

AS TO SCALE

AS TO SCALE

AS TO SCALE

AS TO SCALE

AS TO SCALE

AS TO SCALE

AS TO SCALE

AS TO SCALE

AS TO SCALE

AS TO SCALE

AS TO SCALE

AS TO SCALE

AS TO SCALE

AS TO SCALE

AS TO SCALE

AS TO SCALE

AS TO SCALE

AS TO SCALE

AS TO SCALE

AS TO SCALE

INDIAN OIL CORPORATION LIMITED

(MARKETING DIVISION)

(NORTHERN REGION)

SUB:

P.O. PLAN OF INDIAN OIL RETAIL OUTLET

C. ALWAR - BHIWADI ROAD, 5 KM. N

NEAR MILE STONE NO. 174 IN M.A. ROAD

NO. 881 AT VILLAGE, BAMBORA

DATE: 10/10/73

BY: KISHANGARH

REVISIONS

SCALE: AS SHOWN

APPROVED: KISHANGARH

DATE: 10/10/73

BY: KISHANGARH

REVISIONS

SCALE: AS SHOWN

APPROVED: KISHANGARH

DATE: 10/10/73

BY: KISHANGARH

REVISIONS

SCALE: AS SHOWN

APPROVED: KISHANGARH

DATE: 10/10/73

BY: KISHANGARH

79

98-

ANNEXURE-VIII

PROPOSAL FOR PERMISSION FOR SETTING UP OF PETROL PUMP
MEASURING AN AREA OF 3900 SQ.MT. IN THE KHASRA NOS: 830 & 832 ON
NH-8 AT VILLAGE HAMJAPUR, TEHSIL BEHROR, DISTRICT ALWAR,
RAJASTHAN.

Government of Rajasthan
Office of the Chief Town Planner (NCR) Rajasthan, Jaipur.

No.TPR/NCR/CILU/03/2003

Dated :

27 MAY 2003

Member Secretary,
National Capital Region Planning Board,
1st Floor, Zone-IV,
India Habitat Centre,
Lodhi Road,
New Delhi-110003

Sub: Grant of permission for establishing petrol pump in the area classified in the zoning regulation (R.P.2001) as Green Buffer along major transport routes.

Sir,

A request has been received in this office from the office of the Collector, Alwar for grant of NOC for establishing a Petrol Pump in the area classified in the zoning regulation (R.P.2001) as Green Buffer along major transport routes vide Collector, Alwar's letter No.Revenue/581 dated 11.2.03(Annexure-1)..

The matter was referred to the State Govt. vide this office letter No.TPR/NCR/CILU/02/2003 dated 29.4.03, alongwith the comments of this office for the consent of the State Govt.(Annexure-2) The consent of the State Govt. has been received vide letter No.F.10(23)/UDD/3/03 dated 23.5.03 (Annexure-3).

The matter is now submitted for consideration of NCRPB for grant of permission for establishing petrol pump as stated above.

Yours faithfully,

[Signature]
Chief Town Planner(NCR)
Rajasthan, Jaipur.

Encl: As above.

No.TPR/NCR/CILU/03/2003

Dated :

Copy forwarded to

1. Dy. Secretary to Government, Urban Development Department, Govt. of Rajasthan, Jaipur with reference to his letter No.F.10(23)UDD/3/03 dated 23.5.03 for information please.
2. District Collector, Alwar with reference to their letter No. Revenue/581 dated 11.2.03 for information please.

Chief Town Planner(NCR)
Rajasthan, Jaipur.

Diary No. 485
4/6/03
Signature

99 80

સામાન્ય જાણ કરાવવાના કારણે

સામાન્ય જાણ 5-8-1

તારીખ 11-2-2023

આ જગત વિશેષ (અલગ)

50

શ્રી સોમજી

14/2/23

14/2/23

દિવસ - ગ્રામીણ અને પશ્ચાત્તર્યોગી
ગ્રામીણ અને કુટુંબ અને મોટા
ગ્રામીણ તથા જિલ્લા સેક્રેટરી (દરેક)
ગ્રામીણ અને દરજ્જા (દરેક)
એ કારણે જોઈ 830, 832
0.17 0.22
કુલ રકમ 0139 જેમનું = 39000
સીટ નંબર ગ્રામીણ (અલગ) અને
સમાવેશ કરાવે

અલગે અલગે સમાવેશ ગ્રામીણ દ્વારા
અલગે અલગે કારણે જોઈ 830, 832 ને
0.17 0.22
ગ્રામીણ (અલગ) અને કુટુંબ સમાવેશ દરેક ગ્રામીણ વડે
અલગે અલગે છે

અલગે અલગે કારણે જોઈ 830, 832 ને
અલગે અલગે છે. એ કારણે જોઈ 830, 832 ને
અલગે અલગે છે

અલગે અલગે
અલગે અલગે
અલગે અલગે

અલગે
અલગે
અલગે

राजस्थान सरकार
कार्यालय मुख्य नगर नियोजक(एनसीआर) राजस्थान, जयपुर

क्रमांक:टीपीआर / एनसीआर / सीनू / 02 / 2003

145/6

दिनांक: 29 APR 2003

शारान उप सचिव-1,
नगरीय विकास विभाग,
राजस्थान, जयपुर।

जयपुर

विषय:- प्रार्थीयां श्रीमती चम्पा देवी पत्नि श्री जगदीश राजारव ग्राम बागबोरा तहसील बहरोड,
खसारा नम्बर 830,832 स्थित कृषि भूमि के पेट्रोल पम्प (वाणिज्यिक) प्रयोजनार्थ
रूपान्तरण बाबत।

महोदय,

विषयाधीन आवेदन जिला कलेक्टर, अलवर के द्वारा उनके पत्र क्रमांक राजस्थान/581
दिनांक 11.2.03 के माध्यम से विभाग की राय हेतु उप नगर नियोजक, अलवर को प्रेषित किया
गया। उप नगर नियोजक, अलवर के द्वारा मामले की जांच कर अपनी टिप्पणी सहित मामले
इस कार्यालय को प्रेषित किया गया है। मामले का अध्ययन किया गया। मामले में विभाग की
राय निम्न प्रकार से है:-

1. प्रस्तावित स्थल जयपुर-दिल्ली राष्ट्रीय राजमार्ग संख्या 8 पर राजारव ग्राम बहरोड से करीब
6 किमी की दूरी पर दिल्ली की ओर जाने वाली राडक पर स्थित है। प्रस्तावित स्थल का
क्षेत्रफल 3900 वर्गमीटर है एवं इसकी आकृति आयताकार नहीं है। राडक के सामुख इसकी
चौड़ाई 60 मीटर है एवं राडक से औसत गहराई लगभग 66 मीटर है। प्रस्तावित स्थल की
स्थिति एवं नाम राडक की चौड़ाई आदि की साईट प्लान में दर्शाया गया है। प्रारंभिक भूमि
संलग्न साईट प्लान में दर्शाये अनुसार राष्ट्रीय राजमार्ग संख्या 8 के मध्य से 30 मीटर की
दूरी पर स्थित है (देखें परिशिष्ट-अ)

2. प्रस्तावित स्थल राष्ट्रीय राजधानी क्षेत्रीय योजना 2001 के अन्तर्गत अभिसूचित क्षेत्र के
अन्दर पड़ता है। अतः मामले का निपटारा राष्ट्रीय राजधानी क्षेत्रीय योजना के अन्तर्गत
स्वीकृत लेण्ड यूज प्लान एवं जोनिंग रेगुलेशन के अनुसार किया जाना अपेक्षित है। इस
सन्दर्भ में मामले की जांच करने पर निम्न स्थिति बनती है:

विषयाधीन भूखण्ड, राष्ट्रीय राजमार्ग संख्या 8 के साथ निर्धारित 100 मीटर चौड़ी हरित
पट्टी में पड़ता है तथा जोनिंग रेगुलेशन के अनुसार इस हरित पट्टी में देय भू उपयोगों
की श्रेणी में पेट्रोल पम्प नहीं आता है (जोनिंग रेगुलेशन की प्रति संलग्न
है-परिशिष्ट-ब)। यहाँ यह उल्लेखनीय है कि राष्ट्रीय राजधानी क्षेत्रीय परियोजना बोर्ड में
राष्ट्रीय राजमार्ग एवं राज्य मार्ग के साथ निर्धारित हरित पट्टी में पेट्रोल पम्प की अनुमति
दिये जाने के सन्दर्भ में नीतिगत निर्णय लिये जाने बाबत विचार चल रहा है। अतः मामले
को राष्ट्रीय राजधानी क्षेत्रीय योजना बोर्ड को, राज्य सरकार की सहमति से भू उपयोग
परिवर्तन की अनुमति हेतु भेजा जाना आवश्यक है।

3. भारतीय रोड कांग्रेस के द्वारा पेट्रोल पम्प की अनुमोदिन बाबत जारी की गई गाईडलाइन्स के अनुसार निम्न स्थिति बनती है:

क्रम संख्या	आइ.आर.सी गाईडलाइन्स के अन्तर्गत उल्लेखित प्लानिंग पैरामीटर	स्थिति
1.	रोड बेरियर से कम से कम दूरी - 1 कि.मी.	पर्याप्त दूरी पर स्थित है।
2.	अन्य पेट्रोल पम्प से कम से कम दूरी - 300 मीटर	पर्याप्त दूरी पर स्थित है।
3.	गुच्छण्ड के सामने की चौड़ाई - 30 मीटर से अधिक	समलम्ब - 60.00 मीटर

यथा प्रस्ताव भारतीय रोड कांग्रेस की गाईडलाइन्स के अनुसार है।

चूंकि प्रस्ताव इन्डियन रोड कांग्रेस की गाईडलाइन्स के अनुसार संवित प्रतीत होते हैं अतः यदि राज्य सरकार सहमत हो तो मामले को राष्ट्रीय राजधानी क्षेत्रीय परियोजना को अनुमति हेतु प्रेषित कर दिया जावे।

यदि राष्ट्रीय राजधानी क्षेत्रीय परियोजना बोर्ड उक्त भू उपयोग परिवर्तन/रूपान्तरण क्षमता अपनी सहमति दे देता है तब विभाग की राय में प्रार्थीयां को निम्नलिखित शर्तों के साथ कृति भूमि से पेट्रोल पम्प(वाणिज्यिक) प्रयोजनार्थ रूपान्तरण किया जाना संवित होगा।

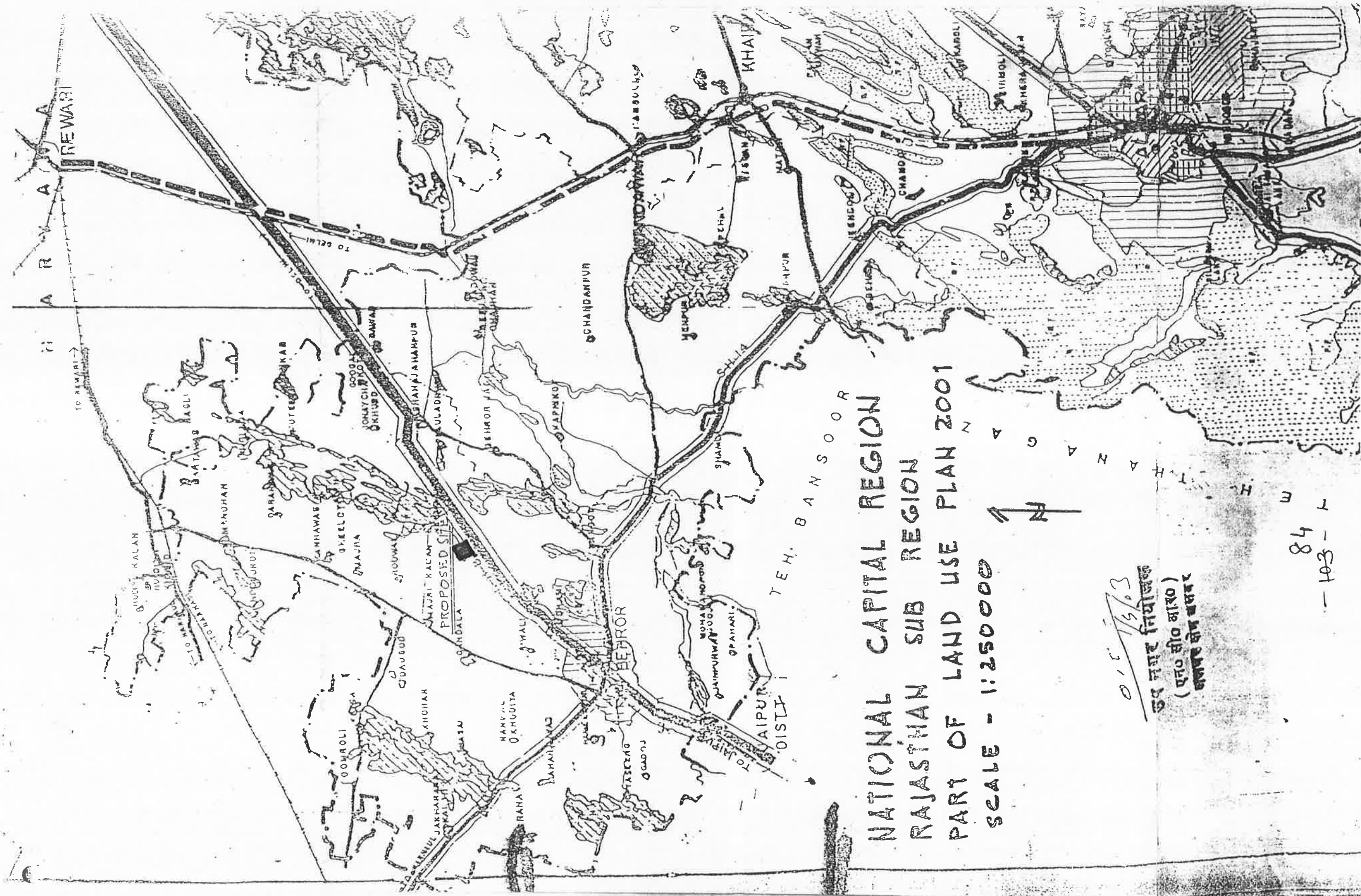
1. प्रार्थीयां के द्वारा राष्ट्रीय राजमार्ग संख्या 8 के मध्य से 50 मीटर दूरी तक की भूमि राडक के विस्तार हेतु समर्पित की जायेगी (देखें परिशिष्ट-अ)। समर्पित भूमि पर किसी प्रकार का कोई निर्माण कार्य जिसमें वाउन्ड्री वाल भी शामिल है नहीं किया जायेगा।
2. पेट्रोल पम्प की इकाई का निर्माण भारतीय रोड कांग्रेस द्वारा पेट्रोल पम्प हेतु निर्धारित दिशा निर्देशों/मापदण्डों के अनुसार किया जायेगा।
3. पेट्रोल पम्प में प्रवेश करने वाले व पेट्रोल पम्प से निकलने वाले वाहनों का मुख्य राडक मार्ग पर गुजरने वाले वाहनों के लिये उचित विजन सम्बन्धी समुचित व्यवस्था रखने का दायित्व भारतीय तेल निगम एवं प्रार्थीयां स्वयं का होगा।
4. प्रार्थीयां द्वारा अग्नि शान की उचित प्रावधान किये जावेंगे जिसके लिये वह स्वयं उत्तरदायी होगी व इस हेतु निर्धारित मापदण्डों की पालना पूर्ण रूप से सुनिश्चित की जावेगी।
5. पेट्रोल पम्प हेतु रूपान्तरण से पूर्व संबंधित राडक यातायात अधीरिटी से अनावृत्ति प्राप्त की जायेगी।
6. भूमि के स्थापित की जात जिला कलेक्टर अलवर कार्यालय स्तर से की जायेगी।

भारतीय

मुख्य नगर नियोजक(एनरीआर)

गुजरथान, जयपुर।

संलग्न: उपरोक्तानुसार



NATIONAL CAPITAL REGION
RAJASTHAN SUB REGION
PART OF LAND USE PLAN 2001
SCALE - 1:250000

01.5.1963
उप नगर नियोजक
(एन० सी० ब० र०)
विकास क्षेत्र बंसौर

84 - 103 - T

PART PLAN OF KHASRA MAP.
VILLAGE HAMJA PUR TEH. BEHROR

SCALE - 1 CM = 40 MI.

TO DELHI

PROPOSED SITE

17/5/03
उत्तर निधी
(एन सी आर)
महाराष्ट्र सरकार

W.H.O.

11/1/04

परम्परा विरोध तथा अन्य कारणों से शहरीकरण को रोकने के लिए आवश्यक नियमों का निर्धारण किया जा रहा है।

ख) हरित पट्टी/हरित खण्ड

शहरीकरण योग्य क्षेत्र के विलुप्त आसपास परिसरों वृक्ष क्षेत्र को विकास द्वारा उत्थान का बहुत खतरा रहता है। इस क्षेत्र में भविष्य के विकास को रोकने के लिए नियंत्रण व्यवस्था तथा ठोस शहरी विकास सुनिश्चित करने के लिए प्रस्तावित विकास योग्य क्षेत्र की चारों ओर एक नियंत्रण पट्टी रखने का प्रस्ताव है। इस हरित पट्टी में विकास निषेध अथवा पूर्णतया नियंत्रित होगा। भूमि के स्वभाविक स्वरूप के अनुरूप क्रियाकलापों के लिए इजाजत दी जाएगी। जिन प्रमुख भूमि उपयोगों के लिए इन जोनों में अनुमति दी जाएगी वे इस प्रकार हैं:-

- 1) कृषि, विशेष रूप से बहुमूल्य नकद फसलें
- 2) बागवानी
- 3) डेरी उद्योग
- 4) सामाजिक वन-खण्ड/बागवानी
- 5) उत्खनन
- 6) शमशान
- 7) सामाजिक संस्थान जैसाकि विद्यालय, अस्पताल
- 8) मनोरंजन अथवा क्रीड़ा

हरित पट्टी/हरित खण्ड की न्यारेवार सीमाएं उप क्षेत्रीय योजनाओं तथा मास्टर प्लानों में बताई जाएंगी।

बस्तियों के समूहों में, विशेषकर ऐसी बस्तियां जो सड़कों के साथ-साथ या भीतरी भाग में एक दूसरे के बहुत समीप हैं, उनके बीच का स्थान हरित रखा जाना चाहिए जिसे हरित खण्ड का नाम दिया जा सकता है। इससे बस्तियों के चारों ओर अनुपेय विकास के अलावा किसी अन्य विकास पर ही रोक नहीं लगेगी बल्कि ये बस्तियां एक दूसरे के साथ मिलने भी भी नहीं पाएंगी। हरित खण्ड में आंशिक रूप से वृक्ष लगाए जाने चाहिए और जहां कहीं आवश्यक कारणों से ऐसा करना संभव न हो वहां अन्य प्रकार से हरियाली की जा सकती है।

ग) प्रमुख परिवहन गलियारों के साथ हरित प्रतिरोधक क्षेत्र

नगरों की शहरीकरण योग्य क्षेत्र सीमाओं के बाड़, पाँच राजमार्गों के साथ के क्षेत्र में अवांछित औद्योगिक विकास निकट भविष्य में गंभीर समस्या बन जाएगा। प्रमुख परिवहन मार्गों के साथ-साथ लगातार पट्टी नियंत्रण रखा रहेगा। किसी भी नगर की शहरीकरण योग्य सीमाओं के बाहर बड़े पैमाने के विकास पर कड़ा नियंत्रण होना चाहिए। राष्ट्रीय राजमार्गों तथा प्रस्तावित एक्सप्रेस मार्गों के साथ-

will be governed by the local authority according to the prescribed uses in the Master Plans. The master plans for Delhi Metropolitan Area and priority towns should be prepared under the existing rules and acts of the participating States U.T. In order to avoid the land use conflicts especially in the Delhi Metropolitan Area towns, the master plans of all the towns within the National Capital Region should be prepared in consultation with the National Capital Region Planning Board

b) Green belt/green wedge

The peripheral agricultural zone in the immediate vicinity of the urbanisable area is very vulnerable to encroachment by development. To arrest undesirable growth in this zone and, to ensure orderly and compact urban development, a control belt is proposed all around the expected developable area. The development will be restricted or strictly controlled in this green belt. The activities compatible with open character of land will be permitted. The major landuses that could be permitted in these zones are as under:

- 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
- 8) Recreation or leisure

The detailed boundaries of the green belt/green wedge will be defined in the Sub-regional plans and master plans.

In the cases of settlements particularly those which are in close vicinity to each other either along the roads or interior, the intervening space between the settlements should be kept green which can be designated as green wedge. This will prevent not only any development other than permitted taking place around the settlement but also prevent them from merging with each other. The green wedge should be forested and, wherever it is not possible for pressing reasons, it could be in the other forms of greens.

c) Green buffer along the major transport corridors

The undesirable industrial development in the areas beyond the urbanisable area limits of the

उपयुक्त चिन्तनों के वृक्ष लगाए जाने चाहिए।

यमुना तथा गंगा नदियों में जल प्रदूषण का स्तर काफी अधिक होता है जोकि मुख्यतः औद्योगिक क्षेत्रों से आए प्रदूषित जल-मल तथा कूड़े कचरे के कारण है। गंगा कार्य योजना के अधीन गंडी नदी को प्रदूषण मुक्त बनाने के उपाय किये गये हैं। यमुना नदी में प्रदूषण रोकने के लिए भी इसी प्रकार की कवरबाई करने की आवश्यकता है।

v) भूमि उपयोग नियंत्रण: जोन बनाने संबंधी विनियम

राष्ट्रीय राजधानी क्षेत्र में तेवरतीन विकास रोकने के लिए तथा तेजी से विकसित हो रहे शहरी क्षेत्र का मुख्यस्थित विकास के लिए नियंत्रण के रूप में एक विधायी साधन होना बहुत जरूरी है। राष्ट्रीय राजधानी क्षेत्र के नगरों के प्रस्तावित द्रुत शहरी विस्तार और इस क्षेत्र में पर्यावरण की गिरावट की दर को ध्यान में रखते हुए सख्त भूमि उपयोग नियंत्रण तथा विकास लागू करने के लिए निम्नलिखित चार अलग-अलग क्षेत्रों की पहचान की गई है। निम्नलिखित उपयोग जोन/क्षेत्रों में संभावित मुख्य अभियंता/क्रियाकारी/प्रांतीय पहचान करने का प्रयास किया गया है:

- क) शहरीकरण योग्य क्षेत्र
- ख) हरित फाटी/हरित खण्ड
- ग) प्रमुख परिवहन मार्गों के साथ के क्षेत्र
- घ) शेष सावधान भूमि

क) शहरीकरण - योग्य क्षेत्र

शहरीकरण योग्य क्षेत्र-2001 में जिसका प्रस्ताव संबंधित नगरों के मास्टर प्लान में है, निम्नलिखित कार्य और उपयोग जारी रखे जा सकते हैं:-

- 1) रिहायशी
- 2) वाणिज्यिक
- 3) औद्योगिक
- 4) सरकारी कार्यालय
- 5) मनोरंजनात्मक
- 6) सार्वजनिक और अर्ध सार्वजनिक
- 7) प्रचार
- 8) खुले स्थान, पार्क और खेल के मैदान
- 9) कब्रिस्तान/समाधि क्षेत्र तथा शमशान घाट

शहरीकरण योग्य क्षेत्र में अलग-अलग उपयोग मास्टर प्लानों में निर्धारित उपयोगों के अनुसार स्थानीय प्राधिकरण द्वारा शासित होंगे। परन्तु दिल्ली महानगर क्षेत्र तथा प्राथमिकता वाले नगरों के लिए मास्टर प्लान सहभागी राज्य तथा संघ राज्य क्षेत्र के वर्तमान नियमों तथा अधिनियमों के अनुसार बनाए जाने चाहिए। विशेषकर दिल्ली महानगर क्षेत्र के नगरों में भूमि उपयोग संबंधी

Ridge, an extended part of the Aravalli range, the forest areas, the rivers Yamuna and Ganga. Apart from these, the NCR has two sanctuaries namely, Sariska Wild Life Sanctuary in the Rajasthan Sub-region and Sultanpur Bird Sanctuary in the Haryana Sub-region harbouring a large number of wild animals and birds. The ridge areas and these sanctuaries should be conserved with utmost care and, should be afforested with suitable species.

