

Regional Centre for Urban & Environmental Studies
BOMBAY

RESEARCH REPORT
ON
IMPLEMENTATION OF DEVELOPMENT PLAN
A STUDY OF ULHASNAGAR AND KHOPOLI

BY

H. M. GOLANDAZ

S. S. PORE

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REGIONAL CENTRE FOR URBAN & ENVIRONMENTAL STUDIES

(MINISTRY OF URBAN DEVELOPMENT, GOVERNMENT OF INDIA)

ALL INDIA INSTITUTE OF LOCAL SELF-GOVERNMENT

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C O N T E N T S

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CHAPTER - I

INTRODUCTION :

"Urban Development" both as a process and end-product has got a very wide meaning. It connotes an activity involving certain objectives of better civic life and for that purpose provision of a set of basic facilities and services to the urban area and also regulation of the urban growth. The term "Urban Development" is sometimes erroneously interchanged with "urban growth", which indicates quantitative growth in the scales and parameters of development, that is, its population, area and activity pattern; but urban development indicates qualitative changes in these scales and parameters of development.

"Urban Development" therefore, includes planned development action with concerted effort for development activities including land acquisition, development and disposal of land for various uses; slum clearance and/or relocation, provision of social and economic infrastructure and mainly establishing a proper relationship between working and living environment in the urbanized and improving the quality of life in general. All these items fall within the Constitutional responsibility of the State Government under the Indian Constitution.

Unfortunately, there is no mention of Urban Development in either of the lists of the Indian Constitution - Union, State or Concurrent.

It was the Third Five Year Plan which highlighted for the first time the need for urban planning and a Centrally assisted scheme was included under which Central Government assistance was offered to the States for the formulation of City Master Plans for certain selected types of cities. Since the inception of the Third Five Year Plan, Master Plans have been prepared for almost all the major cities and towns in India and Regional Planning and other planning schemes, like Integrated Urban Development Programme (IUDP - Fifth Five Year Plan Scheme) and Integrated Development of Small and Medium Towns (IDSMT - Sixth and Seventh Five Year Plan Scheme) have been methodically brought in and are under implementation.

Urban Planning is universally accepted to achieve two major objectives : (i) to guard against haphazard urban growth; and (ii) to promote regulated urban development. However, in India, there is hardly any consensus regarding the approaches towards planning process and about organization for plan implementation. Where the State Governments undertake the planning responsibility, generally the grass-root agencies and Institutions are not much involved in the plan formulation process, manytimes plan suddenly brought before them for approval and implementation.

If the local bodies take up the task of plan formulation, their plan fails to reach out to the areas beyond their legal jurisdictions. The city

plans have also to consider necessarily all other Government and semi-government - institutions whose operations vitally affect the city areas.

The success or failure of planning process very much depends upon its execution and implementation. Many Development Plans and Regional plans have been prepared and the attempts at the evaluation of their implementation indicate that a very small proportion of the ideas and proposals have in reality been brought into existence on the site.

The major factors which affect the urban development plan may be summarised as (i) legislative framework and the role played by the State government, (ii) allocation and utilization of finance and priorities setting, (iii) procedures and administrative actions, (iv) local government set-up, and (v) public participation in planning.

Taking these factors into consideration, the Regional Centre for Urban & Environmental Studies, All India Institute of Local Self-Government, Bombay had taken up this Research Study on "Implementation of Development Plan - A Study of Ulhasnagar and Khopoli" as a part of its regular programme, duly approved by the Ministry of Works and Housing Government of India.

OBJECTIVES :

this Research Project has been taken by the Centre with three major objectives :-

1. To analyse the process of Development Plan preparation, and implementation at the administrative level.

2. To study the actual target fulfilment and its effect on that town's environment.
3. To identify the drawbacks in planning machinery, Development Plan and its implementation and to suggest effective alternatives to implement the development plan.

SELECTION OF TOWNS :

To achieve a detailed analytical picture of the Development Plan and its implementation, two towns of Maharashtra State were selected.

Amongst the selected two towns, the first is Ulhasnagar, which has the area of 13.34 Sq.km. with the population of 2,73,668 as per 1981 census. An outstanding feature of this town is that it is linked with the city of Bombay with fast modes of communication, that is, by commuter rail and is very close to the Kalyan Municipal Corporation areas namely, Ambarnath, Kalyan, Dombivali which have heavy concentration of industries of all categories (large, medium and small-scale).

The second town that is selected for the present study is Khopoli which is comparatively recent addition to urban area in the State of Maharashtra. 1971 census gives the population of the town as 18,152. The town with the area of 30.17 Km. had population of 32,102 in 1981. Geographically, it is located at the foothills of the Sahyadri. An outstanding feature of the town is that it is linked with the other parts of the State by an easy communication system by road and rail which ultimately paved the way for the rapid industrialization of the region. Owing to the peculiar set-up of the region at the foothill of the mountain with vast hydro-resources the Tata Hydro Electric Power House, was set-up in the beginning of the country. However, industrialization which was started in mid-fifties spread rapidly by the end of the sixties and transformed all the surrounded villages into a growing industrial town. In the short span the industries grew steadily, people came and settled in the area, population increased and commercial activities also expanded.

METHODOLOGY :

The present studies are field studies of the towns of Ulhasnagar and Khopoli and the work of implementation of Development Plans.

Field studies and survey techniques have advantages over library research, experimental studies and laboratory studies. Field studies and surveys permit the introduction of controls and of research objectives into the data collection itself. This means that both the problem under investigations and the types of observations and measures to be taken can now be under the control of the researcher.

The objective of the present study required detailed data about the towns, the development purpose, sites proposed for the development purpose, progress of the implementation of the Development Plan Proposals etc. These types of information need to be collected from the various sources: secondary sources as well as personal visits to the towns, observations - and discussions, etc.

In order to collect data pertaining to the implementation of Development Plan, personal visits to the towns of Ulhasnagar and Khopoli and visits to the proposed development sites were made.

Various offices, like Municipal Councils of Ulhasnagar and Khopoli, Office of the Town Administrator, Ulhasnagar, Town Planning and Valuation Department, Pune, Office of the Assistant Director of Town Planning,

Alibagh and Thana, Mahashtra Water Supply and Sewerage Board and its circle offices at Thana and Kalyan, Office of the Bombay Metropolitan Regional Development Authority, Bandra and Kalyan, Directorate of Municipal Administration were visited for the purpose.

Data are supplemented by the informations obtained through the discussions with the officials like Administrator, Chief Officers, Deputy Chief Officer, Town Planner, Municipal Engineer, some of the other staff members and ex-Presidents of the Municipal Councils.

PRESENTATION OF THE REPORT :

The analysis of data, observations and findings, and conclusions derived from the discussions have all be summed up and presented in this Report in 8 chapters and several annexures.

REFERENCES

1. The Public Health and Sanitation are listed under entry 6 in the State List of the Seventh Schedule of the Indian Constitution. The roads, bridges and municipal tramways are covered in entry 13, water supply and drainage in entry 17, rights in and over land, land improvement and colonisation in entry No.18, the local government is itself a state subject being entry 5 in the State list of subjects.
2. Since the council in Maharashtra were superseded, the Administrator and the Chief Officer were in charge of the functioning of the municipalities.

CHAPTER - II

Town Planning in Maharashtra :

The former presidency of Bombay was the first in India to introduce town planning legislation. Even the first Improvement Trust in the country was established in Bombay in 1898. Two major functions were undertaken by the Trust (i) road widening in the congested parts of the city, and (ii) acquisition of large areas of land for disposal to the public. However, this trust was dissolved in 1933.

The Bombay Town Planning Act, 1915.

In 1915, much before the dissolution of the Improvement Trust, the Bombay Town Planning Act 1915¹ had come into force. The main object of this Act was to enable the local authorities, that is, municipalities, to prepare town planning schemes for lands within their jurisdiction.² The Act also enabled the local authorities to pool together all the land for the purpose of planning and to redistribute them to the owners concerned in the form of reconstituted plots of good size and shape provided with all amenities and facilities, irrespective of the ownership.³

The Act also enabled the local authorities to recover betterment levies from the owners of land benefiting from the development activities in the scheme areas.⁴ The levy was limited to 50 percent of the estimated increase in the value of land resulting from developments under the scheme. The Act also

enabled the municipal bodies to zone out areas included in the schemes for different uses and also to control future developments on orderly lines.⁵

However, the Bombay Town Planning Act, 1915, had the following lacunae :

- (1) It was voluntary in nature and Town Planning under this Act solely depended on the initiative of the local authority.
- (2) Town Planning under this Act proceeded from the part to the whole instead of from whole to the part as it logically should. The Act contained a provision for the preparation of town planning schemes in respect of areas in course of development; but it did not provide for the preparation of an overall framework for the orderly growth and improvement of the town.

The Bombay Town Planning Act, 1915, was therefore, replaced by the Town Planning Act, 1954, which alongwith other provisions provided for the preparation of a comprehensive development plan for the entire area within the jurisdiction of the local authority and the preparation of detailed planning schemes, to implement the development plans. The detailed planning of developing areas could there be dovetailed into the overall framework of the development plan. This resulted in a better co-ordinated and integrated planning of the total urban areas. The Act also made it obligatory upon a local authority to prepare development plan within a specified time limit.⁷ In other respect, the 1915 Act provisions were retained.

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The MRTP ACT 1966 :

Maharashtra gave serious consideration to the need of preparing Regional Plans. This was to take care of the sprawling urban development taking place on the fringes of the metropolitan regions of Bombay and Poona and decided to appoint a Committee to formulate broad principles of regional planning and to make recommendations for establishment of metropolitan authorities for preparation and execution of such plans. This Committee was headed by Dr.D.R.Gadgil, the then Director of the Gokhale Institute of Politics and Economics, Poona. The Committee stressed the need of planning of the regions around the urban centres. The Committee's recommendations led to the amending of the 1954 Act, providing for statutory regional planning, and new town development through new Town Development Authorities which was passed by the assembly in 1966. Maharashtra became the first state to provide for regional planning on a statutory basis. Another specific feature of the Maharashtra Regional and Town Planning Act (MRTP Act) 1966, is that it enables new town development to be undertaken through statutorily constituted New Town Development Authorities and 'Fringe Area Development' in growing towns to be undertaken through Special Planning Authorities.

Based on the recommendations of the Gadgil Committee and as per provisions of the Maharashtra Regional and Town Planning Act, 1966, Government of Maharashtra constituted a Regional Planning Board in 1967, to study and to frame proposals for the Bombay Metropolitan Region.

In Maharashtra, after the enactment of 1954 Act, preparation of comprehensive development plan for the entire areas within the jurisdiction of the local authority is an obligatory duty of the municipal councils.

Structure Plan :

The Structure Plan for Special Planning Authority Area is intended to be a plan intermediate between the Regional Plan and a Development Plan. This is so because of large extent of area included in SPA (431 Sq.K.m.) SPA of Kalyan Complex area consists of four municipal towns, and surrounding areas of which some have non-agriculture potentiality and rest is worth preserving in original agricultural and natural state.

The Structure Plan includes the following items :

- (1) Broad land use zones for future, such as residential, activity areas including industrial and central area, location of growth centre.
- (2) Transportation network including roads, railways, water ways, and mass transportation facility;
- (3) Development Control Rules;
- (4) Project identification, priorities and agencies for implementation of projects with broad phasing of works;
- (5) Proposals for preservation and development of places having potential for outdoor recreation and places of historical and archeological interest.

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The Structure Plan does not include detailed layout. It also does not indicate zoning within municipal limits and same will be as per the sanctioned Development Plans. However, some recommendations on important aspects have been made. Allocation of population within municipal limits for the Plan period has also been indicated. Important Road linkages within municipal towns but extending outside areas are conceptually shown. The Structure Plan indicates broad financial implications of the identified projects.

In Maharashtra, after the enactment of 1954 Act, preparation of comprehensive development Plan for the entire areas within the jurisdiction of the local authority is an obligatory duty of the municipal councils. Under this Act, Town Planning Schemes can be prepared only as detailed town planning schemes for and as parts of comprehensive development plan. In Maharashtra there are 96 Town Planning Schemes.

Development Plan is the name given to the set of documents (maps, sketches and a written statement) prepared by each local government authority in consultation with the State government's Town Planning Authority. As a legal requirement of the Town Planning Act of the country, the Development Plan shows how it is intended to use the land including the areas for housing, industry, recreation and sites for hospitals and schools.

Thus, Development Plan means a plan for the development or redevelopment of the area within the jurisdiction of a Planning Authority and includes

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revision of a Development Plan and proposal of a Special Planning Authority for Development of land within its jurisdiction. The Development Plan is to inform the developers and guide the local authority regarding Development Control.

In Maharashtra, 233 Development Plans have been sanctioned by the Government.

Preparation, Submission and Sanction to Development Plan and its Implementation :

The work of preparing Development Plans on a non-statutory basis was started even before the 1954 Act as a part of the post-war Reconstruction Scheme No.139, under which a programme for 7 years for preparation of Master Plans, was drawn up. The term Master Plan is used to indicate physical land use plans. These plans, however, didnot have a statutory base and were therefore, statutorily unforceable. The 1954 Act, provided the needed statutory base for the comprehensive development plans and the tempo of work in this respect gained in momentum during the successive Five Year Plan periods.

In the third Five Year Plan, the following two schemes were started for giving financial assistance to municipal councils.

- (i) Financial assistance to Municipal Councils for provision of basic amenities.
- (ii) Financial assistance to municipal councils for implementation of Development Plans.

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From the commencement of the fifth Five Year Plan period, assistance has been given for :

- (i) Land Acquisition by agreement/or by compulsory Land Acquisition under the provision of land Acquisition Act 1894.
- (ii) Preparation and execution of Town Planning Schemes under the provisions of the MRTTP Act, 1966.

The Development Plans prepared under the Act provide for overall growth in the next 20 years, with provision of various basic amenities, and social infrastructure such as, primary schools, playgrounds, gardens, dispensaries, maternity homes, hospitals libraries, improvement of existing roads and frame work of the future roads for orderly development. According to the provision of the Act, the sites reserved for public purpose have to be acquired within a period of 10 years.

There are 11 municipal corporations and 209 municipal councils in Maharashtra State. All these municipal bodies have Development Plans prepared under the MRTTP Act 1966. For framing the proposals for providing basic amenities, the Government has prescribed certain standards and these are being reviewed and revised to meet the basic minimum needs so as to be within the financial resources of the municipalities which are found to be generally meagre, particularly in 'B' and 'C' class municipalities.

There is a provision in section 21(i) of the MRTTP Act, 1966, that within three years of commencement of this Act, every Planning Authority should carry out survey, prepare an existing land-use map and prepare a draft Develop-

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ment Plan for the area within its jurisdiction, in accordance with the provisions of the Regional Plan, where there is such a Plan, and submit the Plan to the State Government for sanction. The Planning Authority has also to submit a quarterly report to the State Government about the progress in carrying out the survey and prepare the Plan.

Section 22 of the Act gives contents of the Development Plan. Procedure to be followed in preparation and sanction of the Development Plans :

Section 23(1) indicates the procedure for making declaration of a Development Plan by the Planning Authority and dispatch of the same to the State Government.

Section 23(2) provides inspection of the Development Plan by the public at head office of the Planning Authority and Local authority.

Under section 24, the Planning Authority with the previous sanction of the State Government is authorized to appoint a Town Planning Officer. He has to carry out survey, prepare an existing land use map and formulate proposals of that area for submission to the Planning Authority. He has to complete these duties within six months of declaration of intention to prepare Development Plan (Section 25).

Section 26(1) of the Act, provides for preparation and publication of Draft Development Plan for inviting suggestions and objections of the public, which should be submitted within sixty days.

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While preparing the Draft Development Plan, the Planning Authority has to consider the proposals made in any Draft Regional Plan or any Financial Regional Plan as the case may be (Section 27).

Subject to the provisions made in section 28(1), a Planning Committee is appointed by the Municipal Council to consider objections and suggestions. The Planning Committee submitted its report to the municipal council. If the changes are of the minor nature under section 30, the municipal council submits the Draft Development Plan to the State Government.

Under Section 31(1) of the Act the State Government, after consulting the Director of Town Planning, may sanction, reject or return the Draft Development Plan for modifications to the Planning Authority.

If the changes or modifications are of major nature, under section 29, the Planning Authority has to republish the Development Plan, indicated the modifications proposed to be made. The time limit for further objections and suggestions is sixty days only.

After the approval of the Development Plan, it has to be implemented within ten years.

At least once in ten years the Municipal Council has to revise the Development Plan (Section 38).

Land Acquisition provisions under the Land Acquisition Act, 1894 and
M.R.T.P. Act., 1966.

Under the Development Acts there are provisions for acquisition of land for the purpose of planning and development. Such acquisition are deemed to be for "public purpose" and generally the provisions of the Land Acquisition Act 1894, particularly those relating to the payment of compensation are made applicable (with or without modifications) in acquisition proceedings. Some of the Acts provide for the establishment of Tribunals for the determination of the disputes relating to compensation and the award of such tribunals is made final. The general procedure is for the authority, for whose purpose the acquisition is proposed to be made, to approach the Government which is to set the law in motion and acquire the land in accordance with the procedure prescribed under the relevant Act and transfer it later to the authority concerned after receiving the compensation payable together with the expenses incurred for the acquisition.

The Land Acquisition Act, 1894 being a pre-constitutional legislation was required to satisfy the needs of the Constitutional provisions. It was enacted at a time when a large scale acquisition of lands for various developments big and small, were not visualised by the legislature. Some state legislatures have amended the 1894 Act for meeting the requirements of the various development projects. Under the Constitution, "Acquisition and Requisitioning of Property" is placed in the Concurrent List and as such both the Union and the States are empowered to enact laws relating to acquisition

or requisition of property. In pursuance of this power some States have enacted separate self-contained acquisition laws for application within their respective jurisdiction.

The M.R.T.P. Act contains certain provisions which supplement the work of Land Acquisition under the Land Acquisition Act, 1894.

Section 125 of MRTP Act, 1966 provides that any land required or designated in a Regional Plan, Development Plan or Town Planning Scheme for a Public Purpose including plans for any area of comprehensive development or for any new town shall be deemed to be land needed for a public purpose within the meaning of the Land Acquisition Act, 1894.

References :

1. Government of Bombay, Bombay Town Planning Act, 1915, Chap. 1 (2) P. 1357.
2. Ibid, Preparation & Publication of the Draft Scheme Chap.11(10) P.1361.
3. Ibid, Chap.3(8 (1) (2)(3)) P.1360
4. Ibid, Chap.3 (18:(1)IV & (2)) P.1366.
5. Ibid, Chap.2(11) P. 1361,1362.
6. Government of Maharashtra, Bombay Town Planning Act, 1954. (Bombay Act No. XXVII of 1955) Central Press : Bombay, 1966.
7. Ibid, P. 4389
8. Government of Maharashtra, Maharashtra Regional & Town Planning Act, 1966
9. Ibid.

CHAPTER - III

ULHASNAGAR : INTRODUCTION TO THE CITY

(A) ORIGIN OF THE TOWN :

In the year 1942, during the Second World War, Government acquired about 1300 hectares of land between Kalyan and Ambernath, (which is presently known as Ulhasnagar) for the establishment of Transit Camp. This camp was meant for the troops of the Defence Department of the Government of India. Immediately after acquisition of land, the development of the camp was undertaken. This Transit Camp (Figure: 3.1) was originally designed to accommodate 6000 soldiers with overall population of 30,000. All these developments were proposed to be accommodated in five (5) camps. In all these five camps 1173 barracks for residential purpose were constructed. All the basic amenities needed in the transit camp were also provided. In all, there were 1600 bathrooms and 2800 latrines. For the benefit of commuters, James Siding (Vitthalwadi) Railway Station on Central Railway Line was also provided.

The Camps are extended from Kalyan-Murbad Road on the North to hill ranges in the South. The main line of Central Railway which to Pune traverses in West-East Direction, thus bifurcating the town into two parts. The Northern Part comprises of Camps 1,2 and 3 whereas the camp numbers 4 and 5 are located within the Southern part.

The various amenities and facilities that were made available to the people of the different camps are briefly described as under:

- ✓ (i) Water Supply to the extent of 20 gallons per head from Badlapur water works was provided and made available by gravitation.
- ✓ (ii) The electricity service was provided through Electric Sub-station installed at the Ordnance Factory of Ambernath.
- (iii) Drainage scheme was designed to collect waste water from bathrooms and latrines. After the treatment effluents was carried in open gutters ultimately discharged in the nearby open fields or in the Walghuni Nalla.
- (iv) Medical relief in the form of combined hospital - cum- Maternity Home in Camp No.3 and dispensery - cum - maternity home in Camp No.4 was provided. In addition to these, the dispensery for each camp was also provided.
- (v) In addition to the indoor and outdoor games facilities, other recreational facilities like four Cinema Theatres, Swimming Pools, a club house, a dancing hall were also provided.
- (vi) For the benefit of the commuters 'James Siding' (Vitthal Wadi) Railway station was available.

(B) EVOLUTION OF THE NEW TOWNSHIP :

(i) After the partition of India in 1947, the influx of refugees from West Pakistan, dispersed into different parts of India. This led to the establishment of two refugee colonies in Maharashtra, one at Pimpri, the other at the Kalyan Camp, now known as Ulhasnagar. The Government decided to convert the transit camp which was originally meant for the military purpose into a new township to accommodate the heavy influx of refugees. Hence in April 1948, the transit camp was handed over to the Relief and the Rehabilitation Ministry of Government of India.

(ii) Old Military Barracks :

When the camp area was handed over to the Relief and Rehabilitation Ministry for resettling the displaced persons, in 1948, there were about 1173 barracks, which provided the required room for starting the new life. These barracks were generally allotted for various uses.

TABLE : 3.1








Number of barracks and their use.

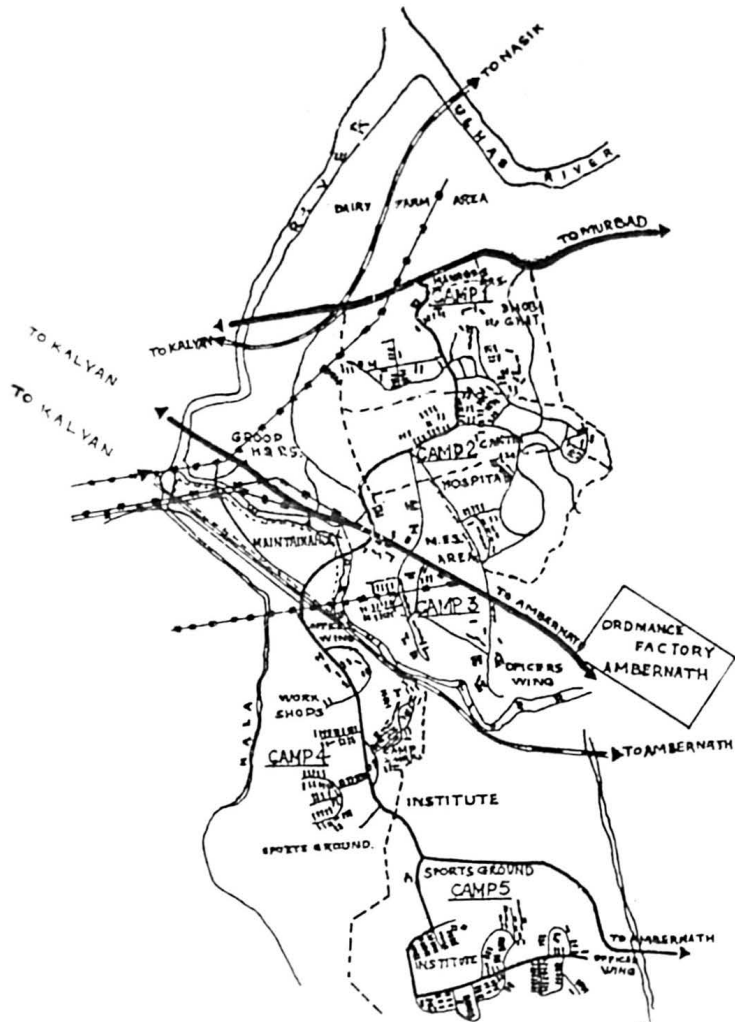
<u>Sr.No.</u>	<u>Purpose</u>	<u>No. of Barracks</u>
i)	Housing	1043
ii)	Primary Schools.	10
iii)	Secondary Schools	4
iv)	Government offices including The office of the Administrator, Police Department, Law and Judiciary Department.	100
v)	Maharashtra State Electricity Board.	16
		<u>1173</u>

ULHASNAGAR

EARLY DEVELOPMENT KALYAN TRANSIT CAMP

LEGEND

-  MAJOR DIST. ROADS.
-  MAIN ROADS.
-  OTHER ROADS.
-  RAILWAYS.
-  CAMP BOUNDARY.
-  BARRACKS.
-  TRANSMISSION LINES



SCALE: — 1" = 3200'-0"
OR 1CM. = 384.25 m.

