

*Master  
Development Plan - 2011  
Jaipur Region*

**Part - I**

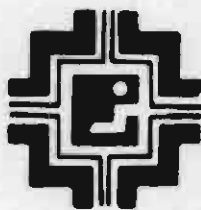


**JAIPUR DEVELOPMENT AUTHORITY**

# **MASTER DEVELOPMENT PLAN-2011**

## **JAIPUR REGION**

*PART-I*



**Jaipur Development Authority**

## **PREFACE**

This document, which is supplemented by drawings & maps, has been prepared on the basis of various physical, Socio-Economic and Civic Surveys conducted from time to time for Master Development Plan Exercise, collection of data and information from secondary sources and repeated reconnaissance surveys.

It outlines a strategy for overall development of the area after identification and study of relevant determinants which have a bearing in the Regional context. It indicates appropriate locations for physical growth, draws attention to key areas which have major role to play in shaping up the future development scenario of the Region, and aspects of development that are required to be tackled by various departments & agencies primarily responsible for action.

The Plan is expected to establish general proposals for the area, to provide framework for detailed policies and proposals for local area, to indicate action areas and priority areas and for intensive action, to provide guidance for Development Controls, to provide basis for coordinating decisions between various departments of Govt., Committees & Boards of the Authority and local bodies etc.

Any strategy for development should have a flexibility to respond and adjust to changing circumstances. This Plan therefore spells out the future course of determinants in the form of guidelines for Development.

The Master Development Plan was prepared after considering objections suggestions received and was approved in the 29th Authority Meeting dated 19.7.1995 and shall be as part I of the Master Development Plan 2011 for Jaipur Region, and the Landuse Plan, JAIPUR REGION (Urbanisable area) along with the Landuse zoning code shall form part II of the Master Development Plan 2011 for Jaipur Region. This has come into force from 1.9.1998.

# **JAIPUR DEVELOPMENT AUTHORITY MASTER DEVELOPMENT PLAN**

|                                  |                                |
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# CONTENTS

|                                               | PAGE         |
|-----------------------------------------------|--------------|
| <b>1. Planning Team</b>                       | <b>(i)</b>   |
| <b>2. Introduction</b>                        | <b>1-3</b>   |
| Scope of Work                                 | 2            |
| Study                                         | 2            |
| <b>3. Jaipur and Its Environs</b>             | <b>5-10</b>  |
| Location                                      | 5            |
| Regional Setting                              | 5            |
| Linkages                                      | 5            |
| Historical                                    | 5            |
| Natural Features and Climate                  | 6            |
| Land Profile and Slopes                       | 6            |
| Climate                                       | 6            |
| Environmental Balance                         | 7            |
| Man made Features                             | 7            |
| Human Settlements                             | 7            |
| Transportation Network                        | 7            |
| Communication Network                         | 8            |
| Electricity Network                           | 8            |
| Power Supply                                  | 8            |
| Water Supply                                  | 8            |
| Sewerage and Drainage                         | 8            |
| Solid Waste                                   | 9            |
| <b>4. Demographic Profile of the Region</b>   | <b>11-15</b> |
| Socio Economic Characteristics                | 14           |
| Participation Rate                            | 14           |
| Occupational Structure                        | 14           |
| Workforce Distribution                        | 14           |
| <b>5. Profiles of Satellite Towns</b>         | <b>17-27</b> |
| Profile of Bagru                              | 17           |
| Profile of Chomu                              | 19           |
| Profile of Achrol                             | 21           |
| Profile of Jamwa Ramgarh                      | 23           |
| Profile of Bassi                              | 25           |
| Profile of Sheodaspura & Chandlai             | 27           |
| <b>6. Major Economy Generating Activities</b> | <b>29-31</b> |
| Industrial Sector                             | 29           |
| Wholesale Trade & Commerce                    | 29           |
| Informal Sector                               | 30           |
| Tourism & Recreation                          | 31           |

|                                                       |              |
|-------------------------------------------------------|--------------|
| <b>7. Analysis of Existing Conditions</b>             | <b>33-37</b> |
| Natural Features                                      | 33           |
| Man made Features                                     | 33           |
| Electricity Supply & Distribution                     | 33           |
| Water Supply & Distribution                           | 34           |
| Regional Road Network                                 | 34           |
| Communication Network                                 | 34           |
| Demographic                                           | 34           |
| Socio Economic Structure                              | 35           |
| Urban Sprawl & Settlement Pattern                     | 35           |
| Analysis of Developed Area                            | 35           |
| <b>8. The Projections</b>                             | <b>39-41</b> |
| Economic Activities                                   | 39           |
| Directions of Physical Growth                         | 39           |
| Population                                            | 39           |
| Population Projections - Jaipur City                  | 40           |
| Population Projections - Satellite Towns              | 40           |
| Holding Capacity of Urbanisable Lands                 | 40           |
| Water Demand                                          | 41           |
| Volume of Solid Waste for the Projected Population    | 41           |
| Projected Demands for Power                           | 41           |
| <b>9. The Plan Policies</b>                           | <b>43-44</b> |
| <b>10. Approach to Planning</b>                       | <b>45</b>    |
| <b>11. The Development Plan</b>                       | <b>47-50</b> |
| Plan Formulation                                      | 47           |
| Tiers of Development                                  | 47           |
| Activity Distribution                                 | 48           |
| Urban Nodes                                           | 48           |
| Transportation                                        | 48           |
| Facilities, Utilities and Services                    | 48           |
| Eco System & Environment                              | 49           |
| Tourism                                               | 50           |
| Planning Zones                                        | 50           |
| <b>12. The Plan Proposals</b>                         | <b>51-89</b> |
| Land Utilization                                      | 51           |
| Urbanisable Area                                      | 51           |
| Ecological Zone                                       | 51           |
| Rural Area                                            | 52           |
| Distribution, Dispersal and Deflection of Population  | 53           |
| Population Assignments                                | 54           |
| Urbanisable Land Parcels for Assigned Populations     | 54           |
| Tiers of Development                                  | 55           |
| First Tier of Development - Jaipur City Urban Complex | 55           |

|                                                            |    |
|------------------------------------------------------------|----|
| Second Tier of Development - Outer Ring of Satellite Towns | 55 |
| Third Tier of Development - Inner Ring of Satellite Towns  | 56 |
| Fourth Tier of Development - Rural Areas of the Region     | 56 |
| Activity Distribution                                      | 56 |
| Urban Nodes                                                | 57 |
| Trade and Commerce                                         | 60 |
| Wholesale and Specialised Markets                          | 61 |
| Regulated Markets                                          | 62 |
| Service Markets                                            | 64 |
| Informal Sector                                            | 64 |
| Haat Bazaars                                               | 64 |
| Markets Catering to Rural Requirements                     | 65 |
| Govt. and Semi Govt. Offices                               | 65 |
| Research and Other Institutions                            | 65 |
| Medical and Health Care Facilities                         | 66 |
| Industries                                                 | 67 |
| Transportation Network                                     | 69 |
| National Highways & Bye-Passes                             | 69 |
| Major Regional Roads                                       | 69 |
| Road Transportation Network of Jaipur City                 | 70 |
| Walled City Area                                           | 70 |
| Major City Roads                                           | 71 |
| Transportation Structure of New Areas to be Developed      | 72 |
| Proposed Hierarchy of Roads                                | 73 |
| Mass Transportation System                                 | 73 |
| Truck Terminals                                            | 75 |
| Airport                                                    | 75 |
| Railway Network                                            | 75 |
| Tourism                                                    | 77 |
| Proposals for Water Supply & Distribution                  | 78 |
| Sewerage System                                            | 82 |
| Jaipur City                                                | 82 |
| Satellite Towns                                            | 82 |
| Surface Drainage                                           | 83 |
| Solid Waste Management                                     | 83 |
| Power Supply and Distribution                              | 84 |
| Environment                                                | 84 |
| Natural Environment                                        | 84 |
| Forest Covers in the Region                                | 85 |
| Soil & Water Conservation                                  | 86 |
| Man made Environment                                       | 86 |
| Urban Design and City Scape                                | 86 |
| Urban Greens, Parks & Play Grounds                         | 87 |

|                                                                                                       |               |
|-------------------------------------------------------------------------------------------------------|---------------|
| Urban Conservation & City Heritage                                                                    | 87            |
| Pollution Control Measures                                                                            | 88            |
| Mining Activities                                                                                     | 88            |
| Sewrage Treatment Plants, Drainage Outlets & Solid Waste Disposal                                     | 88            |
| <b>12A. Plan Implementation</b>                                                                       | <b>91-93</b>  |
| <b>14. Annexures</b>                                                                                  | <b>95-123</b> |
| 1. List of City, Towns and Villages of Jaipur Region covered in the Master Development Plan Proposals | 95            |
| 2. List of Experts' Groups                                                                            | 101           |
| 3. List of Areas and Buildings of Heritage Value                                                      | 105           |
| 4. Compatibility Chart of Urban Activities                                                            | 106           |
| <b>15. Drawings</b>                                                                                   | <b>124</b>    |
| Existing Developed Area                                                                               |               |
| Urbanisable Limits                                                                                    |               |
| Planning Zones                                                                                        |               |

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## **INTRODUCTION**

## INTRODUCTION

Jaipur Development Authority was constituted in 1982 for the purposes of Planning, coordinating and supervising the proper, orderly and rapid development of Jaipur Region formed by inclusion of Jaipur City and certain contiguous areas.

JDA which inherited the legacy of the erstwhile UIT Jaipur, in its infancy, faced the gigantic task of Preparation of Sector Plans and regularisation of housing cooperative society schemes. Besides this, the immediate priority area was to make available developed lands so that requirement of housing, commercial areas, offices, Institutions and other facilities could be fulfilled to a certain minimum level. In the process, many schemes were taken up for implementation which provided much needed relief to the city.

Experiences of the Authority have grown together with the growth of the city and a better understanding at all levels have come through. Certain limitations have been realised in the process, in regard to efficient discharge of basic duties with long term perspective as envisaged in the JDA Act.

Concentrated efforts on preparation of Master Plan for Jaipur city with the horizon year as 2011 began with the constitution of a separate Master Plan Cell with separate office in Lal Kothi. Draft proposals in respect of Jaipur City were prepared and had been under consideration in JDA. Some development in the south of the city has already been commenced by RIICO & Housing Board in accordance with these draft proposals, but the implementation of major Urban Extension Scheme of JDA viz. Prithvi Raj Nagar in the west is held up on account of legal hurdles.

Since February, 1994 there have been a series of discussions regarding Development of Jaipur, both at formal as well as informal levels in different forums. A high level meeting of Administrative Secretaries was held on 5.3.94 under the Chairmanship of the Chief Secretary. This was followed by a one day workshop, organised by JDA, held on 9.3.94 which was attended by Hon. Minister UDH, Hon. Dy. Minister UDH, Chief Secretary, besides many prominent citizens, economists, other experts and senior level officers of Govt. & JDA.

It had been agreed upon unanimously that the need of the hour was to have an integrated approach for development and the Development Plans should be prepared keeping in view the whole Jaipur (JDA) Region as one single entity.

It was accordingly decided to formulate suitable Plans taking the entire Region as the Planning area to achieve the objective of Development. A Programme was prepared to take up Planning exercise as per prevailing practice. It was assessed that preparation of a Master Plan with a traditional land use planning approach was likely to take a minimum of two years. It was also observed that such Development Plans may offer little flexibility and would not easily adjust to the changing situations as may occur in future.

It is important that the Plan should have an in built dynamism and flexibility to adjust to the socio-economic environment which in present times is ever changing by leaps and bounds.

Mobilisation of economic resources from public for over all welfare of the community is yet another important objective that can only be achieved when the whole community is made a co-sharer of the benefits accruing from Development.

Growth of any urban area does not wait for finalization of Development Plans. Timely action is the essence of any development and delays in search of an ideal solution tend to lead to obsolescence of Plans even before the Plans are prepared, finalised and are made available for Implementation.

It is important that instead of actually executing the Development programmes as is envisaged in the traditional approach, the JDA plays a promotional role and acts as a catalyst to achieve the goal of Comprehensive Development.

All these aspects were considered and a decision was taken to prepare a Development Plan on lines of Structure Plan concept, for Jaipur Region (JDA Area).

## **SCOPE OF WORK**

The scope of work covers :

1. Examination of following :
  - All Natural and Man Made Features
  - Accessibility and Transport Network
  - Demographic Character
  - Economic Activities and Socio Economic Profile
  - Existing Land use and Land Utilization Pattern
2. Analysis of the above and determination of future areas for physical expansion and delineation of zones for further detailing.
3. Evolving a comprehensive strategy for development.

## **STUDY**

The information and data relating to population, Economic Sectors like Industries, Trade and Commerce, Housing, Social Infrastructure like Education & Health, Physical Infrastructure, Transportation, Electricity & Power, Physlographic and Hydrological studies have been collected through Civic Surveys, secondary sources and reconnaissance surveys and assembled.

**Base Map at a scale of 1: 50000** has been prepared using GT Sheets at same scale in order to achieve accuracy and for the sake of incorporation of important details. With the identified areas of study and action thereon the basic information has been transferred on the Maps for spatial Planning exercise.

### **Following Studies have been conducted and drawings prepared :**

**Settlement Pattern :** Identification of all the settlements and their locations along with the revenue boundaries of villages falling in JDA Region.

**Regional Drainage Study :** This study has been conducted to arrive at a decision for sewerage, waste water and rain water disposal management. Besides this, it is an important study for determining pollution as may be caused to the river basins downstream.

**Transportation Network :** The existing transport network covering Highways, District roads of all categories, Village roads and Kutcha movement tracks presently in use, linking the settlements have been examined for accessibility in the Region.

**Land Classification Studies :** These have been examined to assess the agricultural potentials of all the lands falling in the Region. This will help in laying down norms for safeguarding valuable agricultural lands from the process of conversion to urban uses. Similarly, forest covers and reserved areas etc. that are required to be safe guarded to maintain the equilibrium in the Eco system have been examined.

**Power Net Work & Grid Stations :** Network of electricity lines both at RSEB level and National Grid network have been studied to analyze the existing distribution system of power in the Region.

**Geohydrological Studies :** The geohydrological study sheets have been assembled so as to ascertain quality and quantity of ground water. This is one single determinant of success or failure of Jaipur water supply system during the intervening period commencing now and ending when Bisalpur water is made available to the population of Jaipur.

**Synthesis Maps :** All the above issues when presented in map format generated various levels of sieve. The same have been examined to delineate growth potential areas and certain dark areas.

The results of the above studies, the sieve maps, and the pattern of existing settlements have been examined for the areas having growth and development potentials for urbanisation. Similarly areas requiring special attention such as National Highway Corridors, Environment protection and Ecological Zones, Problem and Conservation areas, have also been identified.

A comprehensive view for future course of action has been taken in terms of policies for Planning and Development which will fulfill the aims and objectives of the Integrated Development of the Region.

This Master Development Plan prepared for the Jaipur Region for horizon year 2011 is the first stage of comprehensive Development Plan as required for the development of complete Jaipur Region. The various functions and activities in Region both in urban as well as rural context which have been established or are in the process thereof as per laws, rules and regulations in force in the Region or for which sanctions have been granted as per various legal provisions, may continue till such time and to the extent they are not detrimental to the objectives of this Master Development Plan, the goals of planned and orderly development with good quality of life in Jaipur Region and are achieved and are not inconsistent with the laws, rules and regulations in force and as applicable. The Zonal Development Plan for various planning zones delineated in this document will be prepared on the basis of broad framework of this Master Development Plan and other relevant surveys/studies etc. Details worked out in the Zonal Development Plans as per planning considerations will have precedence over any specific proposal as are spelled out in this document.

**This Plan is expected to fulfill the goals of JDA in so far as the needs of the citizens are concerned as envisaged in the JDA Act. This is proposed to be done by outlining the Authority's policies and major proposals for matters related to distribution of population, various activities and their inter relationships, the patterns of land utilisation and development activities they give rise to, together with the networks of Transport, Communication and various systems of Utility Services.**

## **JAIPUR AND ITS ENVIRONS**

## **JAIPUR AND ITS ENVIRONS**

### **LOCATION**

Jaipur city, capital of Rajasthan State is located at 26 degrees and 54 minutes North latitude and 75 degrees and 49 minutes east longitude.

### **REGIONAL SETTING**

The city is a part of Jaipur district situated in north eastern part of Rajasthan which is surrounded by the districts of Alwar in the north, Sikar in the north-west and Bharatpur and Dausa in the east. Ajmer, Sikar, Alwar, Kotputli, Bandikui and Tonk cities around Jaipur have a role to play in the development process of Jaipur in the regional setting. Immediate influence zone of Jaipur city extends to cities and towns of Dausa, Lalsot, Niwai, Phagi, Dudu, Phulera, Renwal, Reengus and Shahpura.

### **JAIPUR REGION**

Jaipur Region comprising of area under Jaipur Development Authority includes Jaipur city, Amer, Sanganer, and towns and settlements of Bassi, Chandlai, Sheodaspura, Bagru, Chomu, Achrol, Jamwa Ramgarh and Contiguous areas.

As per Schedule-I of JDA Act, 1982, 342 cities, towns and villages form Jaipur Region under JDA. However when villages or settlements within the contiguous area are included as per provisions of clause (8) of section 2 of the JDA Act, 1982, certain more revenue units may also come under Jaipur Region of JDA. Thus the area of JDA Jaipur Region may work out to be approximately 1464 Sq. Km.

### **LINKAGES**

Jaipur is well linked by roads, railways and airways to the rest of the country. The city lies on Delhi-Ahmedabad rail route of Western Railways. The N.H. 8 and N.H. 11 intersect at Jaipur and NH 12 leading to Jabalpur starts from Jaipur. Jaipur lies at a distance of about 260 Kms from Delhi, 135 Kms from Ajmer, 225 Kms from Agra, 245 Kms from Kota. The city is well connected by Air with its airport at Sanganer located towards south of the city.

### **HISTORICAL**

Jaipur, like all cities, has passed through different phases of growth, stagnation, decay and rapid development. Before Jaipur was built, Amber town was the capital of a small state by the same name consisting of three parganas-Amber, Dausa & Baswa. Its rulers belonged to the Kachwaha clan of Rajputs.

Foundation of the city of Jaipur was laid by Sawai Jai Singh II in November, 1727 as a new capital of the Amber State. Most of physical development of this new capital took place before 1800 A.D. Jai Singh's successors continued to add to the glory of the city by constructing various temples, palaces and other important buildings.

The beginning of Sawai Mansingh II's reign was the beginning of the modernisation of Jaipur city. Municipality was reorganised in 1926 and a new Municipal Act prepared in 1929.



After Sir Mirza Ismail took over as Dewan of Jaipur in 1942 major land development schemes outside the walled city were taken up.

Bagru, Chomu, Neendar, Sewar and Achrol of JDA Region were the prominent seats of Jamindars in the feudal system, then functioning under Jaipur State and thereby had their own autonomous functions for land and revenue management under their control. Jamwa Ramgarh was the prominent hunting area of Jaipur State which assumed the status of major picnic spot with the creation of a large water body.

Jaipur State continued as a separate entity for some time after independence of India in 1947. It became a part of the present Rajasthan State on 30th March, 1949.

## NATURAL FEATURES AND CLIMATE

### LAND PROFILE & SLOPES

A major part of Jaipur Region is covered with thick mantle of soil, wind-blown sand and alluvium. The eastern and the northern parts are formed of hill-ranges.

Three major hill ranges belonging to Aravalli system exist in Jaipur. These are known by different names such as (1) Torawati hills, situated west of Sabi and Banganga rivers (2) Range starting from Sambher Lake, and crossing over to Singhana in Jhunjhunu district (3) Puranaghat, Nahargarh, Jhalana and Amargarh hills.

The Region is drained by a number of seasonal rivers, of which Banganga, Dhundh and Bandi are prominent. Banganga has been impounded near Jamwa Ramgarh by Ramgarh dam. A study of Regional slopes indicate that Amani Shah Nala towards the west and the south of the city area forms a major drainage system which flows to meet Dhundh river towards the south-east of Jaipur city. The Region towards the north-west has various local nala slopes which join together to form Bandi river situated further down towards the south west of the city. The northern area converges through local nala slopes to form Banganga river which flows towards the east. Bandi river has two major reservoir basins known as Kalakh Sagar towards the west of Jaipur Region and Hingoniya Sagar towards the south-west.

The soil classification of the Region as per use as seen from the Remote sensing studies reveal the status of lands in the Region as under :

|       |                   |            |
|-------|-------------------|------------|
| 1.    | Agricultural Land | 88529 Ha.  |
| 2.    | Waste Lands       | 21770 Ha.  |
| 3.    | Forest            | 14052 Ha.  |
| 4.    | Others            | 22049 Ha.  |
| Total |                   | 146400 Ha. |

### CLIMATE

Jaipur Region falls under the semi arid Region of climatic zones. The mean maximum temperature is 41 degrees Celisius and the mean minimum temperature is 6.5 degrees celisius. The average annual rainfall is 62 cm and predominant wind direction is from North West and West.

## **ENVIRONMENTAL BALANCE**

Jaipur Region has experienced an emergence of environmental crisis in terms of depletion of water, forests, soil erosion, flora and fauna and climatological changes.

The whole area towards the east has experienced substantial deforestation. This has further deteriorated due to mining operations for building stones. At regional level the upper Banganga valley is slowly turning into a deforested patch. Devastation of tree and soil cover has turned hilly areas to rocky exposures. Silting of Ramgarh dam and the upper river channels of Banganga has been the result of wide spread deforestation in the upper river basin. Studies conducted through Remote Sensing techniques have confirmed that the waste land areas are continuously increasing and degrading the environment.

Salination process is generating saline wastelands at the district level in general. These areas are mostly concentrated around Sambher Salt Lake and along river channels in the western, southern and eastern parts of the district. Salination is prominent in the area towards the west and the south-west of Jaipur Region. Studies conducted through Remote Sensing techniques have revealed wastelands towards south of Ajmer Road near Bagru and adjoining areas. Few chunks of waste lands with or without scrub can be seen in the areas towards west of Achrol and also towards east of Jaipur.

Jaipur district has also recorded increase in sandy wasteland due to strong dust storms and drifting of sand from the gap in areas located on the western boundary of the district on Aravalli hill range. A large concentration of sand features can be observed across the gaps in the district stretching right upto Jhalana-Dungri area of Jaipur.

Wide spread deforestation, mainly on hilly areas, has resulted in increase in the rate of soil erosion due to combined impact of wind and water erosion. Higher rate of soil erosion has accelerated the process of silting in the river channels and water reservoirs. It has further disturbed the natural habitat of wild life and other biotic processes in the area.

The resultant impact of the deforestation, erosion, siltation, salination processes has created environmental changes in the eco-system and their sub-systems. This is affecting the recharge of ground water, resulting in lowering of the water table every year. It has also affected the micro climate of the region in terms of temperature and humidity.

## **MAN MADE FEATURES**

### **HUMAN SETTLEMENTS**

Besides the Urban settlements of Jaipur, Bagru, Bassi & Chomu the entire Region is dotted with rural settlements (Villages & Dhanis) inhabited by cultivators. The spatial distribution of the villages is based on the agricultural potentials of the lands around. However, certain settlements have assumed the importance of traffic nodes due to their centrality or being on the highways. The settlement pattern connected with katcha tracks form a honeycomb pattern of triangular grid of approx. 2.5 to 3.5 Kms long sides.

### **TRANSPORTATION NETWORK**

Besides the major linkages as enumerated under 'Linkages' the Region is serviced by a network of



village roads giving access to the entire Region within an accessibility limit of approx 4 Kms from a black top rural road. The rural settlements otherwise are well linked with jeepable tracks.

### **COMMUNICATION NETWORK**

The Region has a fairly developed communication system. Bagru Town is connected to main Jaipur local system of telephones while other satellite towns have trunk dialing facility.

### **ELECTRICITY NETWORK**

The Region is well serviced with uniformly distributed network of electricity feeder and service lines for the present requirements. Connection with the National grid, ensures the level of supply as per the priorities of supply at National level.

The converging pattern of High Tension lines to Hiranagar Grid Sub Station in Jaipur has engulfed a sizable chunk of urbanisable land under their electromagnetic fields.

### **POWER SUPPLY**

Rajasthan has various sources of electricity supply. Rajasthan State Electricity Board (RSEB) regulates the management of power supply in the State.

At present the power supply to Jaipur Region is being made available through integrated grid system.

### **WATER SUPPLY**

Public Health Engineering Department (PHED) is the main body responsible for supply of water in the State. However, in the Region PHED has water supply systems in Jaipur, Bagru, Chomu, Achrol, Jamwa Ramgarh, Bassi, Sheodaspura and Chandlai. The rural areas and many areas of the above settlements are dependent on PHED, Handpumps, or private tubewells and open wells.

Water supply for Jaipur city as per the existing scenario is catered to by underground sources as well as surface sources. Ramgarh reservoir meets only about 30% of the total requirement and the rest is fed by the network of tubewells spread all over the city. In some of the cooperative societies and unauthorised colonies people have their own arrangements in the form of tubewells for water supply to the local needs.

### **SEWERAGE & DRAINAGE**

The sewerage disposal system in the Region varies from open disposal to sewer lines and sewerage treatment plant for a part of Jaipur. The satellite towns have no sewerage system and the method of disposal is through raw disposal in pits, septic tanks and soak pits, besides open disposal. Jaipur city has sewerage system limited to walled city, RHB colonies and some colonies of JDA.

Most of the areas resort to direct disposal to pits (Kul) many of which are even taken upto sub soil water level. Limited use of septic tanks and soak pits is also in use. The system of disposal is of an alarming magnitude in terms of pollution threat to ground water and increasing incidence of water born diseases. Waste water drainage is by way of open and covered drains left untreated.

Storm water drainage again is through open nallahs some of which are lined. However, these are insufficient in terms of quick disposal of rain water.

In case of Jaipur, the sewerage system is available in walled city and housing colonies developed by Housing Board and some J.D.A. colonies only. Over 400 approved Housing Cooperative Colonies, about 175 Kachi Basties, old colonies and several unauthorised colonies in the city do not have a provisions of sewer line. Most of the colonies developed at the time of U.I.T. were not provided with sewerage system. Only about one third of the total population is catered by the existing sewerage system in the city and rest depends on septic tank or pit system. A very large percentage of population is still using open fields for defecation, especially kachi basti dwellers, who constitute about one third of the total population.

In the development of a city the disposal and treatment system of human excreta is a subject of major concern. An improper care in this aspect creates breeding grounds for mosquitoes resulting in various types of epidemic diseases.

### **SOLID WASTE**

An average Indian city generates large quantities of solid waste in the form of garbage. It is estimated that one family of five persons generates about three kilograms of solid waste per day.

#### **Solid Waste Sources**

The sources of solid wastes are :

1. **Municipal-** street sweepings, sewage treatment plant wastes, wastes from schools and other institutions.
2. **Domestic-** garbage, rubbish and occasional large wastes from houses.
3. **Commercial-** from stores and offices.
4. **Industrial-** from manufacturing plants.

