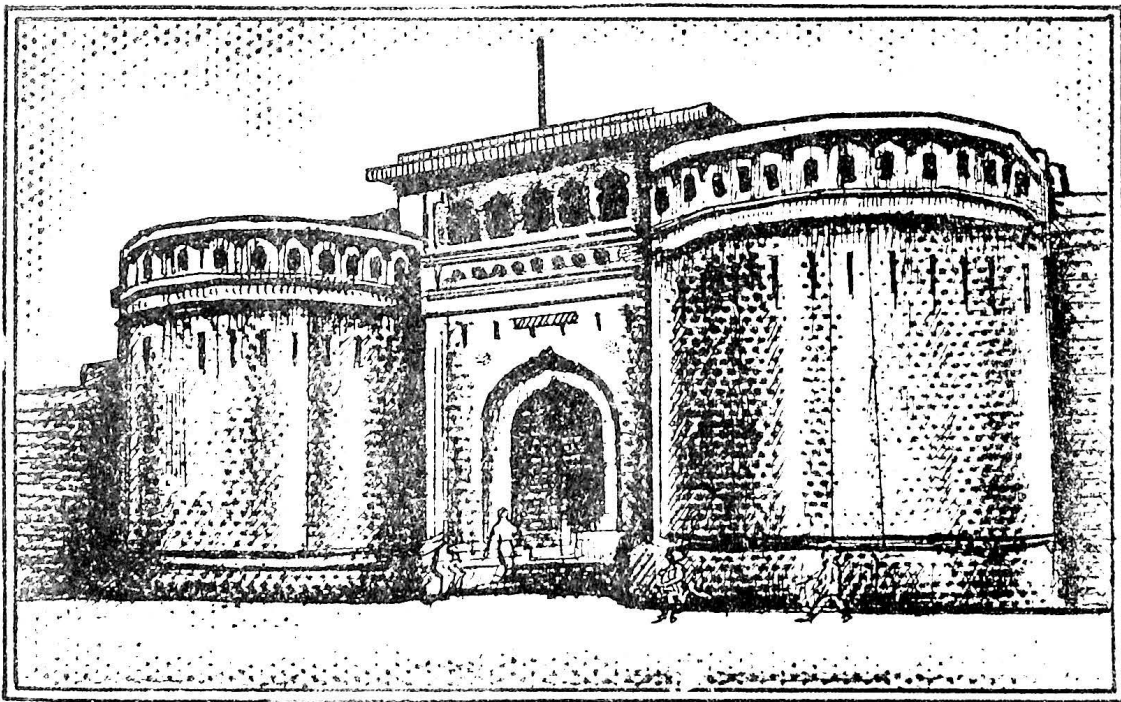


Draft Regional Plan  
(1970-91)  
Poona Metropolitan Region  
Part II - Proposals

# Draft Regional Plan

(1970-91)

- poona metropolitan region —



poona metropolitan regional planning

— b o a r d —

Part II- Proposals

DRAFT REGIONAL PLAN.

( 1970-91 )

POONA - METROPOLITAN REGION.

PART - II - PROPOSALS.

POONA METROPOLITAN REGIONAL PLANNING BOARD

DRAFT REGIONAL PLAN FOR THE POONA METROPO-  
-LITAN REGION.

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## CHAPTER XII: ASSUMPTIONS, POLICIES & PROPOSALS

12.1 In the previous Chapters it is observed that common problems noticed in most of the Metropolitan Regions experiencing rapid urban growth are also experienced in the Poona Metropolitan Region. These are : Industrial concentration, acute housing shortage, growth of slums and their social evils, unauthorised ribbon development and continuous urban sprawl, inadequacy of public utility services, community and transportation facilities, encroachment on good agricultural land and last but not least rack renting and soaring land values etc.

12.2 Most of the above hardships are the results of the total absence or defective land policy. The planning of a region, therefore, mainly concerns prescribing a land use policy. From the analysis of the basic problems which rapid urbanisation and industrialisation have created, the following emerge as objectives to be aimed at in deciding the land use policy in evolving the future land use pattern of the region during the next two decades. Broadly speaking the Regional Plan for the Poona Metropolitan Region should have two primary objectives, firstly to control the growth of Greater Poona area, secondly to promote the expansion of other urban areas in the region. This will help a more even distribution.

i) Further deterioration in the existing services and facilities in the urban areas should be arrested.

ii) Urban Development of a large magnitude should be anticipated and positively aided so that it proceeds in a manner so as to help the establishment of a suitable urban economy in the country and the region.

iii) This urban development should also take into account, the economic and social changes which it will bring about in the adjacent rural areas. There should be proper dispersal of industrial concentrations and population with a view to balancing the growth within the region.

iv) Industrialisation being the chief factor influencing and aiding urbanisation should be given necessary regional <sup>growth</sup> basis and its location in any site or situation should take into account not only the needs of the locality but also the region.

v) A proper development of individual areas should be ensured by taking into account the mutual bonds and the interests of the entire region.

vi) The Plan should suggest measures for preservation of what is good and improving and eradicating what is bad.

vii) Conservation of resources such as good productive land, forests, development of potential tourists and recreation centres should receive due attention.

~~viii) Sporadic form of development and ribbon development along highways and railways should receive due attention.~~

viii) Sporadic form of development and a ribbon development along highways and railways should be avoided in order to economising the cost of providing services and conserving valuable urban land.

12.3 A regional landuse plan has to provide necessary guidance for a balanced and integrated development of the region on the basis of the above objectives. The survey of the existing landuse would provide valuable data for determining the future landuse on the basis of land requirements for various purposes. The future development will also be guided by certain physical factors like topography, soil and subsoil particulars i.e. fertility of soil, areas of natural scenery etc. So far as Poona Metropolitan Region is concerned, as already indicated earlier, there are certain physical constraints which have influenced its development. The Poona Metropolitan Region can broadly be divided into 4 zones for the purpose of landuse planning viz. Central Urban Core of Poona City and Cantonments, southern and southwestern hilly areas, eastern agricultural plains and north-western industrial belt. The hill ranges and their slopes on the south and south-west put a limit to a large scale urban development on those sides. Out of 1513 Sq.km or 584 Sq.miles an area of 321 Sq. km.(124 Sq.miles) in the region is hilly. Of this 58 percent lies in the Southern and south-western part of the region. These hill ranges have given rise to a

number of rivers and streams, which also influence the landuse pattern. The strips of lands on the river banks have generally fertile soil. Similarly the south-eastern part of the region on Sholapur Road which is under the influence of irrigation command has immense agricultural potential. Large areas occupied by Defence and Cantonment towns in the region have also put certain limitations on its development. The generalised landuse policy for the expansion and growth provide a basis for deciding a number of other plans for providing transport facilities, community facilities and services etc.

12.4 In determining the extent of land needed for residential, commercial, industrial, agricultural, recreational purposes, communications and discharge of urban wastes etc; it is necessary to take into account the ultimate population for which the regional plan has to provide. It is also necessary to consider the major committed schemes of industrial development and other activities in the region and their effects on the other land uses. The Regional Planning Board has decided that the plan for the Poona Metropolitan Region should make proposals for the requirements of the projected population by 1991.

12.4.1 It is anticipated that the Poona Region will witness a faster growth rate than it has done during the preceding decade. The gradually strengthening industrial base of the region, the increasing employment opportunities, provision of community facilities will attract the neighbouring rural population to this region. The Study Group on Demography had in its preliminary report estimated on the basis of decennial rate of growth during 1951, that the total population of the region would increase to about 20 lacs by 1991. On checking up these demographic projections with employment prospects, corresponding to committed schemes of development and expansion of industries in the region, it has been estimated by the Group that the population of Poona Metropolitan Region might increase from 9.93 lacs in 1961 to about 26.13 lacs by 1991, of which about 94 percent i.e., almost 24.5 lacs would live in urban areas, while the rest in the rural areas. Poona City and surrounding areas may



have a share of about 14.62 lacs of the total urban population.

12.4.2 The Poona Metropolitan Region with an area of 1513 Sq.km.(584 Sq.miles) includes 127 villages and 12 towns according to 1961 census. The two towns namely Dapodi and Lohagaon were included in the Municipal Corporation in 1962. The three cantonment towns and National Defence Academy (Khadakwasla) are excluded from the consideration of landuse planning, as they cannot be fully integrated physically, socially or economically with the other urban areas. Out of remaining 6 towns namely Poona city, Talegaon Alandi, Bhosari, Pimpri and Chinchwad, for the purpose of demographic projections, the Study Group on Demography has by grouping the adjoining towns & villages in such town groups constituted suitable town groups. These town groups are: (1)Poona City and surrounding areas,(2)Bhosari-Pimpri-Chinchwad and surrounding areas, (3)Talegaon-Dabhade and surrounding areas, and (4) Alandi Urban and Rural. Similarly, the Study Group has estimated that 12 Rural settlements mentioned in para 3.19 and Table 6 of chapter 3 would cross the population of 7500 by 1991, and would therefore emerge as urban centres. According to these projections, it is therefore, expected that there would be 19 towns or town groups and 85 villages by 1991. These town groups or towns are as follows :-

<u>Name of the area</u>	<u>Estimated population in lacs</u> <u>(1991)</u>
1. Poona city & its surrounding areas.	14.62
2. Poona and Kirkee Cantonments.	1.92
3. Bhosari-Pimpri-Chinchwad.	5.89
4. Dehu-Road Cantonment.	0.27
5. Talegaon-Dabhade and its surrounding.	0.23
6. Alandi.	0.08
7. Khadakwasla.	0.07
8. Fursungi.	0.17
9. Lonikalbhor.	0.22
10,Manjri Bk.	0.20

....165/-

11. Charholi Bk.	0.09
12. Uralikanchan.	0.13
13. Dhayari.	0.08
14. Naigaon.	0.08
15. Theur.	0.08
16. Urali Devachi.	0.09
17. Wagholi.	0.08
18. Chikhali.	0.09
19. Moshi.	0.08
<hr/>	
20. Total urban areas.	24.47
21. Rural areas.	1.66
<hr/>	
22. Total.	<del>26.63</del> 26.13

12.4.3      Classification of towns and villages by population?  
Size (1971, 81 and 91):

It is anticipated by the Study Group on Demography that by 1971, there would be 10 town groups or towns and 94 rural areas in different population ranges. Out of the 10 towns 3 will be in <sup>the</sup> population range of 10001 to 20000 and 2 in the range of 7001 to 10000 and one each in the ranges of 3001-5000, 20001-50000, 50001-1 lac, 1 lacs, 5 lacs and over 5 lacs. In 1981, No. of towns/town groups would be 12 of which would be in the range of 10001 to 20000, 3 in the range of 7001-10000, 2 in the range of 10,0001 to 5 lacs, and one each in the ranges of 5001 to 7000, 20001 to 50000 and above 5 lacs.

Out of the 19 Urban Centres anticipated by 1991, more than half (10) will be in the range of 7001 to 10000 while three each will be having population more than 10001 to 20000 and 20001 to 50000. Two will be above 5 lacs and one town in the range of 1 lac to 5 lacs. As regards villages, majority viz. 53 will be in the population range 1001-3000. Only two villages will have population between 5001 to 7000.

The march of urbanisation by 1991 and the expected settlement pattern at 1971 and 91 will appear from the following Table. Map No.63 indicates the urban and rural settlement pattern in the region at 1971, 81 and 91, as anticipated by the Demography Study Group.

Table No.1

Population range.	No.of villages.			No.of towns/ town groups.		
	1971	1981	1991	1971	1981	1991
1. Upto 500	9	6	5	-	-	-
2. 501 1000	27	19	13	-	-	-
3. 1001 3000	47	54	53	-	-	-
4. 3001 5000	8	6	12	1	-	-
5. 5001 7000	2	7	2	-	1	-
6. 7001 10000	1	-	-	2	3	10
7. 10001 20000	-	-	-	3	4	3
8. 20001 50000	-	-	-	1	1	3
9. 50001 100000	-	-	-	1	-	-
10. 100001 500000	-	-	-	1	2	1
11. above 500000	-	-	-	1	1	2
Total:	94	92	85	10	12	19

12.5 Forms of Urban Expansion:

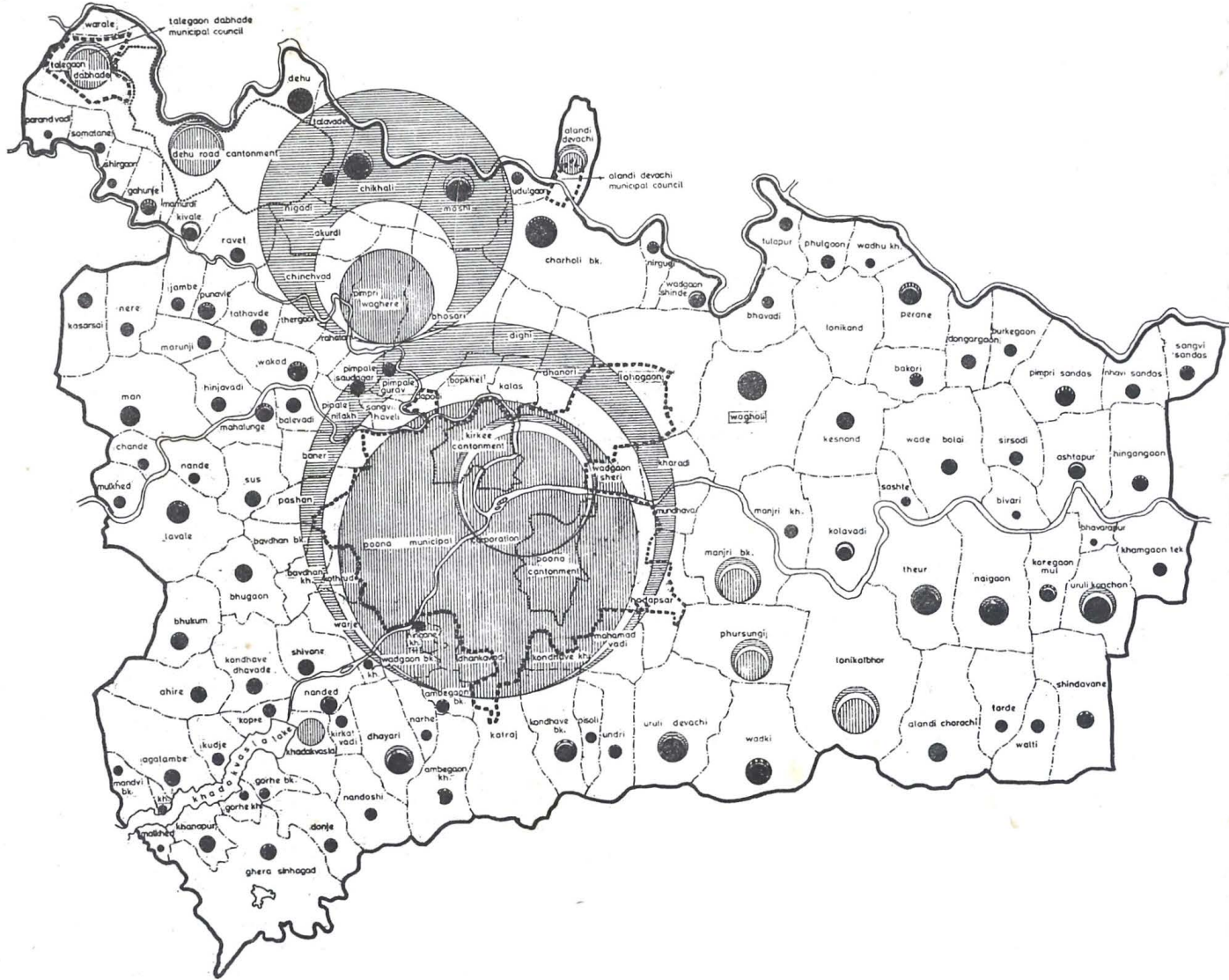
There are many ways by which population and services can be accommodated within the urban region such as planned suburban development, new or satellite towns, linear corridor expansion, the parallel city concept and expanding neighbouring towns etc.

a) 'Suburban development' which mainly provides for low density housing, consumes large areas of surrounding rural lands and adds greatly to traffic and transportation costs of daily commuting to and from work places. The economic consequences of suburban sprawl are serious, resulting particularly in steeply enhanced land values.

b) The idea of the 'New Towns' has been successfully tried in the United Kingdom. It aims at providing relatively selfsufficient communities. The success of new towns will greatly depend upon attracting a suitable quantum of new industries. If it is to serve as a counter magnet, a new town should be of a sufficiently large size, say at least

poona metropolitan region

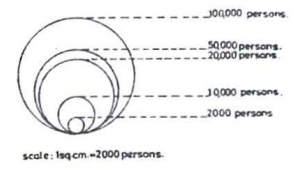
settlement pattern. (projected)



references

- 1971 rural population.
- 1981 rural population.
- 1991 rural population.
- 1971 urban population.
- 1981 urban population.
- 1991 urban population.
- village boundary.
- municipal limits.
- cantonment limits.
- region boundary.

note:  
population figures are taken from the report  
of study group on demography.



2 to 3 lacs of population with a satisfactory measure of social and economic life. A new town provides a good opportunity for effecting urban decongestion tied to a policy of economic expansion.

c) The development in the form of radial corridors at a limited number of points along the major transportation routes, provided with frequent mass transportation services is an idea of fairly recent origin. Such proposals have been made for the metropolitan areas of Copenhagen, Stockholm, Paris, Washington and London (South East Region)

d) An expanded town has the advantage that some social and economic infrastructure is already available which should be suitably expanded to meet the needs of the population that has been decanted from the neighbouring large city. The success of an expanded town also depends on injecting new industries to support the increased population, otherwise it will serve as a dormitory town to the parent city and there will be no genuine social and economic integration between the old and new resident population. The costs of expanding an existing town are, however, lower than those of creating an entirely new town.

#### 12.6 Factors determining urban form in the Poona Metropolitan Region.

The pattern of the urban development in the Poona Metropolitan Region is more or less already determined, firstly, due to some physical factors limiting the availability of land for future development and secondly due to a large industrial activity already committed in the north-western part of the region outside Poona Municipal Corporation limits on Bombay-Poona rail-road axis. (Map 64)

12.6.1 The land in the southern portion of the region at an altitude above 610 meters (2000 ft) above MSL is considered to be unsuitable for development in view of the non-feasibility of providing piped water supply to those areas at a reasonable cost. But this land may indeed be of considerable value for other purposes, e.g. for afforestation and preservation of green areas. Hill slopes and hill tops and catchment <sup>areas</sup> of different valleys in the region are, therefore,

restrictive to urban development.

12.6.2 A continuous stretch of rich agricultural and irrigated land in the eastern part of the region on Sholapur Road also limits a large urban expansion of that side.

12.6.3 In view of an area of 1600 hectares(4000 acres) reserved for industrial use outside Poona Corporation area on the north-west of the city, there is no alternative but to develop adequate residential areas in the vicinity of the existing factories to avoid the further commuting traffic and pressure on the existing Poona City. This situation has, therefore, already established the urban form so far as the major corridor in the region viz. Bombay-Poona rail-road corridor is concerned.

12.7 Need for Satellite Towns:-










On the basis of the existing densities, availability of services, land and the functional characteristics of the Poona City, as also with a view to promoting balanced regional development, it is considered desirable that the size of the central core city-group of the region consisting of Poona City and its immediate fringe be limited to a desirable optimum population and the surplus population be absorbed in the existing and new urban centres in the region. In order to limit the growth of parent city to the desired optimum and thereafter to absorb the surplus growth in new urban centres nearby, it would be necessary to create favourable appeals for such a growth to take place in these new growth centres. The need for development of satellite towns around the parent city to absorb such a further growth and expansion of activity in this region has been, therefore, engaging the attention of State Government for the past few years.