All these barracks were not of the same design and types and broadly grouped in the following types :

Details about the barrack :

<u>Type</u>	<u>Outer Size</u>
i) Consisting of 12 rooms	150' x 25'
ii) Consisting of a Central large hall with two small rooms at the two ends.	150' x 40'

The following figures in Table 3.2 reveal the condition of the town in the beginning :

TABLE : 3.2

1. No. of Displaced families.	18,213
2. No. of Non-Disposal families	628
Total	18,841
3. No. of Displaced persons	92,420
4. No. of Non-Displaced persons	1,992
Total Persons	94,412

The information of the then existing educational facilities is given in Table No. 3.3

TABLE : 3.3

<u>Description</u>	<u>Number of schools</u>	<u>Number of students.</u>
Primary schools	17	5147
Secondary schools	6	1252
Vocational Training Centre	1	135
	24	6584

* 1. Spot census in August 1948, Government of India, as quoted in Development Plan Report - Ulhasnagar, P. 3

Apart from Sonawala industries, which was established in 1942, no major industrial development had taken place in the town of Ulhasnagar.

In addition to these, 30 small scale industrial units started functioning and 1096 shops of various categories, spread all over the camp started their business. In 1951, a joint stock company, namely National Rayons Ltd. was established which was a major pioneer industry in the town. Amar Dye-Chem Ltd. (1956) and Indian Dye Stuff (1956) were started on areas of 38 hectares (97 Acres) in the northern portion of Town, on the bank of Ulhas River. This was followed by Century Rayon (1962) which occupied a large block of land admeasuring about 35 hectares (88 Acres) adjacent to the above factories. Herman Mohatta factory was established in the year 1956. The total area occupied by this factory is 76,000 Sq. yards (12 acres).

(C) REGIONAL SETTING :

(i) Geographical Location :

The Town of Ulhasnagar is located near the confluence of Ulhas and Waldhuni Rivers and is having latitude of 10-14° North and longitude of 73 - 8° East. The location of this town in relation to the other urban centres has been shown on the Plan (Fig.No.4).

The Konkan Region extends from Sahyadri ranges on the East to the Arabian Sea on the West; and from Dahanu Taluka of Thane District on the North to Sawantwadi Taluka of Sindhudurg District on the South.

Ulhasnagar is one of the important town in this region. The city of Bombay of the Western India happens to be at the apex of this coastal Region of Konkan. Ulhasnagar Town is situated at a distance of 58 Kms.(about 36 miles) from Bombay and is linked with it by direct railway line from Bombay to Poona and Bombay to Nashik.

Table 3.4 shows the Major Urban Centres with the population and their distances from Ulhasnagar.

✓TABLE : 3.4

Sr.No.	Name of the Urban Centre	Population as per 1981 census.	Distance from Ulhasnagar in Kms.
1.	Bombay	82,43405	58
2.	Thana	3,09897	24
3.	Dombivali	1,03222	9
4.	Kalyan	1,36052	4
5.	Ambernath	96347	2
6.	Bhiwandi	1,15298	12
7.	Panvel	37073	41
8.	Vasai	80038	100

Ulhasnagar is surrounded by the Towns of Dombivli, Kalyan and Ambernath which are now part of Kalyan Municipal Corporation. Kalyan city, Ulhasnagar and two industrial areas of Atale and Badlapur form an important agglomeration in the eastern section of the Bombay Metropolitan Region.

(ii) Geographical Setting:

The area of Ulhasnagar stretches about 7 Kms.(4.35 miles) North-South, and about 3 Kms.(1.2 miles) East-West. Besides Waldhuni river, the South-East line of the central railway also divides the town into North and south. Kalyan - Murbad Road, a state highway and Kalyan - Ambernath Road have also divided the town. The major barriers to the orderly development of Ulhasnagar are as follows :

- a) The hills in North-East & South-West.
- b) The cut-up area by the side of Waldhuni River and Nallas.
- c) Alignment of the Railway tracks leading to Pune-and Nashik.
- d) Criss crossing of the high voltage transmission lines.

The large portion of the land from the town has therefore been rendered unsuitable for development unless large amount of expenditure is incurred.

The Waldhuni River which runs East-West through the town carries the effluents of the chemical factories in Ambernath and the sullage water from the barracks in Ulhasnagar. The banks of these rivers are largely used either for dumping refuse or for brick kilns with exception

of few vegetable gardens. The hills on the North-East and South-West part of the town are rocky, and occupied by the slums.

The North-East part of the Town is hilly, the highest point being at 308 ft. above the sea level. The hills are in the North-South direction with slopes on East and West. The North-West portion of the Town is generally plain except for the low-lying areas along Waldhuni River. These low-lying areas get flooded during the Monsoon. The land to the South of Waldhuni River though having undulating nature, at the higher level as compared to those on the north of the Waldhuni River. This part contains ups and downs and is cut up by other small water courses.

The South-East portion of the town has a hill with the height of 304 ft.

Soil : Geographically, the town is in the Deccan Trap and Laterite. There are no minerals of economic importance found in this area. The soil is rocky and mixed with sandy alluvium.

The Waldhuni river is not a perennial one and flows with full capacity only in the rainy season. After flowing up to western boundary of the town, Waldhuni River takes a turn towards north along the western boundary of the town and meets the Ulhas River at a distance of about two kilometers from the town. The town of Ulhasnagar falls in the valley region of Ulhas river, one of the important rivers in the Bombay Metropolitan Region. This river forms the northern boundary of Ulhasnagar Municipal limit.

The town is broadly divided into two parts by the rivulet Waldhuni

which runs in the East-West direction, as well as by a railway line- Bombay to Poona. It has a facility of three railway stations, namely, Ulhasnagar, Vitthalwadi and Shahad. These railway stations provide transit facilities. The figure No.6. shows the rail and road connections interlinking the different Urban Centres of this region.

(D) LAND USE BEFORE MASTER PLAN :

The total extent of land within municipal limit admeasures 1300 hectares (3212 acres). It is seen from the analysis of the existing land use (table :3.5) that the developed area in Ulhasnagar admeasures only 587 hectares (1447 acres), that is, 45.3 percent of the total area under Ulhasnagar township. The developed area includes various non - agricultural users, such as residential, industrial and commercial etc. The total agricultural area admeasures about 224 hectares (554.00 acres), which account for nearly 17 per cent. The hills cover an area of 63 hectares (157 acres) to the extent of about five per cent. Some of the hills and the areas on the steep slopes are rather difficult to develop. The low-lying areas along side the Waldhuni river and cut up lands along side the nallas in camp No.2 and camp No.3 remained undeveloped. These areas used to get flooded during the monsoon. The lands on the extreme South of the town though plain and level was also not been developed being far away from the existing railway station. Thus, the total vacant land available for development admeasured nearly 416 hectares- constituting 32 percent of the total area within the municipal limit.

The Broad Existing Land UtilisationPattern of Ulhasnagar

TABLE : 3.5

Sr.No.	Types of land Utilisation	Area in Acres	Area in Hectors	Percentage of Total Area.
1	2	3	4	5
1.	Built up Area	1447.0	587.0	45.30
2.	Agricultural Lands	554.4	224.0	17.25
3.	Area under Hills.	157.0	63.0	4.68
4.	Area Under river course.	33.0	14.0	-
5.	Low Lying Area.	-	-	-
6.	Vacant Area.	1021	418.0	31.74
TOTAL -		3212.0	1304.0	100.00

(Ref: Table No.5 P.26 Ulhasnagar Development Plan 1967-1991)

(E) SOCIAL SETTING :(i) Population:

The first layout of the transit camp in itself was healthy and modern and prepared with a certain for occupation of the troops and this naturally influenced the design of this camp for housing a regimented society. As it is already mentioned, the partition of the country necessitated building up an altogether a new habitation for the displaced persons, who had come from the western part of the country. These displaced people were subjected to entirely different geography, soil, climate and the way of living. The most urgent problem of the time was to provide them an immediate shelter and a livelihood. Table 3.4 gives linguistic distribution of the population in Ulhasnagar, which shows the number of sindhi refugees distinctively.

✓ TABLE : 3.6 (1961)

Sr.No.	Language	No.of persons speaking	Percentage to the total population.	Male	Female
1	2	3	4	5	6
1	Sindhi	87,932	81.31	45078	42854
2	Marathi	10,011	9.32	5351	4660
3.	Hindi	3,972	3.69	2697	1275
4.	Gujarati	2,103	1.96	1120	983
5.	Telagu	1,131	1.066	644	487
6.	Kannada	333	1.031	218	115
7.	Tamil	347	0.329	194	153
8.	Malyalam	220	0.255	150	70
9.	Urdu	211	0.196	134	77
10.	Other languages	15,500	1.39	877	623
Total:-		1,07,760	100.00	56463	51297

✓ According to the census of 1951, population of the town was 80,861. This shows that there was some over- numeration (94,412) during March 1948 census, which was carried out by the office of the Township Administration.

(ii) COMMERCIAL ACTIVITIES :

✓ Upto the year of 1969 there were 4,656 shops of all types, 519 commercial establishments like garages, service shops etc., 417 hotels and restautants and 6 theatres. The total number of shops work out to about 30 per 1000 persons, as against 5 to 10 per 1000 persons recommended in the planning standards. The number of hotels was also large, which is a result hoteling habits of Local majority population. ✓ There were 4 petrol pumps and branch offices of different commercial banks. There were no organized Municipal markets for vegetable, fish and mutton. The fish and mutton markets were located at five sites in the town, one in each camp. The vegetable shops were located along the streets at a few central places. Vegetables were sold by hawkers and street sellers crowding the following locations :

- 1) Near Police Station - Camp No.1
- 2) Near Siru Chawl and
- 3) On the road leading to Ulhasnagar, Railway Station from Paramount Talkies - Camp No.3
- 4) Near Government Dispensary, on the main road of camp No.4.
- 5) Middle part of the Ambernath Road - Camp No.5

The total area covered by commercial activities was 18 hectares of land, constituting 3 percent of the developed area.

(iii) INDUSTRIAL AGTIVITIES :

✓ About 123 hectors of land in the town was used for industrial purpose. This constitutes 21 percent of the developed area. The Industrial area is distributed in six major locations as shown in table 3.7

✓ TABLE : 3.7

<u>The Major Industrial Sites and the Area and the Existing Industries in Ulhasnagar Township</u>		
Sr.No.	Location of Industrial Area	Existing Industrial Area in Hectares.
1	2	3
1.	Industrial Area on the North of Kalyan Murbad Road in Camp No.1.	68.00
2.	Industrial Site Near Shahad Railway Station and on the South of Kalyan-Murbad Road.	7.00
3.	Industrial Area in Camp No.2 at its Eastern part.	0.40
4.	Industrial Estates in Camp No.4	14.25
5.	Small scale industries on Kalyan - Badlapur Road in Camp No.5	0.35
6.	Industrial Estates near Vithalwadi Railway Station	8.72
TOTAL		99.00

(Ref: Table No.12 P. 53. Ulhasnagar Development Plan 1967-1991).

The industrial activity was spread in the town irrespective of the surrounding residential area. There were thirty Saw mills in the town, seven industrial zone and twenty three amidst residential area, occupying nearly 4.2 hectares of land

The information from Municipal Council reveals that there were about four hundred small scale industrial units, each employing two or three persons. A majority of these units were found in the houses or in shoplines. These industrial units can be classified as in table No.3.8

✓ TABLE - 3.8

Different Industrial Units in the Town

Sr.No.	Description	No. of Units.
1	2	3
1	Plastic Industries	48
22	Chemical Industries	54
3	weaving Factors	24
4	confectionaries	74
5	Biscuit Manufacture on Power	43
6	Printing Presses	32
7.	Dying Works	3
8.	Oil Mills	3
9.	Steel works	86
10.	Lathe Machines	9
11.	Saw Mills	30
Total		406

(Ref: Page 54 UDP : 1967 - 1991)

An attempt to collect information about the employment in the factories was made by contacting these factories. It is estimated that nearly 10,000 persons were employed in the factories. The four major industries, namely, Century Rayon, Indian Dye Stuff, Amar Dye Chemical Pvt.Ltd., and Herman Mohatta employed nearly 6,500 workers. The Power Cables, Waco Radio and Hindustan Pencils employed nearly 1400 workers. The rest of workers were employed in various small-scale industrial units.

The total industrial area inclusive of small-scale industries, was 123 hectares and 10,000 Workers. This gives the worker density of 88 to 90 workers per hectare.

accordingly to 1961 census, there were 29,815 workers engaged in nine categories of economic activities.

Table 3. 9 gives number of workers engaged in Primary, secondary and Tertiary Sectors.

TABLE 3.9

Sr.No.	Economic activity	No.of Persons	Percentage.
1.	Primary sector	508	1.3
2.	Secondary sector	10,586	35.5
3.	Tertiary sector	18,721	63.2
	Total	29,815	27.8 percent of the total population (1,07,760)

(E) ORGANIZATIONAL SET UP, UTILITIES & SERVICES
BEFORE MASTER PLAN :

✓ The development work was looked after by the departmental wings of Maharashtra State Government, Maharashtra Housing Board, and the work of these wings was coordinated through the co-ordination committee appointed by the Government till Ulhasnagar Municipal Council was established on 1st October 1960.

The Municipal Council looked after the civic affairs through its six committees.

- 1) Standing Committee.
- 2) Water Supply and Drainage Committee.
- 3) Planning and Development Committee.
- 4) Education Committee.
- 5) Public Works Committee.
- 6) Sanitary, Public Health and Medical Committee.

UTILITY SERVICES :

(i) Water Supply :

The town received its water supply from Badlapur storage reservoir through a 24' line which was first laid for serving this Kalyan transit camp. The water from Badlapur mains was first stored in the reservoirs in Camp No. 1 and 3 and further distributed by gravity.

From Badlapur water reservoir the town received nearly 2.8 million gallons of water per day. The town also received water supply from Shahad water works through a 33" line. 1.2 million gallons were drawn per day from Shahad water works. Including Badlapur supply, the town received 4.0 million gallons of water per day, at a rate of 20 gallons per day. The water drawn from these main sources was stored in high level reservoirs at the following places :

- 1) In camp No.1: On the hills south of Birla Temple. It has the storage capacity of 0.13 million gallons.
- 2) In camp No.3 : On the hill, east of General Hospital. The capacity of this tank is 0.35 million gallons.
- 3) In camp No.4: Two reservoirs at the south of Prabhat Talkies, with the total capacity of 0.43 million gallons.
- 4) In camp No.5: On the western hill. This reservoir has the capacity of 0.13 million gallons.

there were 1715 Private water connections and 713 cooperative connections. The water was also supplied through 803 Public Stand Posts.

The town was supplied water at the restricted hours, therefore, the then water supply position can not be considered as adequate and satisfactory.

(ii) DRAINAGE :

The town did not have the facility of an underground drainage system. The town was also not provided with the primary facility of surface drainage, with the result, the water from kitchens and bathrooms is let off in the open yards, which flows through the nallas and low lying areas, ultimately joining Waldhuni river. The town had some Septic Tank Latrines in the Military Camps and also subsequently constructed by Maharashtra Housing Board and Buildings and Communication department. There was no provision of Storm Water Drainage. The garbage collection was done ^{by} the trucks and all the collected garbage was being dumped along the Waldhuni river in Camp No.3. There was also an open plot in Camp No.4, south of Vocational Training School, where garbage was being dumped.

(iii) Electricity Supply :

The electricity was available from the Tata power lines which also provided the supply to the industrial areas. The distribution of the electricity was done by the Maharashtra State Electricity Board. Total number of the consumers was 25,134 and the total consumption was 29208861 Kwh. There were about 385 small scale industries consuming electricity up to 20 H.P.; 29 medium scale industries consuming electricity between 20 H.P. to 100 H.P. and 19 large scale factories consuming electricity above 100 H.P. Total industrial consumption was 1,69,78007 Kwh.

Early Efforts of Planning the Ulhasnagar Township :

The first layout of the transit camp in itself was modern and prepared for occupation of the troops and this naturally dictated the design of this camp for housing a regimented section of society.

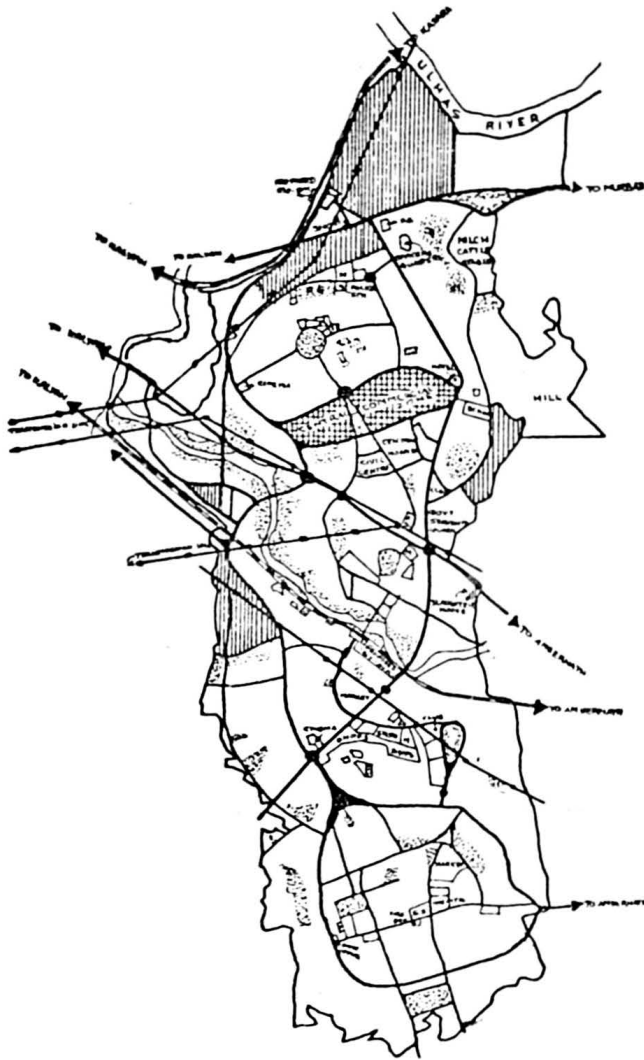
After partition of the country in 1947 the Government faced an urgent problem of providing sufferers an immediate shelter and livelihood. Ulhasnagar became transit camp for these refugees. The layout of the transit camp had therefore, to be redesign to meet the new needs of the time - a permanent residence for the thousands. While the administration engaged in resettling the refugees in the available barracks and rooms provided by the transit camp, it was felt that some planning is required for the town. This led to the drawing up of new Map for the transit camp. The new map the first Master Plan of the township (Figure: 3.2) was drawn up in 1948. This was drawn with a view to accommodate an ultimate population of about 2 lakhs. The broad proposals of this Master Plan have been shown on the Plan No.2.

Recommendations of the Master Plan :










The Master Plan had recommended a location of the town centre on a Central area between Kalyan Ambarnath Road and Nehru Chowk in Camp No.3 and around 2. This was to grow self-contained neighbourhood of a size depending upon the available space and the distance from the town centre. The town centre over an area of about 21.5 hectares and the five industrial estates,

ULHASNAGAR

MASTER PLAN : 1948



LEGEND

-  100'-0" WIDE ROADS.
-  60'-0" WIDE ROADS.
-  TATA TRANSMISSION LINE.
-  RAILWAY LINE.
-  MASTER PLAN LIMIT.
-  PROPOSED EXTENDED LIMIT.
-  RECREATIONAL GROUNDS, GARDENS, PARKS & GREEN BELTS.
-  INDUSTRIAL LAYOUTS.
-  CENTRAL COMMERCIAL ZONE.



SCALE : 1" = 3200'-0"
OR 1CM = 384.25 m.

covering an area of about 127 hectares and local service centres were considered to provide job opportunities to the people.

It was also recommended to have two railway stations in addition to Vithalwadi Railway Station. The township had north-south main roads, which were proposed to have a land width of 90' to 120'. The roads connecting Kalyan-Ambarnath and Kalyan-Murbad road and traversing the township area in east-west direction were proposed to have a land width of 100'.

The plan also recommended implementation of the Plan through preparation of detailed layouts of all the central areas, and neighbourhood sections. to be actually demarcated on site. Development activity in the town to be controlled and guided on the basis of these demarcated layout.

However, the Plan did not recommend any organization of a statutory authority for implementation of the Master Plan and other connected development works.

The achievements of the Master Plan :

By the time the Master Plan was taken up for implementation, the town had already grown up in haphazard manner. This became a major obstacle to many of the Master Plan proposals.

Since there was no Central Agency to carry out the development works and the implementation of the plan was taken up on a sectorial basis, that is, the different wings of Government Departments were held incharge of

new housing, construction of roads, water mains and other services. A stricter control on development activities could not be observed particularly in the central and northern areas in Camp No.2,3 and on the some of the roads.

However, some of the proposals of the Master Plan were implemented in Camp No.4 and 5. In spite of this, the town is provided with new roads in Camp No.4 and 5, Maternity homes and dispensaries on desired locations and a few schools on the sites suggested by the Master Plan. Colleges are also established on the site earmarked for the purpose near Ulhasnagar Railway Station.

In the next chapter an attempt has been made to discuss the Development Plan proposals in the context of the Ulhasnagar Township.

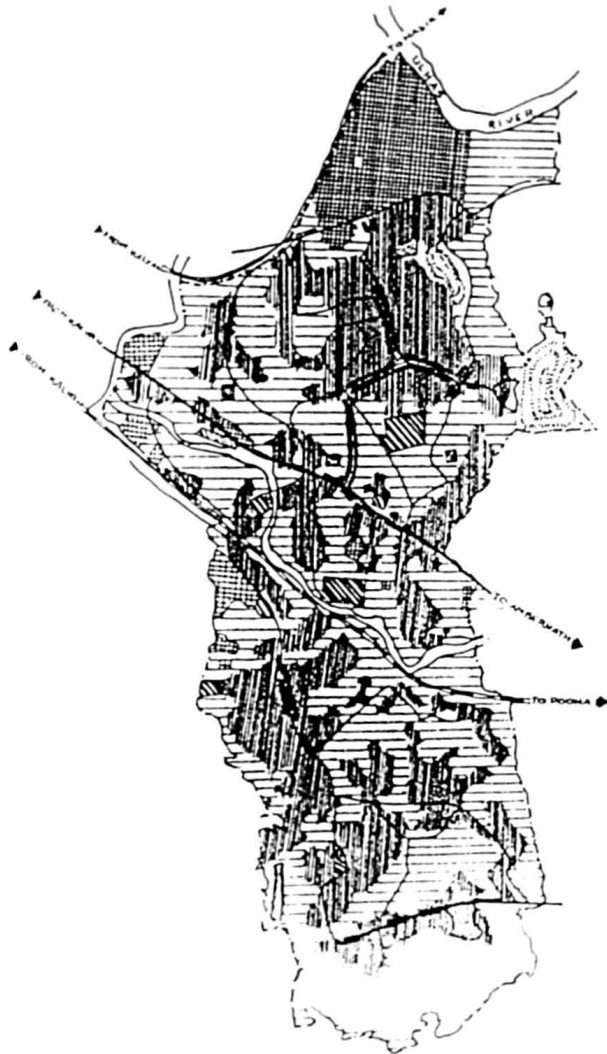
Fig. 3.3. presents the existing land-use pattern in the town before the formulation of Ulhasnagar Development Plan.

Ulhasnagar Municipal council came into existence on 1st October,1960. The total area is 22 sq.Kilometers and the present population is 4 lakhs. The Municipal Council has 60 wards and 62 councillors, out of 62, two are nominated councillors. However, at present the Municipal Council is under supersession.

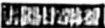

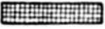


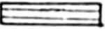

Ulhasnagar Municipal Council, at present, has 742 persons as the total conservancy staff. The total staff of the Municipal Council is 1,100, of which

ULHASNAGAR

EXISTING LAND-USE



LEGEND

-  RESIDENTIAL
-  SHOPPING AREA
-  INDUSTRIAL.
-  PUBLIC & SEMI-PUBLIC.
-  GARDENS & OPEN SPACES.
-  VACANT & AGRICULTURAL LAND
-  HILLY LAND



SCALE : 1" = 3200'-0"
OR 1cm = 384.25 m

300 staff members come under Class III.

The financial position of the Ulhasnagar Municipal Council is not very sound. The financial position between 1980 to 1984 is given in the table No. 3.10

TABLE NO.- 3.10

Ulhasnagar Nagar Palika : Financial Position.