#### **Existing Solid Waste Management System**

Solid waste Management of Municipal Corpn. Jaipur, is based on three tier System. The female sweepers sweep the garbage & sand etc. & accumulate it in small heaps. The city is divided into 2,800 parts for this stage of work. In each part, one female sweeper is engaged to sweep the road etc. and accumulate the garbage. The male sweeper cleans the drains and accumulates the garbage in small heaps. For drain cleaning the city is divided into 1200 parts, known as beats.

After sweeping of roads by female sweepers and cleaning of drains by male sweepers the heaps are removed through hand carts by male sweepers. For this stage of work, the city is divided into 1500 beats with prescribed place for collection depot.

From the 1500 collection depots, where the garbage is collected, the garbage is then lifted and transported to the dumping grounds.

At present Jaipur Municipal Corp. is dumping the entire solid waste of Jaipur City near Jagatpura and in Amanishah Nalha in Vidyadhar Nagar zone.

Since the moisture content in the waste of Jaipur City is quite high, the possibilities of Power generation are remote. NEERI in 1975 has reported that the moisture in the waste of Jaipur City varied

between 40% to 45% and their study showed that such wastes having high moisture content waste are unsuitable for energy generation.

So far there has been no legislation setting standards for collection or disposal of solid wastes. Public health laws have sometimes been used against garbage dumps with problem of rodents or flies. Guidelines of Airport Authorities are also a determining factor in selection of solid waste disposal sites.

The major cost of solid waste disposal is in the collection and transportation of the wastes; by comparison the cost of disposal is a lesser factor. Good disposal methods that do not threaten public health or aesthetic sensibilities are unlikely to increase costs very significantly.

There is still a practice of reclaiming non-destructible components of garbage for recycling, in India and Jaipur being no exception. In fact, recoverable garbage contributes to employment and manufacture, mainly because of the intrinsic value of the junk. The residual organic matter is easily bio-degradable, provided it is collected and transported to treatment centres. Organic waste is amenable both to trenching and to mechanical composting. The least economic use of garbage is land filling, which is resorted to in increasing measure by most of the large cities.

**DEMOGRAPHIC PROFILE  
OF  
THE REGION**

## DEMOGRAPHIC PROFILE OF THE REGION

Total population of the Jaipur City as per 1991 census including Sanganer, Amer and old municipal boundaries is 15.18 lacs.

The population of Jaipur city as per extended municipal boundaries is 16.25 lacs.

Bagru, Chomu and Bassi which are urban areas as per census 1991 classification have a population of 15,509, 38,523, 15,135 respectively.

Population of Achrol, Jamwa Ramgarh, Sheodaspura and Chandlai is 9,295, 5,815, 2,720, 4,059 respectively. Including these settlements the rural population of the Region is 1.70 lacs.

Thus the population of the Jaipur Region under Jaipur Development Authority adds up to approximately 18.65 lacs.

The general trend of population growth of Jaipur city can be categorized in two phases i.e. pre-independence and post independence.

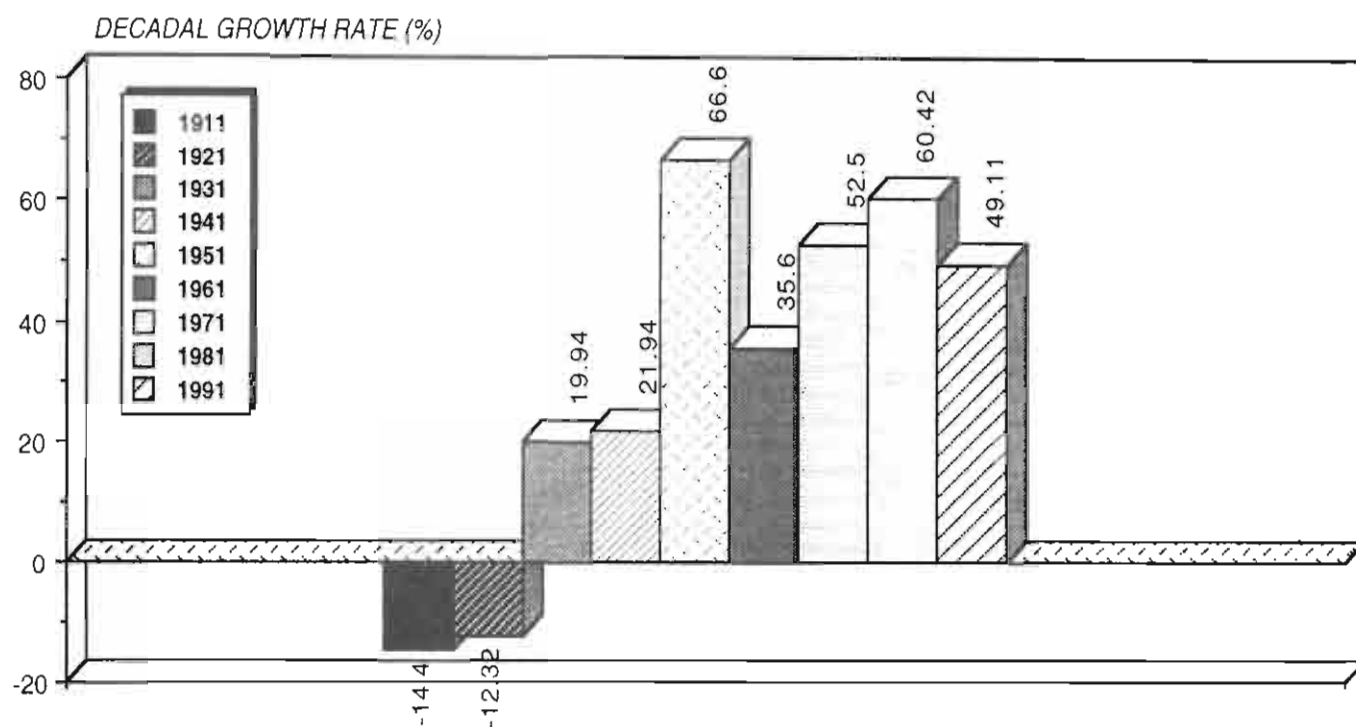
Census figures of the pre-independence period show negative trends upto 1921 and thereafter a negligible increase is indicated in the next two decades.

The decade of 1941-51 registered a highly accelerated growth in the city's population with an increase of about 68.22% This was on account of massive influx of refugees following partition of the country.

The growth rates in the subsequent decades were about 34.82% in 1951-61, 15.17% in 1961-71, 59.42% in 1971-81 and 49.56% in 1981-91. The decadal growth rate can be seen in the bar chart on page 13.

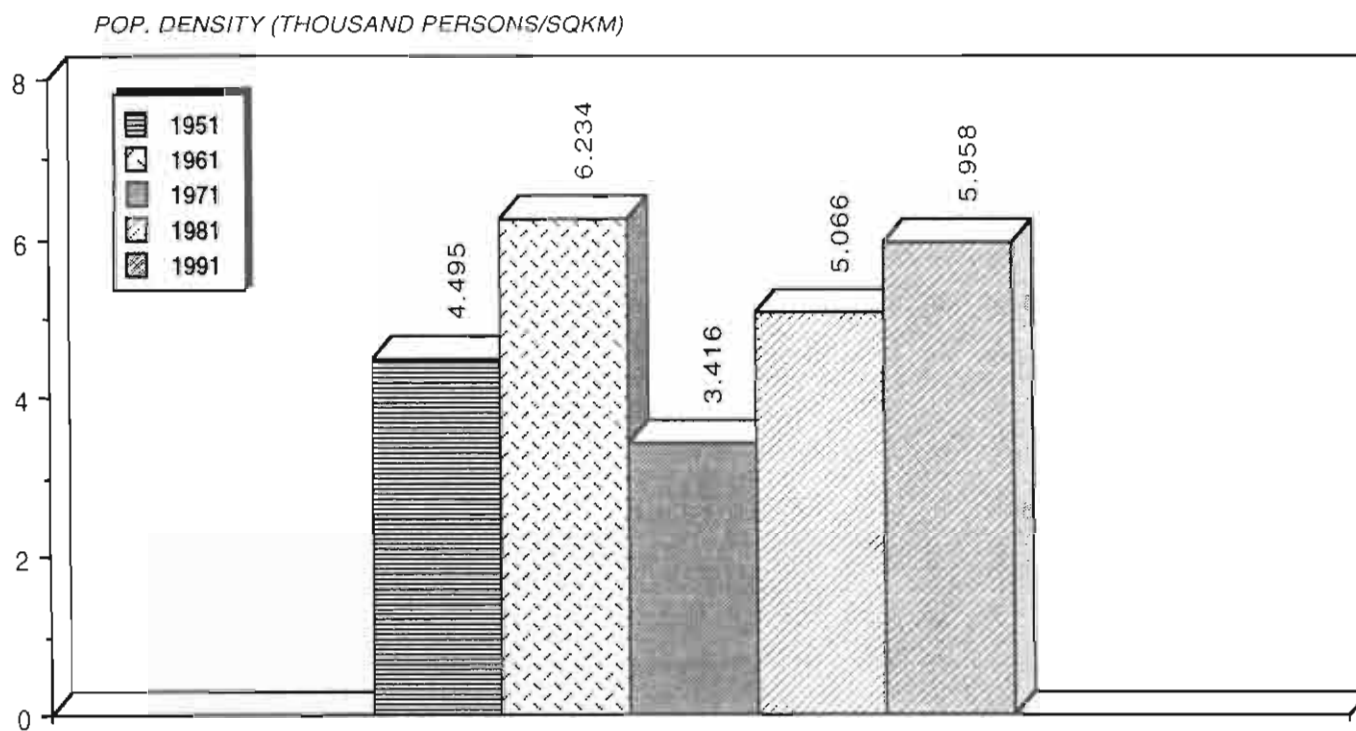
As per 1991 census the sex ratio for Jaipur is 868 i.e. 868 females for every 1000 males. The sex ratio in general has been below 900 in the history of the city.

According to 1991 census the density of population for Jaipur (urban agglomeration) has been recorded as 6956 persons per sq. km. Whereas in 1981 the population densities for Jaipur (U.A.) has been recorded 4832 persons per sq. km.



**GROWTH RATE OF POPULATION-JAIPUR**

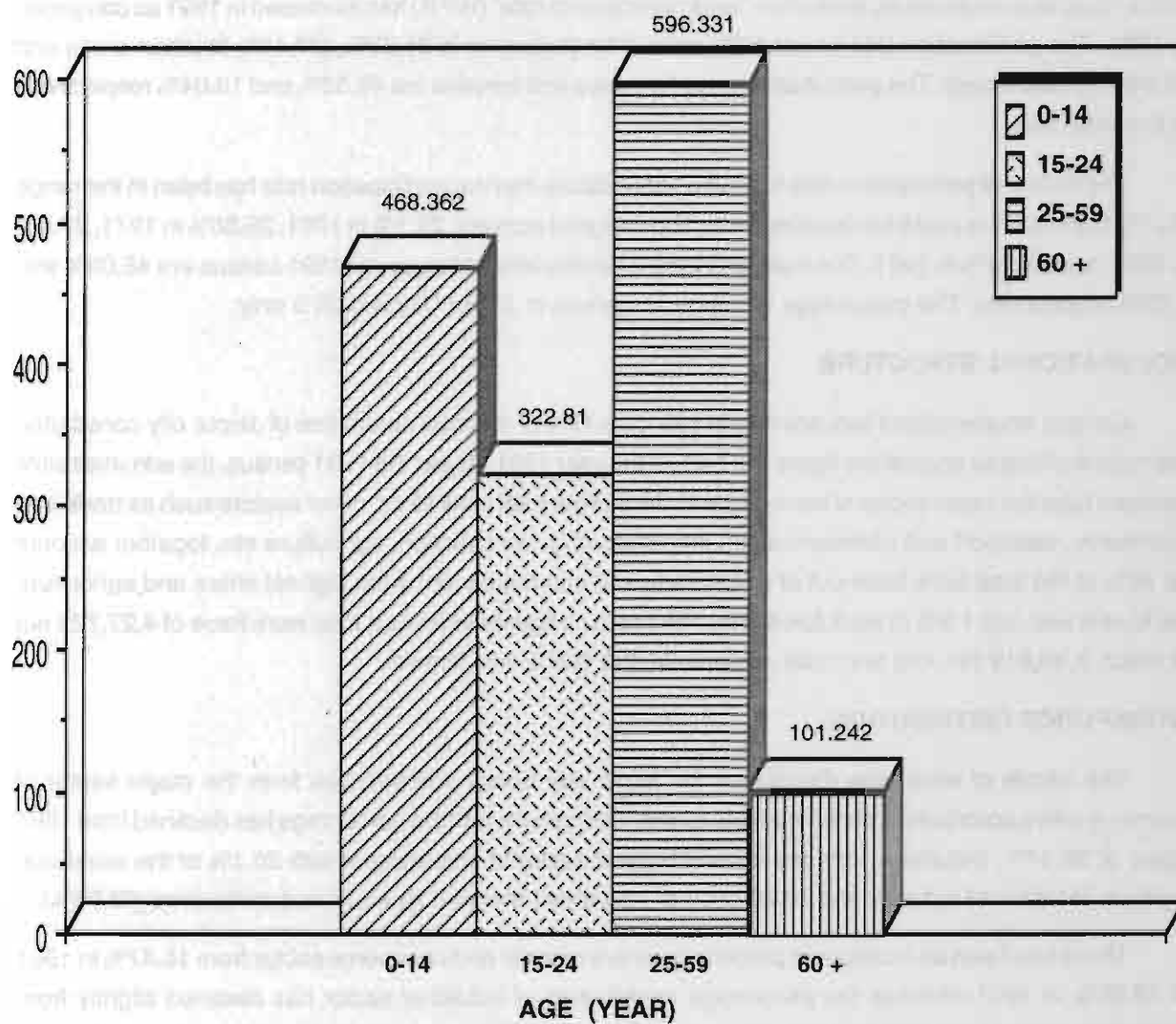
[Source : Census of India]



**POPULATION DENSITY-JAIPUR  
(PERSONS/SQKM)**

[Source : Census of India]

## POPULATION (Thousands)



**POPULATION DISTRIBUTION BY AGE GROUP-JAIPUR**

[Source : Census of India]

## **SOCIO ECONOMIC CHARACTERISTICS**

The nature of data available for distribution of workforce for different census years is not uniform due to changing classification. The census trends related to workforce participation rate and workforce in different sectors of employment are enumerated in the following paras. These also give a comparative picture of distribution with reference to the State.

### **PARTICIPATION RATE**

The proportion of total workers, main workers and marginal workers, as percentage of total population both in rural and urban areas, termed as "work participation rate" (WPR) has increased in 1991 as compared to 1981. The participation rate as per 1991 census for Rajasthan is 31.62%, (27.18% in urban areas and 32.94% in rural areas). The participation rates for males and females are 48.53% and 13.04% respectively at the state level.

The trends of participation rate for Jaipur city indicate that the participation rate has been in the range of 27% to 29% in the past four decades excluding marginal workers, 29.1% in 1961, 26.88% in 1971, 27.4% in 1981, and 28.17% in 1991. The male and female participation rates as per 1991 census are 48.09% and 5.23% respectively. The percentage of marginal workers in Jaipur City is 0.25% only.

### **OCCUPATIONAL STRUCTURE**

Census enumerations indicate that in 1991, 28.17% of the total population of Jaipur city constituted the main workers as against the figure of 27.4% in the year 1981. As per the 1981 census, the administrative services form the basic sector of economy with 34% of the total work force, other sectors such as trade and commerce, transport and communication, manufacturing, construction, agriculture etc. together account for 66% of the total work force out of which trade and commerce forms the highest share and agriculture the lowest with just 1.6% of work force. The 1991 census figures indicate a total work force of 4,27,722 out of which 3,90,819 (91.4%) are male and rest 36,903 (8.6%) are female.

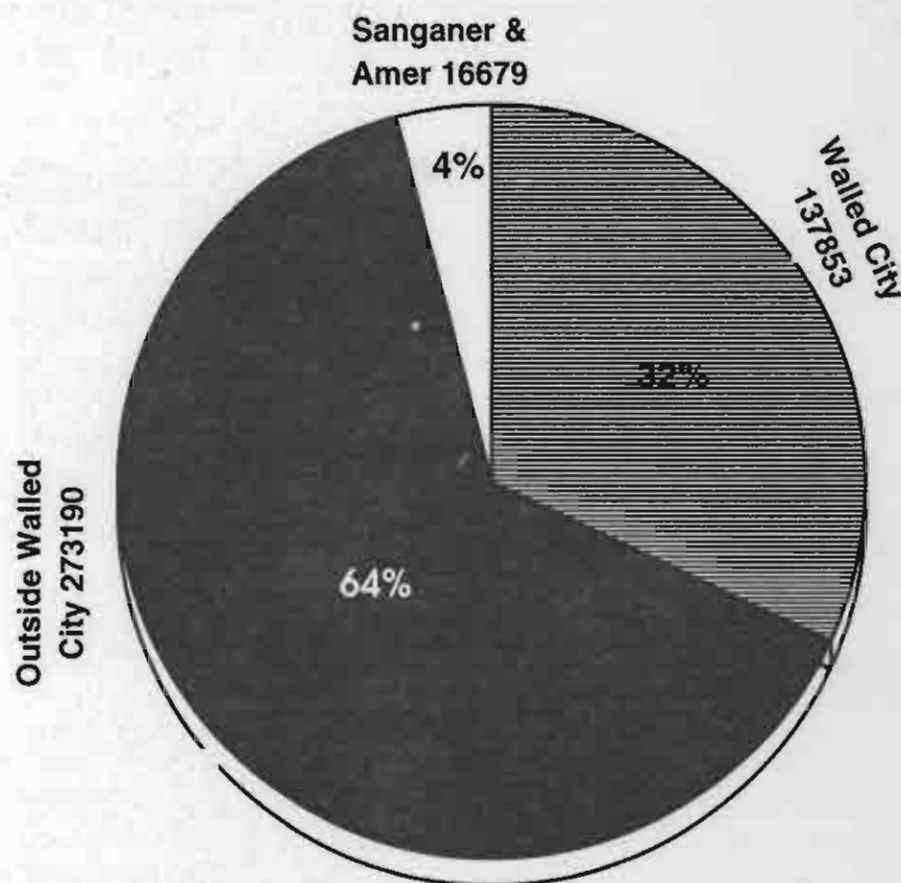
### **WORKFORCE DISTRIBUTION**

The trends of workforce distribution for Jaipur city reveal that services form the major sector of economy with a contribution of about 31.8% as per 1991 census and the percentage has declined from 1961 figure of 39.57%. Industries form the second biggest sector of employment with 26.1% of the workforce (3.9% in Household industry and 22.20 in other industries) followed by trade and commerce (23.98%).

There has been an increase in percentage share of trade and commerce sector from 16.47% in 1961 to 23.98% in 1991 whereas the percentage contribution of industrial sector has declined slightly from 26.56% in 1961 to 26.10% in 1991. There has also been an increase in the workforce in construction activities in Jaipur.



The spatial distribution of workforce in the Walled City, outside the Walled City and Sanganer & Amer is 32% , 64% and 4% respectively as depicted in the diagram below :-



#### SPATIAL DISTRIBUTION OF WORKFORCE, JAIPUR

[Census, 1991]

The female workforce is 36903 out of the total workforce of 427722 which is about 8.63% of the total workforce. Nearly 60.67% of the female workforce is engaged in services, the largest sector of employment for females, followed by Industry (14.41%), Trade and Commerce (9.96%) and Construction (5.7%).

**PROFILE  
OF  
SATELLITE TOWNS**

## PROFILES OF SATELLITE TOWNS

### PROFILE OF BAGRU

The town is located in the south-west of Jaipur at a distance of about 30 Kms on national highway (NH-8) towards Ajmer. The total area of the town is 32.59 Sq. km.

The population of Bagru town is 15,509 as per 1991 census as against the figure of 11,070 in 1981 thereby recording a growth rate of 40.1% for the decade 1981-91. The total number of households is 2,188 with an average household size of 7.08. The sex ratio as per 1991 census is 900. The literacy rate is 34.74 %, comprising of 49.73 for males and 18.09% for females. The participation rate for the town is 33.76% as per 1991 census with 5236 workers out of the total population of 15,509. The male and female participation rate are 47.02% and 19.03% respectively.

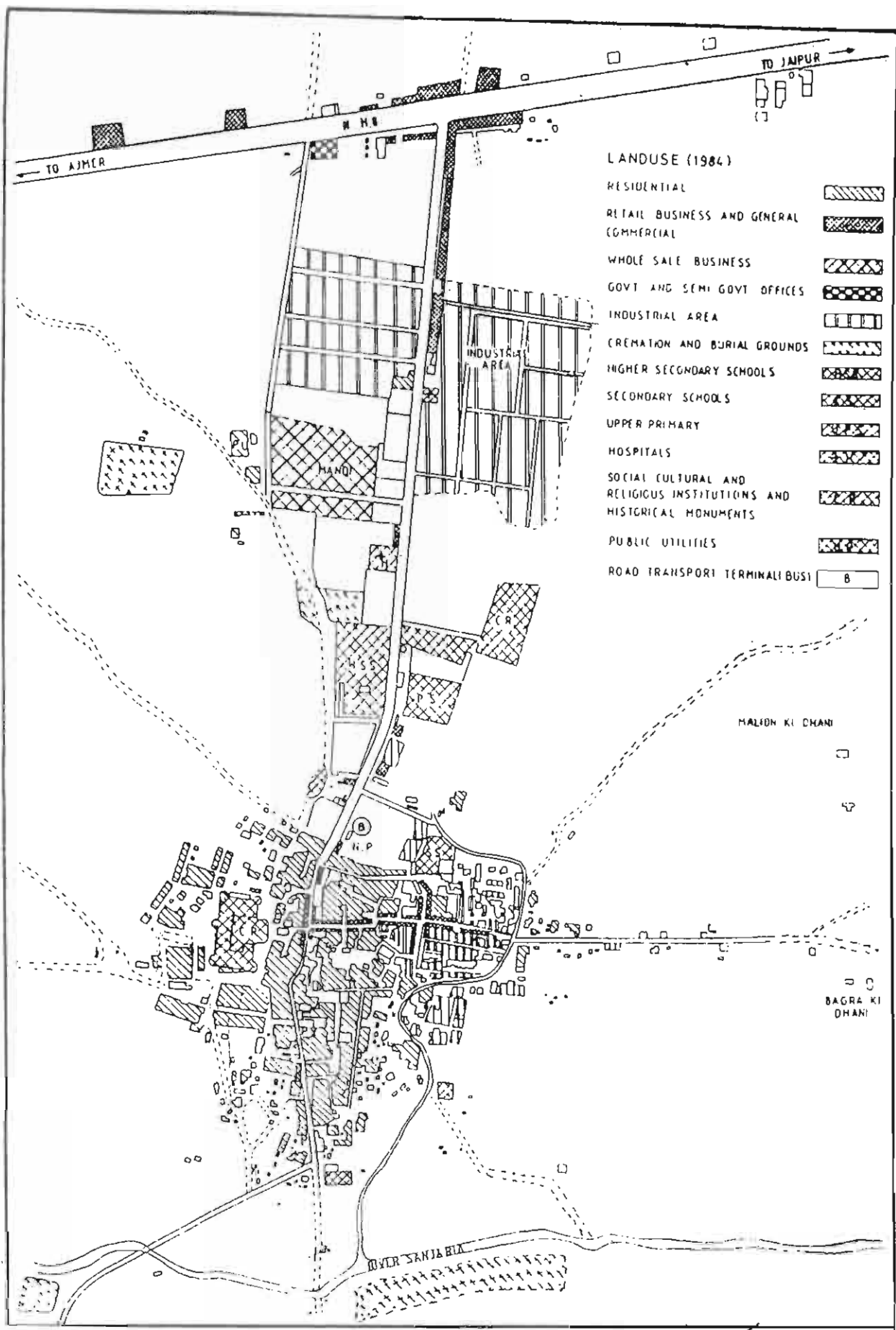
The land in the area is very fertile and farmers cultivate upto three crops in a year. The main crops are wheat, jowar, bajra and oil seeds. Vegetables grown are peas, brinjal, cauliflower, tomato, chilly etc. The tomatoes and chillies are sent to Jaipur and some other towns in tonnes for selling in the market and on an average two trucks of tomatoes and 3-4 trucks of chillies are sold per day. Agriculture is the main occupation, having about 45% of workforce engaged in it.

Hand block cloth printing work is the predominant activity being carried out in about 100 household units. The Bagru prints are quite popular in the international market. Besides printing, all other activities are small in number such as 'Lakh' work, saw mills, oil mills, flour mills, shoe making etc.

An industrial setup with an area of 230 acres has been developed by RIICO in the north of Bagru town. There is a provision of 363 plots out of which 174 plots have been allotted and the remaining 189 are still vacant. By mid 1993, only 37 units were under construction (46 plots carry 37 units as some units are using more than one plot). Out of 37 units only 26 units were in running condition as per the records of RIICO but virtually most of the units were either sick or non-operational. Towards east of the town a new industrial area is being developed by RIICO.

The underground water is supplied by PHED. The electricity supply for the town is from the 33 KV electric substation and there is a separate supply for the industrial area. The pit system or septic tank system is in use in the houses having toilet facility and quite a high percentage of population is using to open fields for defecation.

The educational facilities available in Bagru in the year 1993 were one Sr. Secondary School (co-ed), one middle school (Girls), six primary schools and one Sanskrit Vidyalaya. There were two government hospitals (one allopathic with six beds and one ayurvedic) and one private nursing home. There were two doctors and 8 other technical staff. Besides these hospitals, there were 8-10 doctors in private practice. The educational and health facilities available in Bagru also cater to the needs of the surrounding villages. RSRTC runs regular Bus Services between Bagru and Jaipur. Besides this, private operators are also contributing to this facility.



PHYSICAL MAP OF BAGRU

## PROFILE OF CHOMU

Chomu has the largest population as compared to the other five identified satellite towns around Jaipur City. The area of Chomu is 22.53 Sq. Km. which is less than the area of Achrol (33.51 Sq. Km.) and Bagru (32.59 Sq. Km.). It is located on Sikar Road connecting Jaipur and Sikar at a distance of about 35 Km. from Jaipur. The rail route connecting Sawai Madhopur and Bikaner via Jaipur passes through Chomu. There are 21 wards in the Municipality of Chomu.