The rivers Yamuna and Ganga have a high level of water pollution, mainly from the un-treated sewage and waste from industrial and residential areas. While measures have been taken to make the river Ganga pollution free under 'Ganga Action Plan', similar action is needed to check pollution of the river Yamuna too.

ii) Landuse control: Zoning regulation

In order to avoid haphazard development and ensure orderly development of the rapidly developing urban sector in the National Capital Region, a legislative tool in the form of Zoning Regulation is a necessity. Keeping in view the anticipated rapid urban expansion of the NCR towns and also the rate of environmental degradation in the Region, the following four distinct zones have been identified for application of strict landuse 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
- d) Remaining rural land

a) Urbanisable area-2001

Within the urbanisable area-2001, which is proposed in the Master Plans of the respective towns, the functions and uses designated as under could be continued:

- 1) Residential
 - 2) Commercial
 - 3) Industrial
 - 4) Government offices
 - 5) Recreational
 - 6) Public and semi-public
 - 7) Circulation
 - 8) Open spaces, parks and playgrounds
 - 9) Grave yards/cemeteries and burning ghats
- The detailed uses within the urbanisable area

साथ दोनों तरफ 100 मीटर चौड़ा तथा राज्य राजमार्गों के दोनों ओर 60 मीटर चौड़ा क्षेत्र हरित प्रतिरोधक क्षेत्र के रूप में रखा जाना चाहिए। इन क्षेत्रों में वन विभाग के निबंधनाधीन वृक्ष लगाए जाने चाहिए। जैसाकि पहले बताया गया है, केवल हरित पट्टी के लिए अनुमति क्रियाकलापों की अनुमति दी जाएगी।

घ) शेष ग्रामीण भूमि

शेष ग्रामीण जोन में मुख्यतः विशाल कृषि भूमि, वन तथा ग्रामीण वस्तुओं शामिल है। इस समय इस क्षेत्र की पूर्णतया कृषि भूमि को विशेषकर राजमार्गों तथा राज्य राजमार्गों के साथ हो रहे औद्योगिक/शहरी अतिक्रमण से खतरा पैदा हो गया है। ग्रामीण क्षेत्रों में जमीन की कम कीमतों, शानदार परिवहन प्रणाली तथा उत्पादों के लिए विक्री बाजारों ने सड़कों के साथ उद्योगों के विकास को तेजी प्रदान की है। ग्रामीण भूमि में निम्नलिखित प्रमुख भूमि उपयोग हो सकते हैं। ग्रामीण जोन में खतरनाक उद्योगों पर बड़े पैमाने पर कड़ा निषेध तथा निबंधन लागू करना होगा।

- 1) गहन कृषि तथा सान्द्र क्रियाकलाप।
- 2) वृक्षारोपण विशेषकर पहाड़ियों, चट्टानी जमीनों, खड्डेदार जमीनों तथा बंजर जमीनों पर।
- 3) क्षेत्रीय मनोरंजनात्मक सुविधाएं जैसाकि क्षेत्रीय पार्क, वन्य प्राणियों के अभ्यारण।
- 4) कनिष्ठान, विद्यालय तथा अस्पतालों जैसे संस्थानों के लिए अनुमति दी जा सकती है। परन्तु प्रस्तावित विचारों में भारी फसल देने वाली कृषि भूमि का प्रयोग नहीं होना चाहिए और न ही इसका पारिस्थिकीय हित के किसी प्राकृतिक सौन्दर्य स्थल पर कोई प्रतिकूल प्रभाव पड़ना चाहिए।
- 5) उत्खनन
- 6) ईंटों के भट्ठे
- 7) वर्तमान गाम गण्डुवां
- 8) ग्रामीण उद्योग आदि।

ये भूमि उपयोग सुझाव चित्र-4 में दिखाये गये हैं।

towns along the Highways would become a serious problem in the near future. There will be a continuous ribbon development along the major transportation routes. The large scale development beyond urbanisable limits of any town should be strictly controlled. A width of 100 metres on either sides along the National Highways and the proposed Expressways and, 60 metres on either sides along the State Highways should be kept as green buffer. Those should be afforested under the control of the Forest Departments. Only activities permitted in the green belt as indicated earlier would be allowed.

d) Remaining rural land

The remaining rural zone include mainly the vast agricultural land, forest ridge areas and rural settlements. This zone of virgin agricultural land at present, is being threatened by the spotted industrial/urban encroachments especially along the 5 National Highways and, State Highways. The lower cost of land in the rural areas, excellent transportation system and marketing for the products have accelerated the development of industries along the roadsides. The following major landuses can be designated in the rural lands. Strict prohibition and control on the large scale hazardous industries, has to be exercised in rural zone:

- 1) Intensive agriculture and allied activities
- 2) Afforestation especially on the hills, ridges and lands.
- 3) Regional recreational facilities such regional parks, wild life sanctuary.
- 4) Cemeteries, schools, institutions, like hospitals may be permitted. However, the proposed development, should neither involve use of high yielding agricultural land should it adversely affect a site of scenic beauty or of ecological interest.
- 5) Quarrying
- 6) Brick kilns
- 7) Existing village mandies
- 8) Rural industries etc.

These landuse proposals are shown in Map

राजस्थान सरकार
नगरीय विकास विभाग

MP/CM/03

N/1

23/5/03

क्रमांक : एक 108238 नविवि/3/03

जयपुर, दिनांक :

23 MAY 2003

मुख्य नगर निधीजक,
एन.सी.आर.ए.,
राजस्थान, जयपुर ।


विषय :- प्राणीवा श्रीमती चम्बा देवी प्रति श्री जगदीश
राजस्व ग्राम हमजापुर, तहसील बहरोड, तहसील नं.
830, 832 स्थित कृषि भूमि के वेदोत व
वाणिज्यिक प्रयोजनार्थ स्वामित्व प्राप्त ।

तन्दर्भ :- आपका पत्र क्रमांक टीवीआर/एनसीआर/सीए/02/2003/4513 दिनांक 30.4.2003.

महोदय,

उपरोक्त विषय में निदेशानुसार लेता हूँ कि श्रीमती चम्बा देवी प्रति श्री जगदीश राजस्व ग्राम हमजापुर, तहसील बहरोड अन्तर्गत खसरा नम्बर 830, 832 स्थित कृषि भूमि के वेदोत व वाणिज्यिक हेतु भू-उपयोग परिवर्तन किये जाने के लिये राष्ट्रीय राजधानी क्षेत्र प्लानिंग बोर्ड, नई दिल्ली को सहमत हेतु भिजवाया जाकर इस विभाग को अवगत कराये जाने का प्रम करे ।

भाषदीप,


भाषदीप उम शर्मा

ANNEXURE-IX

PROPOSAL FOR PERMISSION FOR SETTING UP OF PETROL PUMP
MEASURING AN AREA OF 1793 SQ.MT. KHASRA NO.177/2 ON SH-13 IN THE
VILLAGE UMREN TEHSIL ALWAR, RAJASTHAN.

Government of Rajasthan
Office of the Chief Town Planner (NCR) Rajasthan, Jaipur.

No.TPR/NCR/ CILU/04/2003

Dated :

19 NOV 2003

Chief Regional Planner,
 National Capital Region Planning Board,
 1st Floor, Zone-IV ,
 India Habitat Centre,
 Lodhi Road,
 New Delhi-110003

Sub: Grant of permission to Shri Manoj Kumar S/o Late Sh.Ram Avtar Yadav for establishing petrol pump Khasra No.177/2 Village Umren tehsil Alwar in the area classified in the Zoning Regulation (R.P.2001) as Green Buffer along major transport routes.

Ref: Your office letter No.K-14011/44/2003-NCRPB dated 20.10.03.

Sir,

Above request for grant of permission, for establishing petrol pump, in village Umren tehsil Alwar, was forwarded by this office to NCRPB, for consideration of Planning Committee, vide this office letter of even number dated 29-8-03 (copy enclosed with annexures). However, this office has now been informed vide your above quoted letter that the original letter has not been received in NCRPB.

In view of above, another copy of the proposal is being sent with this letter, for further necessary action.

Yours faithfully,

Chief Town Planner(NCR)
 Rajasthan, Jaipur.

Encl: As above.

28

Government of Rajasthan
Office of the Chief Town Planner (NCR) Rajasthan, Jaipur.

No.TPR/NCR/CILU/04/2003

Dated : 29/8/03

Member Secretary,
National Capital Region Planning Board,
1st Floor, Zone-IV,
Indira Nagar Centre,
Lodhi Road,
New Delhi-110003

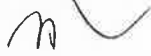
Sub: Grant of permission to Shri Manoj Kumar S/o Late Sh. Ram Avtar Yadav for establishing petrol pump (Khasra No. 177/2 Village Umren Th Alwar in the area classified in the zoning regulation (R.P.2001) as Green Buffer along major transport routes.

Sir,

A request has been received from the Shri Manoj Kumar S/O Late Shri Ram Avtar Yadav for grant of NOC for establishing a Petrol Pump in the area classified in the zoning regulation (R.P.2001) as Green Buffer along major transport routes. The matter was referred to the State Govt vide this office letter No.TPR/NCR/CILU/04/2003 dated 9-7-2003 alongwith the comments of this office for the consent of the State Govt.(Annexure-A) The consent of the State Govt. has been received vide letter No F.10(43)UDD/3/03 dated 23.8.03(Annexure-B)

The matter is now submitted for consideration of NCRPB for grant of permission for establishing petrol pump as stated above

Yours faithfully,



Chief Town Planner(NCR)
Rajasthan, Jaipur.

Encl: As above.

No.TPR/NCR/CILU/04/2003 / 9621-22

29 AUG 2003
Dated :

Copy forwarded to Dy.Secretary to Government-1, Urban Development Department, Govt. of Rajasthan, Jaipur for information with reference to their letter No.F.10(43)UDD/3/03 dated 23.8.03


Chief Town Planner(NCR)
Rajasthan, Jaipur.

राजस्थान सरकार
कार्यालय मुख्य नगर नियोजक(एनसीआर) राजस्थान, जयपुर

क्रमांक: टीपीआर / एनसीआर / सील / 04 / 2003 / 7848

- 9 JUL 2003

राजस्थान उप सचिव-1,
नगरीय विकास विभाग,
राजस्थान, जयपुर।

विषय:- प्रार्थी श्री मनोज कुमार यादव पुत्र रम. श्री रामअवतार यादव राजस्थान राज्य सरकार
तहसील अलवर, खसरा नम्बर 177/2 स्थित कृषि भूमि का पेट्रोल पम्प निर्माण
प्रयोजनार्थ भू उपयोग रूपान्तरण वाचना।

महोदय,

विषयाधीन आवेदन जिला कलेक्टर, अलवर के द्वारा उनके पत्र क्रमांक राजस्थ/375/03
दिनांक 14.5.03 के माध्यम से विभाग की राय हेतु उप नगर नियोजक, अलवर को प्रेषित किया
गया। उप नगर नियोजक, अलवर के द्वारा मामले की जांच कर अपनी रिपोर्ट सहित मामला
इस कार्यालय को प्रेषित किया गया है। मामले का अध्ययन किया गया। मामले में विभाग की
राय निम्न प्रकार से है:-

1. प्रस्तावित स्थल जयपुर-अलवर राज्य राजमार्ग संख्या 13 पर राजस्थान ग्राम तहसील में
स्थित है। प्रस्तावित स्थल का क्षेत्रफल 1793 वर्गमीटर है एवं इसकी आकृति आयताकार
है। सड़क के सम्मुख इसकी चौड़ाई 36.66 मीटर है एवं सड़क से गहराई लगभग 80.3
मीटर है। प्रस्तावित स्थल की स्थिति एवं नाप, सड़क की चौड़ाई आदि की मापदंड प्लान में
दर्शाया गया है। प्रस्तावित भूमि संलग्न साईट प्लान में दर्शाये अनुसार राज्य राजमार्ग संख्या
13 के मध्य से 30 मीटर की दूरी पर स्थित है (देखें परिशिष्ट -2)
2. प्रस्तावित स्थल राष्ट्रीय राजधानी क्षेत्रीय योजना 2001 के अन्तर्गत अधिसूचित क्षेत्र के
अन्दर पड़ता है। अतः मामले का निपटारा राष्ट्रीय राजधानी क्षेत्रीय योजना के अन्तर्गत
स्वीकृत लैंड यूज प्लान एवं जोनिंग रेगुलेशन के अनुसार किया जाना अपेक्षित है। इस
सन्दर्भ में मामले की जांच करने पर निम्न सिद्धि बनती है :

विषयाधीन भूखण्ड राज्य राजमार्ग संख्या 13 के साथ ग्रीन बेल्ट क्षेत्र में निर्धारित 60 मीटर
चौड़ी हरित पट्टी में पड़ता है तथा जोनिंग रेगुलेशन के अनुसार इस हरित पट्टी में केवल
भू उपयोगों की श्रेणी में पेट्रोल पम्प नहीं आता है (जोनिंग रेगुलेशन की प्रति संलग्न
है-परिशिष्ट-3)। यहां यह उल्लेखनीय है कि राष्ट्रीय राजधानी क्षेत्रीय परियोजना बोर्ड ने
राष्ट्रीय राजमार्ग एवं राज्य मार्ग के साथ निर्धारित हरित पट्टी में पेट्रोल पम्प की अनुमति
दिये जाने के सन्दर्भ में नीतिगत निर्णय लिये जाने बाबत विचार चल रहा है। अतः मामले
को राष्ट्रीय राजधानी क्षेत्रीय योजना बोर्ड को, राज्य सरकार की सहमति से भू उपयोग
परिवर्तन की अनुमति हेतु भेजा जाना आवश्यक है।

3. भारतीय रोड कांग्रेस के द्वारा पेट्रोल पम्प की अनुमोदन बाबत जारी की गई गाईडलाइन्स के अनुसार निम्न स्थिति बनती है:

क्रम संख्या	आई.आर.सी गाईडलाइन्स के अन्तर्गत उल्लेखित प्लानिंग पैरामीटर	स्थिति
1.	रोड देरियर से कम से कम दूरी - 1 कि.मी.	पर्याप्त दूरी पर स्थित है।
2.	अन्य पेट्रोल पम्प से कम से कम दूरी - 300 मीटर	पर्याप्त दूरी पर स्थित है।
3.	भूखण्ड के सामने की चौड़ाई - 30 मीटर से अधिक	उपलब्ध - 35.65 मीटर

यद्यपि प्रस्ताव भारतीय रोड कांग्रेस की गाईडलाइन्स के अन्तर्गत है।

चूंकि प्रस्ताव इन्डियन रोड कांग्रेस की गाईडलाइन्स के अनुसार उचित प्रतीत होते हैं अतः यदि राज्य सरकार सहमत हो तो मामले को राष्ट्रीय राजधानी क्षेत्रीय परियोजना बोर्ड को अनुमति हेतु प्रेषित कर दिया जावे।

यदि राष्ट्रीय राजधानी क्षेत्रीय परियोजना बोर्ड उक्त भू उपयोग परिवर्तन/रूपान्तरण बाबत अपनी सहमति दे देता है तब विभाग की राय में प्रार्थी को निम्नलिखित शर्तों के साथ हरित पट्टी (कृषि भूमि) से पेट्रोल पम्प (वाणिज्यिक) प्रयोजनार्थ भू उपयोग परिवर्तन किया जाना उचित होगा।

1. पेट्रोल पम्प की इकाई का निर्माण भारतीय रोड कांग्रेस द्वारा पेट्रोल पम्प हेतु निर्धारित दिशा निर्देशों/मापदण्डों के अनुसार किया जायेगा।
2. पेट्रोल पम्प में प्रवेश करने वाले व पेट्रोल पम्प से निकलने वाले वाहनों का मुख्य सड़क मार्ग पर गुजरने वाले वाहनों के लिये उचित विजन सम्बन्धी समुचित व्यवस्था रखने का दायित्व भारतीय तेल निगम एवं प्रार्थी स्वयं का होगा।
3. प्रार्थी द्वारा अग्नि शान्त की उचित प्रावधान किये जावेंगे जिसके लिये वह स्वयं उत्तरदायी होगा व इस हेतु निर्धारित मापदण्डों की पालना पूर्ण रूप से सुनिश्चित की जावेगी।
4. पेट्रोल पम्प हेतु रूपान्तरण से पूर्व संबंधित सड़क यातायात अधीनस्थिती से अनापत्ति प्राप्त की जायेगी।
5. भूमि के स्वामित्व की जांच जिला कलेक्टर, अजमेर के द्वारा की जायेगी।

नवदीप

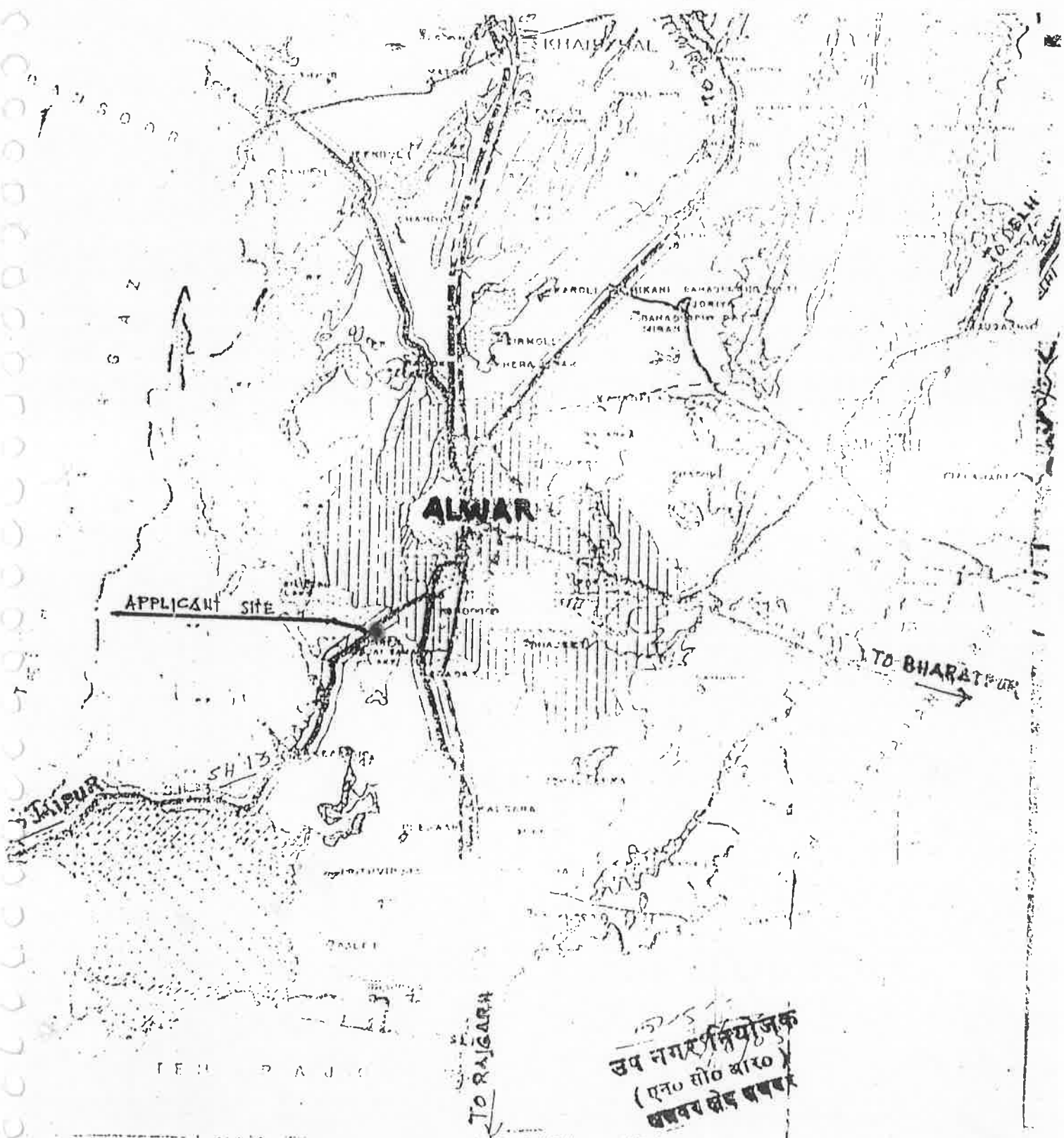
मुख्य नगर नियोजक (एनसीआर)

राजस्थान, जयपुर।

संलग्न: उपरोक्तानुसार

RAJASTHAN SUB-REGION (NCR)
PROPOSED LAND USE 2001 (PART)
SCALE 1:250000

पॉलिटिक्स-1



उप नगर नियोजक
 (एन० सी० आर०)
 राजस्थान सरकार

H.T. LINE

SURVEY MAP OF K. NO. 217/1

ON JALWAR ROAD

UMRAIN VILLAGE ALWAR SCALE 1"=100 FT

A G R I C U L T U R E L A N D



K. NO. 177

AG. LAND

PROPOSED APPLICANT SITE

WELL

← TO ALWAR

COMPOUND WALL

60 M. W I D E

GOVT GARDEN.