Year	Income	Expenditure	Surplus/Deficit
1980 - 81	34982751/-	38176116/-	- 3193365
1981 - 82	36535128/-	43140377/-	+ 6605249
1982 - 83	37195104/-	37871574/-	+ 676470
1983 - 84	48318134/-	48211921/-	- 106213

References

1. Ulhasnagar Development Plan,
Chapter No.IV, Future Land Use P. - 13.
2. Ibid., P. - 44.

CHAPTER : IV

DEVELOPMENT PLAN PROPOSALS - ULHASNAGAR

Since 1964, various planning efforts were made to have a systematic development of the town of Ulhasnagar. The original layout for the transit camp in itself was well-planned and prepared with a certain purpose for occupation of the troops. The purpose was altogether changed when the refugees were allotted the barracks for their re-settlement. This led to the drawing up of new map of the transit camp for organising the various activities of the new community and providing climate for a homogeneous society. This New Map was the first Master Plan of the Township designed for the population of 2,00,000. However, this plan did not consider any organization of Statutory Authority for implementing Master Plan and other connected development works. As a result, the proposals of the Master Plan, which was sanctioned in the year 1964, were not taken seriously by the inhabitants of the Town. Government of Mānārāshtra appointed a Town Development Committee for the preparation of the Development Plan for the entire Township. The Town Development Committee prepared a recommendatory plan of the Township for transforming it into a good satellite town and submitted the proposals for the development of Township alongwith the Report containing recommendations to the Government on 30th April, 1970.

Ulhasnagar Municipal Council followed following legal formalities in this connection :

Development Plan of Ulhasnagar

Legal formalities

i)	Declaration of intention by the Ulhasnagar Municipal Council to prepare the Development Plan.	General Body Resolution- No.203 Dt.4-2-1965.
ii)	Publication of declaration of intention in Maharashtra Government Gazette.	dt.22-4-1965 on page No.1800 in Government Gazette Part I.
iii)	Preparation of existing land use, Map.	Dt. 26.7.1969.
iv)	Publication of the Draft Development Plan, under section 26(i) of the M.R.T.P. Act, 1966.	General Body Resolution No.267 Dt. 24-2-1971.
v)	Submission of the Development Plan to the Government for sanction.	Dt. 21-8-1972.
vi)	Sanction to the Development Plan by the Government.	Res. No.T.P.S.1277/60/85 RPC
vii)	Date of coming into force.	1-7-1974

The population projection for the Ulhasnagar Township for the purpose of Development Plan was estimated on the basis of

- 1) Past trend in population growth,
- 2) Government decisions on the distribution of industrial and other economic activities in the Metropolitan Region.
- 3) The new development directly influencing the town.

Considering the 1951 and 1961 population of the town, the annual growth rate of the population in the town was 2.80. This growth rate was on account of natural increase of population and population increase due to migration. Taking into consideration the family planning programmes carried out in the Maharashtra and the Central Government policies initiated in 1967, the prediction was made on the

assumption that there would be at least 5% reduction in the rate of natural increase and 5% decline in the natural growth rate for every subsequent 5th year, the estimated population projection was done as 1,84,560 and 2,35,455 in 1981 and 1991 respectively.

According to the Development Plan Report¹ the northern part of the town accommodated 80,900 population and the remaining about 50,000 population was residing in the southern part of the town.

In the northern part of the town, the population is congested in the eastern part between Kalyan-Murbad and Kalyan-Badlapur Road. However, the gross density in this area was about 107 persons per hectare. This is due to comparatively less vertical expansion in the Town. Almost all the structures were ground floor structures covering all the land leaving no open space. It was therefore, considered possible by intensifying the Development to double the gross density in this area. The eastern portion of the land on the northern side of Kalyan-Murbad road was almost vacant.

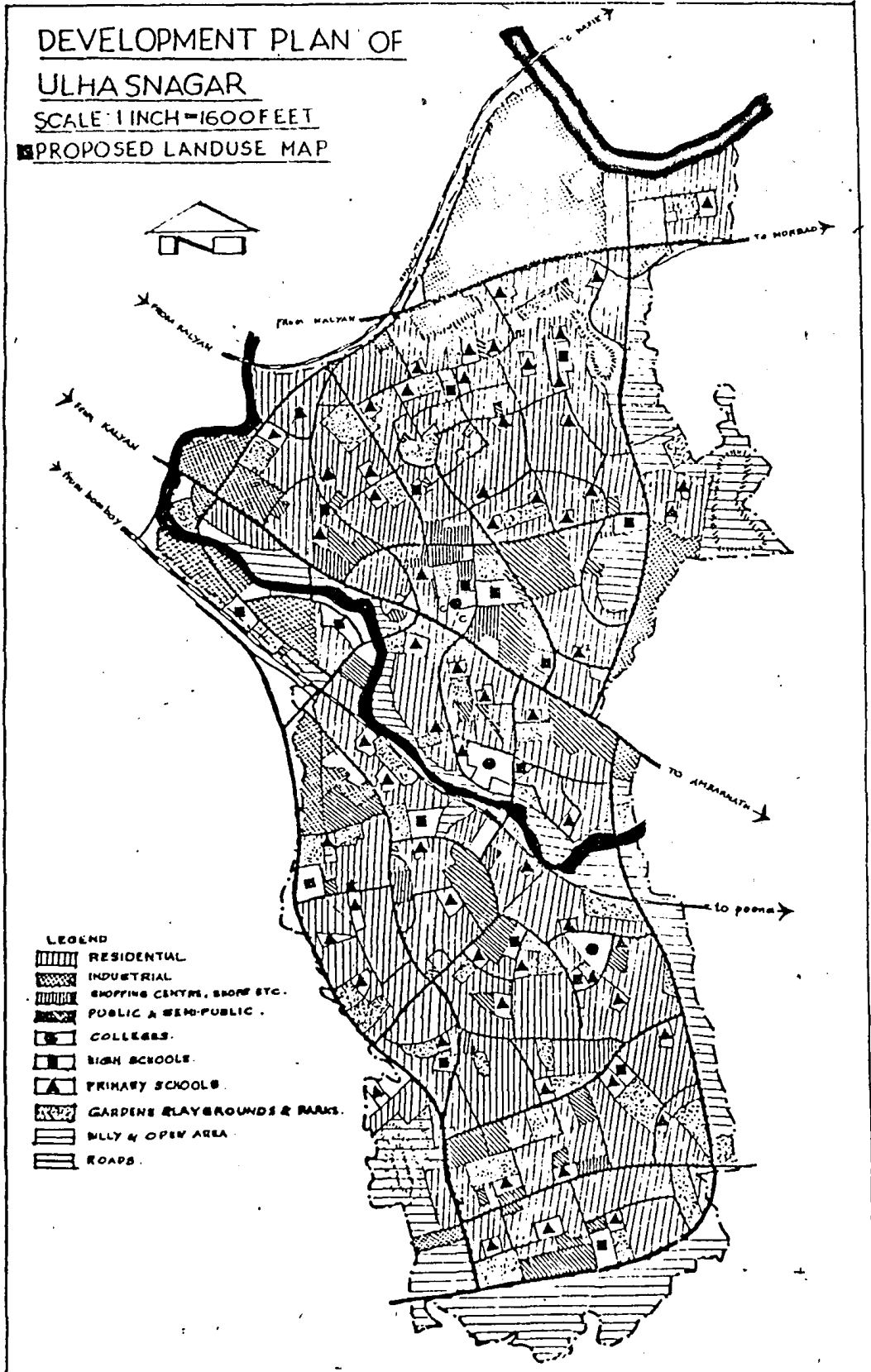
In the southern part gross density was 319 persons per hectare in the area around Ulhasnagar Railway Station, which goes on reducing to 47.7 persons per hectare as we go towards that is away from the Railway Station. The whole area under the township was proposed to be divided into nine sectors.

DEVELOPMENT PLAN OF

ULHA SNAGAR

SCALE 1 INCH = 1600 FEET

PROPOSED LANDUSE MAP



Municipal Area :

The total area within Ulhasnagar Municipal Units admeasure 1300 hectares. The break up of which is as follows :

<u>Items.</u>	<u>Area in Hectares</u>
1. Compensation Pool Property	1262 . 67
2. Railway Track	4 . 05
3. Land in possession of M.E.S.	4 . 55
4. Land out of Shahad Village	28 . 83
TOTAL	1300 . 00

The survey of the land in Ulhasnagar reveals that the area surrounding Waldhuni Nalla admeasured about 57.11 hectares. Since this area is low lying it is not useful for any construction activities unless huge amount is spent. This land, however, it was proposed, could be used as open green area. The land covered under the undulating terrain admeasured about 63.53 hectares, the development of these areas would be not economical, however, these could be developed as open space areas.

Industrial Zone :

In the Master Plan for Ulhasnagar Township, five sites totally admeasuring about 117.36 hectares were reserved for industrial purposes. The site situated in the extreme north of the town was fully developed by Chemical Industries, namely, Century Rayon, Amar Dye Chem and Indian Dye Stuff.

The site near Vithalwadi Railway Station reserved for medium scale industries was partly developed by M/s. Power Cables and some other industries. The site in the South-West portion of the town, that is, in Camp No.4 was fully developed by the industries like Waco Radio and Hindustan Pencils and others. The site in the Eastern portion of the town which was mainly reserved for cottage industries was already encroached upon by the hutment dwellers. An industrial estate of an area of 1.82 hectares was also proposed along the Kalyan-Badlapur road in the extreme Eastern portion of the town. At the time of formulating Development ^{Plan} Report, two-three industries had come up on these sites. All the above sites were continued to be included in the industrial zone of the town.

There were 19 Saw mills spread all over the town. These Saw mills were located amidst the residential areas. Being the source of nuisance, shifting of the Saw mills from residential zone was urgently felt. It was suggested that the three sites, one on the Kalyan-Badlapur and opposite Shantinagar, the other to the north west of Power Cable Ltd., and third on the Kalyan-Murbad road proposed for relocating these Saw mills.

Besides a site for service garages and small workshops to the west of Shantinagar along Kalyan-Badlapur road was reserved for relocating the garages and small workshops that which were crowded on the Kalyan-Badlapur road.

The Existing Social Infrastructure facilities in Ulhasnagar Town before

implementation of Development Plan

Educational Facilities :

(a) Primary Schools : There were 23 Primary Schools in Ulhasnagar out of which 10 schools and 13 schools were run by Zilla Parishad and private institutions respectively. The Zilla Parishad schools were held in buildings constructed by the Maharashtra Housing Board, or in old barracks. Out of 13 private schools, 6 schools had rented buildings and the remaining 7 schools had their own buildings. Out of these 7, six have been designed as school-buildings. Of all the schools only 12 schools had playgrounds of very inadequate size. The total area under school sites and attached playgrounds admeasured 5.26 hectares, this gives 3.15 Sq.meter per primary school student. This shows the level of existing space allocation while modern standards demand space at the rate of 20-25 Sq.meters per student. Figure shows the approximate locations of the educational facilities in the town. It is also revealed that the most of the primary schools were located in the northern part of the town, that is, northern side of the Bombay-Poona Railway line.

According to the Planning standards, 69 sites of the primary schools were required for 1991 population of 2,30,000 and estimating primary school students at 15 percent of the population. Thus 51 new sites for the primary schools were suggested in the Development Plan. The details of the numbers of the primary schools, the extension and the new sites provided in each sector are given in Table 4.1.

TABLE 4.1
The Dtails about Primary Schools

Sector No. 1.	Existing Primary Schools	No. of P.S. cancelled in D.P.	No.of schools continued with extension	No.of P.Schools continued with extension	Additional Newsites	Total of 4,526	Developed Primary Schools
1.	2.	3.	4.	5.	6.	7.	8.
1	-	-	-	-	1	1	
2	7	-	5	2	15	22	
3	2	1	-	1	4	5	
4	3	-	-	3	2	5	
5	2	1	1	-	-	1	
6	4	-	1	2	6	9	
7	3	1	2	1	6	9	
8	-	-	-	-	11	11	
9	2	-	2	-	6	8	
TOTAL -	23(5.26 hectares)	3(0.901 hectares)	11(7.65 hectares)	9(2.02 hectares)	51(33.63 hectares)	71(43.33 hectares)	

(b) Secondary Schools :

All the secondary schools (11) admeasuring an area of 50.06 hectares were managed by the private institutions enrolling 8,064 students. This gives a ratio of about 7 per cent of the total population. For the 1991 population of 2,30,000 nine new sites for highschoools were proposed in the Development Plan. The total area of all these new sites admeasured about 11.35 hectares. Similarly, the then existing six sites were also proposed to be extended to match the requirements as-per planning standards. The total area for extensions of these sites admeasured about 3.24 hectares.

(c) Higher Education Facilities :

There were two colleges in the northern part, providing education to 2,780 students in the disciplines of Arts, Science and Commerce, etc. One more site admeasuring about 6.27 hectares was provided in the southern part of the town beyond Bombay - Poona Central Railway line. Previously, these colleges were affiliated with Poona University. At present these are affiliated with Bombay University.

Library Facility :

With an exception of few private small libraries (13) which contained Sindhi books, no other cultural centres like public libraries, museums, art galleries, swimming pools and stadiums were available in the town.

In the Development Plan three sites were provided for the public library one site with an area of 0.4 hectares in Camp No.4 and 2 sites totally admeasuring 0.65 hectare one in Camp No.3 and the other in Camp No.2 combined with Town Hall and Community Hall respectively were proposed.

Recreational Facilities :

The survey of the then existing recreational facilities shows the utter shortage of good playgrounds, gardens and open spaces. There were no play plots or neighbourhood playgrounds or playfields. There were only eight small and medium sized gardens admeasuring 2.83 hectares one of the gardens was developed by an industrialist on the hill which is in the northern part of the town opposite Century Rayon. It admeasured about 2.8 hectares. Another garden of about 1.6 hectares was located in Camp No.3 behind Sapana Cinema. The remaining gardens were very small.

There were only 8 sites admeasuring about 6.64 hectares provided for Gardens. Out of these, only two sites were comparatively of larger size. The remaining sites were too small for the purpose of the Garden. Besides, three sites were provided for playgrounds one in O.T.section, Camp No.1, and another in Camp No.3 where the Dasahara function takes place and the remaining one was in Camp No.5, behind Prabhat Talkies. These three sites admeasured an area of 2.83 hectares. As per the planning standards, minimum 80-94 hectares of land would required to be provided for gardens, parks, playfields, etc. Accordingly, 29 sites including the then existing sites were provided in the Development Plan for garden and parks having total area of 47.10 hecters. and 20 sites were provided for playgrounds admeasuring

38.77 hectares. The sector-wise distribution of the recreational area is shown in Table 4.2

TABLE : 4.2

SECTORWISE DISTRIBUTION OF PROPOSED RECREATIONAL OPEN SPACES

Sector Number	<u>Parks and Gardens</u>		<u>Play Grounds</u>		Total Area in Hectare.
	No.of sites	Area in Hcts.	No.of sites	Area in Hects.	
1.	2.	3.	4.	5.	6.
1.	-	-	1	2.69	2.69
2.	9	8.73	3	4.20	12.93
3.	-	-	3	9.10	9.10
4.	3	5.15	-	-	5.15
5.	1	1.45	1	0.89	2.34
6.	4	3.69	2	2.46	6.15
7.	3	7.19	3	4.47	11.66
8.	6	9.00	3	3.43	12.43
9.	3	11.89	4	11.48	23.37
TOTAL	29	47.10	20	38.72	85.82

Green Zones :

The hills and the low lying areas along the Waldhuni River were not suitable for residential or other development unless huge expenditure was incurred on these lands. The area on the extreme south was under agricultural use. The vacant land in Camp No.4 and northern part of Camp No.5, would be adequate for accommodating the future population and considering this all the above areas were included in green zone in the Development Plan. It was also suggested that these hills

and river banks were developed for recreational purpose.

Medical Facilities :-

- (a) Hospitals : There was only one Government Hospital in Camp No.3 which was constructed by the military authorities having facility for 165 beds. The site admeasured about 7.69 hectares.

Ministry of Urban Development, Public Health and Housing, Government of Maharashtra had approved the construction of additional 100 beds Hospital. One more 150 bed hospital was to be constructed under the ESI scheme.

As per planning standards of 5 beds/1000 persons, 1150 beds were required for the 1991 population of 2,30,000 to meet the requirement of the town, one site of about 2.86 hectare was provided for the General Hospital in Camp No. 5

- (b) Dispensaries & Maternity Homes : There were seven dispensaries in the town of which four were Government dispensaries and these were managed by charity institutions. These government dispensaries were located in Camp No.1,2,4, and 5. The dispensary for Camp No.3 is in the General Hospital. In addition to these there were 90 private dispensaries, most of which were located in the Shoplins. The Government dispensaries are located in barracks. There were two Maternity Homes, one attached to the General Hospital in Camp No.3 and the other in Camp No.4.

In the Development Plan, 7 additional new sites for dispensaries and maternity homes were proposed. Additional area was proposed to be merged with the then existing sites of Maternity Home and Dispensary. The total area so covered by the site for public maternity homes and dispensaries admeasured 4.54 hectare.

Markets and Shopping Facilities :

Ulhasnagar Township is known for its small scale industries and also for its shopping centres. However, there was no wholesale market or a shopping precinct with proper lay out. All the shopping activities, either wholesale or retail, were carried on in shoppelines on both sides of every major roads of Ulhasnagar, and particularly on the roads in the Central part of the town namely, Kalyan-Badlapur Road and furniture Bazar Road.

In the absence of an organized vegetable market, vegetables were sold along the streets at certain places. However, there were five fish and mutton markets one in each camp. These markets ran in temporary camps.

According to the Planning Standards, 9 market sites were required. However, since one market site in each camp was considered adequate, six market sites, in each camp and one more in Camp No.1 were proposed. Total area of these sites admeasured 2.078 hectares. These will be mutton and fish markets.

Development Plan Report proposed 7 sites for developing the areas as Centralized Shopping Centres covering an area of about 5.22 hectares. In addition four more sites totally measuring 3.14 hectares were proposed for the shops required to be shifted due to Development Plan Proposal, or road widening schemes. The other two sites which were reserved for the purpose had already been encroached by the unauthorized structures. It is therefore proposed that these should be zoned first and thereafter, the suitable layouts be get prepared.

Residential Area with Shoplines :

The shopping activities in the town are associated with the residential zone. The frontages of the main roads namely, from police station in Camp No.1 to Nehru Chowk, Camp No.2 and further to Paramount Talkies in Camp No. 3 (Furniture-Bazar Road) and again from Nehru Chowk to Municipal Council office road are occupied by small shops with ground floor structure and limited residential use in the rear. Similar shopping activity was also seen along the existing main road to Camp No.4 and 5. Most of the structures were of temporary nature and many of just wooden cabins. These had been so constructed that widths of the roads and their carrying capacities were reduced significantly.

Kalyan-Murbad road, a state ^{highway} ~~was~~ and a Kalyan-Badalapur road, a major district road were also encroached by the shoplines. Of the two, Kalyan - Badlapur road, a major road being the most crowded road had 443 shops along its entire length through out the town. This road is the vital arterial road for all the industrial development in the belt-spread along the Central Railway line from Kalyan to Badlapur.

The Land Use Survey of the area of this Road showed that out of 443 shops, nearly seventy (70) were mainly used as motor servicing and automobile spare parts shops. About 25 shops were eating houses and others were of miscellaneous types. In the Development Plan Report it was suggested to restrict the shipline along the Kalyan-Badlapur road to certain desirable locations. The Kalyan-Murbad road though, it is as important as Kalyan-Badlapur Road, has its shiplines restricted near Shahad Railway Station in the Government built up shops as well as with unauthorized temporary cabins and also opposite Century Rayon Factory gate, and Herman Mohatta Factory Gate at its junctions with camp road. These shiplines were proposed to be continued in the Development Plan of Ulhasnagar Township.

Housing :

The total area of the Municipal Council was proposed to be divided into the following broad zones :

- a) Residential
- b) Residential with shiplines,
- c) Industrial,
- d) Agricultural Zone or Green Zone.

In 1951, the population of the Township was 80,860 and number of tenements available was 19,150. However, the requirement of dwellings was for, 19,605 tenements, which give deficit of about 455 tenements. In 1961 the population rose to 1,07760, having 21,871 families as per the Census.

The Maharashtra Housing Board had constructed nearly 3,396 tenements which were of ground floor structures and constructed in R.C.C. with simple designs.

Nearly 1000 to 1100 private tenements with R.C.C. frame structure came within 10-15 years before the commencement of the Development Plan, occupying the equal number of families. Some of these tenements were constructed by the industrial concerns and some by Housing Societies.

A survey of the hutment colonies in the Township revealed that about 6,650 families lived in 29 hutment colonies spread all over the township. These colonies came into existence by way of encroachment on open government lands on road strips and even under transmission lines. They also occupied lands reserved for public purposes.

Transportation Facilities :

Ulhasnagar town is not situated on any direct road corridor leading to Greater Bombay. However, this town is presently connected by branch artery taking off from Bombay-Banglore road near Shil. This artery serves on its way the towns of Kalyan, Ulhasnagar, Ambarnath and Southern part of Kalyan. This road is known as Kalyan-Ambarnath (Badalapur) road. Another road branching from this artery near Kalyan and serving the northern part of Kalyan taluka, known as Kalyan-Murbad road passes through Ulhasnagar town in east-west direction. These two are the important roads for external communication from

this town to other areas. The Kalyan-Murbad road passes through, the northern part and mostly skirting the residential areas of the town while Kalyan-Ahmedabad road passes through the Central portion of the town.

Kalyan-Murbad road crosses the railway lines before it enters the town from the west and since this crossing is provided at the same level, frequent interruptions in traffic on this road are found. The same is the case with Kalyan-Ambarnath road, which has also to cross the Railway lines as well as the Waldhuni Nalla. These crossings are the points of bottlenecks where occasional traffic problem takes place.

The Kalyan-Murbad road vests with the Buildings and Communications Department of Government of Maharashtra, whereas Kalyan-Ambarnath road is with the Zilla Parishad and they are responsible for the maintenance of these roads respectively.

The major part of Kalyan-Ambarnath (Badlapur) road had concrete surface with the width of 24'-0", whereas the Kalyan-Murbad Road had asphalt surface with width of 24' and more. The traffic on both these roads, consisted of heavy vehicular traffic from industrial areas of Ambarnath and Badlapur, the passenger buses and private automobiles.

These roads and other internal roads, due to narrow width, encroachment and lack of proper maintenance, were not in a position to serve to its desired capacity.

Lengths of Roads and Types of Construction :

The total length of the roads in the town was 100.82 Km. All these roads had varying widths or carriage way of 18' to 24'. Classification of the roads by types of construction is given as below :

1) Cement - concrete roads	3.476 Km.
2) Asphalt road	81.430 Km.
3) W.B.M.(Water bound Mucadam)	1.568 Km.
	<hr/>
Total :	100.582 Km.
	<hr/>

Although the Master Plan prepared in 1951 and subsequently demarcated on site provided larger land width for all the roads, when the Development Plan was prepared the road are on either side of existing carriage ways of main roads are already encroached upon by shops and other structures. This has congested the roads as well as reduced their traffic capacity to a great extent.

Considering the volume of traffic and its distribution on main roads and local roads, the existing roads were proposed to be widened from 9.14 metres to 24.38 metres depending upon the nature of existing development along the road sides and the nature and volume of traffic on the road. The decision of the Screening Committee appointed by the Central Government as regards the widths of main roads from Camp No.1 to Nehru Chowk, Furniture Bazar Road, Parambunt Talkies to Ulhasnagar Station Road branching off Kalyan-Ambarnath Road near M.S.E.B. Power station leading to Administration office and further up to Camp No.5 and Central Hospital Road etc. were also considered while

framing the proposals of road widening. Kalyan-Badlapur Road was proposed to be widened to 30.48 metres. It was also proposed to have a 30.48 metres wide outer Ring Road. This proposed Ring Road is also a part of the Regional Plan.

It branches off the existing Shil road near Vithalwadi station runs along the Western boundary of Camps No.4 and 5, up to the extreme southern end takes turn towards the eastern boundary of Camp No.5 and then proceeds to the north along the eastern boundary of the township and after crossing the Bombay-Poona railway line and Kalyan-Badlapur road, meets Kalyan-Murbad road near staff quarters of Century Rayon Corporation. It further runs towards west along the Kalyan-Murbad road up to Shahad station, forming a part of ring road and takes turn to the south along the Waldhuni river to meet Kalyan - Badlapur road near the overbridge on Waldhuni River.

Parking Facilities :

Four Parking sites near Railway Station and two parking sites near the proposed town centre were provided to meet the terminal facilities. The total area under these six parking sites admeasured 4.05 hectares.

Utility Services :

(a) Water Supply : The sites which were used for the water supply purpose maintained in the Development Plan. In addition to these, a site situated on the Kalyan-Ambernath road in the eastern part of the Town was allotted by

the Government. This site was kept reserved for purpose of Public Health Works Division.

(b) Drainage : The local authority of Ulhasnagar approached the State Government with a request to take up an underground drainage system. Public Health Engineering Department was assigned the project.

(c) Electricity Supply : It was expected that the then electricity supply would be able to take up the additional load without substantial investments. The Maharashtra State Electricity Board had prepared a Master Plan with an approximate cost of Rs. 15 lakhs for the township to improve the distribution of electricity for household and industrial consumption. The site used as receiving station for the township was maintained in the Development Plan and the additional site admeasuring 1.85 hectares was also proposed for the same purpose. This site was situated in Camp No.3, along the Kalyan-Ambernath road on its eastern portion.