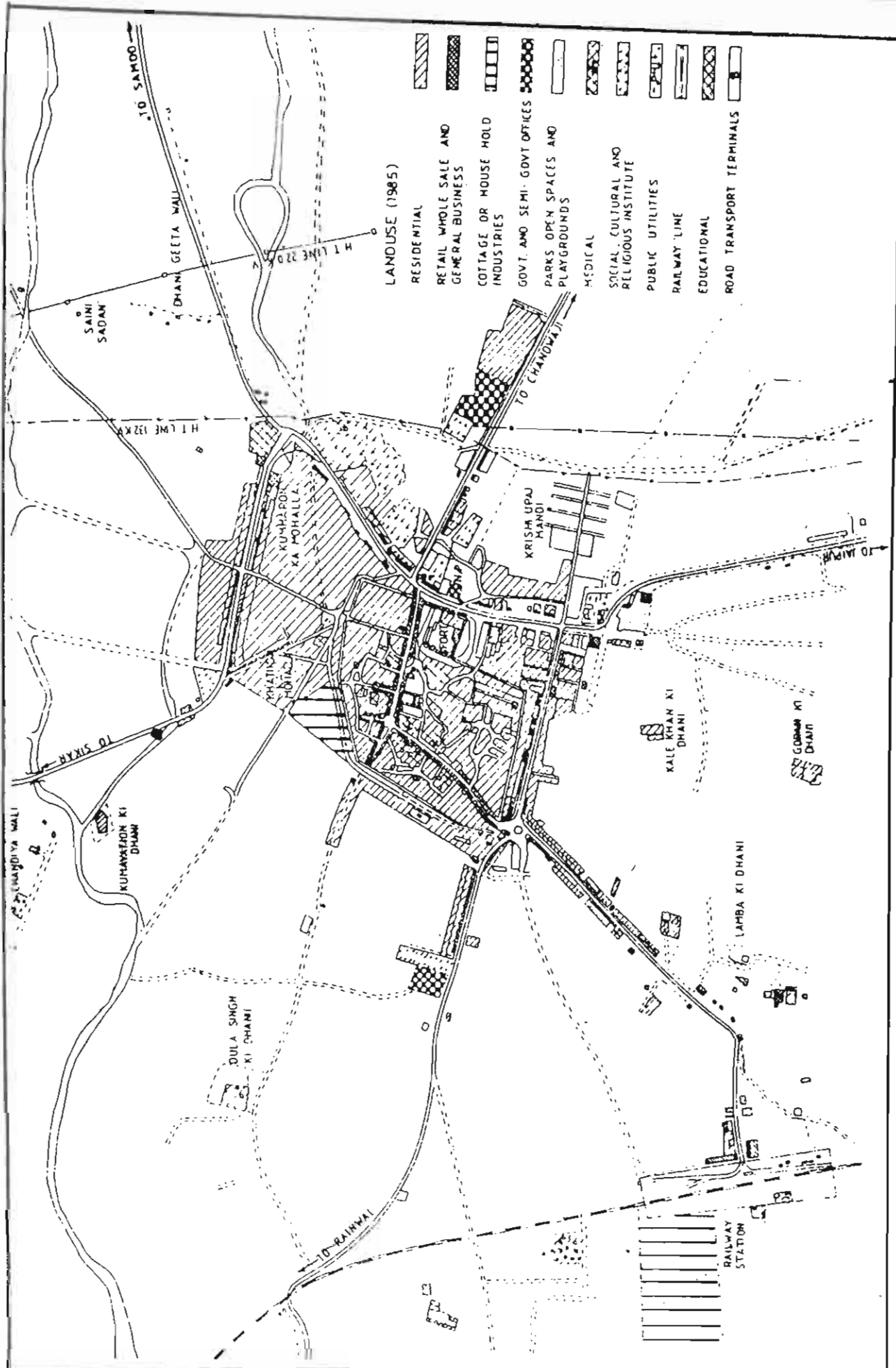
The population figures for 1981 and 1991 are 28,822 and 38,523 respectively recording an average growth rate of 33.66% for the decade 1981-91. The number of households is 5183 with an average household size of 7.43. There are 9,536 workers out of the total population of 38,523 indicating a participation rate of 24.75% with further break up of 41.72% and 5.77% for males and females respectively which is on the lower side as compared to other satellite towns and even Jaipur. The sex ratio for the town is 894 and the literacy level is 44.64% with 61.15% and 26.19% for males and females respectively. The lower participation rate compared to other satellite towns is due to the lower percentage of workforce in agriculture i.e. about 30.86% as against 45% in Bagru, 39% in Bassi, 41% in Jamwa Ramgarh and about 49% in Sheodaspura, and Chandlai.

The ground water is available at a depth of about 150 feet and the land is very fertile. The vegetables, from Chomu, are sent to several other cities besides Jaipur. The vegetables grown are brinjal, lady's finger, radish, tomato etc. The main crops grown in Chomu are wheat, jowar, bajra, groundnuts and mustard. There is a krishi upaj mandi for grains and vegetables. There are two dairy farms in Chomu (Dugdh Utpadan Sehkari Sangh and Radha Swami Dairy). Nearly twenty tonnes per day of milk is supplied to Jaipur city by individual milk venders.

There is no industrial area in Chomu but nearly about 5 kms from Chomu towards Jaipur, there is an industrial area at Jaitpura with an area of 113.36 acres and 193 plots. All these plots are already allotted. As per the records of RIICO 83 units (35 plots) were in production and another 76 units (94 plots) are under construction as on 30th June, 1993.

The water is available at the depth of 150 ft. and it is supplied by PHED through pipe line. There are two GSS in Chomu- one of 400 KV and other of 33 KV. The educational facilities available in Chomu are Two Senior Secondary Schools one each for boys and girls, three middle schools and nine primary schools. There is one hospital with 6 beds and one mother and child welfare centre. There is a laboratory and an X-ray facility available in the hospital.

RSRTC runs regular Bus services between Chomu and Jaipur. Besides this, private operators are also contributing to this facility.



PHYSICAL MAP OF CHOMU



## PROFILE OF ACHROL

Achrol is located on the national highway (NH-8) at a distance of about 35 Kms from Jaipur towards Delhi. The major portion of the settlement is on the western side of NH-8. Towards the eastern side, the land is mainly under cultivation except for a few shops along the highway and three small scale industries besides a stone crusher. The Aravalli ranges surround the settlement both in the east and the west.

The total area of Achrol is 33.51 Sq.km. The population of Achrol town is 9,295 as per 1991 census as against a figure of 7,149 in 1981 thereby showing a growth rate of 29.15%. The total number of households is 1304 with an average household size of 7.13. The character of Achrol can be defined as semi-urban. There are in all 2665 workers as per 1991 census giving an overall participation rate of 28.67% which can be further subdivided into 46.11% and 9.30% for males and females respectively. The aggregate literacy rate is 27.17% comprising of 42.37% for males and 10.30% for females and the sex ratio is 900 as per census of India, 1991.

Nearly 50% of the workforce is engaged in agriculture which is the predominant activity in the town. Mainly ground water and monsoon water is used for irrigation. The main crops of the area are wheat, bajra, jowar, groundnut and mustard and some other crops like makka, gram etc. The predominant potential activity in the town is galeecha making and about 300 persons are involved in it. There is a dairy co-operative society for collection of milk which collects about 400 litres of milk per day except for the period from June to September due to reduction in the quantity of milk. Besides milk collection through society, about 20 persons are supplying milk directly to Jaipur market in the range of 800-1000 litres per day.

In the name of industrial development, there are just 3 or 4 industries and all are directly or indirectly connected with construction activity. There is one crusher, one cement pipe factory, one cement-asbestos factory and one iron casting industry manufacturing manhole covers, water works stands etc. The total employment generation is about 50 persons in all these industries.

The water is supplied by PHED from ground water sources. Besides that there are few handpumps and open wells in the area. There is no sewerage system in the town and houses having toilet facilities have their own pits or septic tanks. The electricity supply to the town is from the 33 KV electric sub-station and there is a problem of frequent load shedding in general.

The educational facilities available in Achrol are limited to One Sr. Secondary School for boys and girls one Secondary School for girls and 4 Primary Schools.

There are two hospitals in Achrol, the ayurvedic hospital and the allopathic hospital with a facility of six beds. There are two doctors, one ANM, three paramedical staff and there is also a lab facility. There is one branch of a scheduled Bank. Telephone facility is also available in the town. The transportation needs of the people are met mainly by the buses and jeeps running between Jaipur and Achrol. Besides Achrol, these facilities are also catering the surrounding areas.

# LANDUSE (1986)

RESIDENTIAL

COMMERCIAL

SMALL SCALE INDUSTRIES

EDUCATIONAL

MEDICAL

FORT

FOREST LAND

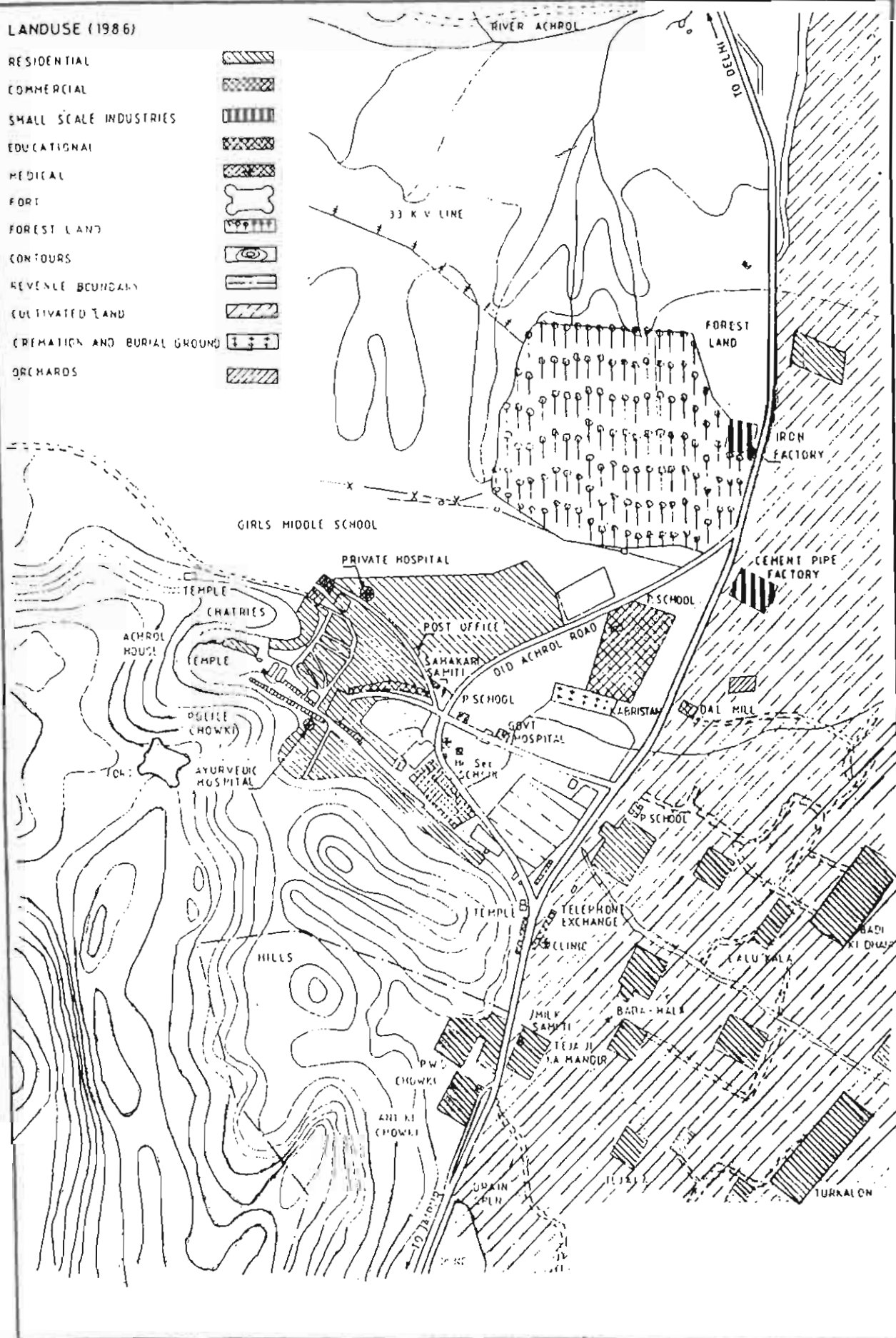
CONTOURS

REVENUE BOUNDARY

CULTIVATED LAND

CREMATION AND BURIAL GROUND

ORCHARDS



PHYSICAL MAP OF ACHROL



## PROFILE OF JAMWA RAMGARH

The town is located at a distance of about 34 Kms from Jaipur towards north-east on the road connecting Jaipur with Andhi and Nayala. It is the head quarter of Panchayat Samiti of Jamwa Ramgarh consisting of 43 panchayats. The area of the town is 12.68 Sq. Km.

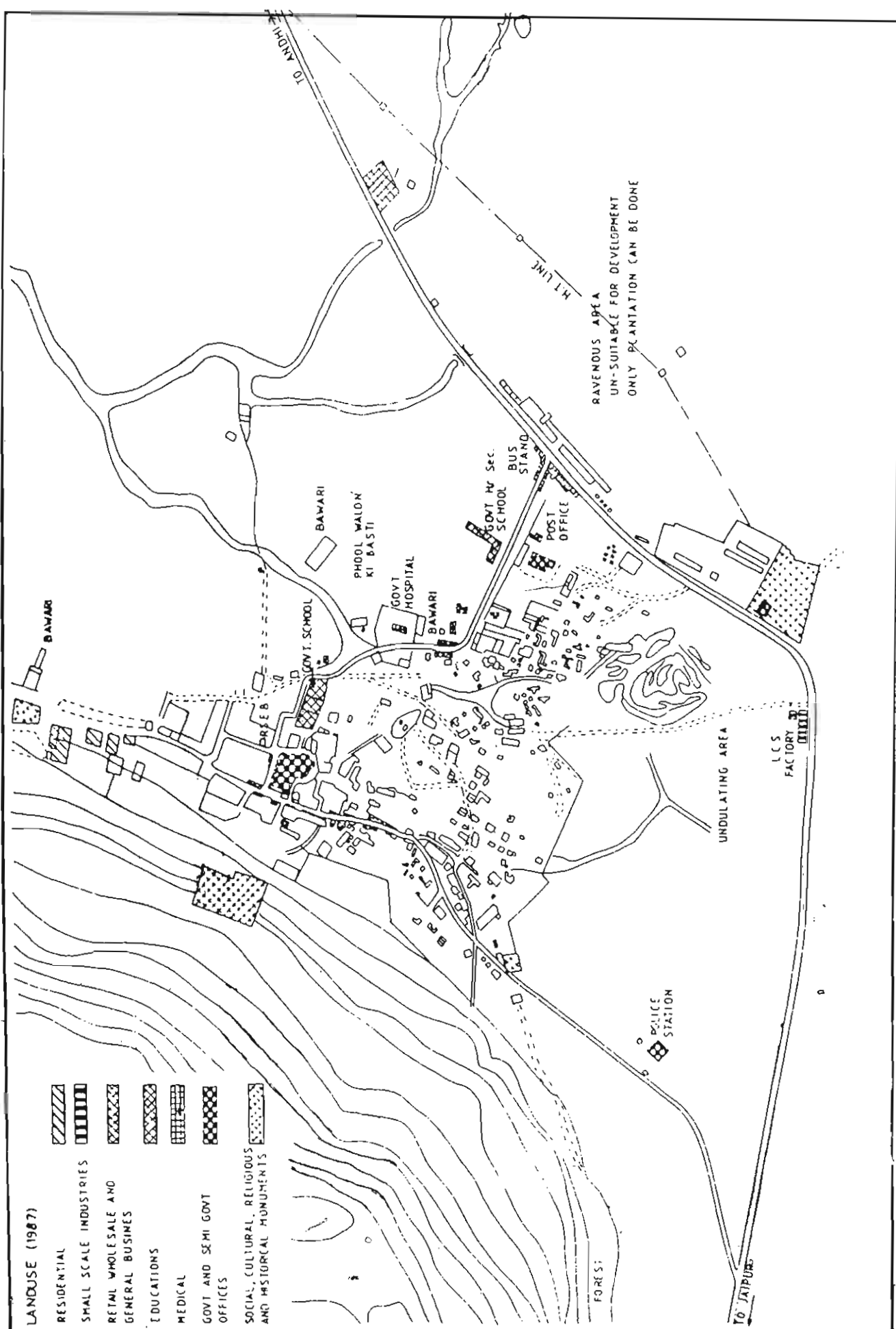
The population of Jamwa Ramgarh is 5,815 as per 1991 census as against 6,736 in 1981 thereby showing a negative growth rate of 13.67%. The negative growth rate is an outcome of the modifications in the administrative boundaries of Jamwa Ramgarh between 1981 and 1991 census. In 1991 census, eight villages have not been included in the boundary which were included in earlier census. The total number of households is 882 with an average household size of 6.59. There are 1869 workers out of the total population of 5,815 giving a participation rate of 32.14%. The sex ratio of the town is 902 and literacy rate for males and females is 55.10% and 21.62% respectively.

The land in the area is fertile and water is available at 100 ft depth. The main crops grown in the area are wheat, bajra, jowar, mustard etc. Besides these crops some vegetables are also grown for self consumption. The flower cultivation is done at commercial scale and about 10 quintals of flower are sent to Jaipur every day. The predominant activity is agriculture which accounts for nearly 41.46% of the workforce. Other activities such as galeecha making, shoe making, precious and semi-precious stone cutting and polishing etc. are also running in small numbers. About 20-25 persons are going to Jaipur everyday for milk selling and the total quantity of milk taken to Jaipur is about 1000 quintals.

There is no industrial development in Jamwa Ramgarh as such but there are silica mines in the outskirts where approximately 150 workers are engaged and the mineral is sent to Kota and Firozabad. The blocks of marble mines at Andhi near Jamwa Ramgarh are sent to Jaipur and other places for cutting and polishing.

Water supply and distribution is maintained by PHED. For electricity, two substations of 33 KV and 400 KV are located at Jamwa Ramgarh. Like all other satellite towns, there is no sewerage system in Jamwa Ramgarh and the pit system and septic tank system is in use.

The educational facilities available in Jamwa Ramgarh are-one Secondary School for girls, one Senior Secondary School, one middle school and five primary schools. There is a Community Health Centre with laboratory facilities and 30 beds. There are 5 doctors and 12 other staff. The transportation facilities available for the town are 12 government buses, 20 private buses and 20 jeeps. The buses going to Andhi also pass through Jamwa Ramgarh.



PHYSICAL MAP OF JAMWA RAMGARH

## PROFILE OF BASSI

The town is located on the National Highway (NH-11) at a distance of about 26 Kms from Jaipur towards Agra. Earlier, Bassi was a Municipal town but now it has been converted into Panchayat. The Tehsil and Panchayat Samiti Offices are located in Bassi town. After agriculture and livestock, the major contribution towards employment is from Khadi Gramodhyog.

The population of Bassi town is 15,135 as per 1991 census as against a figure of 11,131 in 1981 with a growth rate of 35.97%. The total number of households is 2297 with an average household size of 6.59. The number of workers as per 1991 census is 4688 indicating a participation rate of about 31%. The participation rate for males and females is 44.93% and 15.43% respectively. The sex ratio for the town of Bassi is 897. The aggregate literacy level is 42.42% constituting 58.48% for males and 24.50% for females.

People are mainly engaged in agriculture, construction, dairy and certain other small scale activities such as shoe making, galeecha making etc. The RIICO has developed an industrial area with an area of 51.25 acres and there are 89 industrial plots out of which 26 plots have already been allotted.

The land in the area is fertile and ground water is available at a depth of 50-85 ft. The main crops are wheat, bajra, gram, groundnut and oilseeds. Besides these crops tomatoes are grown in large quantity. Other vegetables grown are brinjal, lady's finger, tinda etc.

The water supply and distribution is maintained by PHED, besides hand pumps and individual open wells.

Power Grid Corporation of India has established a 400 KV Grid station at a distance of about 3 km from Bassi.

There are six schools upto middle level and one Sr. Secondary School. There is one community health centre with laboratory facilities and 30 beds. There are 6 doctors and 12 para medical and other staff to assist the functioning of the health centre.

For transportation needs, the daily communication to Jaipur comprises of about 125 jeeps, 78 private bus trips and few trips by government buses. Bassi is a railway station on Delhi-Jaipur Railway route.



## PROFILE OF SHEODASPURA AND CHANDLAI

The settlements of Sheodaspura and Chandlai are located at a distance of about 25 Kms from Jaipur on Tonk Road. Sheodaspura is on the eastern side and adjacent to Tonk Road and Chandlai is on the western side about 3 Kms from Tonk Road. The total area of the twin settlements of Sheodaspura and Chandlai is 26.12 Sq.km. (Sheodaspura -7.24 Sq.km. and Chandlai-18.88 Sq.km.). Both the settlements comes under Sanganer Panchayat Samiti.

The total population of these settlements is 6,779 (Sheodaspura-2,720 and Chandlai-4,059) as per 1991 census against the figure of 5,981 in 1981 recording an average decadal rate of 13.34%. The number of households for Sheodaspura and Chandlai are 379 and 585 respectively with an average household sizes of 7.18 and 6.94 respectively. The average household size for both the settlements together is 7.03 and total number of households is 964.

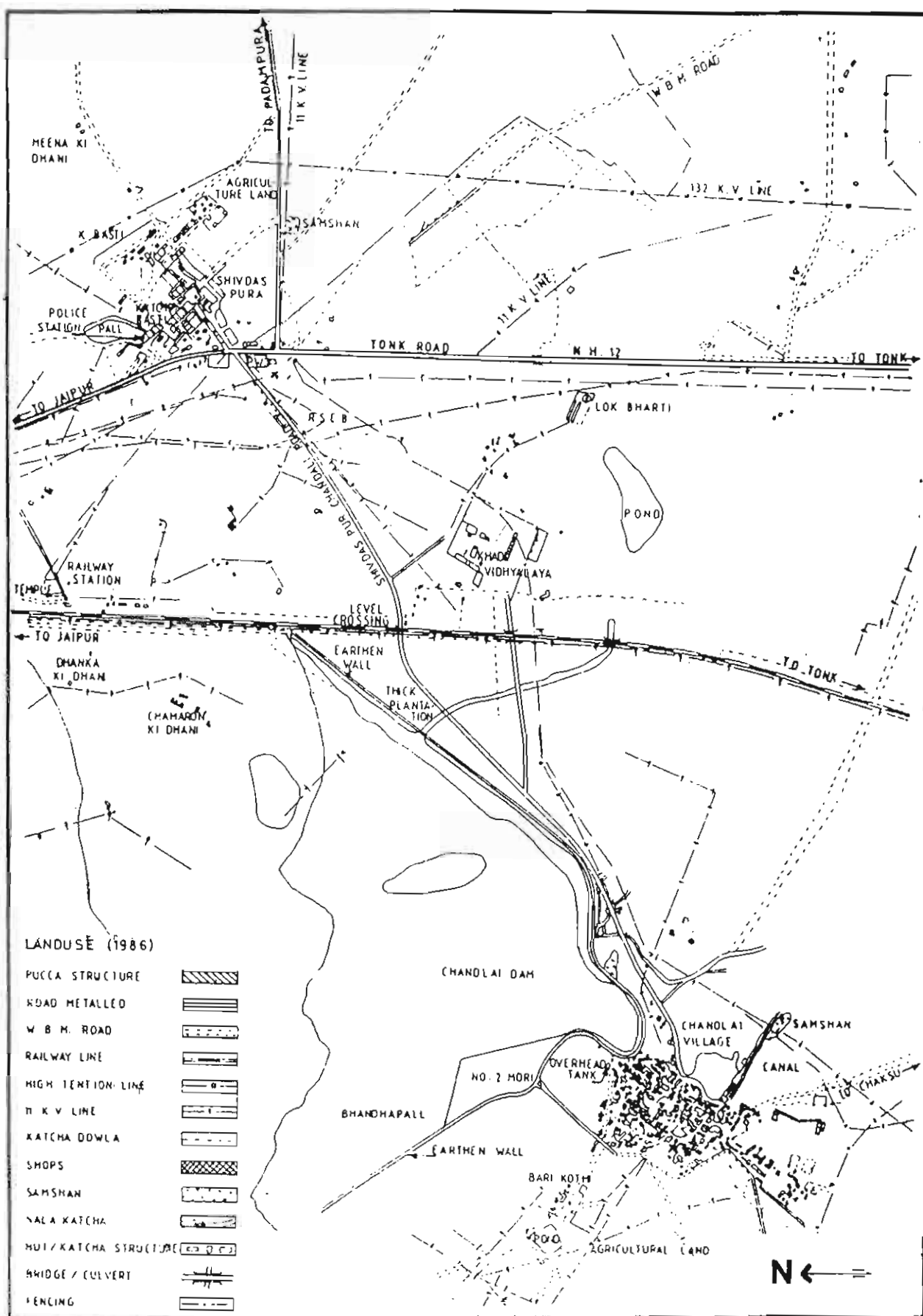
The workforce in Sheodaspura and Chandlai is 804 and 1185 respectively accounting for a participation rate of 29.56% and 29.19% respectively. The overall participation rate for the two settlements is 29.34%. The male and female participation rates for Sheodaspura and Chandlai are 45.92% and 10.35% respectively. The overall literacy rate is 36.97% while it is 54.55% for males and 16.84% for females. The sex ratio is 873 as per 1991 census.

The land is fertile and nearly 49% of the workforce is engaged in agriculture but water in the region contains fluoride which is harmful for crops. The crops grown in the area are wheat, jo, makka, bajra, mustard and oil seeds and vegetables are cauliflower, lady's finger, brinjal and tomato. About 20 persons supply milk to Jaipur everyday. There is no milk co-operative society or milk dairy in the town. Besides agriculture and milk business, the major portion of people are engaged in precious and semi-precious stone cutting and polishing. Some women are also involved in handicraft works. About 700 persons travel to Jaipur every day for work.

The water supply in both the settlements is through tap connections by the PHED. There is one 33 KV electric sub-station which is catering to both the areas. Government buses and private jeeps operate between Jaipur and Chandlai via Sheodaspura.







**MAJOR  
ECONOMY GENERATING  
ACTIVITIES**

## **MAJOR ECONOMY GENERATING ACTIVITIES**

### **INDUSTRIAL SECTOR**

The workforce of Jaipur city is 4,27,722 which is 28.24% of the total population of 15,18,235. The proposed work force participation rate by 1991 as per master plan notified in 1976 was 34.87%. The total industrial workforce is 1,11,672 (26.10%) against the proposed industrial workforce of 1,44,400 (33.01%) for the year 1991. The workforce in this sector has grown from 31,167 in 1961 to 45,171 in 1971 and 1,11,672 in 1991.

There were 4953 small scale industrial units in 1991 with a total workforce of 25,686 indicating 5.19 workers per unit. This has grown from 3353 units in 1986 to 4953 in 1991 recording an average growth rate of 9.54 percent per annum.

The textile and food industries registered under small scale industries have recorded the maximum growth of 60% and 66% annually during 1986 to 1991.

The city of Jaipur has experienced a growth in industries, especially, in the two decades between 1961-81. During a span of five years from 1986-91, the number of small scale industries has increased by almost 50%. Presently there are about 5000 registered small scale industries in Jaipur city alone. The employment under large & medium scale and small scale industries is about 10,000 and 27,000 respectively thereby accounting for almost 9% of the total workforce. Household industries manufacturing goods on household basis such as stone cutting and polishing, 'lakh' work, gota, sculptures etc. have always played an important role not only in providing employment and growth of economy but also in maintaining the traditional art and culture of the city. Besides registered small scale units and household industries. Large number of unregistered small scale units are in operation in Jaipur city employing almost two times the workforce engaged in registered units.

In view of the recent economic reforms, and the State Government's Industrial Policy, the industrial growth is likely to enhance further. This may help in increasing the contribution of the Industrial sector in the economy of the city.

The walled city of Jaipur has an industrial workforce of 51,841 (46.42%) as against 54,323 (48.65%) in the city area outside the walled city. Sanganer and Amer have an industrial workforce of 5,508 (4.93%). The share of population in the walled city is just 32.67%. This indicates the high degree of concentration of small scale and household industries in the walled city of Jaipur.