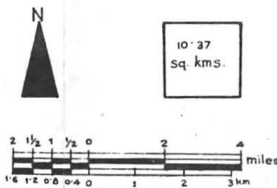
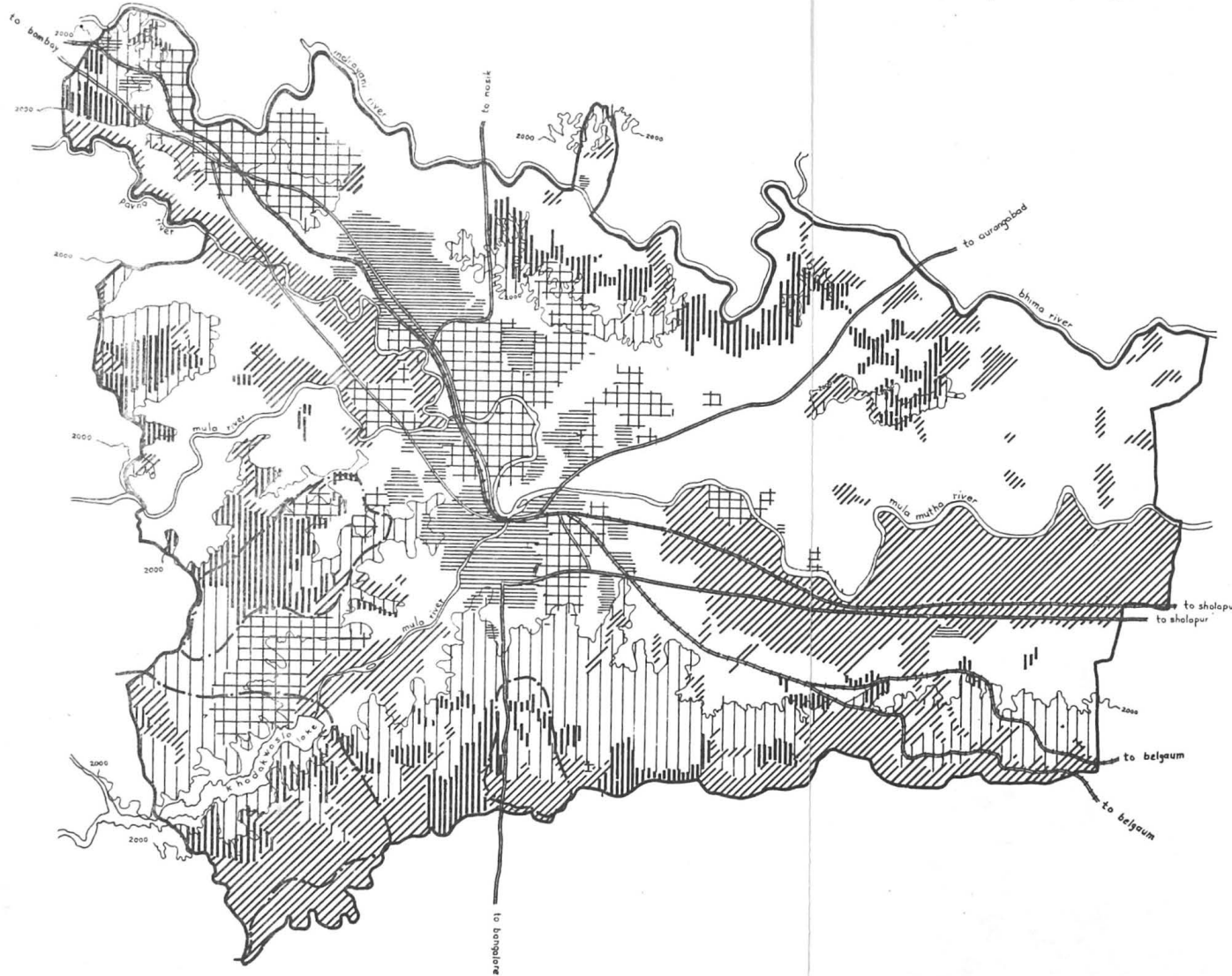
Recommendation of Dr. Gadgil Committee regarding Satellite Towns:-

12.8 The Committee on Regional Plans set up by the Maharashtra Government under the Chairmanship of Dr. D.R. Gadgil in 1965 recommended the principles of regional planning, for the Metropolitan Regions of Bombay and Poona. It had made some recommendations in regard to the development

factors limiting the development.

references

-  existing non agricultural and builtup areas.
-  existing defence areas.
-  land with steep slopes unsuitable for development.
-  land above 2000' contour uneconomical for development.
-  woods and forests and productive irrigated agricultural land.
-  catchment areas of lakes.
-  waters.
-  roads and railways.
-  region boundary.



of new towns in the Poona Metropolitan Region as considered by the Committee which had a little smaller jurisdiction than the present extended region and had a population of 9.33 lacs as per 1961 census. The population projections of the Gadgil Committee indicated that the population of Poona Metropolitan Region might increase from 9.33 lacs in 1961 to 19.4 lacs by 1991. These population projections were made by adopting ratio method. The Gadgil Committee had suggested that the development programme of Poona Region should be oriented in such a way that the population limit for the region did not exceed 20 lacs by 1991. Plans for other regions in the State should be simultaneously prepared to initiate phased & balanced development of different areas. The Committee felt that the present hardships experienced in urban and suburban areas were due to defective land policy and, therefore, stressed the urgency of formulating satisfactory land use plan in priority. To prevent haphazard growth round about industrial units, the Committee recommended the establishment of satellite townships for the unified, balanced and efficient housing of the population, serving the needs of all the industries. The Committee stressed the urgency of preserving extensive 'green belts' on the outskirts or at other suitable sites near the urban centres. Such reservations were considered essential to delimit the urban growth, thus avoiding urban sprawl along the communication lines. The committee was of the view that Poona including Cantonments should not be planned for a population of more than 12 lacs and that the regional plan should attempt to stabilize the population of Poona at this figure by proposing advance action for the development of other centres in the region, to provide work for the balance of the likely urban population. The Committee had suggested that the original character of Poona City viz. educational and administrative etc. should be continued for these functions. New industrial development should be allowed mainly in areas outside the Poona city. A few locations, one which is already developed near Pimpri-Chinchwad and the other which had just started developing viz. Lonikalbhur were suggested as future sites for industrial location. The Committee suggested



that self contained townships be planned around these areas which would depend upon the main city only for major activities such as higher education, major shopping and cultural amenities. The functional character of these towns would be primarily industrial. The Committee suggested the distribution of projected population in different centres as under:

	<u>In lacs.</u>
1. Poona City and Cantonments.	12.0
2. New Township at Pimpri-Chinchwad in the north-western part of the region on Bombay-Poona Road.	2.5
3. New township at Loni-Kalbhori and Urali Kanchan in the eastern part of the region.	1.5
4. Rest of the urban centres.	1.0
5. Rural areas.	3.0
Total:	<u>20.0</u>

The Committee recommended that at an average labour density of 20 to 25 persons per acre in the industrial centres and about 30 persons per acre in Poona city, the extent of industrial areas to be zoned for industrial purpose in the above two new township and Poona City should be as under:

1. Pimpri-Chinchwad township industrial zone required.	600 hectares (1500 acres)
2. Loni-Kalbhori & Urali Kanchan industrial zone required.	300 hectares ( 900 acres)
3. Poona city and surrounding area industrial zone required.	1200 hectares (3000 acres)

The Committee had noted that the existing and committed industrial acreage at Pimpri-Chinchwad area which was then about 1500 hectares (3700 acres) was excessive in relation to what would be required for the eventual population of this centre as per the above optimum and it had therefore, recommended the diversion of unutilised areas in the existing committed industrial zone at Pimpri-Chinchwad to other uses.

Industrial Development Commitments at Pimpri-Chinchwad Complex and their implications vis-a-vis Industrial areas in the region.

12.9 The Poona Metropolitan Regional Planning Board had asked the Study Group on 'Industries' to examine the possibility of diverting the unutilised industrial zone from the Maharashtra Industrial Development Corporation area at Pimpri-Chinchwad to other uses, in consultation with the M.I.D.C. Its deliberations revealed that the M.I.D.C. had already made commitments in its area and at the most about 87 hectares (217 acres) could be released by the M.I.D.C. towards residential use unconditionally and additional 52 hectares (130 acres) conditionally. This reduction in the Maharashtra Industrial Development Corporation industrial area would not, however, reduce the population size of a new town near Pimpri-Chinchwad to the size of 2.5 lacs as suggested by the Gadgil Committee. The emerging pattern of urban settlements on Bombay-Poona axis in the north-western part of the Poona region outside Poona Corporation area (viz. at Pimpri-Chinchwad, Bhosari etc.) is thus conditioned by the committed industrial activities. This is also true in respect of Poona Municipal Corporation area and its surroundings. Industrial development being a powerful component in the process of urbanisation for the purpose of exploring the possibility of other new towns, it would be necessary to examine the distribution of existing committed industrial areas and the possibility of introducing new large scale industrial activity in other parts of the region.

12.10 Distribution of Committed Industrial areas in the region:

The spatial distribution of the existing committed industrial areas in the region in different centres was as follows:-

i) Poona Municipal Corporation area and its surroundings.	1214 hectares (3000 acres)
ii) Pimpri-Chinchwad-Bhosari Industrial complex.	1619 hectares (4000 acres)
iii) Talegaon-Dabhade.	20 hectares (50 acres)
iv) Eastern part of the region i.e. Theur, Lonikalbhor, Urali-kanchan etc.	82 hectares (200 acres)
	-----
	2935 hectares (7250 acres)
	.....172/-

12.11 Industrial Growth And Need For Satellite Township In Pimpri Chinchwad Area.

12.11.1 It would be seen from the above that an area of 1619 hectares (4000 acres) i.e. more than half the total existing committed industrial area in the region is being developed at the Pimpri-Chinchwad Industrial Complex. The industrial development in this area which is just outside Poona Municipal Corporation limits is taking place in a sprawling manner along the rail-road corridor towards Bombay without any provision for labour housing near the factory premises. Out of the total 18000 industrial workers in the area at the time of the Survey sixty five percent were commuting daily a distance of more than 14 km (8.6 miles) to and mainly from the Poona city with all that this implies in terms of welfare and traffic congestion. On an average a commuting worker spent Rs.7/- for his journey to work. In the absence of a single civic authority for the entire industrial district there is no co-ordinated system of roads, drainage and other civic services. Apart from the saving in the cost of long distance journey to factory sites the provision of workers' housing within a reasonable distance from the factory sites would considerably relieve increasing traffic pressure on the present transportation system. In order to ensure further that the problems of Poona city are not aggravated by rapid growth of population due to increasing industrialisation in the Pimpri-Chinchwad area it would be necessary to induce simultaneously the anticipated growth of population due to industrial development at Pimpri-Chinchwad to take place in that area only rather than in the Poona city. For this it will be necessary to improve living conditions in that area by providing requisite infrastructure and community facilities. The development of adequate housing sites in the form of a satellite township at Pimpri-Chinchwad Industrial Complex is, therefore, inevitable in the process of regional development of the Poona Metropolitan area.

12.11.2 Employment and Population Size:

The present industrial employment in the Pimpri Chinchwad industrial area is of the order of 18000 and this is expected to grow eventually to about 80000 when all the industrial areas are fully utilised in due course. Of the 1619 hectares(4000 acres) zoned for industrial use in this complex, about 1093 hectares(2700 acres) have been developed by the Maharashtra Industrial Development Corporation(M.I.D.C.) and the remaining 526 hectares(1300 acres) are occupied by the existing factories outside the M.I.D.C. area. The industrial area of M.I.D.C. is not fully occupied yet and a few industrial units which have already started functioning are also in the initial stage of their development and have got a sizable programme. Having such a large industrial area the major functional character of this township would be industrial.

12.11.3 Occupational Mix:

On the basis of the occupational distribution of some cities of nearly comparable size and function it is assumed that the workers engaged in manufacturing industries of various sizes in the proposed satellite town would be about 40 percent of the total workers, i.e. total No. of employees in the town would be about 2 lacs. It is assumed that the urban labour force which is 33% of the total population as per 1961 census population would remain the same in future i.e. one person out of three would be employed. On the basis of these assumptions, the total population likely to be sustained by the existing and committed industrial area at Pimpri-Chinchwad industrial complex when fully developed is estimated to be about 6 lacs.

12.11.4 Due to close vicinity of the proposed township to the parent city of Poona and its easy accessibility, it would not be fully self-sufficient town. Making some allowance for this factor, the Board has proposed that a population of about 5 lacs be adopted for the planning and designing of the said township.

12.11.5 Existing development and area required for  
New Township.

The Pimpri-Chinchwad industrial complex is situated on the north-west of Poona Municipal Corporation

limits on Bombay-Poona National Highway. Poona Nasik Highway also passes through the area. It is linked with Bombay and Poona by a broad-gauge double line electrified railway track. The major existing industries outside M.I.D.C. area are mainly confined to the railroad corridor. The industrial complex extends from 11 to 19 km. (7 to 12 miles) from Poona city and includes therein the lands from villages Bhosari, Pimpri, Chinchwad, Akurdi and Nigadi. The M.I.D.C. industrial area is to the north of Bombay-Poona Highway and west of Poona-Nasik Highway.

12.11.6 The existing residential area is mainly concentrated in the old Gothans of the villages and a few housing colonies of the major industrial establishments. There is a refugee colony at Pimpri under the control of Government of India. According to 1961 census the population of this area was about 37000. The present population is estimated to be about 60000.

12.11.7 The requisite water supply to industries and residential areas in this complex is at present provided through the Water-works of the M.I.D.C. The sources of water-supply are Pavana and Mula rivers. After completion of Phagne Dam on the Pavana by 1971 ample water supply could be made available to this area. The M.I.D.C. has already undertaken a scheme for augmentation of water supply. One of the major electric sub-stations in the region is located in this area at Chinchwad.

12.11.8 The area is at present administered by 4 Village Panchayats. There are no adequate arrangements for treatment and disposal of domestic sewage and industrial effluents with the result that these are being discharged into rivers through the adjoining nalas causing river pollution. The pressure of population due to rapid industrial growth has given rise to unauthorised construction. A need for a civic authority for this area has been felt since long. The State Government has already issued a preliminary notification for the establishment of New Town Municipal Council in the area and it is expected that such a council to take charge of the civic affairs would be established very soon.

.....197/-

Area required for new Township.

12.11.9 As already stated the existing population of this area is about 60000. The estimated increase of population of about 4.4 lacs would require an area of about 2830 hectares (7000 acres) at a town density of about 175 persons per hectare (60 persons per acre) (excluding industrial areas). Making an allowance of about 400 hectares (1000 acres) for the activity of a few private sector undertakings already committed, it is proposed that an area of about 2430 hectares (6000 acres) will be needed to be acquired for the proposed township.

12.11.10 Guidelines for Planning Standards:

Committee on Plan Projects (appointed by the Govt. of India) in its report on "Industrial Townships" advocated standards and norms of development of all townships under the public sector. The guidelines for land use structure and densities laid down by the above committee excluding the industrial areas are as follows:

TABLE NO. 2.  
Land Use Table for Sector.

Uses	Percentage of developed area
i. Residential plots..	45 to 50%
ii. Roads and streets.	15 to 20%
iii. Schools (including their play grounds)	12 to 15%
iv. Parks and open spaces	8 to 10%
v. Shopping.	2 to 4%
vi. Other uses..	Balance.
Total: <u>100%</u>	

In addition to the above standards, the Committee also stipulated residential densities to be obtained in the township viz.

a) Sector density 35 to 50 dwellings per hectare (14 to 20 dwelling units per acre).

b) Township density 22 to 30 dwelling units per hectare (9 to 12 dwelling units per acre).

The Study Group on Industries has considered and finalised a statement regarding requirement of land for one lakh of population as below. The standards laid down in the statement have been accepted for the purpose of estimating the areas required for various landuses.

TABLE NO.3  
Space Standards For Township.

(for 100,000 population)

Use	Area standard.	Population served.	Total area.	
			Hectares	Acres
Residential	0.4 hectare(1 acre)	100	400	1,000
Primary School	9 Sq.meters(10 Sq.yds.) per pupil.	15% School going.	12.8	32
Secondary school.	18 Sq.meters (20Sq.Yds.) per pupil.	10% School going.	15	40
College.	-	1,00,000	10	25
Hospital	14 Sq.meters (125Sq.Ft.) per bed	250	410	11
Dispensary	0.4 hectares (1 acre)	20,000	2	5
Maternity	0.4 hectares (1 acre)	20,000	2	5
Wholesale Market.	-	-	4	10
Retail market	0.4 hectares (1 acre)	25,000	1.6	4
Open market.	0.4 hectares (1 acre)	50,000	0.8	2
Service Industry.	0.6 hectare (1.5 acre)	25,000	2.4	6
Open Space	1.2 hectare (3 acres)	1,000	120	300
Public Utilities.	-	-	6	15
Administration.	-	-	20	50
Commercial / Professional area.	at 2% of gross area.		14	35
Roads and Railways.	at 12% of gross area		84	210
Total:			700	1,750

(gross density 57 persons per acre)

12.11.11 A skeleton planning has already been done for some part of this area. In view of the existing industrial development which has already taken place it would not be possible to provide all the residential land in the vicinity of the industrial development. It is, therefore, proposed to provide residential zones in three different blocks, two such blocks being located to the north of Pawana river viz. one to the north and other to the south of the existing industrial development. These two blocks have already been marked as residential zones in the skeleton plan (~~Map 65~~) prepared for the area and covers an area of about 2630 hectares (6500 acres). Besides these, a third residential zone of about 810 hectares (about 2000 acres) is proposed to be provided in the area to the south of Pawana river from villages Theregaon, Rahatani and Wakad. The lands proposed for the development of this Satellite township are generally waste and fallow and are linked fairly well with the Poona City by the existing rail-road system. Villagewise break up of the areas for residential blocks of the proposed township is as follows:-

TABLE NO. 4.

Zone No.	Name of the village.	Area in hectares (Acres)		
		Existing Committed.	Proposed.	Total.
1	2	3	4	5
I	1. Wigadi.	4 ( 10 )	144 (355)	148 (365)
	2. Ravet.	-	138 (340)	138 (340)
	3. Akurdi.	9 ( 22 )	214 (529)	223 (551)
	4. Chinchwad.	32 ( 80 )	440 (1090)	472 (1170)
	5. Pimpri.	217 (536)	348 (861)	565 (1397)
	Sub-Total: I	262 (648)	1284 (3175)	1546 (3823)
II	1. Bhosari.	32 ( 80 )	530 (1310)	562 (1390)
	2. Moshi.	-	350 (864)	350 (864)
	3. Chikhali.	-	388 (960)	388 (960)
	Sub-Total: II	32 ( 80 )	1268 (3134)	1300 (3214)
III	1. Theregaon.	4 ( 10 )	278 (688)	282 (698)
	2. Wakad.	-	182 (450)	182 (450)
	3. Rahatani.	-	163 (403)	163 (403)
	Sub-Total: III	4 ( 10 )	623 (1541)	627 (1551)
Grand Total:		298 (738)	3175 (7850)	3473 (8588)

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...178/-



Planning and Lay-out of Township.

12.11.12 The Planning Authority for the area should undertake preparation of the detailed development plan for the proposed new township for which the base maps and contour maps prepared from aerial photography are available. As the industrial zoning cuts right across the middle of the township, it would be necessary to provide efficient and coherent net work of major roads in the development plan so that various blocks of residential areas are linked with each other to create a unified town. Within the framework of the development plan, detailed zonal plans may be prepared for the various blocks of land on the principles of neighbourhood planning. The detailed planning of the area should also receive consideration of aesthetic and landscape designing. Compactness of development should be aimed at from the point of view of economy in construction and maintenance, social relation and climatic conditions.

12.11.13 In the planning of the proposed township care should be taken to integrate the development of the existing settlements as far as possible with the new township in a comprehensive manner.

12.11.14 In order to conserve valuable agricultural land strips of fertile land on the banks of the Pawana and the Mula rivers be zoned for agricultural use. This will also provide the land needed for sewage disposal.

12.11.15 It is necessary to enforce the peripheral control in order to ensure planned development and to avoid continuous urban sprawl.

12.11.16 Housing : It does not appear to be possible and necessary that all housing constructions in the proposed new town should be done by a public agency. Some of the private and public sector undertakings are already having their own housing programme and lot of private co-operative housing societies are coming up in the area. Housing in the co-operative sector should therefore be encouraged. It is however, considered necessary to provide housing for the economically weaker section by a public agency. Due to

financial limitations a programme of massive temporary low cost housing as advocated by the Central Town and Country Planning Organisation be undertaken.

12.11.17 Town Centre : The residential areas of the proposed township consist of three different blocks of land. It may, therefore, be necessary to provide one town centre for the township as a whole which might be located in the area round about the existing quarries opposite to the factory of Cooper Engineering Ltd., from village Chinchwad or between the factory of Mahindra and Mahindra and the Penicillin Factory of the Hindustan Antibiotics Ltd., from village Pimpri. Besides this, it would be necessary to provide separate sub-centres for each of the residential blocks proposed. The existing quarrying operations as also the issuing and renewal of licences for quarrying in this area need to be stopped immediately.

12.11.18 Building bye-laws : The Planning Authority for the new township should frame detailed bye-laws and regulations along with specific norms and standards for development so as to enable it to exercise effective development control.

12.11.19 Agency for Development of Satellite Township:

The development of new township be carried out through the agency of a New Town Development Authority to be created under the provisions of Maharashtra Regional and Town Planning Act 1966 which should work in close co-operation with the existing authorities and the New Township Municipal Council to be constituted for the area. Such a Development Authority would be vested with powers to acquire, hold, manage and dispose of land and other property and to carry out building and other operations, to provide water, electricity, gas, sewerage etc. The Development Authority should have capable planning and execution team to prepare and execute the plan in a rational and realistic manner. Since the only source of finance of the Development Authority under the Act is the advances from the State Government, adequate initial loan capital should be made available to the Development Authority by the State

Government. The value of entire land needed for the new township should be frozen initially. The development of the township may be carried out in suitable stages and sizes as per the guide lines indicated in this chapter later on.

12.11.20 Policy for allotment of land for Housing:

In the allotment of developed land for housing priority should be given to the Co-operative Housing Societies over individuals. Similarly participation of public institutions in Poona like schools, colleges, banks and industries employing more than 100 persons should be sought in the house building programme by allotting them land for the purpose.

12.11.21 Considerable study would be required for planning a satellite town. The structure of various income groups and their requirements of housing is discussed later on. The provisions of community facilities and amenities in the township area be made on the basis of guide lines indicated earlier and the standards prescribed by the State Town Planning Department in this behalf may be adhered to.

12.12 Industrial Development :

12.12.1 The analysis regarding the industrial activities in the region elaborated in Chapter V has presented the existing situation and also the probable expansion of the industrial activities. We have already noted the present distribution of industrial area and employment in the different parts of the region and excessive concentration of industrial activity at Pimpri-Chinchwad complex. According to 1961 census about 19% of the working population in the region was employed in manufacturing industries. Since that time industrial activity in the region has been increasing and the same trend is likely to continue in future. The increase in population during the next two decades is bound to generate a need for employment opportunities in industrial sector, as the population that can be supported by agricultural employment is limited. According to the report of the Study Group on Demography it is estimated that the industrial component of the labour force would increase from 19% in 1961

to about 26% by 1991. A reference to the existing and projected employment figures in manufacturing activity from Table 8 of the Chapter III would provide a base to arrive at the economic requirements of different areas of the region. The Pimpri-Chinchwad Industrial Complex has already been dealt with. Amongst the other areas, Poona city and its surrounding area is the largest population centre. The Gadgil Committee has recommended in its report that the present character of Poona city should be preserved. This is agreed in principle and the industrial zoning in Poona city is proposed in the Development Plan on these considerations.

12.12.2 Industrial area in Poona City and its immediate surroundings :

While referring to the industrial activity in the Poona Corporation and its surrounding areas it was noticed in Chapter No. V (Table No.6) that an area of about 728 hectares (1800 acres) is zoned for industrial use in the Poona Corporation and about 486 hectares (1200 acres) outside the Poona Corporation limits, from the villages Wadgaon Sheri, Kharadi, Hadapsar and Kondhava. It is assumed that the labour density of factory areas in Poona centre will average about 74 workers per hectare (30 workers per acre). As the character of Poona City will remain diversified with different economic functions continuing their role, the proportion of industrial workers to total population is assumed at about 25% on the basis of the occupational mix of some cities of comparable size and function. On these assumptions and after making some allowance for industrial workers staying in Poona city and working outside, the 'Demography' Study Group has estimated that the population of Poona City and surrounding area would increase to about 14.62 lacs by 1991. It is suggested that the Poona Municipal Corporation boundary be extended to include all the industrial areas on its immediate outskirts and some areas around it. This will enable the Corporation to have the planning and development control on such industrial areas and its surrounding development.

12.12.3            Creating employment opportunities  
in other areas of the Region:

i) Talegaon Dabhade : According to the projections made by the Study Group on 'Demography' the population of Talegaon-Dabhade is expected to increase from 11753 in 1961 to 23,000 in 1991. However, in view of the fact that the town has an industrial tradition and is particularly suited for industries requiring rust proof climatic conditions, the Board proposed to plan the development of the town for a population of 50,000 by 1991. It has already some infrastructure facilities and commanding situation on Bombay-Poona rail-road corridor. Assuming the Poona pattern, there would be about 4000 industrial workers in the allocated population of this town. At a labour density of 20 workers per gross industrial acre an area of 80 hectares (200 acres) would be required at Talegaon-Dabhade for industrial use. At present 20 hectares (50 acres) are already under existing industrial use. An area of 60 hectares (150 acres) should be provided for industrial use in the Development Plan of the town which is under preparation.

ii) Area on Poona-Nagar Road : The estimated population by 1991 in the north-eastern area along the Nagar road is about 50000. The industrial workers by 1991 estimated for the above population will be about 2100 at 4% of the total by applying rural pattern and about 4000 at the urban ratio as for Talegaon. The quality of land in this area is agriculturally inferior and large scale irrigation activity is also not feasible. Expected increase in population cannot, therefore, be absorbed on agriculture. With a view to avoiding long distance commutation of the above industrial workers as also in the interest of balanced regional development it would be necessary to create some industrial activity in the area. A suitable industrial area will have, therefore, to be provided for setting up industries which would provide employment to the increasing local population. The High Power Cabinet Committee for industrial development of the State Government desired that this board should suggest a suitable area in this part of the region for being developed for industrial use by the Maharashtra Industrial Development Corporation.