AGRICULTURE LAND

00-5' 19/6/03

उपयुक्त किस्मों के वृक्ष लगाए जाने चाहिए।

यमुना तथा गंगा नदियों में जल प्रदूषण का स्तर काफी अधिक होता है जोकि मुख्यतः औद्योगिक क्षेत्रों से आए प्रसंसाधित जल-मल तथा कूड़े कचरे के कारण है। गंगा कार्य योजना के अधीन गंदी नदी को प्रदूषण मुक्त बनाने के उपाय किये गये हैं। यमुना नदी में प्रदूषण रोकने के लिए भी इसी प्रकार की कार्रवाई करने की आवश्यकता है।

v) भूमि उपयोग नियंत्रण: जोन बनाने संबंधी विनियम

राष्ट्रीय राजधानी क्षेत्र में बेतरतीब विकास रोकने के लिए तथा तेजी से विकसित हो रहे शहरी क्षेत्र का सुव्यवस्थित विकास के लिए विनियम के रूप में एक विधायी साधन होना बहुत जरूरी है। राष्ट्रीय राजधानी क्षेत्र के नगरों के प्रत्याशित द्रुत शहरी विस्तार और इस क्षेत्र में पर्यावरण की गिरावट की दर को ध्यान में रखते हुए सख्त भूमि उपयोग नियंत्रण तथा विकास लागू करने के लिए निम्नलिखित चार अलग क्षेत्रों की पहचान की गई है। निम्नलिखित उपयोग जोनों/क्षेत्रों में संभावित मुख्य आर्थिक क्रियाकलापों की पहचान करने का प्रयास किया गया है:

- क) शहरीकरण योग्य क्षेत्र
- ख) हरित पट्टी/हरित खण्ड
- ग) प्रमुख परिवहन मार्गों के साथ के क्षेत्र
- घ) शेष ग्रामीण भूमि

क) शहरीकरण - योग्य क्षेत्र

शहरीकरण योग्य क्षेत्र-2001 में जिसका प्रस्ताव संबंधित नगरों के मास्टर प्लान में है, निम्नलिखित कार्य और उपयोग जारी रखे जा सकते हैं:-

- 1) रिहायशी
- 2) वाणिज्यिक
- 3) औद्योगिक
- 4) सरकारी कार्यालय
- 5) मनोरंजनात्मक
- 6) सार्वजनिक और अर्द्ध सार्वजनिक
- 7) प्रचार
- 8) खुले स्थान, पार्क और खेल के मैदान
- 9) कब्रिस्तान/समाधि क्षेत्र तथा शमशान घाट

शहरीकरण योग्य क्षेत्र में अलग-अलग उपयोग मास्टर प्लानों में निर्धारित उपयोगों के अनुसार स्थानीय प्राधिकरण द्वारा शासित होंगे। परन्तु दिल्ली महानगर क्षेत्र तथा प्राथमिकता वाले नगरों के लिए मास्टर प्लान सहभागी राज्यों तथा संघ राज्य क्षेत्र के वर्तमान नियमों तथा अधिनियमों के अनुसार बनाए जाने चाहिए। विशेषकर दिल्ली महानगर क्षेत्र के नगरों में भूमि उपयोग संबंधी

Ridge, an extended part of the Aravalli range, the forest areas, the rivers Yamuna and Ganga. Apart from these, the NCR has two sanctuaries namely, Sariska Wild Life Sanctuary in the Rajasthan Sub-region and Sultanpur Bird Sanctuary in the Haryana Sub-region harbouring a large number of wild animals and birds. The ridge areas and these sanctuaries should be conserved with utmost care and should be afforested with suitable species.

The rivers Yamuna and Ganga have a high level of water pollution, mainly from the un-treated sewage and waste from industrial and residential areas. While measures have been taken to make the river Ganga pollution free under 'Ganga Action Plan', similar action is needed to check pollution of the river Yamuna too.

v) Landuse control: Zoning regulation

In order to avoid haphazard development and ensure orderly development of the rapidly developing urban sector in the National Capital Region, a legislative tool in the form of Zoning Regulation is a necessity. Keeping in view the anticipated rapid urban expansion of the NCR towns and also the rate of environmental degradation in the Region, the following four distinct zones have been identified for application of strict landuse 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
- d) Remaining rural land

a) Urbanisable area-2001

Within the urbanisable area-2001, which is proposed in the Master Plans of the respective towns, the functions and uses designated as under could be continued:

- 1) Residential
 - 2) Commercial
 - 3) Industrial
 - 4) Government offices
 - 5) Recreational
 - 6) Public and semi-public
 - 7) Circulation
 - 8) Open spaces, parks and playgrounds
 - 9) Grave yards/cemeteries and burning ghats.
- The detailed uses within the urbanisable area

साथ दोनों तरफ 100 मीटर चौड़ा तथा राज्य राजमार्गों के दोनों ओर 60 मीटर चौड़ा क्षेत्र हरित प्रतिरोधक क्षेत्र के रूप में रखा जाना चाहिए। इन क्षेत्रों में वन विभाग के नियंत्रणाधीन वृक्ष लगाए जाने चाहिए। जैसाकि पहले बताया गया है, केवल हरित पट्टी के लिए अनुमेय क्रियाकलापों की अनुमति दी जाएगी।

घ) शेष ग्रामीण भूमि

शेष ग्रामीण जोन में मुख्यतः विशाल कृषि भूमि, वन तथा ग्रामीण बस्तियां शामिल हैं। इस समय इस क्षेत्र की पूर्णतया कृषि भूमि को विशेषकर राजमार्गों तथा राज्य राजमार्गों के साथ हो रहे औद्योगिक/शहरी अतिक्रमण से खतरा पैदा हो गया है। ग्रामीण क्षेत्रों में जमीनों की कम कीमतों, शानदार परिवहन प्रणाली तथा उत्पादों के लिए विक्री बाजारों ने सड़कों के साथ उद्योगों के विकास को तेजी प्रदान की है। ग्रामीण भूमि में निम्नलिखित प्रमुख भूमि उपयोग हो सकते हैं। ग्रामीण जोन में खतरनाक उद्योगों पर बड़े पैमाने पर कड़ा निषेध तथा नियंत्रण लागू करना होगा।

- 1) गहन कृषि तथा सन्तुष्ट क्रियाकलाप।
- 2) वृक्षारोपण विशेषकर पहाड़ियों, चट्टानी जमीनों, खड़केदार जमीनों तथा बंजर जमीनों पर।
- 3) क्षेत्रीय मनोरंजनात्मक सुविधाएं जैसाकि क्षेत्रीय पार्क, वन्य प्राणियों के अभ्यारण।
- 4) कब्रिस्तान, विद्यालय तथा अस्पतालों जैसे संस्थानों के लिए अनुमति दी जा सकती है। परन्तु प्रस्तावित विकास में भारी फसल देने वाली कृषि भूमि का प्रयोग नहीं होना चाहिए और न ही इसका पारिस्थिकीय हित के किसी प्राकृतिक सौन्दर्य स्थल पर कोई प्रतिकूल प्रभाव पड़ना चाहिए।
- 5) उत्खनन
- 6) ईंटों के भट्टे
- 7) वर्तमान ग्राम मण्डियां
- 8) ग्रामीण उद्योग आदि।

ये भूमि उपयोग सुझाव चित्र-4 में दिखाये गये हैं।

□

towns along the Highways would become a serious problem in the near future. There will be a continuous ribbon development along the major transportation routes. The large scale development beyond urbanisable limits of any town should be strictly controlled. A width of 100 metres on either sides along the National Highways and the proposed Expressways and, 60 metres on either sides along the State Highways should be kept as green buffer. Those should be afforested under the control of the Forest Departments. Only activities permitted in the green belt as indicated earlier would be allowed.

d) Remaining rural land

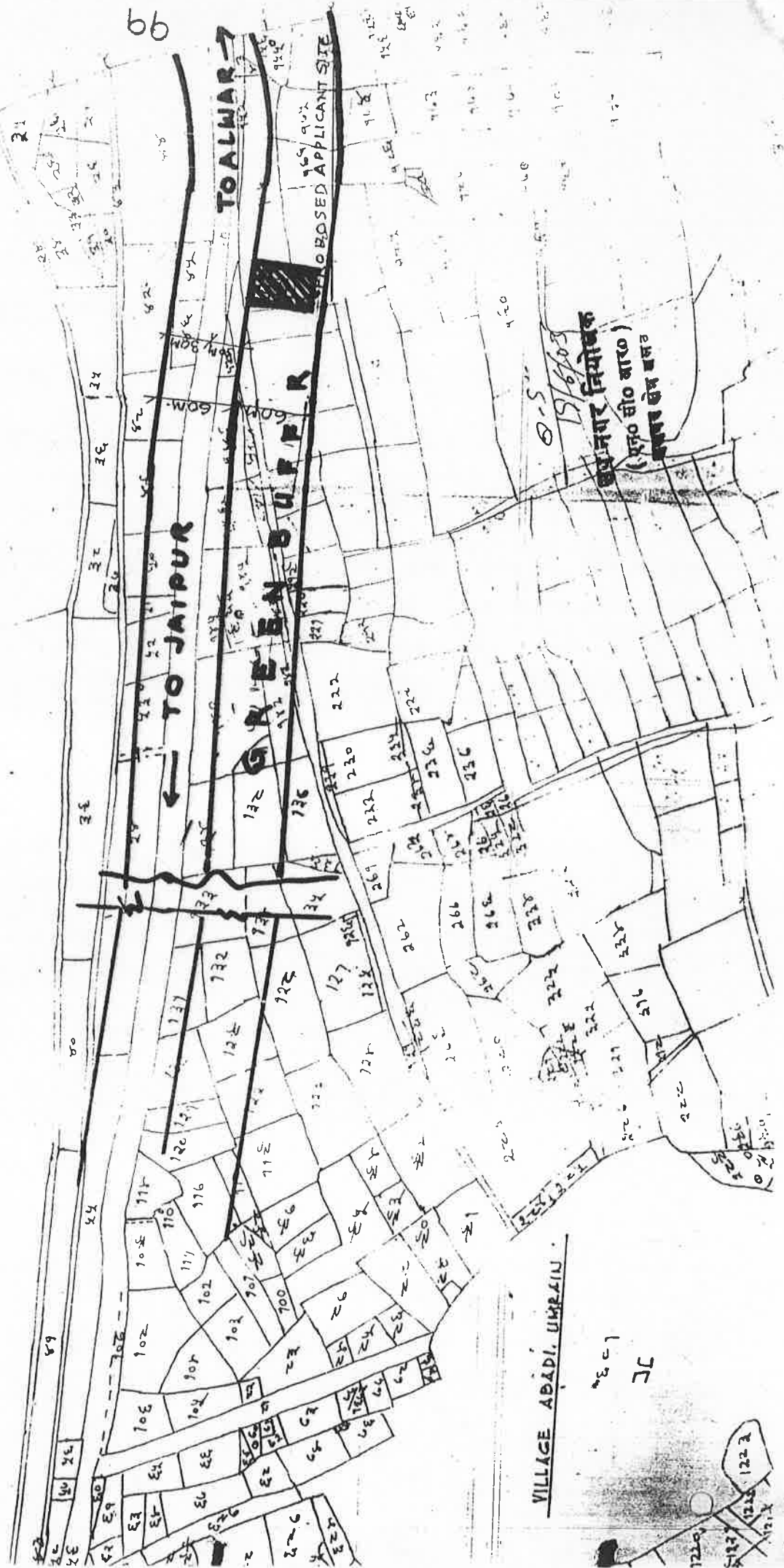
The remaining rural zone include mainly the vast agricultural land, forest, ridge areas and rural settlements. This zone of virgin agricultural land at present, is being threatened by the spotted industrial/urban encroachments especially along the 5 National Highways and, State Highways. The lower cost of land in the rural areas, excellent transportation system and marketing for the products have accelerated the development of industries along the roadsides. The following major landuses can be designated in the rural lands. Strict prohibition and control on the large scale and hazardous industries, has to be exercised in the rural zone:

- 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. However, the proposed development, should neither involve the use of high yielding agricultural land nor should it adversely affect a site of special scenic beauty or of ecological interest.
- 5) Quarrying
- 6) Brick kilns
- 7) Existing village mandies
- 8) Rural industries etc.

These landuse proposals are shown in Map 4.

□

PART PLAN OF KHASRA MAP VILL. UNRAIN, ALWAR SCALE 1:330FT



VILLAGE ABADI, UNRAIN.

13.01 JC

122.2 122.3 122.4

राजस्थान सरकार
नगरीय विकास विभाग

Ampram
25/8/03

क्रमांक : एक 10/43/नवीप/3/03

जयपुर, दिनांक : 25/8/03
23 AUG 2003

UMRA

मुख्य नगर निखोजक/एन.टी.आर.1,
राजस्थान, जयपुर ।

विषय :- प्राप्ति श्री मनोज कुमार यादव पुत्र स्व. श्री
रामअवतार यादव राजस्थान ग्राम उमरेणा तहसील
अलवर छातरा नं. 177/2 स्थित कृषि भूमि
का पेट्रोल पम्प व वाणिज्यिक प्रयोजनार्थ
भू उपयोग समन्तरण बाबत ।

तन्दर्भ :- आपका पत्र क्रमांक टीपीआर/एनटीआर/सीए/04/2003/7949 दिनांक 9-7-03

महोदय,

उपरोक्त विषय में निदेशानुसार लेखा है कि श्री
मनोज कुमार यादव पुत्र स्व. श्री रामअवतार यादव राजस्थान ग्राम उमरेणा
तहसील अलवर छातरा नं. 177/2 स्थित कृषि भूमि का पेट्रोल पम्प
व वाणिज्यिक प्रयोजनार्थ भू उपयोग परिवर्तन किये जाने के लिये राष्ट्रीय
राजधानी क्षेत्र प्लानिंग बोर्ड, नई दिल्ली को तहसील हेतु भिजवाया
जाकर इस विभाग को अवगत कराये जाने का प्रम करे ।

भावदीय,

शासक उप तपिय

ANNEXURE-X

PROPOSAL FOR PERMISSION FOR SETTING UP OF PETROL PUMP AT 48-700
KM STONE ON NH-24 AT VILLAGE NIJAMPUR TEHSIL HAPUR, DISTRICT
GHAZIABAD, UP.

कार्यालय चीफ कोऑर्डिनेटर प्लानर राष्ट्रीय राजधानी क्षेत्र नियोजन सेल,
नगर एवं ग्राम नियोजन विभाग उ०प्र० नगर निगम भवन गाजियाबाद ।

पत्रांक ५७१ / एन०सी०आर० / गाजियाबाद / 2002-2003 दिनांक 30.7.2002

सेवा में,

मुख्य क्षेत्रीय नियोजक,
एन०सी०आर० प्लानिंग बोर्ड
नई दिल्ली ।

विषय- हापुड़ पिलखुआ विकास प्राधिकरण क्षेत्र में एन०एच०२४ पर सड़क के किनारे पेट्रोल पम्प का आनचित्र स्वीकृत करने के सम्बन्ध में ।

=====

माननीय,

उपरोक्त विषय के सम्बन्ध में अवगत कराना है कि हापुड़ पिलखुआ विकास प्राधिकरण क्षेत्र के अन्तर्गत ए० निम्नानुसार तहसील जहाँ पिलखुआ गाजियाबाद में एन०एच०२४ के कि० सी० 48-700 पर पेट्रोल पम्प का निर्माण आरम्भ किया गया है। एन०एच०२४ के कि० सी० 48-700 पर पेट्रोल पम्प स्थापित करने के लिए आनचित्र अनापत्ति हेतु सचिव, हापुड़ पिलखुआ विकास प्राधिकरण द्वारा कार्यालय को भेजा गया है। स्थल क्षेत्रीय योजना के प्रस्तावित हरित प्रतिरोधक क्षेत्र 'ग्रीन बफर' में स्थित है जिसमें पेट्रोल पम्प का निर्माण अनुमत्य नहीं है। इस सम्बन्ध में इस कार्यालय के पत्रांक 263/भू०प्र० एन०सी०आर० / 2001-2002 दिनांक 18.12.2001 के प्रस्तरतीन में भी यह अनुरोध किया गया था कि हरित प्रतिरोधक क्षेत्र में पेट्रोल पम्प अनुज्ञांगिक भू प्रयोग है जिस हेतु निरन्तर जिज्ञासा विकास प्राधिकरणों से प्राप्त हो रही है। उपरोक्त प्रकरण भी इसी क्रम में एक कड़ा है, इस सम्बन्ध में एन०सी०आर० को नो बोर्ड द्वारा नीति सम्बन्धी निर्णय लिया जाना अत्यन्त आवश्यक है कृपया इस सम्बन्ध में आवश्यक निर्णय से इस कार्यालय को अवगत कराने का कष्ट करें ताकि पेट्रोल पम्प के निर्माण हेतु लम्बित प्रकरणों पर आठव्या प्रेक्षित का जा सके।

भवदीय

अनि (ब)

29/7/02

एन०सी०आर० प्लानर

चीफ कोऑर्डिनेटर प्लानर

पत्रांक एवं दिनांक तदैव

प्रतिलिपि सचिव, हापुड़ पिलखुआ विकास प्राधिकरण को सूचनार्थ प्रेषित ।

हापुड़ पिलखुआ विकास प्राधिकरण No.

दिनांक

हस्ताक्षर

149
7/8/2002

एन०सी०आर० प्लानर

चीफ कोऑर्डिनेटर प्लानर

हापुड़-पिलखुवा

विकास

प्राधिकरण

प्रेषक:-

उपाध्यक्ष

हापुड़ पिलखुवा विकास प्राधिकरण,

हापुड़ ।

सेवा में,

सचिव,

एन0 सी0 आर0 प्लानिंग बोर्ड, लोदी रोड, इन्डिया हेवी रोड सेक्टर
नई दिल्ली । - 110003

पत्र सं0 16 /उपा0/प्रशा0/एच0पी0डी0ए0/2003

दिनांक: 18.1.2003

विषय:- हापुड़ पिलखुवा विकास प्राधिकरण क्षेत्र में एन0एच0-24 के साथ सड़क के
किनारे पेट्रोल पम्प का मानचित्र स्वीकृत करने के सम्बन्ध में ।

महोदय,

उपरोक्त विषयक हापुड़ पिलखुवा विकास प्राधिकरण क्षेत्र के अन्तर्गत ग्राम निजामपुर, तहसील हापुड़ जिला गाजियाबाद में एन0एच0-24 के कि0मी0 स्टोन 48-700 पर मैसर्स इंडियन ऑयल कारपोरेशन द्वारा पेट्रोल पम्प स्थापित करने के लिये मानचित्र स्वीकृत हेतु प्राधिकरण में प्रस्तुत किया गया था । किन्तु एन0सी0आर0 सीमा क्षेत्र में एन0एच0-24 के किनारे सड़क से दोनो ओर 100 मीटर की दूरी के अन्दर पेट्रोल पम्प अनुमन्य न होने के कारण एन0सी0आर0 के चीफ को-आर्डिनेटर प्लानर श्री एस0के जमान से पत्र संख्या - 112/सचिव/प्रशा0/एच0पी0डी0ए0/2002 दिनांक 24.04.2002 एवं 1291/सचिव/प्रशा0/एच0पी0डी0ए0/2002 दिनांक 15.07.2002 के माध्यम से दिशानिर्देश चाहे गये थे कि मानचित्र स्वीकृत किया जा सकता है अथवा नहीं । जिसके सम्बन्ध में चीफ को-आर्डिनेटर प्लानर एन0सी0आर0 गाजियाबाद ने अपने पत्र संख्या-471/एन0सी0आर0 दिनांक 30.07.2002 के माध्यम से अवगत कराया कि स्थल क्षेत्रीय योजना के प्रस्तावित हरित प्रतिरोधक क्षेत्र (ग्रीन बफर) में स्थित है । जिसमें पेट्रोल पम्प का निर्माण अनुमन्य नहीं है । इसमें उनके द्वारा अपने पत्र संख्या-1263/एन0सी0आर0 दिनांक 18.12.2001 प्रस्तर तीन में यह भी अनुरोध किया गया था कि हरित प्रतिरोधक क्षेत्र में पेट्रोल पम्प अनुषांगिक भु-प्रयोग है । जिस हेतु निरंतर जिज्ञासायें विकास प्राधिकरणों से प्राप्त हो रही हैं । इस पर निर्णय एन0सी0आर0 योजना बोर्ड द्वारा लिया जाना है जो अभी तक लम्बित है । इस सन्दर्भ में जनप्रतिनिधियों द्वारा भी निरंतर सम्पर्क करके जानकारी चाही जा रही है ।

क्रमशः 2 पर

॥ २ ॥

अतः इस सन्दर्भ में आपसे अनुरोध है कि इस प्रकरण पर शीघ्र निर्णय लेकर दिशानिर्देश देने का कष्ट करें जिससे कि इस प्रकरण का निस्तारण किया जा सके ।

५.८.२००३
॥ मुक्तेश मोहन मिश्र ॥
उपाध्यक्ष

प्रतिलिपि: -

- १- सचिव आवास एवं शहरी नियोजन को सूचनार्थ !
- २- श्री एस०के० जमान, चीफ को-आर्डिनेटर प्लानर को सूचनार्थ एवं आवश्यक कार्यवाही हेतु ।

उपाध्यक्ष

संख्या-2906/ 9-आ-3-03-15 काम्प/ 2003

प्रेषक,

रामबृक्ष प्रसाद,
विशेष सचिव,
उत्तर प्रदेश शासन।

सेवा में,

मुख्य क्षेत्र नियोजक,
राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड,
नई दिल्ली।

आवास एवं शहरी नियोजन अनुभाग-3 लखनऊ: दिनांक 25 नवम्बर, 2003

विषय: हापुड़-पिलखुआ विकास प्राधिकरण क्षेत्र के अन्तर्गत राष्ट्रीय राजमार्ग संख्या-24 के किनारे ग्रीन बेल्ट में पेट्रोल पम्प का मानाचित्र स्वीकृत करने के संबंध में।

संदर्भ:-

हापुड़ विकास प्राधिकरण अधिनियम संख्या-14011/ 33/ 2002/ एन.डी.आर.