It has also been observed that in household industries, the participation of female workers is 11.22% and in other industries it is just about 3.63% which highlights that most of the female workers are engaged in household industries.

### **WHOLE SALE TRADE AND COMMERCE**

Census enumeration indicates that in 1991, 28.24% of the total population of Jaipur city are workers as against the figure of 27.4% in the year 1981. As per the 1991 census the services under the administration forms the basic sector of economy with about 31.8% of the total workers and other sectors such as trade and commerce, transport & communication, manufacturing, construction agriculture etc. together accounts for 68.2% of the total workforce out of which trade and commerce forms the highest share having workforce of 102,521.



Total workforce in trade and commerce is 102,521 as against 70,000 proposed in the Master Plan for 1991, which is 23.97% of the total workforce of 4,27,772 workers. This indicates that there has been increase in workforce in the sector which is due to growth of informal sector and small shops.

The percentage share of workforce in trade and commerce has been increasing in every decade. The total workforce in trade and commerce has been increasing from 19,349 (16.49%) in 1961, to 32,581 (19.70%) in 1971 and to 1,02,521 (23.98%) in 1991. The increasing growth rate also indicates a tendency of further increase of commercial activities in the city.

The proportion of female workforce is meagre. Out of total workforce of 427722, 390819 (91.4%) are males and rest 36,903 (8.6%) are females.

On an average 3,500 new shops and commercial establishments are set up every year in Jaipur city alone and it is estimated that more than 75,000 people work in the existing 45,000 shops and commercial establishments in the city. The major portion of the workforce is employed in the walled city area which consists of important commercial work centres like Johri Bazar, Chaura Rasta, Kishanpolé Bazar, Tripolia Bazar, Indira Bazar, Bapu Bazar, Sanjay Market etc.

Surveys reveal that there are approximately 2500 wholesale traders in Jaipur city. The wholesale traders of wood products and textiles are maximum in number i.e. 500 (9.0%) and 300 (5.33%) respectively. The food product traders are scattered throughout the city except for those dealing in food grains and fruits. The wholesale market dealing in textiles is located in Purohit Ji ka Katla inside the walled city.

Trade and commerce is being mainly conducted from inside the densely populated Walled city part of Jaipur. The goods are first transported into the walled city area, from where they are again distributed to various parts of the city which aggravates the traffic and transportation problems in the congested streets of the walled city. The emergence of informal sector activities in the adjoining areas of the wholesale markets along the road corridors have further aggravated transportation problems.

The total employment in wholesale trade is about 12,000 which is 11.7% of total work force of trade and commerce (102521). It indicates an average of 4.5 workers per wholesale trade unit. Maximum workforce (25.6%) is engaged in wholesale trade of food products. The building material trade is having the highest number of workforce per unit (6.71 workers/unit).

74% of wholesale traders are located in market areas or shopping complexes and 19% are located in residential areas indicating that several residential buildings are either fully or partially being used for running wholesale trades.

It has been found that 55% of the wholesale traders have their annual turnover upto Rs. 10 lakhs and 15.5% between Rs. 10 lakhs and Rs. 20 lakhs. It has also been observed that 71% of the wholesale trades have insufficient space for their operations.

The analysis of surveys has also revealed that 53.5% of wholesale traders are willing to expand their business and need additional space of different sizes.

## **INFORMAL SECTOR**

The informal sector activities have attained the status of being a part and parcel of all the sectors of economy including Trade and Commerce, Industry, Agriculture, Construction and Transportation.

The informal sector absorbs nearly 36% of the total migrant population of about 27%. This clearly

indicates that the share of migrant population in informal sector is substantially large.

Nearly 94% of the persons engaged in the informal sector have migrated to Jaipur for employment.

The general economic profile of informal sector workforce is very poor. Nearly three-fourth of the workers are living in accommodation having one or two rooms only.

Nearly 63% of the activities in this sector have come up in the last ten years only which is indicative of this sector as a fast emerging and enlarging economic activity.

Nearly 80% of the activities in this sector are being conducted along the roads. The urban space occupied by these activities is mainly on the lands meant for traffic and transportation purposes. This is generating undue stress on the network, creating problems of pedestrian movement and is a serious traffic hazard.

Nearly 30% people in this sector have inherited the trade from their families. The rest have joined this sector as new enterents.

Nearly 47% of these people walk to their place of work, about 20% use cycles and rest use public modes of transport. This is indicative of a very low percentage of dependency of informal sector workforce on the transportation system.

The location of emergence and consolidation of informal activities has a strong inter relationship with the location of wholesale markets, places of recreation and tourist interest work places, educational institutions and traffic nodes.

It has been estimated that the total work force in Jaipur city in the informal sector is about 1.45 lakh (including commuters) which is approximately 33.96% of the total workforce of Jaipur city. This indicates that informal sector is sector which warrants immediate attention to be recognized as a major participant in economic activity.

The informal sector is playing a vital role in generating employment accelerating economic activity, augmenting distribution system, creating scope for transportation system and providing service sector in the city. The growth of informal sector in the context of urbanisation in Jaipur city is dynamic and demands priority action, review and redressal.

## **TOURISM AND RECREATION**

Rajasthan State attracts nearly one third of the total foreign tourists visiting India. In Rajasthan, Jaipur has its own attraction and forms one apex of the Golden tourism triangle of Delhi, Agra and Jaipur. Besides this, Jaipur functions as a gateway to other tourist destinations of the State which also get a large volume of tourist traffic.

Jaipur has attracted tourists both foreign as well as Indian for its city planning, urban design, historical monuments, array of natural features supplemented by forests, Temples and Palace complexes.

The international image of Jaipur City can effectively be further developed and strengthened to provide a strong environment friendly economic base to the region through tourism.



## **ANALYSIS OF EXISTING CONDITIONS**

### **Natural Features**

The examination of the natural features of the area and the assigned constraints for urbanisation discounting the land under reserved and protected forests, double crop areas and the areas of ecological significance have resulted into the following three findings:-

- (i) Following slopes have been identified for location of sewerage, waste water, and flood water disposal.
  - (a) Bandi Nadi slope.
  - (b) Sadriya Nadi slope.
  - (c) Amanishah Nadi slope.
  - (d) Ratan Ganga Nadi slope.
  - (e) Dund Nadi slope.
  - (f) Ban Ganga slope.
- (ii) Direction of area available for urbanisation : North West area of Jhotwara, area west of Vaishali, south of Sanganer between Diggi Malpura road and Tonk road, area south of airport upto Sitapura, satellite towns and second order towns have been identified for urbanisation.
- (iii) The estimated additional land available for urbanisation in the above areas has been assessed to be 358 Sq. km.

### **Man made Features**

#### **Electricity Supply and Distribution**

The present peak demand of Jaipur city has reached to the level of 150 Mega Watt excluding peak demand of about 60 Mega Watt of power requirement for other parts of the Region. This demand is being met with by integrated Grid power available to Rajasthan from its own generation sources of Kota area, Banswara and small power houses on canals in Rajasthan and its shares in partnership projects of BBMB & MP and from RAPP, Anta Gas based power station and other generating stations of NTPC.

As per the 14th Annual Power Survey (APS), at present there is a shortage of 44.9% in peak demand and 40.2% in the energy availability. As per CEA's forecast for 2002 the state will have a deficiency of 50.9% in peak demand and 42.2% in the energy availability. This shortage is likely to continue till 2015 as per the indications based on power projects which are either under execution in Rajasthan or outside as well as projects which are anticipated to be taken up and completed by 2015 either in Rajasthan or outside the State.

Therefore, it would be necessary to have a Gas based power generation Project some -where around Jaipur city to meet the demand of Jaipur Region covered by Master Development Plan. State Electricity Board and the State Govt. would be required to make provisions for generation of the required additional power.

Electricity supply and distribution system will also have to be augmented wherever new areas are to be taken up for development.



## Water Supply and Distribution

The Public Health Engineering Department which is responsible for Design, Planning, Implementation, Operation & Maintenance of water supply system has carried out detailed studies for future water supply system for Jaipur with the help of consultants.

The nearby river basins viz. Mashi, Morel, Banganga, Sabi are already committed and do not have adequate spare water for augmentation of Jaipur water supply. The next distant river basins are Banas and Chambal. On Banas river a dam at village Bisalpur is under construction. The dam has been constructed upto crest level and sluice gates are to be erected now. The intake well structure for water supply of Jaipur city (with provision of 9 pumps) is also nearing completion. The live storage capacity of the dam is 938.73 M cum. A total of 861.32 MLD (314.3M cum) is proposed to be made available for Jaipur and enroute towns and villages including those which are fluoride effected. The proposed route as recommended by consultants is along village track between Sanganer and Toda Rai Singh.

Take off point on Chambal river has been recommended at Sewati Dharampura. The length from Bisalpur to Haziwala (near Sanganer) is 110 Km. whereas length of Chambal route is 176 Km.

The water supply scheme will require complete reorganisation even when a minimum water supply level per capita is maintained as per manual.

As there are no major dams or other surface sources in the nearby vicinity it is likely that dependance on ground water will continue inspite of low recharge. **However steps will have to be taken to improve recharging of ground water basin and serious efforts will be required to use recharging techniques.**

For Bassi, Sheodaspura and Chandlai area, local tanks are available with a capacity of 90 & 72 MC ft. However these can be used only at the cost of irrigation in the area.

Augumentation of sources and distribution system will have to be developed for a conjunctive use of rain water and ground water in and around the region for existing and future requirements.

## Regional Road Network

Construction of missing road links and upgrading of existing road network will have to be undertaken to enable increased traffic requirements. Construction of bye passes for traffic not destined for Jaipur is a priority area.

## Communication Network

Communication network is available in the satellite towns, besides Jaipur city. The rural settlements in general are devoid of it except for the ones located on highways.

## Demographic

According to the 1971 census, Jaipur Urban Agglomeration had a population of 6.36 lacs as against 3.04 in 1951. The growth rate during 1951-61 was 34.82% whereas during 1961-71 it was 55.17%. The Master Plan prepared for the horizon year 1991 envisaged population of Jaipur by 1981 to be 9.27 lakhs and by 1991 to be 12.54 lakhs. Thus a decadal growth rate of 35.3% was envisaged.

The population figures of 1981 & 1991 census indicate that growth of Jaipur has been faster than envisaged in the Master Plan notified in 1976. The population of urban agglomeration in 1981 was 10.15 lakhs and in 1991 15.18 lakhs.

The growth rate of satellite towns and rural areas has been higher in comparison to the average National growth rate.

### **Socio-Economic Structure**

The economic profile predominantly is Trade and Commerce, Tourism and Tertiary sector for the urban area and Agriculture for the rural areas. These activities have grown in size and output, without indicating a noticeable change in participation ratio and percentage of workforce.

The result of liberalised economic policy and uniguage system of Indian Railways has not yet shown its impact in terms of increase in the pace of Industrial Development.

The only noticeable change relevant to spatial planning during the last decade, has been the investments by the urbanites in agricultural lands in the rural areas and in the fringes of urban areas.

### **Urban Sprawl And Settlement Pattern**

In the Jaipur Region, the urban sprawl of Jaipur city has registered the fastest growth and most of the increase besides ribbon development has been along the highway corridors.

The satellite towns and rural settlements have not enlarged much in physical terms. The various transportation nodes in between Jaipur city and satellite towns indicate potential of emergence as important nodes for economic activities.

Sectoral investment at various locations in the region specially development of Industrial Areas by RIICO without providing the rest of the urban infrastructural facilities which are otherwise essential and incidental to principal activity have resulted in haphazard growth of these activities around the industrial estates developed by RIICO.

### **Analysis of Developed Area**

The Master Plan notified in 1976 envisaged the population of Jaipur to be 9.27 lacs by 1981 and to be 12.54 lacs by 1991. An average annual growth rate of 3.53% was envisaged while making projections. The population figures of 1981 and 1991 censuses indicate that growth of Jaipur was faster than as projected in the Master Plan. The population of urban agglomeration in 1981 was 10.15 lacs and 15.18 lacs in 1991.

Participation ratio in Jaipur was 26.87% as against 20.9% in Rajasthan (urban) as per 1971 census. The Master Plan envisaged that it might increase to about 35% by horizon year of 1991. Census figures of the same year indicate that the participation ratio has not experienced the increase as projected in the Master Plan.

Thus, it can be seen that the projections made out in the Master Plan prepared in 1976 with reference to demographic profiles have been significantly different from what had been envisaged.

The break-up of occupational structure indicates that the Master Plan envisaged substantial increase in the industrial workers (Three times increase). It is observed that the assessment of total workforce in Industrial sector was also incorrect.

The Master Plan suggested a total land envelope of 38,400 acres for population of 12.54 lacs. Out of

this, the assigned developed area was 33,500 acres. This was expected to accommodate different urban activities.

The developed area in the city in 1991 was only 25,270 acres and it accommodated a population of 15.18 lacs. This is a clear indicator of growth of the city accommodating itself in lesser quantum of land than as envisaged in the Master Plan and consequently the city has grown at a density higher than what was stipulated in the Master Plan.

A look at the Table which enumerates the figures of Urban Land parcels under different uses per 1000 population reveals that the scenario of quality of urban spaces has not changed from the level which existed in 1971. In fact, it has deteriorated in certain spheres.

Analysis of land use 1991 indicates the extent of implementation of the Master Plan. The table gives the quantitative analysis of different uses in terms of envisaged and actual area. This table also reflects the successes & failures of the Master Plan in terms of development of various landuses at the locations prescribed in the Plan. This to some extent is also a confirmation of existence of certain economic forces which are work in developing any landuse at a different location than envisaged in the Master Plan.

The entire urbanisable area was contained in the 8 Planning Districts for detailed planning. Each of these districts were envisaged to be more or less self contained in the matter of employment, habitation and recreation. A Peripheral Control Belt was considered as 9th Planning District. Four out of eight districts encompassed more or less the existing urbanized area of 1971. 25,000 acres of area earmarked for development was placed in four districts.

The situation as it exists today is that these specified districts have no distinct identity. They have also not developed as self-contained communities.

#### **Comparative Statement of Areas under different Land uses per 1000 population**

| (Area in Acres)      |                               |                                  |                                 |
|----------------------|-------------------------------|----------------------------------|---------------------------------|
| <b>LANDUSE</b>       | <b>AS EXISTED<br/>IN 1971</b> | <b>AS ENVISAGED<br/>FOR 1991</b> | <b>AS DEVELOPED<br/>BY 1991</b> |
| RESIDENTIAL          | 8.13                          | 13.76                            | 10.46                           |
| COMMERCIAL           | 0.55                          | 1.28                             | 0.63                            |
| INDUSTRIAL           | 1.16                          | 3.57                             | 1.64                            |
| GOVERNMENTAL         | 0.34                          | 0.35                             | 0.25                            |
| RECREATIONAL         | 0.54                          | 0.80                             | 0.35                            |
| PUBLIC & SEMI PUBLIC | 2.73                          | 2.06                             | 1.40                            |
| TOURIST FACILITIES   | -                             | 1.16                             | -                               |
| CIRCULATION          | 2.81                          | 4.82                             | 1.92                            |
| <b>TOTAL</b>         | <b>16.26</b>                  | <b>27.80</b>                     | <b>16.65</b>                    |
| POPULATION           | 6.15 LACS<br>(CENSUS FIG.)    | 12.50 LACS<br>(AS ENVISAGED)     | 15.18 LACS<br>(CENSUS FIG.)     |



**ANALYSIS  
OF  
EXISTING CONDITIONS**

The following table gives a comparative analysis of actual development under various land uses as per 1991 surveys and the development as envisaged in Master Plan notified in 1976.

### ANALYSIS OF LAND USE PATTERN

#### MASTER PLAN PROPOSALS 1991 VS ACTUAL DEVELOPMENT 1991

(Area in Acres)

| S.<br>No. | LANDUSE            | M.P. PROPOSALS 1991 |               |                              | ACTUAL 1991          |                                 |                                 |
|-----------|--------------------|---------------------|---------------|------------------------------|----------------------|---------------------------------|---------------------------------|
|           |                    | Existing<br>1971    | Proposed      | Total Area of<br>Development | Total<br>Development | Developed<br>In Right<br>Places | Developed<br>In Wrong<br>Places |
| 1.        | Residential        | 5,000               | 12,200        | 17,200                       | 15,880               | 12,014                          | 3,866                           |
| 2.        | Commercial         | 340                 | 1,260         | 1,600                        | 950                  | 684                             | 266                             |
| 3.        | Industrial         | 710                 | 3,750         | 4,460                        | 2,490                | 1,767                           | 723                             |
| 4.        | Governmental       | 210                 | 230           | 440                          | 390                  | 287                             | 103                             |
| 5.        | Recreational       | 330                 | 670           | 1,000                        | 530                  | 487                             | 43                              |
| 6.        | P & S.P.           | 1,680               | 900           | 2,580                        | 2,120                | 1,751                           | 369                             |
| 7.        | Tourist Facilities | -                   | 200           | 200                          | -                    | -                               | -                               |
| 8.        | Circulation        | 1,730               | 4,290         | 6,020                        | 2,910                | 2,909                           | 1                               |
|           | <b>Total</b>       | <b>10,000</b>       | <b>23,500</b> | <b>33,500</b>                | <b>25,270</b>        | <b>19,899</b>                   | <b>5,371</b>                    |

## THE PROJECTIONS

## **THE PROJECTIONS**

### **ECONOMIC ACTIVITIES**

The occupational structure of Jaipur Region as per 1991 census, indicates that the Services under the administration, trade & commerce form the basis of economic activities. The other sectors of economic activities are tourism, transport, communication, manufacturing, construction and agriculture.

Looking to the past trends and after examining the growth factors, it is envisaged that trade and commerce will continue to dominate the economic activities of this area. Being the State capital, it may continue to house the departments of the Central & State Government, Public & Semi Public sector establishments. Being a place of tourist attraction, tourism industry will continue to have a large share of economic activities.

Liberalized industrial policy though has so far not shown its impact in terms of an increase in industrial activities. However Jaipur being a metropolitan city, the small and medium scale, foot-loose and service industries will continue to grow further.

Construction activities registering a high rate of growth, are also going on at a accelerated pace. This will continue to remain so in the times to come and will be one of the important sector of employment.

The growth of urban activities in the area will generate additional demand for consumption of agricultural produce. Cultivation in rural areas of Jaipur region and its hinterland is likely to develop further.

The above projections indicate that Jaipur city and its surrounding areas will predominantly continue to maintain its character as the Centre for Trade and Commerce, Administration and an important Tourist Destination with rich Agricultural hinterlands.

### **DIRECTIONS OF PHYSICAL GROWTH**

The directions of growth as indicated through the study of natural features is towards the north-west of Jhotwara, west of Vaishali Nagar, south of Sanganer between Diggi Malpura Road and Tonk Road area south of Airport upto Sitapura towards the east of Tonk Road.

The areas abutting to urbanised limits will always remain under pressure of engulfment by urbanisation because of proximity and accessibility. The vulnerable areas are the areas west of Mansarovar along the western bye-pass, the areas east of Airport and corridors along highways and other major roads.

### **POPULATION**

As per Geometric progression method the population of Jaipur City is estimated to be 23,30,946 in the year 2001, 35,78,702 in 2011 & 44,34,270 in 2016. As per Growth factor method the population works out to 25.0 lakhs in the year 2001, 42.46 lakhs in the year 2011 and 55.82 lakhs in the year 2016. Population projection by Arithmetic Increase Method works out to 29.90 lakhs for the year 2016 as against figures of 44.43 lakhs and 55.82 lakhs respectively, by other two methods. The method of arithmetic increase is suitable for well settled and established communities and is generally applicable to large and old cities. Thus a combination of growth factor & Arithmetic Increase Method has been applied to project the population.

The increase in population, in the Walled City area of Jaipur, which does not have any scope for expansion, has been projected by Arithmetic Increase Method. Areas outside the walled city which have scope as well as potential for expansion have been projected by Growth Factor Method.

The projected population figures for Jaipur City are 19.34 lakhs for 1996, 24.89 lakhs for 2001, 32.28 lakhs for 2006, 42.16 lakhs for 2011 and 55.40 lakhs for 2016.

The population figures calculated as above have been adopted as these take care of the aspects of trends, growth potentials and scope for expansion of the city. The projected population figures are as under:

#### **POPULATION PROJECTIONS - JAIPUR CITY**

| <b>YEAR</b> | <b>PROJECTED POPULATION</b> |
|-------------|-----------------------------|
| 1996        | 19,34,888                   |
| 2001        | 24,88,956                   |
| 2006        | 32,28,059                   |
| 2011        | 42,16,318                   |
| 2016        | 55,40,073                   |

#### **POPULATION PROJECTIONS - SATELLITE TOWNS**

The population projections using arithmetic method for the two rings of satellite towns are as under:

| <b>SETTLEMENT</b>       | <b>PROJECTED POPULATION (2011)</b> |
|-------------------------|------------------------------------|
| Bagru                   | 30,791                             |
| Chomu                   | 76,483                             |
| Achrol                  | 16,725                             |
| Jamwa Ramgarh           | 10,463                             |
| Bassi                   | 30,049                             |
| Sheodaspura & Chandlai  | 10,360                             |
| Jaitpura & Anatpura     | 11,400                             |
| Siwar, Bindayka & Sirsi | 16,883                             |
| Bhankrota               | 10,360                             |
| Bala Wala               | 1,381                              |
| Bilwa                   | 3,350                              |
| Goner                   | 6,985                              |
| Kanota                  | 10,328                             |
| Kukas                   | 3,993                              |

#### **HOLDING CAPACITY OF URBANISABLE LANDS**

After discounting natural and man made constraints for urbanisation, the total delineated parcel of urbanisable land available is 480 Sq. kms. Assuming a density of 12,500 persons per Sq. km., the population holding capacity of this 480 Sq. km. of land with potential for urbanisation is about 60 lacs.

## WATER DEMAND

The projected population of Jaipur city, total demand for local supply, demand for enroute villages from Bisalpur to Jaipur and net supply required from Bisalpur Dam as projected by PHED for water supply from Bisalpur Project is as under:

| Year | Population<br>in 1000 | Demand<br>in MLD | Local<br>Supply<br>MLD | Net<br>Demand<br>for Jaipur<br>MLD | Demand<br>for<br>Villages<br>MLD | Total Net<br>Demand<br>MLD, |
|------|-----------------------|------------------|------------------------|------------------------------------|----------------------------------|-----------------------------|
| 2001 | 2203                  | 426.3            | 214.6                  | 211.7                              | 2.9                              | 214.6                       |
| 2011 | 3209                  | 642.7            | 205.0                  | 437.7                              | 4.8                              | 442.5                       |
| 2021 | 4682                  | 981.0            | 197.0                  | 784.0                              | 6.2                              | 790.2                       |
| 2031 | 6833                  | 1460.0           | 180.0                  | 1280.0                             | 60.0                             | 1340.0                      |

## VOLUME OF SOLID WASTE FOR THE PROJECTED POPULATION

The projected population in the year 2011 would be around 42.16 lacs. This population, may generate solid waste to the tune of 2500 tonnes to 3000 tonnes per day.

## PROJECTED DEMANDS FOR POWER

On the basis of pattern of load development in Jaipur and area around Jaipur it is anticipated that by the year 2011 the power demand may be around 700 Mega Watt. This will include the load demand of basic amenities like hospitals, housing complexes, commercial complexes, Industrial development, Railway traction including proposed metro railway, and pumping stations including water supply from Bisalpur project for additional water supply etc.

To meet this load demand of 700 Mega Watt, the additional generating stations already planned and sanctioned in Rajasthan are Suratgarh Thermal Power Station, Ramgarh Gas Thermal Station and the extension programme for two units by the RAPP Rawat Bhata Kota. In addition to these projects, schemes are under consideration by the State and Central Govt. for establishing additional unit VI at Kota Thermal Station, Barsingsar and other lignite based thermal stations as well as Dholpur and Chittorgarh coal based thermal stations.

These projects will be in addition to the share of the State Govt. in the various Central and State projects which are either sanctioned or are under consideration outside Rajasthan. Part of the power required for period upto 2011 for Jaipur would also be available from these schemes through the inter grid system of Rajasthan.

## **THE PLAN POLICIES**



## THE PLAN POLICIES

1. All concerned be strongly forewarned as to the limited availability of water suitable for human consumption.
2. All future industrial activities & estates and large scale industries be located in accordance with the National & State industrial Policies. Adequate safeguards from environmental point of view be provided for location of pollutant Industries in the Region.
3. In order to decongest the walled city, the wholesale business activities be relocated in the areas designated as work centres in second order settlements and satellite towns.
4. Work centres, as identified, be developed as urban nodes besides their main functions.
5. Informal sectors be acknowledged as major economic activity and be treated as priority areas for integration in the main stream of land use.
6. The functions and activities which do not have day to day interaction with the rest of the activities of Jaipur city, and have a regional context be shifted out of the Jaipur city and relocated in the satellite towns.
7. All future uses/activities of National, State & Regional context be located in the satellite towns
8. Uses hitherto considered to be urban functions and which now have outlived their locational relevance in the Metropolitan context be relocated in the satellite towns.
9. Conservation of historical monuments and development of places of tourist interest and cultural significance be declared priority areas for development of facilities of National & International level.
10. Problem Residential & Commercial areas and Roads be declared as priority areas for redevelopment projects.
11. The mixed land uses characteristic to the areas may continue limited to the extent and scale that is congruous to the surrounding areas.
12. Areas established to be of ecological importance be safeguarded against any un-sympathetic land use and be developed only as tourist destinations and major recreational facilities.
13. Development Regulation measures be taken for lands along the National Highways and their Bye Passes upto a depth of 500 mtrs. on both sides, permitting only the uses which do not effect the desired level of service of these routes, are not detrimental to the visual quality of the highways and are conducive to the environment and serve as prelude to the quality of development of Jaipur Region.

14. Detailed Plans for Planning Zones of the Jaipur Region be prepared and development be regulated so as to ensure implementation of the said plan.
15. Provisions of various Rules & Regulation in force in the Jaipur Region that are derogatory to planned development and efficient management of the Region be reviewed and suitably amended.
16. High potential agricultural lands be protected against indiscriminate urbanisation.
17. Rural settlements be designated as action areas and be treated at par with urban areas of the region for provision in services and facilities.
18. Development of Jaipur being extensive & horizontal in character, an efficient mass transportation system be developed.

## **APPROACH TO PLANNING**

## APPROACH TO PLANNING

Satellite towns are expected to act as counter magnets to the main city. However, experience of the past has proved otherwise. A satellite town ultimately ends up being an extension of urbanisable area of the mother city in the long run. The interdependence of two city areas marked with frequent to & fro movement essentially generate intensive ribbon development along the movement corridor. With the present scenario of enforcement which, by and large, is common to all development Authorities; such ribbon developments grow almost unhindered. Even if the controls are very strong, the economic pressure leading to growth of such urban activities force them to come up sooner or later. Organic development has irrefutable economic logic and backing which makes it self sustainable. This phenomenon can be noticed in every metropolitan city.