(d) General Provisions in the Development Plan : While preparing the Development Plan, State Government and central Government Department were requested to communicate the land requirements for the expansion of their existing offices as well as for opening new offices. In response, Police Department, Post & Telegraph Department and Maharashtra State Electricity Board requested to reserve land for them.

Ulhasnagar, being the Head-quarter of the new Tehsil, a site admeasuring about 4.73 hectare was to be provided for locating all Tehsil Level offices including Panchayat offices near Ulhasnagar Railway Station. Provisions for the

M.S.E.B., Police Department and Post and Telegraph Department had also been made in the Development Plan.

The land reserved for the above purpose was owned by the Central Government, hence, the concerned departments would be required to approach the Central Government for transfer of the lands reserved for them.

Government Rest-House :

In the eastern part of the town, on Kalyan-Ambarnath road, Government Rest house was proposed in the Development Plan. The Development Plan also recommended that the site of the Administrator's office will ultimately be used as Government Staff Quarters. This recommendation was made considering the temporary use of Town Administrator's office.

(f) Municipal Offices : The then existing site of the Municipal Offices admeasured 0.8 hectares. Considering the North-South stretch of 6 kilometers two sites for 4 sub-offices (two in Camp No.3 and other two in Camp No.5). admeasuring 1.28 hectare and 4.36 hectare respectively were proposed. Besides, the then existing site of the Municipal Office was also proposed to be enlarged so as to have an area of 3.05 hectares.

Sites for Milch Cattle Stables : There were 133 stables in the Ulhasnagar Town, having approximately 1456 cattle. Since some of the stables were in the residential localities occupying an area of about 2 hectares, it was necessary to accommodate them elsewhere.

Provisions for relocating the stables was made in the Developme Plan. Three sites totally admeasuring 6.88 hectares, one in Camp No.1, another in Camp No.3 and the third in Camp No.5 were provided. All these sites were located in the eastern portion of the town, beyond the proposed ring road passing along the eastern boundary of the town. However, the development of these sites was mainly dependent upon the construction of the ring road, which might provide an access to these sites.

Cremation Grounds : There were 4 sites admeasuring an area of 2.40 hectares in Camp Nos. 1,3,4,5, used as cremation grounds. Except the site in Camp No.4, The remaining sites were situated on the periphery of the Town. Hence, it was proposed to continue these sites as cremation grounds and discontinue the site in Camp No.4. It was also proposed to enlarge the area of sites in Camp No.1 and 5, to have an ultimate area of 1.67 hectare and 1.90 hectare respectively. The site in Camp No.3, would be continued with an area of 0.4 hectare. A new site with an area of 1.64 hectare was proposed in Camp No.3, in the eastern part of the Town. This site would be convenient for Camps No. 3 and 4. To the north of the above site, a burial ground of an area of 0.61 hectares was also proposed. The total area covered by cremation and burial grounds - existing and proposed is 6.07 hectare.

Open Air Theatre : There was no theatre in the town for arranging cultural programmes like dramas, dance programmes etc. It was proposed to provide a site for an open air theatre on the hill near the General Hospital in Camp No.3. The site was specially selected in hilly area as to take the advantage of contours of the hill for constructing the theatre.

CHAPTER - V

IMPLEMENTATION OF DEVELOPMENT PLAN - ULHASNAGAR

Having discussed the proposals made in the Development Plan, an attempt has been made here to evaluate the actual implementation of the Development Plan in the town.

Educational Facilities :

Primary Schools :

Total 44 sites were proposed in the Development Plan for the establishment of the Primary Schools and 18 sites were proposed to extend their existing condition.

The following is the list of the Primary Schools where the development work is in progress.

	Site No.	Location
1.	52	Near Shahad Gaothan in northern part of the town - Camp No. 1.
2.	57	North-west of Ulhasnagar, Camp No.2.
3.	61	North-East near Hill Camp No.1.
4.	65	Near Nehru Chowk, Camp No.2.
5.	70	Near Amardham Chowk, Camp No. 1.
6.	72	On Southern part of road connecting Kalyan Badlapur Road and Kalyan Murbad Road Camp No. 2

	Site No.	Location
7.	108	Near Tilak Chowk Camp No. 4 .
8.	109	Near Mukhi Shobharaj Garden.

Due to certain reasons the following sites were dropped.

No.	Site No.
1.	60
2.	62
3.	67
4.	75
5.	76
6.	85
7.	89
8.	91

This is a striking feature of the development of the Primary School buildings by the municipal council. Primary education is an obligatory duty of the Municipal Council and there is provision in the Development Plan to develop 44 sites to be developed as primary schools. However, out of total 62 sites, requiring partly or total development, only at 8 sites the development work is in progress.

Many sites reserved for the purpose have been encroached. Photo 1. shows the site reserved for the primary school encroached by shops, flats, etc. The site is in Photograph No. 2., open space reserved for primary schools, Camp No.-4 is visible. It is adjacent to the newly constructed vegetable market.

Secondary Schools :

Total 15 sites (Site No.113 to 127) were reserved for the

high school/secondary schools in the Development Plan. Out of these, following have been developed as the high school or secondary school by the Institutions other than municipal council.

1. Secondary School Site No. 113, Camp No. 1.
2. " " Site No. 114, Camp No.1.
3. " " Site No. 118 Camp No. 3.
4. " " Site No. 119 Camp No. 3.
5. " " Site No. 121 Camp No. 4.
6. Sarswati High School Camp No. 4.
7. Guru Nanak High School - Kurla Camp - Camp No. 4.
8. Navjivan Circle School near Barrack No. 1102 - camp No. 3.
9. Ulhas Vidyalaya Barrack No. 1360 - Camp No. 4.

Vocational Training Centre :

In 1948, Vocational Training Centre was started to provide training in industrial trades to the refugees. This vocational training centre has almost become purely commercial organisation. At present there is hardly any Sindhi employee in the Centre. Besides it does not provide any vocational training.

Higher Education Facilities :

Two sites were suggested in the Development Plan for the purpose of college, namely, Site No. 130 in Camp No. 3 and Site No. 131 in Camp No.5. Out of these, on Site No. 130 Camp No. 3 R.K.Talreja College has been built up. However, no college is developed on the proposed Site No.131 in Camp No.5.

Out of these, on Site No.130, Camp No.3 R.K.Talreja College has been built up. However, no college is developed on the proposed Site No.131,Camp No. 5.

One more college in Camp No.3 namely, Smt.Chandibai College has been developed on the site, other than the reserved site in development plan.

Thus, at present in Ulhasnagar there are three colleges all located in Camp No. 3 in the northern part of the town. The name of the colleges are as follows :

- ✓ 1) C.H.M.College
- 2) R.K.Talreja College
- 3) Smt. Chandibai College

Recreational Facilities :

Gardens, Playgrounds, Parks and Green Zones -

The sectorwise distribution of the proposed recreational open spaces is given in chapter number IV. According to those proposed sites in the Development Plan, Site Number 1 to 45 have been reserved for gardens and playgrounds. Out of them, the development work is in progress on Sites number 6,8,9,10,12,24,25,28,30, 31,39,43,44,45 to convert them into gardens.

Following is the list of developed Gardens and Playgrounds in Ulhasnagar :

Developed Gardens & Playgrounds in Ulhasnagar

No.	Site No.	Development	Location
1.	No. 21	Sadhu Vaswani Garden	Sector No.2 Camp No.1
2.	No. 22	Small Garden	Sector No.2 Camp No.1.
3.	No. 24	Garden: Near Primary School	Camp No.1
4.	No. 26	Lion Garden: Near New Era High School and Sapna Cinema.	Camp No.2
5.	No. 28	Central Garden : Between Sapna Cinema and Seva Sadan.	Camp No.1
6.	No. 45	Jija Mata Garden in South - East	Camp No.5

Photo No. 3 shows this Jija Mata Garden with Municipal Library.

Site No. 44 is also near to Jija Mata Garden in Southeast part of Ulhasnagar in Camp No.5. Photo No.4 shows this garden.

These two gardens are very well developed in the southeast part of Ulhasnagar. Opposite Site No. 44, there is an open area reserved for Garden which is yet to be developed. Photograph No.5 shows this site.

In Photograph No.6, a developed land for Playground,(Site No.16 in Camp No. 4) can be seen. In Camp No. 4, Ward No. 43 a site (No.34) near railway line which was reserved for municipal garden has been encroached by unauthorised concrete structure. In Photograph No.7 concrete pillars etc. are seen.

In Camp No.1 opposite Site No.63, which is meant for a Primary School, Site No.23 has been reserved for play ground. Photograph No. 8 shows a small area without fencing, proper maintainance and care. It can hardly be used as playground in its present condition.

The following list shows proposed gardens and playgrounds, development of which is under progress :

Site Number	Area
6	Near Sadhu Waswani Chawk, Camp No. 1. Playground.
9	Near Saw Mill, Camp No. 3. Playground.
10	Near K.C.College. Camp No. 3. Playground.
12	In southwest of Ulhasnagar near Vocational Training Centre. Camp No. 4. Playground.
25	Near Sadhu Waswani Garden. Camp No. 1.
31	Near Bhagat Kawalram Chowk. Camp No. 3.
39	On Hemu Kalani Marg Camp No. 4. Garden.
43	Mukhi Shobhraj Garden. Camp No.4. Garden.

However the Site numbers 1,2,3,4,5,7,11,13,14,15,16,17,18,19,20,23,27,29,32, 33,34,35,36,37,38,40 and 42 are yet to be developed.

Hills and river banks are suggested as recreational areas in the Development Plan of Ulhasnagar.

The hills are already encroached by hutments and unauthorised structures. The banks of Waldhuni River are presently used for dumping the daily refuse of Ulhasnagar Town. The same river also carries industrial effluents in a large quantity. Therefore, this area is most unsuitable for any recreational activity.

The open spaces as Gardens, Playgrounds and Parks are very few in Ulhasnagar town, except an oval shape garden and Children's Park-cum-Boat Club in the northern area. Otherwise most of the reserved open recreational places are very dirty.

One senior official of the Council informed that Sadhu Waswani Garden, though well developed, is closed most of the time because of increasing prostitution. Other small gardens and playgrounds are not well-maintained and are bound to get encroached if the neglect continues.

Open areas in Ulhasnagar town, which can be utilized properly are not taken care of. Swift action by the Council is necessary to prevent encroachment and preserve them as open area. Another example of bad planning is the open area near Rationing Office. This plot is more than 20,000 Sq.Ft. in size and is presently being used as garbage depot by local residents. This plot obviously needs to be protected through fencing and requires to be developed soon, so as to avoid encroachment on it. The encroachment has not luckily taken place so far on account of its marshy condition. However, this condition is not likely to persist for a long time.

On the North-East border of Ulhasnagar Town, there is an open land which is presently free from any illegal encroachments. This is a low land and in the rainy season the water from Ulhas river covers some of this area. It is understood that Bombay Metropolitan Region Development Authority had proposed development of this area. Photograph No. 9 shows this area.

The location of the land is as follows :-

North	-	Ulhas river.
South	-	Kalyan Murbad Road.
East	-	Ambernath Border.
West	-	Heavy Industries, Proposed 100 ft.(80ft.)Road.

This entire open land is given to the 'Maharal Agricultural Co-operative Society' by the District Collector. Thus, it is no more in the hands of Municipal Council for development.

Transportation Facilities :

The road system in Northern part of Ulhasnagar needs a lot of improvement in construction, maintenance, geometrics and functional management. There are very few roads completed with proposed length and width. Most of the roads have less width than proposed. Many roads proposed to provide ideal road network in the town do not exist in reality.

In the following paragraph an attempt has been made to discuss the condition of important roads in the town.

- (a) Proposed - 30.48 Metre (100 ft) Road.
Kalyan - Ulhasnagar - Badlapur Road :

Ulhasnagar municipal council could build only 48-52 feet wide concrete road in the centre of the town. This road is still under construction. The same road towards Kalyan takes saucer shape.

Since this proposed 100' road is surrounded by the unauthorised multistoried

structures, shops and hotels, it is difficult to develop it. In our discussion with the senior officials of the municipality, we learnt that one of the major hindrance in the process of removal of these unauthorised structures is support of the Sindhi population of the town.

The level of this road is lower than the building level. The road has also been used for parking purpose as well as for cleaning the vehicles. Consequently, the road has transformed in-to open drain.(Please see photograph No. 10).

Second 100' (30.48 M) road going through Ulhasnagar Town is known as Kalyan-Murbad Road. (Please see photograph No. 11).

This road is comparatively developed one. The norther side of the road is industrial area. The 'Century Rayon Corporation' is one of the important industry located in this area. At the western side the road passes through a railway line. (Shahad Railway Station).

Proposed 80 feet road which goes parellal to Bombay-Nashik railway line, and which forms a border line of Ulhasnagar town is constantly under the repairs.

This road is situated between the Railway line and the major industrial complexes of the Ulhasnagar town. On the right side of the road there are three industries.

- 1) Century Rayon Corporation Ltd.
- 2) Amar Dye Chem Ltd.
- 3) Indian Dye Stuff Industries Ltd.

At the time of survey (4th September 1984), the road was under repairs.

Very near to the road the polluted waste water is being released from Amar Dye Chemical Ltd., which flows through the fringe area and merges into Ulhas River (Photograph No.12).

The Eastern side of these three major industries have another 100' proposed road - a branch of Kalyan - Murbad road which infact is only 40'. This road reaches Ulhas river, where Water Works of the Century Rayon is located. This water of Ulhas river is also polluted (Please see photograph No.13). and wastes from the industries which are located on the other bank get mixed in this water.

Proposed 100' (30.48 M) road connecting Kalyan-Murbad and Kalyan - Badlapur Road).

This road is a part of the proposed Ring Road suggested in the Development Plan. It passes through the residential area, green belts etc.

This area is fully encroached by the hutments, unauthorised one story structures and the construction of the road in any dimension is impossible. The photograph No. 14 shows one end of the southern part of this proposed road.

Other interconnecting roads in Camp No.2,3 & 4 are in very poor condition due to Maharashtra Water Supply and Sewerage Board Project on Water Supply and drainage schemes financed by the World Bank.

Due to these conditions, these roads have become source of problems for the people. Uneven level, open manholes and waste add to the problems faced by the traffic as well as by the people.

The list of roads which have been completed is given below :

North Ulhasnagar :

- 1) Site No.71 between two 'H' type barracks near Primary School.
- 2) Site No. 53 to site No.46 North-East. This road was a proposed 100' road, which is at present 40' with modifications and still in-complete.
- 3) Sector No.4 between Green zone and Industrial area as proposed.
- 4) Near site 17, sector No.4 a connecting road parrallel to the Main Road.
- 5) A road from Siru Chawk to Site No.65, Primary School, Road is 20ft. wide.
- 6) Near site No.144, 30 ft.Road which runs above the garden.
- 7) 80 ft proposed Road parrallel to Bombay-Nashik Railway line, in north west Ulhasnagar is presently only 40 ft. This road is constanly under the repairs since the three major industries use it every day.
- 8) There is another 40 ft Road between Site No.5, a playground, to site No. 115 secondary school.
- 9) Newly constructed bridge on Waldhuni Nalla.
- 10) 40 ft. road from Vithalwadi station to site No.119, Jaggi Factory. This is widened to 60 ft. but partly encroached by hutments near Vithalwadi railway station.
- 11) Newly developed 40 ft. road from Ganga Jamuna Society to Dr.Mukharji chawk (Pavai Chawk).
- 12) There are three roads with a width of 40 ft. in sector No.5(proposed 80 ft. roads).
 - i) Site No.187 a road leading to Industrial Area.
 - ii) A road leading to Vithalwadi Railway station.
 - iii) A road leading to Dr.Mukharji Chawk.

- 13) A 40 ft. road surrounding K.C.College, leading to Bhagat Kawalram Chawk.
- 14) Sector No.6 site No.9 - Play ground to K.C.College, 40 ft. road.
- 15) Below the Site No.6, behind K.C.College a 30 ft. to 40 ft. road leading to Bhagat Kawalram Chowk.

South Ulhasnagar

- 16) In the Industrial area, from Vocational Training Institute and Site NO.88, upto police line towards north - 40 ft. road. (proposed 60ft.)
- 17) Near site No. 128, a road leading to Dr.Chotaram Gudwani Chawk, with a width of 25 - 35 ft.
- 18) Below site No. 11, 20 ft. road upto Dattatraya Koyande Chawk.
- 19) 80 ft. road from Veer Sawarkar Chawk to Site No. 95, Primary School.
- 20) Site No. 95 to Hemu Kalani Chawk. 40 ft. road.
- 21) From Hemu Kalani Chawk to Green Zone Reservoir. Proposed 100ft. road. This road is at present 80 ft. road.
- 22) In section No.9 Camp Bazar Road. Proposed 60ft. road which is at present 40 to 50 ft. This road is below the site No. 164.
- 23) Proposed 60 ft. road from Tagore Chawk to Site No. 171. At present it is 80 ft. road.
- 24) Road from Prabhat Cinema to Tagore Chawk is also of 80 ft. width.
- 25) Near Site No.15 Playground to Tagore Chawk - the road has been shifted towards north and goes through residential zone - 30 ft.

TABLE NO. 5.2

NUMBER OF ROADS CONSTRUCTED/MAINTAINED IN ULHASNAGAR

camp No.	No.of Water Bound Macadam Roads.	Length in K.M.	Asphalted Road	Length in K.M.	Partly WBM & partly Asphalted.	Length in K.M.	Cement concrected Road	Length in K.M.
1.	2.	3.	4.	5.	6.	7.	8.	9.
Camp No. 1 to 3	8	1.69	125	39.546	17	3.865	5	2.245
Camp No. 4 to 5	30	3.835	115	33.246	12	3.290	1	0.930
	38	5.525	240	72.792	29	7.155	6	3.175

88.646 K.M. TOTAL

TABLE 5.3

DEVELOPMENT OF ROADS - ULHASNAGAR MUNICIPAL COUNCIL

<u>Sr.No.</u>	<u>Description</u>	<u>No. of Existing Roads</u>		<u>No. of New D.P.Roads</u>	
		<u>Nos.</u>	<u>Length in K.M.</u>	<u>Nos.</u>	<u>Length in KM</u>
<u>1.</u>	<u>2.</u>	<u>3.</u>	<u>4.</u>	<u>5.</u>	<u>6.</u>
1.	Total number of Development Plan Roads.	223	71.35	155	39.95
2.	New Development Plan Roads Constructed	-	-	63	13.15
3.	Existing Roads Widened (Developed) as per D.P.and to the extent possible	198	62.38	-	-
4.	Roads Constructed/Widened other than D.P.Roads.	18	2.95	9 (at New Sites)	1.35
5.	Maintainance of Existing road	286	84.34	-	-

However, the development of roads in the southern part of the town is considerably satisfactory in terms of width, quality and traffic systems. There are well developed traffic islands on these roads, Camp No.5 has some good roads as can be seen in photograph No.15.

(b) Parking lot :

Site No.189 to 194 have been proposed to develop for the Parking purpose. However, out of these, no site has been developed as parking lot.

Medical Facilities :

(a) Hospitals :

In Camp No. 5 sector 8, site No.140 in the southern part of the town 2.87 hectares were provided for the development of new hospital. It is still not developed.

However, apart from Central Hospital in Camp No.3, there are two hospitals run by the private institutions, namely, Seva Sadan Hospital in Camp No. 3 and Seva Sadan Hospital in Camp No.5.

(b) Dispensories and Maternity Homes :

Out of proposed nine sites, numbering 132 to 140, only site No.137, apposite saw mill near Dr.Chetanram Gidwani Chowk in Camp No.4, dropped and other sites are yet to be developed.

Markets and Shopping Facilities :

In the Development Plan, 19 sites (site No.141 to 159) have been reserved for the markets and shopping centres. Out of these, seven sites, namely, 150, 151, 153, 154, 157, 158, 159 are dropped. Out of the remaining twelve sites 8 are reserved for markets and 4 for shopping centres.

Following are the sites reserved for market. :

Site No.	Location
141	Camp No. 1.
144	Market connected to Sadhu Vaswani garden, Camp No. 2.
145	Market, Camp No.1.
146	Market Camp No.1 near Bharat Talkies.
147	Wholesale market Camp No.2
149	Market Camp No.2
155	Market near Dattatraya Koyande Chowk Camp No. 4.
156	Market at Vir Jijamata Chowk Camp No. 4.

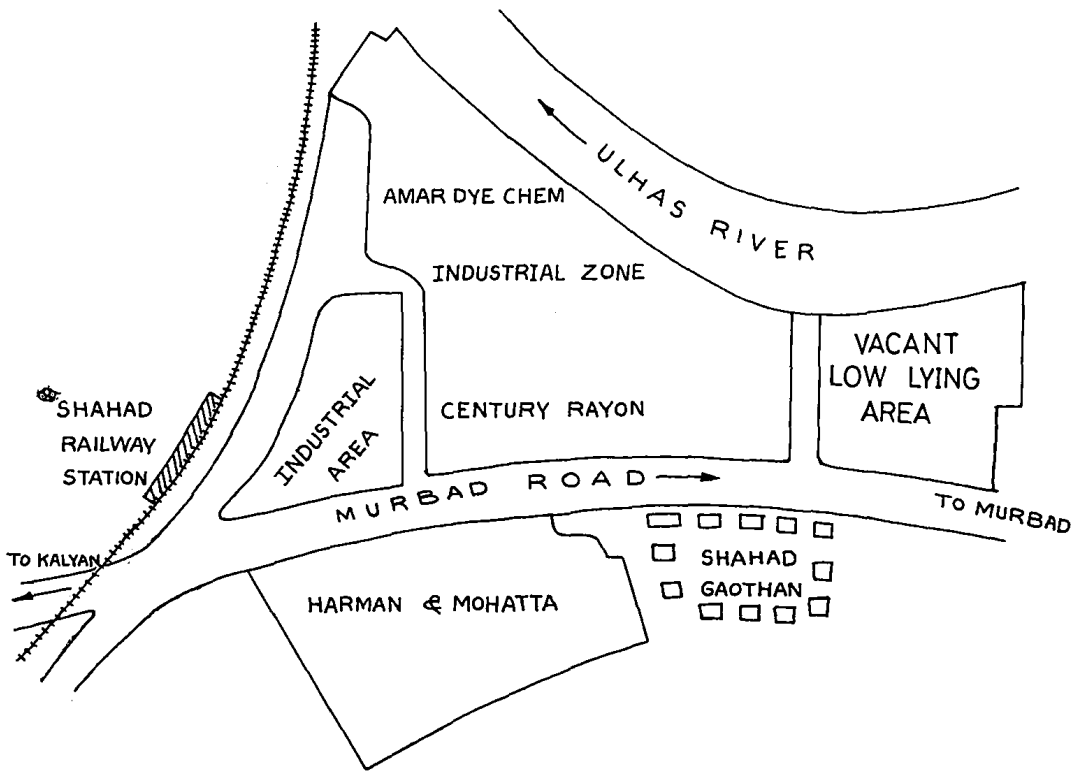
The following are the sites reserved for the shopping centres.

Site No.	Location
142	Extension to shopping centre opposite Shahad Railway Station, Camp No.2.
143	Shopping centre, Camp No. 1.
148	Shoppings for dishoused shops opposite Lion Garden Camp No. 2.
152	Shopping centre, near Vithalwadi Station, Camp No. 3.

However, out of these 12 sites none has been developed so far. Municipal Council has developed three vegetable markets in Camp No. 2, 4 and 5, On the sites other than the sites proposed in the Development Plan. However, in Camp No.4, a vegetable market has been developed by the municipal council on the site other than proposed in the Development Plan. Photograph No.16 is of this newly constructed vegetable market. In the Development Plan it has been suggested that the shopping line along the Kalyan - Badlapur Road should be restricted to certain desirable locations.

However, in actuality Kalyan-Badlapur road passes through the residential and commercial area and Camp road also meets in the Centre. This road is fully occupied with hotels, shops, garages, saw mills, service centres etc along the bridge on Waldhuni Nala, that is Ulhasnagar-Kalyan border to the extreme east, that is Ulhasnagar-Ambarnath Border. There is only one vacant plot left near Kalyan-Boarder, which is low lying marshy land - site No. 163 A (proposed industrial area) and opposite plot of No.163A -Enga House Photograph No. 17 shows low lying marshy land around ENGA House.

Kalyan-Murbad road has its shoplins restricted near Shahad railway station in the Government built up. Shops and unauthorised colonies and also opposite the factory gates of CenturyRayons and Herman Mohatta at its function with camp road. These shoplins were supposed to be continued in the Development Plan of Ulhasnagar.



Since the north part is industrial area, there are very few on the Kalyan - Murbad road, except the sites near Shahad station and near Shahad gaathan. Further to the east, there is a vacant low lying area. Therefore, there is opportunity for the development of shoplins or encroachment by shopkeepers. Hence, the credit of 'restricting' the shoplins near Shahd station and near Shahad gaathan as claimed by the Municipal Council in the Development Plan Report cannot be acknowledged.¹

Whole Sale Market :

The site for wholsale market is proposed to be in Camp No.3.² Whereas in the same Development Plan report in an approximate estimate of cost for acquisition of public sites the same site (147) has been described in Camp No.2.³ We could not get any clarification for such discripancy from the municipal council.