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The matter was examined by a Committee appointed by the Board. The Committee has suggested the development of an industrial area admeasuring about 200 hectares (500 acres) near village Wagholi between 9½ to 11 miles from Poona on Poona-Nagar Road as indicated on the regional plan. The village Wagholi is a promising growth centre for some industrial development. It would be possible to provide the necessary infrastructure at Waghoki and to integrate the proposed industrial development and the ancillary development with the development of this centre.

iii) Area on Poona-Sholapur Road :

The estimated population as in 1991 for the south-eastern part of the region along Poona-Sholapur Road is about 1.16 lacs which may have about 8000 industrial workers at the urban pattern. Making some allowance for the already existing commutation it is estimated that an area of about 300 hectares (750 acres) would be necessary for industrial development in this part. About 80 hectares (200 acres) are already in industrial use and <sup>an</sup> additional 120 hectares (300 acres) are required to be provided. Large area in this part of the region, however, contains fertile agricultural land proposed to be irrigated by the Khadakwasla Irrigation Project and hence it would not be desirable to locate the required industrial area just adjacent to the existing industries in one block. The required industrial area is, therefore, proposed to be provided at villages Naigaon and Koregaon Mul where some nal land comprising abandoned military camp and Government Gayran is available. It should be possible for the Maharashtra Industrial Development Corporation to develop a block of about 200 hectares (500 acres) from the above area for industrial development by providing infrastructure facilities. Such an industrial area in the fertile agricultural belt would lay foundation of agro-industries and thus would help to bring further prosperity to the area.

12.12.4 To sum up, the board has proposed new industrial areas to the extent of 550 hectares (1450 acres) which would be required to be developed in the Poona Metropolitan

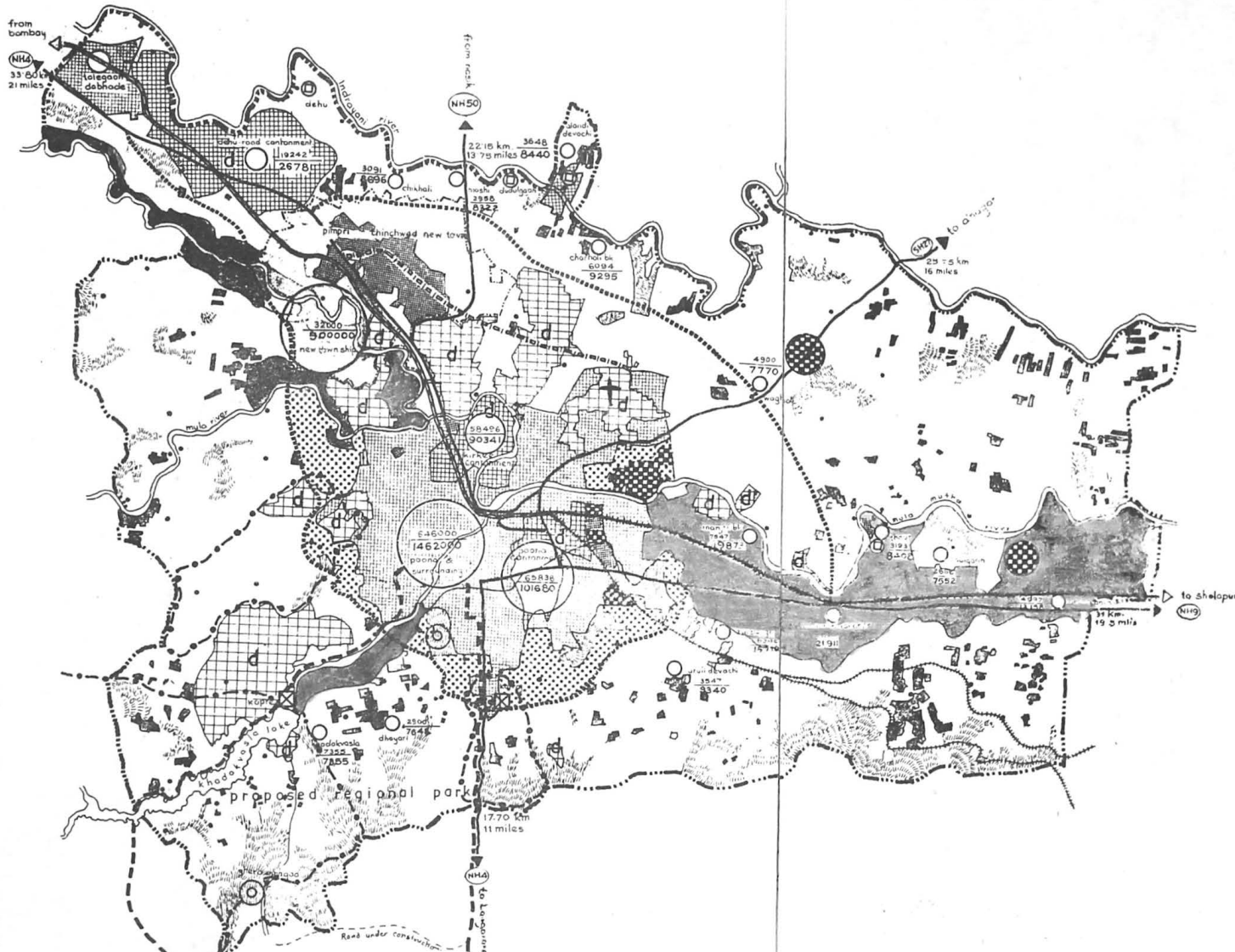
Region to provide employment opportunities for the anticipated increase in population by 1991. The present committed and proposed area reserved for industries in the Regional Plan in the different centres are given below :-

TABLE NO. 5

Sr. No.	Name of the Centre	Existing & committed Area under industries Hectares (Acres)	Additional area proposed in the Regional Plan Hectares (Acres)	Total Hectares (Acres)
1	2	3	4	5
1.	Poona & Surrounding Areas.	1214(3000)	-	1214(3000)
2.	Pimpri-Chinchwad Complex.	1620(4000)	-	1620(4000)
3.	Talègaon-Dabhade.	20( 50)	60( 150)	80( 200)
4.	Poona-Nagar Road-Wagholi Industrial Area.	-	200( 500)	200( 500)
5.	Poona-Sholapur Road Naigaon-Koregaon-Mul Industrial Area.	80( 200)	300( 750)	280( 700)
<u>T O T A L :</u>		2934(7250)	560(1450)	3494(8600)

12.12.5 Guidelines for industrial development:

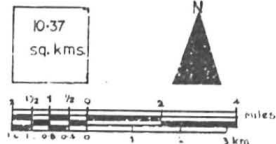
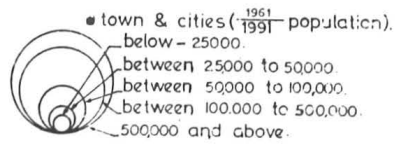
- i) Only industries which do not have large scale problems of dangerous effluents could be allowed in this region. In allowing new industries, due regard be had for industries which are ancillaries and feeders to the existing industries. It would not be desirable to locate large, heavy and obnoxious industries within the Poona Corporation limits.
- ii) There should be no further addition of industrial areas in the already congested location of Pimpri-Chinchwad industrial complex beyond the areas already zoned for industrial use which admeasure about 1620 hectares(4,000 acres).
- iii) Small scale industries usually providing employment to the local rural population be allowed near the gaon-thans of the villages in the rural areas of the region <sup>and</sup> outside the industrial zones provided the sites proposed do not cover rich agricultural lands.



draft regional plan (1970-1991)

references

- areas covered by present urban local bodies.
  - corporation and municipal councils.
  - cantonments.
- ▨ p.m.c. fringe area.
- ▨ existing defence areas.
- major existing & proposed industrial areas.
  - existing
  - proposed.
- proposed new town.
- existing & proposed principal roads.
  - existing
  - national highway. (NH)
  - state highway. (SH)
  - proposed
- ⋯ by pass roads to national highways.
- railways
  - railway line to be quadrupled.
  - railway line to be doubled.
  - ▨ proposed railway link.
- agricultural
  - irrigable agricultural land.
  - non irrigated & pastures.
- forests & catchment areas.
  - ▨ existing forests.
  - catchment areas of lakes to be preserved for afforestation & soil conservation.
- other proposals.
  - ⊠ proposed picnic spots.
  - ⊠ religious & historical places to be preserved.
  - ⊠ proposed regional parks (major recreation areas).
  - village settlements.
  - region boundary.





12.13 Guidelines for physical planning of Urban Centres:

12.13.1 As already stated Cantonment towns and Defence establishments have been excluded from the consideration of physical planning. The proposal of the Regional Plan relating to the creation of satellite township of 500,000 population around Pimpri-Chinchwad Industrial Complex has already been dealt with. This will be the second largest population and economic centre in the region next to Poona urban area. In addition to the proposal of the above satellite township, the Regional Plan proposes that the existing town of Talegaon-Dabhade be expanded. It is also suggested that the town of Alandi and twelve other emerging urban centres referred to in the earlier paragraphs in this chapter may be developed as nucleus settlements serving the rural areas surrounding them. The Development Plans of some of the urban centres have already been prepared and the same are discussed below :

Poona City and Surrounding Area :

12.13.2 Population Projections : The population projections for the region have indicated that out of the estimated 1991 urban population of about 24.5 lacs as much as 14.6 lacs would be in the Poona Corporation and its surrounding area. As already indicated earlier, Poona City is multi-functional in character. Industrial growth is accelerating. It is assumed that the existing functions of the city would continue to develop. The present Poona Municipal Corporation area admeasures 138.85 sq.km.(53.61 Sq.miles). It had a population of 6.20 lacs in 1961.

12.13.3 Land availability : The geographical setting has shaped the growth of Poona City. To the South and West, development has been limited by land rising to hills. It was noted in the existing landuse Table No.3 on page 22 of the report that an area of 6895 hectares (17025 acres) was vacant and agricultural, at the time of Landuse Survey. This vacant area included some high level areas and good agricultural lands. In the Development Plan of Poona City prepared for the old limits (areas about 111 sq.km.), an area of about 3400 hectares (8400 acres) is zoned for residential use.

Ultimate Population of Poona City  
and Surrounding Area :

12.13.4 The Development Plan of the Poona Corporation area for the 1961 corporation limits has been sanctioned by the State Government in 1966 (Map 67). At the reasonable densities of population of 296 persons per hectare (120 persons per acre) in Town Planning Scheme areas and 222 persons per hectares (90 persons per acre) in the outlying areas, it is estimated that the area zoned for housing in the Development Plan of the present Corporation area can accommodate a population of about 13.6 lacs. There is bound to be some population pressure in the fringe area outside the present Corporation limits due to high land values for the lands within the Corporation limits. The balance of 1 lac population could be absorbed in the surrounding villages.

12.13.5 As already stated the Regional Plan has two primary objectives (i) to control the growth of Greater Poona Area and (ii) to promote the expansion of housing activity at the already existing industrial concentration outside Poona Corporation limits viz. Pimpri-Chinchwad Industrial Complex and other towns in the region. The fulfilment of these objectives will help in not aggravating the present problems of the Greater Poona Area and would facilitate in protecting its natural beauty and existing character.

12.13.6 In the Regional Plan, the Poona Corporation area and its surrounding villages in which development has been taking place are treated as a single unit, which is referred to as "Poona City and Surrounding Area". The Plan also suggests that there should be a 'stop line' around the "Poona City and Surrounding Area" so indicated, which should represent a line of demarcation between town and country except towards Pimpri-Chinchwad side where a continuous urban development has already occurred. In drawing the stopline around the Poona City area an attempt has been made to preserve rich agricultural lands and to maintain amenity value of uplands, having due regard to the suitability of land for development. It is also proposed that the population of Poona City and its surr-

-ounding areas be limited to an optimum size indicated by controlling the employment opportunities.

12.13.7 As already stated the Development Plan of Poona sanctioned by the State Government in 1966 made proposals for the area as per 1961 limits of the Corporation. These limits have been extended in 1962. The Corporation should have, therefore to undertake planning of the extended area immediately.

12.13.8 Talegaon Dabhade : The present Municipal area of Talegaon Dabhade is 10.36 sq.km.(4 sq.miles) and it had a population of 11753 as per 1961 census. The growth of this town is slow for want of adequate water supply. The climate of this town is favourable for certain industries requiring rust-proof atmosphere. By natural increase the population of this town is estimated to grow to about 23,000 by 1991. However, the Regional Planning Board has proposed to expand this town for a total population of 50,000 by 1991. The Municipal Council has been advised to undertake a scheme for augmenting the water supply through the source of Pavana river. The total area required for the development of town for 50,000 population is 360 hectares (900 acres) and the same is available within the present municipal limits and in the adjoining village limits of Talegaon and Varale. A Draft Development Plan of this town has been prepared and published by the local authority (Map 68).

12.13.9 Alandi : This small town of 3000 population in 1961 is a sacred place of religious importance. It is proposed not to locate any industries in this town in order to preserve its religious character. It is estimated to grow to a size of about 8500 by 1991. There is sufficient land within the present municipal limits to absorb the expected growth by 1991. A Draft Development Plan of this town has been prepared and published by the local authority (Map 69).

12.13.10 Other Emerging Urban Centres : Twelve rural settlements mentioned in para 4.2 of this chapter would cross a population of 7500 by 1991, and would emerge as urban centres. The total population of these emerging urban centres would be 1.39 lacs by 1991. It would be seen that the 4 villages viz. Fursungi, Loni Kalbhor, Majjri Bk. and Urali Kanchan all of














which are located in the South-Eastern part of the region would have a population of more than 10,000 by 1991. In fact Loni Kalbhor and Manjari Bk. are expected to cross the population figure of 10,000 by 1971, Fursungi by 1981 and Urali-Kanchan by 1991. The Zilla Parishad has already decided to undertake the preparation of a Development Plan for Loni Kalbhor village. It is suggested that the Development Plans for the other villages mentioned above and village Theur, where a sugar factory is located, be similarly undertaken as early as possible.

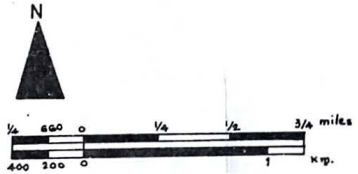
12.13.11 Peripheral or Fringe Development around Poona:

The growth or expansion of a settlement just outside the Corporate limits on its immediate outskirts is known as 'Fringe Development'. The Board has concluded that the future urbanisable limits of the Poona City be limited to the alignment of the proposed westerly and easterly by-pass roads around the City. In addition, plain land of village Warje is also proposed to be included in the above fringe for the likely expansion of the city. The rural areas immediately surrounding the city must be characterised by definite urbanisation trends as evidenced by change in the occupational structure of the population, the agricultural way of life giving way to urban or semi-urban occupation. The area within the present Corporation limits and the proposed by-pass roads i.e. within the fringe is considerably large in extent. All this land is not required for development in the immediate future. The Board has therefore come to a view that not more than 30 to 40 percent of the suitable land from the fringe be permitted for development. <sup>Such development</sup> should as far as possible be permitted round about the existing gaathan development. The fringe development should be of a lower density which could be accomplished by ground floor structures only. The villagewise extent of the permissible residential areas in the fringe as recommended by the Board is as follows :-

# draft development plan of talegaon dabhade

## references

-  residential
-  public & semipublic
-  industrial  proposed indrl.
-  commercial
-  cantonment & military land
-  bus stand
-  railway
-  open spaces
-  agricultural
-  hills
-  boundary of municipal council
-  roads



poona metropolitan region planning board

TABLE NO. 6

Name of the village.	Area suggested for development.	
	Hectares.	Acres.
Dhankavadi.	101	250
Katraj.	40	100
Konchave Kd.	101	250
Lahan Gwadi.	81	200
Hadapsar.	81	200
Mundhava.	40	100
KharaDi.	81	200
Wadgaon-Sheri.	81	200
Bavdhan Bk.	61	150
Bavodhan Kd.	81	200
Warje.	121	300
Hinganele	28	70
Pashan.	121	300
<b>Total :</b>	<b>1018</b>	<b>2520</b>

12.13.12 In order to guide the development of the peripheral area within the above mentioned fringe, it would be necessary to immediately undertake a survey to locate the residential areas with necessary facilities in each village settlement to the extent indicated in the above table where services such as water supply, electricity etc. could be easily provided. Development Schemes in such areas should also be undertaken to guide the development.

Green Belt around Urban Agglomeration :

12.13.13 The proposals for the green belt around cities are generally made to ensure that the city does not expand outwards in a sprawling manner by its continuous spread. The plan suggests the necessity and feasibility of having a greenscape around the two principal urban areas viz. Poona and Pimpri-Chinchwad within which there could be some recreational facilities including a Regional Park in the South-Western hills. Such a greenscape would also preserve good agricultural land for market gardening in some parts and conserve some forest areas. The greenscape is different from the 'Green-Belt' in the concept that it has no outer edge & merges into ... .. :190/-

the agricultural land, hills and forest areas around the above agglomeration areas.

12.13.14           The extensive open areas within the defence establishments and cantonments around the Poona City are in fact serving as green buffers. The development on Poona-Bombay axis in the North-West, outside the Corporation limits, has been almost continuous from Dapodi across Harris bridge on the Mula upto Talegaon Dabhade. There is hardly any scope for a green belt on that side. The Southern and South-Western hilly portion of the region could serve as a natural barrier on that side, and poses no problem. Apart from the low but sharp cut picturesque hills of Parvati, Panchgaon Kuran etc. which are penetrating into the city, this area includes extensive catchment areas of Khadakwasala lake, forest areas near Sinhgad fort, Katraj Ghats, Bapdeo ghats etc. The existing character of that area should be maintained. Similarly the areas on Sholapur Road outside the Corporation limits are needed to be preserved for agriculture because of their immense agricultural potentiality due to irrigation facilities. In fact, some good agricultural lands from the village Hadpsar locally known as 'Magar Patta' have been shown as agricultural green in the sanctioned Development Plan of Poona. This leaves us with the areas on i) Saswad road, ii) Ahmednagar Road, iii) Alandi road, iv) Nasik road and v) Bombay-Poona road. There is likely to be some pressure for development in the lands abutting on Saswad road upto 2 to 3 km. ( a mile or two) beyond the present Corporation limits. Development in this area should be allowed strictly according to the policy laid down by the Board for the fringe development. Ribbon Development and frequent direct access to the Saswad Road should be prevented. Village Urali Devachi is situated at about 16 km (10 miles) from Poona and no immediate pressure for development is observed here as yet. The green belt which would be running along the foot hills of Satara Road, <sup>and</sup> the foot hills of Bapdeo Ghat should then be further continued along village Urali Devachi on Saswad Road. Similar considerations hold good for the Development on Ahmednagar road and the green

belt on that side may be kept beyond the proposed easterly by-pass road which would be roughly along Wagholi at 13 kms (8 miles) from Poona on Ahmednagar Road and Dighi at 13 kms (8 miles) on Alandi Road, village Moshi at 21 kms (13 miles) from Poona on Nasik Road and Talegaon Dabhade on Bombay-Poona Road. So far as the Western side of Poona is concerned the green belt should run along the proposed westerly by-pass road.

12.14 Rural Planning :

12.14.1 The Poona Metropolitan Region is predominantly urban in character with more than 81 percent of the population living in urban centres. The rural population of the region which was 1.48 lacs as per 1961 census lived in 127 villages. The anticipated change in the urban-rural character of the region was discussed at the beginning of this chapter when it was stated that by 1991 the region would have rural population of about 1.66 lacs living in 85 villages.

12.14.2 While dealing with the question of rural planning the Gadgil Committee has suggested rural renewal with a view to improving the living conditions in the villages by providing them with certain minimum basic amenities. Firstly, communications between villages must be improved. The villages could be suitably grouped into a cluster and the central village in the cluster may be linked with some town. At the central villages, facilities like School, Bazar could be provided and trade to and from the cluster could be carried through the central village. After carrying out a survey of industrial potential of different areas small industrial unit could be suitably located. Accordingly, the above criteria were established for development in the rural area so as not to prejudice the overall transportation system, agricultural activities, conservation of water resources etc.

12.14.3 The survey of community facilities in rural centres referred to in Chapter IX provides a basis for studying the catchment areas in relation to various existing facilities and the division of the various parts of the region into suitable micro-regions. The above chapter, however, gives only an account of availability of various amenities



and facilities in the rural centres mentioned therein in isolation. For determining the hierarchy or order of settlements on the basis of availability of amenities and facilities, it is necessary to take stock of all the amenities and facilities available in a settlement or in other words it is essential to have a pooled picture of the plus and minus points with due weightage to the respective amenities and facilities.

12.14.4 On the lines described above an attempt has been made here to decide the hierarchy of settlements on the basis of availability of amenities and facilities with the help of Index Numbers. The score of each settlement on account of availability of various amenities and facilities is first calculated and its order of gradation is determined in terms of a pooled score of eleven item groups with due weightage to each of them. Educational, Medical and Transport facilities are the basic needs for any population and as such comparatively more weightage has been attributed for the items covered under these facilities while calculating the index number. The said plan for the calculation of index number of settlements is presented in Table No. 7.