The phenomenon in Jaipur Region is that of development of activities creeping along national highways & other major roads going out of the main city in all directions. On these major movement routes, wherever the organic traffic nodes occur, the activities have swollen from ribbon form to a bulbous form. It can also be stated that more the number of traffic arteries meeting at one node, larger is the enlargement to a bulbous formation of urbanisation. Chomu can be cited as its classic example. It is fed by seven traffic routes converging from different directions which make this town the largest amongst the peripheral towns of Jaipur City.

Even though the time frame of planning for present purposes is taken to be upto the year 2011, it is important to view the region in a much longer perspective. Cities are not meant for one human life span, but are meant to serve many generations to come. It is the self sustenance in this time perspective which is an important aspect to be considered while planning areas for physical expansion to accommodate increasing population. It is not practical to keep drawing concentric rings of roads every twenty years, for history has shown and proven that settlements have many intangible dimensions for its direction of growth besides spatial planning.

Metropolitan areas as can be seen anywhere in the developing world are continuously engulfing the surrounding areas. This proves that formation of conurbation in Jaipur Region is inevitable, which eventually will grow into an agglomeration of settlements in a few generations to come.

It has already been tried and tested that concentric rings that are drawn in disregard to the growth directions do not succeed. This observation warrants a vital question of structure of an urban area for extension of the city.

The growth oriented existing physical form of Jaipur region with its present road net work, directions of growth and all other related factors when combined, may point out that the future growth or development of Jaipur region will be in a star shaped urban formation with figures of urbanisation extending along major corridors punctuated by bulbous nodes and the green of agricultural fields penetrating deep into the urban areas of the region.

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## **THE DEVELOPMENT PLAN**

## THE DEVELOPMENT PLAN

### PLAN FORMULATION

It was decided in JDA that the proposals as outlined in the First draft of the Master Development Plan be discussed amongst Experts from various Sectors of Development. The recommendations were then discussed by a core group consisting of Chairmen of various Expert Groups. The proposals for formulation of Master Development Plan have been finalised keeping in view the suggestions received in various meetings of Expert Groups and after considering all objections, suggestions and representations from various quarters.

### TIERS OF DEVELOPMENT

It is envisaged that prevailing conventions with regard to development are likely to continue for some time during this Plan period in spite of the interventions in terms of this Master Development Plan. This situation can, at best, be regulated and controlled acknowledging the phenomenon by way of accommodating the same for a smooth changeover.

A four tier development system covering the entire Jaipur Region has been envisaged to take care of the eventualities that are likely to arise. This four tier system of development is as under:

- (a) **First Tier:** Jaipur City Urban Complex including settlements of Beelwa, Balawala, Bhankrota, Bindayaka, Sinwar, Harmada would form one contiguous developed area.
- (b) **Second Tier:** Outer ring of satellite towns viz. Bagru, Chomu, Achrol, Jamwa Ramgarh, Bassi and Sheodaspura & Chandlai, would develop independently as satellite nodes.
- (c) **Third Tier:** Inner ring of satellite towns viz. Kukas, Kanota, Goner, Jaitpura and Anapura would be the punctuation bulbous nodes between the mother city and the satellite nodes
- (d) **Fourth Tier:** Rural settlements falling in the JDA region would assume the character of suburban areas.

The development of the first tier in the region is to be so regulated that the population within this urban complex is restricted to 35 lacs. The spill over population beyond 35 lacs as per the projections, is assigned to the two rings of the satellite towns which will form the second and third tiers of the development.

These towns with adequate incentive measures are proposed to be developed as growth centres. These Towns are to be developed so as to attract a part of the migrant population by providing opportunities for employment and Housing. The activities having relevance in terms of Regional, State or National context and which lay undue stress on the main city services and infrastructure are proposed to be located in these satellite towns. This includes relocation of certain activities from the existing developed areas of Jaipur city. The incentive measures to provide economic base to these towns may include facilities like, grant, subsidy, tax relief etc., besides promotion of development of work centres and infrastructural facilities.

The fourth tier which consists of rural areas of the region are to be developed to provide for their natural growth.

## **ACTIVITY DISTRIBUTION**

### **URBAN NODES**

The Master Development Plan is not prescriptive in terms of rigid land use pattern. The plan envisages proposals of land use zoning which is expected to regulate development. The urban nodes have been identified on the basis of the study of existing land use pattern, directions of growth, potential for development and other socio-economic factors.

These urban nodes shall serve the Region by catering to major economic activities. The urban nodes shall have to cater the requirements of transportation, work places, Trade & Commerce, Wholesale & Retail Markets and works centers consisting of Govt. offices, Public and Semi Public Institutions, educational and other research institutions, etc. Some of the urban nodes shall serve the region by catering to tourism industry and recreational requirements.

Besides the above activities, industrial work centres have been identified in some of these urban nodes. These industrial work centres are to be located taking into account the existing industrial areas, the areas under development, in pipelines and projected requirements.

The in - between areas of the aforesaid urban nodes in developable parcels of urban lands would accomodate the rest of the activities the predominanty, residential activities supplemented by services facilities and utilities.

### **TRANSPORTATION**

Transportation network and facilities are of paramount importance in any regional and city development plan. Transportation corridors are the life line which act as determinant for survival and/or development of all economic activates. Efficient transportation network is also the basic necessity of an urban area and vital for human beings for conducting various day to day functions. Thus, this sector finds an important place in the Master Development Plan. This has been dealt with at two levels (1) augmentation and up-gradation in existing developed areas (2) proposals for development in new areas.

Transport network is expected to be developed through coordinated efforts of various departments, like Railway, RSRTC, RHB, Transport Deptt., Airport Authorities, PWD, JDA. Jaipur Nagar Nigam, Private and other agencies involved in the sector of transportation. The Transportation network contains the proposals for National Highways and their bypasses, regional roads, major arterial & city road network, road improvement programmes, highway controls, parking areas, bus terminals, truck terminals, railway and airport terminal, railway siding and cargo complexes, Mass transportation system, and other ancillary requirements of the Transportation network in the region.

### **FACILITIES, UTILITIES AND SERVICES**

Utilities, such as Power, Water supply and distribution, sewerage and drainage, solid waste disposal,



are other major infrastructural requirements which have been given adequate consideration in this Master Development Plan. Water remains an elusive commodity and unless effective management of this resource is done, there are chances that the whole scenario of development as projected in this Master Development Plan may be different. Proposals contained in this plan are based on recommendations of the core agencies involved in supply and distribution of power supply i.e. RSEB and PHED.

Medical and Health Care facilities, Educational facilities, Parks and Open Spaces, Recreational areas, Socio cultural needs and other common facilities as required for human habitation with a good quality of life for horizon year and beyond are proposed to be adequately catered to in all parts of the Region as per specific requirements in terms of population and distance matrices. These may be depicted in detail in the respective Zonal Development Plans.

### **ECO SYSTEM AND ENVIRONMENT**

It is important that all development programmes are sensitive to the issues related to the fragile ecosystem and are implemented while maintaining balance with nature. It is vital that development plans are so executed that as far as possible pollution free environment is available in the region. Jaipur and its surrounding areas have been facing an acute problem of dwindling forest covers, soil erosion, silting of water bodies and channels, lowering of ground water table etc. Besides this, various forms of pollution is on the increase in urban areas. Ecological and environmental aspects are thus a matter of great concern and have been given due importance in the proposals of this Master Development Plan.

Detailed studies and analysis of drainage slopes, water availability, regional climate & wind direction were done besides studies of cropping pattern and soil classification of the region to arrive at the parcels of urbanisable land and locations for development.

It is proposed to conserve rich agriculture land to the extent possible and plausible. It is proposed that high potential agriculture lands be protected against indiscriminate urbanisation.

Areas of ecological importance have been identified and are proposed to be safe guarded against any unsympathetic activities. Similarly, development along National Highways and other major transport corridors is proposed to be regulated so as to reduce pollution along these transport corridors while ensuring free flow of traffic.

Bullet Environment, Character of the City, Conservation of Urban Heritage which is an essential indicator of the quality of life, is proposed to be given due importance in the Plan proposals.

Amanishah Nala which passes through Jaipur city is proposed to be guarded against bank erosion. It is proposed that Nala and abutting lands be utilized to provide a continuous belt of green area, punctuated by recreational zones after adequate treatment of the Nala cross section and reclamation of land.

Besides providing for a hierarchy of parks and open spaces in different planning zones, regional level forests, wood lands and recreational areas are proposed in the plan.

Mining and other extractive industries which, on the one hand, are essential for development and building of a city, pose environmental hazards. It is proposed to shift the mining activities facing developed urban areas to other suitable locations. Appropriate rehabilitation measures may be considered while implementing such shifting and relocation.

## **TOURISM**

Jaipur Region has vast potential for development of Tourism as a major economic activity. The Plan proposes for development of Tourist Facilities both International and Inland tourists wherein the Culture of the State and the region is expected to be projected for promotion of Tourism.

Conservation of walled city, other areas of architectural, historical and cultural importance are proposed to be made an essential component of promotion of Tourism Development Programmes.

## **PLANNING ZONES**

For the detailed planning exercise and preparation of Zonal Development plans, the entire Region has been delineated into Planning Zones based on defined physical barriers and uniform character.

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## **THE PLAN PROPOSALS**

## THE PLAN PROPOSALS

The projections of economic activities indicate that Jaipur city and its surrounding areas will predominantly continue to maintain its character as a Centre for Trade and Commerce, as an Administrative city and as an important Tourist Destination with rich Agricultural hinterlands.

The directions of growth as indicated through the study of natural features is towards the north-west of Jhotwara, west of Vaishali Nagar, south of Sanganer between Diggi Malpura road and Tonk Road and area south of Airport up to Sitapura and east of Tonk Road.

The areas abutting to urbanised limit will always remain under pressure of engulfment by urbanisation because of close proximity and easy accessibility. The vulnerable areas are the areas west of Mansarovar along the western bye-pass, the areas east of Airport and corridors along highways and other major roads.

### LAND UTILIZATION

Taking in to account the environmental consideration, regional drainage slopes, existing developments, directions of growth, requirement of land to accommodate the expected increase in population and related increase in various activities, the Region has been delineated in to three broad categories:-

1. Urbanisable Area;
2. Ecological Zone;
3. Rural Area;

#### (1) Urbanisable Area

Urbanisable areas are the ones which will cater to concentrated form of urban activities including housing. These areas have been equitably distributed in the region taking in to account the potentials of existing settlements, land classifications, land profiles, areas susceptible to urbanisation, directions of growth, available physical infrastructure, contiguity of the urban areas, planning concepts, feasibility of development etc. The urbanisable area adds up to 328.20 Sq. Kms. This delineation of urbanisable boundaries may, at places, be suitably modified while working out details of the Zonal Development Plans for respective Zones as per planning considerations. Consequently there may be some variation in the total area of urbanisation, at this stage, has been calculated on the basis of overall town level density.

#### (2) Ecological Zone

Traditionally in the Master Plan of various Towns, the urban areas have been shown as surrounded by a ring of peripheral control belt or green belt. This green belt was expected to act as lung space around the urban areas. It was also expected to cater to the activities operating in rural areas including agriculture, partly catering to the requirements of the urban uses. The agricultural based activities on such lands are often pushed back by other more profitable activities like housing, industries etc. It is also a fact that with the increase of land requirements for urban uses, the urban land parcel keeps expanding and engulfs a large part of the lung space legally delineated as green belt or peripheral control belt in accordance with law. Thus

the area shown as green belt in a Master Plan prepared in seventies becomes an urban area for the same city when the revised or a New Master Plan is prepared on expiry of the stipulated date of earlier document. This obviously does not simply that the urban area which required certain green lung spaces around it during the stipulated Master Plan period ceases to be so after expiry of the Master Plan Period. While the Master Plan exercises, under the provisions of various acts are carried out by and large for twenty years period, it is essential even to look beyond the stipulated time frame, for the complex urbanisation phenomenon has no bounds.

In this context, it has, therefore, been considered necessary to delineate a green zone which may continue to remain so even after the plan period and ordinarily may not be altered in subsequent revisions, modification or new development plans. Jaipur is fortunate to have available Aravali Hill ranges with forest covers abutting the urban areas towards north and east. These have provided a natural barrier against indiscriminate urbanisation, thus saving the agricultural character of the areas towards North, east, as compared to areas towards north west, west, south east. The study of regional drainage slopes reveals that areas of Achrol valley are drained towards south a large part of which form catchment area of Ramgarh Dam, the main source of drinking water to walled city area. This area contiguous with the areas on both sides of NH 11 leading to Agra up to the Agra Railway line form one contiguous green zone in the Region which has a sensitive eco-system. Any degradation or deterioration in this eco-system is likely to effect quality of life of the citizens of the Region.

Keeping in view all these aspects, besides the Urbanisable Area, Ecological Zone has been delineated in the Region. This zone including the hill ranges, forest covers water bodies, settlements etc. is ideally suited to be maintained as a predominant green zone to be utilized for Agriculture, forestry and allied activities besides compatible activities. The existing settlements and legally established urban and rural functions in this zone will be allowed to expand to the extent of natural growth. Functions and activities which are eco-friendly and occupy minimal built area for incidental use like recreational & health resorts, sports complexes, stud farms, golf courses etc. may come up in this zone subject to stringent control with respect to environmental and other planning aspects. The Ecological Zone shall by all means be protected against indiscriminate urbanisation and shall continue to be a predominant green area even beyond the horizon year as stipulated in this document. The boundaries of the ecological zone as delineated in the over all regional context may vary slightly for planning considerations while working out details in the Zonal Development Plans and those plans may accommodate selective extractive industries in specific areas, designated for them, few eco-friendly urban functions as may be promoted by JDA/Govt. The area of the Ecological Zone delineated at this stage is approx 449 Sq. Kms.

### **(3) Rural Area**

The area of the region not covered by the urbanisable area and Ecological Zone is termed as rural area. These rural areas will cater to the predominantly agriculture based rural economy. The various

settlements falling in this area will have scope for expansion for their natural growth as required from habitation point of view and other related economic functions. The rural settlements are proposed to be taken up for quality improvement programmes through the concerned departments and agencies working in this sphere. Attempt is however, required to be made to ensure that such expansion of these rural settlements is undertaken in a planned manner keeping the area under development as a compact unit so that engulfment of agricultural land is kept to bare minimum. The rural area may also cater to various functions and activities besides agricultural and related activities as per due compatibility as to the requirements of the rural areas. The area under rural settlements will be treated as predominantly residential for the purpose of compatibility unless specified otherwise in Zonal Development Plan.

The activities and functions which have been established or are being carried on in accordance with law are legally established or are in the process thereof or are sanctioned in these areas may continue till such time the same are not detrimental to the surrounding areas. While detailing out the urbanisable area boundaries in the Zonal Development Plan, the delineation of the rural area boundary will be effected simultaneously. The areas covered under this rural belt for the present purposes is 687 Sq. Kms. The list of villages falling partly or fully in the rural areas is available at annexure 1-C.

#### **DISTRIBUTION, DISPERSAL AND DEFLECTION OF POPULATION**

The parcel of urbanisable land contiguous to the present urbanised limit of Jaipur has an area of about 154 Sq. Kms. Together with area of approx. 116 Sq. Kms under the present urbanized limit the total area works out to approx. 270 Sq. Km. Considering all aspects related to scale of a city, holding capacity of the contiguous parcel of land of Jaipur city area after discounting valuable agricultural lands, areas to set apart owing to from Environmental considerations, the holding capacity of the Urban area of Jaipur City works out to 35 lacs @ density of 13,000 persons per Sq. Km.

If the population as projected by statistical methods is allowed to concentrate in the Jaipur Urban area without any interventions the result may be either very high densities or engulfment of highly fertile lands for urban uses. The resultant impact in both cases is environmental degradation and ultimately deterioration in quality of life of citizens of Jaipur Region.

The projected increase of population beyond 35 lacs, therefore, will have to be distributed and deflected to satellite towns and second order settlements by PLANNED INTERVENTIONS OF STRONG ECONOMIC AND FISCAL MEASURES. Some of the increase is also expected to be absorbed in the rural settlement of the region and also beyond the formal Jaipur region

**On this basic premise that Planned Economic intervention will be effected by all possible measures in a coordinated manners the population assignments for Jaipur and the rings of Satellite towns is enumerated in the following Table.**



## POPULATION ASSIGNMENTS

(Subject to Implementation of Planned Economic Interventions)

| Settlement               | Projected Population<br>(2011) | Assigned Population<br>(2011) |
|--------------------------|--------------------------------|-------------------------------|
| Jaipur                   | 42,16,318                      | 35,00,000                     |
| Bagru                    | 30,791                         | 80,000                        |
| Chomu                    | 76,483                         | 1,25,000                      |
| Achrol                   | 16,725                         | 20,000                        |
| Jamwa Ramgarh            | 10,463                         | 20,000                        |
| Bassi                    | 30,049                         | 80,000                        |
| Sheodaspura & Chandlai   | 10,360                         | 30,000                        |
| Jaitpura & Anatpura      | 11,400                         | 15,000                        |
| Sinwar, Bindayka & Sirsi | 16,883                         | 30,000                        |
| Bhankrota                | 10,360                         | 30,000                        |
| Bala Wala                | 1,381                          | 15,000                        |
| Bilwa                    | 3,350                          | 15,000                        |
| Goner                    | 6,985                          | 15,000                        |
| Kanota                   | 10,328                         | 30,000                        |
| Kukas                    | 3,993                          | 5,000                         |

### URBANISABLE LAND PARCELS FOR ASSIGNED POPULATIONS

On the basis of the study of Jaipur Urban area and examination of the profiles of the two rings of satellite towns, the density at town level is assumed to be 13,000 persons per Sq. Km. and 8,750 persons per Sq. Km. respectively for the purposes of assigning of the urbanisable land parcel. The land parcel for the assigned population are as under;

|                                                    |               |                |
|----------------------------------------------------|---------------|----------------|
| <b>(1) Jaipur</b>                                  | 270.00        | Sq. Kms        |
| <b>(2) Outer Ring of Satellite Towns</b>           |               |                |
| (a) Bagru                                          | 9.14          | "              |
| (b) Chomu                                          | 14.28         | "              |
| (c) Achrol                                         | 2.28          | "              |
| (d) Jamwa Ramgarh                                  | 2.28          | "              |
| (e) Bassi                                          | 9.14          | "              |
| (f) Sheodaspura & Chandlai                         | 3.42          | "              |
| <b>(3) Inner Ring of Satellite Towns</b>           |               |                |
| (i) Jaitpura                                       | 1.71          | "              |
| (ii) Sinwar                                        | 3.42          | "              |
| (iii) Bhankrota                                    | 3.43          | "              |
| (iv) Bala wala                                     | 1.71          | "              |
| (v) Goner                                          | 1.71          | "              |
| (vi) Kanota                                        | 3.42          | "              |
| (vii) Kukas                                        | 0.56          | "              |
| (viii) Bilwa                                       | 1.71          | "              |
| <b>Total Urbanisable Land Parcel in the Region</b> | <b>328.20</b> | <b>Sq. Kms</b> |



## **TIERS OF DEVELOPMENT**

The physical form of any region, its road network, directions of growth, and all other related phenomenon combined together, indicate the most suitable solution for structure of the region. In case of Jaipur Region, the star shaped formation with fingers of urbanisation extending along major movement corridors, punctuated by bulbous nodes and the greens of agricultural fields penetrating deep into the urban areas of the city, is the only plausible solution.

In order to ensure balanced development of the Region and to achieve the objective of planned growth, it is proposed to undertake development in a hierarchy of four tiers which are elaborated as under:

### **First Tier of Development-Jaipur City Urban Complex**

The core city exercises its influence in the Region extending it over large distances. Intensity of activities gradually decreases from the heart of the city to peripheral areas. The urban area of Jaipur city has certain characteristics which make this area a hub of various urban functions. These urban functions have located themselves in a scattered manner around the core of the city. Many of these functions and activities, by virtue of their nature and unprecedented expansion, continue to create an anomalous situation by their un-sympathetic behaviour to other vital functions in this urban complex, besides pressurizing the existing urban services. The urban area has so far expanded almost in all directions and the physical sprawl poses a problem for the city managers.

In order to contain the city within plausible limits of efficient management of services and facilities, it is proposed to restrict the size of this core city around the assigned population of 35 lacs by horizon year 2011.

In view of the complexities involved in the process of urbanisation it is not easy to define in a definite manner the proposed sprawl of development. However, provision of infrastructure and transportation structure is proposed to be used as a tool which may directly or indirectly contain the urban sprawl with contiguous areas limited to the extent as delineated in the relevant drawing. This parcel of urbanisable land of Jaipur urban area is projected to be 270 Sq. Kms. The settlements of Sinwar, Bindayaka, Bhankrota, Balawala, Beelwa will in course of time become a part of Jaipur urban area to form the Jaipur City Urban Complex. The city is proposed to contain economic activities and uses incidental to the main activities, which have direct relevance to the city functions and are not detrimental to the quality of life in the urban complex. The various urban nodes which will cater to trade and commerce, industries, research and other institutions, offices etc. have been dealt in the chapter under Activity Distribution.

Housing and shelter which form nearly half component of the total urbanisable area are proposed to be adequately catered to by different agencies engaged in development and promotion of the same in all planning zones of this urban complex.

Special projects are proposed to be undertaken for housing of urban poor, environmental improvement programmes of slums and other slum like areas besides other housing requirements.

### **Second Tier of Development - Outer Ring of Satellite Towns**

This is formed out of development proposals for the outer ring of satellite towns viz. Achrol, Jamwa

Ramgarh, Bassi, Sheodaspura & Chandlai, Bagru and Chomu. The Development Plans for these are proposed to be covered under the Zonal Development Plans of respective Zones. These towns are proposed to accommodate all Urban Functions and are proposed to be developed so as to attract the migrant population by making available a strong economic base.

The existing developed areas of these towns have a special character with a combination of all activities and functions being performed in a concentrated manner. These areas are required to be treated as Special Development areas for the continuity of Urban activities and functions having traditional base in respective towns.

Further Development of these towns are required to be carried out to accommodate the spill over and relocation of the activities from Jaipur City Urban Complex area.

### **Third Tier of Development - Inner Ring of Satellite Towns**

This is proposed to be formed out of inner ring of satellite towns which are not engulfed in the contiguous area of Jaipur City Urban Complex viz. Kukas, Kanauta, Goner, Jaitpura and Anapura. These satellite towns are proposed to be developed as inner ring acting as growth centres with all Urban functions and infrastructure and other facilities. A detailed Development Plan for each of these Growth centres is required to be prepared as a part of the Zonal Development Plans.

### **Fourth Tier of Development - Rural Areas of the Region**

The fourth tier of development has a basic rural character with agrarian society. The areas which are not covered by the above three tiers fall under this tier. The settlements falling in this tier are predominantly surviving on economic base provided by agriculture. These rural settlements shall continue to have scope for their natural growth. These are proposed to be provided with basic infrastructural facilities, and basic educational medical and health care facilities, to the extent that these settlements develop as self sufficient entities and play an integrated and complimentary role in the development of the region.

### **ACTIVITY DISTRIBUTION**

If the Jaipur Region is viewed from the holistic point of view, concentrated groups of activities can be seen to emerge at various locations. These activities concentrate to form nodes which are bound together by a system of urban fabric, main strands of which are constituted by transportation and communication networks, various services, facilities and utilities. Habitation and the community survive and depend on these activities as much as these activities are dependent for their functions on human habitats surrounding them.

These activities have orthodoxically been grouped as land uses in the terminology of Urban Planner. Land uses are inanimate classifications but have been known to form components of a city. A city is like a living organism, pulsating with living activities and yet these living activities are grouped to form inanimate 'Land uses'. This creates an incongruous situation in the longer perspective as the land uses with fixed boundaries do not leave much scope for dynamism associated with these activities. Thus, it is important that the classification which forms the basis of planning exercise is treated like a living organ performing a specific function or combination of functions. Combination of these organs constitute the body and soul of the city.

The occurrence of Urban Nodes, with concentrated groups of specific activities or combination of various activities further confirms the above analogy. For the purpose of better understanding of various phenomenon thriving in the city, an exhaustive list of activities and functions which take place in the Region has been drawn out. These individual activities are then weighed on a three tier scale for their compatibility to form groups of activities which may be classified as an organ, presenting itself in the shape of an Urban Node. Quite obviously, compatible activities would concentrate and group together at one or more locations while the non-compatible would go to the outer fringe of this grouping with an intermediate layer formed by punctuations of partly compatible activities. The compatibility chart of urban activities and functions is available at Annexure -IV. This chart which may form the basis of Zoning Regulation and Development Regulations is of guiding nature and may be suitably modified/edited/appended keeping in view the planning considerations and requirement of suitable format while framing Zoning Regulation/Development Regulations. Activities and functions which are ancillary, incidental or essential to the principal activity will be taken as fully compatible and may be permitted along with the principal activity restricted to a limited extent as may be decided as per planning considerations. Activities and functions not specifically covered in the list may be examined as per the nature of similar closest activity or function covered in the list. Compatibility and permissibility of the activities and functions will also be governed by the scale of individual activity or function, suitability as per planning considerations and other governing laws, rules, regulations, policies and guidelines etc.

#### **URBAN NODES**

**It is observed that Urban nodes are formed in a city due to concentration of following activities and/or facilities:**

- (1) Trade & Commerce**
- (2) Govt. & Semi Govt. Offices**
- (3) Research and Other Institutions**
- (4) Medical and Health Care Facilities**
- (5) Industries**
- (6) Transportation Network**

The in between areas of these Nodes, which are filled by predominantly residential and the other activities, support the functioning of these Urban Nodes. In turn residential activity thrives on economy generated out of these Nodes. The places of tourist interests, city level parks and open spaces of areas for recreation and socio cultural activities are essential components which have to be conserved where they exist, and new ones are to be developed based on the resource potentials of the area.

**Taking the Region with its urban area to be a giant living organism, it is important that functions of independent existing Nodes be examined for their continuing utility or futility as the case may be. After this examination, it is important to undertake measures and procedures to allow continuance of healthy life and activities in these Nodes. The measures can be in the form of (i) Removal of Cancerous Growth (ii) Conservative Surgery of Problematic Nodes (iii) Curative and Preventive Measures for Existing Healthy Nodes.**

In order to achieve effective implementation of these measures it is proposed to undertake Special Programmes in the urbanisable areas. These areas are termed as 'Action Areas'. The action areas may keep emerging as the plan period progresses and development is under taken. However, in the present scenario, the major action areas fall in following categories

1. Transportation
2. Katchi Bastis and Slum like developments
3. Environment
4. Unauthorised Commercial Development
5. Relocation of activities
6. Walled city of Jaipur
7. Existing development in two rings of satellite towns
8. Rural Settlements.

Exhaustive studies are proposed to be conducted to deal with each of the action areas. As per the priorities, on the basis of available resources, the needs of each of the above categories are required to be catered to. To illustrate the nature of action areas a list of various action areas in different sectors has been drawn which is available at annexure. This list may be adequately modified or further supplemented while detailing out the Zonal Development Plans. Each of the action area is to be taken on individual project basis and solutions are to be prescribed as per planning considerations and merits of individual action area programmes.

To supplement the needs of the growing Region, it is essential to accomodate for additional activities commensurate with the desired level of development in different parts of the Region. This, in the context of the city, means development of additional Nodes, to cater to the expected increase of various activities.