Saw Mills :

Since 19 saw mills were located amidst the residential areas. Urgency to shift this source of nuisance was realised. Three sites, namely, one on the Kalyan-Badlapur road opposite Shantinagar, the other to the north-west of Power Cable Ltd., and third on the Kalyan-Murbad road were proposed for relocating these saw mills. However, these saw mills are yet located in their original places only.

Service Garages :

A site for service garages and small workshops to the west of Shanti-nagar along Kalyan-Badlapur road was reserved for relocating the garages and

small workshops that are crowded on the Kalyan-Badalapur Road. In photograph No.12 these service garages are visible.

Housing :

In Ulhasnagar, the residential areas occupied by the migrant rural population as well as Sindhi population.

Table 5.1 presents household size in Urban Area of Ulhasnagar.

✓ TABLE : 5.1

Household size in Urban Area of Ulhasnagar.

Census Year	Population	No.of Households	Occupied Residential Houses.	Household size.
1	2	3	4	5
1971	168462	32571	31221	5.17
1981	273332	53809	53121	5.08

In the Development Plan, Northern part of the town, namely, Bombay-Poona Railway line and Waldhuni Nala, these are very few industrial units except some saw mills, service industries and the industrial complex of Herman & Mohatta. In the Development Plan, in this area many gardens and open spaces have been proposed, however these are yet to take shape. This area is covered with the military barracks . Ulhasnagar Municipal Council has granted the ownership of this barracks to their occupants and takes property tax from them.

There are many 'A' type military barracks which have been modified as ownership blocks. These houses are well maintained and clean. Photograph NO.18

is one of the 'A' type barrack. Each barrack (raw of Independent houses) is supplied with common water tap and some open space in front of these barracks. Most of these barracks have been occupied by the Sindhi population of the town.

The other type of two room barracks have common cleaning facilities and water supply (Photographs No.19 and 20). These barracks are surrounded by the unauthorized two, three four storey structures. This development is beyond the control of the municipalities. These structures have encircled the roads, gardens and reached up to the top of hills which are infact "green belts in the Development Plan. We saw many unauthorized multistoried buildings in front of the municipal council office: The Photograph No.21 shows the unauthorised structures on the hill.

Emergence of Slums in Ulhasnagar is the resultant problem of Industrialization in the town. There were only 29 slums where the Development Plan was formulated whereas at present there are 87 slums (hutment colonies) in the town.

Unauthorized Structure/Encroachment in Ulhasnagar :

The construction of unauthorized structures increased enormously since April, 1962 and the same continued unabated since then. The Town Administrator, Ulhasnagar had taken steps to such unauthorized occupants but they were defeated by stay orders and by strong resentment by Displaced Persons. Shri K.P. Mathrani, Secretary, Ministry of Rehabilitation, Government of India visited the Township on 11/5/1965 and found large scale unauthorized constructions on Government lands and encroachments on Government built properties by displaced

persons and others. Shri Mathrani discussed the issue with State Government officers and it was decided that the unauthorized construction prior to 11/5/1965 should be severely dealt with. But this had no desired effect on displaced persons and they continued to indulge in unauthorized constructions indiscriminately and whenever any action was taken against them, they claimed that the constructions in existence ^{are} prior to 11/5/1965. The Township was surveyed through a special Survey Cell. The Survey Cell surveyed, measured and mapped on 227 sheets about 30,714, unauthorized constructions prior to 11/5/1965. This survey was conducted from 1966 to 1974.

Government of India appointed a Screening Committee in 1966 to consider and recommend to the Town Administrator unauthorized construction/encroachments made by the displaced persons prior to 11/5/1965 for regularisation or otherwise keeping in view the aspects of planning.

The aforesaid Screening Committee ceased to exist after the Government of India decided to close down the settlement organization in the State and decided to transfer the residual work of management and disposal of properties in the Displaced Persons Colonies in Maharashtra with effect from 18th August, 1971, under the package deal arrangement. The State Government also decided to constitute two District Level Screening Committees immediate effect to review and regularise unauthorized constructions/encroachments prior to 11th May, 1965 except these which have already been decided by the former Screening Committee appointed by the Government of India. The Ulhasnagar Township and Kopri Colony, Displaced Person's Colonies and Bombay Suburban District were under the purview of this Screening Committees.

It was also decided that the cases of unauthorized constructions/encroachments made after 11th May, 1965 should not be considered for regularisation under any circumstances. Such cases should be dealt with by the officers concerned in accordance with the instructions in Government Circular, Memorandum, Urban Development, Public Health and Housing Department, No.HS 1072/40677-IC dated 27th April, 1973.

The Screening Committee had taken decision for not regularising the unauthorized constructions in about 7,421 cases. These unauthorized constructions had to be removed for the implementation of the Development Plan of Ulhasnagar Township. The office of the Town Administrator had submitted a proposal to Government in Revenue and Forest Department, requesting to provide that office Demolition Squad, labourers, demolition van and a separate Police Squad. The issue of Demolition Squad was discussed in the meeting held by the Minister (Revenue) in Maharashtra on 5/3/1984.

Issue of Conveyance Deeds for Government built Properties :

There are in all 22,079 Government built properties in Ulhasnagar Township out of which conveyance deeds for 19,607 properties have been issued and 1,016 cases are still pending for issuance of conveyance deeds. There are 1,456 properties which are in occupation of various Government Departments. These properties have not been finally transferred to the respective Departments.

Till 27th August, 1984, the details of pendency is as follows :

1. 91 cases were pending with Chief Settlement Commissioner for adjustment of dues/confirmation of adjustment.

2. 925 cases were pending because of non-payment of balance of cost and interest.

Most of the occupiers were poor and unable to make the payment of cost and interest.

~~Most of the occupiers were poor and unable to make the payment of cost and interest and N.A.A. etc.~~

The efforts were also made to issue the C.D.'s in respect of the pending Government built property cases. The list of property holders with their arrears to be recovered was also prepared. Notices had been issued to the occupants and the list was published on office Notice Board. Publicity as news item was also given that the occupiers paying the Government dues would be issued Conveyance deeds (CDs) for Government built properties on the same day. The Government officers approached several social workers and organisations and donors who were helping the poor people to come forward for donations to enable them to get the conveyance deeds. Accordingly, some people/organization worked for such poor persons.

In this connection, a proposal was already submitted to the Government as a special case, the Government of India scheme to provide houses to landless agricultural labourers to be extended to Ulhasnagar. As regards finalising 91 cases pending clearance of accounts, it was proposed to send one Assistant Administrator to Delhi to settle the matter immediately.

Conveyance Deeds (CDs) for Unauthorized/Extension numbers regularized by the Screening Committee:

Regulation of encroached structure/property is important so as to minimise encroachments and rehabilitation problem. It also helps to prevent further encroachment and promote implementation.

The position regarding number of causes regularized by the Screening Committee conveyance Deeds issued and pending for issuance of C.Ds is as mentioned in Table:5.7.

TABLE : 5.7

Sr. No.	Items	Number of cases	C.D.issued	Cases pending for issuing C.Ds
1.	Fully regularized	7033	4920	11033
2.	Partly regularised	8920	-	-
3.	Alternate sites	4436	22	4414

A special drive had also been arranged for issuing the Conveyance Deeds in fully regularized cases from 16/8/1984.

As regards pending partly regularized cases it was stated that formerly an undertaking was obtained from the occupant that he would remove the affected portion as and when the municipality required it for the implementation of development Plan. However, this practice discontinued and occupiers have been directed that unless they remove the affected portion, the Conveyance deeds will not be issued to them. People do not want to remove the affected portion therefore,

there is no response. Since the cases of granting of alternate sites are required to be referred to the Government for approval, the improvement and progress in this respect is necessary. Total 203 sites are reserved for the development in Development Plan. Out of these, 21 sites are dropped by the Government and 6 sites are dropped by the Ulhasnagar Municipal Council.

From informal discussions with the municipal officials and citizens it is learnt that for getting their unauthorized structure or encroached sites regularized people submit Counterfeit Tax receipt of dates prior of 11/5/1965.

It is also observed that there is no positive check on unauthorized structures, shops, and ownership flats. Municipal authorities are also aware about this very close to the Ulhasnagar Municipal Council office two shops were erected within two days with rolling shutters and concrete structure.

Photograph No. 22 shows a demarketed and fenced encroached site for future unauthorized construction very close to the municipal council office. Photograph No. 14 shows a site for proposed 100 ft. road which is a part of proposed ringroad connecting Kalyan-Murbad road and Kalyan-Badalapur road. This entire area is covered with slums and 'Pucca' structures. Many of these structures are below the High tension Electricity Lines.

The slum shown in Photograph No. 23 is in the Eastern part of Ulhasnagar, touching the boundary of Ambarnath (Ordnance Factory Zone). Moreover, the site for proposed over bridge to the east of the Railway Station had to be given up because of a pucca R C C structure.

From the foregoing discussion it can be concluded that unauthorized structures and encroached land has hampered the development in the town. The town which

was designed to be beautiful wears ugly look; because of uncontrolled migration, lack of timely action by the government, absence of co-ordinating authority in the initial stages.

Water Supply :

The Water Supply Scheme in Ulhasnagar Town commenced in the year 1950. Presently, Ulhasnagar Town gets water supply from 'Barvi Water Works' at M.I.D.C. from Ulhas river and Shahad Water Works of M.I.D.C. The water is purchased in bulk and distributed in the town by Maharashtra Water Supply and Sewerage Board. Total water supply is 61 Million Litres per day. The Maharashtra Water Supply and Sewerage Board has fixed the metered connections in the town and the total metered connections are 27,000. Out of these 24,000 are domestic connections. The remaining 3,000 are for commercial and industrial purpose. There are 15 Fire Hydrants in the Town.

There are also 1,000 common stand posts for water supply in slum areas and other public places. Since these stand posts are non-metered the use of this water is more. The expenditure on the common stand post water is nearly 4.9 lakh per month. Present water supply in Ulhasnagar town is 180 litres per capita per day.

In the areas namely Ramabai Ambedkar nagar, Camp No. 1. and Azad Nagar, Camp No.2, there is a shortfall in the quality of Water Supply; whereas, in Kurla Camp, there is shortfall in the pressure.

Maharashtra Water Supply and Sewerage Board's distribution system is quite inadequate. The MIDC storage tank is situated on the hill in the North-East part

of Ulhasnagar. The water filtering unit is also on another hill in the same area. The Water Supply Reservoir is totally surrounded by the slums and the slum-dwellers have taken direct connections from the water supply pipelines, without proper permission. The Maharashtra Water Supply & Sewerage Board guarantees that all pipelines are metered. However, it was observed many illegal connections are taken from the M I D C pipelines in the slum areas. The photograph No. 24 shows water reservoir and the unauthorised non-metered connections in the slum areas. The photograph No.25 shows the unauthorised non-metered connections in the slum areas. The photograph No. 24 shows the MIDC Water Reservoirs surrounded by the unauthorised untments on the slope of the hill.

The distribution system operated by the Maharashtra Water Supply and Sewerage Board covers 100 per cent of the Municipal Area. Table No.5.4 shows the water supply in Ulhasnagar.

TABLE : 5.4

<u>Water Supply in Ulhasnagar</u>					
<u>Domestic MLD</u>	<u>Non-Domestic MLD</u>	<u>Loss MLD</u>	<u>Total MLD</u>	<u>Total Area covered (hectores)</u>	<u>Total Population covered.</u>
<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>
44.2	2.5	12.30	61	900	3,50,000

Total expenditure of Ulhasnagar Municipal Council on Water Supply can be seen in the following table :

TABLE 5.6
Total Expenditure on Water Supply

Year	Rupees (In lakhs)
1981-82	3.55
1982-83	20.40
1983-84	75.26
1984-85	99.30

A World Bank Project on Water Supply and Sewerage System in Bombay Metropolitan Region has been undertaken by the Maharashtra Water Supply and Sewerage Board of the Government of Maharashtra. Ulhasnagar is part of this scheme. The project commenced in the year 1980 and is likely to be completed in 1986. The total amount of Rs. 44 lakhs will be spent on this project; out of this an amount of Rs. 29 lakhs has already been spent. It will cover an area of 771 hectares in Ulhasnagar which is 59.3 per cent of Ulhasnagar.

After the completion of work, 2,73,332 persons, who will get benefit of this scheme, represent 53.07 per cent of the total estimated population of Ulhasnagar in 2001. (5,15,000 persons).

Sewerage and Drainage System in Ulhasnagar :

The Ulhasnagar Town does not have the facility of an underground drainage system. The town is also not provided with the primary facility of surface drainage, with the result the water from kitchen and bathrooms is let off in the

open yards. It flows through nallas and low lying areas, ultimately jointing Waldhuni river. The town has some Septic Tank Latrines in the Military Camp and in the colonies constructed by the Maharashtra Housing Board and Buildings & Communication Department. There is no provision of storm water drainage. There is no proposal, suggestion or recommendation about the drainage and sewerage system in the Ulhasnagar Development Plan Report, since the local authority had already approached the State Government to prepare an underground drainage system and the Public Health Engineering Department was assigned the project.

Maharashtra State Water Supply and Sewerage Board's project in Ulhasnagar will provide underground drainage facility which will carry 28 Mld. quantity of sewerage. The proposed method of treatment is preliminary treatment with disinfection by chlorination to meet the standards fixed by Maharashtra Prevention of Water Pollution Board. However, the discharge will be in Waldhuni river.

Solid Waste :

In Ulhasnagar, the garbage collection is done by the trucks and all the collected garbage is dumped along the Waldhuni Nalla in Camp No.3 and in Camp No.4, on open plot, south of Vocational Training Centre.

In the Development Plan, the site in Camp No.3 (along the Waldhuni Nalla) was proposed to be discontinued for this purpose. It was proposed that this site should be used as open space. The site in Camp No.4 was considered suitable and proposed to be enlarged with an ultimate area of 1.85 hectares. Garbage collection is done by head load and it is transported by the trucks on the sites in Camp No.3 and 4. All solid waste and manure is presently dumped in the Waldhuni Nalla.

After the implementation of World Bank Scheme of Sewerage and Drainage system the dumping sites will remain same. This way Ulhasnagar Municipal council is deteriorating its own environment and atmosphere.

Libraries :

The site reserved for the development of library and commercial hall (site No.184) Town Hall and Library (site No.186) Welfare Centre (site No.187) and Library (site No.188) have so far not been developed.

Cremation & Burial Ground :

Site No.46, 48, 49, 50 have been proposed for the purpose of cremation ground and site No.47 has been proposed to be developed as burial ground. Out of these, development work is in progress only at the site No.46 and 50, Camp No.2 and 5 respectively.

Development of Sites by Government Development are as follows :

- 1) Central Hospital (Camp No.3.)
- 2) Maharashtra State Electricity Board (Site No.178, Camp No.3).
- 3) Water Supply Department (Site No.175, Camp No.3).
- 4) Three Overhead Water Tanks (Camp No.4 & 5).
- 5) Police Staff Quarters near Vithalwadi Polic Station (Camp No. 4).
- 6) Telephone Exchange (Site No.6, Camp No.3).
- 7) Government Certified School (Site No.129). (partly developed)Camp No.4.

RECOMMENDATIONS :

1. In order to solve the problem of encroachment and unauthorised construction, the duality of authority structure needs to be abolished. Since there are two different authorities the office of the administrator and the Municipality of Ulhasnagar, it is difficult to co-ordinate the activities of both the offices and check the unauthorised construction.

2. The MIDC storage tank and water filtering units are situated on two different hills. The water supply reservoir is totally surrounded by the slums and the slumdweller have taken direct connections from the water supply pipelines without proper permission.

This may cause water pollution and endanger the public health. There is a need to take serious cognizance of the problem and such activities should be curtailed.

3. All solid waste & sewerage is at present dumped into the Waldhuni Nalla. After the completion of World Bank Scheme of Sewerage and Drainage system the dumping sites will remain the same. This will deteriorate the environmental and atmospheric condition of the town.

4. Sites reserved for the development and Libraries, Town Hall, Welfare Centre need to be developed as early as possible.

5. Ulhasnagar Municipal Council has acquired and developed small playing-spaces. However, these are not fenced and maintained properly, which is highly recommended. There is also need of watchmen and installation of playing equipments.

6. There are illegal unauthorised constructions on a site of a proposed road connecting Kalyan - Ulhasnagar-Murbad Road and Kalyan-Ulhasnagar - Ambemath Road. Majority of these illegal hutments are under the high-tension electricity wires. These encroachments should be removed as early as possible in the interest of public safety.
7. In many of the 'A' type Barracks water supply is provided with public standposts. Instead of public standposts these barracks should be provided with independent metered water connections. This system may recover some of the expenditure on water supply.
8. The marshy land on both the banks of Valdhuni Nalla particularly in the vicinity of ENGA House should be fenced properly. After cleaning this area it should be converted into wooded natural park, so as to save the area from deterioration and encroachment.
9. Regularisation or non-action regarding the unauthorised multy-storied buildings in Ulhasnagar has encouraged construction of many unauthorised building with violation of F.S.I. Rules.

The open area near Rationing Office which admeasures more than 20,000 sq.ft. in size and is presently being used as garbage depot by local residents. This plot needs to be protected by fencing and requires to be developed soon to avoid encroachment on it.

R E F E R E N C E S

1. Ulhasnagar Development Plan (1967-1991) Report
p.95.
2. Ibid, p.106.
3. Ibid, Appendix : Approximate Estimate of cost for
acquisition of public sites p.28.

CHAPTER - VI

KHOPOLI INTRODUCTION

1. REGIONAL SETTING :

Khopoli Township is situated about 100 kilometres away from Bombay, the main port on the Western coast of India. Khopoli is located at the foothills of Sahyadri Ranges, on the latitude 32° - 34° north with longitude 66° - 91° east.

Apart from this, on its southern side it is also a meeting point of Bombay - Bangalore National Highway No.4 and Poona-Alibagh State Highway. This town however, does not have any strong rail link. There is at present a single line railway track, which takes off from the main line near Karjat and only three locals run in either direction throughout the whole day.

The existence of Khopoli as an Urban Centre popularly known as Khopoli New Township is of quite recent origin. It has come into existence as an urban area in 1970, when the Khopoli Municipal Council was established. The township is comprised of eighteen villages, namely, Takai, Meel, Ajoshi, Hal Budruk, Mulgaon, Khurd, Chinchvali - Shedkin, Varose turf, vasrang, Lavej, Vihari, Khopoli, Katrang, Mulgaon Budruk, Shedavali, Devlad, Rahatvade, Sheel, Bhenwaj.

Even though the large number of villages are included the major and predominant development in the form of industries is seen only in the north eastern corner of the town. As a result of this residential development is

seen to be concentrated just surrounding these areas and also in villages namely Devlad, Khopoli and part of Bhanvaj. Khopoli town also falls in the influence area of Bombay. It is a part of Bombay Metropolitan Region with the area of the Region being 3965 square kilometers. This region includes the area of Greater Bombay, the areas of Vasai, Bhiwandi, Thana and Kalyan, talukas of Thana District, and of Uran, Panvel and part of Khalapur, in Raigadh District. The Region includes 18 urban centres besides Greater Bombay. In the context of Bombay Metropolitan Region, Khopoli is situated at the south-eastern extreme limits, beyond which the ghat section actually begins.

MUNICIPAL AREAS :

The area of the town as included within the municipal limit is 30.17 square kilometres that is, 3022 hectares. The town size admeasures 7.45 kilometers east to west and about 6.6 kilometers north to south. The eastern, northern and southern boundaries are surrounded by the Sanyadri Hill ranges.

The boundaries of the Municipal Council as per the proclamation are :

- | | | |
|-------|---|--|
| North | : | Northern boundaries of villages Takai, Hal budruk, Shedvali, Mulgaon Khurd, Chinchvali, Shekin, Lavej. |
| South | : | Southern boundaries of Takai - Meel, Katrang, Bhanvaj, Khopoli. |
| East | : | Eastern boundary of Khopoli, Lavej. |
| West | : | Western boundaries of Takai and Meel, Hal Budruk. |

THE ORIGIN OF DEVELOPMENT OF KHOPOLI TOWNSHIP :

A British Engineer David Gawshing while he was convalescing in Lonawala, conceived the idea of building a dam in Lonawala and bringing the water by huge pipelines up to Khopoli for the purpose of generating hydro-electricity. He prepared detailed plan and showed it to late Jamshedji Tata. Mr. Tata accepted the scheme and the Hydro Power Plant came into existence in the early part of this century, that is in 1911, and also attracted colonies of the power house and some other activities. Later because of the tail race water and the Karjat-Khopoli rail link, some large industrial units which later on attract many more and turned out the area into a township.

After the Power House, Paper Pulp Company (PAPCO) was setup in 1942, on a small scale employing only a few hundred people and as such it did not make any impact on the rural scene of Khopoli. During 1950-60 covering the first two Five Year Plan period only very few industrialists moved to Khopoli for setting up their factories.

The revised industrial policy of the Government aiming at dispersal and decentralisation of industrial development in the country was actually responsible for the growth of the new industrial areas like Khopoli.

Several measures were taken to diversify industries from traditionally concentrated places to underdeveloped regions. Several incentive schemes were announced. The cumulative impact of this National and the State

Industrial Policy led to the rapid urbanization in Khopoli. Almost in 1960 many chemical factories like Indian Organic Chemicals. HICO, ALTA Chemicals and Swadesh Chemicals established their units in Khopoli around the Bombay - Poona Road. The Zenith Steel Pipe Ltd., owned by Birla Group and the Mahindra Ugin Steel Co.(MUSCO) of Mahindra Group, established their factories in 1962. These factories are the major industrial units in the town in terms of total capital employed as well as in labour employment. New industrial units continue to establish till 1973-74. Several medium and Small sized industrial units came up. In order to avoid further concentration and over-crowding of industries and thereby to control further growth of population in this limited area, in 1978 the State Government stopped permission to set up new industries in Khopoli.

An important feature of the industrial set-up in the town is that almost all of them except HICO and M/s P.K.Velu Ltd., are located in the North-Eastern portion of the town confining to few villages like Vihar, Bhanwaj Khopoli, Deolad, Malgaon and Wasrang. A few factories have also established in Shilphata area. Thus, industrial and commercial activities is concentrated in this limited area which is close to the National Highway.

POPULATION :

Since Khopoli as an urban centre has come into existence in 1970, the demographic details for a town as a whole for previous census enumeration are not available. Thus, for the purpose of understanding the trends in population increase in the Development Plan Report the village wise population figures for previous years were considered.

The population figures for all the villages included in the township for a period between 1951, 1961 and 1971 were 6,333, 9,200 and 18,154 respectively. (Table - 6.1). The percentage increase in population during these decades was about 30% and 99% respectively. Considering the increase in 1961 to 1971, population at 30% the corresponding increase is rather phenomenal. According to 1981 census, the population of Khopoli is 32,102. In 1984, the population is 32,601¹.

The township is divided into 30 electoral wards. The concentration of population is at present restricted to the core sites of 18 villages except in case of areas under use for industrial purposes.

EARLIER PLANNING EFFORTS :

As early as in 1962-63 when the development in the town reached the take off stage, the Town Planning Department had at the instance of the Directorate of Industries, prepared a broad zoning layout indicating general circulation network and land uses. This layout came to be included in the Regional Plan for the Bombay Metropolitan Region (BMR) and gave some statutory force to the Plan. The then Gram Panchayat also developed the Government land in the south eastern part as a residential area, which also made available some sites for public purposes and also the road alignment for diversion of the national highway passing as a narrow road in the congested older part. Later when the Municipal Council was set up in 1970, the obligatory planning function under the Maharashtra Regional and Town Planning Act, 1966, had to be taken up. The surveys were taken up to prepare the existing land-use map. The land-use survey of Khopoli was carried out in the year 1973.

DISTRIBUTION OF LAND -USE :

The Table 6.2 shows the extent of the prominent land use and their percentages with the total area of the town.

TABLE 6.2

<u>Sr.No.</u>	<u>Land Use</u>	<u>Acerage</u>	<u>% of the total area.</u>
1.	Residential	175.50	2.35
2.	Industrial	614.00	8.21
3.	Commercial	008.58	0.10
4.	Transport and Communication	066.90	0.89
5.	Public and Semi Public	053.40	0.71
6.	Water Bodies	148.00	1.98
7.	Hills	3066.15	41.06
8.	Agricultural & workers land.	3332.92	44.70
TOTAL :		7466.05	100.00

The study of the land use analysis revealed the following important information.

The hills surrounding the town covers about 41 per cent of the total area.

The large industrial concerns like Mahindra Uganes, Indian Organic Company, Papco, Zenith Steel Pipe Co., purchased lands in bulk for industrial purpose in the areas covered by Bombay - Poona road and the hill ranges. These concerns had however, not utilized the lands fully and much of the lands owned by these concerns were also laying vacant. Nearly 45 percent of the land in the town was vacant.