पो.वा. दिनांक 5-2-2003 एवं दिनांक 17-6-2003 का संदर्भ ग्रहण कर जिसमें हापुड़-पिलखुआ विकास प्राधिकरण क्षेत्र के अन्तर्गत राष्ट्रीय राजमार्ग संख्या-24 के किनारे ग्रीन बेल्ट में पेट्रोल पम्प का मानाचित्र स्वीकृत करने के संबंध में शासन का अभिनत उपलब्ध कराये जाने की अपेक्षा की गयी है।

2- इस संबंध में मुझे पट कहने का निर्देश हुआ है कि यद्यपि पेट्रोल पम्प रोड फर्नाचर का एक आवश्यक अंग है तथा भाविष्य में सड़क विस्तार/ चौड़ीकरण की आवश्यकता के दृष्टिगत ग्रीन बेल्ट से सटे बाव वाली भूमि पर पेट्रोल पम्प की स्थापना की अनुमति दिया जाना उचित होगा। कृपया शासन का उपर्युक्त अभिनत

अग्रेतर कार्यवाही हेतु प्रेषित है।

For Translation Pl.
S. S. S. S.
AD(E)
24.12.03

संख्या एवं दिनांक तदैव।

पातेलाप उपाध्यक्ष हापुड़ पिलखुआ विकास प्राधिकरण को उनके पत्र संख्या-161/ उपा. / प्रशा. / एच.पी.डी.ए. / 2003 दिनांक 18.1.2003 के संदर्भ में सूचना एवं आवश्यक कार्यवाही हेतु प्रेषित।

भवदीय,

(रामबृक्ष प्रसाद)
विशेष सचिव।

आज्ञा से,

(जावेद एहतेशाम)
उप सचिव।

Diary No. 432

3/12

104

ANNEXURE-XI

**PROPOSAL FOR PERMISSION FOR SETTING UP OF PETROL PUMP
MEASURING AN AREA OF 2205 SQ.MT. KHASRA NOS.362,363 & 364 ON NH-
8 IN THE VILLAGE MOLADIA,TEHSIL, RAJASTHAN.**

ANNEXURE-XI

**Government of Rajasthan
Office of the Chief Town Planner (NCR) Rajasthan, Jaipur.**

No.TPR/NCR/CILU/06/2003 / 666

Dated :

20 JAN 2004

**Member Secretary,
National Capital Region Planning Board,
1st Floor, Zone-IV ,
India Habitat Centre,
Lodhi Road,
New Delhi-110003**

**Sub: Grant of permission for establishing petrol pump(Khasra No. 362, 363 & 364.
Village- Moladia, Tehsil - Behror) in the area classified in the zoning
regulation (R.P.2001) as Green Buffer along major transport routes.**

Sir,

A request has been received from the Collector, Alwar for grant of NOC for establishing a Petrol Pump in the area classified in the zoning regulation (R.P.2001) as Green Buffer along major transport routes vide their letter No. Revenue/5261 dated 03.07.03.

The matter was referred to the State Govt. vide this office letter No.TPR/NCR/CILU/02/2003/6 dated 14.10.03, alongwith the comments of this office for the consent of the State Govt.(Annexure-A) The consent of the State Govt. has been received vide letter No.F.10(62)/UDD/3/03 dated 05.01.04(Annexure-B).

The matter is now submitted for consideration of NCRPB for grant of permission for establishing petrol pump as stated above.

Yours faithfully,

**Chief Town Planner(NCR)
Rajasthan, Jaipur.**

Encl: As above.

राजस्थान सरकार
कार्यालय मुख्य नगर नियोजक(एनसीआर) राजस्थान, जयपुर

कमांक:टीपीआर / एनसीआर / सीलू / 02 / 2003 / 6 / 11287

दिनांक: 77 OCT 2003

शारान उप सचिव-1,
नगरीय विकास विभाग,
राजस्थान, जयपुर।

विषय:- प्रार्थीयां श्री रागीर बंसल पुत्र श्री मान सिंह बंसल आदि की राजस्थान ग्राम मोलडिया तहसील बहरोड खसरा नं. 362, 363 एवं 364 रिश्त 2205 वर्ग मीटर कृषि भूमि के पेट्रोल पम्प (वाणिज्यिक) प्रयोजनार्थ रुपान्तरण बाबत।

महोदय,

विषयाधीन आवेदन जिला कलेक्टर, अलवर के द्वारा उनके पत्र कमांक राजस्थान/5261 दिनांक 3.7.03 के माध्यम से विभाग की राय हेतु उप नगर नियोजक, अलवर को प्रेषित किया गया। उप नगर नियोजक, अलवर के द्वारा मामले की जांच कर अपनी टिप्पणी सहित मामला इस कार्यालय को प्रेषित किया गया है। मामले का अध्ययन किया गया। मामले में विभाग की राय निम्न प्रकार से है:-

1. प्रस्तावित स्थल जयपुर-दिल्ली राष्ट्रीय राजमार्ग संख्या 8 पर राजस्थान ग्राम बहरोड से करीब 11 किमी की दूरी पर दिल्ली की ओर जाने वाली सड़क पर स्थित है। प्रस्तावित स्थल का क्षेत्रफल 2205 वर्गमीटर है एवं इसकी आकृति आयताकार नहीं है। सड़क के सममुख इसकी चौड़ाई 50 मीटर है एवं सड़क से औसत गहराई लगभग 35 मीटर है। प्रस्तावित स्थल की स्थिति एवं नाम, सड़क की चौड़ाई आदि को साईट प्लान में दर्शाया गया है। प्रस्तावित भूमि संलग्न साईट प्लान में दर्शाये अनुसार राष्ट्रीय राजमार्ग संख्या 8 के मध्य से 50 मीटर की दूरी पर स्थित है (देखें परिशिष्ट-A1)
2. प्रस्तावित स्थल राष्ट्रीय राजधानी क्षेत्रीय योजना 2001 के अन्तर्गत अधिसूचित क्षेत्र के अन्दर पड़ता है। अतः मामले का निपटारा राष्ट्रीय राजधानी क्षेत्रीय योजना के अन्तर्गत स्वीकृत लैण्ड यूज प्लान एवं जोनिंग रेगुलेशन के अनुसार किया जाना अपेक्षित है। इस सन्दर्भ में मामले की जांच करने पर निम्न स्थिति बनती है:-
3. विषयाधीन भूखण्ड, राष्ट्रीय राजमार्ग संख्या 8 के साथ निम्नोक्त 100 मीटर चौड़ी हरित पट्टी में पड़ता है तथा जोनिंग रेगुलेशन के अनुसार इस हरित पट्टी में देय भू उपयोगों की श्रेणी में पेट्रोल पम्प नहीं आता है (जोनिंग रेगुलेशन की प्रति संलग्न है-परिशिष्ट-A2)। यहाँ यह उल्लेखनीय है कि राष्ट्रीय राजधानी क्षेत्रीय परियोजना बोर्ड में राष्ट्रीय राजमार्ग एवं राज्य मार्ग के साथ निर्धारित हरित पट्टी में पेट्रोल पम्प की अनुमति दिये जाने के सन्दर्भ में नीतिगत निर्णय लिये जाने बाबत विचार चल रहा है। अतः मामले को राष्ट्रीय राजधानी क्षेत्रीय योजना बोर्ड को, राज्य सरकार की सहमति से भू उपयोग परिवर्तन की अनुमति हेतु भेजा जाना आवश्यक है।

4. भारतीय रोल कांग्रेस के द्वारा पेट्रोल पम्प की अनुमोदन नकल जारी की गई गई कनाहन्स के अनुसार निम्न रिणीत वनी है।

तम संख्या	आइआरसी माईडलाइन्स के अन्तर्गत रिणीत	रिणीत
1.	सल्लोखित प्लानिंग पैरामीटर	
2.	रोड बैरियर से कम से कम दूरी - 1 कि.मी. अन्य पेट्रोल पम्प से कम से कम दूरी - 300 मीटर	पर्याप्त दूरी पर रिणीत है। पर्याप्त दूरी पर रिणीत है।
3.	गुखण्ड के सामने की चौडाई- 30 मीटर से अधिक	अपलव - 50.00 मीटर

यथा प्रस्ताव भारतीय रोड कांग्रेस की माईडलाइन्स के अनुसार है।

4. चूंकि प्रस्ताव इन्डियन रोड कांग्रेस की माईडलाइन्स के अनुसार उचित प्रतीत होते है अतः यदि राज्य सरकार सहमत हो तो मागले को राष्ट्रीय राजधानी क्षेत्रीय परियोजना को अनुमति हेतु प्रेषित कर दिया जावे।

यदि राष्ट्रीय राजधानी क्षेत्रीय परियोजना बोर्ड उक्त गू उपयोग परिवर्तन/रूपान्तरण बाबत अपनी राहगति दे देता है तब विभाग की राय में प्रार्थीयां को निम्नलिखित शर्तों के साथ गूगि गूगि से पेट्रोल पम्प(वाणिज्यिक) प्रयोजनार्थ रूपान्तरण किया जाना उचित होगा।

1. प्रार्थीयां के द्वारा राष्ट्रीय राजमार्ग संख्या 8 के माध्य से 50 मीटर दूरी तक की गूगि सडक के विस्तार हेतु समर्पित की जायेगी (देखें परिशिष्टि-1)। समर्पित गूगि पर किसी प्रकार का कोई निगमार्ण कार्य जिसमें वाउन्डी वाल भी शामिल है नहीं किया जायेगा।
2. पेट्रोल पम्प की इकाई का निगमार्ण भारतीय रोड कांग्रेस द्वारा पेट्रोल पम्प हेतु निर्धारित दिशा निर्देशों/मापदण्डों के अनुसार किया जायेगा।
3. पेट्रोल पम्प में प्रवेश करने वाले व पेट्रोल पम्प से निकलने वाले वाहनों का मुख्य सडक मार्ग पर गुजरने वाले वाहनों के लिये उचित विजन सम्बन्धी समुचित व्यवस्था रखने का दायित्व भारतीय तेल निगम एवं प्रार्थीयां स्वयं का होगा।
4. प्रार्थीयां द्वारा अग्नि शमन की उचित प्रावधान किये जावेंगे जिसके लिये वह स्वयं उत्तरदायी होगी व इस हेतु निर्धारित मापदण्डों की पालना पूर्ण रूप से सुनिश्चित की जावेगी।
5. पेट्रोल पम्प हेतु रूपान्तरण से पूर्व संबंधित सडक यातायात अधीरिती से अनुमति प्राप्त की जायेगी।
6. गूगि के स्वागित्त की जांच जिला कलैक्टर अलवर वनर्गलम स्तर से की जायेगी।

भवदीय,

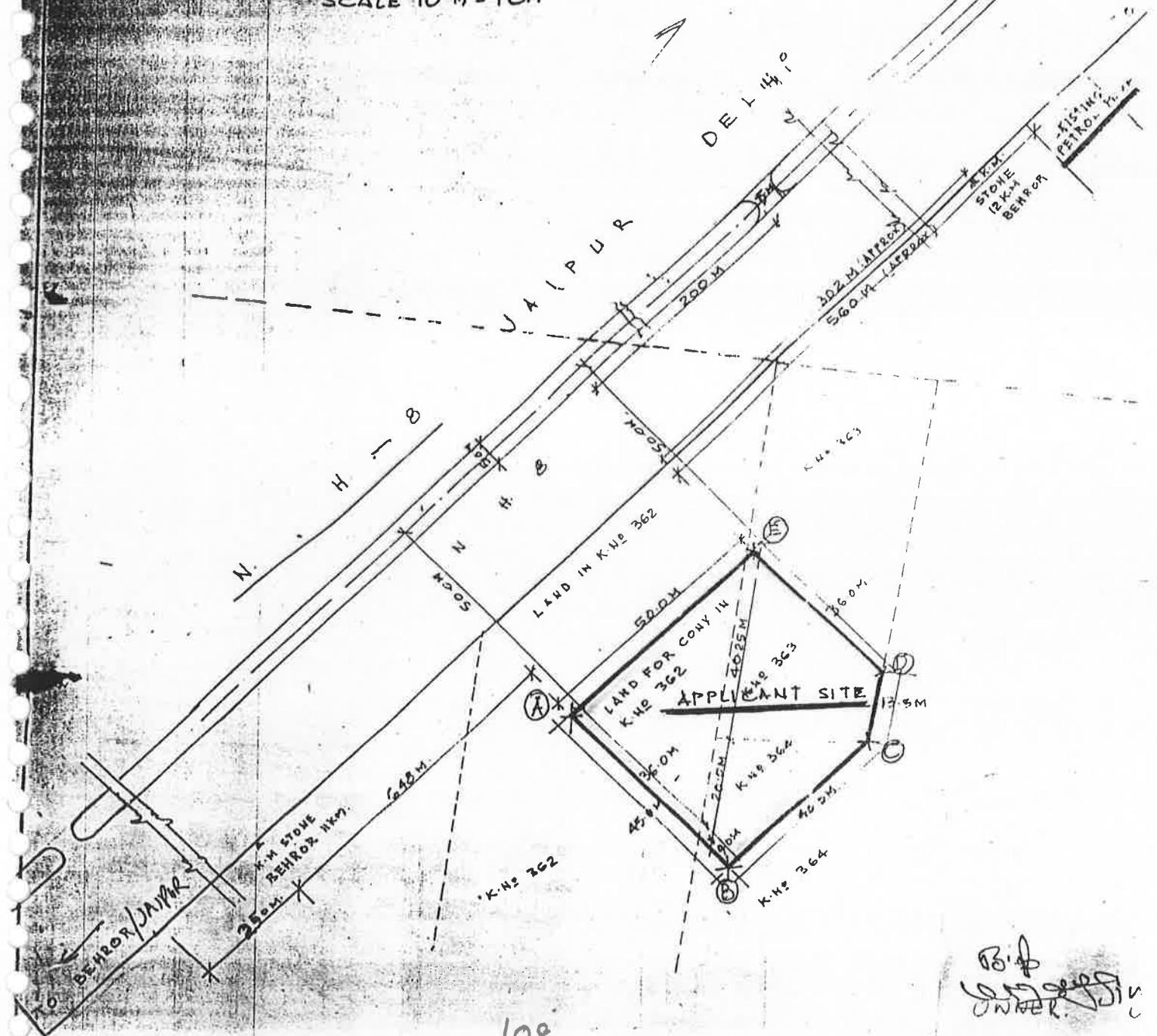
मुख्य नगर नियोजक(एनसीआर)

राजस्थान, जयपुर।

संलग्न: उपरोक्तानुसार

LOCATION PLAN OF PROPOSED PETROL PUMP ON K.M. 262, 263 & 264 VILL. MOLADIYA ~~WAS~~ ALWAR

SCALE 10 M = 1 CM



NATIONAL CAPITAL REGION

RAJASTHAN SUB REGION

PART OF LAND USE PLAN 2001.

SCALE - 1:250000

The map illustrates the land use planning for the National Capital Region, covering parts of Haryana and Rajasthan. It shows major roads like NH-8 and NH-6, and identifies key areas such as the Applicant Site near Bhandala. The map also depicts various land use patterns, including agricultural fields, forests, and urban areas. Geographical features like rivers and hills are also shown. The map is oriented with North at the top, indicated by a compass rose.

4-11-114

КНАИФУАЛ

उपयुक्त किस्मों के वृक्ष लगाए जाने चाहिए।

यमुना तथा गंगा नदियों में जल प्रदूषण का स्तर काफी अधिक होता है जोकि मुख्यतः औद्योगिक क्षेत्रों से आए प्रसंसाधित जल-मल तथा कूड़े कचरे के कारण है। गंगा कार्य योजना के अधीन गंदी नदी को प्रदूषण मुक्त बनाने के उपाय किये गये हैं। यमुना नदी में प्रदूषण रोकने के लिए भी इसी प्रकार की कार्रवाई करने की आवश्यकता है।

v) भूमि उपयोग नियंत्रण: जोन बनाने संबंधी विनियम

राष्ट्रीय राजधानी क्षेत्र में बेतरतीब विकास रोकने के लिए तथा तेजी से विकसित हो रहे शहरी क्षेत्र का सुव्यवस्थित विकास के लिए विनियम के रूप में एक विभागीय शासन मोना समुदाय जरूरी है। राष्ट्रीय राजधानी जोन के नगरों के प्रत्याशित द्रुत शहरी विस्तार और इस क्षेत्र में पर्यावरण की गिरावट की दर को ध्यान में रखते हुए सख्त भूमि उपयोग नियंत्रण तथा विकास लागू करने के लिए निम्नलिखित चार अलग क्षेत्रों की पहचान की गई है। निम्नलिखित उपयोग जोनों/क्षेत्रों में संभावित मुख्य आर्थिक क्रियाकलापों की पहचान करने का प्रयास किया गया है:

- क) शहरीकरण योग्य क्षेत्र
- ख) हरित पट्टी/हरित खण्ड
- ग) प्रमुख परिवहन मार्गों के साथ के क्षेत्र
- घ) शेष ग्रामीण भूमि

क) शहरीकरण - योग्य क्षेत्र

शहरीकरण योग्य क्षेत्र-2001 में जिसका प्रस्ताव संबंधित नगरों के मास्टर प्लान में है, निम्नलिखित कार्य और उपयोग जारी रखे जा सकते हैं:-

- 1) रिहायशी
- 2) वाणिज्यिक
- 3) औद्योगिक
- 4) सरकारी कार्यालय
- 5) मनोरंजनात्मक
- 6) सार्वजनिक और अर्द्ध सार्वजनिक
- 7) प्रचार
- 8) खुले स्थान, पार्क और खेल के मैदान
- 9) कब्रिस्तान/समाधि क्षेत्र तथा शमशान घाट

शहरीकरण योग्य क्षेत्र में अलग-अलग उपयोग मास्टर प्लानों में निर्धारित उपयोगों के अनुसार स्थानीय प्राधिकरण द्वारा शासित होंगे। परन्तु दिल्ली महानगर क्षेत्र तथा प्राथमिकता वाले नगरों के लिए मास्टर प्लान सहभागी राज्यों तथा संघ राज्य क्षेत्र के वर्तमान नियमों तथा अधिनियमों के अनुसार बनाए जाने चाहिए। विशेषकर दिल्ली महानगर क्षेत्र के नगरों में भूमि उपयोग संबंधी

Ridge, an extended part of the Aravalli range, the forest areas, the rivers Yamuna and Ganga. Apart from these, the NCR has two sanctuaries namely, Sariska Wild Life Sanctuary in the Rajasthan Sub-region and Sultanpur Bird Sanctuary in the Haryana Sub-region harbouring a large number of wild animals and birds. The ridge areas and these sanctuaries should be conserved with utmost care and, should be afforested with suitable species.

The rivers Yamuna and Ganga have a high level of water pollution, mainly from the un-treated sewage and waste from industrial and residential areas. While measures have been taken to make the river Ganga pollution free under 'Ganga Action Plan', similar action is needed to check pollution of the river Yamuna too.

v) Landuse control: Zoning regulation

In order to avoid haphazard development and ensure orderly development of the rapidly developing urban sector in the National Capital Region, a legislative tool in the form of Zoning Regulation is a necessity. Keeping in view the anticipated rapid urban expansion of the NCR towns and also the rate of environmental degradation in the Region, the following four distinct zones have been identified for application of strict landuse 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
- d) Remaining rural land

a) Urbanisable area-2001

Within the urbanisable area-2001, which is proposed in the Master Plans of the respective towns, the functions and uses designated as under could be continued:

- 1) Residential
 - 2) Commercial
 - 3) Industrial
 - 4) Government offices
 - 5) Recreational
 - 6) Public and semi public
 - 7) Circulation
 - 8) Open spaces, parks and playgrounds
 - 9) Grave yards/cemeteries and burning ghats
- The detailed uses within the urbanisable area

परस्पर विरोध समाप्त करने के लिए राष्ट्रीय राजधानी क्षेत्र के अंतर्गत आने वाले सभी नगरों के मास्टर प्लान राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड के परामर्श से तैयार किये जाने चाहिए।

ख) हरित पट्टी/हरित खण्ड

शहरीकरण योग्य क्षेत्र के बिल्कुल आसपास परिधीय कृषि क्षेत्र को विकास द्वारा उल्लंघन का बहुत खतरा रहता है। इस क्षेत्र में अवांछित विकास को रोकने के लिए तथा व्यवस्थित तथा ठोस शहरी विकास सुनिश्चित करने के लिए प्रत्याशित विकास योग्य क्षेत्र की चारों ओर एक नियंत्रण पट्टी रखने का प्रस्ताव है। इस हरित पट्टी में विकास निषिद्ध अथवा पूर्णतया नियंत्रित होगा। भूमि के स्वभाविक स्वरूप के अनुरूप क्रियाकलापों के लिए इजाजत दी जाएगी। जिन प्रमुख भूमि उपयोगों के लिए इन जोनों में अनुमति दी जाएगी वे इस प्रकार हैं:-

- 1) कृषि, विशेष रूप से बहुमूल्य नकद फसलें
- 2) गार्डनगरी
- 3) डेरी उद्योग
- 4) सामाजिक वन-खण्ड/बागवानी
- 5) उत्खनन
- 6) शमशान
- 7) सामाजिक संस्थान जैसाकि विद्यालय, अस्पताल
- 8) मनोरंजन अथवा क्रीड़ा

हरित पट्टी/हरित खण्ड की ब्योरेवार सीमाएं उप क्षेत्रीय योजनाओं तथा मास्टर प्लानों में बताई जाएंगी।

बस्तियों के मामले में, विशेषकर ऐसी बस्तियां जो सड़कों के साथ-साथ या भीतरी भाग में एक दूसरे के बहुत समीप हैं, उनके बीच का स्थान हरित रखा जाना चाहिए जिसे हरित खण्ड का नाम दिया जा सकता है। इससे बस्ती के चारों ओर अनुमेय विकास के अलावा किसी अन्य विकास पर ही रोक नहीं लागेगी बल्कि वे शरितया एक दूसरे के साथ मिलने भी भी नहीं पाएंगी। हरित खण्ड में आंशिक रूप से वृक्ष लगाए जाने चाहिए और जहां कहीं जोरदार कारणों से ऐसा करना संभव न हो वहां अन्य प्रकार से हरियाली की जा सकती है।

ग) प्रमुख परिवहन गलियारों के साथ हरित प्रतिरोधक क्षेत्र

नगरों की शहरीकरण योग्य क्षेत्र सीमाओं के वाद, पाँच राजमार्गों के साथ के क्षेत्र में अवांछित औद्योगिक विकास निकट भविष्य में गंभीर समस्या बन जाएगा। प्रमुख परिवहन मार्गों के साथ-साथ लगातार पट्टी विकास होना रहेगा। किसी भी नगर की शहरीकरण योग्य सीमाओं के बाहर बड़े पैमाने के विकास पर कड़ा नियंत्रण होना चाहिए। राष्ट्रीय राजमार्गों तथा प्रस्तावित एक्सप्रेस मार्गों के साथ-

will be governed by the local authority according to the prescribed uses in the Master Plans. The master plans for Delhi Metropolitan Area and priority towns should be prepared under the existing rules and acts of the participating States (11). In order to avoid the land use conflicts especially in the Delhi Metropolitan Area towns, the master plans of all the towns within the National Capital Region should be prepared in consultation with the National Capital Region Planning Board.

b) Green belt/green wedge

The peripheral agricultural zone in the immediate vicinity of the urbanisable area is very vulnerable to encroachment by development. To arrest undesirable growth in this zone and, to ensure orderly and compact urban development, a control belt is proposed all around the expected developable area. The development will be restricted or strictly controlled in this green belt. The activities compatible with open character of land will be permitted. The major landuses that could be permitted in these zones are as under:

- 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
- 8) Recreation or leisure

The detailed boundaries of the green belt/green wedge will be defined in the Sub-regional plans and master plans.