After the broad delineation of the Jaipur Region in 3 major categories namely Urbanisable area, Ecological Zone and Rural area, it is important that various urban nodes formed out of concentration of various activities, facilities or functions are highlighted so as to cater to various infrastructural and other functional requirements of these Urban Nodes. In the context of Jaipur Region which has diversified terrain and a complex system of urban and rural functions, it is indeed a difficult task to precisely quantify, predict and specifically locate various activities and functions in any broad based landuse pattern as per traditional approach. The complex urban systems cannot be predicated accurately and authentically by simple mathematical models which utilize the census data and existing land use patterns. At best, the broad areas of concentration of activities can be identified and predicated on the basis of infrastructural network already existing and proposed to be made available for the Region. Accordingly 32 major urban nodes catering to urban functions have been identified including the existing nodes. Each of these urban nodes will be a combination of various urban functions giving rise to a complex urban system. These are expected to cater to the requirements of the Region commensurate to the total expected increase of population in the Jaipur Region. From the point of view of importance of certain predominant activities expected to occur or existing in these urban nodes they have been classified into the following major categories:-

1. Pre-dominantly Commercial Nodes;

2. Predominantly Industrial Nodes;
3. Predominantly Public and Semi Public;
4. Predominantly Recreational Nodes;

The physical delineation of these urban nodes in the drawing showing land utilization is of illustrative nature. These nodes as delineated encompass, physical area more than the expected actual requirement, thus ensuring a play of urban systems and economic considerations which establish precise and specific land utilization pattern.

At the stage of preparation of Zonal Development Plans for various zones, besides these urban nodes which are relevant at the Regional and city level, urban nodes as relevant in the context of each zone, are proposed to be identified and earmarked to serve the needs of each planning zone. Such a system of delineation of urban nodes both at Regional and local area level is the only plausible solution to regulate land utilization in the present scenerio of development process envisaged in the region. In this manner a flexibility is available for locating the activities which will form the land use pattern.

The areas besides urban Nodes in the urbanisable land parcels will be predominantly residential in character bound and interwoven by transportation and services network.

Preference of residential development in the Jaipur Region is of the nature of plotted development. The fact that agricultural lands were available around Jaipur city on which mass scale colonization in the garb of Housing Cooperative Societies took place has contributed to predominance of plotted development housing. These plots are by and large in the range of 180 Sqm-500 Sqm. The plotted housing in the central areas of Jaipur Urban Complex is slowly experiencing densification in the form of development of apartment housing by private sector. JDA has also made available lands for apartment housing in various schemes. However, this component in terms of overall residential development is fractional. Apartment housing has mainly been promoted by Rajasthan Housing Board in their various residential schemes. Nevertheless apartment housing does not find much favour mainly due to lack social acceptance.

It is essential to strike a balance between the desire lines of public at large and the need to have a compact and cost effective urban development. To achieve this, housing is proposed to be developed with a mix of plotted development, row housing and apartment housing in new areas to be taken up for development in all planning zones.

The residential development in the nature of improvement of Katchi Bastis is proposed to be taken up as Action Area for Environmental Upgradation Programmes besides relocation. For Economically Weaker Sections of the society, needs of housing are proposed to be catered to by using cost effective low rise residential development. For these, development of standards and planning norms different from those generally applicable to housing for other sectors may be considered.

Various Government & Semi-Govt. Agencies involved in housing development are expected to work in close coordination with private enterprises to achieve the requirement of housing commensurate to the increase in population.



Provision of services and other infrastructure as per plan proposals and the development regulations will regulate the development of various urban functions with active participation and cooperation of private and public enterprises.

## **TRADE & COMMERCE**

The Walled city of Jaipur with its main bazaars served the requirements of many trades by providing both wholesale and retail markets some of which are situated in congested 'Katlas' and narrow side lanes. This poses a great burden on infrastructure, traffic and transportation of the city, besides generating pollution

Jaipur has also experienced a spurt of linear shopping precincts along major movement corridors, most of which are in the form of rows of single storeyed retail shops.

Experience of the past has shown that such linear single storeyed, retail shopping corridors of yesteryears are now developing to multistoreyed commercial complexes after redevelopment of these properties. This has given rise to linear commercial streets with a different character. It is expected that volume of traffic will increase on these roads when all these complexes becoming operative. In a large number of cases the economic forces govern rehabilitation and relocation of such linear rows of existing old shops. M.I. Road, S.C. Road, Station Road, Church Road etc. are few of the examples of this kind of development.

The phenomenal growth of Jaipur city in the last three decades has given rise to increased participation of Trade and Commerce in the city's economy. Jaipur is also becoming a centre for various Zonal/Regional offices of Corporate Sector besides being a centre of administrative offices of various National level institutions, Govt. and semi Govt. organisations.

Lack of availability of organised commercial spaces has given rise to large scale unauthorised conversion of residential buildings into commercial offices, and retail commercial establishments.

Raja Park, Adarsh Nagar, certain areas of Tilak Nagar, Janta Colony, areas east of Moti Dungri Road have experienced phenomenal development of linear commercial development most of which have been undertaken by utilization of front set back of residential plots into commercial shops. It is proposed that these areas and other similar areas of mixed uses are proposed to be treated as special areas for comprehensive redevelopment projects. Mixed landuse characteristics may be considered after undertaking adequate safe guards and provisions from traffic and transportation point of view.

**Walled city area which is of historical importance, is essentially required to be conserved and treated as Special area. The project for redevelopment and conservation of this area may include aspects related to**

- (1) **Conservation**
- (2) **Tourism**
- (3) **De-congestion**
- (4) **Sewerage and Drainage**
- (5) **Environmental Upgradation**



- (6) **Traffic and Transportation**
- (7) **Urban Design**
- (8) **Architectural Heritage**
- (9) **Socio-cultural Aspects and Traditions**
- (10) **Fairs and Festivals**

The areas of New Colony, C-Scheme, Bani Park and abutting areas of these schemes are experiencing a changeover to more profitable activities than what is at present available from the properties, by way of intensification of prevailing activities and redensification. In view of this, up-gradation of some of the roads of these areas is proposed, which has been covered while dealing with transportation network. However, while considering development plans for these areas, adequate up-gradation of traffic arteries shall be made an essential component which may be complementary to the decision to consider conversion of uses and densification of existing single storeyed development of residential houses.

In the outer areas, Tonk Road, Ajmer Road, Sikar Road, Gopalpura Bye-pass, Sanganer Sodala Roads, Agra Road, Ajmer Road, Nirwan Marg, Road on the west of Jaipur Delhi line between 22-Godown junction to Tonk Road, Jhotwara-Khatipura Road from Amba Bari junction to Sirsi Road junction are amongst the major traffic arteries which have seen mushrooming growth of single storeyed linear retail commercial shops. In terms of city level use, the component of this retail commercial activity is in the form of convenient shopping amidst predominantly residential areas. Such a ribbon development is a great impediment in the smooth flow of traffic on these streets. It has also made cumbersome the task of widening of these and other major traffic arteries to the desired level.

To counteract further continuance of such cancerous ribbon development it is essential that curative and preventive measures are taken. In any case further expansion and/or growth of such ribbon development should not be allowed to continue. If it is proposed that all zones be provided with adequate convenient commercial areas. These if taken in a linear form should have sufficient safe guard to allow required parking and smooth traffic flow along streets.

Such convenient retail shopping in various zones should have adequate provision of essential day to day needs, service sectors, specialized shops and infrastructure etc. There is a need to implement a mechanism to make available such shops to genuine traders so that these may become operational during the process of development of residential or other principal uses. It is essential to contain such ribbon development which if allowed to continue to choke the traffic arteries may cause decay and even death of the living city's systems in times to come.

## **WHOLESALE & SPECIALISED MARKETS**

These are proposed to be sub-divided for development in two tiers as under:

- (1) Wholesale markets catering to the functions at State, Regional and Metropolitan level.
- (2) Local wholesale markets, to enable distribution of commodities to retail out-lets.

The wholesale markets of regional importance are proposed to be developed in integration with the freight complex in order to provide:

- (a) Intra and Inter Region Movement,

- (b) Facilities for freight in transit and for inter change modes,
- (c) Facilities for Warehousing and storage,
- (d) Inter linking these complexes with other specialized markets,
- (e) Facilities for servicing, Boarding & Lodging, Parking ancillary uses and other relative function.

These regional wholesale market complexes are proposed to be located in Sheodaspura, Bagru, Chomu and Bassi.

The major trades proposed for these satellite towns are as under:-

|             |   |                                                                      |
|-------------|---|----------------------------------------------------------------------|
| Sheodaspura | - | Iron & Steel                                                         |
| Bagru       | - | Textile, Marble & Granite                                            |
| Chomu       | - | Iron & Steel, Hardware, Auto Parts & Engineering Goods, Agro Produce |
| Bassi       | - | Agro Produce, Timber, Engineering Goods                              |

Local wholesale markets of medium size are also required to be disbursed throughout the city with adequate parking, repairs and service facilities. These are proposed to be located in major urban nodes. These may also be integrated with major commercial centres to be divided into various zones.

## REGULATED MARKETS

Regulated Markets are being operated under the purview of Rajasthan State Agriculture and Marketing Board (RSAMB). From the spatial distribution point of view the same are categorised for their functional location as follows.

### Terminal Markets

These are the markets where the products collected are not only from the environs of Jaipur but also from other parts of the country for which Jaipur is a large consumer as well as distribution centre. These markets require large areas and have the incoming traffic of produces in trucks and tractor trollies. Part of the same is distributed in the local market for local consumption and rest is again loaded / transferred in other vehicles for redistribution. This activity is predominant in case of fruits & vegetables and to some extent grains and other regulated commodities.

Terminal Markets are proposed to be located in the outer ring of satellite towns of Jaipur Region, as per the projected requirements of land by RSAMB is about 100 acres for each Terminal Market. The Terminal Market functions of Lal Kothi & Suraj Pol Mandi Yards shall be shifted on the new proposed locations. The Satellite Towns selected for these Terminal Markets are

- (i) Bagru,
- (ii) Chomu,
- (iii) Sheodaspura and
- (iv) Bassi.

### Satellite Markets

Jaipur, is predominantly a consumer market for fruits, vegetables and grains and is fed by the

produces from the hinterland and from outside the state. These second order market yards i.e. satellite markets serve the functions mainly for transaction of the produce received in the city. Considering the sprawl of Jaipur, It is appropriate that the satellite markets be located and developed on the outer Periphery of the projected parcel of land in the Master Development Plan. These markets would mainly cater to the requirements of fruits & vegetables and grains for the Population of the respective directions. The directions and areas as recommended by Marketing Board and proposed to be considered for incorporation in the Zonal Development Plan are as under:

#### **Grain, Fruit & Vegetable Markets**

|                 | <b>Area</b> | <b>+</b>     |
|-----------------|-------------|--------------|
| Mansarovar      | 5           | Acres        |
| Jawahar Nagar   | 5           | "            |
| Malviya Nagar   | 5           | "            |
| Sanganer (H.B.) | 5           | "            |
| Vaishali        | 5           | "            |
| Amer            | 12          | "            |
| Sanganer        | 12          | "            |
| Bagru           | 12          | "            |
| Harmada         | 12          | "            |
| Chomu           | 12          | "            |
| <b>Total</b>    | <b>85</b>   | <b>Acres</b> |

#### **Satellite Markets Near Choongi Chowkies**

|              | <b>Area</b> |              |
|--------------|-------------|--------------|
| Ajmer Road   | 10          | Acres        |
| Tonk Road    | 10          | Acres        |
| Delhi Road   | 10          | Acres        |
| Agra Road    | 10          | Acres        |
| Chomu Road   | 10          | Acres        |
| <b>Total</b> | <b>50</b>   | <b>Acres</b> |

Marketing Board has already finalised two sites for grain market yards at Kukar Kheda and Sanganer and these are at in an advanced stage of acquisition. The locations and proposals of these market yards are proposed to be accommodated in the Zonal Development Plans. New grain market yards have been found necessary by RSAMB, to be located at Bagru, Chaksu, Bassi, Tunga and Chaksu with an average area of about 15 to 20 acres. These are also proposed to be incorporated in the Zonal Development Plans.

#### **Timber Markets**

For the timber produces and its markets it has been observed by the Expert Group that only one market

yard for this activity would be sufficient and the same could be located either on Agra Road or in the segment falling between Sikar Road and Ajmer Road. Since this trade will also involve shifting of the traders from Walled city area, it is necessary that the matter be finalized in consultation with Representatives of this Trade. From planning point of view. Future Urban Nodes are expected to come up in both the directions and the market is envisaged to be a part of the urban nodes so developed.

### **Cattle Markets**

The activities of Cattle market yard and its space requirement and location is required to be selected depending on availability of water. This market is proposed to be located in Jamwa Ramgarh area on an area of approx. 35 acres.

### **City Level Apni Mandies & Vegetable Kiosks**

Marketing Board proposes to develop 'Apni Mandies' in which the producers would directly reach the consumers and also create a competition with the local retail markets. About 2000-3000 Sq mtrs. land is proposed to be developed by RSAMB in each neighbourhood. Similarly provisions are envisaged for vegetable booths in line with dairy booths in the residential areas that will be regulated under the control of RSAMB.

### **SERVICE MARKETS**

Commercial centres in various zones may cater to service shops like Automobile and other domestic goods, repairs and servicing, fabrication and domestic level micro manufacturing units like steel section windows fabrication, wood work, stone work, engineering goods etc. It is proposed that this sector be given due importance while preparing zonal development plan and area development plan.

### **INFORMAL SECTOR**

Informal sector generally locates itself on strategic points near work centres, commercial areas, outside hospitals, colleges, schools, transportation modes and housing clusters. Considering the vital role, informal sector plays in employment generation, economic activities of the city, day to day functioning of transport and service sector and other ancillary trades; it is proposed to incorporate the informal sector as an important component of trade and commerce in the planned development of various zones. It is also proposed that provisions for informal sectors, trade units should be ensured in development plans / lay out plans for implementation of development programmes by different agencies including Govt. and Semi. Govt. agencies involved in various spheres of development.

It is proposed that phased programme for removal of informal sector operating with in road right of ways on lands under other public uses, be prepared with adequate rehabilitation measures so that the city scape is improved.

### **HAAT BAZAARS**

Traditional weekly markets known as 'HAAT bazaars' enjoy immense popularity amongst all sections, more so amongst lower and middle income groups. Some of the 'HAAT bazaars' are seasonal and others

are operative on daily basis on specific locations, The woolen garments markets along the boundary of Ramniwas Bagh is a classic example of a seasonal Bazaar. These markets operate in a systematic manner and are located amidst dense development, either on vacant lands or on road sides. It is proposed that haat bazaars be given due importance and a system of management be evolved where by these haat bazaars may be permitted. Use of certain major streets on the days of regular closure of market with imposition of ban on vehicular traffic may be considered. Adequate public conveniences, parking areas, and solid waste disposal arrangements will have to be made for these markets. It is proposed that various zones, including new areas to be developed, cater to and make provisions for the necessity of these markets.

### **MARKETS CATERING TO RURAL REQUIREMENTS**

Markets for fodder and other requirement of agricultural activities, cattle markets etc. may be developed in rural areas of the region with proper dispersal to cater to the need of all parts of the region.

### **GOVT. AND SEMI GOVT. OFFICES**

The main concentration of Govt. offices, at present, is on Bhagwandas Road, Tilak Marg, Banipark around Collectorate Circle and Jhalana Dungri. The State Legislative Assembly is still functioning from the old building. However, the State Govt. has embarked up on the project for construction of new Assembly building in Lal Kothi area, and Certain offices still continue to function in Jaleb Chowk area, which are being already considered to be shifted Due to lack of organised and well planned office complexes, a number of Govt. and semi Govt. offices continue to function in rented accommodation in the residential areas.

Some offices of Central Govt., Public Sector Undertakings also continue to function and operate from residential areas.

Govt. and semi Govt. offices form an important bulk as far as traffic generation is concerned and lay stress on the movement of traffic to and from these areas at peak hours.

In order to have a planned distribution of work centres throughout the region, it is proposed that:

All major establishments which do not have a day to day interaction with the functions of urban area of Jaipur city be located in the first and second ring of Satellite towns. These offices be dispersed and located in the urban nodes identified in the plan proposals in the North-West Sector, South East Sector and Western Sector.

Govt. office complexes be so planned that they also cater to the requirements of mass transportation, other forms of public transport, incidental commercial, eating places both in formal and informal sector and ancillary facilities as required by these complexes.

### **RESEARCH AND OTHER INSTITUTIONS**

Institutions of National, State and regional importance which do not have day to day interaction with urban functions of the Jaipur city and have a large land requirement are proposed to be located in the first and second ring of Satellite towns. This will not only ensure development of these satellite towns but also help in dispersal of population from Jaipur Urban Complex.



In order to spatially balance the distribution of City level Educational Institutions, Colleges etc. in Jaipur Urban Complex, it is proposed to develop an Educational Node with requisite housing, transportation requirements, other commercial requirements and other ancillary requirements in the North-West segment between Sikar Road and Jaipur Sikar Railway line. Besides this, it is proposed that some pockets of the area in South-East segment, Southern segment between Sanganer and Ajmer road, West of existing Southern Bye-pass be also developed as institutional areas.

The Educational institutions catering to the neighbourhood would find their place in all the Zones of the Region as per policies of the State Govt, for development and promotion of the same. It is proposed that specially for rural areas, distance matrix be the main criteria besides the population figures so that at least Middle level educational facilities are made available at a convenient walking/cycling distance.

### **MEDICAL AND HEALTH CARE FACILITIES**

Bulk of State and City level Medical and Health Care facilities are concentrated in areas along J.L.N. Marg. Satellite hospitals of the State Govt. are operational in Shastrinagar, Sethi Colony and close to Malviyanagar the west of J.L.N. Marg. A hospital is under construction by J.D.A. in Vidyadharnagar scheme.

Project for development of Dental College has already been taken up in Subhashnagar District Centre as per the decision of the State Govt.

Medical and Health Care facilities which are essential requirement for residents of the city are increasingly being supported by Private Sector Enterprises. The State Government is also promoting participation from Charitable Organisations. Trusts and individuals. In this reference, it is expected that activities in the share of medical and health care would also, locate themselves depending on locational criteria, population to be served and economic forces. In view of this, it is proposed that these activities uses be promoted in all planning zones as per various norms and standard to be prescribed for the same. Priority areas in this regard shall be establishment of medical and health care facilities which may cater to the bulk of the poor, economic weaker sections and low income group population. It is expected that Primary Health Care facilities, Maternity care centers shall be adequately catered to by a mix of Govt. participation and private investments.

For rural areas, it is proposed that basic medical and health care facilities should be provided to cater to all rural settlements of the region. It is proposed that instead of going purely by criteria of population, the criteria of distance matrix be also used in location of basic medical and Health Care facilities.

Jaipur Region is also expected to become a major centre of medical and health care facilities catering not only to the State but also to a large part of the North and North West part of the India. The Region has a potential for development of integrated and comprehensive medical and health care complexes.

It is proposed that such institutions be developed as self-sufficient Complexes in an environmental and ecological high grade zone. The potential zones in this reference are the areas of Achrol, Jamwa Ramgarh which are proposed to be kept free from polluting industries and other such uses. The accessibility of this area from Delhi Road and Agra Road is also proposed to be improved by development and upgradation of the Regional road network.

## **INDUSTRIES**

The major industrial areas of the city are V.K.I. and Jhotwara industrial areas towards North-West of the city, 22-Godowns and Sudarshanpura industrial area almost in the heart of the city, Sanganer and Sitapura industrial area towards south of the city, and Malviya Industrial area towards south-east of the city. Besides this, there are various isolated pockets of the industries in the existing developed area of Jaipur city.

In areas outside developed area of Jaipur city, industrial areas are situated in Bagru on Ajmer Road, Kanakpura and Bindayaka on Sirsi Road, Jaitpura on Sikar road, Hirawala on road to Nayala via Agra road, Bassi on Agra road. Besides these, there are few isolated pockets of industrial Units in the region.

Bagru and Sanganer towns are traditional strongholds of cloth dying and printing industry and paper industry most of which is operative in unorganised development. Likewise other settlements have traditional industries mostly of the scale of household or cottage industries.

Industrial areas towards north-west are on the wind-ward side of the city and in this manner location of these industrial areas are faulty. Fortunately, at present there are not many air polluting industries in the area. It is proposed that utmost precaution may be taken to avoid the installation of air polluting industries in these areas.

Industrial area of 22 Godown and Sudarshanpura are surrounded by residential area. Besides disturbance of peace and tranquility of the area, these generate many problems related to traffic and different forms of pollution. It is proposed that these be treated as special areas for formulation of programmes and projects wherein relocation may be, considered with adequate rehabilitation measures. The lands which may be available after the relocation programme may be utilised to the extent possible as per the project requirement for public and semi-public uses. In any case, strong measures are required to be taken to ensure control and check on expansion and further installation of polluting industries in these areas.

Malviya industrial area which is situated close to Jhalana Forest, is also required to be guarded against installation of polluting industries and pollution which is at present being created in the area.

Industrial areas of Kanakpura and Bindayaka are now experiencing installation of industrial units and it is proposed to augment the area for development as a major work centre of this urban node.

Industrial areas of Sitapura and Sanganer are expected to provide a strong industrial work centre in the southern part of the city.

### **Future Industrial Development Scenario**

The State Govt. has brought out the industrial policy in 1994. As per this policy, industrial development in whole State of Rajasthan is expected, to take a quantum jump. It is also expected that interest of investors, entrepreneurs and industrial development agencies will grow in the State.

Jaipur, by virtue of being an Administrative centre with the required infrastructural base and proximity to the National Capital, is expected to be an attractive destination for industrial investment and development. Potential trades in this regard are electronics, engineering, agro-processing, floriculture, tissue culture, marble and granite processing, garments, textiles etc.



Keeping in view the scarce availability of water, it is proposed that water based industries are not encouraged in the region.

**From the overall development point of view of the region, it is proposed as under:**

1. Industries be located in the region in accordance with the State Industrial Policy and National Industrial Policy, keeping in view the environmental considerations.
2. Satellite towns of Shivdasapura, Bagru, Chomu, Bassi, Kanota, Jaitpura and Anantpura, Beelwa, Balawala are expected to serve major industrial work centres. Provision for allocation of land for industrial development is proposed to be made on the basis of projections made by RIICO as reflected in the table below:

**Proposal For Expansion / New Industrial Areas**

(Area in acres)

| S. No.       | Name of ind. area        | Location | Existing area | L.Acq. in pipeline | L.Acq. proposed | Total (5+6) |
|--------------|--------------------------|----------|---------------|--------------------|-----------------|-------------|
| (1)          | (2)                      | (3)      | (4)           | (5)                | (6)             | (7)         |
| 1.           | Sitapura                 | N.H. 12  | 385           | 540                | 750             | 1290        |
| 2.           | Shivdasapura/Chaksu      | N.H. 12  | -             | -                  | 300             | 300         |
| 3.           | Bagru                    | N.H. 8   | 308           | -                  | 200             | 200         |
| 4.           | Dhand                    | N.H. 8   | -             | -                  | 300             | 300         |
| 5.           | Kukas                    | N.H. 8   | -             | 170                | -               | 170         |
| 6.           | Chandwaji                | N.H. 8   | -             | -                  | 500             | 500         |
| 7.           | Kotputli                 | N.H. 8   | -             | 625                | -               | 625         |
| 8.           | Hirawala Via.            | N.H. 11  | 81            | 94                 | -               | 94          |
| 9.           | Bassi                    | N.H. 11  | 51            | 80                 | -               | 80          |
| 10.          | Bindayaka Via.           | N.H. 8   | 147           | 35                 | -               | 35          |
| 11.          | New Sanganer             | -        | -             | -                  | 750             | 750         |
| 12.          | Expansion of other areas | -        | -             | -                  | 400             | 400         |
| <b>TOTAL</b> |                          |          | <b>972</b>    | <b>1544</b>        | <b>3200</b>     | <b>4744</b> |

3. Cloth dying and printing industries, paper industries and other such industries have a strong traditional base in Jaipur and surrounding areas. It is proposed that special areas be developed with adequate facilities and common affluent treatment plants as may be required towards south-west of the city near Sanganer and near Satellite town of Bagru.
4. Industrial areas/ estates be so planned and developed that:
  - A. Location of the Industrial Area and type of industries in the Industrial area is sympathetic to surrounding environment and takes into account the existing abadi area etc.

- B. The industrial areas provide for the lands for requirements of transportation sector, communication sector like telephone exchanges, postal services, ancillary commercial needs including informal sector, facilities like Fire stations, Police stations, Essential Medical and Health Care, and other incidental uses generated on account of principal activities.
- C. The Housing requirements are catered to by development of residential schemes in coordination with Govt. agencies engaged in development of housing schemes.
- D. Green girdle is created around the proposed industrial estates to serve as buffer zone, which must be taken up on priority basis along with the development of other infrastructure of the industrial estate. For existing Industrial Estates similar efforts be made to create green girdles to the extent possible.
- E. Requirements of expansion of the city even beyond the proposed horizon year are catered to and a situation does not arise where by the industrial areas get surrounded by residential areas in future.

## **TRANSPORTATION NETWORK**

### **NATIONAL HIGHWAYS AND BYE-PASSES**

Jaipur city is situated on an important National Highway corridor namely NH 8 running from Delhi to Bombay. NH 11 passes through Jaipur and NH 12 from Jaipur leading to Jabalpur. It is proposed to develop by passes of the region so that traffic which is not destined to Jaipur, is not forced to pass through it. These bye-passes are as under:

- (1) NH 8 bye-pass is proposed to commence from Chandawaji on Delhi Road to terminate on Ajmer Road beyond Bagru, cutting through Sikar Road between Chomu and Jaitpura. Till such time this bye-pass is developed the bye-pass alignment as being developed by PWD from Chandawaji Chomu Road to Harmara is required to be upgraded to accomodate the Highway traffic.
- (2) South-Western bye-pass is proposed to connect NH 8 to NH 12 via Chaksu, Koderia, Bhojyara, Binodiya and near Bagru.
- (3) Chomu Bye-pass on N.H. 11

### **MAJOR REGIONAL ROADS**

A net work of regional roads is proposed to be developed and / or upgraded to the level of Regional Link Roads i.e. ROW of 250ft. with 50ft. plantation strip on both sides, to meet the future transportation requirements of the region.

These roads for the time being, are also expected to serve the requirements of National Highway Bye-Passes till such time the Outer Bye-Passes as proposed are available. These roads have been so chosen that alignments are possible as per ground conditions, in large stretches of these alignments black top roads are existing which can easily be upgraded and in some parts WBM roads are available. These roads are listed as under:

- (i) Road connecting NH 11 to NH 12 via Bassi, Kishanpura, Sambhariaya, Nangalpura, Burkhera.

- (ii) Road connecting NH 11 near Kanauta to NH 12 via Kanauta near Shrirampura, Siroli, Goner, Ningriwala.
- (iii) Road connecting Bagru to Sanganer via Nevta and Mohana.
- (iv) Upgradation of roads leading to Sinwar and Bindayaka and leading to Kalwar.
- (v) Road connecting NH 12 near Chandlai to NH 8 via Watika, Lakhna, Balawala, Kapurawala, crossing Bagru Sanganer Link Road at Nevta and further to NH 8 (Ajmer Road) via Khatwara & Mahapura.
- (vi) Road connecting NH 11 near Kanauta to Jamwa Ramgarh Road via Hirala, Nayala, Bhanpura and further to NH 8.
- (vii) Road connecting Agra Road to Jamwa Ramgarh via Sumel.