(a) Residential Use :

The peculiar feature of the land-use was that the percentage of the residential had very low. An area of 175.50 acres was 2.35 percent of the

total area was used for residential purpose. Apart from this, the residential development was confined to the core of the gaothans and access routes.

(b) Industrial Use :

Six hundred and fourteen acres, that is, 8 percent of the total area of the town was used for industrial purpose. this land was not completely utilised by the industrial concerns. However, most of the industries had prepared blueprints for their master plans. Almost all the industries were located in the north-eastern portion of the town. The only solitary exception was the M/s.P.K.Velu and Company and HICO.

(c) Commercial Use :

Shops, Commercial establishments, restaurants and hotels and all such uses were included in the above category. According to the Municipal Registrar there were about 23% shops, 227 commercial establishments, 227 eating houses and hotels and one theatre. According to landuse survey about 9 acres of land was under above use, which was confined to the National High way that is, Bombay-Poona Road. This commercial use was almost absent in the gaothan sites, except for a few shop in the villages. The service garages, workshops, etc. were also confined to the Bombay - Poona Road.

(d) Land-use under Open Space :

This covers areas under playgrounds, gardens and such other recreational areas. The area under this use in a organized way was almost negligible - Whatever, open space was required, it was through the open fields surrounding the gaothans.

(e) Area under Hills :

As it has already been mentioned the area occupied under the hills was 3,066 acres which account for more than 40 percent of the total area. It was therefore, difficult to develop any sites in this areas. The development activities have been restricted in the town. This could not be brought under any other beneficial use except that recreation purpose and forestry.

(f) Agricultural and Varkas Land :

This occupied mostly 40 percent of the total area of the township. This signifies predominance of rural character in this town.

CIVIC GOVERNMENT :

Prior to the establishment of the new township Municipal Council on 7th April 1970, the villages were governed by the rural local bodies namely, Zila Parishad, Panchayati Samiti and Village Panchayats. Khopoli Group Gram Panchayat was functioning as a group of certain nearby villages. The villages were under the control of this Group Gram Panchayat. Khopoli Township is one among the 22 in Khalapur Tahsil.

Owing to the regional importance, the Khopoli Group Gram Panchayat was the richest village panchayat in the District. The main source of revenue were octroi, property tax and grant-in-aid. The tax revenue was about 40% of the total revenue which was substantially higher than any other village in the State ². The main functions of the village panchayats were the maintenance of roads, street lights, construction and maintenance

of water wells, provision of public health facilities and other basic amenities. The education and public health measure were looked after by the Zila Parishad.

As per the provisions of Maharashtra act, 1965, Government had first set up a New Township Municipal Council for the town with a nominated body of representatives of Industry, Town Planning and Public health Engineering Departments. etc. Later on this became a regular C Class Municipal Council in 1970.

Table 6.3 gives the financial condition of the Khopoli nagar Palika for the years, 1980-81, 1981-82, 1982-83, 1983-84.

KOPOLI NAGAR PALIKA

Year	Income	Expenditure	Deficit/Surplus
1980-81	12484664/-	10712888/-	+ 1771776
1981-82	17769462/-	18062588/-	- 293126
1982-83	21508035/-	32963230/-	- 11455195
1983-84	23561452/-	26605945/-	- 3044493

UTILITY SERVICES :

(a) Water Supply :

Before 1970, the majority of the villages which formed the Khopoli Town were administered by the Grampanchayat. Hence the coordinating scheme for supplying the water covering the entire township was neither framed nor was in working.

The tail race water from the Tata Electric and Power Supply Co. Ltd. had been taken for supplying the water to the villages namely, Bhanwaj, Devlad, Khopoli, Rahatavade at the rate of 15 gallons per person per day. The main supply source was Walwan Dam at Lonawala.

The water was supplied to the Vihari and Shil villages through the Standpost and roughly at the rate of 15 gallons per head per day. There were about 4 Standposts in Vihari and 16 Standposts in Shil. The water was supplied in the villages like Wasrang, Vihari, Thakurwadi with the help of tankers.

Water was supplied in the settlements nearby the industrial concerns like Zenith, Mahendra Uginis with the help of these concerns. In the rest of villages wells were used.

(b) Drainage and Sewerage Scheme :

However, there was no scheme for the drainage and sewerage covering the entire township. The main roads were provided with open gutters for collecting and carrying sullage water from individual houses. Due to obsolete design of drains and due to ground level at certain places there were chances of water stagnation.

(c) Disposal of Night Soil :

Most of the latrines in the town were of basket type. The night soil was collected from the individual receptacle in latrine and was carried by tankers and dumped in Site No.24, Varose Turf. The total quantity of night soil carried

was 3500 gallons per day in a tanker having capacity of 700 gallons. At some places people had constructed W.C.units with septic tanks arrangements. Normally the permission for new houses was given provided they had the facility of septic tank.

(d) Electricity Supply :

Electricity was supplied to the town by the Maharashtra State Electricity Board (MSEB). The total quantity of electric supply to the town inclusive of electricity supply to the industries was 62,40,723 KWS. The information regarding meters fitted was as under :

<u>Purpose</u>	<u>Normal</u>	<u>Domestic</u>
Residential	995	53
Shops	315	51
Power three phase	-	71
Pumps	3	5
Street Lights	-	2

The domestic connection to about 18 companies were also given.

There were 300 poles with tube lights.

SOCIAL FACILITIES AND AMENITIES :

The 1971-72, a survey of existing social facilities was carried out. The following paragraphs describes the then existing facilities regarding Primary Education, Gardens, parks etc.

Educational Facilities :

Table 7.2 shows the educational facilities available in Khopoli.

- (a) Pre-Primary Schools or Kinder-garden.
- (b) Primary Schools.
- (c) Secondary Schools.

(a) Pre-Primary or Kinder-garten :

The survey revealed that nearly 364 students in Khopoli Town attended the Kinder-garten schools run by private educational institutions.

(b) Primary Schools :

As per 1971 census there were 2,560 Primary School students. There were 15 Primary Schools run by Zilla Parishad, Kulaba. The size of the school varied from one class room to ten or twelve class rooms and from 40 students to 200 to 400 students.

However, none of the primary school owned by the Council had any organized facility of open space for the play-ground. The primary schools owned by private schools were maintained in good condition and had the facility of playground as well.

(c) Secondary Shools :

The total number of students were 887 in two secondary schools. These schools had the facility of playground. There was no facility for higher education or training beyond the secondary school education.

HOSPITALS, DISPENSARIES & MATERNITY HOMES :

Except for few primary family health centres in the town, there was no arrangement for provision of health facilities to the residents. There were,

however, other private clinics. In case of emergency, the patient was required to be moved to far off places like Panvel, Pen, Lonavala etc.

MARKETS :

There were no organised markets in the town. The stalls at scattered places provided this facility.

Recreational Places:

There was no garden in the town. There is an old Shankar Mandir of 16th century. A large tank abutts the temple; the surrounding area was developed as a small garden.

Water Falls:

There is cut up portion in the hill ranges surrounding the township. During rainy season the rain water falling on these ranges present water falls along these cut up portions.

Cinema Theatre:

The only theatre, Good Luck cinema, was situated centrally in the township, on Bombay - Poona Highway. Besides this, there was only one hall known as Samaj Mandir, which catered to the need of cultural activities of the town in general. There were two or three other halls also.

TRANSPORT & COMMUNICATION :

The Bombay-Poona National Highway before it enters the ghat- region passes through this town. Almost all the gaothans are connected to it, by narrow

access lanes. The other road, which is a State Highway is Khopoli-Pen Road. The road while passing through this town connects two villages, namely, Takai and Ajoshi, which are included within the Municipal limits. The width of this road from HICO factory till the same enters the ghats is hardly 24' to 30' at certain places.

When the Development Plan was formulated there was no municipal bus service in the town. The State Transport operated bus service between various urban and rural areas provided some facility of bus service in the town, apart from the State Transport buses, the private companies also had their means of transport.

Internal Communication :

When the Development Plan was prepared the prevailing transport system was not systematic. There were major missing links which would connect the settlements internally. Infact, some of the settlements like Meel, didnot have vehicular access at all. Another set back of the internal road pattern was that all existing roads which lead to gaothan of the respective villages had opening directly on the highway. The road width were too narrow. The resultant internal road development was seen to be in the form of branching pattern of a tree.

The total length of the roads inclusive of the clarified roadways was 16.50 k.m. The length of 0.36 k.m. was concrete, 4.95 k.m.asphalt and the remaining 11.25 k.m.was water bound makadam and of other type. All the internal roads were maintained by the Khopoli Municipal Council. The amount spent by Khopoli Municipal Council on the construction and maintenance of roads since 1970 is as under :

- 15 -

1971-72	-	Rs. 1,68,551/-
1972-73	-	Rs. 2,01,096/-
1973-74	-	Rs. 78,546/-

The length of the Bombay - Poona National Highway is 6.k.m. This road is maintained by the Executive Engineer, Building and Construction Department, Government of Maharashtra.

Railways :

There is at present single railway line covering a distance of about 10 to 15 kilometers. This branch terminates in Devdad village. There are in all four trips either way between Karjat and Khopoli. This branch line is useful for the labourers who commute daily.

References

- 1.- Khopoli Municipal Council Record.
2. Report of the Khopoli Development Plan, Town Planning and Valuation Department, Government of Maharashtra. P. 22.

CHAPTER : VIIDEVELOPMENT PLAN PROPOSALS - KHOPOLI

Khopoli Municipal Council declared its intention to prepare the draft development plan in accordance with section 23(1) of the Maharashtra Regional and Town Planning Act, 1966, as per its resolution bearing No.178 dated 21/5/1971. This declaration of intention was published in the Maharashtra Government Gazette, Part II on 22/7/1971 at page 1010.

Khopoli Municipal Council with the previous approval of Government appointed the Town Planning Officer under Section 24 of the Maharashtra Regional and Town Planning Act, 1966, for carrying out the surveys of the area, preparing the existing land-use map and formulating proposals of the development plan of that area. In accordance with the section 25 of the M.R.T.P.Act, the existing land use map was prepared in August 1973.

The Draft Development Plan was prepared and the General Body by its resolution No.78 dated 29/11/1973 decided to adopt the plan. The notice in regard to the publication of the draft development plan appeared in Maharashtra Government Gazette, Bombay Division Part II on 20/12/1983 on page 2347. Thereafter the council received 19 objections and suggestions in a period of 60 days. The Council thereafter appointed the Planning Committee consisting of five members as per its resolution number 113 dated 14/2/1974. The Planning Committee submitted its report to the council after giving the hearing to the objections and suggestions put forward in this connection. The Council resolved to submit the draft development plan. With certain modifications as recommended by the Planning Committee vide resolution No.42 dated 20/6/1974.

The summary of the legal formalities followed by the Khopoli Municipal Council is given below.

Development Plan of Khopoli

Legal Formalities

- | | |
|---|--|
| 1. Declaration of intention by the Khopoli Municipal Council to prepare the Development Plan. | General body resolution No.178 dated 21.5.1971. |
| 2. Publication of declaration of intention in Maharashtra Government Gazette. | dt.22/7/1971 Government Gazette Part II,P. 1010. |
| 3. Preparation of existing land-use | August, 1973. |
| 4. Map submission of the Draft Development Plan for sanction. | 6-10-1974 |
| 5. Publication of the Draft Development Plan under section 26(i) of the M.R.T.P.Act,1966 | 17-12-1976 |
| 6. Date of coming into the force of sanctioned Khopoli Development Plan. | 15-1-1977. |

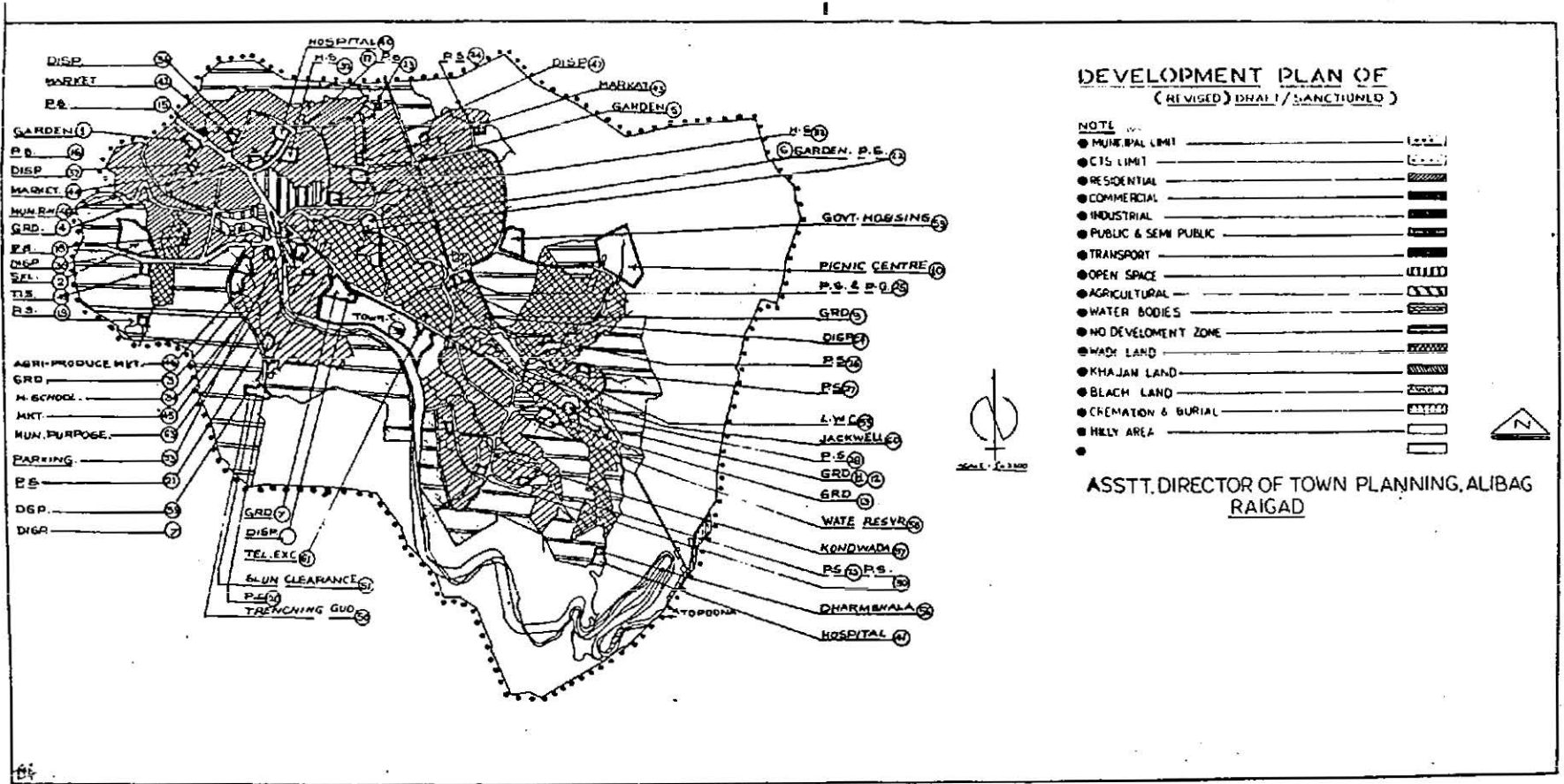
The Development Plan (Figure : 7.1) proposals were made to serve the population of 75,000. The projection of population was worked out village wise. It was expected that the increase in population would be accommodated in the nearby areas adjacent to the gaothans. The land use survey revealed that nearly 750 acres of workers and inferior agricultural lands, that could be brought under residential use. For the purpose of estimated future population, it was assumed that nearly 50 percent of this land would be brought under residential use. Thus, the estimated 1991 population was 75,000.

The estimate of population projection of all the existing settlements in 1991.	30,000
The population that could be accommodated in 50 percent of available flat land in workas and inferior lands.	45,000
Total	75,000

The developed area in the town was 968 acres, that is, about 12 percent of the total Municipal area. It was proposed to bring an additional area of about 750 acres, under different urban uses, thus accounting for about 23 per cent of the Municipal area, for the detailed land use, break up, refer Table No.7.1 and Map No.1.

Table : 7.1

<u>Sr.No.</u>	<u>Purpose</u>	<u>Area in acres.</u>	<u>% of the total</u>	<u>% to the Developed Area.</u>
1.	Residential	1229.80	16.47	46.930
2.	Industrial	908.70	12.17	34.678
3.	Commercial	8.35	0.112	0.319
4.	Transport and communication	25.30	0.339	0.965
5.	Public Purpose	427.66	5.731	16.326
6.	Area under roads.	20.44	0.274	0.780
	Total	2620.45		100.00
7.	Water Bodies	148.00		10.982
8.	Green zone open space.	1260.00		16.875
9.	Green zone Hilly area.	3438.00		46.046
	TOTAL	7466.45		100.00



ZONING :

The total area of the Municipal Council was proposed to be divided mainly into following broad zones. (Figure 7.2)

- (1) Residential zone
- (2) Commercial zone
- (3) Industrial Zone
- (4) Green zone

All the above zones were marked on the development plan, which is drawn to a scale of 1 cm. ; 50 metres.

Residential Zone :

The then existing population of about 18,000 was accommodated in an area covered in 175.50 acres under residential use out of the total developed area of about 968 acres. This gives a gross density of 20 persons per acre and net density of about 100 persons per acre. It was proposed to bring an additional area of 1,054.50 acres for future. Thus, making the total residential area of about 1,230 acres which is equivalent to 16.47 per cent of the total municipal area. This would give a gross density of 20 persons per acre and net density of 100 persons per acre for the future estimated population of 75,000.

Industrial Zone :

The industrial zones have been defined after taking into consideration the then existing industrial development, and the directives of the Bombay

Metropolitan Regional Plan. As per the recommendations, the industrial acreage was almost maintained. The only additional area for industrial purpose was that of medium scale industries which admeasured to about 50 acres. This was proposed to be located on the Pen Road.

Commercial Zone :

There were no organised commercial facilities in the town. Hence it was proposed to develop a Town Centre of an area of 91.75 acres on the Bombay-Poona Road.(National Highway No.4). In the town centre, apart from municipal and government offices; the bus stand, shopping centre, fire brigade, auditorium were also supposed to be accommodated.

Green Zone :

The certain areas on the extreme limits of the township were proposed as green zone. This zoning was in accordance with the recommendations of the Bombay Metropolitan Regional plan.

DEVELOPMENT PLAN PROPOSALS :

Facilities and Amenities :

(a) Primary Schools :

it was proposed to provide for independent school sites just by the side of residential area in gaothan. In addition, two sites were also provided in the central area of the proposed residential areas. Thus, total number of such sites was seventeen. (Table 7.2).

(b) Secondary Schools :

There were two Secondary Schools. It was proposed to provide for three more sites.

(c) Higher Education :

One site covering an area of 36 acres and another site for Industrial Training School of an area of 4.5 acres, were proposed.

MEDICAL FACILITIES :

Hospitals :

One site was provided for hospital covering an area of 8.5 acres. A separate site of 4 acres was provided in the ghat section to meet the requirements of contagious diseases.

Dispensaries and Maternity Homes :

In order to provide facilities in addition to the existing Health Centres and the one zoned in goathan extension scheme layout, the additional 6 sites covering an area of 7 acres were provided for the development of Dispensaries and Maternity Homes.

MARKET & SHOPPING CENTRES :

In the absence of any organized market as well as Shopping Centre facility site was proposed for the shopping centre in the town centre area. In addition to this, a site for market was also proposed on goathan extension lay-out. Four more market sites in different parts of the town were proposed

to be reserved in order to meet the marketing facilities for the projected population. In order to meet the requirements of agricultural produce, one site covering an area of about 5 acres was reserved near Shil Phata, as per the request of the Agricultural Produce Market Committee.

PARK AND GARDENS :

As per the Development Plan proposals 12 sites covering an area of about 78 acres was proposed. Out of these sites, site surrounding Shankar Temple and Tank was also proposed to be developed as garden.

Sajgaon Fair Land :

In order to provide the necessary facilities to the pilgrims of the Vithoba Temple a site covering an area of 29.7 acres in Takai village was proposed.

Picnic Centres :

The cut up portion of hills present a view of water falls during monsoon. A site meant for serving as a picnic spot was suggested in ghat section.

LIBRARY :

There was one library in the town. The council decided to have a separate library building to provide for additional facility.

HOUSING SITE :

In order to accommodate hutment dwellers a site in village Meel was suggested. An area covering 4.9 acres was proposed to meet the demands of slum clearance.

One public housing site was also proposed in the town centre area.

one housing site meant for Government housing covering an area of about 10 to 15 acres was also proposed. This was done in order to meet demands of Government employees.

Facility for administrative buildings :

Provision was made for Government and municipal administrative buildings in the area meant to be included in the site reserved for the Town Centre.

UTILITY SERVICES :

(a) Water Supply :

Khopoli Municipal Council had undertaken a Water supply Scheme with a view to provide for water at the rate of 90 litres to 140 litres per head, per day in the immediate and ultimate stages respectively as per the norms prescribed by the Government.

The total cost of the scheme as per the estimate prepared by the Public health Department was Rs. 38,05,500/-. The scheme was submitted to the Government for the final approval. As a part of the scheme sites No. 58 and 60 for water reservoir, jack well, respectively, were reserved for the respective purpose.

(b) Electricity :

The system of power supply to the town was found to be satisfactory hence no new additional sites for erection of sub-stations was provided in the development Plan.

TRAFFIC & TRANSPORTATION PLAN :

An attempt was made to propose short diversion and long diversion for directing the traffic not connected with the city life, as shown in the figure No.7.2 on the National highway. The main concept behind the above said proposal was to divert the through traffic, not connected with city life by having short diversion in the initial phase, till the long diversion envisaged under the scheme known as lower Borghat-Scheme was fully executed.

Other proposals :

The provision was made for the Dharamshala, Municipal purpose, kondwada and Municipal Rest House.

References

1. Development Plan Report - Ulhasnagar, - Town planning and Valuation Department, Government of Maharashtra. P.86.

CHAPTER : VIII

IMPLEMENTATION OF DEVELOPMENT PLAN - KHOPOLI

Implementation is one of the important stage in the planning process. It is also essential to see that the improvement proposals are implemented systematically as per the plan.

In the present chapter an attempt has been made to evaluate the implementation of the various Development Plan proposals in the Khopoli Township.

1. Primary Schools :

Out of 17 suggested sites in the development plan of Khopoli Town, the following sites were developed or being developed in the implementation.

Site No.15 in the village Halbudruk (survey No.80) is not developed since the acquisition of land is not yet complete.

The site No.17 in Shedvali village (survey No.1) also, the land acquisition work is under process. On site No.19 in the village Takai, survey No.2,3,35,36 are already developed as schools. However, survey No. 5 is yet to be developed.

The Table No. 8.1 shows the position about aquisition of land for various sites reserved in plan during the period 1981-84.

TABLE : 8.1

<u>Year</u>	<u>Site No.</u>	<u>No. of sites</u>
1981-82	25, 28, 30	3
1982-83	31	1
1983-84	35	1

On site No.25 in the village Rahatwade and Wasrang the land acquisition was complete but there was no progress in 1982-83 and 1983-84. On site No.28, in Khopoli village the land is acquired and the school is built. The work on this site is completed. (Photograph No.26).

In the village of Katrang also a school building is completed on site No.30 (survey No. 20, 21 & 22). This was completed in 1982-83 immediately after land acquisition.

On site No.31, in the same village another school building was also completed in the year 1982-83.

Altogether, there are 22 sites reserved for the educational purposes. The numbers are as follows :

Site No - 15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,49.

College :

In the Development Plan, site No.35 (survey No.38 to 41,43,44) in the village chinchavali-Shekin and in the village Mulgaon Khurd (survey No.2,17,18,19) was

reserved for the college. However, the Municipal Council changed the site from original proposed site to the village Ajoshi on Khopoli-Pen road. The work was started on the survey No.(5,16,17,18). Presently the work has been stopped due to the court stay.

Library :

There was only one proposed site for the construction of Library building. However, after the construction, the Municipal Council office was shifted in the Library building where the Khopoli Municipal Council office is shifted. The Library has been started in the old council building. The regular Municipal Council building was proposed in the site for the Town Centre(Photograph No.27).

Hospitals and Dispensaries :

In the Development Plan, total 8 sites were reserved for the development of health purposes. Out of these, the site No.s 36, 37, 38, 39, 47, 64 are reserved for dispensaries and site Nos. 40 and 41 are reserved for Hospitals. However not a single site was aquired between 1981 to 1984, resulting, no development of dispensary and hospital in Khopoli Town.

There is only one Hospital site No.40 in Shedavali village, in the western part of the Town. This is not a new hospital but an extension of the existing one. This extension is being made to accomodate additional 50 beds and staff quarters are also under construction.

Gardens :

In the Development Plan, 12 sites in total are reserved for Recreational Purposes. The site Numbers are 1,3,4,5,6,7,9,10,11,12,13,14. Out of these 12 sites, the development in the village namely Rahatwade (Site No.9),

Khopoli (site No.13) and (site No.7) are yet to be developed. In the recent development site No.7 is dropped from the reservation.