Table No. 7

1) Name of the Village/Town :-		2) Population (1961 Census) :-			
Main Group No.	Sub-Group No.	Group Name	Marks allotted.	Score	Group Weight.
1	2	3	4	5	6
A.	:	<u>Education.</u>	:	:	:
	a :	Primary Education.	:	:	150 :
	:	1) Facility available upto 4th standard.	25	:	:
	:	2) Facility available upto 5th standard.	50	:	:
	:	3) Facility available upto 6th standard.	75	:	:
	:	4) Facility available upto 7th standard.	100	:	:
	:	5) No such facility.	0	:	:
	b :	Secondary Education.	:	:	100 :
	:	1) Facility available upto 8th standard.	25	:	:
	:	2) Facility available upto 9th standard.	50	:	:
	:	3) Facility available upto 10th standard.	75	:	:
	:	4) Facility available upto 11th standard.	100	:	:
	:	5) No such facility.	0	:	:

Main Group No.	Sub Group No.	Group Name	Marks allotted	Score	Group Weight
1	2	3	4	5	6
	c	Higher Education(General)			25
		:1)Facility available	: 100	:	:
		:2)No such facility	: 0	:	:
	d	Higher Education(Vacational)			25
		:1)Facility available	: 100	:	:
		:2)No such facility.	: 0	:	:
B.		Medical.			
	a	Normal Medical Facilities.			250
		:1)Facility of visiting Doctor.	: 10	:	:
		:2)Facility of regular dispensary.	: 35	:	:
		:3)Facility of Hospital or P.H.U.	: 55	:	:
		:4)No such facility.	: 0	:	:
	b	Special Separate Medical facilities.			50
		:1)Maternity Home.	: 75	:	:
		:2)Specialised Hospital	: 25	:	:
		:3)No such facility.	: 0	:	:
C.	a	Transport.			120
		:1)Facility of good approach road.	: 10	:	:
		:2)Facility of Rly. Station.	: 50	:	:
		:3)Facility of Bus Terminal.	: 25	:	:
		:4)Facility of Bus Stop	: 15	:	:
		:5)No such facility.	: 0	:	:

Main Group No.	Sub Group No.	Group Name.	Marks allotted	Score	Group Weight.
1	2	3	4	5	6
D.	a	Communication.			80
		:1)Facility of Post Office:	20	:	:
		:2)Facility of Telegraphy Office.	30	:	:
		:3)Facility of Telephone Office.	50	:	:
		:4)No such facility.	0	:	:
E.	a	Banking.			75
		:1)Facility of scheduled Bank.	60	:	:
		:2)Facility of Postal Savings Bank.	40	:	:
		:3)No such facility.	0	:	:
F	a	Co-operation.			75
		:1)Facility of Service Co-operative Society.	100	:	:
		:2)No such facility.	0	:	:
G	a	Other facilities.			50
		:1)Weekly market.	35	:	:
		:2)Veterinary Dispensary or A.I.Center.	25	:	:
		:3)Piped Water Supply.	10	:	:
		:4)Electricity.	10	:	:
		:5)Police station/out-post:	10	:	:
		:6)Community Hall.	10	:	:
		:7)No such facility.	0	:	:
Total.					1000

12.14.5 It would be gathered from the above mentioned plan for working out the index number that a settlement can have a maximum index of hundred and a minimum index of zero in extreme cases. In other words index number of any settlement would fall in the range of 0-100. Based on the services and amenities settlements are classified into five classes viz. Class I, Class II, Class III, Class IV and Class V with respective index number above 60, between 50-60, between 30-50, between 15-30 and below 15. Their distribution would be as indicated in Table No. 8.

TABLE NO. 8

Class	Index No.	No. of settlements.....		
		Urban	Rural	Total
1	2	3	4	5
I	i) Above - 80	4	1	5
	ii) 60 - 80	-	7	7
II	i) 50 - 60	-	4	4
III	i) 30 - 50	1	27	28
IV	i) 15 - 30	-	45	45
V	i) 10 - 15	-	15	15
	ii) 5 - 10	-	12	12
	iii) Below - 5	-	13	13
T o t a l :		5(*)	124(*)	129(*)

(\*) As pointed out in Chapter IX, 5 towns and 124 villages are covered under the survey, out of total 12 towns and 127 villages in the region.

12.14.6 It can be seen from the above Table that almost all the towns in the surveyed area except Bhosari are Class I urban areas in respect of availability of amenities and facilities. As regards 124 rural settlements covered under the survey in the region, as many as 85 are below Class III Standard and 27 fall in Class III. Only 4 villages viz. Man, Khenapur, Lohogaon and Lonikand are in Class II and 8 villages viz. Dehu, Khadakwasala, Fursungi, Loni-Kalbhori, Manjri Bk., Urali-Kanchan, Moshi and Wagholi are in Class I categories. Of the 16 settlements with Class II or Class I Standard, a majority i.e. 13 is located in the sub-regions

'A', 'E' and 'G' with four, four and five settlements respectively. All the villages in the sub-regions 'C' and 'F' are below Class II standard.

12.14.7 Population as expected is a governing factor for the provision of amenities and facilities. All the 13 settlements for which index is as low as below 5 are with population upto 1000 each only. Similarly, all the settlements with population below 2000 each have index number below Class II standard. All the 12 settlements with Class I index number are with population round about 3000 each or more. It is worth mentioning that villages of Hadapsar and Charholi Bk. and Bhosari town with population above 5000 each have index number as low as below Class II standard. Table No. 9 (on page 200 ) presents the distribution of settlements in various sub-regions according to the ranges of index numbers and Table No. 10 (on page 201) gives the same for settlements according to their population size.

Interdependence :

12.14.8 As seen above a good many settlements in the surveyed region have index number of amenities and facilities below Class II standard which is an indicator of the inadequacy of the amenities and facilities in these settlements. Under these circumstances such settlements have to depend on the nearby settlements for their needs in this regard. To summarise this, figures are presented in Table No. 11 which gives a pooled picture of such interdependence for various facilities.

TABLE NO. 11

Facility.	: No. of persons availing the facility in the surveyed area.			: % of col 4 to col 5	: No. of persons in the surveyed region depending on Poona city for the facility.
	Local	Outside	Total		
1	2	3	4	5	6
1. Primary Education (Students).	46331	1329	47660	2.8	150
2. Secondary Education (Students).	5975	2037	8012	25.4	1134
3. General Higher Education (Students)	36	9	45	20.0	637
4. Vocational Higher Education (Students)	3	614	617	99.5	406

Table No.11...contd...

1	2	3	4	5	6
5. Hospitals & Maternity Homes (Patients per month)	18250	7259	25509(*)	28.5	2807
6. Dispensary (Patients per month)	19252	5234	24486	21.4	515
7. Banks (Depositors)	19689	3436	23125	14.8	1103
8. Service Co-op. Society (Members).	8972	1374	10346	13.3	290

\* Including leprosy and Nisargopachar Ashram Hospitals at Kondhave Bk. and Urali Kanchan villages respectively.

12.14.9 For facilities like Veterinary Dispensary/ Artificial Insemination centre, marketing of essential commodities etc. not included in the above Table the settlements in the region are dependant on one another and on the city of Poona. It is also observed that some of the settlements in the Poona region are dependant on a few settlements located outside the region for fulfilling some of their needs, while some settlements located outside the region are dependant on the settlements in the region for their needs.

Nucleus Settlements:

12.14.10 All the amenities and facilities mentioned in Chapter IX cannot be provided for each and every settlement in the region. As such, it is felt necessary to divide the region into suitable micro-regions containing a group of settlements with a centrally placed settlement as a Nucleus settlement or a central service centre on the basis of their hierarchy, inter-dependance and existing or proposed transport links between each other. The Poona region is accordingly sub-divided into 19 micro-regions on this basis as indicated in Table No. 12 and Map No. 7D.

TABLE NO.12

1	Settlements covered.....	
	2 in the region.	3 outside the region.
I) Talegaon Dabhade Town.	1. Talegaon Dabhade (R) 2. Varale 3. Parandwadi 4. Somatne 5. Shirgaon 6. Talegaon Dhabade (U)	1. Dhanne. 2. Urse 3. Wadgaon Mawal 4. Ambi 5. Indori

1	2	3
II) Dehu and Dehu/Cantonment.	1.Gahunje 3.Kasarsai 5.Jambe 7.Chikhali 9.Dehu Road Cantonment.	2.Kiwale 4.Nere 6.Talwade 8.Dehu
		1.Yelwadi 2.Sadumbre 3.Khalumbre 4.Nighoje / Road
III) Bhosari-Pimpri-Chinchwad.	1.Ravet 3.Akurdi 5.Tathawade 7.Wakad 10.Rahatni 12.Pimpri	2.Nigadi 4.Punawale 6.Thergaon 8.Pimple-Saudagar 9.Moshi 11.Bhosari 13.Chinchwad.
IV) Man.	1.Merunji 3.Chande	2.Hinjawadi 4.Man.
		- Nil -
V) Pirangut (outside the region)	1.Mulkhed* 3.Lawale	2.Nande 4.Bhukum.
		1.Pirangut 2.data not available for other villages.
VI) Kondhave (Uttam nagar)	1.Shivane 3.Ahire -Dhawade	2.Kopre 4.Kondhave 5.N.D.A.
VII) Aglambe** (Khadakwadi)	1.Kudje 3.Mandvi Kh. 4.Agalambe.	2.Mandvi Bk. 1.Sangrun.
VIII) Khanapur.	1.Ghera Sinhagad 2.Gorhe Kh. 4.Khanapur.	3.Malkhed -Mawal 4.Nigade 6.Ambi.
		1.Wardade 2.Khamgaon 3.Sonapur 5.Oshale
IX) Khadakwasla.	1.Nanded 3.Nandoshi 4.Donje 6.Khadakwasla.	2.Kirkit-wadi. 5.Gorhe Bk.
		- Nil -
X) Poona City and Cantonments of Poona & Kirkee	1.Ambegaon Kh. 3.Katraj 5.Dhayari 7.Wadgaon Kh. 9.Hingane Kh. 11.Kothrud 13.Bawadhan Bk. 15.Pashan 17.Baner 19.Balewadi 21.Sangvi Haveli. 23.Bopkhel. 26.Wadgaon-Sheri. 28.Mundhawa. 30.Mahmadwadi. 33.Kondhave Bk. 35.Dapodi. 37.Poona City 39.Kirkee Cantonment.	2.Ambegaon Bk. 4.Dhanawadi 6.Narhe 8.Wadgaon Bk. 10.Warje 12.Bawadhan Kh. 14.Bhugaon 16.Sus 18.Mahalunge 20.Pimple Nilakh 22.Pimple Gurao 24.Kelas. 27.Kharadi. 29.Hadapsar. 31.Undri. 32.Pisoli 34.Kondhave Kh. 36.Lohogaon (U) 38.Poona Cantt.
		- Nil -

Table No.12.Contd....

1.	2	3
XI) Fursungi.	1.Urali Dewachi. 2.Wadki. 3.Fursungi.	- Nil -
XII)Manjari Bk.	1.Manjari Kh. 2.Manjari Bk.	- Nil -
XIII)Loni-Kalbhor.	1.Alandi Chorachi 2.Theur 3.Kolwadi 4.Lonikalbhor.	- Nil -
XIV)Urali- kanchan.	1.Naigaon 2.Tarade 3.Walti 4.Shindone 5.Koregaon Mul. 6.Bhawarapur 7.Kham- gaon Tek. 8.Ashtapur. 9.Hingangaon. *** 10.Uralikanchan.	1.Boribhadak. 2.Dalimb 3.Bori Aindi 4.Kasurdi 5.Nandur.
XV )Wade Bolai (Bolai Temple).	1.Sashte 2.Bivari 3.Sirswadi 4.Bakori 5.Dongargaon 6.Burke- gaon. 7.Pimpri Sandas 8.Nhavi Sandas 9.Sangvi Sandas. 10.Wadebolai.	- Nil -
XVI)Koregaon Bhima (outside the region)	1.Perne.	1.Koregaon Bhima 2.Data for other villages not availa- -ble.
XVII)Wagholi.	1.Kesnand 2.Lonikand 3.Bhawadi 4.Phulgaon 5.Wadhu Kh. 6.Tulapur 7.Wagholi.	- Nil -
XVIII)Lohogaon (R)	1.Dhanori 2.Nirgudi 3.Wadgaon Shinde. 4.Lohogaon (R)	- Nil -
XIX)Alandi Dewachi(U)	1.Charoli Bk. 2.Dudulgaon 3.Alandi Dewachi(R) 4.Alandi Dewachi(U)	1.Chimbali 2.Kelgaon 3.Pimplegaon 4.Wadgaon Ghenand 5.Koyali 6.Markal 7.Solu 8.Dhanora 9.Charholi 10.Golegaon.

Note: \* Mulkhed village is dependant on Pirangur village as well as on Ghotawade village.

\*\* The villages of Kudje, Mandvi Kh., Mandvi Bk., Agalambe and Sangrun are at present dependant on Kondhave Dhavade, Khanapur and Khadakwasala for want of facilities nearby. Khadakwadi of Aglambe village would be a convenient place for these villages if adequate necessary facilities are provided at Khadakwadi.

\*\*\* The villages of Dongargaon, Burkegaon, Pimpri-Sandas, Nhavi Sandas and Sangvi Sandas are at present dependant on Koregaon Bhima & Talegaon Dhamdhere for want of adequate facilities in any nearby village. Wadebolai (Bolai Temple) would be a more convenient place for these villages if necessary facilities are provided at Bolai. 200/-



TABLE NO. 9.

Name of the Sub-Region.	No of Villages/Towns with General Index Number.								Total
	Below 5	5-10	10-15	15-30	30-50	50-60	60-80	Above 80	
1	2	3	4	5	6	7	8	9	10
A	2	2	1	5	3	-	1	3	17
B	2	2	2	8	2	1	-	-	17
C	1	1	4	9	5	-	-	-	20
D	4	2	2	4	4	1	1	-	18
E	2	2	1	8	5	-	3	1	22
F	2	1	3	6	6	-	-	-	18
G	-	2	2	5	3	2	2	1	17
Total	13	12	15	45	28	4	7	5	129



division of region into micro-regions for the purpose of planning of community facilities

references

- region boundary
- micro-region boundary
- village boundary
- corporation boundary
- cantonment boundary
- name of the nucleus village

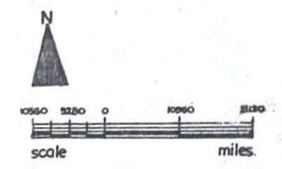


TABLE NO. 10.

Population	No of Villages Towns with General Index Number								
	Below 5	5-10	10-15	15-30	30-50	50-60	60-80	Above	Total
1	2	3	4	5	6	7	8	9	10
Upto 500	7	6	5	2	-	-	-	-	20
501 - 1000	6	5	7	19	3	-	-	-	40
1001 - 2000	-	1	3	19	14	2	-	-	39
2001 - 3000	-	-	-	4	6	1	2	-	13
3001 - 5000	-	-	-	-	3	1	2	2	8
Above- 5000	-	-	-	1	2	-	3	3	9
Total :	13	12	15	45	28	4	7	5	129

12.14.11 After considering the amenities and facilities available in the above 19 micro-regions, provision of the following facilities at some of the nucleus settlements as indicated below seems necessary. These proposals are mainly for the consideration of Zilla Parishad in the area outside Poona Municipal Corporation.

A) The micro-region demarcated around the city of Poona and the cantonments of Poona and Kirkee covers a very large area consisting of about 35 villages encircling these three big towns. It is, therefore, felt that the facilities of Education upto Secondary level, Government Dispensary, Veterinary Dispensary, Post-Offices with savings bank facility and telegraph and telephone offices be provided at the fringe areas near about Dhankavadi, Hadapasar, Yervada, Dapodi, Aundh, Pashan, Kothrud and Wadgaon Kh., so as to bring them on par with the other corporation area. This will also serve to some extent the needs of the surrounding settlements.

B) Educational :

Secondary Schools may be provided at Man, Kondhave-Dhawade and Wadebolai (near Bolai Temple). As far as possible the schools both primary and secondary should have their own buildings and play grounds.

C) Public Dispensary (Primary Health Unit):

Primary Health Units may be opened in the villages of Kondhave Dhawade, Aglambe (Khadakwadi) and Wadebolai (near Bolai Temple).

D) Veterinary Dispensary :

Veterinary Dispensaries or Veterinary sub-centres may be provided at Agalambe (Khadakwadi), Khadakwasla and Wadebolai (near Bolai temple) villages.

E) Post Office :

A post office with Savings Bank facility may be opened at Agalambe (Khadakwadi).

F) Police out post :

Police out posts may be provided at Man and Wadebolai (near Bolai temple).

12.14.12 Proposals for improvement of transport and communications between villages and urban centres or nucleus

settlements, improvement in drinking water supply, Milk supply etc. are dealt with subsequently under relevant paragraphs.

12.14.13 Agriculture:-

About 61 percent of the total area of the region is under agriculture and about 27 percent of the working population in the region is engaged in agriculture and allied activities. In view of the geographical location of Poona surrounded by rural area, the population engaged in agriculture will show a slight decrease only. Although it is expected that the percentage of population engaged in agricultural activities will go down by 1991, the absolute workers engaged in agriculture as estimated by the Study Group on Demography would be about 74,000 as against 71,000 in 1961. At present the total net cropped area in the region is about 92,000 hectares or 2.27 lacs acres. This net cropped area would not be appreciably reduced by 1991, since only a small part may be consumed for urban development. The ratio of the net cropped area per agricultural worker by 1991 would, therefore, be about 1.25 hectares or 3 acres. All the agricultural and irrigated areas in the region should as far as possible be preserved for agricultural use. An area of about 17,800 hectares (43986 acres) i.e. 19 percent of the total cropped area in the region will be brought under irrigation by different irrigation schemes in the region. This gives a very good scope for agricultural development.

Possibility of extending lift irrigation facilities to the villages on the banks of different rivers in the region needs to be explored.

12.14.14 The Agricultural Development work in this region would comprise of following 4 main items :

- i) Intensive cultivation of food crops in assured rainfall irrigated areas.
- ii) Horticultural Development Work (including vegetable development).
- iii) Sugarcane Development Work.
- iv) Soil Conservation Work.

i) Intensive Cultivation :

Intensive cultivation of food crops is a method of applying recommended practices of improved crop technology to the areas receiving irrigation or assured rain-fall. Western portion of metropolitan region is generally suitable for such cultivation. Cultivation of hybrid high-yielding varieties of jawar, bajri and maize and high-yielding varieties of paddy and wheat is also adjusted in the intensive cultivation method. The Agriculture Department has set up an organisation for encouraging adoption of this method.

ii) Horticultural Development :

Before considering the development of Horticultural and Sugarcane crops it will be necessary to assess the likely development of irrigation facilities in the region. As already mentioned above the ultimate irrigation benefit from all sources will be of about 17,800 hectares (43,986 acres). Although the crop pattern of the irrigated area is not yet accurately known it will be safe to assume that about 10 percent of the irrigated area will come under perennial crops like sugarcane and fruit crops. Thus nearly 1619 hectares (4000 acres) of area would be available for perennial crops like sugarcane, banana, citrus, papaya and so on.

Horticultural Development and vegetable development have very good scope in this area, with the increase in area under irrigation a systematic programme of fruit and vegetable development will have to be undertaken. At present area under fruits and vegetables is only about 3760 hectares (9291 acres). It will be possible to increase the area by about 607 hectares (1500 acres) under banana, papaya and citrus crops.

iii) Sugarcane Development :

As regards sugarcane development it may be stated that the present area of about 698 hectares (1724 acres) will extend rapidly as a sugar factory has already been started at Theur. An area of about 2023 hectares (5000 acres) would be required for running the above factory. Thus the sugarcane cultivation will spread to the extent of about 1214 hectares

3000 acres) in addition to the present area of 698 hectares (1724 acres), for development of this area a special technical staff unit of <sup>the</sup> Agriculture Department (as in case of other factory areas) will be required.

Vegetable development has also a good scope in this area, with the increased facilities of irrigation, seasonal vegetables will be grown on large areas. Such an area may be safely estimated as 809 to 1214 hectares (2000 to 3000 acres). The technical guidance will be given by the staff of <sup>the</sup> Agriculture Department under <sup>the</sup> horticulture development scheme.

iv) Soil Conservation :

The upland portions of the region are rugged and subject to soil erosion. An area of about 60702 hectares (150,000 acres) would require development under bunding, terracing and other measures. It is, therefore, necessary to take up the rigorous soil conservation programme for improving such areas for agricultural purposes. Soil cover in the catchment area of the various lakes in the region has to be conserved. For this purpose adequate soil conservation measures comprising afforestation, contour bunding, terracing should be undertaken in the catchment areas.

12.14.15

Forests :

The maintenance of soil in productive fertility and conservation of water are closely linked with conservation and development of forests. The forest area in the region which is only about 8 percent of the total area is very meagre compared to 33, 1/3 percent recommended under the National Forest Policy. Further deforestation of the area under reserved forests should be stopped and existing forests managed efficiently. The upland soils of the region are not quite suitable for agricultural use. On the other hand they are suitable for forest growth. Forest policy should, therefore, not only be for stopping destruction of forests but should aim at afforestation, keeping in mind that forest is an intrinsic part of the agricultural activity. Thus all the dry areas which are not under cultivation and are subject to soil erosion should be brought under forest use.

12.14.16

Bioaesthetic Development :

To popularise forests, promote floristic interest and fulfil a social objective in providing tranquil, restful spot around a densely populated township, bioaesthetic development of certain forest areas or creation of new parks assumes considerable significance. There are hills lying within the limits of <sup>the</sup> Poona Corporation. Some of these like Bhamburda, Panchagaon, Parvati are with the Forest Department and others are with the Revenue Department. It will be worthwhile if the hills are afforested, parks created on their plateaus and slopes and their accessibility improved. A recommendation that dry and hilly areas in the Poona Metropolitan Region should be selected by the Forest Department for afforestation has also been made by the Government while sanctioning the Development Plan of Poona in August 1966.

The plateau of Sinhagad Fort is now with the Forest Department. There are proposals to asphalt the road leading to the fort and to further develop the plateau and surroundings as a National Forest Park for relaxation and recreation purposes. Plantations on the hill slopes are already in progress. Construction of a rest house and other well equipped camping facilities at the top of the hill are visualised. The scheme should be implemented expeditiously. Afforestation in the lake areas of Khadakwasala and Katraj will help in reducing evaporation. Thereby making more water available.

12.14.17

Areas of Tourists interest :

Poona region is endowed with very good areas of natural environment, hilly surroundings, places of historical importance and scenic beauty and the places of religious importance. Some of these places have good potentiality for being developed as Tourist Centres. Sinhagad fort and extensive uplands round about it upto Panchgaon-Parvati Kuran penetrating <sup>into</sup> the city area are well suited for development as a park for outdoor recreation and enjoyment by urban population. The Forest Department and the Tourist Department should, therefore, expedite the scheme for such a development. This would not only afford holiday and recreational opportunities for the general public but also play valuable part in promoting tourist



industry and improving micro-climatic conditions in the region. The areas round about Khadakwasla lake and Katraj lake have good potential for development as picnic spots. Dehu, Dudulgaon, Alandi located on the bank of Indrayani, Theur on Mula-Mutha and Chinchwad on the Pavana are the sacred places of religious importance. Similarly, Tulapur, Phulgaon, Wodhu Khurd, Baner, Pashan, Bhosari, Wagholi, Hingangaon and Hingne Kh. are the places having some historical monuments. Facilities for visiting pilgrims and tourists such as camping grounds, picnic spots, recreation grounds, rest-houses etc. need to be provided at these places. At Theur the Forest Department has a nursery which is coming up as a picnic spot. Similar development be considered near-about the sacred places and historical monuments in the other villages mentioned above.

12.14.18 Fisheries :

Fisheries in the region should be developed by introduction of baby fishes in large quantities in the reservoirs and tanks.