## **ROAD TRANSPORTATION NETWORK OF JAIPUR CITY**

The City roads network system and traffic study was got done in the recent past through NATPAC. Studies conducted by NATPAC were conventional traffic studies with usual methods of analysis. The study recommended development of city roads and junctions. Some work has already been carried out on the basis of these studies. It is proposed that this study be adopted for the improvement programmes of the city roads and traffic. It is also proposed that further development work be continued with modification as may be required keeping in view the changed scenario, projected future demands and local constraints etc.

### **Walled City Area**

Trade and commerce is being mainly conducted from inside the densely populated walled city part of Jaipur. The goods are first transported into the walled city area, from where they are again distributed to the various parts of the city which aggravates the traffic and transportation problems in the congested streets of the walled city. The emergence of informal sector activities in the adjoining areas of the wholesale markets along the road corridors have further aggravated transportation problems. In order to decongest the walled city it is proposed that the wholesale business activities be relocated in the areas designated as works centers in the two rings of satellite towns.

The following wholesale trades are proposed to be relocated outside the walled city in order to decongest the roads:

1. Loha Mandi
2. Sanitaryware Markets
3. Hardware Markets
4. Timber Markets
5. Paper Stationary Markets
6. Cloth Markets

It is proposed that organised parking areas be created inside the walled city for which the following areas are proposed to be used for parking:

1. Jalebi Chowk

2. Hind Hotel & Other Govt. Properties
3. Khandas of Chaupars

Traffic & Transportation facilities be created outside the walled city near the Gates. The proposed locations for these purposes are as under:

1. Chandpole-Old Pagalkhana
2. Panch Bati-Veterinary Hospital & Vacant lands
3. Ajmeri Gate & New Gate-As per the acquisition of land in progress for the purpose
4. Sanganeri Gate-Old Kotwali, land of mobile surgical unit
5. Ghat Gate-Chara Mandi and land to be vacated by jail

It is proposed that heavy through traffic i.e. the Trucks and the inter city buses be restricted from passing through the roads inside walled city.

### **Major City Roads**

Keeping in view intensification of uses and dense development of inner areas of the city including conversion to commercial uses it has been found essential to upgrade certain major city routes. From point of view of traffic management also it was observed necessary to create parallel routes along existing major routes. In view of this following routes are proposed to be upgraded:

#### **C-Scheme Area**

Prithviraj Marg between Sawai Ramsingh Road and Sardar Patel Marg to be made as 120 ft. R.O.W. From S. P. Marg further down to Parivahan Marg. This be widened to the extent possible using available front set back.

Bhagwandas Road between M.I. Road and proposed New Assembly Building to be made as 120 ft. ROW.

Ashoka Marg from Ramsingh Road to Ajmer Road through Govt. Press round about to be made 100 ft. ROW. Bhawani Singh Marg between Indira Circle and Sahakar Bhavan round about to be made to 120 ft. ROW.

#### **Bani Park Area**

Kantichandra Road, Shiv Marg, Kabir Marg, road leading from Chinkara Canteen to Jhotwara Road via Madho Singh Circle be widened to the extent possible after utilization of land to be obtained from front set back areas.

#### **New Colony Area**

Roads in this area be widened to the extent possible as per the redevelopment plan to be prepared for the area.

#### **Tilak Nagar Area**

Shanti Path running east to west between Jawaharnagar bye-pass and Indira Circle be widened to 120 ft.

## Civil Lines Area

Hawa Sarak be widened to 120 ft.

Ajmer Road between Railway Over Bridge to Queens Road be widened to minimum right of way 120 ft. Additional areas where ever possible be utilized for creation of parking lots and other transportation requirements.

## Adrash Nagar-Raja Park Area

This is an area requiring special treatment and an adequate widening of roads be proposed after preparation of comprehensive redevelopment plan keeping in view the future intensification of use from predominant residential use to mixed landuse. In this reference, Moti Dungri Road connecting M.D. Road with Jawaharnagar Bye-pass passes through Guru Nanak Sansthan Circle, Govind Marg, Road between Shanti Path and 20 Dukans passing in front of LBS College requires special attention.

## Other Areas

**Tonk Road** between Ajmeri Gate and Gopalpura Bye-pass to Sanganer Circle be developed to right of way of 160 ft. to 200 ft. From Sanganer Circle up to urbanisable area the road be developed with minimum right of way 250 ft. plus 50 ft. wide plantation strip on both sides.

The following roads connecting areas as mentioned below are also proposed to be upgraded to the right of way as indicated in front of them:

|                                                                                                          |          |
|----------------------------------------------------------------------------------------------------------|----------|
| Jhalana Institutional Area to J.L.N. Marg                                                                | 100 feet |
| Gandhi Circle via Jhalana Inst. Area to Jagatpura                                                        | 200 feet |
| Gandhi Circle to Tonk Road                                                                               | 100 feet |
| JLN Marg near Jawahar Kala Kendra to Tonk Road Over Bridge near Central School.                          | 100 feet |
| Road from Jagatpura Road to Mansarowar (Southern Bye-Pass as proposed in Master Plan of Jaipur for 1991) | 200 feet |
| From J.L.N. Marg to Mansarowar via Durgapura Maharani Bagh                                               | 100 feet |
| From 22 godown to Diggi Malpura Road along west of Rly line                                              | 100 feet |
| North of Sewarage Farm New Link between Sanganer Sodala Road to Gopalpura Bye Pass                       | 100 feet |
| Gopalpura Bye-pass to Mansarowar west of Mohannagar                                                      | 160 feet |
| Gandhi Path                                                                                              | 100 feet |
| Mount Road-west of Nahargarh foot hills to Sikar Road                                                    | 100 feet |
| West of Ramnagar to Jhotwara Road                                                                        | 100 feet |
| Mount Road to Shastri Nagar Circle Road                                                                  | 100 feet |
| New Link from Mount Road to Ram Nagar Road                                                               | 100 feet |
| Mount Road to Subhasnagar Road                                                                           | 100 feet |

## TRANSPORTATION STRUCTURE OF NEW AREAS TO BE DEVELOPED

The walled city of Jaipur has survived for 300 years inspite of gross abuse in terms of intensification

of uses and phenomenal growth of traffic. One of the reasons for this sustenance is the well conceived Urban Structure formed out of grid iron pattern. Different hierarchy of roads cater to different uses and different levels of transportation.

Taking cue from past experiences, understanding the established advantages of grid iron pattern, it is proposed that for future development of urban areas, the structure of city be formed out of a hierarchal system of roads laid on grid iron pattern.

**Arboriculture and landscape** is proposed to be given special importance for development along the major arterial roads. This will not only help in maintaining the high quality of environment for lands abutting major arterial roads but would also help in maintaining the high level of service to these roads. It is proposed that plantation corridors in addition to Right of Way (ROW) of various hierarchy of roads be provided. The road right of ways and additional plantation corridors proposed in the Master Development Plan are as mentioned in following table.

#### **Proposed Hierarchy of Roads**

| <b>S.No.</b> | <b>Description</b>      | <b>R.O.W.</b>                                  | <b>Plantation corridor</b> |
|--------------|-------------------------|------------------------------------------------|----------------------------|
| 1.           | National Highway passes | 300 ft.                                        | 100 ft. on both side       |
| 2.           | Main regional Arteries  | 250 ft.                                        | 50 ft. on both side        |
| 3.           | Arterial roads          | 200 ft.                                        | 50 ft. on both side        |
| 4.           | Sub-arterial roads      | 160 ft.                                        | 30 ft. on both side        |
| 5.           | Collector roads         | 80 ft.                                         | included in R.O.W.         |
| 6.           | Feeder roads            | 50 ft.                                         | included in R.O.W.         |
| 7.           | Access ways             | 35 ft. to 40 ft.                               | included in R.O.W.         |
| 8.           | Exclusive Cycle Tracks  | 15 ft. to 30 ft. preferably along green areas. |                            |
| 9.           | Pedestrian Streets      | As per Zonal Development Plans                 |                            |

**Remark:** Access ways, Exclusive Cycle Tracks, Pedestrian Streets are required to be finalised when detailing new layouts depending upon length of the street, mode of transport, density, level of service etc.

The right of ways of roads and other movement corridors may be suitably modified including lowering of standards keeping in view the local conditions where in large scale demolition of existing good structures is not plausible.

Keeping in view the various aspects of Urban Development and transportation planning, it is proposed that roads are laid keeping in view the distance matrix. For sub arterial roads, the average interval proposed is 900 meters. For arterial roads the distance at least in one direction is proposed to be an average of 1800 metre.

#### **MASS TRANSPORTATION SYSTEM**

The RITES was commissioned by the Government of Rajasthan for a study of Mass Transportation System for the city. The proposals of RITES are being deliberated up on for final implementation keeping in view the financial constraints. Aspects of Mass Transportation System were also considered by the



experts group for transportation and it was as an essential observed element of a metropolis. The city can not survive without an efficient Mass Transportation System and such a system as essential in view of the limitations of city roads and environmental aspects. It was thus recommended to keep lands reserved in the proposals of Master Development Plan for Mass Transportation System as recommended by RITES. Accordingly it is proposed to reserve the corridors and other lands as may be required for implementation of Mass Transportation System on the basis of proposals of RITES. Lands for this purpose are propose to be reserved towards western side of the existing western Bye-Pass from Sanganer to Sikar Road cutting across Ajmer Road.

Till such time a rail based Mass Transportation System becomes operational the requirements of Mass public Transportation System is expected to be catered to by RSRTC and Private Sector through a System of Bus Routes using a combination of Mini Buses, Medium Size buses and Large buses. It is proposed to develop Bus stops along all routes. Further it is proposed that all Zones cater to the requirements of city bus terminals. Depots for RSRTC may also be provided amongst two or more zones.

### **Bus Transport**

Jaipur is very well connected to all parts of the State and the country. Through efficient bus transportation system. RSRTC is the prime agency catering to the bus transportation system in the region. Besides RSRTC, there is a substantial movement of passenger traffic through private authorised transporters which include bus operators plying on various roads and also operators plying on unauthorized routes using mode like Jeeps etc.

It is expected that with continuing environment of liberalisation, private sector may also find an appropriate place in passenger transportation system. The Master Development Plan proposes to cater to the requirement of RSRTC and requirements of other agencies which may contribute passenger movement to and from the region.

**The proposals for various requirements of RSRTC are proposed to be incorporated in the Zonal Development Plans. The broad Allocations are as under:**

#### **Central Workshop**

It is proposed to allocate land for central workshop on National Highway No. 11 near Bassi with in proposed industrial area.

#### **Central Bus stand**

Central Bus stand which is operating from the Sindhi Camp has saturated and pose a major problem from the traffic point of view. It is proposed that the Central Bus Stand be shifted to a more appropriate location. For this purpose, land requirement as projected by RSRTC is 15 bighas.

It is proposed that the Central Bus terminus of RSRTC be shifted to available lands near Gopalpura Bye-pass area.

Each of the outer ring of satellite towns shall also accomodate Central Bus Stand.



### **Satellite Bus stand**

As per requirement of RSRTC satellite bus stand on 3 major roads are proposed as under:

1. Ajmer Road near Heerapura Grid station
2. Sikar Road near Harmada
3. Agra Road in the existing Jawahar Nagar Depot area, part functions of which may be shifted to Central work shop.

It is expected that Central Bus Stand proposed near Gopalpura Bye-pass area shall serve the requirements of satellite bus stand for southern part of Jaipur City area.

Besides RSRTC, there is substantial movement of passenger traffic through private transporters which include bus operators plying on various roads and also operators plying on unauthorised routes using modes like Jeeps etc.

Besides RSRTC, the passenger transportation system is expected to be colored to by private sector. Therefore in the Zonal Development Plan proposals, adequate provision may be made to cater to the requirements of private sector also.

It is expected that in the prevelant environment of liberalization, private sector may also find an appropriate place in passenger transportation system. It is therefore proposed that the requirements of these agencies besides RSRTC are catered to in the Zonal Development Plan proposals.

### **TRUCK TERMINALS**

It is proposed that Truck Terminals catering to Regional Traffic be located in the outer ring of satellite towns. The requirements of the goods transportation for the Jaipur city area are proposed to be met with by development of terminals at the Junction of major traffic arteries and the highway corridors. On the outskirts of the urbanisable boundaries for Jaipur city area. It is proposed that each of these terminals be developed as self sufficient transport complexes catering to all incidental and allied facilities as required for the trade.

Each of the outer and inner rings of Satellite Towns will accommodate truck terminals commensurate to the scale of economic activities. Besides these the urban nodes will accomodate different scales of truck terminals and other ancillary uses.

### **AIRPORT**

Area for Airport is proposed to be kept reserved as per the earlier Master Plan for 1991 considering the future requirements of the international Airport and the allied facilities such as cargo complex, bulk storages for fueling companies, etc.

It is proposed that the main entry and terminal buildings of the airport be shifted towards the North of existing runway so as to get a direct approach from JLN Marg.

### **RAILWAY NETWORK**

Jaipur has been benefited by operation of uni-gauge. The city is connected with broad gauge line to

Calcutta, Bombay Jodhpur, Delhi and Ajmer. The plans of railways with reference to passenger traffic, goods traffic are enumerated here in offer. Provision have been made in this Master Development Plan to cater to the requirements of railways also to accommodate other uses which are very dominantly effected by railways.

## **PASSENGER TRAFFIC**

For passenger movement from and to Jaipur area, Jaipur will continue to be the main terminal where large number of Mail, Express and Passengers trains will be terminating, Gandhinagar will also however be an important satellite station being patronized by a large number of long distance and sub urban passengers. Durgapura, Getore Jagatpura, Deher Ka Balaji and Kanakpura will continue to be way - side stations. However, with horizontal spread of Jaipur Town, these stations are expected to assume greater importance as large number of suburban passengers living in their adjoining area will be commuting from and to these stations.

### **Jaipur Station**

Jaipur Station is going to continue to be the main terminal where the large number of long distance Mail, Express and other Passenger trains will be terminating. The present station will work as Broad Gauge Station. Metre Gauge traffic will be handled on Power House Road side of the station with opening on Power House Road. The Railways have a plan to provide second entry to the station towards Jacob Road where facilities of sale of current tickets will also to be available. Presently the station is serving only limited number of long distance trains. However, with conversion of the station with BG number of long distance trains is likely to increase considerably. Consequently large number of passengers will be got discharged by the each train, Railways are studying the overall lay out of the circulating area to improve the same.

However, on a long term basis the operational facilities available at around Jaipur station are not considered adequate, As such some of the maintenance facilities for long distance trains, coaches may have possibly to be developed near Kanakpura station for which land is proposed to be set apart in the Zonal development plans.

### **Gandhi Nagar Station**

Gandhinagar Station is going to become an important station both for long distance and suburban passengers. For this Railways intend to provide second entry to this station on the Tonk Road side.

### **Durgapura, Kanakpura, Deher Ka Balaji Stations**

Durgapura, Kanakpura, Deher Ka Balaji will continue to be way side stations. However with horizontal spread of Jaipur town these stations are expected to assume greater importance as large number of suburban passengers living in the adjoining areas of these stations will be commuting to and from these stations. For this required approach roads of proper width and spaces of parking will be developed.

## **GOODS TRAFFIC**

### **Metre Gauge Goods Traffic**

The existing MG Goods at Jaipur Station has since been closed down. In future, MG goods traffic

which is generally received from Ahemdabad - Chittore Garh will be mostly handled at Kanakpura goods shed which has already been commissioned for the purpose.

### **Broad Gauge Goods Traffic**

BG Goods traffic is proposed to be dealt with at Kanakpura BG Goods Shed which is already under construction. With the industrial development of Jaipur Region and adjoining area Rly goods traffic may increase considerably. Also container Depot. is functional near Kanakpura Goods Shed. The present narrow road leading to the above Complex needs to be adequately widened.

Steel consignments are proposed to be handled at Sheodaspura. Adequate road approaches and other infrastructural facilities are required to be provided in the Detailed Development Plans. The in - coming coal to Jaipur and adjoining areas is proposed to be handled at Sanganer road approaches and other infrastructural facilities are required to be developed for this station.

Petroleum products being received for Jaipur town and adjoining areas are proposed to be handled at Goner Road where Oil Companies have already acquired land and are in the porcess of developing their Depots. Adequate road approaches and other infrastructural facilities necessary including possibly Fire Fighting Facilities and lighting arrangements are required to be developed for this.

### **TOURISM**

Jaipur Region has vast potential for development of tourism a major economic force vast potential in all the spheres. Owing to the location of various places of cultured heritage and other district Cultural activities orgained in the Region Jamwa Ramgarh lake which was also the venue of water sports for Asiad 82 has a strong potential to be developed as a recreational area. Jamwa Ramgarh lake also falls within the Delhi-Agra-Jaipur tourism triangle. It is proposed to develop direct routes connecting Agra Road and Delhi Road which may pass through Jamwa Ramgarh.

With an over all perspective, of activities relating to tourism & recreation at regional level shall cater to the needs of the following.

- (i) Foreign tourists
- (ii) Domestic tourists (Indian)
- (iii) Local tourists
- (iv) Weekend stay tourists from neighbouring states
- (v) Recreational tourism for the population of the region
- (vi) Tourism intermixed with Conferences, Seminars, Conventions, Business work trips
- (vii) Recreation related to travel for other reasons.

Through the, city of Jaipur has much to offer out side tourists, if offers very little of the population of the region for recreations. Nahargarh hill ranges, Amer valley, Galta valley, Ramgarh, Kukas, and other dams are being frequented by local population for picnics, etc. Jaipur city has a strong tradition of community and group feasts popularly known as 'GOTH'. Besides this many local festivals and fairs are organised traditionally which attracts large number of local residents people from surrounding areas besides domestic as well as foreign tourists.

Thus it is proposed to develop recreational areas and areas of tourism interest on following framework:

1. Development of Nahargarh Hill Ranges and Valley area including Amer Valley, Jal Mahal Area as a Recreational Park of which the Reserve Forest area to be developed as National Park.
2. Development of Jamwa Ramgarh area and its surroundings are as a National level water sport area and a convention centre.
3. Development of Achrol town and the valley area as a tourist destination centre for week ends and leisure. Development of Hotels, Resorts, Golf Courses, Race courses and other similar activities may be encouraged, The valley can also be used for promotion of arts and crafts of the State and colonies of artisans could be considered for development.
4. Development of areas towards south west of Jaipur city near Muhana Reserved Forest as a Regional Park to cater to the needs of the city for picnics etc.
5. Development of suitable infrastructure to support and supplement all the activities.
6. Goner and Padampura to be developed as areas of community significance, fairs and festivals.
7. Development of water bodies like reservoir of Kukas. Further outside the Region Chandsen Dam near Diggi has a strong potential for development as a bird sanctuary, and a recreational spot for weekend stays.
8. At the city level, large areas to serve as day to recreational needs should be developed besides the development of hierarchy of parks and open spaces as per planning standards. Amongst these areas, Amani Shah Nalah needs a special attention. Special program is proposed to be prepared for training of the Nallah and utilisation of the reclaimed lands for recreational and allied activities besides utilising Major part of lands along the Nallah for Greening. Areas towards east of Vidyadhar Nagar and VKIA on foothills of Nahargarh ranges are proposed essentially to be protected and to be developed as regional forests. Similarly, area towards east of Jhalana hills is proposed to be afforested and developed as regional forest.
9. The area of conservation of historical monuments requires special attention as these have proved to be a major boon to the tourism industry. Conservation study done by JDA with sponsorship of Ford foundation is proposed to be continued further for an action plan & programme on the subject. Besides the identified areas of Jaipur, detailed studies are proposed to be carried out for the region including the peripheral areas. Walled city of Chomu, Samod, Fort in Bagru and other similar developments which have strong historical and cultural background are proposed to be considered for this purpose as these and many other buildings in the region have rich potential for conversion to tourist facility centres.

## **PROPOSALS FOR WATER SUPPLY & DISTRIBUTION**

The availability of water from ground water resources may not be able to meet with the demands of the growing city. Keeping this aspect in view and from the past experience of the ground water capacity, the PHED has decided to go for a surface source. Initially it is proposed to supply water from reservoir after constructing a dam across Banas River near Bisalpur village of Tonk district. The dam is already under construction and likely to meet the future demands of Jaipur and Ajmer towns including enroute towns and villages upto 2021 and even beyond this upto 2031. In the next phase the water will be required to be drawn

from Chambal river. The Bisalpur water is however not expected to reach Jaipur before 2000 AD and till such time the city will have to increasingly depend upon under ground sources.

From the above mentioned scenario of water supply in Jaipur city, it can be anticipated that the future of city with respect of fulfillment of water demand is entirely dependent on the success of dam project at Banas river. An intermediate phase dependency rests on the interim arrangements of augmentation of supply from existing sources of Ramgarh reservoir and tubewells with additions and replacements. The other important aspect is to link all the zones with each other through proper design of feeder network for ensuring transference of supply from surplus to deficit zones in order to achieve equitable distribution of water at city level.

As per the estimates of ground water department, the water table in Jaipur city is lowering down at the rate of 2 metres per year.

A study of ground water potential maps reveals that by and large the Region is in grey or dark zone. This means that the potential of water is limited to the very basic requirement of domestic consumption. No water based industries or industries consuming large quantities of water are feasible.

Areas around Sheodaspura are under the category of chemically unsuitable area due to high fluoride contents in the water.

Strong measures are required to be taken to conserve the water, to harvest rain water collect storm water for fulfillment of local requirements.

### **Bisalpur Project**

Public Health Engineering Department which is responsible for designs, planning, implementation, operation & maintenance of water supply system has carried out detailed studies for future water supply system for Jaipur with the help of consultants.

The nearby river basins viz. Mashi, Morel, Banganga, Sabi are already committed and do not have adequate spare water for augmentation of Jaipur water supply. The next distant river basins are Banas and Chambals. On Banas river a dam in the village Bisalpur is under construction. The dam upto crest level has been constructed and gates are to be erected now. The intake well structure for water supply of Jaipur city (with provision of 9 pumps) is also nearing completion. The live storage capacity of dam is 938.73 M cum. A total of 861.32 MLD (314.3 M cum) is proposed for Jaipur and enroute towns and villages including those which are fluoride effected. The proposed route as recommended by consultants along the village tracks between Sanganer and Toda Rai Singh.

On Chambal river, take off point has been recommended at Sewati Dharampura. The length from Bisalpur to Haziwala (Near Sanganer) is 110 Km. where as length of Chambal route is 176 Km.

**Water demand** has been assumed to 180 LPCD in the beginning which will increase to 215 LPCD in the year 2021. The projected population of Jaipur city including Amber and Sanganer, total demand local



supply, demand for enroute villages and net supply required from Bisalpur dam is projected as follows:

| Year | Population in 1000 | Demand in MLD | Local Supply MLD | Net Demand for Jaipur MLD | Demand for villages MLD | Total Net Demand MLD |
|------|--------------------|---------------|------------------|---------------------------|-------------------------|----------------------|
| 2001 | 2203               | 426.3         | 214.6            | 211.7                     | 2.9                     | 214.6                |
| 2011 | 3209               | 642.7         | 205.0            | 437.7                     | 4.8                     | 442.5                |
| 2021 | 4682               | 981.0         | 197.0            | 784.0                     | 6.2                     | 790.2                |
| 2031 | 6833               | 1460.0        | 180.0            | 1280.0                    | 60.0                    | 1340.0               |

**The conveyence pipe line** is proposed to be laid in three phases. In each phase the quantity to be pumped will be 280 MLD. The economical size of pipe line will be 1800/1900 mm in each phase.

**The pumping stations** have been proposed at Bisalpur, Kutka, Thala and Haziwala near Sanganer. The land requirements indicated at Haziwala are proposed to be reserved and earmarked for water supply system for up coming of this ambitious project. It is estimated that about 40 hectares of land at Haziwala, 25 hectares at Kutka and 20 hectares at Thala pumping stations will be required.

The cost of first phase of the project is estimated to be Rs. 653 crores, and Rs. 415 crores for second phase and third phase each. Thus total cost of project will be 1483 crores. The first phase of the project has been submitted to the World Bank for financial assistance.

#### **WATER SUPPLY FOR THE TWO RINGS OF SETELLITE TOWNS**

Projected water supply demand statistics for the two rings of satellite towns can be seen on the table on page no. 81.

The table prepared for existing water supply arrangements & required water supply for assigned population clearly shows a wide gap between requirements and existing facilities.

The water supply system will require complete reorganisation even when a minimum per capita water supply level is maintained as per manual. As there are no major dams or other surface sources in the vicinity, it is likely that dependance on ground water will continue inspite of low recharge.

However steps will have to be taken to improve recharging of ground water basin and serious efforts will be required to use recharging techniques.

For Bassi, Sheodaspura and Chandlai, local tanks are available with a capacity of 90 & 72 MC ft. However, these can be used only at the cost of irrigation in the area.

Augmentation of sources and distribution system are essentially required to be developed for conjunctive use of all sources of water including rain water. Serious steps are required to be taken to improve recharging of ground water basins.

Efforts are also required to be made to explore all possibilities of recycling of waste water for uses other than drinking purposes etc., Further use of ground water in urban areas is required to be regulated for equitable distribution to all sections of the society.