In the cases of settlements particularly those which are in close vicinity to each other either along the roads or interior, the intervening space between the settlements should be kept green which can be designated as green wedge. This will prevent not only any development other than permitted taking place around the settlement but also prevent them from merging with each other. The green wedge should be forested and, wherever it is not possible for pressing reasons, it could be in the other forms of greens.

c) Green buffer along the major transport corridors

The un-desirable industrial development in the areas beyond the urbanisable area limits of the

साथ दोनों तरफ 100 मीटर चौड़ा तथा राज्य राजमार्गों के दोनों ओर 60 मीटर चौड़ा क्षेत्र हरित प्रतिरोधक क्षेत्र के रूप में रखा जाना चाहिए। इन क्षेत्रों में वन विभाग के नियंत्रणाधीन वृक्ष लगाए जाने चाहिए। जैसाकि पहले बताया गया है, केवल हरित पट्टी के लिए अनुमेय क्रियाकलापों की अनुमति दी जाएगी।

घ) शेष ग्रामीण भूमि

शेष ग्रामीण जोन में मुख्यतः विशाल कृषि भूमि, वन तथा ग्रामीण बस्तियां शामिल हैं। इस समय इस क्षेत्र की पूर्णतया कृषि भूमि को विशेषकर राजमार्गों तथा राज्य राजमार्गों के साथ हो रहे औद्योगिक/शहरी अतिक्रमण से खतरा पैदा हो गया है। ग्रामीण क्षेत्रों में जमीन की कम कीमतों, शानदार परिवहन प्रणाली तथा उत्पादों के लिए बिक्री बाजारों ने सड़कों के साथ उद्योगों के विकास को तेजी प्रदान की है। ग्रामीण भूमि में निम्नलिखित प्रमुख भूमि उपयोग हो सकते हैं। ग्रामीण जोन में खतरनाक उद्योगों पर बड़े पैमाने पर कड़ा नियंत्रण तथा नियंत्रण लागू करना होगा।

- 1) गहन कृषि तथा रासायनिक क्रियाकलाप।
- 2) वृक्षारोपण विशेषकर पहाड़ियों, चट्टानी जमीनों, खड्डेदार जमीनों तथा बंजर जमीनों पर।
- 3) क्षेत्रीय मनोरंजनात्मक सुविधाएं जैसाकि क्षेत्रीय पार्क, वन्य प्राणियों के अभ्यारण।
- 4) कब्रिस्तान, विद्यालय तथा अस्पतालों जैसे संस्थानों के लिए अनुमति दी जा सकती है। परन्तु प्रस्तावित विकास में भारी फसल देने वाली कृषि भूमि का प्रयोग नहीं होना चाहिए और न ही इसका पारिस्थिकीय हित के किसी प्राकृतिक सौन्दर्य स्थल पर कोई प्रतिकूल प्रभाव पड़ना चाहिए।
- 5) उत्खनन
- 6) हट्टों के भग्ने
- 7) वर्तमान गांव गण्डियां
- 8) ग्रामीण उद्योग आदि।

ये भूमि उपयोग सुझाव चित्र-4 में दिखाये गये हैं।

□

towns along the Highways would become a serious problem in the near future. There will be a continuous ribbon development along the major transportation routes. The large scale development beyond urbanisable limits of any town should be strictly controlled. A width of 100 metres on either sides along the National Highways and the proposed Expressways and, 60 metres on either sides along the State Highways should be kept as green buffer. Those should be afforested under the control of the Forest Departments. Only activities permitted in the green belt as indicated earlier would be allowed.

d) Remaining rural land

The remaining rural zone include mainly the vast agricultural land, forest, ridge areas and rural settlements. This zone of virgin agricultural land at present, is being threatened by the spotted industrial/urban encroachments especially along the 5 National Highways and, State Highways. The lower cost of land in the rural areas, excellent transportation system and marketing for the products have accelerated the development of industries along the roadsides. The following major landuses can be designated in the rural lands. Strict prohibition and control on the large scale and hazardous industries, has to be exercised in the rural zone:

- 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. However, the proposed development, should neither involve the use of high yielding agricultural land nor should it adversely affect a site of special scenic beauty or of ecological interest.
- 5) Quarrying
- 6) Brick kilns
- 7) Existing village mandies
- 8) Rural industries etc.

These landuse proposals are shown in Map 4.

□

Annexure - B

राजस्थान सरकार
नगरीय विकास विभाग

6/1/04

क्रमांक : एन 10/62/नवीन/3/03

जयपुर, दिनांक :

5 JAN 2004
6/1/04

मुख्य नगर निरीक्षक,
एन.सी.आर.,
राजस्थान, जयपुर ।

विषय :- प्राधिका श्री लमीर बसंत पुत्र श्री मान सिंह बसंत
आदि की राजस्थान ग्राम मोलडिवा तहसील बहरोड
खातरा नं. 362, 363 एवं 364 स्थित 2205 वर्ग
मीटर कृषि भूमि के बैदोल बम्बू वाणिज्यिक
प्रयोजनार्थ स्थानांतरण बाबत ।

तन्दर्भ :- आशका वत्र क्रमांक टीबीआर/एनसीआर/सील/02/
2003/6/11307 दिनांक 14.10.2003.

महोदय,

उपर्युक्त विषयान्तर्गत निदेशानुसार लेखा है कि श्री लमीर
बसंत पुत्र श्री मान सिंह बसंत आदि की राजस्थान ग्राम मोलडिवा तहसील बहरोड
खातरा नं. 362, 363 एवं 364 स्थित 2205 वर्ग मीटर कृषि भूमि के
बैदोल बम्बू वाणिज्यिक हेतु भू-उपयोग परिवर्तन किये जाने के लिए
राष्ट्रीय राजधानी क्षेत्र प्लानिंग बोर्ड, नई दिल्ली को सहमति हेतु
भिजलाया जाकर इस विभाग को अवगत कराते जाने का प्रयत्न रहे ।

भावदीय,

आतन उष तय्य

ANNEXURE-XII

REPORT OF THE GROUP FOR PREPARATION OF GUIDELINES FOR LOCATING
PETROL PUMPS AND OTHER HIGHWAY FACILITIES/AMENITIES IN THE
'GREEN BUFFER ALONG THE MAJOR TRANSPORT CORRIDORS IN RP-2001'.

REPORT OF THE GROUP UNDER THE CHAIRMANSHIP OF COMMISSIONER (PLANNING), DDA FOR PREPARATION OF COMPREHENSIVE GUIDELINES FOR LOCATING PETROL PUMPS AND OTHER HIGHWAY FACILITIES/AMENITIES IN THE 'GREEN BUFFER ALONG THE MAJOR TRANSPORT CORRIDORS' OF RP-2001

Pursuant to the decision of the 49th meeting of the Planning Committee held on 29.9.2003, a Group was constituted on 20.10.2003 under the chairmanship of Commissioner (DDA) for preparation of comprehensive guidelines for locating petrol pumps and other highway facilities/amenities in the 'green buffer along the major transport corridors' of RP-2001. Constitution of the Composition is at Appendix-I.

2. The Group met on 5.11.2003 deliberated on various issues and provisions of the petrol pumps and amenities/facilities along the highways. The list of the participants is at Appendix-II. The members were provided with background materials of the proposals for setting up of petrol pumps in the 'green buffers along the major transport corridors' received from Govt. of Rajasthan and UP, Agenda notes and minutes of the 47th and 49th meetings of the Planning Committee, provisions of RP-2001, provisions of the Punjab Scheduled Roads and Controlled Areas, Restriction of Unregulated Development, Act, 1963, UP Roadside Land Control Act, 1945, the Ministry of Road Transport and Highways vide letter No.RW/NH-33023/19/99-DO-III dated 17.10.2003 regarding norms for the access for fuel stations, service stations and rest areas along National Highways the control of National Highways (Land and Traffic) Act, 2002.

3. The Group after detailed deliberations proposed the following Guidelines:

3.1 The Group observed that petrol/diesel pumps including CNG stations are part and parcel of the highway requirements and are essentially required to be located along side the highways as a part of road side facilities. The Group recommended that petrol/diesel pumps should be permitted in the 'green buffers along the major transport corridors' (Expressways/National/State Highways) proposed in the RP-2001. These should be located on both sides of roads approachable by a dedicated service roads wherever NHAI and IRC stipulations so required.

3.2 The Group further observed that with the emerging highway traffic and their requirements minimum facilities and amenities like toilets, STD booths, small repairing shop, small tea/soft drink & snack bar (with no cooking facility) may be permitted for which concerned oil company will obtain approval from the Explosive Department.

3.3 The Group recommended that for construction of fuel filling stations, norms for location, layout and access to fuel stations along National Highways issued by Ministry of Road Transport and Highways, Govt. of India (Appendix-III) vide letter No. .RW/NH-33023/19/99-DO-III dated 17.10.2003 should be adopted except for siting of rest area complex which should not be located in green buffer. If required, they can be located beyond green buffer. Rest Area Complex including motels, hotels, restaurants, kiosks, workshop etc. should be allowed as per development control norm of respective State governments. It is, however, recommended that the size of the plot should be 33 m. X 45 m. with ground coverage 20% FAR 20 and maximum height 6 m.. In case plot is larger than 33 m. X 45 m. the control norm i.e FAR and ground coverage shall be applicable to the plot size of 33 m. X 45 m. only. The remaining area shall be maintained for green/ parking/ circulation. For State Highways norm as prescribed in the IRC : 1983 will be applicable.

3.4 The Group further deliberated on the requirements of the other facilities such as telephone booth, police booth, first aid centres, toll plaza and highway facilities which are required to be located within the 'green buffers'. These facilities may be located in green buffers with entry through the service roads along the highways.

3.5 Landuse conversion charges and other charges would be payable as per the policy of the respective State governments / local authorities.

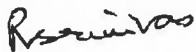
Members of the Committee



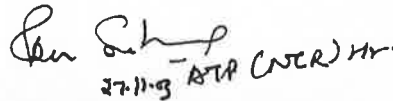
Chief Regional Planner(O), NCRPB
Member



Chief Coordinator Planner, UP
Member



Associate Town & Country Planner, TCPO
Member



27.11.03 - BTP (WCR) Mr.

for Chief Coordinator Planner, Haryana
Member



m

Chief Town Planner, Rajasthan
Member



Chairman

Commissioner (Planning), DDA

21 Nov-03



Appendix-I

**राष्ट्रीय राजधानी क्षेत्र याजना बाड
NATIONAL CAPITAL REGION
PLANNING BOARD**

1st Floor, Zone-IV,
India Habitat Centre,
Lodhi Road, New Delhi-110003

शहरी विकास एवं गरीबी उपशमन मंत्रालय
Ministry of Urban Development
& Poverty Alleviation
Fax No. : 4642163

K-14011/47 2003-NCRPB

Dated:- 20.10.2003

OFFICE ORDER

Sub:- Constitution of a Group for preparation of comprehensive guidelines for locating petrol pumps and other highway facilities/amenities in the 'green buffer along the major transport corridors' of RP-2001.

In the Planning Committee of NCR Planning Board it has been decided to constitute a Group for preparation of comprehensive guidelines for locating petrol pumps and other highway facilities/amenities in the 'green buffer along the major transport corridors' of RP-2001. Accordingly, Group under the chairmanship of Commissioner (Planning), DDA has been constituted with the following members:

i)	Commissioner, Planning (DDA)-	Chairman
ii)	Chief Coordinator Planner, U.P.-	Member
iii)	Chief Coordinator Planner, Haryana-	Member
iv)	Chief Coordinator Planner, Rajasthan-	Member
v)	Representative of TCPO -	Member
vi)	Chief Regional Planner, NCRPB-	Member

2. The Group will submit its report within 30 days to the Board, which would be placed in the next meeting of the planning committee. The date for the first meeting of the Group will be intimated soon.

SD/-

**(RAJEEV MALHOTRA)
JOINT DIRECTOR**

To:

1. Shri A.K. Jain, Commissioner (Planning), Delhi Development Authority, Vikas Minar, I.P. Estate, New Delhi.
2. Shri Surjit Singh, Chief Co-Ordinator Planner, (NCR Planning Cell), C/O Chief Administrator, HUDA, SCO, Sector-6, Panchkula, Haryana.
3. Shri U.K. Srivastava, Chief Town Planner (NCR), Town & Country Planning Department, Govt. of Rajasthan, Nagar Niyojan Bhawan, Jawaharlal Nehru Marg, Jaipur, Rajasthan.
4. Shri S.K. Zaman, Chief Co-ordinator Planner, NCR Planning Cell, Town & Country Planning Deptt., Navyug Market, Commercial Building, IIrd Floor, Ghaziabad, U.P.

Copy to :

✓ Shri K.T. Gurumukhi, Chief Planner, Town & Country Planning Organisation, Govt. of India, Vikas Bhawan, I.P. Estate, New Delhi with a request to depute senior officer as representative, TCPO in the Group.


(RAJEEV MALHOTRA)

List of participants

- | | | | |
|-----|---|---|--------------------------------|
| 1. | Shri A.K. Jain
Commissioner (Planning)
Delhi Development Authority
Vikas Minar. I.P. Estate,
New Delhi-110002. | - | Chairman |
| 2. | Shri U.K. Srivastava,
Chief Town Planner (NCR),
Town & Country Planning Department,
Govt. of Rajasthan, Nagar Niyojan Bhawan,
Jawaharlal Nehru Marg, Jaipur, Rajasthan. | - | Member |
| 3. | Shri Rajeev Malhotra
Joint Director & CRP (O)
NCRPB, New Delhi. | - | Member |
| 4. | Shri A.K. Bhatnagar,
Associate Planner,
NCR Planning & Monitoring Cell,
avyug Market, Commercial Building,
nd Floor, Ghaziabad, UP | - | Representative of CCP, UP |
| 5. | Shri R. Srinivas
Associate Town & Country Planner,
Town & Country Planning Organisation (TCPO)
Vikas Bhawan, I.P. Estate,
New Delhi. | - | Representative of CP, TCPO |
| 6. | Shri Ravi Sihag
Assistant Town Planner
(NCR Planning Cell),
C/O Chief Administrator,
HUDA, SCO, Sector-6,
Panchkula, Haryana. | - | Representative of CCP, Haryana |
| 7. | Shri T.K. Mandal
Joint Director (Planning)
Deihi Development Authority
Vikas Minar, I.P. Estate,
New Delhi-110002. | | |
| 8. | Shri P.C. Arya,
Deputy General Manager (Tech.)
National Highways Authority of India
Project Implementation Unit-Sonepat
Plot No.30, Chawla Commercial Complex, Lakhmi Piou,
G.T. Karnal Road, Kundli-131028, Distt. Sonepat. | | |
| 9. | Shri J.N. Barman
Joint Director, NCRPB, New Delhi. | | |
| 10. | Shri S. Surendra
Dy. Director, NCRPB, New Delhi. | | |

Government of India
Ministry of Road Transport and Highways

TELEGRAM : "ROADIND"

Transport Bhavan
1, Parliament Street
New Delhi - 110 001.

No. RW/NH-33023/19/99-DO-III

Dated: 25.09.2003

17/10/03

To

1. Chief Secretaries/ Secretaries (PWD/Roads) of all State Governments/ UTs dealing with National Highways and Centrally Sponsored Schemes.
2. Chief Engineers of States/UTs dealing with National Highways and Centrally Sponsored Schemes.
3. Director General (Border Roads)
Seema Sadak Bhavan.
Ring Road, New Delhi - 110010
4. Chairman,
National Highways Authority of India (NHAI)
Dwarka, New Delhi - 110045

Sub: Norms for the Access for Fuel Stations, Service Stations and Rest Areas along National Highways.

Sir,

Ministry had issued guidelines on "System Improvement of Installation of Petrol/Diesel/Gas-Retail outlets and Service Stations as well as access to Private Properties along National Highways" through its Circular No. RW/NH-33023/19/99-DO-III dated 31st August 2000. Improvement in the highway network show that there is greater need for road safety for its users. Stricter enforcement is also necessary.

2. Therefore the Ministry has now evolved the norms for access to fuel stations along the National Highways. This is modification of the earlier circulars / publication of the Ministry / IRC. These norms cover the most common situations. Any complex situation would have to be dealt with through traffic expert for an appropriate solution.

3. Generally speaking, the fuel stations should be a part of the Rest Area complex. Rest areas should have various other amenities for users.e.g. place for parking, toilets, restaurant, rest rooms, kiosk for selling sundry items etc. This aspect should be incorporated while planning for improvement and up gradation of the National Highway Sections and / or planning for new fuel stations along National Highways. The rest area complex be planned subject to the commercial viability.

4. In case of service roads having been constructed, the access to the fuel station shall be from service roads and not from the main carriageway. This aspect has to be kept into consideration while planning for location of new fuel stations.

5. The Norms are enclosed at Appendix-I which shall be followed for seeking and granting permission for the access to the new fuel stations. It shall be the responsibility of the Oil Company / Owner to ensure that the proposed location and other features of fuel stations are in conformity with these Norms. Otherwise, the proposal would be rejected.

6. The cases for granting permission for access to new fuel stations, service stations and rest areas along National Highways shall, henceforth be dealt with in accordance with the Norms prescribed in Appendix I to this circular. The main features of the Norms are listed below.

6.1 For the siting of fuel stations along National Highways, its minimum distance from an intersection would be:

6.1.1 Non-Urban (Rural) Stretches.

1. Plain and Rolling Terrain

- | | |
|---|-------|
| (i) Intersection with NHs/SHs/MDRs | 1000m |
| (ii) Intersection with Rural Roads with carriageway width of 3.5m or more | 300m |
| (iii) Intersection with Rural Roads and all other earth tracks with carriageway width less than 3.5m. | 100m |

2. Hilly / Mountainous Terrain

- | | |
|---|------|
| (i) Intersection with NHs/SHs/MDRs | 300m |
| (ii) Intersection with all other roads and tracks | 100m |

6.1.2 Urban Stretches.

1. Plain and Rolling terrain

(a) Urban Area with population of more than 20,000 and less than one lakh.

- | | |
|---|------|
| (i) Intersection with any category of roads of carriageway width of 3.5m and above. | 300m |
| (ii) Intersection with roads of carriageway width of less than 3.5m | 100m |

(b) Urban Area with population of one lakh and above.

- | | |
|--|------|
| (i) Intersection with any category of road (irrespective of carriageway width) | 100m |
|--|------|

2. Hilly and Mountainous terrain.

- | | |
|--|------|
| (i) Intersection with any category of road (irrespective of carriageway width) | 100m |
|--|------|

6.2 The minimum distance between two fuel stations along the National Highway would be as given below:

6.2.1 Plain and Rolling Terrain in Non-urban (Rural) Areas

- | | |
|---|--|
| (i) Undivided carriageway (for both sides of carriageway). | 300m |
| (including deceleration and acceleration lanes) | |
| (ii) Divided carriageway (with no gap in median at this location and stretch) | 1000m |
| | (including deceleration and acceleration lanes). |

6.2.2 Hilly/Mountainous Terrain and Urban Stretches.

- | | |
|--|-----------------|
| (i) Undivided carriageway
(for both sides of carriageway) | 300m
(clear) |
| (ii) Divided carriageway
(with no gap in median at this location and stretch) | 300m
(clear) |

6.3 The distance from check barrier/toll plaza would be at least 1 km and no check barrier/toll plaza would be installed within 1 km of fuel station/rest area.

6.4 Minimum plot size of fuel station shall be:

- | | |
|---|---------------------|
| (i) On undivided carriageway in plain/rolling terrain | 35m x 35m |
| (ii) On divided carriageway in plain/rolling terrain | 35m(frontage) x 45m |
| (iii) In hills | 20m x 20m |
| (iv) In urban areas | 20m x 20m |

6.5 The entry to fuel station shall be through deceleration lane of minimum length of 70m and width of 5.5m, the exit through acceleration lane of minimum length of 100m and width of 5.5m.

6.6 The pavement composition of these acceleration/deceleration lanes and service road (if provided) would comprise Granular Sub Base (GSB) with minimum thickness of 150mm, three layers of Water Bound Macadam(WBM) of 75mm thick each, Bituminous Macadam (BM) of 50mm thickness and Semi Dense Bituminous Concrete (SDBC) of 25mm thickness.

6.7 The access lanes, service road and separator island in the layout would be accommodated within the available ROW of the highway but fuel pumps would be located beyond Building Line. The fuel station office building etc. shall be located at the safe distance as prescribed by the Fire Department or other authorities.

6.8 The acceleration, deceleration lane, service roads, drainage system, signs and markings shall be constructed and maintained by the Oil Company / owner of the fuel station at his cost and responsibility during the period of license deed.

6.9 Permission would be granted within 30 days of the receipt of the application in the field office, if it meets all the requirements of the norms contained in the circular.

6.10 The Oil Company / owner shall have to enter into an Agreement for the license deed with the Government (Ministry of Road Transport and Highways -MORTH), for the use of NH land. There would be one time fee of Rs. 1 lakh in consideration of this Agreement. The validity of the Agreement would be for a period of 15 years.

6.11 The default or non-conformity of these norms for the fuel station, approaches, drainage, traffic control devices etc. would be identified and determined through joint inspection by the representatives of the concerned Oil Company and the field officer incharge of the NH section. If the deficiencies are not rectified within the specified time frame, the Oil Company would be asked to de-energize the fuel station and re-energizing would be done only on complete rectification and on the authorization by the field officer incharge of the NH section.

7. These Norms will be applicable to all new fuel stations from the date of the issue of this circular. Its content may be brought to the notice of all the concerned officers of your Departments/Organizations.

Yours faithfully,


(A.P. BAHADUR)

Chief Engineer

For Director General (Road Development) & Special Secretary

Encl.: As above.