12.14.19 Milk Supply :

i) As pointed out in para 4.32 of the part I of the report due to limited bottling capacity available at present for the Poona Milk Scheme about 24,000 litres of milk collected daily by this Milk Scheme has to be sent to Bombay, even when there is a quite good demand for the same in the Poona City proper. The bottling capacity of the Poona Milk Scheme needs, therefore, to be increased.

ii) Proposed New Dairy at Katraj :

Under a contract with the West German Consumers' Co-operative Hamburg, a project to set up a milk dairy at Katraj has been finalised by the Maharashtra State Milk Federation. The full installed capacity of the dairy will be 50,000 litres per day. Half of this will be adjusted to contain 6.5 percent milk fat, pasturised and bottled for distribution to consumers. The distribution is proposed to be handed over to the Government Milk Scheme Poona. The

balanced installed Capacity upto 25,000 litres will be processed to produce milk powder and butter seasonally. The Milk Federation expects to procure the required milk from the hinterland. The project will encourage rearing of milch cattle and milk production in the surrounding rural areas. The construction of the dairy building at Katraj is almost complete and the plant is expected to start ~~commissioning~~ <sup>functioning</sup> soon. This project will, therefore, meet the present as well as immediate prospective demand of milk in different parts of the region. Similar schemes for augmentation of milk supply could be undertaken in future if found necessary.

iii) It would be necessary to remove the existing milch cattle stables from Poona city to the outskirts by selecting suitable areas.

#### 12.15 OTHER LANDUSES :

i) Quarrying :- It is recommended that the land required and zoned for various urban areas should not be allowed for working of quarries. Besides, quarrying should not be permitted on hill slopes within and adjacent to the Poona Corporation limits, Pimpri-Chinchwad-Shosari Complex and Talegaon Dabhade, since the pits so caused are not only unhygienic but disfigure the hill sides. The quarrying disturbs upper soil and makes area unfit for plantation. The present quarrying operations within the Urban/Municipal limits of various towns need to be stopped. This point should be borne in mind by the authority concerned with issuing or renewing licences. Survey to find out new sites for quarrying in the other areas of the region may be undertaken. Unauthorised stone quarrying going on at some places in the region needs to be stopped by concerned authorities.

ii) Defence Areas :- As stated previously, the Defence Department is in possession of vast areas of land in this region. Besides, large areas have been rendered unsuitable for development because of its firing ranges. The Department may be persuaded to shift its firing ranges in the region to the areas sufficiently away from the future urbanisable limits of the various urban centres in the region, as also suffi-

-ciently away from the village sites. No more additional land for any new activity of Defence Department be acquired within the Poona Metropolitan Region although normal expansion of existing activity be considered. Any more demands for defence purposes be provided only beyond the Bhima river to the north where a defence-cum-industrial town could be located. It would also be worthwhile to look at the vast areas of land at present held by the Defence Department to see whether they really require all that they hold.

12.16            HOUSING :

12.16.1            The Study of Housing conditions in the region elaborated in Chapter VI gives details about the condition of Poona housing, ownership, rent levels, family income etc. and has indicated the magnitude of the housing problem. The report tells us that more than 2/3 houses in the Poona city are of very poor quality. About 14 percent of the urban population lived in Zopadpattis. As in 1967 about 29,000 housing units are estimated to be required to remove over crowding in the Poona Municipal Corporation area. Considering the present trend of urbanisation it is expected that by 1991 the region will have an urban population of the order of 24.5 lacs. The land values in the Poona Municipal Corporation area are soaring. The lower income groups cannot afford the rent of houses on these lands. In order to tackle the present problem, a suitable land policy and housing policy is called for. It is necessary to make a provision for about 2.13 lacs of families by 1981 and 3.74 lacs families by 1991. This means a requirement of about 15,000 tenements per annum as against the present construction rate of 2000. Table No. 4 on page 88 gives the requirements of additional tenements by 1971, 1981 and 1991 in different areas of the region.

12.16.2            The private sector housing generally goes to the middle and higher income groups. It would not be possible and necessary that the entire demand in respect of housing for the low income groups be met with by a public agency. It is necessary to encourage both private and public

housing in the region. Due to financial limitations a major housing activity will have to be <sup>undertaken</sup> by way of low cost aided self-help housing. In view of the limited resources, emphasis will have to be given to the provision of temporary low cost housing for the economically weaker section of the population.

12.16.3 Housing Policy :

A) Special Housing Agency :

(1) The problem of housing is most important and has not been tackled in a comprehensive manner so far in this country. The large increase in population is the main reason for acute housing shortage in our cities. Besides, the house building procedure and the house building industry has not kept pace with the rising population. This is partly due to the fact that the housing activity is practically limited to the private individuals. The house construction industry is not organised. The cost of building material and labour and shortage of building material are other problems. Although at present some Government and Semi-Government agencies have been erecting a few houses for their staff, the level of activity is very low.

(2) The acute housing shortage has naturally resulted in overcrowding in Poona city. A majority of families cannot afford to pay the high rents demanded by the private individuals and have therefore no alternative but to crowd in a small area. The study of income distribution indicates that about 20 percent of families earn less than 100/- p.m. and could not afford more than Rs.15/- towards the rent. Another 44 percent earn between Rs.101 to Rs.250/- and could afford a monthly rent between Rs.15/- to <sup>Rs.</sup>37/-. The remaining 36 percent earn above Rs.250/-p.m. The housing for the first two categories of families has to be subsidised and, therefore, built and managed by a public agency. This situation, therefore, calls for a comprehensive housing policy for the region as there is no uniform and co-ordinated policy and long term plan and programme with the existing bodies operating in the region. Many of the existing premises occupied by the families of economically weaker sections are in unhealthy.

surrounding and lacking in essential services like water supply, drainage etc. Poor maintenance of existing houses on the part of the landlord due to controlled rents is another problem which is responsible for unhealthy living conditions in the existing houses. For implementing the land and housing policy with a view to alleviating the present housing crisis in the growing urban centres of the region, it is therefore desirable to create a specialised housing agency.

(3) Duties and functions of Housing Agency :

Such a Housing Agency can have a suitable Housing programme

- i) to arrest the deterioration of the existing housing stock and
- ii) Creation of new housing.

As regards (i) the housing agency can operate the maintenance and repairs fund for the older housing and see that the premises vacated by families moving to public housing are made available to needy low income families. As regards (ii) the agency can undertake a phased programme of acquisition and development of land and construction of houses in the major urban areas mainly for the economically weaker section. Large scale acquisition and development should be initiated early. If the funds of the Housing Agency are found to be inadequate to undertake the Housing Activity at the desired speed in the entire region due to high land values in Poona City it should concentrate its activity in the Pimpri-Chinchwad township on a priority basis as the land required for public housing would be available to the Housing Agency at a reasonable price from the area to be acquired for the New Township.

(4) The present population of the Pimpri-Chinchwad area is estimated to be about 60,000 to 65,000. According to the demographic projection it is expected that the population of the area would be about 84,000 by 1971, about 2.23 lacs by 1981 and about 5 lacs by 1991. It is estimated by the Housing Study Group that about 39,000 new housing units will be required in the Pimpri-Chinchwad area by 1981 and about 1,09,000 by 1991 to meet the housing demand for the

expected increase in population. This means an annual rate of construction of about 4000 tenements from 1971 to 1981 and about 7000 tenements from 1981 to 1991. The increase in population between 1971 to 1981 is expected to be 1.39 lacs. About 50,000 of this could be expected between 1971 to 1976 i.e. during the period of 4th plan thus raising the population of this Township to about 1.34<sup>Lac</sup> by 1976. The Housing Agency may have, therefore, to provide new housing for a population of about (1,34,000 - 65,000) 69,000 during the period of 5 years from 1971 to 1976. Taking an average family size of 5 this means a housing demand for 69000/5 i.e. 13,800 tenements during the 4th Five Year Plan or a programme of about 2,760 tenements per year.

(5) A variety of schemes could be introduced for the use of acquired land such as (a) to sell part of the land mainly on the outlying areas to private individuals for independent housing at a high price, (b) to lease out a portion of land for co-operative apartment housing or terrace housing for higher-middle income families, (c) to construct apartment housing to be given on ownership basis or rental basis at a cost price for middle income families, (d) to provide accommodation for families now living in overcrowded and unsatisfactory conditions, (e) to provide one or two rooms low cost housing to be given at subsidy to low but steady income families and (f) to provide developed land with minimum sanitary facilities nearabout the employment centres and induce aided self-help housing thereon by the low income families.

(6) The area to be devoted to various schemes mentioned above will depend upon the effective demand for such schemes and the need to have certain balance between profits made on sale of land or rent of commercial and office buildings and subsidy for the low income families.

(7) The housing agency will have a good deal of work relating to administration and finance, planning and architecture, housing and estate management. The activity of such public housing agency will also greatly facilitate the planned comprehensive redevelopment i.e. urban renewal.

Housing areas could be planned as far as possible as neighbourhood units, with their own shopping centres, schools and other facilities<sup>and</sup>/amenities.

(8) The housing agency will have to prepare a graded public housing programme or a housing programme based on varying degrees of subsidy to different income groups of families, as well as programme for providing developed sites for the low income group families according to requirements.

(9) Any housing programme of the housing agency must be geared to the Regional Plan of the Poona Metropolitan Region. Matters such as the place of work of the housing residents, commuting distance to and from work, community facilities and public utilities must all be thought of as essential to and concomitant with the overall housing programme.

(10) Housing development in and around the Municipal areas should not be permitted unless the development of the area is made by the developer to the satisfaction of the appropriate agency.

(11) Present standards for the housing units prescribed by the Government of India for the housing schemes for different income groups need to be revised so as to bring them within the means of the respective income groups.

(12) Mobilisation of private funds :

The Housing Agency can act as an institution to mobilise the savings from the private parties for housing and deploy it effectively and efficiently for construction of houses for the members of the housing co-operatives and the Housing Finance Society. It may develop standard plans and type designs for construction of houses as is being done by the Services and Buildings Societies (Community known as HSB) in Sweden. The Housing Agency can mobilise the private funds by taking advantage of the schemes of the Housing Finance Society.

(B) Slums :

(1) In the case of slums, emphasis should be given to the improvement of environmental hygiene and provision

of facilities in the existing slums wherever possible rather than complete clearance and redevelopment of the existing slums.

(2) The Bombay Provincial Municipal Corporation Act of 1949 under which the Poona Municipal Corporation is established needs to be amended to incorporate special provisions relating to slum clearance so as to enable the corporation to undertake statutory slum clearance scheme.

(3) This State should have to enact a separate legislation on slum clearance independent of the Maharashtra Regional and Town Planning Act 1966.

12.16.4 Measures to encourage private housing :

1. Rent Control : The freezing of rents under the prevailing Rent Act though favourable to the old occupants has considerably discouraged the investment in housing in the private sector. It is necessary to exempt new residential constructions for some initial period from the operation of the Rent Act.

2. Tax Concessions : The concession in the Municipal taxes for the new residential constructions for certain initial period say about 5 years would also serve as an incentive for house building. A similar concession by the Income Tax Authorities in respect of income realised from the new residential constructions would also encourage new housing activity.

12.16.5 Land Policy :

1. Land speculation & high land values: The problem of housing is intimately connected with the availability of residential land at a reasonable price. The problem of land is more intricate in the urban areas than in the rural areas primarily due to high cost of land though the cost of construction is also appreciable. Lack of adequate land at desired locations is one of the first hurdles in urban housing. The pressure of urban growth is pushing up land values and it is found that the accessible lands within the corporation limits are so expensive that they are beyond the means of the majority of families.



Currently they range from Rs.20/-per sq.m. in outlying areas to Rs.90/- per sq.m. in central areas for residential use. Consequently pressure has been developing to permit housing on the fringe of the corporation limits and the proposal has been accepted by the Board. If this is not coupled with adequate measures to arrest speculative activity - these lands will soon go beyond the means of co-operative societies and they would have to move further away from the city, its employment centres and urban facilities. This entails increased commutation, need to extend urban facilities in a spotty manner, while lands which are developed and accessible remain vacant due to the absence of land policy. In this context, report of the Committee on Urban Land Policy appointed by the Government of India in 1965 which suggests several measures for tackling the problem of urban lands may be referred.

2. Measures for checking the speculative land prices:

Considering the recommendations of the Committee the following suggestions could be made :

i) Land acquisition and development: This measure enables proper planned development and use of land. It enables to control speculation in land. It may not be necessary to acquire and develop all the housing areas simultaneously but the problem could be considerably eased if this activity is introduced to some extent by acquiring suitable areas of land at a time according to a phased programme.

ii) Imposition of levy: (a) A tax on conversion of land from agricultural use to non-agricultural use could be a useful device in as far as the lands around urban areas are concerned, where land speculation is rampant. The rate structure of the tax could be differential for conversions for residential, commercial & industrial uses. For a variety of reasons, land remains undeveloped after the non-agricultural permission is granted. In order to ensure that the conversion is followed by proper development of land so that land could be used for building construction, certain deposit may be taken at the time of conversion.

(b) Stamp duty on transfer of properties may be enhanced or levy of an additional charge may be made at

each transaction.

3. Measures for inducing utilisation of land in developed areas :

It is essential that the vacant undeveloped land within the Poona Corporation limits is brought under development early. Although the abolition of concessional property tax on open plots, and provision of services to these areas by the corporation would accelerate their development the following additional measures should be introduced in order to further speed up their development :

"There should be a time limit of not exceeding 5 years after services have been provided for completing construction on vacant plots. Thereafter a heavy tax increasing with the passage of time be made applicable on vacant plots."

12.16.6 Social aspect of Housing :

It is a known fact that housing is a social overhead. If inadequate attention is paid to the housing problem there are bound to be very serious tragic social and physical implications. Resulting unattended places of human habitation are not only a social menace but are the breeding places of depravity and crime. The Government and the local bodies in the region must, therefore, seriously attend to the problem of housing of limited income population as humanly & as early as possible. The housing agencies must also recognise that housing is not merely the house construction but it involves social and demographic factors. In order to have social integration, inter-mixing of different types of housing is desirable. Development of neighbourhood units, with group or row housing and common social amenities like primary Schools, Playgrounds, Shops etc. will be economical and will ensure convenience. Watertight housing according to income of social groups should be avoided. Capable Town Planning, Housing and architectural experts as well as capable social scientists, statisticians and economists should associate with the activity of the Housing Agency so as to achieve the above objectives.

12.17 TRAFFIC AND TRANSPORT :

12.17.1 The present facilities regarding the transportation system in the region were discussed in Chapter VII. As already stated it was not possible for the Board to undertake comprehensive traffic and transportation surveys for the entire Poona Metropolitan Region including the traffic studies for the Poona Corporation area for the different aspects such as inventory of existing communication routes, traffic volume surveys on important roads, origin and destination surveys, parking surveys and the mass transportation studies etc. This data is really very essential in evolving a meaningful transportation plan for the Poona Metropolitan Region.

12.17.2 The Board conducted only a few essential surveys and studies for the area of the region outside the Poona Municipal Corporation to facilitate the planning of a broad communication network. This data has already been discussed earlier.

It is recommended that the proposals made here be supplemented by undertaking the preparation of a comprehensive traffic and transportation plan for the entire region based on the required traffic and transportation surveys for the region including Poona Corporation area, as early as possible.

12.17.3 The proposals regarding improvements in the present transportation system as suggested by the Study Group on Transport and Communications and approved by the Board are presented in subsequent paragraphs. (Map 71 )

Railways :

12.17.4 The development of industries and residential areas which has taken place in the last two decades on the Bombay-Poona rail road axis outside the Poona Corporation limits has created a large commuting traffic due to a majority of workers living at Poona and working at the factories on the Poona Lonavala section. The existing railway system is inadequate even to cope up with the present traffic. The present factory employment in the Kirkee-Dehuroad industrial belt is expected

to be doubled during the next 20 years. The satellite town-ship of about 5 lacs population is proposed to be developed on this axis, around Pimpri-Chinchwad Industrial Complex. The existing Dehuroad Cantonment and Talegaon town are also expanding. As experienced all over the world the satellite or New Towns though self sufficient economically, are under the influence of the major conurbation. The population of large satellite and expanding towns on the Bombay-Poona rail-road corridor is bound to move frequently to the parent city of Poona for recreation and many other socio economic needs such as education, shopping etc. bringing more strain on the existing traffic routes. It is, therefore, felt that the quadrupling of railway line between Poona-Lonavala section is very essential in order to meet the future traffic demand.

12.17.5 In order to safeguard the necessary land required for quadrupling of railway track between Poona and Lonavala, no buildings or permanent structures be allowed to be constructed within 30 metres (100 ft.) of the present railway boundary on either side of the track between railway stations and 60 metres (200 ft.) within the station limits. The railways might immediately undertake an engineering and traffic survey of the Poona-Lonavala railway track on the basis of available data regarding the expected industrial activity and other development on the corridor. An advance action to acquire the land for quadrupling the track may be taken up immediately after carrying out a rapid physical survey of the existing track.

12.17.6 Pending finalisation of the preliminaries regarding surveys and extent of land to be acquired and its notification, it is essential to see that the land needed for the quadrupling is not allowed to be built upon. The owners of lands adjoining the railway boundaries approaching concerned authorities for a development permission within <sup>30 metres to 60 metres</sup> (100' & 200') belt specified in paragraph 12.17.5 above may be required to get clearance or 'No Objection Certificate' from the railway authorities in individual cases.

# transportation net-work



## references

### railways

- broad gauge double line —
- electrified —
- broad gauge single line —
- meter gauge single line —

- railway stations —
- proposed chinchvad - lohagaon railway siding —

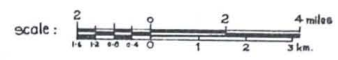
### roads

- national highways —
- state highways —
- major district roads — to be black topped
- other district roads — to be upgraded to m.d.r.
- village roads — to be upgraded to o.d.r.
- major city roads —

### proposed by passes

### bridges

- proposed bridges I II III to XII
- proposed over bridges at level crossings 1 & 2
- air port —
- glider drome G
- rural settlements .
- boundary of municipal towns —
- region boundary - - - - -



12.17.7 Pending quadrupling of railway lines, it is considered necessary to introduce immediately in the first instance the electric multiple unit trains on the Poona-Lonavala section, in order to increase the present traffic carrying capacity and relieve the congestion. Secondly, it is necessary to provide automatic signalling on that section so that frequency of trains could be increased.

12.17.8 In view of the rapid industrial development in the Maharashtra Industrial Development Corporation area at Pimpri-Chinchwad Industrial Complex, the proposal of providing the railway link from Chinchwad to Dahogaon through the Maharashtra Industrial Development Corporation area should be undertaken on a priority basis.

12.17.9 Out of 17,000 factory workers employed in the Defence factories at Kirkee, as many as 5000 stay in the residential localities of Poona City and travel to the factories on cycles. The railway authorities might start special trains from Shivajinagar to the factory site (for which a track right up to the factory site already exists) with a view to attract above workers to travel by railway, thus reducing the heavy pressure of cyclists traffic on the crowded Bombay-Poona National Highway.

12.17.10 The suggestions of industrialists at Pimpri and Chinchwad for development of Chinchwad and Poona railway stations for goods traffic are required to be attended to urgently.

12.17.11 A new railway station for local trains between Poona-Lonavala section at Bhosari appears necessary to facilitate the transport of workers working in the factories nearby. The existing railway stations at Poona, Shivajinagar, Kirkee and Chinchwad may also be expanded with more platform and passenger facilities and adequate provision for parking.

12.17.12 In view of the heavy goods traffic on Poona-Dhond section the doubling of that section is also essential.

R O A D S:

12.17.13 A heavy volume of through traffic on the

major Highways passing through Poona City requires the provision of by-pass roads, one from the Western periphery of the Poona Corporation area and the other from the Northern and Eastern periphery of the Corporation area. The alignment of the possible diversion road of Bombay-Bangalore road from the Western periphery of the Corporation area has been suggested by the Buildings and Communications Department of the State Government after preliminary survey and the same has been incorporated in the Regional Plan. This project should be implemented on a priority basis. Another diversion road linking the existing Poona-Bombay and Poona-Sholapur roads and running along the Northern and Eastern periphery of the Poona City and its surrounding areas has also been indicated on the Regional Plan. The alignment of the proposed Easterly diversion may be finalised by the Buildings and Communications Department in consultation with the Defence Authorities as it passes through some defence area (viz. air firing range) near Lohogaon and the project may also be undertaken for execution after securing Government sanction.

12.17.14           The land width required for these diversion roads should be 60 metres or 200 ft. Since the tentative alignment of the westerly diversion has been already finalised by Buildings and Communications Department, it would be necessary to project the land needed for this road from any construction.

12.17.15           Besides the 60 metres or 200 ft., wide strip required for the provisions of by-pass roads, a strip of 7.5 metres or 25 ft. on either side of their alignment should be kept free from any structure to prevent ribbon development.

12.17.16           No buildings such as schools, godowns, theatres etc. attracting large traffic should be allowed to be constructed within the 60 metres or 200 ft. of the centre line of the proposed by-pass roads. Since both the by-pass roads must have very few and limited access points it is necessary that there are parallel service roads atleast in certain stretches in which local traffic is expected to be generated. This should also be borne in mind while sanctioning layouts and permissions

for the development along these roads.

12.17.17 Provision of sites for truck terminals and transshipment centres should be made near the junction of the proposed by-pass roads with the radial roads to Sholapur, Satara and Bombay.

Other Road Improvements :

12.17.18 In order to have an accelerated programme to improve the general standard of roads within the Poona Metropolitan Region, the present Village Roads (VR), and the other District Roads (ODR), in the 1961-81 Road Plan should be upgraded to the standard of Other District Roads and Major District Roads (MDR) respectively. Such upgraded O.D. Rs should be provided with full Cross drainage Works and all M.D.Rs should be blacktopped throughout their lengths.

12.17.19 In order to achieve the desired standard of roads in the Poona Metropolitan Region, all the roads outside the Poona Municipal Corporation limits should be vested in the State sector, irrespective of their present classification. Creation of a special organisation for Development of roads in the Poona Metropolitan Region on the lines of Bombay Road Development Wing is necessary.

12.17.20 It is suggested that a metalled approach road of O.D.R. standard should be provided for villages Mahamadwadi and Baner which have no proper accessibility at present, although these villages are just on the periphery of Poona Municipal Corporation limits. In addition, following new roads or improvement to existing roads appear to be necessary

- 1)Gahunje to Dehoroad via Mamurdi.
- 2)Kasarsai to Dehuroad via Nere, Jambe and Kiwale.
- 3)Man to Chande.
- 4)Mulkhed to Ghotavade via Bhare.
- 5)Gorhe Kh. to Gorhe Bk.
- 6)Urali Dewachi to Undri.
- 7)Ashtapur to Hingangaon.
- 8)Ashtapur to Shirsawadi.



12.17.21 The proposals for the following bridges have been already submitted to Government for sanction by the Buildings and Communications Department a) on the Mula-Mutha between Manjri Kh. and Manjri Bk., b) on the Indrayani between Markal and Tulapur and c) near Kasarsai on existing Nala. The provision of other bridges is recommended according to the following priority ; a) between villages Ashtapur and Bhaarapur on the Mula-Mutha, b) between Pimpri-Sandas and Dhore on the Bhima, c) between Theur and Saste on the Mula-Mutha, d) between Kiwale and Jambe and f) between Kharadi and Mundhawa. The existing bridge near Chinchwad on the Pavana should be widened. Further a bridge on the Mula between village Chande and Nande be provided. Two more bridges on the Pavana river on the downstream side of the above existing bridges at Chinchwad would be necessary in order to facilitate the development of the residential area south of the Pavana river as proposed by the 'New Towns' Study Group. These three bridges would be very useful in linking up the area in the region south of the Pavana river to the area on the North of the river along Bombay-Poona road.