On the site No.12 in Khopoli village the development work was in progress in 1982-83, however it is handicapped in 1983-84 due to court stay order.

Other Gardens are developed by Municipal Council (near Municipal Council Office in Khopoli and opposite Good-Luck cinema on Bombay-Poona Highway No.4) Site No.10 and 14 are proposed as picnic centres, though as yet is no development in that direction has taken place.

The Bombay Metropolitan Region Development Authority (BMRDA) had acquired a large area for development of residential and other uses in the south-western part and detailed layout was prepared. but some how that scheme has not yet been implemented. Similarly BMRDA had also proposed a scheme for the site reserved as Town Centre and Municipal Council had initiated land acquisition procedures but so far the project has not started.

Utility Services :

(a) Water Supply :

Due to limited water supply to the town, in 1971 the Maharashtra Government prepared a scheme for Khopoli and other eighteen villages. It was proposed to fulfil the demand of 70 liters per capita per day. Because of the growth of population and increasing industrialization another scheme of Rs.38,05500/- was prepared by the Urban Development and health Department which was sanctioned on 13-9-1973.¹

The special feature of this scheme is that though the scheme is for the urban area, the financial pattern is on rural basis, that is 90 per cent Government Grants and ten per cent local contribution.

According to this scheme, Khopoli township was to get 3.26 mld of water every day up to 1986 and 7.22 mld from 1986 to 2001. This scheme was supposed to provide 90 litres of water per capita per day to the population of 35000 in 1986. The same scheme will provide 50,000 population in 2001 with the supply of 140 litres per head per day.

Though water of the Patal Ganga river is polluted because of industrial waste, water is not polluted before the intake. Khopoli Municipal Council has already proposed and given money to the Water Supply and Sewerage Board, Government of Maharashtra, for executing the new water supply scheme. Water supply scheme is in the second phase. Two water reservoirs have been built on the hilltop, (Site No.,58) which is very near to the Khopoli Municipal Council Office. The water will be stored here and distributed through pipelines. The third phase will start by the end of 1986.

The new water supply scheme which was started in 1976 provides about 4.4 mld water in the town. Out of which 0.2 mld is supplied for industrial use, 4 mld for domestic use and 0.2 mld for the commercial use. There are in all 1141 water connections in the town. Water is supplied by Gravity Distribution System, Jack Well also has been developed on Site No.60.

A new augmentation Water Supply Scheme also ^{is} in progress, the design capacity of which is 9.6 mld.

Drainage and Sewerage :

The town has open covered drains (Photo No.28) Sewerage is not treated before the disposal. Town has septic tanks for the treatment. Sewerage is disposed on the open land. Garbage is collected on wheel burrows and is disposed on open land.

Roads :

Except Bombay-Poona Road (National Highway No.4) which goes through Khopoli town, there are very few newly developed roads.

The roads interlinking eighteen villages are about 10 to 15 feet in width and developed before the development plan come into existence. These roads as well as other internal roads in the villages have been developed by Group Gram Panchayats before 1970.

In the Development Plan of Khopoli five (5) new roads has been proposed.

1. Shedawali Road : Site No.48 to 23.
2. Shedawali-Mulgaon Road : Site No. 17 to 33.
3. Katrang road : Site No. 40 to 30.
4. Hospital road : 60 feet at Shedawali.
5. Various small roads in Hal Prakalpa in the village namely Hal Budruk.
6. From National Highway towards Patal Ganga River.

National Highway :

National Highway which goes through Khopoli maintained by National Highway Division No.3. Its office is located at Chembur, Bombay. This National Highway No.4 is partly maintained by Khopoli Municipal Council. This patch of road is the diversion between HICO Industry and the Police Station at the beginning of Borghat.

City Bus Service/Transport :

There are total 12 buses running in the town. It serves the Khopoli town and reaches up to Lonawala, Devnhake and Khalapur (on Pen road). However, the management of the City Bus Service is in deficit (Photograph No.29).

Shopping Centre & Markets :

There is no specific site reserved or proposed for the development of shopping centre. Yet, it is proposed to develop two, one near Shil Phata and another near Khopoli gaathan.¹

On site No.45 construction of vegetable market under progress. (Photograph No. 30) is of the proposed vegetable market.

An Agricultural Market was proposed in the Development Plan, near Shil Phata. However, no development has taken place, since the proposed site No.46 is fully encroached by unauthorised construction.

Hal Project :

Though this is not a part of Development Plan a considerable development is being taken up under various schemes in this area. Photograph No.31 shows the construction work in progress.

The site for Hal Project is opposite of the Indo-Japanese Rice Research Centre. Total 50 hectares are acquired for the development of one Motel (Maharashtra Tourism Development Corporation) and for the Residential Plots. Out of this area, 19 Acres are reserved for Maharashtra Housing and Area Development Authority (MHADA) and 16 acres for college (alternate site).

Town Centre :

An area of 91.75 acres was provided for the purpose of municipal and other government offices, housing and shopping centre etc. This area was called Town Centre. However, the land is acquired only for the telephone office. The remaining land is being encroached by garages and small shops. If timely action is not taken, the site is likely to be lost by private developments and encroachments. The development of this site can give a good image, and modern character to the town.

Sites Reserved for Slum Clearance, Trenching ground and Kondwada, Parking Area :

Total sites reserved for these purposes are 13. Out of those, the Site No.51 is proposed for slum clearance, under work is not started. The sites No.50 for Trenching Ground and Site No.57 for kondwada are also yet to be developed since the cases are pending with Special Land Aquisition Officer. The work on Site No.53 for Parking area has been held up by Stay Order, from the Collector.

Sites for Commercial Purposes / Markets : Total Sites are 5.(Site Nos : 42, 44, 45, 46)

TABLE 8.2

Number of Sites for which Land was acquired during three years

Year	Site number	Remarks
1981 - 1982	Site No. 45	No Development
1982 - 1983	Site No. 45	Development work is in progress.
1983 - 1984	Site No. 45	Development work is in progress. is delayed due to (order by court).

OBSERVATIONS - KHOPOLI

1. It is observed that there is more emphasis on the construction of buildings for the Primary Schools and other development schemes are neglected.
2. Khopoli municipal council has not developed any public dispensary or hospital. They have provided an extension to the existing hospital. This additional capacity of 50 beds may not be sufficient for increasing population.
3. The municipal council has not yet developed the proposed Town Centre. Though the area is open and vacant, the council has acquired only one plot.

RECOMMENDATIONS - KHOPOLI

1. Khopoli Municipal Council should speed up land acquisition formalities and development works. Since the Council has sound financial condition it can afford land acquisition by negotiations.
2. There should be a dispensary in each village. There was a mobile dispensary in the town which was discontinued after some years. The service of mobile dispensary should reach the people staying in isolated areas.
3. Each Primary School proposed under the Development Plan, should be provided with playground.
4. Municipal Council could not implement some of the development schemes due to stay orders. Development of Market, College, Parking Area, etc. has not been delayed only on account of the Court Stay Order or the Stay Order imposed by the Collector.
5. Present Water Supply Scheme is entirely dependent on the tail-water of Tata Electric Co.Ltd. situated in Khopoli. The catchment area of this water source is beyond Lonavala in Poona District. If, because of some uncertain cause or natural hazard such as famine,

the catchment area will be affected and as a result Khopoli Water Supply scheme will suffer.

It is very important to have an independent Water Supply for Khopoli Town. A direct pipe line between the old tank and the hill-top reservoir (Site No. 58) is also recommended. The tank can serve as a permanent reservoir and should be repaired and maintained for such independent scheme.

The Water Supply Scheme itself needs evaluation regarding policy, water rates, staffing pattern and quality of Water Supply in the town.

6. There is no vehicular road up to the village Meel. This village is isolated since the Development Plan commenced in the year 1977. The roads between all the villages are well-built. ~~But so far~~ as the new roads are concerned the Municipal Council has not expressed any interest.

Reference

1. Development Plan Report - Khopoli, Town Planning and Valuation
Department, Government of Maharashtra,
P. 59.

GOVERNMENT CIRCULAR No. T.P. 3664OF 23-3-1985

PREPARATION OF DEVELOPMENT PLAN

PLANNING STANDARDS

1) OPEN SPACES :

In every Master Plan, Development Plan (D.P.), provision shall be made for public parks, gardens, playgrounds and miscellaneous open spaces in addition to playgrounds attached to schools as also regional or national parks, nature reserves, places of scenic beauty, lakes, rivers and other water areas. The standards for providing such open spaces should be as under:-

- i) Where land values are very high in congested areas of large towns - 1/2 acre to 1 acre (0.2 to 0.4 hectares) for 1000 population.
- ii) In congested areas of smaller towns where land values are not as high as in large urban centres - 1 to 2 acres (0.4 to 0.8 hectares) per 1000 population.
- iii) In intermediate areas - 1.5 to 2.5 acres (0.6 to 1 hectare) excluding open spaces in the individual layouts per 1000 population.
- iv) In outer area - 3 to 4 acres (1.2 to 1.6 hectares) excluding open spaces in the individual layouts) per 1000 population.

All above open spaces should be evenly distributed. The above standards may be achieved within a period of 20 years. So in the first D.P. not less than 1/2 of the above area should be reserved.

2) SCHOOLS :

The school-going population should be calculated at 15 per cent for primary schools and 7.5 per cent for High Schools.

Primary Schools - For an average size of 400 to 500 students or less

<u>Congested Area</u>	<u>Intermediate Area</u>	<u>Outer Area</u>
1 Acre (0.4hectares)	2 Acres (0.8 hectares)	3 Acres (1.2 hectares)

of this 1 acre for congested area, 1/2 acre (0.2 hectare) will be building site and the remaining will be exclusively used in a playground. School area should be 5 sq.m per student.

High School :

For an average of 750 to 1000 pupils or less :

<u>Congested Area</u>	<u>Intermediate Area</u>	<u>Outer Area</u>
3 acres (1.2 hectare)	4 acres (1.6 hectare)	5 acres (2 hectares)

of the above average, an area of about $\frac{3}{4}$ to 1 acre (0.3 to 0.4 hectare) will be the area of the site for the school building property and the remaining area will be exclusively used as playground. Where a playground for outer games such as Cricket, Hockey, Football etc. is to be provided, the minimum area of such playground should be about 8 to 10 acres (3.2 to 4 hectares).

3) HEALTH AND MEDICAL FACILITIES :

General hospital facilities should be at the rate of 4 to 5 beds per 1000 population in the town of 50,000 or more. The site should be calculated at 50 sq.yards (42 sq.m.) per bed in congested area and 100 sq. yards (84 sq.m.) per bed in outside area. In addition to this, it would be necessary to provide land for housing the residential medical staff.

One Government or Municipal dispensary for each 10,000 population is desirable. The site may be 1 acre (0.4 hectare). For Maternity Home the site of about 1 acre (0.4 hectare) for 15,000 population.

4) SHOPS :

Where shopping centre is to be provided in the planning on a neighbourhood basic, the shops should be provided at the rate of 5 to 10 shops per 1000 population. The minimum site may be 1 acre (0.4 hectares).

5) VAGETABLE MARKETS :

One site for vegetable market should be provided for 20,000 to 25,000 population. In congested areas its size may be 12 acres (0.2 hectare) and in outer areas 1 acre (0.4 hectare)

6) LIBRARY :

At least 1 library for 20,000 to 30,000 population. The site in congested area may be $\frac{1}{4}$ acre and in outside area $\frac{1}{2}$ to 1 acre (0.2 to 0.4 hectare).

7) THEATRES :

The site for theatres should fulfil following conditions :-

- i) The minimum size should be $\frac{1}{2}$ to $\frac{1}{4}$ acres in congested areas and 1 acre outside.
- ii) The site should atleast be a furlong (200 metres) away from any educational institution, hospital or public offices.
- iii) There should be an adequate parking and queueing place within the compound.
- iv) The open spaces within the compound should not be less than 40 ft. (12.2 metres) from road and 20 ft.(6m.) from other side.
- v) The site shall be front on road of a width of not less than 30 ft. (9.15 m.) in congested areas in smaller towns where there may not be much vehicular traffic and 40 ft. (12.2 m.) on wider roads in other places.
- vii) The built-up area should not exceed $\frac{1}{3}$ in congested areas and $\frac{1}{4}$ in outside areas. Ordinarily there should be a theatre for 25,000 population. Generally, there should be 1 seat for every 50 persons in the town.

8) ROADS -TRAFFIC LANES :

The normal width of a traffic lane in a carriage-way with 2 traffic lanes should be 11 ft.(3.4 m.) each. For roadside parking waiting lane or parking lane of at least 8 ft.(2.5 m.) should be provided on each side where necessary. The number of traffic lanes should be decided according to expected traffic. The following road widths are recommended :-

<u>Class of road</u>	<u>Width of Road</u>
Major Roads (Principal Traffic Roads outside the neighbourhood).	80 ft. to 100 ft. (25 m. to 30 m.)
Neighbourhood main roads	45 ft. to 60 ft.(14 to 18m.)
Neighbourhood local streets (Residential).	30 ft. to 45ft.(9 m. to 14 m.)
Shopping streets.	45 to 60 ft.(14 to 18m.)
Roads in industrial estates and areas.	45 to 80 ft.(14 to 25 m.)

8A) FOOTPATHS :

Where necessary, footpaths of adequate width should be provided on each side of the road. For minor roads cul-de-sec. etc., the width of the footpath or side should be 5ft. (1.5 m.) minimum. For other roads in residential areas the width of footpaths may be 6ft. to 9ft. (1.8 to 2.75 m.). In case of shopping areas, the width may be 10ft. to 15ft.

In case of major roads, the total road width should be divided into two sections. Each section should be separated by a strip of central reservations with a view to regulation of vehicular traffic moving in.

8B) ROAD INTERSECTIONS :

For local roads excluding the development roads or access roads in residential areas, the traffic junction should be at a distance of not less than one furlong (200 m.) from each other, while in the case of other through roads or major roads, the distance between the two intersections should be 1/4 mile (400 m.) minimum.

9) INDUSTRIAL ZONE :

Area of industrial zone may be as under :-

- i) 5 percent to 10 percent of the town area in small and medium industrial towns, provided that lesser area than 5% may be zoned where the possibility of industry is limited.
- ii) 15 percent to 30 percent of the town area in purely industrial towns.
- iii) 10 percent to 15 percent of the town area in other industrial towns. There should be gross area of industrial zone & would not include area required for industrial housing.
- iv) The density of workers may be 30 to 60 persons per acre (75 to 150 persons per hectare), preferably about 50 persons per acre (125 persons per hectare).

10th December, 1964.

D.T. Talim,
Director of Town Planning,
M.S., PUNE.

ANNEXURE TO GOVERNMENT CIRCULAR UD & PWD

NO. TPS/36773/UD-5 OF 15-6-1979.

APPENDIX ' A '

PREPARATION OF D.P. - PLANNING STANDARDS

1) Open Spaces :

In every Master Plan (D.P.) provision shall be made for public parks, gardens, playgrounds and miscellaneous open spaces, in addition to playgrounds attached to schools, as also regional and national parks, nature reserves, places of scenic beauty, lakes, rivers and other water areas. The standards for providing such of spaces should be as under :

Reservation of land for playgrounds and gardens should be at the rate of 0.2 to 0.4 hectares per 1000 population.

In Gavthan area is should be at the rate of 0.1 hectare per 1000 population.

To encourage positive use of open spaces reserved in residential layouts, buildings for recreational purposes may be permissible to the extent of not more than 1/10 of the total area. K.G.School also may be permitted.

2) Primary Schools :

1 site for 400 to 500 students.

School-going population 15% of the total population.

Secondary Schools :

1 site of for 750 to 1000 students.

School-going population 7.5% of the total population.

Primary Schools School area for ground floor structures only -5sq.m. per student. For storied structures - 3 sq.m. per student. Secondary Schools School area - 4 sq.m. per student. Playground area - 10 to 11 sq. m. per student.

3) Health and Medical Facilities :

One dispensary or Maternity Home (0.25 hectares) for 10,000 population.

4) Vegetable Markets :

0.2 hectares for 10,000 population.

5) Library :

0.05 hectare per 10,000 population.

6) Town Hall :

Should not be smaller than 0.5 hectares. This should be combined with the control library.

7) Parking :

25 sq.m. per P.C.O. depending upon size and habits of the community.

8) Adequate sites for following purposes should be provided :

- i) Burial and cremation grounds.
- ii) Compost pits.
- iii) Slaughter-houses.
- iv) Fire Brigade and allied services.
- v) Multipurpose halls, community centres, theatres, cinemas.
- vi) Cultural Centres.
- vii) Swimming Pools and Gymnasiums.

APPENDIX II

Financial Assistance granted to Khopoli Municipal Council.

For implementation of Development Plan Works.

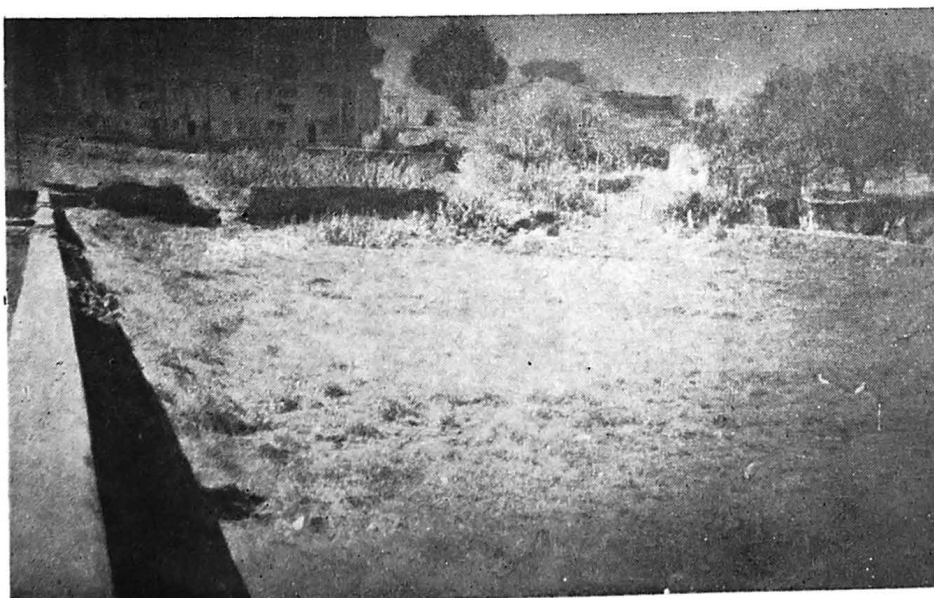
Sr. No.	Site No.	Subject.	G.I.A.	Date
1)	28	Construction of primary School.	2,31,800/-	25.3.82.
2)	12	Acquisition of land for garden.	36,700/-	14.10.82.
3)	25	Acquisition of land for primary school.	4,000/-	16.10.82
4)	30	Acquisition of land for primary school.	8,500/-	16.10.82.
5)	31	Construction of Balwadi and school.	1,02,500/-	31.1. 83
6)		Acquisition of land required for road widening of Vihari crossing road.	12,400/-	4.3. 83.
7)	51	Acquisition of land reserved for slum clearance.	13,200/-	4.3. 83.
8)	50	Acquisition of land for trenching ground.	41,500/-	7.6. 83.

Ref. Khopoli Municipal Council.

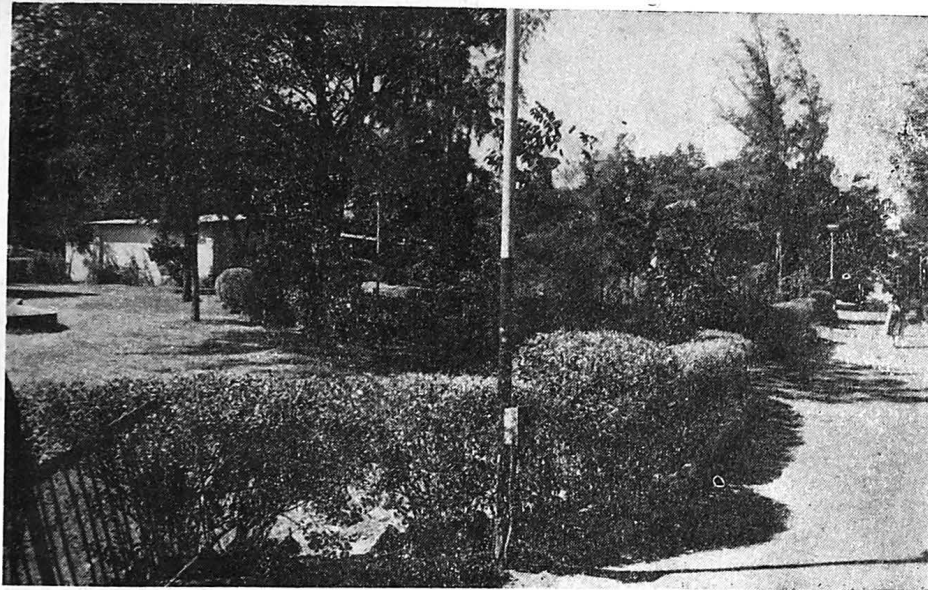
Implementation of Development Plan
ULHASNAGAR



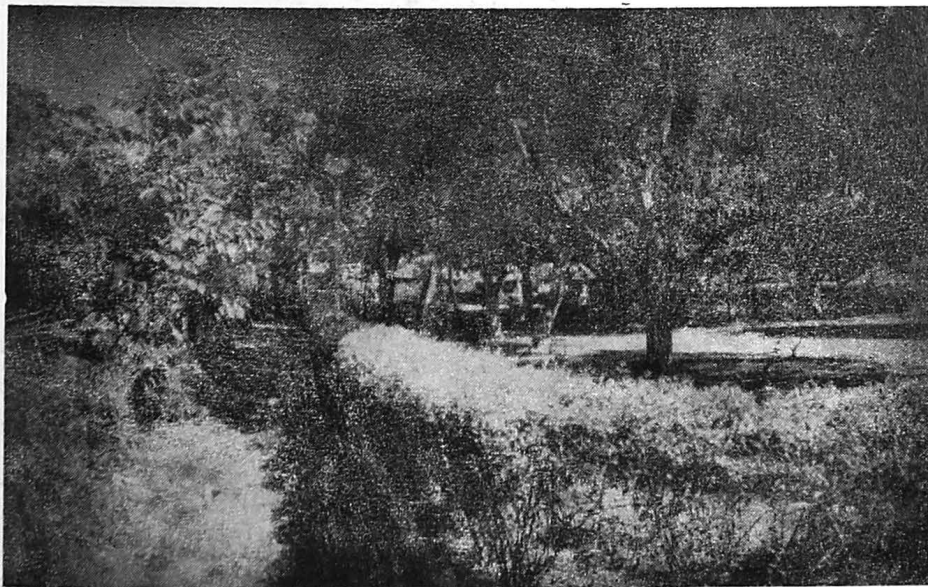
PHOTOGRAPH No. 1
Encroachment on site reserved for Primary School adjacent to newly
Constructed Vegetable Market, Camp No. 4.



PHOTOGRAPH No. 2.
Open Space reserved for Primary School in Camp No. 4.



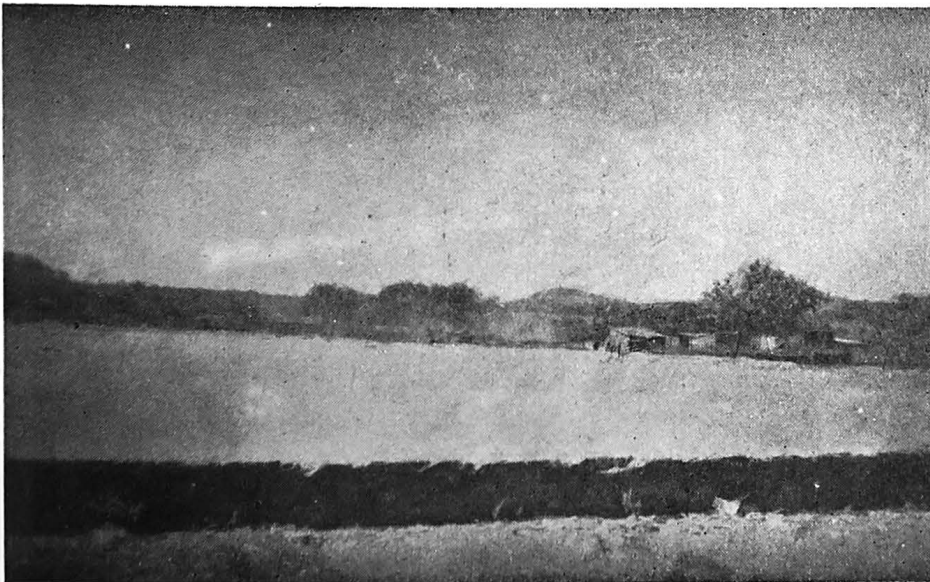
PHOTOGRAPH No. 3
Jijamata Garden with Municipal Library.