Copy forwarded for information and necessary action to: -

1. All technical officers of Roads Wing at Head Quarters,
2. All Project Chief Engineers of Ministry of Road Transport & Highways at Headquarters. They may sign the Licence deeds received in Ministry through National Highways Authority of India/Ministry's Regional Officers (ROs) after the approval of the Minister.
3. Ministry of Petroleum & Natural Gas, Government of India, with the request to issue suitable instructions to all Oil Companies to adhere to these norms, while planning, installation and operation of fuel stations along National Highways.
4. All Regional Officers and Engineering Liaison Officers of the Ministry: They are requested to undertake detailed examination of the proposals received from State Public Works Department (PWD)/Border Road Organisation (BRO) fully in accordance with the norms of this circular and get necessary changes done in the proposal as per site conditions if required, before forwarding the proposals along with prescribed documents and checklist, to the Ministry.
5. National Institute for Training of Highway Engineers (NITHE), NOIDA-201301 (U.P.)
6. Central Road Research Institute, Delhi-Mathura Road, New Delhi- 110020.
7. Secretary, Indian Roads Congress, Jamnagar House, Shahjahan Road, New Delhi- 110011.
8. S&R Section (20 spare copies)


(A.P. BAHADUR)

Chief Engineer

For Director General (Road Development) & Special Secretary

Encl: As above

APPENDIX-I

{Enclosure to Ministry of Road Transport & Highways letter No RW/NH-33023/19/99-DOIII dated 25.09.2003}

NORMS FOR LOCATION, LAYOUT AND ACCESS TO FUEL STATIONS ALONG NATIONAL HIGHWAYS

1. These norms have been finalized in substantial modification of IRC: 12-1983, 'Recommended Practice for Location and Layout of Road Side Motor, Fuel, Filling-cum-Service Station' and the Ministry's Circular No. RW/NH-33023 / 19/99-DOIII dated 31st August 2000 on 'Systems Improvement for Installation of Petrol/Diesel/Gas-Retail outlets and Service Stations as well as access to Private Properties along National Highways'. These norms shall be applicable to all new fuel stations with effect from the date of issue of this circular.
2. Petrol / Diesel retail outlets and service stations with or without Rest Area Amenities etc. are hereinafter referred to as Fuel Stations.
3. These norms are applicable to all Fuel Stations with or without other user facilities of rest areas, along un-divided carriageway and divided carriageway sections of National Highways in plain, rolling and hilly terrain. and passing through urban stretches. For this purpose hilly or mountainous terrain would be, when the cross slope of the country is more than 25%. The urban stretches would be, where National Highway passes through a town of population of 20,000 and more (Census 2001 will apply).
4. **General Conditions of Siting**
 - 4.1 The fuel stations would be located where the highway alignment and profile are favourable i.e. where the grounds are practically level, there are no sharp curves (having radius of less than 230m in plains and 60m in hilly terrain) or steep grades (more than 5%) and where the sight distances would be adequate for safe traffic operations. The location would not interfere with placement and proper functioning of highway signs, signals, lighting or other devices that affect traffic operation.
 - 4.2 While considering the proposal for new fuel stations, it would be ensured that the fuel stations' on a corridor are well distributed on both sides of the highways so that vehicles normally do not have to cut across the traffic to reach them. The fuel stations would be serving only the traffic moving on the adjacent lane. For the vehicles traveling in the lanes in opposite direction, separate fuel stations need to be planned for which permission would be considered keeping also in view of its location and distance norms.
 - 4.3 In order to provide safe length for weaving of traffic, fuel station along National Highways shall be located at the minimum distance from an intersection (gap in the central median be treated as intersection), as given below. For single carriageway section, these minimum distances would be applicable for both sides.

4.3.1 Non-Urban (Rural) Stretches.

1. Plain and Rolling Terrain

- | | | |
|-------|---|-------|
| (i) | Intersection with NHs/SHs/MDRs | 1000m |
| (ii) | Intersection with Rural Roads with carriageway width of 3.5m or more | 300m |
| (iii) | Intersection with Rural Roads and all other earth tracks with carriageway width less than 3.5m. | 100m |

2. Hilly / Mountainous Terrain

- | | | |
|------|--|------|
| (i) | Intersection with NHs/SHs/MDRs | 300m |
| (ii) | Intersection with all other roads and tracks | 100m |

4.3.2 Urban Stretches.

1. Plain and Rolling terrain

- | | | |
|------|---|------|
| (a) | Urban Area with population of more than 20,000 and less than one lakh. | |
| (i) | Intersection with any category of roads of carriageway width of 3.5m and above. | 300m |
| (ii) | Intersection with roads of carriageway width of less than 3.5m | 100m |
| (b) | Urban Area with population of one lakh and above. | |
| (i) | Intersection with any category of road (irrespective of carriageway width) | 100m |

2. Hilly and Mountainous terrain.

- | | | |
|-----|--|------|
| (i) | Intersection with any category of road (irrespective of carriageway width) | 100m |
|-----|--|------|

4.4 The minimum distance between two fuel stations along the National Highway would be as given below:

4.4.1 Plain and Rolling Terrain in Non-urban (Rural) Areas

- | | | |
|------|--|---|
| (i) | Undivided carriageway (for both sides of carriageway). | 300m
(including deceleration and acceleration lanes). |
| (ii) | Divided carriageway (with no gap in median at this location and stretch) | 1000m
(including deceleration and acceleration lanes). |

4.4.2 Hilly/Mountainous Terrain and Urban Stretches.

- | | | |
|-----|---|-----------------|
| (i) | Undivided carriageway (for both sides of carriageway) | 300m
(clear) |
|-----|---|-----------------|

- | | |
|--|-----------------|
| (ii) Divided carriageway
(with no gap in median at this location and stretch) | 300m
(clear) |
|--|-----------------|

4.4.3 If two or more fuel stations are to be sited in close proximity for some reasons, these would be grouped together to have a common access through a service road of 7.0 m width and connected to the highway through acceleration, deceleration lanes. From these considerations, the permission for the new fuel stations would be considered only if it is either in proximity to the existing one so that the common access can be provided or the new one located at the distance of more than 1000m.

4.4.4 For installation of new fuel station within the 1000m distance of existing fuel station in plain/rolling terrain and 300m in hilly/mountains terrain and urban stretch, new entrant would be responsible for construction and maintenance of the common service road, deceleration & acceleration lanes, drainage and traffic control devices. In case of hilly / mountainous terrain, common service roads at all such locations may not be possible as per the site conditions and therefore common access through service roads would not be a pre-condition.

4.5 The fuel station would not be located within the distance of 1000m from any barrier including that of toll plaza. No check barrier/toll plaza should be located within 1000m of a fuel station.

5. Plot size for Fuel Station

5.1 The size and shape of the plot for the fuel station would need to be such that it suitably accommodates fuel pumps, offices, stores, compressor room, air pump and kiosks without causing any hindrance to the movement of vehicles of expected maximum dimensions, within fuel stations and in the access area. Sufficient space would need to be available to accommodate the number of fuel pumps to cater to the expected number of vehicles in peak time at this location so that the vehicles do not spill on to the access area. The air pump and kiosks for pollution control measurements be installed at some distance from the fuel pumps so that the vehicles requiring these services do not cause hindrance to the free movement of vehicles entering or exiting for refueling.

5.2 From these considerations, the minimum size of the plot for fuel station along National Highways shall be as follows:

- | | |
|---|----------------------|
| (i) On undivided carriageway in plain and rolling terrain | 30m x 35m |
| (ii) On divided carriageway in plain / rolling terrain | 35m (frontage) x 45m |
| (iii) In hilly and mountainous terrain | 20m x 20m |
| (iv) In urban stretches | 20m x 20m |

5.3 For fuel station being part of the rest area complex, the area required for other facilities such as parking, restaurant, rest rooms, toilets and shops etc. would be extra but there would be a single access.

6. Access Layout

6.1 Access for New Fuel Stations along Un-divided Carriageway Sections

- 6.1.1 The access to the fuel stations along un-divided carriageway sections of National Highway shall be through deceleration and acceleration lanes.
- 6.1.2 The deceleration lane would take off from the edge of the paved shoulder and taken up to the edge of the Right of Way (ROW) of National Highway, beyond which, the boundary of fuel station shall start. Its minimum length would be 70m measured along the traveled direction of highway. Its width would be minimum 5.5m. The shoulder of 2.25m would be provided for this deceleration lane.
- 6.1.3 The acceleration lane would take off from the edge of the fuel station on exit side having minimum length of 100m with parallel type layout. Its starting stretch of 70m length would be with a curvature of minimum radius of 650m and the remaining 30m length would be tapered so as to facilitate vehicles coming out of fuel station, merging with fast moving through traffic on main carriageway, in a safe and efficient manner.
- 6.1.4 A separator island would be provided in front of the fuel station so that no right turning takes place. The length of this separator island would be determined on the basis of the intersecting points of the edge line of the separator island with the line drawn along the edge of chevron markings as indicated in Figures 1 and 2 of these norms. Its shape for isolated fuel station would be as shown in Figure 1, , and that for the cluster of fuel stations with common service roads, as shown in Figure 2. It would have minimum width of 3m. The width of approaches connecting deceleration and acceleration lanes, along the separator island should be 5.5m.
- 6.1.5 There would be buffer strip from the edge of the ROW and would extend minimum 3m inside the fuel station plot. Its minimum length would be 12m. No structure or hoarding except the approved standard identification sign on pole would be permitted, which may be provided outside the ROW. The buffer strip as well as the separator island would be provided with kerb of minimum 275mm height to prevent vehicles from crossing it or using it for parking purposes.
- The buffer strip in the approach zone should be suitably shaped to cover extra area in the approach zone after provision of acceleration, deceleration lane and connecting approaches and should be properly turfed for aesthetic landscaping.
- 6.1.6 The radius for turning curve would be 13m and that for non-turning curve be from 1.5 to 3m so as to check over speeding while entering or exiting the fuel station.
- 6.1.7 The pavement of the access roads including deceleration, acceleration lanes and connecting approaches would have sufficient designed strength for the

expected traffic. It would have minimum pavement composition of 150 mm thick Granular Sub Base (GSB) overlaid by three layers of Water Bound Macadam (WBM), each of 75 mm thickness topped by 50 mm thick Bituminous Macadam (BM) and 25 mm thick Semi Dense Bituminous Carpet (SDBC).

- 6.1.8 A typical access layout for the new fuel station with relevant details for deceleration and acceleration lanes, connecting approaches, separator island, buffer strip, drainage, signs and markings on un-divided carriageway section of National Highway would be as shown in Fig.1 of these Norms.
- 6.1.9 The typical access layout for cluster of fuel stations, with details for deceleration lane, service road and acceleration lane etc. would be as shown in Fig.2. of these Norms.
- 6.2 *Access for New Fuel Stations on Divided Carriageway Sections*
 - 6.2.1 The access to the fuel station on divided carriageway sections of National Highways shall be through deceleration and acceleration lanes.
 - 6.2.2 The deceleration lane would take off from the edge of the paved shoulder and taken upto the edge of ROW, where from the boundary of fuel station would start.. Its length would be 70m, measured along the travel direction on the highway. The acceleration lane would be of 100m length. Its starting stretch of 70m length would be with a curvature of minimum radius of 650m and the remaining 30m tapered so as to facilitate vehicles coming out of fuel stations, merging with fast moving through traffic on main carriageway in a safe manner. The width of deceleration and acceleration lane shall be 5.5m with shoulders of 2.25m.
 - 6.2.3 A separator island would be provided in front of the fuel station. The length of this separator island would be determined on the basis of the intersecting points of the edge line of the separator island with the line drawn along the edge of chevron markings as indicated in Figures 3 and 4. Its shape for isolated fuel station would be as shown in Figure 3, and that for the cluster of fuel stations with common service roads, as shown in Figure 4. It would have minimum width of 3m. The width of approaches connecting deceleration and acceleration lanes along separator island should be 5.5m.
 - 6.2.4 There would be buffer strip from the edge of the ROW and would extend minimum 3m inside the fuel station plot. Its minimum length would be 12m. No structure or hoarding except the approved standard identification sign on pole, would be permitted which may be provided outside the ROW. The buffer strip as well as the separator island should be provided with kerb of minimum 275mm height to prevent vehicles from crossing it or using it for parking purposes.

The buffer strip in the approach zone should be suitably shaped to cover extra area in the approach zone after provision of acceleration, deceleration lane and connecting approaches and should be properly turfed for aesthetic landscaping.

- 6.2.5 The radius for turning curves should be 13m and that for non-turning curves should be from 1.5 to 3m. so as to check over speeding while entering or exiting the fuel station.
- 6.2.6 The pavement of the access roads including deceleration, acceleration lanes and connecting approaches would have sufficient designed strength for the expected traffic. It would have minimum pavement composition of 150 mm thick GSB overlaid by three layers of WBM, each of 75 mm thickness, topped by 50 mm thick BM and 25 mm thick SDBC
- 6.2.7 The typical access layout for the new fuel station with relevant details for deceleration/acceleration lanes connecting approaches, separator island buffer strip, drainage, signs and marking on divided carriageway sections of National Highway would be as shown in Fig.3 of these Norms.
- 6.2.8 The access for cluster of Fuel Stations situated in close proximity shall be through deceleration lane, service road and acceleration lane as shown in Fig.4 of these norms.
- 6.3 The typical layout for fuel station and signs & marking along National Highways in hilly / mountains terrain and in urban stretches is given in Fig. 5.

7. Drainage

There shall be adequate drainage system on the access to the fuel station and inside its area so as to ensure that surface water does not flow over the highway or any water logging takes place. For this purpose, the fuel station and access area would be at least 150 mm below the level at the edge of the highway. The surface water from fuel station and access road would need to be collected in a suitable underground drainage system and led away to a natural course through culvert. Preferably slab culvert with iron grating of adequate strength may be constructed in the approaches so that surface water is drained through the holes in the grating. If pipe culvert is used, then it would be ensured that the inner diameter of the pipe is not less than 1m for proper cleaning and necessary shallow drains are constructed along the access road and at the edge of the fuel station so that the surface water is led to the open drain. The drainage arrangement would be either by the method mentioned above or as per the satisfaction of the Highway Authorities/ Ministry.

8. Enforcement of Right of Way and Building Line

The widths of Right of Way (ROW) has been prescribed as 40m to 60m. whereas that for Building Lines as 80m in plain and rolling terrain. in IRC:73-1980. 'Geometric Design Standards for Rural (Non - Urban) Highways'. In hilly / mountainous terrain and urban stretches, the width of Building Line has been prescribed as 70m. While planning the layout for various facilities inside the fuel stations, it has to be ensured that fuel pumps are located beyond Building Lines and Fuel Station office building etc. at a safe distance as prescribed by Fire Department or other authorities. The buffer strip would extend minimum 3m inside the Fuel Station plot, beyond ROW.

9. System for Signs and Markings

- 9.1 An adequate system for signs and markings would be provided at the locations of fuel stations for the guidance of the highway users. The pavement markings would be in form of chevron at entry and exit locations, give way for the exit from the Fuel Station. Informatory sign for fuel station would be provided at 1km ahead, 500m ahead and at the entry point.
- 9.2 On undivided carriageway, additional signs for the regulation of entry and exit of the vehicular traffic should be provided on the separator island. Also, an informatory sign should be installed showing the distance of the nearest Fuel Station located in the direction of travel in order to avoid any need for right turnings for accessing the Fuel Station located on the opposite side. This sign should be installed at the location of about 200 m ahead of the opposite side Fuel Station.
- 9.3 The pavement markings would conform to IRC:35-1997, 'Code of Practice for Road Markings', and road signs to IRC: 67-2001, 'Code of Practice for Road Signs' and IRC:SP:55-2001, 'Guidelines on Safety in Road Construction Zones'.
- 9.4 These should be as per Sections 801 and 803 of Ministry's Specifications for Road and Bridge Works, 2001 as updated from time to time.
- 9.5 The system for signs and markings with their type and locations would be as shown in Figures 1, 2, 3 and 4 for the chosen access layout.

10 Implementation Procedure

- 10.1 Ministry of Petroleum & Natural Gas/Oil Companies while entertaining any application for the installation of Fuel Station, would supply a copy of these norms to the applicant so that he may assess his position to fulfill the requirements of these norms. Ministry of Petroleum & Natural Gas/Oil Companies would ensure that the plot identified by the applicant conforms to the requirement of these norms in terms of its location, access layout and signs and markings. It shall also be the responsibility of the applicant / owner of Fuel Station to provide the prescribed layout for access as given in Figs. 1/2/3/4/5. as the case may be. while preparing the layout.
- 10.2 For the Fuel Stations along the National Highways vested with NHAI, the field units of NHAI would examine the drawings and documents to ensure that the location and layout conform to these norms. Thereafter these would be forwarded to the Headquarter of NHAI who in turn would forward the case to concerned Chief Engineer of the Ministry with definite recommendations and the documents as per Annex I and the Checklist at Annex II of this Circular.
- 10.3 For Fuel Stations along the National Highways other than those with the NHAI, the concerned Executive Engineer of State PWD/BRO would examine the drawings and documents to ensure that the location and layout conform to these norms. Thereafter the documents as listed in Annex I and the Checklist at Annex II of this Circular would be forwarded, through Chief Engineer of the State PWD/BRO, to the Regional Officer (RO) of Ministry of Road Transport and Highways. The RO after ensuring the fulfillment of the requirements of this circular and norms would then forward the

proposal along with prescribed documents and checklist, to the Ministry and approval given by the Project Chief Engineer (dealing with the State), on the merit of the case.

- 10.4 A License Deed would be required to be signed between the Oil Company wanting to install the Fuel Station (Licensee), and Government of India through their designated officers. The specimen copy of the licence deed is enclosed at Annex-III.
- 10.5 The licence deed would be drawn on a non-judicial stamp paper and all expenses in this regard be borne by the licensee. A one time fee of Rs.1,00,000/- (Rupees one lakh only) would be payable by the licensee to the Government in consideration of this Agreement for the land for which the license is issued. The license deed is not required to be registered. This fee amount would be paid through a Demand Draft in favour of the concerned Pay & Accounts Officer of the Ministry of Road Transport and Highways and would be debitable to the Major Head 1054 (Revenue Receipt Head).
- 10.6 The 'No Objection Certificate' by the Licensing Authority, through their field units, would be issued and construction permitted only after the necessary approval has been given by Ministry and license deed duly signed and delivered.
- 10.7 The approval for setting up of fuel stations would be given within 30 days from the date of receipt of the application if it conforms to all the stipulations of the norms. In case of any query, the date when the resubmitted application is received would be treated as the date of receipt. All the queries would be raised at one time only. The construction would commence only on the receipt of the approval.
- 10.8 The Licence Deed shall also be signed, within 30 days of the submission of the application in the field office if it fulfils all the requirements as mentioned above, between MORTH and Oil Company only, irrespective of the dealership type.
- 10.9 Oil Companies / owner shall be responsible for the construction and maintenance of deceleration / acceleration lanes, service roads, channelisers, drainage arrangement, signs and markings in accordance with the approved layout and specifications conforming to these norms, at his own cost. On completion of the construction in accordance with checklist and conforming to the approvals, a Completion Certificate would be issued by the field unit of NHAI/PWD/BRO/ or any other agency (as the case may be). The concerned Oil Company would be allowed to energize the fuel station only after the issue of such a certificate.
- 10.10 The validity of the Licence Deed for the use of National Highway land for access to fuel station would be for a period of fifteen years after which the same would be required to be renewed which could be for a similar period. During this validity period, the owner shall maintain in good condition the deceleration / acceleration lanes, service roads (free from any potholes/patches), drainage arrangement (clean conditions to allow full discharge of storm water), signs and markings (existing at identified locations with clear required visibility).
- 10.11 Non conformity or any default in respect of the norms and as indicated in Para 1 to 9, Para 10.9 and Para 10.10 above would make the fuel station liable to be de-energized. In cases of clustered fuel stations, responsibility for default or non-conformity to

attract such penalty would be determined through a joint inspection. In such cases, the procedure prescribed in Para 10.12 below would be adopted.

- 10.12 In cases of default(s) found by Highway Authority, joint inspection by the representative of the concerned Oil Company and the Field officer incharge of that NH section would be undertaken to identify each deficiency and time frame for its rectification which in no case should exceed 60 days from the date of joint inspection. The failure to rectify the identified deficiencies within the prescribed time would lead to de-energizing the petrol pump by the concerned Oil Company. The re-energizing would be done only on complete rectification and on the authorization by Field Officer, incharge of NH section.

{Enclosure to Ministry of Road Transport and Highways letter No RW/NH-33023/19/99-DO-III dated 25.09.2003}

List of documents to be submitted for getting approval for installation of new Fuel Station along National Highways

1. Signed copy of license deed. The draft is at Annex III.
2. Certified copy of location plan of the Fuel Station along the National Highway showing details of Right of Way (ROW) of National Highway, access roads to private properties, existing public roads and other developments falling within a reach of 1.5 km in each side of the Fuel Station and carriageway.
3. Certified copy of plan of the proposed Fuel Station showing details of deceleration, acceleration lanes, service road (if provided), buffer strip, fuel pump, office, kiosk, lubritorium, air and water supply, drainage details, signs and markings conforming to applicable figures enclosed with these Norms.
4. Certified copy of sectional view showing elevation of Fuel Station with respect to National Highway and slopes to be provided for adequate drainage and preventing water logging on National Highway.
5. Drainage plan of the Fuel Station.
6. Details of the material for pavement composition for deceleration lane, service road and acceleration lane.
7. Inspection report of the officer inspecting the site of proposed Fuel Station and certificate that all standard conditions have been specified.
8. Detailed explanation for reasons for recommending the exemption from stipulated norms (if required).
9. Undertaking from the oil company/owner that the oil company/owner would pay necessary fee for the use of the National Highway land whenever the fee is asked by the Highway Authorities in future.
10. Undertaking from Oil Company that necessary alteration including complete removal/shifting of the approach roads at its own cost if so required by Ministry, for the development of National Highway or in the interest of safety in this section.
11. Undertaking from Oil Company that they shall take all the action as prescribed in Appendix I to ensure conformity of these Norms.