12.17.22 From the surveys and studies conducted it is evident that construction of over bridges at the rail-road level crossings at Chinchwad and Hadapsar is needed to be taken up immediately.

12.17.23 The new sugar factory at Theoor attracts a large traffic of trucks and bullock-carts to convey the required sugarcane to the factory. The improvement and widening of carriage way of the existing approach road to the factory from its junction with the Poona-Sholapur road is, therefore, necessary. Provision of hard cartways on both the sides of Sholapur road within the region is also necessary. This will also improve the accessibility of village Theoor which is a religious centre.

Roads in Poona City :

In order to safeguard the overall regional transportation system the following few suggestions are made as regards some major roads in Poona City :-

12.17.24 The Poona Municipal Corporation should give top priority to the construction of the proposed 30 metres or 100 ft. wide new roads on both the banks of the Mutha - river.

12.17.25 The Municipal Corporation should mark specific shop lines on the important through traffic roads and restrict the shopping activities to such lines only. No shop should be allowed to front directly on the proposed 30 metres wide roads on the banks of the Mutha river if their nature as express roads is to be maintained. Shops may only be permitted on limited specified roads. The road widening lines shown in the development plan of Poona for the city area are very old and are needed to be revised early.

12.17.26 The Corporation should frame suitable building regulations to control the congestion in the gaokhan area and to enforce the provisions of parking spaces in case of new constructions of commercial and public buildings such as hotels, theatres, hospitals, public halls, offices etc., and residential constructions in certain localities.

12.17.27 The planning of residential areas in the Poona City, other towns and the proposed new township at Pimpri-Chinchwad should be based on the principles of neighbourhood units so that through traffic routes are run by the side of such residential units.

12.17.28 The Fitzgerald Bridge downstream of bundgarden and the Harris Bridge near Dapodi need to be widened to four lane traffic with additional footpaths.

Ribbon Development :

12.17.29 The problem of ribbon development on the highway in the region needs to be dealt with effectively. It is understood that the Buildings and Communications Department is trying to bring the ribbon development on all highways under the provisions of the 'Bombay Highways Act' so that the Executive Engineer could have the statutory authority of controlling such a ribbon development. This should be done expeditiously.

S. T. Bus Service :

12.17.30 1) Man village may be connected by Bus service with Ghotavade and Chinchwad.

ii) The villages of Kudje, Agalambe, Mandvi Bk., Mandvi Kh., and Sangrun which are located around Poona-N.D.A.-Bahuli road may also be provided with the facility of S.T. bus service.

iii) Chande-Lawale-Nande-Mahalunge-Baner bus service after construction of the road is necessary.

City Bus Service :

12.17.31 Bus service between Poona-Chinchwad via Aundh, Wakad and Thergaon may be started.

Airport :

12.17.32 The location of a new civil aerodrome within the Poona Metropolitan Region has been difficult in view of the existing Lohogaon Aerodrome. It is suggested that certain additional facilities for the passengers and for servicing of aeroplanes may be provided at the existing aerodrome.

12.18 Public Utility Services :

12.18.1 Water Supply : The water potential of the region is fairly high and capable of yielding the requirement of water supply for the different areas. The future requirement of water supply for the various areas in the region and the schemes already in hand have been discussed in Chapter VIII. The filtered water scheme already undertaken by the Poona Municipal Corporation for augmenting the water supply to a total capacity of 341 MLD (75 MGD) and its distribution to different areas would provide for the probable future requirements (1991) of the city and its surroundings. It will be necessary to implement the schemes for the augmentation of Cantonment and Holkar Bridge Water Works as early as possible. The availability of water supply would not be a problem for the Poona City and its surrounding areas provided the scheme for augmenting the present supply which is already in hand is expedited. The contemplated water works of Poona Municipal Corporation cannot feed water to the high

level areas from Katraj-Dhankawadi which is above 610 metres altitude. A separate high level reservoir for the piped water supply to the areas around Katraj and Dhankawadi is therefore necessary.

12.18.2 The storage at Phagane on the river Pavana will be completed by Government by 1971. This will provide the requisite source of water supply for the probable requirements of Pimpri-Chinchwad and Talegaon-Dabhade. The local bodies for the respective areas should undertake the water supply schemes for these areas early. The Maharashtra Industrial Development Corporation has undertaken a scheme having a total capacity of 56 MLD (12.5 MGD). It would be necessary in due course to augment the water supply by about 100 MLD (22 MGD) for which adequate source (Pavana river) exists. As regards Alandi town it would be possible to meet the present and future water supply requirements from the present source of the Indrayani. New schemes for the provision of water supply to the proposed industrial areas around Wagholi and Naigaon-Koregaon Mul will have to be worked out.

12.18.3 Piped water supply schemes for 12 villages mentioned in para 3.19 which are likely to emerge as urban centres is necessary. The Zilla Parishad may therefore work out the schemes for the same.

12.18.4 It is already seen in para 8.28 that 35 villages covering a population of about 35,500 in the region are having either river, private wells, river and private wells and canal and private wells as the source of drinking water supply. These villages must be provided with a safe public drinking water source i.e. public wells or taps.

12.18.5 Thirty seven villages in the region, as seen in para 8.28 have inadequate public well facilities. New public wells in adequate numbers will have to be constructed in these villages.

12.18.6 Suggestions from the villagers: The villagers of Pimple Gurav and Sangvi Haveli have suggested that existing piped water supply lines through these villages may be replaced by larger capacity lines. Villagers of Chikhali,

Pimple Nilakh, Pimple Saudagar, Talwade, Pashan, Rahatani, Agalamba, Bhugaon, Narhe, Shivane, Ambegaon Kh., Dhankewadi, Dhayari, Donje, Khanapur, Wadgaon Bk., Wadgaon Kh., Katraj, Loni- Kalbhor, Mundhawa, Theoor, Kharadi, Nhavi Sandas, Sangvi Sandas, Wadgaon-Sheri, Charoli Bk., Dighi, Dhanori, Lohogaon and Waghcli have suggested that tap water may be provided to these villages. Tap water to Chikhali village can be supplied through Dehuroad water works or Maharashtra Industrial Development Corporation water works at Pimpri. Tap water to Pimple Nilakh and Pimple Saudagar villages can be supplied through Aundh Camp, while for Bhugaon village the same can be had through the National Defence Academy pipe line. Piped water supply to Dhayari, Donje, Khanapur and Wadgaon Bk. villages as suggested can be met by lifting water from the nearby Mutha Right Bank Canal. Similarly by lifting water from nearby river, piped water supply can be provided to Agalamba, Theoor and Charoli Bk. villages. Tap water to Mundhava and Wadgaon-Sheri villages can be provided from the Poona Cantonment water works. For Dighi and Dhanori villages tap water can be supplied from the Dighi Wireless Station supply, while for Lohogaon village tap water may be provided from M.E.S. water supply.

12.18.7 Drainage : The underground drainage system for the outlying developing areas of Poona City, Cantonments, Pimpri-Chinchwad industrial complex and Talegaon-Dabhade town are required to be undertaken urgently for improving the sanitary condition and the respective authorities should, therefore, immediately take up such schemes.

12.18.8 Sewage Disposal : The area of land required for sewage disposal in the urban areas of the region is calculated on the basis of 1.62 hectares (4 acres) per 1000 population plus additional 50 percent for rotation. This works out to be about 5940 hectares (14700 acres). This demand would be satisfied by the agricultural areas in the region. The rich agricultural lands on the banks of Pavana river be utilised for sewage disposal of Pimpri-Chinchwad new township, while the area in the Eastern part of the region would serve the requirement of Poona City and Cantonments.

12.18.9 River Pollution : The pollution of waters in and around Poona has assumed an alarming proportion during the last few years, particularly with the coming up of a number of industries and with the increase in population of Poona City. This has created a serious public health problem. The question was discussed in a number of meetings of the Board. A detailed report has been prepared by the Executive Engineer, Field Unit Division, Bombay, on the investigation of problems of pollution of river waters of the Poona industrial zone. The report suggests that in order to have remedial measures in this regard two steps are immediately necessary as follows:

i) It is necessary to establish a Sub-Division of the Public Health(Engineering) Department in Poona in order to maintain a continuous watch over the various places and for evolving schemes to control pollution, to take periodical samples of effluents and to take further action in the interest of safety of the people. This Special Sub-Division should be directly under the Field Unit Division and the Collector can call upon the help of this Sub-Division to take such action as may fall within his perview.

ii) It is immediately necessary for the Government in the Urban Development, Public Health and Housing Department to appoint a Co-ordination Committee under the control of the Collector of Poona and to include representatives of Local Army Authorities, the Cantonment Boards, the Industries Department, the Factory Inspector, the Public Health Department and others concerned. The Committee will carry out the various functions as regards the prevention of water pollution.

12.18.10 The village panchayats should be required not to drain any sewage directly into nallas leading to the river and also to see that such sewage discharges are diverted into properly prepared agricultural fields under the supervision of local Zilla Parishad Engineer. and Health Officer so as to prevent breeding of mosquitoes and polluting of any adjacent source of water including wells, rivers etc.

12.18.11 The sewage work of the Pimpri camp should be placed immediately under a trained Public Health Engineer with instructions to see that no effluent is allowed to <sup>be</sup> discharged into the river.

12.18.12 The Act of Water Pollution has since been passed by the State Legislature and it would be now possible to deal with the matter under the provisions of the Act.

12.18.13 Power : The present position about the electric supply and its consumption in various areas has been discussed in Chapter VIII. It was observed that the consumption of electricity in the industrial areas of the region was much more as compared to the other areas. The Maharashtra State Electricity Board has chalked out a programme of development of power in the State. Since the electricity is supplied to the region by the State Electricity Board on a grid system, schemes of the Board for generation and distribution of electricity would be worth considering. The Electricity Board has proposed the following schemes for increasing the present capacity of power supply :

- 1) Nasik Thermal Station Project 280 M.V.
- 2) Parali Thermal Power Station 2 x 60 M.V.
- 3) Koradi Thermal Station. 2 x 120 M.V.  
(Ultimate capacity 1000 M.V.)

The Thermal Station at Nasik is expected to be commissioned by the middle of 1970. The Parali Thermal Station is likely to be commissioned by the end of 1970. Similarly the Koradi Thermal Station near Nagpur is also likely to be installed to have initially two sets of 120 M.V. By installing an extra high voltage 400/500 K.V. transmission line it is proposed to transmit large blocks of power from Koradi Thermal Power Station to the areas in Western Maharashtra. Since taking over the Poona Electricity supply in 1963, the State Electricity Board has done considerable renovation work to Poona, Chinchwad and Fursungi Sub-Stations. Although the power is received over a single circuit line from Kandalgaon to Chinchwad, it is distributed at three

stations viz. Chinchwad, Ganeshkhind and Fursungi. In the near future, a second 220 K.V. line is to be installed from Apta-Panvel to Chinchwad. The Maharashtra State Electricity Board has assured that there is no difficulty in meeting the estimated future power requirement of the region which is expected to<sup>be</sup> about 190 M.V. by 1991.

12.18.14 Telephones : The present telephone facility at Pinpri-Chinchwad industrial complex is inadequate to cope up with the demand of that Industrial area. It is necessary to increase the capacity of the Pinpri Telephone Exchange to meet the required demand. The facility of direct dialing with Bombay and other important cities needs to be extended to the entire urban conurbation of Poona including the proposed industrial areas.

12.18.15 Telephone and Electric Lines : It is necessary to substitute the underground cables in place of overhead wires of the above services in the various urban areas. The alignment of the new overhead transmission lines should as far as possible follow the existing or proposed roads in the urban areas of the region.

12.18.16 It is necessary that to promote rapid housing activities in the region provision of water supply and other utility services to the different areas of the region needs to be taken on a priority basis so as to keep pace with the rapid urbanisation in the region.

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VGK./-



## CHAPTER XIII

### DEVELOPMENT CONTROL, FINANCIAL IMPLICATIONS, PHASING AND EXECUTION OF THE REGIONAL PLAN.

#### DEVELOPMENT CONTROL:

13.1 The urban Civic Authorities in the region such as the Poona Municipal Corporation, the Cantonment Boards, Talegaon and Alandi Municipal Councils and the New Township Municipal Council that may be set up for Pimpri-Chinchwad should work out detailed Development Plans for the entire areas in their jurisdiction so as to bring them in conformity with the proposals regarding size of population; network of communications etc. indicated in the Regional Plan. Once such Development Plans are prepared, development works could be passed by respective civic authorities so as to be in conformity with such Plans and the development control rules and bye-laws framed by them.

13.2 The Development Plan for 1961 limits of the Poona Municipal Corporation has been already sanctioned by the Government in 1966. As previously indicated a plan for the entire present limits of the Corporation is necessary.

13.3 Pending establishment of New Township Municipal Council for the Pimpri-Chinchwad area the development permissions in the area may be scrutinised so as to be in general conformity with the broad zoning pattern and network of roads indicated in the tentative zoning and circulation plan prepared by the Town Planning and Valuation Department for the area. In the area to the south of Pavana river from villages Thergaon, Wakad and Rahatani etc. such a zoning plan has not been yet prepared. Policy for development permissions in the rural areas discussed below may be followed in scrutinising the development permissions in this area. However, good agricultural land along the river banks should be excluded from granting development permissions.

13.4 In the rest of the rural area of the region, development permission may be granted in S.Nos. adjoining the Gaothans and Wadis to serve as extensions of Gaothans and Wadis. As far as practicable, care should be taken to

see, while granting development permissions that such survey numbers are not beyond 1 furlong limit of the existing development within the Gaothan/wadi or any other adjacent development.

13.5 The above provision, however, would not serve the needs of the Gaothans or Wadis existing in the fringe areas of the Poona Municipal Corporation limits. In the fringe areas there is likely to be considerable pressure of population because of nearness to large urban centre of Poona, as also of comparative lower land values as against land values prevailing in Poona. May be in time to come the Corporation limits would have to be extended to include such areas. It is suggested that development permissions in the fringe area may be scrutinised in the light of the policy discussed in paragraph 12.13.11 of the last Chapter.

13.6 In granting development permissions for the above areas in the region irrigated land, rich agricultural land, hill tops, hill slopes e.g. Parvati, Chaturshrungi, Pachgaon Kuran etc. should invariably be excluded.

13.7 In particular villages or towns where the population is likely to exceed the limit of 10,000 the Collector should move the Town Planning Authorities to prepare proper Development Plans Schemes with a view to control the development.

13.8 The Collector while granting the development permissions should impose a condition that the developers should before starting non-agricultural use, construct roads and drains in layout plans to the satisfaction of the Collector or any other authority he may specify. The developer should also make satisfactory arrangements for the provision of water supply and sanitation.

13.9 Subject to paragraph 12.12.5(iii) in the previous chapter regarding Small-Scale industries in rural areas, no industrial use may be permitted outside the industrial zone.

II FINANCIAL IMPLICATIONS, PHASING & EXECUTION.

13.10 The proposals of the Regional Plan are framed for the requirements of the expected population by 1991.

13.11 Present Administrative & Development Agencies in the Region:

The area included in the region is at present administered by a Municipal Corporation viz. Poona Municipal Corporation, 3 Cantonment Boards, 2 Municipal Councils viz. Talegaon Dabhade and Alandi and 106 Village Panchayats under the Zilla Parishad. Besides, there are several Statutory Bodies and Organisations and Government and Semi-Government Departments having overlapping jurisdiction such as Maharashtra Industrial Development Corporation, Maharashtra State Electricity Board, Railways, State Transport Corporation etc. At present different works such as water supply, drainage, housing, transport etc. are being dealt with by these different local authorities and Departments for the areas within their jurisdiction.

13.12 Powers of the Regional Planning Board and New Agencies suggested.

The Regional Planning Board is, however, not vested with executive functions and has neither an authority for the effective review and co-ordination of development programme undertaken by various existing agencies within the region. For the effective implementation of the important aspects of the metropolitan development the Regional Plan has proposed the following additional agencies:

- 1) New Town Municipal Council to take charge of the Civic affairs of the rapidly developing Pimpri-Chinchwad Industrial Complex.
- 2) Development Authority for development of New Township at Pimpri-Chinchwad Industrial Complex.
- 3) A Special Housing Agency for implementing land and housing policy.
- 4) A separate Road Development Wing for construction and improvement of roads and highways within the Metropolitan Region.

The Seminar on Metropolitan Regional Planning held in Poona in October 1968 had recommended the necessity of a strong single central body for the purpose of planning,

enforcing and implementation of Metropolitan Regional Plan. Until such an Authority is created it would be necessary to utilise as best as possible the existing implementing machinery. For this purpose it would be necessary to seek maximum co-operation of the existing bodies to undertake execution of the proposals in the Regional Plan by including the same in their respective Five Year Plans.

A co-ordination Committee be set up by the Government after the finalisation of the Regional Plan to review the development carried out by different agencies or Departments in the region, according to recommendations of the Regional Plan and to submit a six monthly progress report.

Proposals in the Regional Plan.

13.13 The Regional Plan mainly contains the proposals for development of New Township at Pimpri-Chinchwad industrial complex and proposals in respect of water supply, drainage, housing, transportation and recreation facilities in various areas. It is proposed to consider here under the financial implications of various schemes, agencies for their execution and priorities for their implementation.

Programming:

13.14. The proposals for Regional development and the programme of works envisaged must take account of the financial capacity of the community to undertake the various works. The implementation of the proposals will need financial resources in crores of rupees which cannot possibly be supported by the existing authorities alone. Even the core of the Plan cannot be executed unless it receives assistance from the Government. It was not possible for the Board to get the cost estimates for each and every proposal made in the Regional Plan. However, an attempt has been made to work out an approximate estimate of cost for some of the schemes proposed in the Plan. Cost benefit analysis of the various schemes has not been attempted. Summary of the financial outlay for some of the major schemes for which estimates were made by the Board is presented in the Statements <sup>1, 2, & 3. 239 to 247</sup> on pages 4. The total estimate for the schemes as compiled in the above statement work out to be about Rs. <sup>207</sup>.....crores. These works will have to be

distributed over several years, however in some schemes an immediate action will have to be started in initiating acquisition of land etc. with a view to avoiding the impossibility of executing the project at a later date due to very high land values. The schemes proposed to be executed in the Fourth Five Year Plan would cost about Rs. 56.51 crores including cost of housing which will be reduced to Rs. 28.34 crores if housing is limited only to Pimpri-Chinchwad area.

Criteria in fixing the priorities:

13.15 As already stated at the beginning of Chapter XII the two primary objectives of the Regional Plan are, first to control the growth of Greater Poona area and to promote the expansion of other areas in the region with a view to achieving a more balanced and even distribution of population and economic activity. Schemes of utilising the existing capacity of various facilities in the Poona Municipal Corporation area and stopping its further physical deterioration would naturally be of prime importance. The development of New Township at Pimpri-Chinchwad area is, therefore, considered to be a project of the highest priority in the implementation of the Regional Plan not only because it is intended to absorb the large-scale industrial growth and population but also is meant to reduce the pressure on Poona City. Next in priority would come the schemes of provision of full urban services in other areas of the region. Amongst the basic utility services, piped water supply, drainage and sanitation in the urban centres would be of prime importance. Schemes for improvement of transportation system will have to be taken up according to the indication of the development in different areas. In case of rural areas adequate drinking water supply and improvement of their accessibility with the nucleus settlements would be the primary needs.

Scheme of New Township at Pimpri-Chinchwad Industrial Complex.

13.16 Agency:

As already suggested in para 12.11.19 development of New Township should be undertaken by a Development Authority that could be constituted for this purpose under the provision of Chapter VI of the Maharashtra Regional and Town Planning Act 1966. The execution of the town development work is being made increasingly difficult by continually rising cost. Land costs have risen in this area with the opening of industries. Development cost

are also increased. It would be necessary to notify the entire area required for the New Township at one stage and carry its development in suitable phases.

13.17 Financial implications:

An approximate estimate of the gross cost of development of New Township excluding housing costs i.e. for the items of land acquisition and development is estimated to be about Rs.160 millions. Development of New Township could be, however, carried out on the basis of small amounts as Revolving Fund. The only source of finance open to the Development Authority under the Maharashtra Regional and Town Planning Act is the loan advance from the State Government. As the Development Authority would be able to re-invest the sale proceeds of the acquired areas for future acquisition work, it is felt that on the basis of estimates given below a provision of Rs.2.6 crores should be made immediately by the State Govt. for the initial capital advance of the Development Authority to enable acquisition and development of about 300 hectares (750 acres) in the first instance as follows:-

Phase I, development of 300 hectares (750 acres)

Area admeasuring about 300 hectares (750 acres)

adjoining Bombay-Poona Highway may be taken up for development immediately.

	Rs. in millions
a) Land acquisition, development, .. water supply and drainage.	22.65
b) Public utility buildings.	2.00
c) Establishment charges.	1.00
Total:	<u>25.65</u>
say:	<u>26.00</u>

It would be possible to sell the developed plots from the First phase development at a higher rate than the development cost and make the scheme self-generating.

13.18. The Scheme of development of 2428 hectares (6000 acres) could thus be completed gradually by phasing development as indicated above.

13.19 Suggested terms of the advance amount to be borrowed by the Development Authority by the State Government.

The State Government should look to this project as an essential project of stimulating the most desirable growth of workers' housing in a rapidly developing industrial complex. It may, therefore, advance a long term interest free loan to the Development Authority on the following terms:

- i) The loan should be on easy terms such as the World Bank provides to <sup>the</sup> Govt. of India.
- ii) The loan should be repayable in 60 years after the drawal of first advance by yearly instalments
- iii) The repayment of loan should start after 10 years from the drawal of first advance as the Authority will not have any yield from the development for some years in the beginning.

The Development Authority can prepare a detailed development scheme on the above guidelines and work out the net annual costs and net annual yield etc.

Housing

13.20 Housing needs and financial aspects.

It is estimated by the Housing Study Group that nearly 3.74 lacs new housing units would be required to be constructed in the Poona Metropolitan Region to improve the present housing conditions and meet the future demand due to increase in population. Of this about 40 percent i.e. 1.5 lacs could be expected to be catered for by private sector including co-operative housing societies mainly for the higher and middle income groups. About 40 percent more i.e. 1.5 lacs would be needed for the lower income groups with income between Rs.100/- to Rs.250/- p.m. and the remaining 20 percent i.e. 75000 housing units would be needed for the lowest income groups below Rs.100/- p.m. Due to financial limitations, the Study Group has suggested that provision of developed land with sanitary facilities be made for the last category of lowest income group families at the cost estimated at about Rs.2000/- per family. For the families with income range between Rs.100/- to Rs.250/- p.m. an average cost of house is

estimated at Rs.6000/-. On this basis the cost of public housing for 60 percent of the Low Income Group families would be Rs.153/- crores as follows :

COST ANALYSIS OF PUBLIC HOUSING PROGRAMME  
FOR LOW INCOME GROUP.