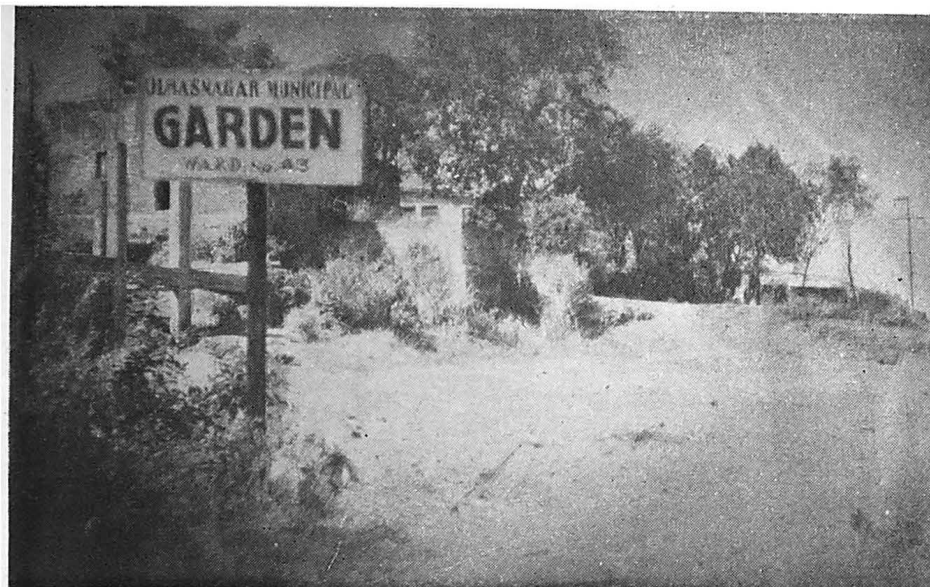
PHOTOGRAPH No. 4
A Garden in the South-East Part of Ulhasnagar, in Camp No. 5.,
Near to the Jijamata Garden.



PHOTOGRAPH No. 5
An Open area reserved for Garden, which is yet to be developed
It is opposite of the Site No. 44.



PHOTOGRAPH No. 6
A developed land for Play-Ground. Site No. 16
in Camp No. 4.



PHOTOGRAPH No. 7

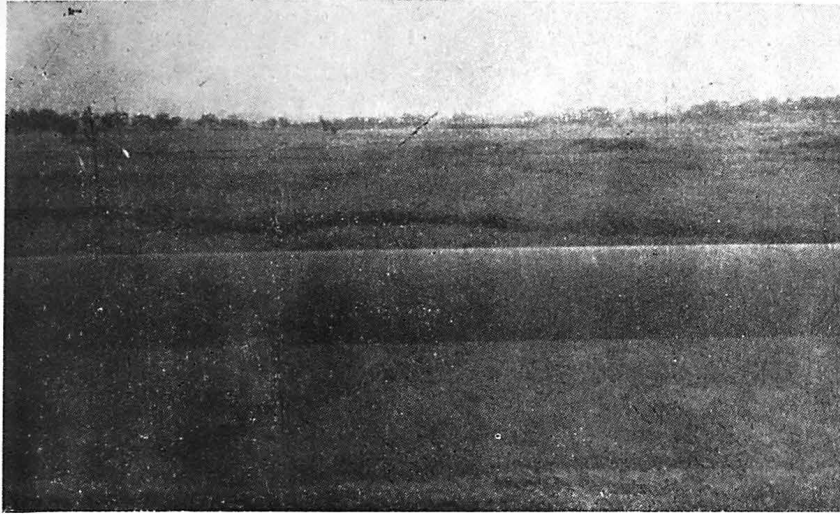
A Site reserved for Municipal Garden, encroached by unauthorised concrete structure, which can be seen in the photograph.

Site No. 34; Ward No. 43; Camp No. 4.



PHOTOGRAPH No. 8

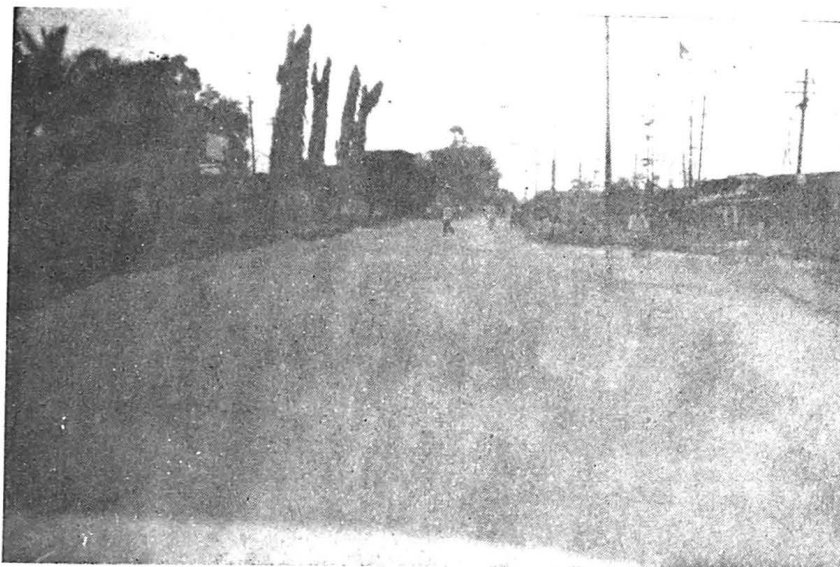
A Site No. 23 reserved for Play Ground, in Camp No. 1. Photograph Shows a small area, without fencing, proper maintainance and care can hardly be used as play ground in its present condition.



PHOTOGRAPH No. 9
An open area in (Northern) Part of Ulhasnagar.
(North-East Border of Ulhasnagar Town)



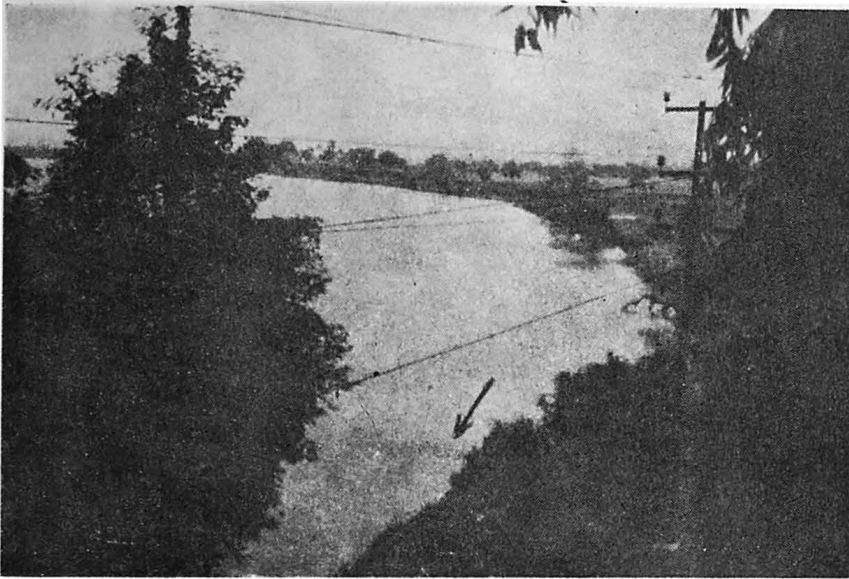
PHOTOGRAPH No. 10
Proposed 100 ft. Kalyan - Ulhasnagar - Badlapur Road.



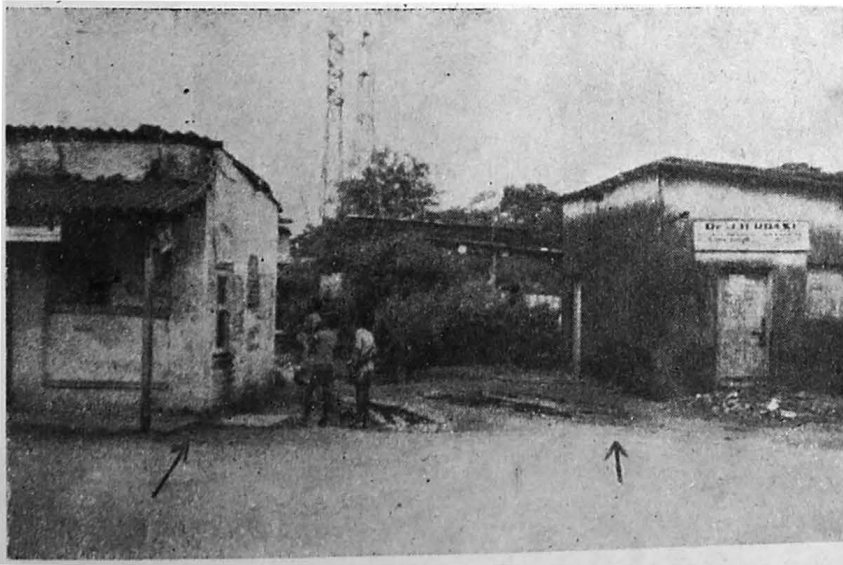
PHOTOGRAPH No. 11
100 ft. Kalyan - Ulhasnagar - Murbad Road.



PHOTOGRAPH No. 12
Polluted waste water being released [REDACTED]
Which flows through the fringe area and merges
into Ulhas river.



PHOTOGRAPH No. 13
Polluted water of Ulhas River (Arrow) Near Century Rayon Water Works.



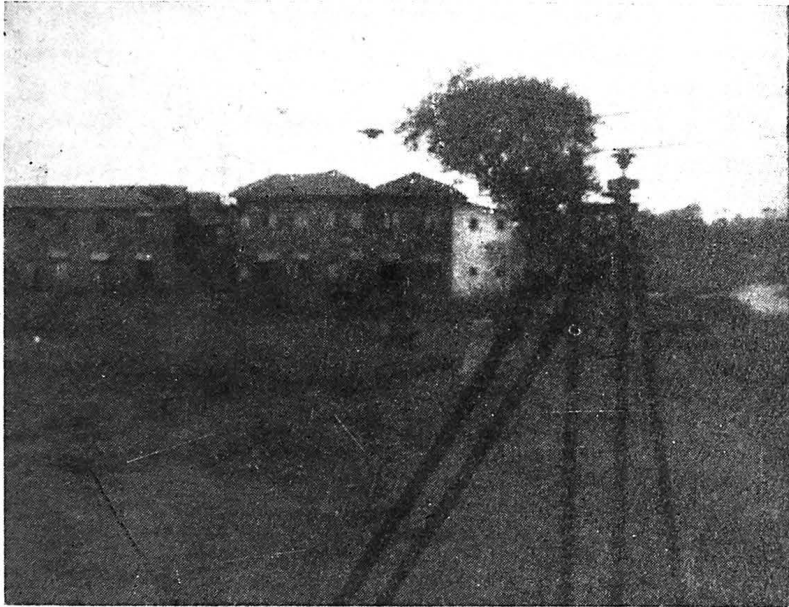
PHOTOGRAPH No. 14
Proposed 100 ft. (30.48 meter) Road connecting Kalyan – Ulhasnagar Murbad and Kalyan – Ulhasnagar Badlapur Roads. The Photograph shows one end of the Southern part of this proposed road.



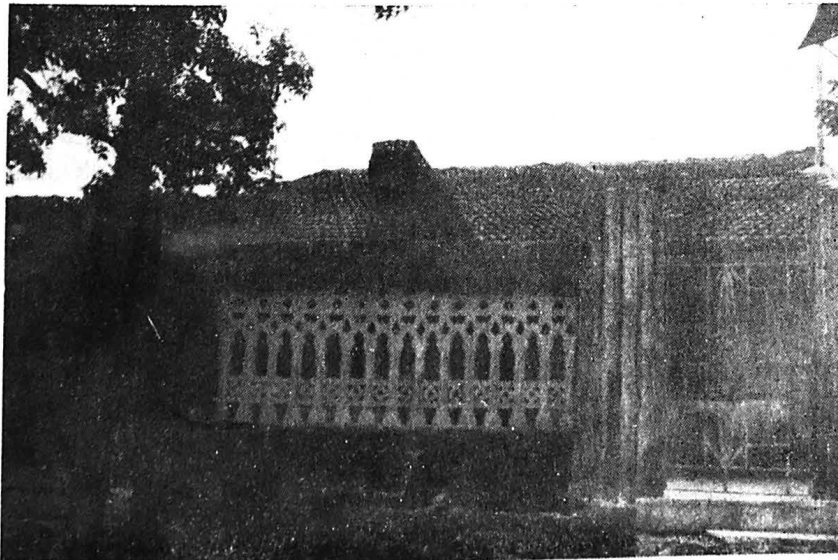
PHOTOGRAPH No. 15
A good road in camp No. 5, Southern part of Ulhasnagar.



PHOTOGRAPH No. 16
Newly constructed Vegetable Market, Camp No. 4



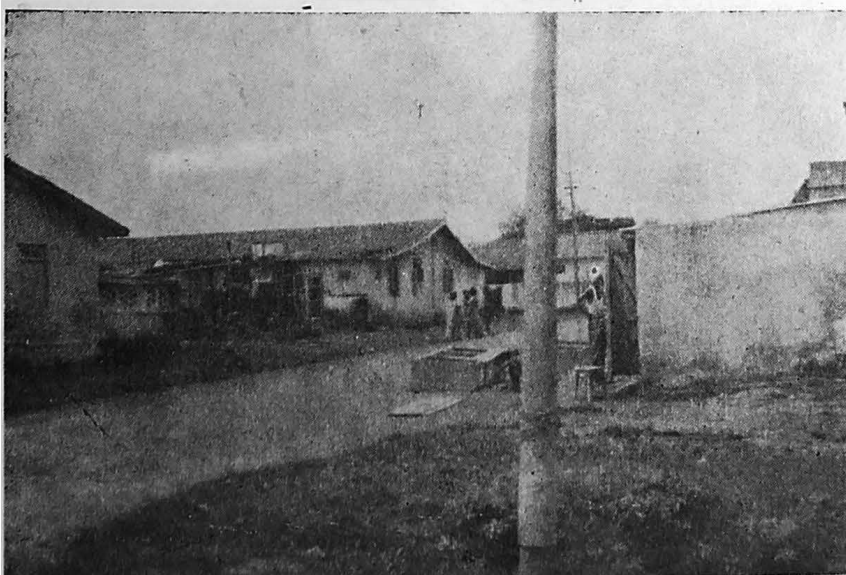
PHOTOGRAPH No. 17
Low lying marshy land and Enga House, near Kalyan Border.

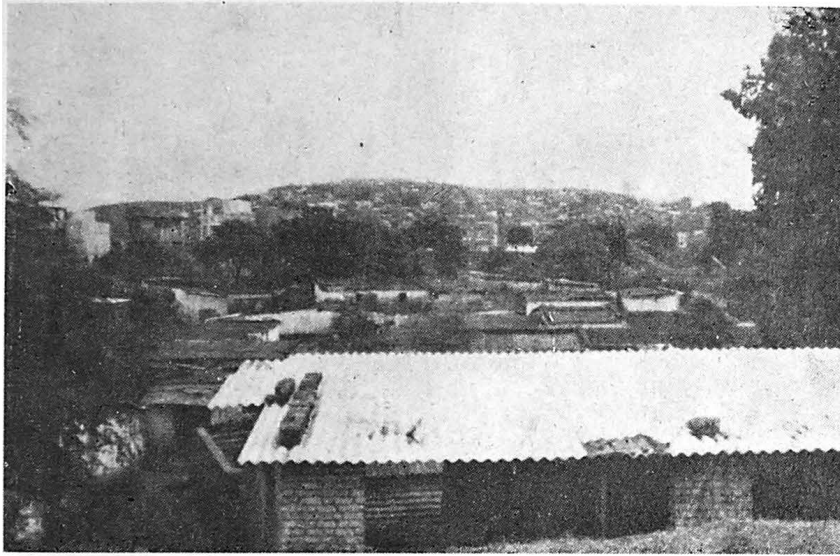


PHOTOGRAPH No. 18
'A' type military barrack (independent with common water tap
and some open space in front of the barrack.)



PHOTOGRAPH No. 19 & 20
The Two Room barracks with common cleaning and water supply facilities.

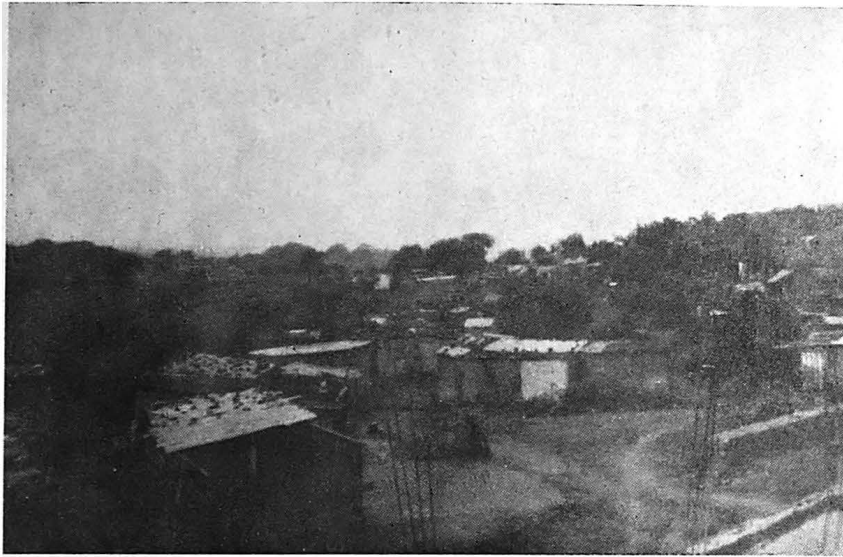




PHOTOGRAPH No. 21
Unauthorised structures on the hill.



PHOTOGRAPH No. 22
A demarketed and fenced encroached site for future unauthorised construction, very close to the municipal council office.



PHOTOGRAPH No. 23
One of the 87 Slums.



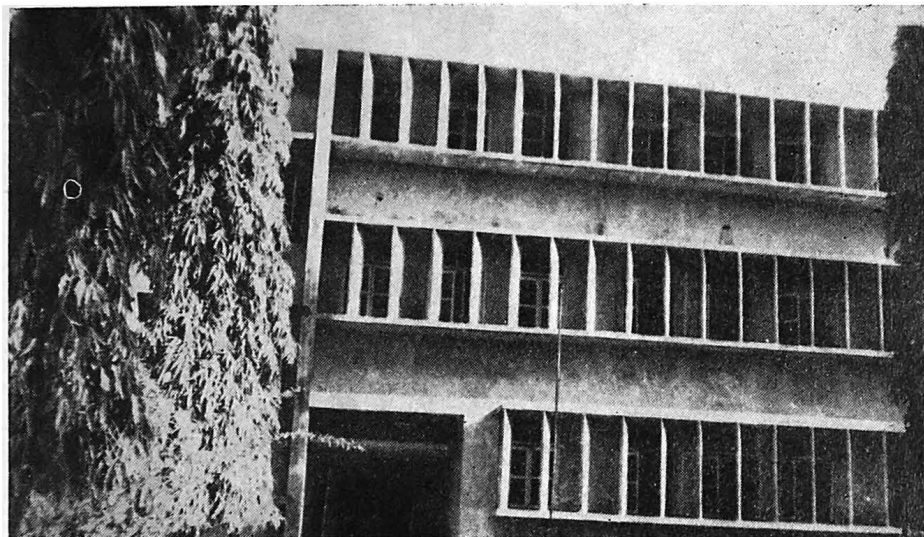
PHOTOGRAPH No. 24
MIDC Water reservoir surrounded by the unauthorised hutments
on the slope of the hill.



PHOTOGRAPH No. 25

The unauthorised Non-metered water conections in slum areas

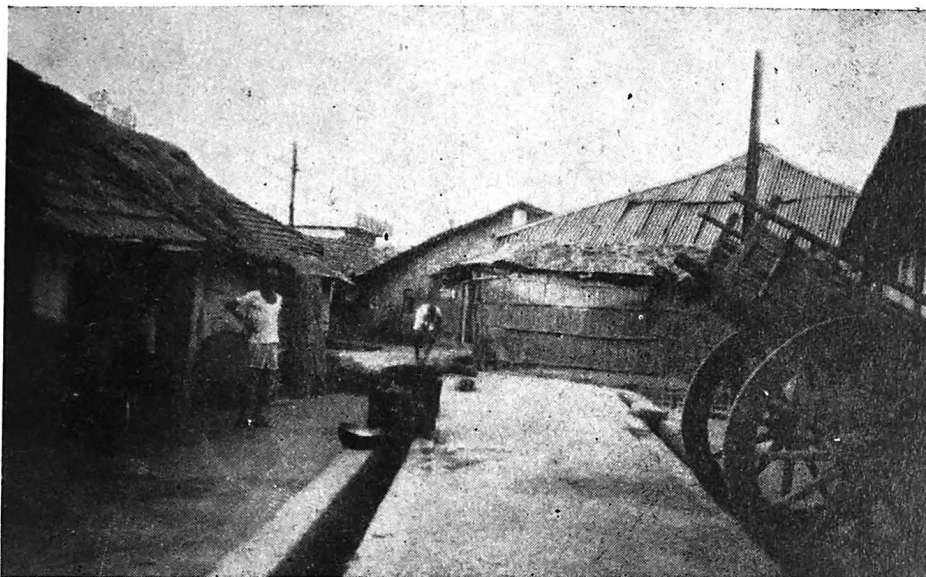
Implementation of Development Plan
KHOPOLI



PHOTOGRAPH No. 26
A school building on site No. 28 in Khopoli village.

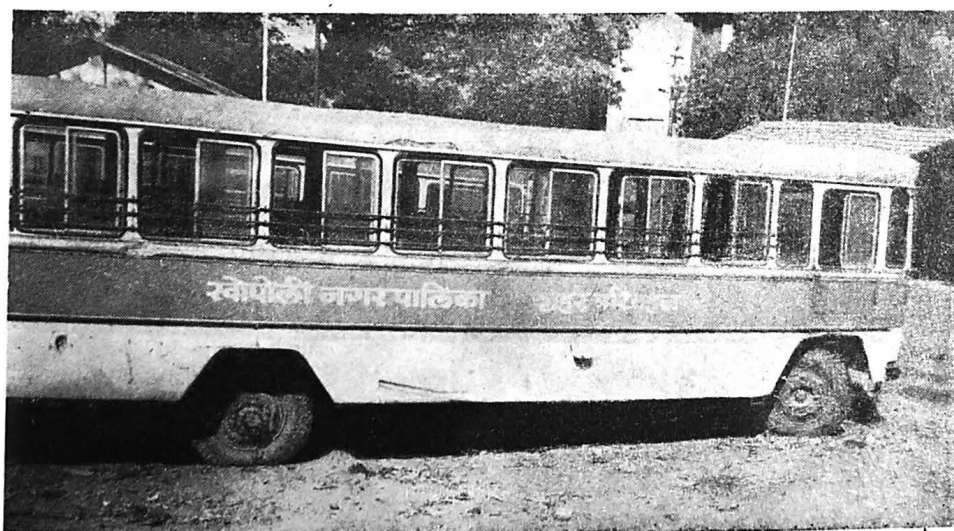


PHOTOGRAPH No. 27
Municipal Council office building, Khopoli. Originally built as Library Building



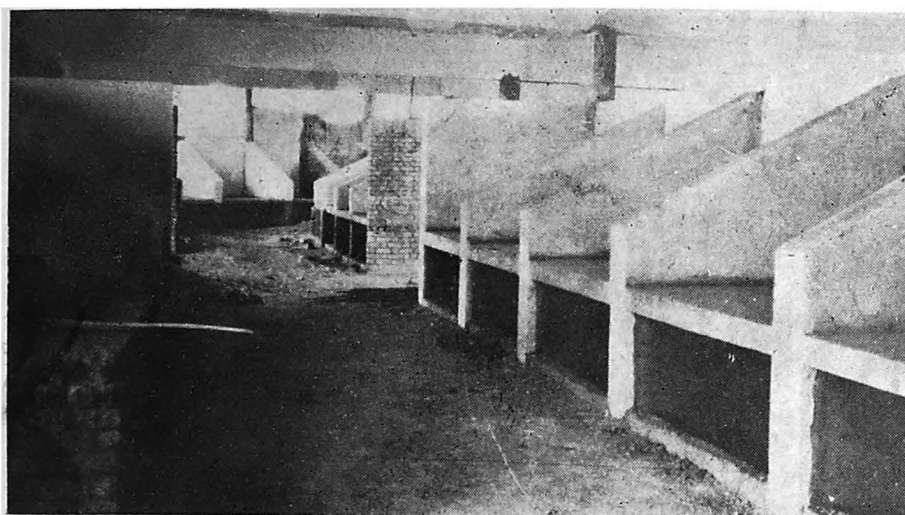
PHOTOGRAPH No. 28

Well maintained concrete roads and an open drainage system can be seen in this photograph. The villagers usually keep the roads clean.



PHOTOGRAPH No. 29

Khopoli Municipal Council's City Bus Service.



PHOTOGRAPH No. 30
Construction of Vegetable Market on site No. 45 is under progress.



PHOTOGRAPH No. 31
Hal Project – opposite Indo – Japanese Rice Research Centre.