CHECKLIST

{Enclosure to Ministry of Road Transport & Highways letter No RW/NH-33023/19/99-
DOH dated 25.09.2003}

Check list for getting approval for installation of new Fuel Stations along National
Highways

1. General Information
- 1.1 National Highway Number : _____
- 1.2 State : _____
- 1.3 Location : _____
- 1.3.1 (Chainage in km) : _____
- 1.3.2 [Side of NH (Left or right side
of NH towards increasing
chainage/km direction)] : _____
- 1.4 Name of Highway Authority : _____
(NHA/PWD/BRO)
- 1.5 Executive Engineer (or Equivalent) address: _____
: _____
- 1.6 Name of Oil Company : _____
(as applicable)
- 1.7 Name and address of Owner of Fuel station: _____
: _____

2. Stipulated Norms for Fuel Outlets

Sl. No.	Item	Measure-ment at site	MORTH Norms	Whether complying with MORTH Norms**
1	<p>Distance from intersection:</p> <p>1.1 Non-Urban (Rural) Stretch.</p> <p>1.1.1 Plain and Rolling Terrain</p> <p>(i) Intersection with NHs/SHs/MDRs.</p> <p>(ii) Intersection with Rural Roads with carriageway width of 3.5m or more</p> <p>(iii) Intersection with Rural Roads and other earth tracks with carriageway width less than 3.5m</p> <p>1.1.2 Hilly/Mountainous Terrain</p> <p>(i) Intersection with NHs/SHs/MDRs</p> <p>(ii) Intersection with all other roads and tracks</p> <p>1.2 Urban Stretches</p> <p>1.2.1 Plain and Rolling Terrain</p> <p>(a) Urban Area with population of more than 20,000 and less than one lakh.</p> <p>(i) Intersection with any category of roads of carriageway width of 3.5m and above.</p> <p>(ii) Intersection with roads of carriageway width of less than 3.5m.</p> <p>(b) Urban Area with population of one lakh and above</p> <p>(i) Intersection with any category of road (irrespective of carriageway width).</p> <p>1.2.2 Hilly and Mountainous Terrain</p> <p>(i) intersection with any category of road (irrespective of carriageway width)</p>		<p>1000m</p> <p>300m</p> <p>100m</p> <p>300m</p> <p>100m</p> <p>300m</p> <p>100m</p> <p>100m</p> <p>100m</p>	<p>Yes/No</p> <p>Yes/No</p> <p>Yes/No</p> <p>Yes/No</p> <p>Yes/No</p> <p>Yes/No</p> <p>Yes/No</p> <p>Yes/No</p>
2	Is it a part of Rest Area complex?			Yes/No
3	<p>Distance from nearest Fuel Station</p> <p>(a) Plain and rolling terrain in non-urban areas.</p> <p>(i) Undivided carriageway</p> <p>(ii) Divided carriageway</p>		<p>Minimum 300 m.</p> <p>Minimum 1000 m</p>	<p>Yes/No</p> <p>Yes/No</p>

	(b) Hilly terrain and urban stretches		Minimum 300m.	Yes/No
4	Distance from Check barrier/Toll Plaza		Minimum 1000 m	Yes/No
5	Provision of 7.0 m / 5.5 m wide service / connecting road		Necessary at clustering of Fuel Station	Yes/No
6	Gradient of Highway section		Maximum 5%	Yes/No
7	Slope of Fuel Station Premises/ Services Area for drainage purpose		Minimum 2%	Yes/No.
8	Width of Frontage		Minimum 35 m /20 m	Yes/No.
9.	Length of Buffer Strip		Minimum 12 m	Yes/No.
10	Width of Buffer Strip extending inside ROW.		Minimum 3 m	Yes/No.
11	Is there only one structure of approved standard identification sign on pole with existing on buffer strip?		No structure or hoarding except approved standard identification sign on pole is allowed on buffer strip.	Yes/No.
12	Height of kerb for buffer strip		Minimum 275 mm	Yes/No.
13	Is the space from outer edge of buffer strip to the edge of road turfed and raised with provision of 275 mm kerbs, with no other structure?		No structure or hoarding or parking space is allowed in the space in front of buffer strip.	Yes/No.
14	Radius of Turning Curve		Minimum 13 m	Yes/No.
15	Radius of Non-turning curve		Minimum 1.5 m Maximum 3 m	Yes/No.
16	Minimum downward slope of access roads towards the fuel station.		Minimum 2%	Yes/No.
17	Difference in elevation from edge of road and edge of buffer strip		Minimum 15 cm	Yes/No.
18	Provision of Culvert, designed for drainage according to IRC:SP-13		Minimum 1m dia (pipe culvert) Minimum 1m span (slab culvert)	Yes/No.
19	Provision of proper drainage arrangement for fuel station premises		Drawing showing drainage arrangement as per satisfaction of highway authorities to be submitted	Yes/No.
20	Provision of adequate signs and markings as per the drawings.		Minimum requirement as shown in the Drawing.	Yes/No.

** If norms are not satisfied, detailed explanation needs to be given, otherwise the application will not be considered. In all cases supporting documents as per Annex. I have to be submitted, otherwise the case will be summarily rejected.

LICENSE FOR THE USE OF NATIONAL HIGHWAY LAND

AGREEMENT TO construct an approach / access road with necessary provision for drainage, signage and markings, to _____ abutting on the _____ boundary of _____ in _____ Kilometer _____ in survey no. _____ of the village _____ in the Taluka of _____ of the _____ District.

AN AGREEMENT made this _____ day of _____ Year Two thousand _____ between the President of India (hereinafter called the Government which expression shall, unless excluded by or repugnant to the context, include his successors in Office and assigns) of the one part and (name and address of Oil Company) hereinafter called "the Licensee"/"the Licensees" (which expression shall, unless excluded by or repugnant to the context, include the said licensee's successor/Licensees successors, heirs, executors, administrators and assigns) of the other part.

2. WHEREAS THE Licensee has/licensees have applied to the Government for permission to construct on the Government land an approach road with necessary provision for drainage, signs and markings to his / their property abutting on the boundary of _____ in Kilometer _____ in the _____ Taluka of the _____ District more particularly described in the Schedule annexed hereto and shown in the drawing attached hereto (hereinafter referred to as "the said premises").
3. AND WHEREAS THE GOVERNMENT have agreed to grant such permission on the terms and conditions hereinafter mentioned.
4. Now, this Agreement witnesseth that, in consideration of the terms and conditions hereinafter contained and on the part of the licensee/licensees to be observed and performed, the Government hereby grants to be licensee/licensees permission to construct an access / approach road with necessary drainage works, signs and markings to the said premises as per approved drawings attached subject to the following terms and conditions, namely :-

- i. That the licensee/licensees shall within three months from date of receipt of the permission, but without interfering in anyway with the highway traffic, complete the construction of the approach road (including deceleration/acceleration lanes) and shall make provision for drainage, signs and markings at his own cost and to the full satisfaction of the Executive Engineer/Divisional Engineer in-charge/Project Director in-charge of the National Highway according to the approved drawings and specifications. The said approach road shall not be brought into use after its completion until the Executive Engineer/Divisional Engineer/Project Director, Government/NHAI gives a completion certificate after satisfying himself that it has been completed as per the sanctioned drawings and specifications. The Fuel Station would be

energized by the concerned oil company only after completion certificate has been issued by the Highway Authority.

- ii. That on the completion of the said work, that part of the approach road, which lies within the limits of Government road land together with any culvert or drain therein constructed shall become the absolute property of the Government subject to the rights of the licensee/licensees to use the same for ingress and egress.
- iii. The licensee/licensees shall at his/their own cost keep the said approach road, and any culvert or drain therein, in proper repair and condition to the satisfaction of the Executive Engineer/Divisional Engineer, Government / Project Director, NHAI. The approach roads would be considered in proper conditions when they are free from potholes and patches. The culverts and drains would be kept in clean conditions to allow full discharge of the storm water, signs and markings to be kept at their respective locations and in clean condition for visibility at all times.
- iv. That within Six months of a notice duly given to the licensee/licensees in this behalf, the licensee/licensees shall at his/their own cost remove the said approach road or any drainage work constructed in connection therewith and restore the land to its original condition when required to do so by the Government or by any person duly authorised on its behalf. The Licensee/licensees shall not be entitled to any compensation on account of such removal and restoration.
- v. That the approach road shall not be used for any purpose other than that of access to and egress from the premises of the licensee/licensees on to the Government road.
- vi. That the licensee/licensees shall not, without the prior permission in writing of the Executive Engineer/Divisional Engineer, (Government) / Project Director (NHAI) in any way extend or alter the said approach road or any culvert or drainage therein.
- vii. That the licensee/licensees shall at all times permit any duly authorized officer or servant of the Government/NHAI to inspect the said approach road including any culvert or drainage therein. He shall keep the said approach road clear and shall not be entitled to close any right of way over or in respect of the same against Government, or any member of the public.
- viii. That the licensee/licensees shall be liable for any loss or damage caused to the Government by drain obstruction or any other like cause due to the said approach road or the drainage work.
- ix. That the permission granted by this license shall not in any way be deemed to convey to the licensee/licensees any right into or over, or any interest in Government land other than that herein expressly granted.

- x. That in case the said approach road is destroyed, this license shall determine and the licensee/ licensees shall not be entitled to claim any right to construct another approach road in lieu of that so destroyed.
 - xi. That during the subsistence of this license, the said approach road including the road drainage shall be deemed to have been constructed only by the consent and permission of the Government so that the right of the licensee/licensees to use the same shall not become absolute and indefeasible by lapse of time.
 - xii. That, if the licensee fails/licensees fail to execute any work which he has/they have agreed under this agreement to the full satisfaction of the Executive Engineer/Divisional Engineer, Government/Project Director, NHAI, the work shall be executed by the Executive Engineer/Divisional Engineer/GM/DGM at the cost of licensee/licensees; and the expenditure incurred shall be recoverable from the licensee as an arrear of land revenue without prejudice to any other remedies which may be open to Government in this behalf.
 - xiii. That the licensee/licensees shall not sell, transfer or otherwise dispose of the premises without obtaining from the transferee a duly executed agreement with the Government embodying the terms and conditions herein before.
 - xiv. A one time fee of Rs.1,00,000/- (Rupees one lakh only) shall be payable to execute this Agreement for the land for which the license is issued.
 - xv. That if and when parallel service roads are constructed the access to fuel station shall be from the service road alone as determined by the Executive Engineer/Divisional Engineer / GM/DGM and no claim/ compensation shall be entertained on that account.
 - xvi. That this Agreement shall remain in force for fifteen years from the date of execution in the first instance and be terminable by a notice of 6 months and the permission may or may not be renewed after expiry of the said period.
 - xvii. That the licence hereby granted shall not be transferable.
 - xviii. That the licensee/licensees shall bear the cost of Stamp and attestation of this Agreement.
5. Situations given below would be treated as violations of the license deed agreement and the Government would be within its right to ask the concerned Oil Company to de-energize the Fuel Station;
- i. Non-maintenance of deceleration lane, acceleration lane service road, drainage system, channelisers, markings, signs and other traffic control devices in good operating conditions (as specified in Para 4 (iii)), during the period of license deed and not rectifying the short comings within the specified period as pointed out by Executive Engineer / Divisional Engineer/ PD, NHAI, incharge of the National Highway Section.

- ii. Non-compliance for revising the layout of access as directed by Executive Engineer / Divisional Engineer incharge / Field Unit (NHAI) of the National Highway Section in writing within specified period.
6. Notwithstanding anything contained in clause 4, this licence can be cancelled at any time by the licensor through the Executive Engineer/Divisional Engineer for breach of any of the terms and conditions of license and the licensee/licensees shall not be entitled to any compensation for loss caused to him/them by such cancellation nor shall be absolved from any liability already incurred by him/them under this Agreement. The licensee/licensees shall at his/their own cost remove approach road lying within the boundary of the Government land and restore the Government land to its original condition. In the event of licensee/licensees refusing to do so, the restoration of the Government to its original condition shall be done by the Executive Engineer/Divisional Engineer, at the cost of licensee/licensees and the expenditure incurred shall be recoverable from the licensee/licensees as an arrear without prejudice to any other remedies which may be fixed by Government in this behalf.
7. This Agreement may be executed in two counterparts, each of which when executed and delivered shall constitute an original of this Agreement.

IN WITNESS WHEREOF this agreement is executed in two parts by the parties hereto on the date first above mentioned.

Signed by Shri (Name in full) the license /
licensees

Signed by Shri (Name in Full) for and on
behalf of the President of India

In the presence of

1. Name in full (signature) with
designation

1. Name in full (signature) with
designation

2. Name in full (signature) with
designation

2. Name in full (signature) with
designation

N.B. Wherever alternatives such as his/their Licensee/Licensees has/have etc. are given, only applicable portions should be typed in the fair license deed.

SCHEDULE

(here type the schedule referred to in clause 2)

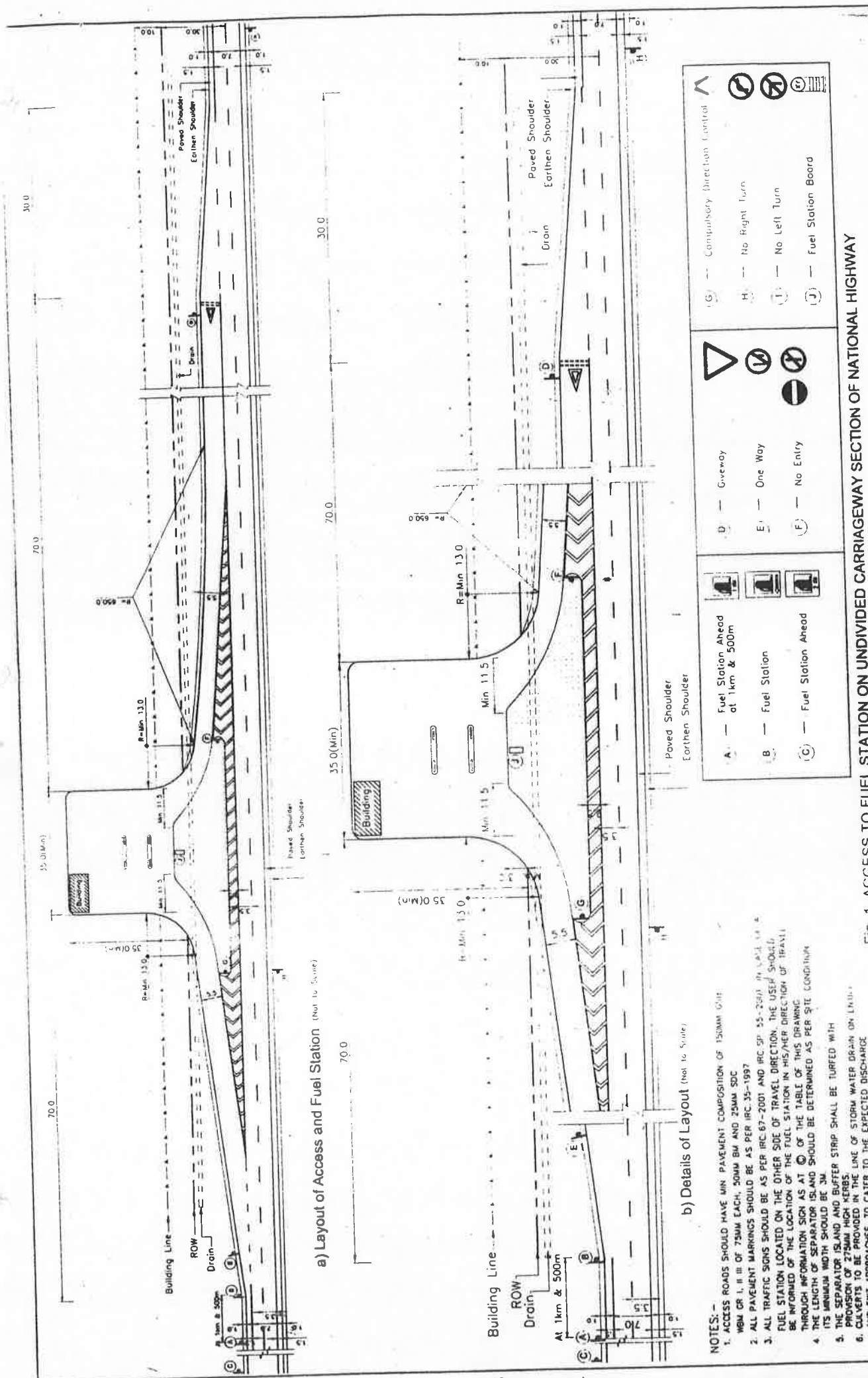
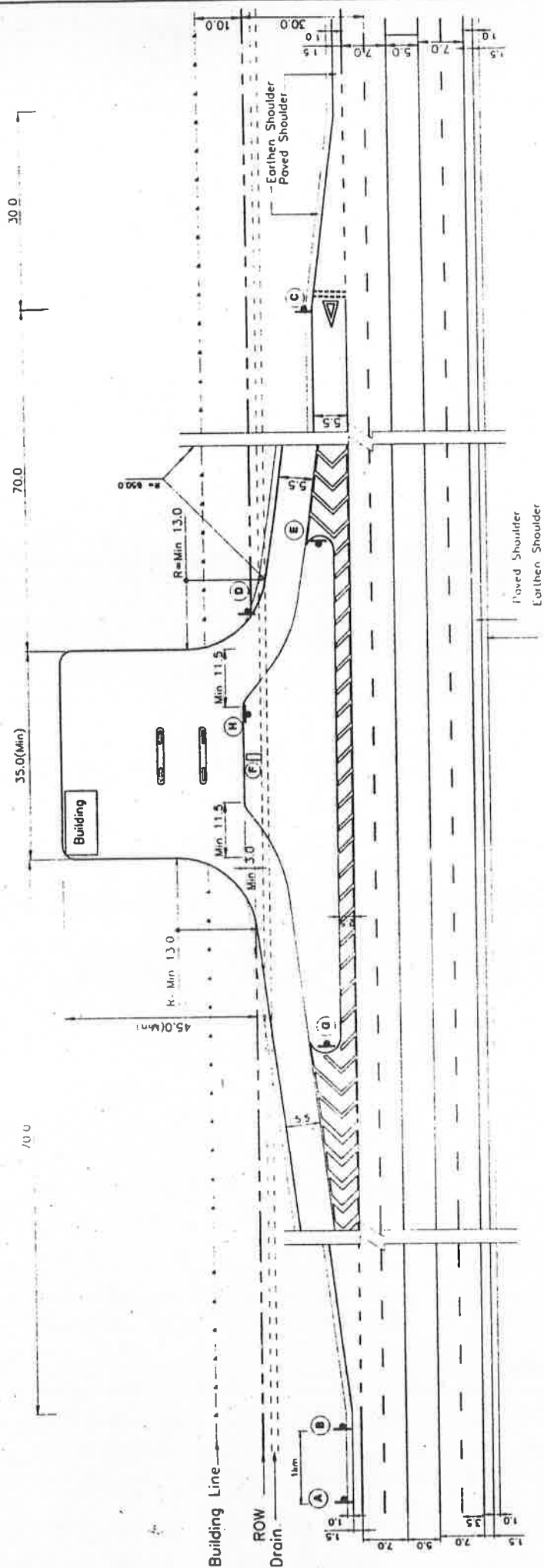


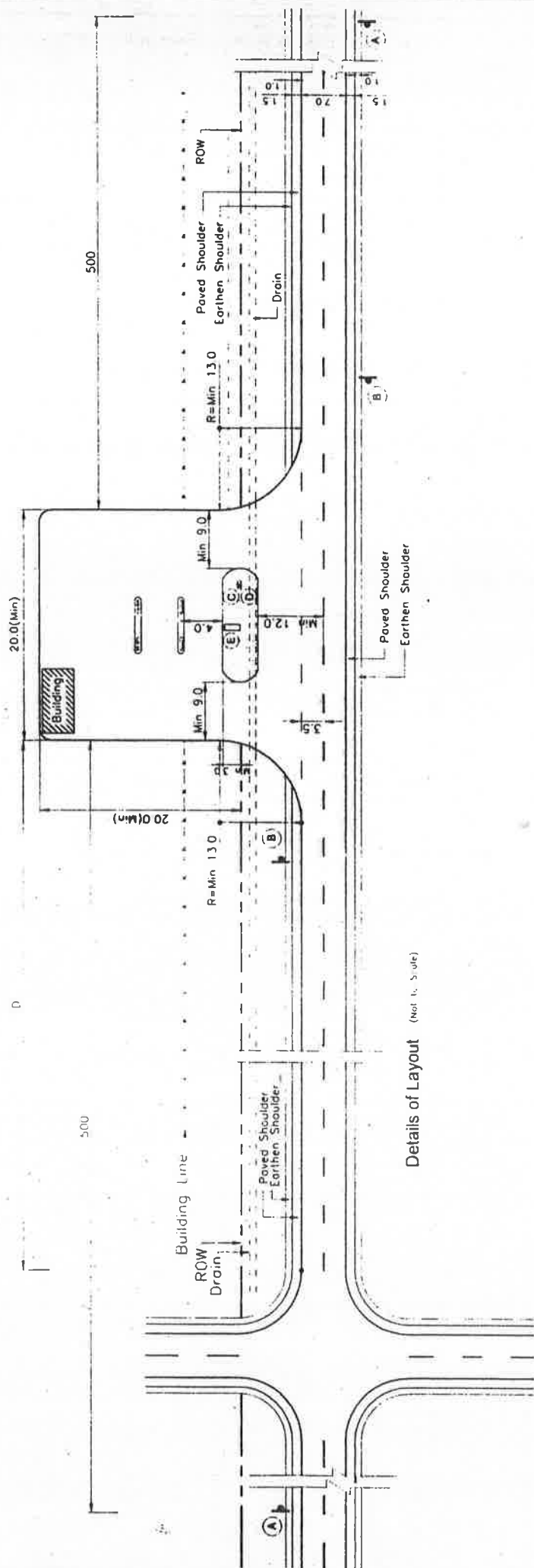
Fig. 1 ACCESS TO FUEL STATION ON UNDIVIDED CARRIAGEWAY SECTION OF NATIONAL HIGHWAY



NOTES: —

1. ACCESS ROADS SHOULD HAVE MIN PAVEMENT COMPOSITION OF 150 MM (6") WBM CR 1, II, III OF 75MM EACH, 50MM BM AND 25MM SDC
2. ALL PAVEMENT MARKINGS SHOULD BE AS PER IRC.35-1987
3. ALL TRAFFIC SIGNS SHOULD BE AS PER IRC.67-2001 AND IRC SP.55 (2001)
4. THE LENGTH OF SEPARATOR ISLAND SHOULD BE DETERMINED AS PER SITE CONDITIONS
5. ITS MINIMUM WIDTH SHOULD BE 3M.
6. THE SEPARATOR ISLAND AND BUFFER STRIP SHALL BE TURFED WITH PLYMOUTH GRASS
7. THE SEPARATOR OF 275MM HIGH KERBS.
8. CULVERTS TO BE PROVIDED IN THE LINE OF STORM WATER DRAIN ON EITHER SIDE OF THE ROAD
9. APPROACHES, TO CATER TO THE EXPECTED DISCHARGE
10. ALL DIMENSIONS ARE IN METRE UNLESS OTHERWISE SPECIFIED

Fig. 3 ACCESS TO FUEL STATION ON DIVIDED CARRIAGEWAY SECTION OF NATIONAL HIGHWAY



Details of Layout (Not to Scale)

NOTES:-

1. 'D' IS MINIMUM 300m WHEN INTERSECTING ROAD IS NH/SH/MUR AND IS MINIMUM 100m FOR OTHER ROADS
2. APPROACHES SHOULD HAVE MIN PAVEMENT COMPOSITION OF 150MM GSH WBM GR 1 II III OF 75MM EACH, 50MM BM AND 25MM SDC
3. ALL PAVEMENT MARKINGS SHOULD BE AS PER IRC 35-1997
4. ALL TRAFFIC SIGNS SHOULD BE AS PER IRC 67-2001 AND IRC SP-55-2001
5. THE LENGTH OF SEPARATOR ISLAND SHOULD BE DETERMINED AS PER SITE CONDITIONS ITS MINIMUM WIDTH SHOULD BE 3M
6. THE BUFFER STRIP SHALL BE TURFED WITH PROVISION OF 275MM HIGH CURBS
7. CULVERTS TO BE PROVIDED IN THE LINE OF STORM WATER DRAIN ON ENDS AND EXIT APPROACHES, TO CATER TO THE EXPECTED DISCHARGE
8. ALL DIMENSIONS ARE IN METRE UNLESS OTHERWISE SPECIFIED

Fig. 5 ACCESS TO FUEL STATION ON NATIONAL HIGHWAY IN MOUNTAINOUS TERRAIN AND URBAN STRETCHES



38

राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड
NATIONAL CAPITAL REGION
PLANNING BOARD

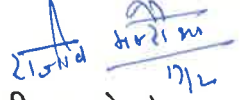
1st Floor, Zone-IV,
India Habitat Centre,
Lodhi Road, New Delhi-110003
शहरी विकास एवं गरीबी उपशमन मंत्रालय
Ministry of Urban Development
& Poverty Alleviation
Fax : 24642163

सं० के-14011/50/2003-रा०रा०क्षे०यो० बोर्ड

दिनांक : 17.2.2004

विषय : राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड, प्रथम तल आई० एच० सी० लोधी रोड नई दिल्ली में
दिनांक 13.2.2004 को आयोजित की गई योजना समिति की 50 वीं बैठक का
कार्यवृत्त।

कृपया इसके साथ संलग्न योजना समिति की 50 वीं बैठक का कार्यवृत्त सूचना एवं
आवश्यक कार्रवाई हेतु प्राप्त करें।


(राजीव मल्होत्रा)
मुख्य क्षेत्रीय नियोजक

संलग्नक : उपरोक्तनुसार।

जारी/.....
दिनांक 19/2.....
हस्ताक्षर.....