Item	Unit.	No.	Per Unit cost Rs.	Approx. total cost Rs. in millions.
1	2	3	4	5
Construction of Tenements for families with income:-				
i) Rs.101/- to Rs.250/- p.m.	-do-	1,50,000	6000	900
ii) Below Rs.100/- p.m.	-do-	73,000	2000	146.
Land for 1.33 lacs tenements in Poona Munpl. Corpn. area @ 60 tenements per acre.		2,400 acres	2 lacs per acre	480
Total...				1526
say...				153 crores.
to be spread over next 24 years.				

Rs.

13.21 This means a provision of about 31 crores in each of the successive Five Year Plans. The Poona Municipal Corporation has made a provision of Rs.40 lacs in the 1969-70 budget for Slum Clearance and if an equal amount could be made available every year for the purpose in its budget, it might be possible to complete the slum clearance programme within the Poona Municipal Corporation area in the next 10 years provided new slums are avoided. The Regional Plan has recommended a Special Housing Agency for the Region in order to evolve a long term housing policy and programme for improving the present condition and meeting further housing demand. On the basis of the above estimate it would appear that the Housing Agency might require funds to the extent of Rs.31 crores during the 4th five Year Plan if the entire housing programme as envisaged by the Study Group is to be undertaken and completed.



13.22 Priority for provision of housing at Pimpri-Chinchwad area.

Due to shortage of funds it may not be possible for the Housing Agency to undertake such an ambitious programme for the entire region, and hence the Housing Agency should concentrate its activity in the New Township area on a priority basis. It should also make efforts to seek the financial participation of industrialists and workers in its task. In case of Low Income Group Housing, large scale programme of construction of chawls should be undertaken. It would be necessary to keep a watch on the land acquired by the Development Authority in order to avoid development of new slums thereon. Some vigilance staff should be appointed specially for the purpose.

13.23 The scheme of Satellite Township at Pimpri-Chinchwad industrial complex discussed above does not include housing costs. While considering the housing requirements in the region as a whole discussed earlier. It was noted in paragraph 12.16.3A that during the period of 5 years from 1971 to 1976 the Housing Agency may have to provide about 15800 tenements in the Pimpri-Chinchwad industrial complex.

13.24 As per assumptions made earlier about 40 percent of the required new housing i.e. 5520 tenements would be catered for by private sector including Co-operative Housing Societies mainly for higher and middle income groups. While remaining 60 percent i.e. 8280 tenements may have to be provided by public Housing Agency for the low-income groups. Of these about 5520 tenements will be needed for the lower income groups with income between Rs.100/- to Rs.250/- p.m. and the balance of about 2760 would be needed for <sup>the</sup> lowest income groups with income below Rs.100/- p.m. As the rates assumed in estimating the cost of public housing in the entire region indicated in paragraph 13.20 above it is felt that the funds to the extent of Rs. 5 crores would be required for the Public Housing in Pimpri-Chinchwad area by Housing Agency during the 4th Five Year Plan as discussed in the following paragraph

Item	No.	Per unit cost	Approx. total cost Rs. in million.
Cost of tenements for families with monthly income:-			
I) Rs.101/- to Rs.250/-	5520	6000	33.12
ii) Below Rs. 100/-	2760	2000	5.52
		Total ..	38.64
		say ..	3.86
			<u>crores.</u>

13.24 The Housing Agency would require about 56 hectares (138 acres) of land for accommodating the above 8280 tenements at a density of 60 tenements per acre and the same could be provided by the New Town Development Authority from the 300 hectares (750 acres) block of land that may be developed in the first phase. If the Development Authority were to allot the area of about 56 hectares (138 acres) for public housing to the Housing Agency at no loss no profit basis, the same could be made available at Rs.155000/- <sup>per</sup> hectares (about Rs.60000 per acre) land required by the Housing Agency for the above tenements would therefore be  $Rs.138 \times 60000 = Rs.8.28$  million. Adding this to the cost of construction of tenements from the above table the total estimated cost for providing housing to about 8280 families in the Pimpri-Chinchwad area during the 4th Five Year Plan would be  $(38.64+8.28) = Rs.46.92$  millions approximately. Making some allowance for contingencies and establishment charges etc. the Housing Agency may require funds of the order of Rs.5/-crores during the 4th Five Year Plan to enable it to meet the requirements of public housing in the Pimpri-Chinchwad Township.

13.25 The Housing Agency cannot expect the recoupment of cost of these housing units from the tenants as its activity would be directed towards the housing of low income groups. The amount of Rs.5 crores may have, therefore, to be given to the proposed Housing Agency by the Government as a non refundable permanent loan.

13.26           The Regional Plan is intended to serve as a guidance for the development in the region. The success of the plan will depend upon particularly the success of creating New Township at Pimpri-Chinchwad to induce the expected urban growth and diverting further growth to other growth centres. For the successful implementation of the plan the co-operation of various Local Bodies, Government Departments and Development Agencies in the region is needed. Many of the major policies and proposals made in the plan are required to be pursued by the respective bodies and departments vigorously and programmes for their implementation undertaken. A larger responsibility will have to be taken by the Poona Municipal Corporation and the New Town Development Authority to execute the various schemes of water supply, sewerage etc. according to priorities already indicated. While, during the last few years the Municipal Corporation has made its best effort to provide various urban services to the growing population, it is necessary to speed up various works and services in order to accommodate the population growth and encourage housing activities. An appropriate municipal structure must exist in the Pimpri-Chinchwad complex and other growth centres to accommodate the pressures for urban development which in the future are desired to be outside the limit of the Municipal Corporation. The proposals in the plan for landuse, services and transportation can be successful only by the participation of the various agencies in its implementation.

SK/-

STATEMENT - 1 :

FINANCIAL OUTLAY FOR MAJOR SCHEMES IN THE REGIONAL PLAN.

Sr. No.	Item	Unit	No.	Approximate cost (Rs. in lacs.)	Implementing Agency.	Schemes to be included in the 4th Five year Plan.
1	2	3	4	5	6	7

N E W T O W N :

1.	New Town at Pimpri-Chinchwad (first phase for land acquisition & development excluding housing).	Town	1	260.00	Development Authority for Pimpri-Chinchwad.	Yes.
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Sub-Total: 260.00

H O U S I N G :

2.	Construction of tenements for families with income.					
	i) below Rs.100/- per month.	Tenements	73000	1460.00	Housing Agency for the Poona Metropolitan Region.	
	ii) between Rs.101- 250/- p.m.	Tenements	150000	9000.00		

3.	Land for 1.43 lacs tenements in Poona Municipal Corporation & 0.66 lac. tenements in the New Town of Pimpri-Chinchwad at a density of 60 tenements per acre.	Acre	3504	5462.40		
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Sub- Total: 15922.40

T R A N S P O R T & C O M M U N I C A T I O N :

4.	Overbridge at Chinchwad Railway Level Crossing.	No.	1	12.00	Railways & Net Town Development Authority.	Yes.
5.	Overbridge at Hadapsar Railway Level Crossing.	No.	1	18.12	Railways, Poona Municipal Corporation & Central Government.	Yes.

.....242/-

.....242/-

1	2	3	4	5	6	7
6.	Railway siding from Chinchwad to Lohogaon.	Km.	16	96.00	Railways.	
7.	Introduction of electric multiple unit stock between Poona-Lonavala.	-	-	410.00	Railways.	Yes.
8.	Automatic Signalling between Poona-Lonavala.	-	-	300.00	Railways.	
9.	Quadrupling of Railway lines between Poona-Lonavala.	Km.	128	1024.00	Railways.	
10.	Doubling of railway lines between Poona-Dhond.	Km.	76	380.00	Railways.	
11.	By-pass road to the West of Poona City.	Km.	50	412.00	B. & C. Deptt.	Yes.
12.	Parallel service roads to Sr.No. 11 above.	Km.	40	28.40	B. & C. Deptt.	Yes.
13.	By-pass road to the East of Poona City.	Km.	Not estimated	Not estimated.	- do -	
14.	New road bridges.	No.	10	73.27	B. & C. Deptt.	
15.	Improvement of existing bridges.	No.	3	50.00	B. & C. Deptt.	
16.	Upgrading of roads :					
	i)Village roads to Dist.roads.	Km.	218	84.35	B. & C. Deptt.	} 25% work to be completed in 4th Plan period.
	ii)Other Dist.roads to Major Dist. roads.	Km.	162	62.33	B. & C. Deptt.	
	iii)Blacktopping of Major Dist.roads	Km.	324	47.87	B. & C. Deptt.	
	iv)C.D.works.	-	-	42.46	B. & C. Deptt.	
				<u>237.01</u>		
			Sub- Total :			
			(i to iv )			

.....243/-

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1	2	3	4	5	6	7
17.	Major road construction in Poona Municipal Corporation limit (vide Statement 3 ).	Km.	-	169.50	Poona Municipal Corporation.	Yes.
18.	Traffic surveys.	-	-	2.50	Poona Metropolitan Regl. Planning Board.	Yes.
				Sub- Total:	<u>3212.80</u>	

W A T E R S U P L Y:

19.	Augmentation of water supply in Poona Municipal Corp. area.	-	-	337.00	Poona Municipal Corporation.	Yes.
20.	Augmentation of water supply in Cantonment area.	-	-	Not estimated	Cantt.Boards.	
21.	Augmentation of water supply in M.I. D. C. Area.	-	-	70.00	* M.I.D.C.	*This is only first phase cost to be completed in the 4th Plan.
22.	Augmentation of water supply in Pimpri-Chinchwad area.	-	-	Not estimated	Municipal Council.	To be completed in the 5th & 6th Five Year Plan.
23.	Augmentation of water supply in Talegaon-Dabhade area.	-	-	36.00	Municipal Council.	Yes.
24.	Water supply for emerging Urban Centres.	-	-	70.00	Zilla Parishad.	4th Plan requirement is 1/4th say about 17.5 lacs.
25.	Village water supply through wells to 72 villages.	No.	72	10.80	Zilla Parishad.	Yes.
				Sub-Total :	<u>523.80</u>	

243

.....244/-

1	2	3	4	5	6	7
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D R A I N A G E :

25.	Drainage system for Poona Municipal Corporation.	--	--	734.00	Poona Municipal Corporation.	Provision in 4th Plan-'75 lacs.
27.	Drainage system for Cantonment areas.	--	--	Not available.	Cantonment Boards.	
28.	Drainage system for Talegaon-Dabhade.	--	--	50.00	Municipal Council.	Survey and Estimated during 4th Plan.
29.	Drainage system for Pimpri-Chinchwad.	--	--	Not estimated.	Municipal Council.	

Sub- Total : 784.00

Grand Total: 20703.00

VGK./-

STATEMENT-2

4th FIVE YEAR PLAN REQUIREMENTS FOR THE  
SCHEMES IN THE REGIONAL PLAN:

Schemes.	Total estimated cost(Rs.in lacs)	4th Five Year Plan requirements of Finance (Rs.in lacs)
1	2	3
1. New Township development.	260.00	260.00
2. Housing.	15922.40	-
a)for Pimpri-Chinchwad.	-	500.00
b)for other remaining areas.	-	2817.45
3. Transport & Communication.	3212.80	1522.53
4. Water supply.	523.80	471.30
5. Drainage.	784.00	80.00
<u>T O T A L :</u>	<u>20703.00</u>	<u>5651.04</u>



STATEMENT-3

MAJOR ROAD CONSTRUCTION WORKS INCLUDING BRIDGES.

Sr. No.	Name of the work.	Allocation of funds.	Estimated amount.	Amount.
1	2	3	4	5
1.	Construction of retaining wall along river bank between Shivaji bridge and Dagadi bridge on Topkhana.	Capital Works.	13,59,000	Work in progress.
2.	Preparing 100' wide road between Shivaji bridge & Dagadi bridge on the southern bank of the Mutha river.	-do-	15,68,000	-do-
3.	Preparing 100' wide road between Dagadi bridge and proposed Nagzari bridge in Managalwar Peth.	-do-	7,11,300	-do-
4.	Construction of 100' wide bridge across confluence of Manik nalla & Nagzari nalla in Kasaba Peth along 100' wide road.	-do-	13,83,700	-do-
5.	Constructing 100' wide road from Gadital Police Chowky to the confluence of Manik nalla and Nagzari nalla in Kasaba Peth.	-do-	2,31,500	-do-
6.	Proposed new road from Law College road to Poona-Paud road passing through S.No. 44, Erandawana.	-do-	2,99,190	Work not taken in hand.
7.	Construction of a bridge on Mula-Mutha river for connecting Mundhawa main road & Poona-Nagar road via road leading to Wadgaon-Sheri & Matchwell Factory.	-do-	17,34,200	-do-
8.	Constructing a bridge across Mutha river near Omkareshwar temple joining Bhopatkar road & Congress House road.	-do-	18,03,477	Estimate prepared and sanction awaited.

.....247/-

1	2	3	4	5
9.	Constructing 30.5 metre (100') wide W.B.M. road from Shivaji bridge to Balgandharva Theatre on North Bank of Mutha river.	--do--	11,70,000	-
10.	Construction of 100' wide road between Dagadi bridge & Nagzari bridge.	--do--	2,18,000	
11.	Constructing 120' and 80' wide roads & culverts for the Agricultural Produce Market Swargate Jakat Naka.	--do--	8,72,630	
12.	Widening Sambhaji Bridge.	--do--	2,00,000	
13.	Constructing bridge across Mula river near College of Engineering.	--do--	1,00,000	

VGK./-

## CHAPTER XIV

### SUMMARY OF CONCLUSIONS

1. The Poona Metropolitan Region has grown from 7.99 lacs in 1951 to 9.93 lacs in 1961 representing an increase of about 24 percent. The growth of population between 1941 to 1951 was very abnormal viz. 64 percent.
2. While, the Poona Region for years was important as the educational, cultural and administrative and military centre, it has grown increasingly important as an industrial centre with highly diversified manufacturing industries.
3. Rapid industrialisation and consequential urbanisation have given rise to number of problems noticed in most of <sup>the</sup> metropolitan regions experiencing such rapid growth. These are housing shortage, slums, unauthorised development, continuous urban sprawl, inadequacy of public utility services, growth of traffic, river pollution, encroachment on good agricultural land and soaring of land values etc.
4. Most of the above hardships were the results of defective land policy. It was, therefore, necessary to prescribe some land use policy to co-ordinate services and provide essential transportation link for the Metropolitan Region which would not have been provided in the absence of inter-regional co-ordination.

5. The Regional Plan is designed to cover a period of about 21 years upto 1991. The plan incorporates all the major proposals of separate Study Groups which were considered and approved by the Board from time to time.

6. The main objectives of the Plan are firstly, to control the growth of the parent Poona City and secondly to promote expansion of other areas in the region in order to help a more even distribution of population and employment.

7. On the basis of existing and committed schemes of expansion and development of industries in the region, it is estimated that the population of the region will increase from 9.93 lacs in 1961 to 26.13 lacs in 1991 i.e. by more than 2.6 times in three decades. There would be some net immigration to this region.

8. The physical character of the area will influence the development in the region. The hills to the south and south-west limit the development on that side. Fertile plains and irrigation facilities in the south-east would naturally require the preservation of the area for agricultural development. Already committed industrial development to the north-west on the rail and road corridor outside Poona City have led to the proposal of development of a satellite township in the Pimpri Chinchwad area to provide for future urban expansion.

#### Urban expansion

9. The important criteria for development of urban uses are that the area for urban development should be

relatively compact with residential and employment areas reasonably accessible to each other. Full urban services could be provided to such areas etc.

10. The important element of the plan is relating to the establishment of a new population centre at the already developing industrial complex outside Poona City. The existing settlements of Pimpri, Chinchwad, Bhosari, Akurdi, Nigadi etc. will merge into a single complex being designed for a population of about 500,000 by 1991. Talegaon-Dabhade town is proposed to be expanded to accommodate 50,000 population from its 1961 population ~~xxxx~~ of about 12,000. The religious character of Alandi be preserved. In addition, about 12 rural settlements in the region would cross a population of 7500 by 1991 and some of them like Wagholi on Ahmednagar Road, Loni-Kalbhori, Theoor, Urali Kanchan on Sholapur Road are likely to serve as growth centres for some industrial growth.

11. In order to create new employment opportunities in the eastern part of the region and relieve likely pressure in the other areas the plan suggests that about 400 hectares (1000 acres) of new industrial land will be required in the eastern area. Of this about 200 hectares (500 acres) is provided at Wagholi on Ahmednagar Road and ~~equal area~~ <sup>300 hectares (750 acres) is provided</sup> at Talegaon-Koregaon. About 60 hectares (150 acres) are proposed for Talegaon Dabhade. As a result of this it is envisaged to have a total of 460 hectares

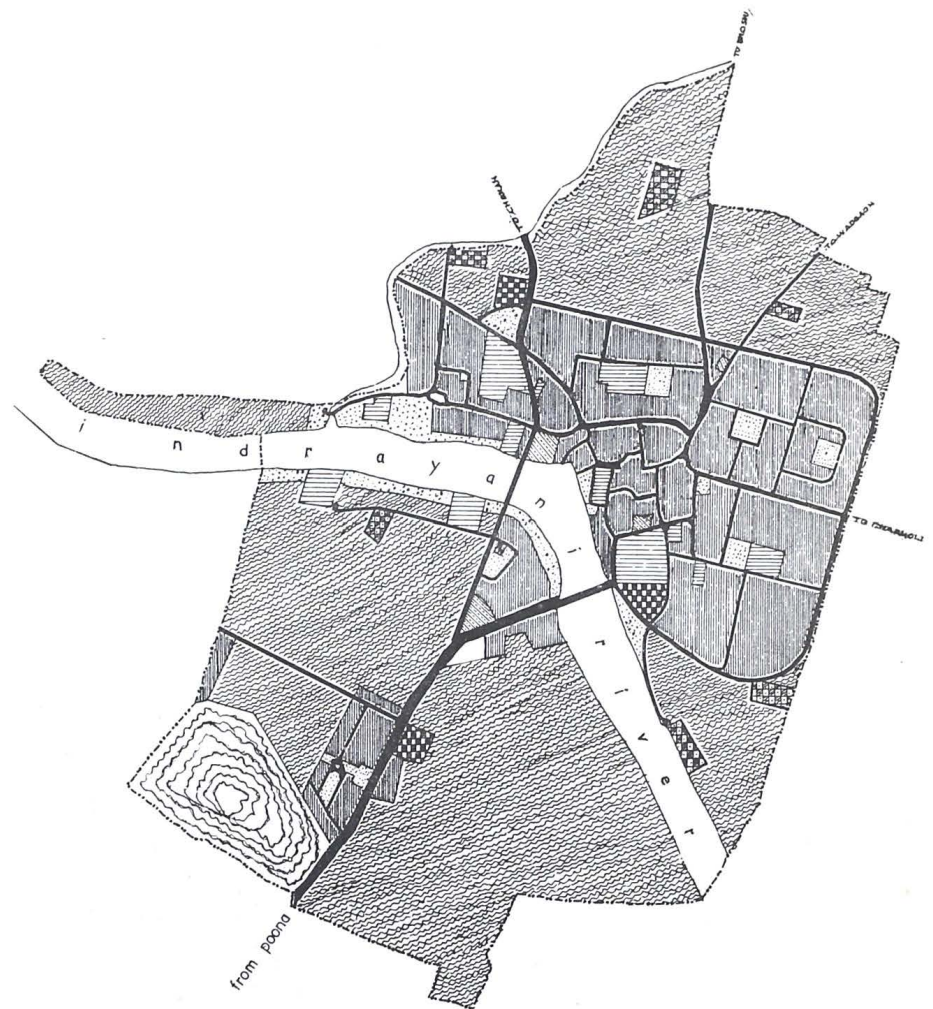
(1150 acres) of land for organised industrial use in the region by 1991 in addition to existing and committed industrial land of 2934 hectares (7250 acres). This would provide the necessary employment for the growing population of the region.

GUIDELINES FOR THE PHYSICAL PLANNING  
OF IMPORTANT URBAN CENTRES










12. The Topography of Poona and other natural features limit the availability of land for expansion. The defence occupation all around Poona has also limited the availability of land for expansion. The present corporation area can provide about 13.6 lacs population at reasonable densities. In the Regional Plan Poona City and its surrounding area are treated as a single unit referred to as 'Poona City and surroundings' and it is expected that during the plan period the population of this area would grow to about 14.6 lacs. With about 13.6 lacs in the present corporation area the balance of 1 lac could be absorbed in the surrounding villages in the fringe. The plan suggests that there should be a stop line around 'Poona City and surroundings' which should represent a line of demarcation between town and country except towards the Pimpri-Chinchwad side where a continuous urban development has already occurred.

13. The plan further suggests a greenscape around the major urban conurbation of Greater Poona area and

# draft development plan of alandi



## references

-  residential
-  public & semi public
-  commercial
-  public utility
-  bus stands
-  open spaces
-  agricultural
-  hills
-  alandi municipal council



41.44 sq.  
km.



poona metropolitan region planning board

Pimpri-Chinchwad centre which would sustain forms of agriculture such as forests and market, gardening and can also provide recreational facilities of many kinds including the regional park in the Katraj, Sinhgad hills.

14. It is proposed that peripheral development around Poona should be of lower density to be accomplished by permitting ground floor structures only. The Plan suggests that the development in the fringe outside Poona Municipal Corporation limits be permitted as far as possible round about existing village sites.

#### RURAL PLANNING

15. As per 1961 census, the rural population of region was about 1.48 lacs living in 127 villages. By 1991, it is expected, to be 1.66 lacs living in 85 villages.

16. The entire rural area, being too large for the purpose of planning, has been divided into 19 'village clusters' with a centrally placed village as a nucleus settlement to serve each such cluster. The plan has made some proposals for the provision of certain community facilities at the centrally placed village for the cluster it serves.

17. About 61 percent of the land in the region is under agricultural use. The plan lays emphasis on the necessity of preserving good agricultural and irrigable land. . . . 253/-



and irrigated land for agricultural use and makes suggestions regarding agricultural development work in the region. The proposed urban users are not expected to reduce the land available for cultivation in the region appreciably.

18. Preservation of existing forests areas which mostly occupy uplands and hills is recommended in order to conserve soil for agricultural use. Afforestation in the catchment areas of lakes is also suggested. The plan suggests development of Regional Forest Park in the south-western Parwati-Panchgaon Kuran-Katraj and Sinhgad area which is famous for its natural scenic beauty. This will provide a large recreation area to the Metropolitan population within its easy reach. The development of the forest park around Sinhgad and provision of necessary tourists' facilities would play an important part in tourists' development.

19. The Regional Plan suggests that no more additional land for any new defence activity be acquired within the Poona Metropolitan Region.

#### Housing

20. The housing situation calls for a comprehensive housing policy, long term planning and programming for the region. A specialised housing agency is suggested to provide accommodation to low-income group families living in overcrowded conditions. The authority can build storeyed buildings and flats consisting of variable sizes and

standards suitable to various income groups.

21. If the housing agency finds it difficult to deal with the housing situation in the entire region due to financial limitations, it may concentrate its activity in the Pinpri-Chinchwad township on a priority basis. Emphasis should be given to the improvement in environmental conditions and provision of temporary low cost housing and including aided self help housing.

22. The present standard for the housing units laid down by the Government of India for different income groups need to be revised in order to bring them within the paying capacity of respective income groups.

23. In the case of slums also emphasis should be given to the improvement of environmental hygiene and provision of facilities in the existing slums rather than complete clearance and redevelopment.

24. This State should enact a separate law on slum clearance independent of the existing Acts.

25. In order to encourage private housing, taxation policy and provisions of rent Control Acts need to be revised to exempt new residential construction for certain initial period of about 5 years.

26. The report stresses the necessity of checking speculative land prices in the urban areas.

TRAFFIC AND TRANSPORT

27. The Metropolitan Board could not undertake a comprehensive regional transportation and traffic study for the entire area in the region. It is recommended that comprehensive traffic and transport survey for the region including Poona City area may be carried out to supplement the proposals of the Plan.

A) Railways

- 28.
- i) Quadrupling of railway lines between Poona-Lonawala section is essential in order to meet the future traffic demand. The land needed for the scheme should be protected from the beginning.
  - ii) Pending quadrupling of Poona-Lonawala section, electric multiple units be introduced on the section.
  - iii) A new railway siding from Chinchwad to Lohogaon be provided to facilitate industrial traffic.
  - iv) A new railway station at Bhosari be started for commuting local traffic.
  - v) The Poona-Dhond section of railway line be doubled.

B) Roads and Highways

- i) In order to facilitate movement of through traffic, construction of westerly diversion road linking Bombay-Poona Road with Poona-Bangalore Road is necessary.
- ii) Similarly, provision of north-easterly diversion road linking Bombay-Poona Road with Poona-Sholapur Road is necessary.

- iii) The present village roads and Other District Roads in the region should be developed to the standard of Other District Roads and Major District Roads respectively.
- iv) A separate organisation for development of roads in the Poona Metropolitan Region on the lines of Bombay Road Development Wing is necessary.
- v) Some new bridges or widening of existing bridges and roads are suggested.
- vi) Suggestions are also made regarding some major roads in the Poona City.

Water Supply and Drainage.

29. Filtered  
The Water supply scheme for Poona City should be completed early. The schemes of augmenting the present capacity of Cantonment Water Works and Holkar Bridge Water Works be expedited. A separate high reservoir for piped water supply to Katraj-Dhankavadi is necessary. Scheme for augmenting water supply to Talegaon Dabhade be undertaken early.

30. New Schemes for provision of piped water supply to the proposed new industrial areas around Wagholi and Koregaon-Mul be worked out. Piped Water supply schemes for growing villages emerging as urban centres be taken up early.

31. Underground drainage system for outlying developing areas of Poona City, Cantonment Boards, Pimpri-Chinchwad complex and Talegaon Dabhade is necessary.

DEVELOPMENT CONTROL.

32. The urban civic authority in the region should prepare detailed Development Plans for their areas on the basis of guidelines indicated in the Regional Plan.
33. The Development Plan for 1961 limits of Poona Municipal Corporation needs to be supplemented by the proposals for the outer area.
34. Development permissions in Pimpri-Chinchwad area be guided by the tentative zoning plan for the area. In rural areas, excluding fringe of the Poona Municipal Corporation, development permissions may be granted in the land adjoining village sites and their hamlets.
35. In the fringe around Poona Municipal Corporation development of land <sup>to</sup> the extent indicated for each village in the report be permitted.
36. In granting development permissions, irrigated land, rich agricultural land, hill tops and hill slopes be excluded.
37. In villages and towns the population of which is likely to exceed 10000, proper Development Plans should be got prepared for guiding their development.
38. Development permissions be granted subject to conditions that before starting non-agricultural use, roads and drains in the layout are satisfactorily completed and satisfactory provisions for water supply and sanitation is made.

FINANCIAL IMPLICATIONS, PHASING AND EXECUTION

39. The estimated cost of some of the major schemes proposed in the Regional Plan is of the order of 207 Crores.

40. The plan recommends topmost priority to the scheme of New Town development at Pimpri-Chinchwad, through a Development Authority.

41. It would be possible to implement the New Town Development Scheme on the basis of Revolving Fund of the order of Rs.2.6 Crores needed for first phase development.

42. The schemes proposed to be executed in the Fourth Five Year Plan would cost about Rs.56.51 Crores including cost of housing which will be reduced to Rs.28.34 Crores if housing activity is limited only to Pimpri Chinchwad area.

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CHAPTER XV.

RECOMMENDATIONS TO THE STATE GOVERNMENT  
REGARDING DIRECTIONS TO BE ISSUED TO THE  
LOCAL AUTHORITIES IN THE REGION AND THE  
DIFFERENT DEPARTMENTS OF THE STATE  
GOVERNMENT, IN RESPECT OF ENFORCEMENT  
AND IMPLEMENTATION OF THE PROPOSALS  
CONTAINED IN THE DRAFT REGIONAL PLAN.

A. - State Government in Urban Development, Public Health and Housing Department.

- 1) A new township Municipal Council for Pimpri-Chinchwad Industrial area be established very early.
- 2) A specialized housing agency be created for dealing with the housing problems in the Poona Metropolitan Region in the light of the suggestions made in paragraph 12.16.
- 3) Amendments to Rent Control Act as suggested in paragraph 12.16.4(1) be carried out.
- 4) The Government in Urban Development, Public Health and Housing Department may move the Income-Tax Authorities to consider the feasibility of granting concessions in income-tax in respect of income realised from the new residential constructions in order to encourage the new housing activity.
- 5) Action as per paragraphs 12.18.9 to 12.18.11 may be taken.

B) . - State Government in Buildings & Communications Department.

- 1) The Buildings and Communications Department may take up the proposals regarding the roads mentioned in paragraphs 12.17.13 to 12.17.23, 12.17.28 and 12.17.29 as per recommended priorities.
- 2) A separate Road Development Wing be established in the Poona Metropolitan for construction and improvement of roads and highways in the light of suggestions made in paragraphs 12.17.13 to 12.17.23.

C. - Government in Urban Development, Public Health and Housing Department and Finance Department.

- 1) Government may provide adequate initial capital advance to the Development Authority to be created for establishments of New Township at Pimpri-Chinchwad.

D. - State Government in Industries and Labour Department and Maharashtra Industrial Development Corporation.

1) The Maharashtra Industrial Development Corporation may after carrying out the detailed survey of all the new areas suggested in the Regional Plan for Industrial development, undertake their development in suitable stages.

2) Action as per paragraph 12.12.5(i) to 12.12.5(iii) be taken.

E. - State Government in Industries and Labour Department and Alandi Municipal Council.

1) No Industries be permitted in Alandi Town in order to preserve its religious character.

F. - Poona Municipal Corporation and Government in Urban Development, Public Health and Housing Department, and Legal Department.

1) Steps to amend the Bombay Provincial Municipal Corporation Act, 1949 with a view to incorporating special provisions relating to slum clearance be taken and a separate legislation on slum clearance be enacted.

G. - Collector of Poona.

1) Development Permissions : In dealing with the cases of permission for sale or purchase of the land and applications for permission for non-agricultural uses, procedure laid down under Government Circular, Revenue and Forest Department No.MAA-1067/2543-C, dated 6th February 1970 be followed. In granting the development permissions, the Collector may observe the recommendations made in paragraphs 12.13.11 to 12.13.14 and 13.3 to 13.9 of the Draft Regional Plan.

2) Collector of Poona and the Tahsildars of Haveli and Mulshi. -

Existing quarrying operations as also issuing and renewal of licences for quarrying in the area proposed for New Township development at Pimpri-Chinchwad Industrial complex be stopped immediately. In this connection recommendations in para 12.15 (i) and 12.15 (ii) be observed scrupulously.

3) While dealing with the land acquisition proposals, the Collector of Poona may observe the recommendations regarding the defence areas made in paragraph 12.15(ii)

4) Collector/Poona and Town Planning Department. - In order to safeguard the land required for quadrupling of railway track between Poona and Lonavala, no buildings or permanent structures



within 30 metres of the present railway boundary on either side of the track between railway station and 60 metres within the station limits be permitted. In such development permission cases the Collector may insist for the production of 'No Objection Certificate' from the railway authorities.

H. - The New Town Development and Planning Authority for Pimpri-Chinchwad area.

- 1) The Planning Authority for the Pimpri-Chinchwad New Township may undertake the work of preparation of detailed Development Plan for the proposed new township soon after its constitution. The plan should provide an efficient and coherent network of major roads so that various blocks of residential areas are linked up with each other to create a unified town. Within the framework of such Development Plan detailed zonal plans may be prepared for the various blocks of land on the principles of neighbourhood planning. The detailed planning of the area should also receive consideration of aesthetic and landscape designing. Compactness of development should be aimed at from the point of view of economy in construction and maintenance, social relations and climatic conditions.
- 2) The Planning Authority may also observe the recommendations in the following paragraphs of the Draft Regional Plan paras 12.11.13 to 12.11.15, 12.11.18, 12.11.20 and 12.18.7.

I. - Poona Municipal Corporation.

- 1) The Poona Municipal Corporation boundary be extended to include all the industrial area on its immediate outskirts at Ahmednagar Road and some areas around it required for ancillary housing development. The Development Plan of Poona City sanctioned by the State Government in 1966 makes proposals for the area of the Poona Municipal Corporation as per the old limits prior to 1962. The limits of the Corporation were extended in 1962. The Corporation may therefore, undertake a Development Plan for the extended areas immediately, bearing in mind the population size of 14.62 lacs allocated in the Regional Plan for the area of Poona City and its surrounding villages.
- 2) In the case of slums the Poona Municipal Corporation may give emphasis to the improvement of the environmental

hygiene and provision of facilities in the existing slums wherever possible rather than complete clearance and redevelopment of existing slums.

3) The Poona Municipal Corporation may take necessary steps in granting concessions in municipal taxes for the new residential constructions for some initial period as suggested in para 12.16.4(2).

4) There should be a time limit of not exceeding 5 years after services have been provided for completing construction on vacant plots. Thereafter a heavy tax increasing with the passage of time be made applicable on vacant plots.

5) The Poona Municipal Corporation may consider the proposals made in paragraphs 12.17.24 to 12.17.27 in respect of roads and development control in Poona City as also the recommendations contained in para 12.17.31, 12.18.1 and 12.18.7.

J. - Zilla Parishad, Poona.

1) The Zilla Parishad may undertake the work of preparation of Development Plans for the following villages : Fursungi, Lonikalbhor, Majari Bk., Wagheli, Uralikanchan, Theoor, Naigaoan and Koregaon Mul as these are expected to become urban settlements by 1991. The Zilla Parishad, while providing the facilities in the various villages, may consider the recommendations in paragraph 12.14.11.

2) Necessary action on the recommendations in paragraphs 12.18.3 to 12.18.6 may also be taken.

K. - Talegaon-Dabhade Municipal Council.

1) The Development Plan of Talegaon-Dabhade be prepared for a population of 50,000 by 1991.

2) A new Industrial Area of about 60 hectares (150 acres) be provided for industrial use in the Development Plan of Talegaon-Dabhade town which is under preparation.

3) The Municipal Council may immediately undertake the scheme for augmenting the water supply through the source of Pavana river for a projected population of 50,000.

4) Action as per para 12.18.7 be taken.

L. - Cantonment Boards of Poona, Kirkee & Dehu Road.

1) Action as per para 12.18.7 be taken.

M. - Agriculture Department.

- 1) Action as per paragraphs 12.14.13 and 12.14.14 be taken.

N. - Forest. and Tourist Department.

- 1) Action as per paragraphs 12.14.15 to 12.14.17 be taken.

O. - Fisheries Department.

- 1) Action as per paragraph 12.14.18 be taken.

P. - City Development Commissioner, Bombay.

- 1) Action as per para 12.14.19 be taken.

Q. - Director of Town Planning.

- 1) It is recommended that the proposals in respect of traffic and transport made in the Draft Regional Plan be supplemented by undertaking the preparation of a comprehensive traffic and transportation plan for the entire region based on the required traffic and transportation surveys for the region including Poona Corporation area as early as possible.

R. - Maharashtra State Road Transport Corporation.

- 1) Action as per paragraph 12.17.30 be taken.

S. - Maharashtra Industrial Development Corporation's Water Works, Pune.

- 1) Action as per paragraph 12.18.2 be taken.

T. - Maharashtra State Electricity Board.

- 1) Action as per paragraph 12.18.15 be taken.

संकरण १६ :

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श्री. भा. स. वैद्य, सभासद, पुणे महानगर प्रादेशिक नियोजन मंडळ, याचेकडून  
प्रादेशिक आराखड्याच्या मसुद्यास आलेली भिन्न मतपत्रिका.

दि. २५.२.१९७०.

मा. अध्यक्ष,  
पुणे महानगर प्रादेशिक नियोजन मंडळ,  
पुणे - १.

सादर प्रणाम.

प्रादेशिक योजनेचा जो मसुदा आपण आमच्याकडे पाठविलेला आहे त्याला  
आम्ही भिन्नमतपत्रिका जोडू इच्छितो. ती पाठवत आहेत.

आम्हीस प्रादेशिक योजनेच्या मसुद्याला भिन्नमतपत्रिका जोडणे अत्यावश्यक  
वाटले कारण डॉ. धनंजयराव गाडगीळ ह्यांच्या समितीने आखून दिलेला योग्य दृष्टीकोन  
डावलला गेला आहे असे आमचे प्राधानिक मत आहे. पुणे महानगर प्रदेशातील  
नागरिकांची एक सर्वसाधारण्य भावना अशी आहे की, 'पुण्याची मुंबई होऊ नये.' त्यासाठी  
आपल्या योजनेची वाटचाल त्याच दिशेला आहे अशी आमची खात्री झालेली आहे. त्या-  
-विरुद्ध धोरणाचा इशारा देणे हा आमच्या भिन्नमतपत्रिकेचा मुख्य हेतु आहे.

'पुण्याची मुंबई होऊ नये' म्हणजे गृहहीनांच्या बेसुमार वाढीतून झोपड-  
पट्ट्यांचे, दाट वस्तीचे गुंतागुंतीचे प्रश्न निर्माण होऊ नयेत, वाहतुकीच्या समस्या  
टाळल्या जाव्यात, आरोग्य व नागरी सेवांची उपेक्षा थांबली. इ. परंतु हे प्रश्न  
रोखण्यास आपण पुरेसे यशस्वी झालो असे आम्हास वाटत नाही. कारण डॉ. गाडगीळनी  
सुचविलेली २० लाख लोकसंख्येची मर्यादा वाजवी होती, ती या योजनेने २६.१३ लाख  
केलेली आहे.

महानगर प्रादेशिक योजनेची तरफ अतिशयतः 'औद्योगिकरणसाठी उपलब्ध  
करून दिली जाणारी जमीन' हीच आहे. त्याप्रमाणेच बाहेरील लोकसंख्येची आवक,  
कायगारीची संख्या, एकूण लोकसंख्या, घरांची व अन्य नागरी सेवांची गरज या  
वावी वाटतात. आपण या तरफेचा पुरेसा उपयोग करू शकलो नाही ही दुःखाची  
गोष्ट आहे. 'नियुक्त केलेली जमीन' ही आपली मर्यादा ठरली. ही मर्यादा नैसर्गिक  
मर्यादेप्रमाणे अनुत्पन्ननीय ठरल्याने योजनेच्या कामी बिकट अडचण निर्माण झाली. त्यामुळे  
डॉ. गाडगीळ समितीने पिंपरी - चिंचवड भागात ६०० हेक्टर जमीन औद्योगिक  
उपयोगासाठी ठेवावी असे सांगितले. त्याठिकाणी १६१९ हेक्टरची योजना करावी लागली.  
पिंपरी-चिंचवड भागाचा खवटा मोठा दाब योजनेवर पडला की, त्यामुळे संतुलन  
ठळके आहे. 'नियुक्त केलेली जमीन' या महाराष्ट्र औद्योगिक विकास महामंडळाच्या  
शब्दप्रयोगाने एक तऱ्हेची विकर्तव्यमूढताच मंडळात निर्माण झाली. योजना मंडळाला  
जणू पंख काढूनच उडवण करायला सांगितले. ही गोष्ट अत्यंत अयोग्य व अनिष्ट  
असून त्यात सुधारणा होणे अत्यावश्यक आहे. त्यासाठी पुणे महानगर प्रादेशिक योजना  
मंडळाने आपल्या अंतीम योजनेद्वारा याबाबत आग्रह धरला पाहिजे असे आम्हाला वाटते.

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प्रदेशाची लोकसंख्या १९९१ साली २६.१३ लाख होईल असा अंदाज गृहित धरलेला आहे. परंतु लोकसंख्या यापेक्षा अधिकच वाढण्याचा धोका आहे. कारण देशातील वाढती लोकसंख्या, वाढती बेकारी, एका बाजूला आणि थोड्या अवधीत विशेष गतीने होणारी औद्योगिक वाढ दुस-या बाजूला यामुळे लोकसंख्या वाढण्याची प्रमाणे एकदम वाढण्याचीच शक्यता आहे. १९६१ ते १९७१ या कालातील लोकसंख्या वाढीपेक्षा ते प्रमाण खूप मोठ्या प्रमाणावर घरणे आवश्यक आहे. शिवाय गृह-योजनांमुळे घरबांधणीचा वेग वाढला तर बहुधा स्त्री-पुरुष प्रमाण बदलून त्यामुळेही लोकसंख्या वाढ होण्याची शक्यता आहे. पिंपरी-चिंचवड भागात ६ लाख लोकसंख्या १९९१ अखेर होईल असे गृहित धरण्यात आलेले आहे. तथापि त्यापेक्षा अधिकच लोकसंख्या वाढेल, बहुधा १० लाख लोकसंख्या होईल, असेही... दीडकरींनी मंडळाच्या बैठकीत आप्रहपूर्वक सांगितलेले आहे. ही बाब क्षणभरही दृष्टीमांड करता येणार नाही. एकरी २० औद्योगिक कामगार, त्याच्या २।। पट एकूण कामगार आणि कामगारांच्या ३ पट लोकसंख्या अशा सुडोले गणिते पायावर लोकसंख्येच्या अंदाजाची प्रेक्षणीय इमारत आहे. परंतु हा पायाच ढासळण्याचा वाट धोक्या आहे. केंद्र सरकारने सुर्जावलेल्या आदर्श प्रमाणे प्रमाण मुळात जाईल असेच शिवाय त्यात वाढ होण्याचीच शक्यता आहे. एक 'टेल्को'चे उदाहरणही पुरेसे बोलके आहे. टेल्कोसाठी ३०० एकर जमीन असून पूर्ण वाढीनंतर तेथे १६००० कामगार कामास लागणार आहेत. याचा अर्थ एकरी ५३ कामगारांचे प्रमाण पडते. आणि ते प्रमाण एकरी २० होण्यासाठी अर्ब ४५०/५०० एकर जमीन घरबांधणी, रस्ते इ. कामासाठी आवश्यक आहे. अशा तऱ्हेने पुरेशी जमीन उपलब्ध करता येणार का? पुणे महानगरपालिका हद्दीतील आजची ७ लाख लोकसंख्या आणि ५५ चौ. मैल क्षेत्र याच्याशी पिंपरी-चिंचवड नगरपालिका हद्दीतील ६ लाख लोकसंख्या आणि ३० चौ. मैल क्षेत्र याच्याशी तुलना केली तर डोक्यापुढे कोणते चित्र पुढे उभे राहते? आणि ही सहा लाख लोकसंख्या योजनेप्रमाणे गृहित धरून तेथे ६ लाखपेक्षा कितीतरी अधिक लोकसंख्या वाढेल असे आम्हाला वाटते.

यामुळे दोन अनिष्ट परिणाम घडतील. एक, पिंपरी-चिंचवड भागाची वाढ नवीन शहर म्हणून होण्याऐवजी उपनगर म्हणून होईल. आणि दोन, झोपडपट्टी व घरबांधणीचा प्रश्न त्रिकट बनेल. पिंपरी-चिंचवड भागाची वाढ पुणे शहराचे उपनगर म्हणून होणे म्हणजे कात्रज ते तळेगाव वागडे हया सर्वद सलग पट्ट्यात लोकसंख्येची बजवजपुरी होणार. शहरी पसारा नराम तऱ्हेने निर्माण होण्याचीच शक्यता आहे. याचे वडी म्हणजे सलग औद्योगिकरणां-मुळे नोकरीच्या आशेने येणारे सामान्य कामगार ठरणार. त्यांना झोपडपट्टीतच वडीचून रहावे लागणार. वर्जिता १५००० गाळे बांधण्याचे उच्च उद्दीष्ट झोपडे मेली तऱ्हे त्यानेही भागणार नाही असे दिसत आहे.

वरील परिस्थितीच्या निराकरणसाठी पुढील उपाय आम्ही आग्रह-पूर्वक सुचवू इच्छितो.

- (१) पिंपरी-चिंचवड भागातील औद्योगिक क्षेत्र २००० एकराच्या जवळपास आणणे.

- (२) पुणे महानगरपालिका हद्दीतील औद्योगिक क्षेत्र कमी करण्यात यावे.
- (३) लोणी काळभोर, धेऊर, व जाजोली, इ. भागातील नईलाज म्हणून काही शेतजमीनही औद्योगिक क्षेत्रासाठी वापरवी व तेथील पर्यायी नागरी केंद्रे समर्थ बनवावीत.
- (४) जी.झी.चग विप्रेती रोखण्यासाठी आवश्यक त्या कायद्याची मागणी करण्यात यावी. मालकीहक्काचे कलम घटनेतून जाण्याची शक्यता निर्माण झाल्याने यात अडचण येणार नाही.
- (५) प्रदेशातील सर्व नागरी भाग आणि कॅन्टोनमेंटस् येथे भाडेनिर्वाहण कायदा ताबडतोव लागू करण्याची मागणी करावी.
- (६) कारखानदारांवर पुढील बंधने घालण्यात यावीत..
- (अ) स्थानिक कामगारीना अधिक वाव देवावा म्हणजे लोकसंख्या असण्यातील काही प्रमाणात अडक वसेल.
- (ब) चाळीस टक्के कामगारीच्या घरवीथणीसाठी 'गृहवांशनी संस्थेला' आर्थिक साहाय्य करावे.
- (क) कोणत्याही परिस्थितीत सांडपाणी, ओढे, नदी-नाले यांच्यामध्ये सोडू नये.

सही/- भा. स. वैद्य.

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जोशी,