39

BY COURIER

**राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड
NATIONAL CAPITAL REGION
PLANNING BOARD**

1st Floor, Zone-IV,
India Habitat Centre,
Lodhi Road, New Delhi-110003
शहरी विकास एवं गरीबी उपशमन मंत्रालय
Ministry of Urban Development
& Poverty Alleviation
Fax : 24642163

No.K-14011/50/2003-NCRPB

Dated : 17.2.2004

Sub: Minutes of the 50th meeting of the Planning Committee held on 13.2.2004 in the office of the NCR Planning Board, 1st, Floor, IHC, Lodi Road, New Delhi.

Enclosed please find the minutes of the 50th meeting of the Planning Committee for information and necessary action.


(Rajeev Malhotra)
Chief Regional Planner

Encl : As above.

To :

1. Shri P.K. Pradhan, Joint Secretary (D&L), Ministry of Urban Development & Poverty Alleviation, Nirman Bhawan, New Delhi.
2. Shri Bhaskar Chatterjee, Commissioner & Secretary, Town & Country Planning Deptt., Govt. of Haryana, Haryana Civil Secretariat, Chandigarh, Haryana.
3. Shri J.S. Mishra, Principal Secretary, Housing Deptt., Govt. of U.P., Bapu Bhawan, Uttar Pradesh Secretariat, Lucknow, U.P.
4. Shri Ashok Sampatram, Secretary, Urban Development and Housing Deptt., Govt. of Rajasthan, Rajasthan Secretariat, Jaipur, Rajasthan.
5. Shri Anil Baijal, Vice-Chairman, Delhi Development Authority, Vikas Sadan Near INA Colony, New Delhi-110 023.
6. Shri N.C. Wadhwa, Director, Town & Country Planning & Urban Estate and Chief Administrator, Haryana Urban Development Authority, Sector-18, Madhya Marg, Chandigarh
7. Shri K.T. Gurumukhi, Chief Planner, Town & Country Planning Organisation, Govt. of India, Vikas Bhawan, I.P. Estate, New Delhi.
8. Shri T.T. Joseph, Principal Secretary (PWD), Govt. of NCT-Delhi, 5th Level, Delhi Secretariat, PWD Secretariat, I.P. Estate, New Delhi
9. Shri V.K. Gupta, Chief Town & Country Planner, Town & Country Planning Deptt., Govt. of U.P., 7, Bandaria Bagh, Lucknow, Uttar Pradesh.
10. Shri U.K. Srivastava, Chief Town Planner (NCR), Town & Country Planning Department, Govt. of Rajasthan, Nagar Niyojan Bhawan, Jawaharlal Nehru Marg, Jaipur, Rajasthan.
11. Shri A.K. Mishra, Principal Adviser (HUD), Planning Commission, Yojna Bhawan, New Delhi.
12. Dr. P.S. Rana, Chairman & Managing Director, Housing & Urban Development Corpn., HUDCO House, Lodhi Road, New Delhi-110 003.
13. Dr. R.R. Khan, Advisor (IA-1), Department of Environment, Ministry of Environment & Forest, Paryavaran Bhawan, CGO Complex, Lodhi Road, New Delhi-110 003.

Ar

: - 2 - :

14. Shri Ashok Wasson, Chief Engineer (Planning), Min. of Road Transport and Highways, Transport Bhawan, Parliament Street, New Delhi-110 011.
15. Shri K.K. Gupta, Executive Director (Delhi Metro), Railway Board, Rail Bhawan, New Delhi.
16. Ms. Geeta Banerjee, Director (TPS), Deptt. of Telecommunication, Sanchar Bhawan, New Delhi.
17. Shri S.K. Jayaswal, Dy. Secretary (OM), Ministry of Power, Shram Shakti Bhavan, New Delhi.
18. Shri A.K. Jain, Commissioner (Plg.), Delhi Development Authority, Vikas Minar, New Delhi.
19. Shri D.S. Mathur, Principal Secretary, Department of Housing, Ballabh Bhawan, Govt. of Madhya Pradesh Secretariat, Bhopal, Madhya Pradesh.
20. Shri G.S. Sandhu, Secretary, Department of Housing and Urban Development, Govt. of Punjab, Mini Secretariat, Sector-9, Chandigarh, Punjab.
21. Shri Sharda Prasad, Commissioner, NCR Planning Cell, Town & Country Planning Deptt., Navyug Market, Commercial Building, IInd Floor, Ghaziabad, U.P.
22. Smt. Nisha Singh, Director, Delhi Division, Ministry of Urban Development, Nirman Bhawan, New Delhi
23. Shri A.K. Garg, Chief Co-Ordinator Planner, (NCR Planning Cell), C/O Chief Administrator, HUDA, SCO, Sector-6, Panchkula, Haryana.
24. Shri Amar Chand, Asstt. Secretary, BMCC, Min. of Power, F-Wing, IInd Floor, Nirman Bhawan, New Delhi.
25. Shri S.K. Zaman, Chief Co-ordinator Planner, NCR Planning Cell, Town & Country Planning Deptt., Navyug Market, Commercial Building, IInd Floor, Ghaziabad, U.P.
26. Shri Chandu Bhutia, Associate Town & Country Planner, NCR Planning Cell, Govt. of NCT-Delhi, Room No.507, 5th Level, Delhi Secretariat, I.P. Estate, New Delhi.
27. Smt. Shashi B. Srivastava, Director, NCRPB.
28. Shri Rajeev Chadha, Joint Director, NCRPB.
29. Shri J.N. Barman, Joint Director, NCRPB.
30. Shri K.S. Chandrashekar, Joint Director, NCRPB.
31. Shri V.K. Thakore, Joint Director, NCRPB.
32. Shri S. Surendra, Dy. Director, NCRPB.
33. Ms. Anjali Pancholy, Asstt. Director, NCRPB
34. Shri Dinesh Arora, Asstt. Director, NCRPB.
35. Ms. Meenkashi Singh, Asstt. Director, NCRPB.
36. P.S. to M.S.
37. P.S. to CRP.

97

MINUTES OF THE 50TH MEETING OF THE PLANNING COMMITTEE HELD AT 11.30 AM ON 13.2.2004 IN THE OFFICE OF THE NCR PLANNING BOARD, 1ST FLOOR, ZONE-IV, INDIA HABITAT CENTRE, LODHI ROAD, NEW DELHI.

A list of the participants is enclosed.

The Chairman welcomed the members to the 50th meeting of the Planning Committee and requested the Chief Regional Planner, NCRPB to take up the Agenda items for discussion.

The Chief Regional Planner initiating the discussion stated that in view of the decisions of the 26th Board meeting held on 16.1.2004 and minutes for which have been received 2-3 days earlier, amendments were required in the Agenda notes regarding the approval of the Regional Plan - 2021 for inviting objections/suggestions. He mentioned that as per the minutes *it was decided that public notice would be considered later as MPD-2021 was still at draft stage. Necessity of having synergy MPD-2021 and RP-2021 was stressed. However, for the present comments of concerned State Govts. could be called for.* Accordingly, the Agenda notes were modified.

AGENDA ITEM NO.1: CONFIRMATION OF THE MINUTES OF THE 49TH MEETING OF THE PLANNING COMMITTEE HELD ON 29.9.2003

It was informed that there were no comments/objections received in regard to the minutes of the 49th meeting of the Planning Committee held on 29.9.2003. The minutes were confirmed.

AGENDA ITEM NO.2: REVIEW OF ACTION TAKEN ON THE DECISIONS OF THE 49TH MEETING OF THE PLANNING COMMITTEE HELD ON 29.9.2003

(i) Change of landuse for an area measuring 252 ha. from "agriculture use" to "recreational use" in Greater Noida, UP.

Chief Regional Planner, NCRPB informed that the actual area proposed for landuse change was 192 ha. (after deducting the abadi area and Master Plan roads). While explaining the background of the case he mentioned that earlier the proposal was recommended by the 47th meeting of the Planning Committee and submitted to the Ministry for approval of the Chairman, NCRPB and Hon. UD&PAM. Ministry requested the views of the Member Secretary, NCRPB. The matter was placed in the last meeting of the Planning Committee and as per the decision, a Committee was constituted to examine the proposal. The Committee recommended the proposal for change of landuse from "agriculture" to "recreational use" and vice-versa for an equivalent area. Dy. General Manager (Planning), Greater Noida presented the proposal before the Planning Committee. Commissioner, NCR, UP stressed that this agriculture area was very close to the populated residential area and it would not be possible to maintain the proposed area as agriculture use and development of recreational facilities would also save the land from unauthorized developments. After detailed deliberations, the Planning Committee unanimously recommended the proposed change of landuse from "agriculture use" to "recreational use" and vice-versa of an equivalent area in Greater Noida. The proposal will be put up before the Chairman, NCRPB and Hon. UD&PAM for a decision.

- 92
- (ii) **The change of landuse for an area measuring 200 ha. from “agriculture use” to “mandi, warehousing and wholesale activities” in Greater Noida, UP.**

The Planning Committee noted that this item was dropped and had already been communicated to the Ministry of Urban Development & Poverty Alleviation.

- (iii) **Consideration of landuse change proposals received from Rajasthan Govt. and DDA.**

- a) **Change of landuse for an area measuring 5.23 ha. from “rural use” to “industrial use” in the Humjapur, tehsil Behror in Rajasthan Sub-Region.**

Planning Committee noted that the Chairman, NCRPB had rejected the proposal.

- b) **Change of landuse for 37.0 ha. (91.4 acres) in Zone ‘O’ from “agriculture and water-body” (A-4) to “residential” for Slum Resettlement at Madanpur Khadar, Delhi.**

Planning Committee noted that the Chairman, NCRPB had directed that the proposal would be sent again by DDA.

- c) **Change of landuse for an area measuring 3.0 acres (1.21) from “rural” to “public and semi-public (Diagnostic-cum-Rehabilitation and Research Centre) for Hind Kusht Nivaran Sansthan known as Anusandhan at Alipur, Delhi.**

The Planning Committee noted that the Chairman, NCRPB had approved the proposal.

- (iv) **Draft Regional Plan-2021**

Chief Regional Planner informed the Committee about the decision of the Board taken in its 26th Board meeting held on 16.1.2004 regarding the approval of the draft RP-2021 for inviting objections/suggestions.

Commissioner, NCR, UP observed that as per the NCRPB Act, 1985 the process should have been reversed. He stressed that Regional Plan which is a policy document for the development of the entire NCR should be prepared first which should be followed by hierarchy of plans i.e. Sub-Regional Plans/Master Plans to be prepared by the respective State Govts. etc.. Representative from Govt. of Punjab mentioned that keeping in view the preparation of Master Plans of towns of the NCR the finalization / approval of the RP-2021 should be expedited so that Master Plans of all the NCR towns can be prepared within the framework of RP-2021. Commissioner (Planning), DDA was also in agreement with the views of the representative of Govt. of Punjab.

The Chief Coordinator Planner, NCR Cell, Haryana mentioned that a number of Master Plans for the year 2021 for the towns were under preparation/finalization and these will have to be within the framework of RP-2021. Since the RP-2021 had not been approved, the Master Plans are pending finalization. Commissioner, NCR, UP suggested that the Master Plans may be prepared based on the draft RP-2021 policies. The Master Plans if approved before the approval of the RP-2021, the proposals of such Master Plans will be incorporated in the RP-2021.

Chairman, Planning Committee observed that in the preparation of Regional Plan and Development Plans/Master Plans, the spirit of the NCRPB Act and hierarchy of Plans should be followed and respected.

After detailed deliberations, it was unanimously decided that the RP-2021 should be finalized at the earliest since, the Master Plans for 2021 for the towns in NCR are under final stage of preparation / approval by the respective State Govts. and these Master Plans will have to be within the policy framework of RP-2021.

Chairman, Planning Committee on getting feed back from the Chief Coordinator Planners of NCR Cells observed that the preparation of Sub-Regional Plans for 2021 for the various Sub-regions of NCR had not been initiated and suggested that the State Govts. should take immediate action and initiate preparation of Sub-Regional Plans for their respective Sub-regions and which can be finalized as soon as the RP-2021 is approved by the Board.

(v) Eastern Peripheral Expressway

Chief Regional Planner informed the Committee that the team formed by the Planning Committee in its last meeting to visit the alignment of proposed FNG expressway had submitted its report wherein it had indicated that 1.5-2 km stretch has been encroachment out of about 10 km length visited by the team. He also informed that the Planning Committee in its last meeting had already taken a decision that alignment of expressway would be modified at the time of execution by undertaking feasibility/re-alignment study.

Commissioner, NCR, UP stated that in view of the development already taken place and also the encroachments on the proposed alignment of the expressway, minor modification of the proposed alignment may be made by shifting the alignment by about 500 m. to 1 km.. Chief Coordinator Planner, Haryana mentioned that the it would not be appropriate to change the alignment frequently since the alignment has been marked based on the detailed Khasra Plans.

After discussion, Planning Committee decided that the Govt. of UP may submit a proposal for the modification of alignment which would be examined and would be placed before the Steering Committee for consideration.

AGENDA ITEM NO.3: CHANGE OF LANDUSE OF AN AREA MEASURING 531.62 HA. FROM "RURAL USE" TO "INDUSTRIAL USE" AT NEEMRANA IN RAJASTHAN SUB-REGION.

After detailed deliberations, the Planning Committee recommended the change of landuse for an area measuring 531.62 ha. of which 263.10 ha. area for ex-post-facto approval and 268.52 ha. for fresh approval from "rural use" to "industrial use" in village Neemrana district Alwar, Rajasthan Sub-region with the conditions mentioned in para 3 (v) of the Agenda notes. The proposal will be put up before the Chairman, NCRPB and Hon. UD&PAM for a decision.

79

**AGENDA ITEM NO.4 CONSIDERATION OF THE PROPOSALS FOR
PERMITTING PETROL PUMPS IN THE "GREEN BUFFERS ALONG THE MAJOR
TRANSPORT CORRIDORS".**

Initiating discussions, Chairman Planning Committee mentioned that a Group under the Chairmanship of Commissioner (Planning), DDA was constituted to prepare comprehensive guidelines for locating petrol pumps and other highway facilities/amenities in the "green buffer along the major transport corridors of RP-2001". The Group had submitted the Report which was circulated to all members along with the agenda notes. He invited comments on the report and also on the proposal.

Commissioner, NCR, UP appreciating the Report prepared by the Group mentioned that the Group had gone into the details of the provisions for locating petrol pumps and other highway facilities/amenities of the guidelines of the Ministry of Road Transport and Highways, Indian Road Congress Guidelines and other relevant documents and suggested comprehensive guidelines. He had considered this report as a very sound one. Other members of the Planning Committee also appreciated the efforts made in preparation of the Comprehensive guidelines. The

[Planning Committee observed that petrol pumps are part and parcel of highways and are required to be located along side highways as a part of road furniture and are essential. It was further observed that keeping this in view the above, a provision had already been made for permitting fuel-filling stations in this zone in the draft RP-2021. It was further noted that out of the six proposals two were for rehabilitating the victims of Kargil war and Operation Vijay.

[After detailed deliberations, the Planning Committee unanimously recommended the proposal for permitting the petrol pumps in the "green buffers along the major transport corridors of RP-2001" with the conditions that the petrol pumps will be constructed as per the guidelines mentioned in para 3 (i) to (iv) of the Agenda notes. The proposal will be put up before the Chairman, NCRPB and Hon. UD&PAM for a decision.

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

**No.K-14011/50/2003-NCRPB
NCR Planning Board
India Habitat Centre
1st Floor, Zone-IV,
Lodhi Road, New Delhi-110 003**


**(Rajeev Malhotra)
Chief Regional Planner** 17/4/04

- Copy to :**
- 1. Chairman, Planning Committee.**
 - 2. Members of the Planning Committee.**
 - 3. Special invitee/participants.**
 - 4. All officers of the Board.**

45

LIST OF THE PARTICIPANTS

1. Shri B.K.S.Ray - Chairman
Member Secretary
NCRPB
Tel No.24642285
2. Shri Sharda Prasad
Commissioner,
NCR Planning Cell, Town & Country
Planning Deptt., Navyug Market,
Commercial Building,
IInd Floor, Ghaziabad, U.P.
Tel No.951202791529
3. Shri Prabhudayal Meena
Commissioner,
Gwalior Division, MP & Chairman SADA,
(Counter Magnet),
Gwalior
Tel. No.0751-234800,801 (O)
0172-2340100,234010 (R)
4. Shri S.S. Batra
Adviser (HUD),
Planning Commission
Yojna Bhawan, New Delhi.
Tel No.23096608
5. Shri A.K. Jain
Commissioner (Planning)
Delhi Development Authority
Vikas Minar, I.P. Estate,
New Delhi.
23378085
6. Shri U.K. Srivastava, Chief Town Planner
(NCR), Town & Country Planning
Department, Govt. of Rajasthan, Nagar
Niyojan Bhawan,
Jawaharlal Nehru Marg, Jaipur, Rajasthan
Tel No.0141-2561377
8. Shri Rajeev Malhotra - Member-
Convenor
Chief Regional Planner,
NCRPB
Tel No.24642289
9. Shri J.K. Gupta,
Adviser (T.P.)
PUDA, Sector-62, SAS Nagar,
Chandigarh.
Tel No.0172-2215527
10. Ms. Geeta Banerjee
Director (CP),
Department of Telecommunications
Sanchar Bhawan, New Delhi.
Tel No. 237330144,23717108
11. Shri S.K. Zaman,
Chief Co-coordinator Planner,
NCR Planning Cell, Town & Country
Planning Deptt., Navyug Market,
Commercial Building,
IInd Floor, Ghaziabad, U.P.
Tel No.951202791529
12. Shri J.B. Kshirsagar
Town & Country Planner
TCPO, E-Block, Vikas Bhawan,
New Delhi.
Tel No.23370306, 23379197 (Fax)
13. Shri Chandu Bhutia,
Associate Town & Country Planner,
NCR Planning Cell, Govt. of NCT-
Delhi, Room No.507, 5th Level, Delhi
Secretariat, I.P. Estate, New Delhi.
Tel No.23392294

46

- | | |
|--|--|
| <p>7. Shri A.K. Garg
Chief Coordinator Planner
NCR Planning Cell
C/o Chief Administrator
HUDA, SCO, Sector-6,
Panchkula, Chandigarh.
Tel No.0172-2578086</p> | <p>14. Ms. Leenu Sahgal,
Dy. General Manager (Planning)
Greater Noida Industrial Development Authority,
H-169, Chitvan Estate,
Greater Noida, UP.
Tel No.95120-2326140</p> |
| <p>15. Shri R. Srinivas,
Associate Town & Country
Planner
TCPO, E-Block, Vikas
Bhawan,
New Delhi.
Tel No.23378701</p> | <p>16. Shri Subhash C. Sharma
Assistant Town Planner
Office of the Chief Town Planner (NCR), Town &
Country Planning Department, Govt. of Rajasthan,
Nagar Niyojan Bhawan, Jawaharlal Nehru Marg,
Jaipur, Rajasthan
Tel No. 0141-2565412 (Fax)</p> |

Officers of the NCRPB

- | | |
|---|--|
| <p>17. Smt. Shashi B. Srivastava, Director (A&F)</p> <p>18. Shri J.N. Barman, Joint Director</p> <p>19. Shri Rajeev Chadha, Joint Director (Finance)</p> <p>20. Shri V.K. Thakore, Joint Director</p> <p>21. Shri J.N. Barman, Joint Director</p> | <p>21. Shri Chandrasekhar, Joint Director</p> <p>22. Shri S. Surendra, Dy. Director</p> <p>23. Ms. Anjali Pancholy, Assistant Director</p> <p>24. Shri Dinesh Arora, Assistant Director</p> <p>25. Ms. Meenkashi, Assistant Director</p> |
|---|--|