# POPULATION AND WATER DEMAND STATISTICS FOR TWO RINGS OF SATELLITE TOWNS

Complimentary Copy

## (A) OUTER RING OF SATELLITE TOWNS

|    | Chomu                     | 14.28 | 38443 | 76483 | 125000 | 11 T.W. | 13.40 | Lacs<br>Litres | 2.1  | 42 | 150  | LPCD | 18.75 | MLD | Ground water                                                |
|----|---------------------------|-------|-------|-------|--------|---------|-------|----------------|------|----|------|------|-------|-----|-------------------------------------------------------------|
| 1. |                           |       |       |       |        |         |       |                |      |    |      |      |       |     |                                                             |
| 2. | Bagru                     | 9.14  | 15494 | 30791 | 80000  | 8 T.W.  | 4.4   | "              | 1.4  | 82 | 140  | "    | 11.20 | "   | Ground water                                                |
| 3. | Bassi                     | 9.14  | 15133 | 30049 | 80000  | 7 T.W.  | 1.80  | "              | 0.5  | 33 | 140  | "    | 11.20 | "   | Ground water                                                |
| 4. | Achrol                    | 2.28  | 9295  | 16725 | 20000  | 3 T.W.  | 0.9   | "              | 0.13 | 12 | LPCD | 100  | 2.00  | "   | Ground water                                                |
| 5. | Sheodaspura<br>& Chandlai | 3.42  | 6779  | 10360 | 30000  | 3 T.W.  | 2.0   | "              | 0.28 | 30 | "    | 100  | 3.00  | "   | Ground water<br>Surface water<br>from Chandlai<br>available |
| 6. | Jamwa<br>Rangarh          | 2.28  | 5815  | 10463 | 20000  | 4 T.W.  | 1.8   | "              | 0.23 | 35 | "    | 100  | 2.00  | "   | Ground water                                                |

## (B) INNER RING OF SATELLITE TOWNS

|                        |      |       |       |       |        |      |      |    |     |     |     |              |
|------------------------|------|-------|-------|-------|--------|------|------|----|-----|-----|-----|--------------|
| 1. Jaitpura/ Anantpura | 1.71 | 8121  | 11400 | 15000 | 3 T.W. | -    | 0.22 | 25 | 100 | 1.5 | MLD | Ground water |
| 2. Siwad Bindayka      | 3.42 | 10433 | 16883 | 30000 | 1 T.W. | 0.30 | 0.07 | 14 | 100 | 3.0 | "   | Ground water |
| 3. Bhankrota           | 3.43 | 5170  | 10360 | 30000 | 1 T.W. | 0.80 | 0.36 | 54 | 100 | 3.0 | "   | Ground water |
| 4. Balawala            | 1.71 | 776   | 1381  | 15000 | 5 H.P. | -    | -    | 20 | 100 | 1.5 | "   | Ground water |
| 5. Goner               | 1.71 | 3882  | 6985  | 15000 | 4 No.  | 2.75 | 0.4  | 79 | 100 | 1.5 | "   | Ground water |
| 6. Kanota              | 3.42 | 5740  | 10328 | 30000 | 2 T.W. | -    | 0.13 | 21 | 100 | 3.0 | "   | Ground water |
| 7. Kukas               | 0.56 | 2216  | 3993  | 5000  | 1 T.W. | 1.35 | 0.10 | 35 | 100 | 0.5 | "   | Ground water |
| 8. Bilwa               | 1.71 | 2547  | 3350  | 15000 | 2 T.W. | 0.50 | 0.13 | 39 | 100 | 1.5 | "   | Ground water |



## SEWERAGE SYSTEM

### JAIPUR CITY

Jaipur city is divided in two drainage zones namely, North Zone & South Zone. A ridge line running along Chandpole Tripolia & Ram Ganj Bazar separates the city into these two Zones.

**North Zone :** The Northern portion of the city has a general slope towards Jal Mahal with depressed portions like Rajamal Ka Talab, Govind Nagar & adjoining areas near Jal Mahal lake.

Most part of the North Zone has been covered with sewerage system except low lying areas around Jal Mahal complex, Mohan Nagar & Govind Nagar etc. The present population of North Zone is about 3.33 lacs & out of this a population of about 2.59 lacs has been connected with the sewerage system. The discharge of North Zone is being treated at the existing sewage treatment plant on Amber road near Jal Mahal. The treated effluent is discharged into Jal Mahal lake.

**South Zone :** The Southern portion of the city has a slope towards Sanaganer. The South Zone has partial sewerage system and the sewage from sewer lines is being discharged into open fields near Sodala. Some of the sewer water is used for cultivation & balance quantity goes into the Amanishah nallah.

The present population of South Zone is about 12.55 lacs and out of this about 2.45 lacs population is connected with the sewerage system. Most of the other colonies do not have sewer lines & sewage is disposed of through septic tanks, sock pits & soakage wells.

The P.H.E.D. has prepared a **comprehensive sewerage scheme** for North & South Zones of Jaipur city amounting to Rs. 62.01 crores for designed population of 34.23 lacs in the year 2011. This cost is based on year 1991 price level.

The comprehensive sewerage scheme of Jaipur costing to Rs. 82.30 crores has been sent to the World Bank for financial assistance. It is under active consideration of the World Bank.

Funding of sewerage system has become a difficult task for the state as well as local Authorities. A system has to be worked out to provide self financing pattern for internal sewerage system for various colonies developed in Jaipur by Co-operative Housing Societies as well as by erstwhile urban improvement Trust. The funds can be recovered from beneficiaries on the basis of saleable plot area when a connection of water supply is sanctioned for the house in colonies under development. In existing colonies, the cost of laying lateral sewers can be recovered when a sewer connection is demanded by plot owners or in instalments towards cost of system through water bills. However initial seed money required for laying the sewerage system will have to come through project funds including contribution of local authority.

### SATELLITE TOWNS

The manual of sewerage as published by Ministry of Urban Development Govt. of India suggests a minimum level of 150 LPD water supply for efficient working of water carriage sewerage system.

It may therefore be possible to consider only the case of Chomu, Bagru & Bassi for providing water carriage system for sewerage. The rest of the satellite town may have low cost sanitation with two pits.

The sewage & drainage waste collected can be put to use for agriculture of suitable crops not consumed as raw vegetables etc.

## **SURFACE DRAINAGE**

Surface drainage for Jaipur is being implemented presently by multiple agencies. However, all major nallah around Jaipur are in irregular shape. This has prompted people to settle along these nallahs in an irregular manner and even water ways have been encroached. Due to this during every rainy season, administration has to arrange for shifting of population from such Kachhi Basties.

The developed areas of city also face acute problem of blocking of roads due to accomodations of water during rainy season.

It is proposed that training of major nallahs, reclamation of land along nallahs and design of drainage system be given added importance. If plausible, a unified agency with suitable expertise be created to investigate, plan, design, implement and maintain total drainage system for Jaipur city.

## **SOLID WASTE MANAGEMENT**

For an effecient management of soilid waste following actions are proposed:

1. The garbage on road side be not allowed to be left open. For the proper disposal of the waste in the housing colonies, community centres, other public area, covered dust bins of sufficient sizes be provided. The location of these collection centres be such that they cover the entire area uniformly.
2. While planning the development of new areas, compulsorily provision for collection centres be made. In existing colonies, where there are no collection centres at present, such centres be immediately provided on the basis of requirement as per availability of space.
3. Separate boxes be provided for collection of hazard us waste, normal Municipal waste and high carbon content wastes so that they are collected in separate zones for ultimate disposal or useful processing.
4. Vehicles used for the transportation of these wastes be covered so that spilling on roads is prevented. Also the number of vehicles should be increased so that soild vaste is lifted quickly.
5. The routes and timings of waste carriers be chalked in a way that these vehicles could remain away from dense population and major roads for most of the travelling time.
6. Hazardous Wastes i.e. wastes from Hospitals, Industries, Slaughter houses etc. be not allowed to mix with other solid waste.
7. Space be reserved for trenching grounds, slaughter house, "Carcas" Units in all four directions away from residential area, so that solid waste of one direction need not to be transported to another direction.
8. Trenching grounds be very well surrounded by the high walls, so that inside activities are not visible to nearby residents
9. Separate zones be formed and attached with processing uits for different type of wastes, at trencing ground.
10. Garbage, even if it is to be open for one or other reason be covered with soil.

There is still a practice of reclaiming nondestructible components of garbage for recycling in India. In fact recoverable garbage contributes to employment and manufacture, mainly because of the intrinsic value of the junk. The residual organic matter is easily bio-degradable, provided it is collected and transported to treatment centres. Organic waste is amenable both to trenching and to mechanical composting. The least economic use of garbage is land filling, which is resorted to in increasing measure by most of the large cities. This practice will have its own limitations beyond a certain period. Innovative and research oriented solutions will have to be resorted to for a solution on continuous basis.

## **POWER SUPPLY AND DISTRIBUTION**

To cater to the projected load demand of 700 Mega Watt, it is proposed to augment the existing 400 KV station at Bassi and a number of 220 KV, 132 KV and 33 KV grid sub-stations in and around Jaipur city.

As per present practice of establishing a grid sub station the minimum requirement of land for 220 KVGSS, 132 KV and 33 KV GSS is 25 Acres, 12 Acre and 2 Acres respectively. This land requirement include the requirement of residential accomodation the colony and other common facilities for staff and employees of RSEB stationed at such GSS. The route of the 220 KV, 132 KV and 33 KV lines would require 20 Mtrs, 13 Mtrs and 3 Mtrs wide space along the roads and the horizontal and vertical clearance as per Electricity Act/Rules.

## **ENVIRONMENT**

Good quality of life of the citizens of Jaipur Region is the major objective of this Master Development Plan. The quality of life amongst other things is dependent on the physical and social environment of the Region. The social environment is created by a complex combination of physiological, psychological, sociological and economical aspects. It also continues to have a bearing on many intangible aspects of human life. Physical environment of a Region is however, more tangible in nature and is directly effected by various functions and activities both man made and natural, operative in the Region. To ensure a good quality of life, aspects related to environment have been given utmost importance.

### **NATURAL ENVIRONMENT**

- (1) Conservation of Natural Resources.
- (2) Optimum utilization of land resources.
- (3) Development and preservation of forest covers, Regional forests, parks and open spaces.
- (4) Conservation and development of flora and fauna.
- (5) Soil conservation
- (6) Water Harvesting, Conservation and Recharge of Ground water.

The land classification studies, made using remote sensing information, were examined and after assessing the agricultural potential of lands in the region, urbanisation has been proposed saving valuable agricultural land from urban uses to the extent possible, within limitations of the expanding developments and emerging growth directions. It is proposed that valuable agricultural lands be protected from indiscriminate urbanisation as far as possible so that the agricultural production in the region does not suffer. Similarly, forest covers, forest areas and other areas which serve as lungs of the region and help in the maintenance of local micro-climatic conditions are proposed to be protected and developed.

It is proposed to conserve forest cover in the region and to further develop these areas. Some of these may also cater to the research and educational needs besides helping in maintenance of eco-system.

The Regional drainage slope studies have revealed the directions of drainage flows, which are determinants of locations of various uses. It is proposed that polluting uses be located on the down streams of such drainage slopes. Accordingly development of Achrol and Jamwa Ramgarh area is proposed to be done in a manner which does not permit any polluting uses to come up in the area. These areas are proposed to be conserved as ecological areas for times to come with limited and restrictive uses of the area for urban uses with adequate pollution control measures. Industries only non polluting of nature such as electronic industries etc. are proposed to be located in this area. The area is essentially proposed to be developed to cater to the requirement of tourism, recreation, resorts, sports complexes including arenas for National and international events and other such uses which are conducive to be placed in the Ecological zone. The development of Achrol town and expansion for the horizon year 2011 is so proposed that the waste disposal from the urban areas does not route itself to slopes which form Banganga river leading to Jamwa Ramgarh dam.

The areas east of Jhalana hills by and large are, at present green and are predominantly under agriculture. This area has not been experiencing indiscriminate urbanisation due to poor accessibility from main city area. It is proposed to be continued as a pre-dominant agriculture zone. This shall provide a much needed relief in the form of green lungs for the eastern and south eastern part of the region. It is proposed that extensive afforestation programme may be undertaken in the area by different agencies.

## **FOREST COVERS IN THE REGION**

Forest covers in the Region form a vital component of the Environment. Jaipur is fortunate to have forest areas abutting to its peripheries. With reference to the Forest covers, it is proposed as under:

1. All possible efforts be made to augment the forest cover in the Region.
2. Forest areas falling in Jaipur Region and also in the Zone of influence be demarcated and developed for aesthetic and recreational value.
3. The forest areas, gardens and parks be developed to promote further tourism, both foreign and domestic and to fulfill recreational requirements of citizens of Jaipur Region and surrounding areas
4. Forest Department is already in the process of development of a world forestry arboretum. This in future is proposed to take the shape of a Botanical park.
5. Nahargarh hill area is proposed to be developed by forest department by forest department as Biological park. This is expected to accomodate nature trekking paths, picnic areas, Safari facilities etc. Certain identified carnivorous animals may also be released in the forest area along with herbivorous animals under the natural surroundings.
6. Area around Khol Ke Hanumanji, Mansa Mata Temple, Hillocks between JLN Road and Jhalana, North of OTS, Jhalana Area, and other areas be developed as a Regional/City level picnic spots catering to the community feasts, known as "GOTH" which is an in herent part of the life style of residents of Jaipur Region.

7. The areas towards east, north east and north of Jaipur city are surrounded by forest block. These areas should not be allowed to be encroached upon. The development of these areas should be done keeping in view the aesthetic and recreational requirements for public use.
8. To cater to the southern and western part of Jaipur Region, there is a need to develop a large scale regional park with wood lands. For this purpose the Mohana reserved forest areas be developed alongwith available adjoining charagah/sawai chak lands. For the north-west region, reserved forest areas north of Ajmer railway line be taken up for development as a regional recreational park.

## **SOIL & WATER CONSERVATION**

Conservation measures for soil and water are proposed to be made in the region so as to check silting of water bodies and to promote re-charging of ground water. It is proposed that specific projects in this sphere be prepared and implemented in a phased manner by specialized agencies engaged in this sector of development.

In Jaipur city area, Amani Shah Nallah which forms a meandering drainage spine amidst urban area is proposed to be made as priority area for undertaking bank stabilization measures and channelisation of Nallah. It is proposed that available lands along the Nallah after channelisation and stabilization measures be utilized for development of green spine of the city, punctuated by recreational areas and other related cases. The reclaimed areas could also be developed like orchards, nurseries, woodlands etc.

Soil conservation, water harvestind, groung water recharge and conservation of water are major priority areas and require thorough studies and programmes of forestation and other protection measures. In this context programmes are proposed to be drawn with collective efforts of Departments of Forest, Tourism, Irrigation, Agriculture, Water Shed Development and Soil Conservation, PHED and JDA.

## **MAN MADE ENVIRONMENT**

### **URBAN DESIGN AND CITY SCAPE**

Urban design, city scape, street furniture are the features which constitute the city's built environment.

The diversity of forms, color, scale and texture integrate the city in the physical form and constitute an important aspect of visual image of the city. This visual image is proposed to be given due consideration in development of the Jaipur city, outer and inner rings of Satellite Towns in the Region.

The major city routes, regional routes, Bye-passes and National Highways are proposed to be developed with visual quality commensurate to the image of historic city of Jaipur. The corridors for plantation and green areas along these major routes as proposed in the plan, form major component of this visual quality.

Hoardings, advertising banners, sign boards and other such features which have become part of lite style of the society are also proposed to be properly located so as to fit into specific schemes of Urban Design and city scapes to be prepared from time to time.



## **URBAN GREENS, PARKS AND PLAY GROUNDS**

Strong emphasis is proposed to be laid on greening of not only the proposed urban areas but also the existing developed areas. The hierarchy of parks, open spaces and other recreational areas as outlined by TCPO and other organisations regulating urban development are proposed to be strictly adhered to, while developing new areas and considering regularisation of existing developed areas.

In the new schemes, that are to be developed by any agency in the region it is proposed that mandatory provisions be made for reservation of minimum specific percentage of land for open areas, parks and wood lands etc. The provision for setting apart land for percentage of parks and woodlands in the industrial estates also be made mandatory and this percentage may be slightly higher than that reserved for Residential areas. Similarly for large commercial and institutional estates, a specific provision for green areas, parks and wood lands be made.

It is proposed that in the existing residential schemes, open spaces, parks and play grounds and children's play areas be demarcated and developed. The existing areas for parks, gardens & open spaces and also these specified or set apart under local Authority various schemes of JDA, RHB, JNN, and schemes of Housing Co.-op. Societies and also other agencies and individual etc. for the said purpose, be developed and protected against encroachment and unauthorised occupation.

It is proposed that the parks and gardens in the schemes be so planned that future maintenance and development can be facilitated by optimising the resources. For this purpose it is proposed that minimum size of parks and gardens be approx two acres. Smaller totlots and Children play areas may be considered for housing clusters to cater to the needs of group of families.

Adequate arrangements for basic necessities like parking, urinals, drinking water etc. and incidental facilities like restaurants, place for vendors selling eatable etc. be made in suitable locations while developing large parks and gardens.

In each of the satellite towns and second order of settlements large recreational parks be planned along major traffic routes which could serve as recreational areas for residents of Jaipur city also.

Existing nurseries, orchards etc. be allowed to be maintained and establishment of new nurseries, orchards and gardens be encouraged.

## **URBAN CONSERVATION AND CITY HERITAGE**

Conservation of the areas of walled city of Jaipur, walled city areas of Satellite towns, other historical areas, buildings of historical, social and cultural importance are proposed to be considered and suitably treated to serve as important tourist destination points. A list of some major areas and buildings is annexed. It is proposed that further listing of buildings and areas for conservation be done, keeping in view the Architectural, cultural, historical important uniqueness and other factors related to objectives of conservation of urban areas.

It is proposed that road geometrics, greening of urban areas and streets scopes, be so developed as to promote the character of a modern progressive city in a developing country.



## **POLLUTION CONTROL MEASURES**

It is proposed that measures be taken for containing pollutions caused by 3 main modes of pollution viz. air, water and social wastes. It is proposed that adequate measures be taken at micro level to save areas of habitat from noise and other forms of pollution.

The long term measures to control the pollution levels to minimum limits have already been considered in the Plan proposals in terms of balanced distribution of urban areas and judicious location of various urban functions. The short term measures which are mostly related to various managerial functions of the city like maintenance and regulation of city's activities e.g. drainage and sewerage disposal, solid waste disposal, other municipal functions, monitoring of pollution levels of exhaust of vehicles etc. are proposed to be carried out through various agencies engaged in carrying out these functions.

As far as the physical Planning is concerned, the Plan has proposed development of settlements, further growth, spatial distribution so that the natural drainage system, ecosystem is not disturbed. Further it is required to be ensured that waste disposal to the rivers is not allowed to pollute the down stream river basins.

## **MINING ACTIVITIES**

Mining activities and other extractive industries are proposed to be so promoted in the region that these do not cause adverse effect by denudation of green cover on the areas facing urban uses. For this purpose it is proposed as under:

A ring of green forest cover be developed encircling the areas which are put to mining. For the new areas to be opened this be made a mandatory development prior to commencement, of mining operations.

The existing mines be demarcated by permanent boundary pillars so that any excavation beyond the sanctioned area may be quickly identified and dealt with in accordance with law.

No new lease or license be granted in Jhalana area and the area of the existing mines be not allowed to be increased further.

Efforts be made to shift the mining operations to the new site at the earliest.

Existing stone crushers in Jhalana and Amargarh area also be simultaneously shifted to the new site.

Land falling within a radius of 600 meters of the proposed mining area be not allotted for residential or industrial purposes.

## **SEWAGE TREATMENT PLANTS, DRAINAGE OUTLETS & SOLID WASTE DISPOSAL**

It is proposed that sewage treatment plants, drainage outlets, solid waste disposal grounds to be developed on suitable locations in all directions of the region and be incorporated in the Zonal Development Plans as per the requirements of the PHED, Jaipur Nagar Nigam and Rajasthan Pollution Control Board.

**Planning Zones:-** JDA Region has been divided into fifteen planning zones for the purposes of detailed planning exercise and preparation to Zonal Development Plans. This delineation is based on

defined physical/revenue boundaries and uniformity of character. Break up of land utilization in various planning zones is as under:

**LAND UTILISATION UNDER PLANNING ZONES (Aprox. Area in Sq. Km.)**

| ZONE NO.     | TOTAL AREA  | URBANISABLE<br>AREA | ECOLOGICAL<br>AREA | RURAL AREA    |
|--------------|-------------|---------------------|--------------------|---------------|
| 1            | 177         | 13.51               | -                  | 163.49        |
| 2            | 170         | 35.18               | -                  | 134.82        |
| 3            | 98          | 9.14                | -                  | 88.86         |
| 4            | 121         | 15.99               | -                  | 105.01        |
| 5            | 47          | 47.00               | -                  | -             |
| 6            | 30          | 25.00               | -                  | 5.00          |
| 7            | 52          | 36.00               | -                  | 16.00         |
| 8            | 26          | 16.00               | -                  | 10.00         |
| 9            | 79          | 35.00               | -                  | 44.00         |
| 10           | 20          | 20.00               | -                  | -             |
| 11           | 40          | 18.00               | -                  | 22.00         |
| 12           | 23          | 11.00               | -                  | 12.00         |
| 13           | 23          | 23.00               | -                  | -             |
| 14           | 460         | 11.10               | 449.00             | -             |
| 15           | 98          | 12.18               | -                  | 85.82         |
| <b>Total</b> | <b>1464</b> | <b>328.00</b>       | <b>449.00</b>      | <b>687.00</b> |

The Zonal Development Plans will be prepared on the basis of guidelines, policies, as outlined in the master development plan besides adhering to the relevant planning standards, regulations etc. The details worked out in these plans as per planning considerations shall however have precedence over any specific proposal as outlined in the Master Development Plans.

## PLAN IMPLEMENTATION



The development of lands, be undertaken either directly by JDA or through private agencies after granting permissions for development etc. in accordance with the phased programme so that sporadic and scattered development does not take place.

2. All lands covered in the Master Development Plan proposal area be frozen. For any transfer of land in Master Development Plan area, specific permission of JDA be made a pre-requisite. Further, Cooperative Group Housing Societies be permitted to purchase agricultural land for conversion to residential purpose only with prior permission of JDA for specific scheme on a specific area as per proposal of Master Development Plan.

3. Private participation in the land development process be encouraged. For this purpose necessary regulations be made, to be applied for Jaipur Region, on the pattern of Haryana Development & Regulations of Urban Areas Act.

4. The system of granting licenses to developers and promoters of repute, Employees Cooperative Group Housing Societies, other Group Housing Societies registered for development of specific schemes be introduced. To ensure adequate supply of land for basic facilities and housing for economically weaker sections, low income group, and other unorganised sectors, specific provisions be made to bind the private developers and promoters for making available lands for facilities and housing for EWS and LIG to be sold/ allotted to eligible organisations/individuals through JDA and other Govt. organisations.

5. To ensure adequate supply of developed land for city level public and semi public uses, educational sector, medical & health care facilities, roads, communication and transportation sector, warehousing, etc. and housing requirements of unorganised sector, Central & State Govt. Departments and other organisations; bulk acquisition of land by JDA be resorted to. In order to smoothen and speed up the process of acquisition of land and subsequent development, the land may be acquired by negotiations for which a committee be formed. This committee may be on the pattern adopted by R.H.B. The formula of providing 12% developed land in lieu of acquired land may be utilised as per Govt. orders on the subject. Compulsory acquisition be resorted to for roads, public utilities and other infrastructure, wherever required.

6. For allotment of land to various Govt. Departments/Organisations concessional allotment be considered only on Govt. lands vested in JDA. For the developed lands which are made available to these departments from the schemes made on acquired lands, reserve price or market price, as the case may be, be considered.

7. For allotment of land to various Central, State Govt. Departments and Organisations, before allotment it must be ensured that the land being asked for allotment shall be put to optimal utilisation. For this purpose, suitable norms be prepared which may form the general basis for such allotments.

8. Economic activities operating in the informal and non formal sector in urban areas be recognised for the purpose of allocation of land parcels in urban land use. Adequate provisions be made in all future schemes for community needs and to cater to the requirements of ancillary activities and informal activities which the principal activity give rise to. Suitable modification be made in the land disposal rules operative

in Jaipur region so that space may be made available for informal activities, within affordable cost and keeping in view the limitation of payment schedules.

9. Lands as required for specific activities like industries, Agricultural Marketing Yards, Wholesale Commercial activities, Specialised markets etc. be acquired directly by the agencies/associations responsible for development and promotions of these activities, as per proposals of Master Development Plan, after prior permission of J.D.A. Permission for development of these lands be granted by JDA as per norms and guidelines to be finalised for the same.

10. Strong measures be taken to protect the lands proposed for development from unauthorised constructions. Special vigil be kept in the areas for which Notification U/s 4 of the Land Acquisition Act has been issued. Unauthorised constructions be removed as per the provisions of JDA Act.

11. To undertake development of land by JDA, specific projects be formulated. Finances for the project be mustered through bookings, inviting applications, loans from HUDCO and other financial institutions. Wherever development activities are permitted to be carried out by private agencies, the cost of development shall also include construction and development of basic educational, health care and community facilities besides parks and open spaces, public utilities and other infrastructural development works.

**Integrated approach of development supported by equitable participation by all sectors, coordination amongst all agencies and public participation only can make a plan successful.**



## ANNEXURES

**LIST OF CITY, TOWNS AND VILLAGES OF  
JAIPUR REGION COVERED IN THE MASTER  
DEVELOPMENT PLAN PROPOSALS**

**CITY, TOWNS AND VILLAGES FALLING IN  
JAIPUR REGION AS PER SCHEDULE-I OF  
THE JDA ACT. 1982**

**A. CITY**

1. Jaipur city

**B. TOWNS**

2. Sanganer
3. Amer
4. Bagru
5. Chomu
6. Bassi

**C. VILLAGES**

**Tehsil-Jaipur**

7. Manpura Sarva
8. Kilangarh
9. Vijay Mahal
10. Santok Sagar
11. Talkatora
12. Nahargarh
13. Moti Katla
14. Badanpura
15. Jamroli
16. Galta
17. Chak Bhawani Shankarpura
18. Mahadeopura
19. Moti Dungri
20. Bhawani Shankarpura
21. Kishanpole
22. Hathroi
23. Bhojpura

24. Chak Sunder Ka Bas
25. Rampura Rupa
26. Manpura
27. Sudershanpura
28. Kartarpura
29. Sewage Farm
30. Chak Sudershanpura
31. Sodala
32. Brij Lalpura
33. Chak Choochawas
34. Choochawas
35. Prempura
36. Madrampura
37. Hasanpura
38. Barodia
39. Bassi Sitarampura
40. Chak Hasanpura
41. Shajpura
42. Jagannathpura
43. Saliawas
44. Bir Khatipura
45. Khatipura
46. Jhotwara
47. Parasrampura
48. Kishanbagh
49. Bir Papar
50. Bir Sarkari
51. Mahapura Alias Kukarkhera
52. Shri Murlipura
53. Charannadi
54. Nangal Jaisabora
55. Harnathpura
56. Govindpura

57. Chak Pithawas Badram
58. Gokalpura
59. Bishnawala
60. Lawas Alias Minawala
61. Kanakpura
62. Pancha Ki Nangal  
Alias Panchawala
63. Lalarpura
64. Girdharipura
65. Hirapura
66. Badrawas
67. Gajsinghpura
68. Dhaowas
69. Sirsi
70. Chak Pithawas  
Alias Jaipur Ka Bas
71. Kishorepura Charnan
72. Nanusar
73. Vijaipura bas Nanusar
74. Siwar
75. Nimeda
76. Bindaiika
77. Mukandpura
78. Hatod
79. Bir Hatod
80. Peotawas
81. Niwaru
82. Lalchandpura
83. Chak Baori
84. Maksudanpura  
Alias Mansarampura
85. Baori
86. Basdi
87. Sarana Dungar
88. Purshotampura  
Alias Boytawala
89. Jaisinghpura Khor
90. Meenawala

91. Rampura Alias  
Roopa Ki Nangal
92. Malpura Doongar
93. Bir Malpura
94. Malpura Chaur
95. Sumel
96. Ballupura
97. Vijaipura
98. Bagrana

#### **Tehsil-Sanganer**

99. Shri Ramgopalpur
100. Keshopura
101. Bhankrota Kalan
102. Hasampura bas Bhankrota
103. Chimanpura
104. Shri Rampura bas Bhankrota
105. Asarpura
106. Singarpura
107. Ganpatpura
108. Chak Ganpatpura
109. Mangalwas
110. Nand Kishorepura  
Alias Mangyawas
111. Anandpura-Sikelpura
112. Doori
113. Gopalpura
114. Ramsinghpura was Medau
115. Jhalana Chor
116. Sukhalpura
117. Manpura Deori
118. Ramsinghpura was Dholai
119. Balrampura  
Alias Khejda Ka Bas
120. Badh Mohanpura
121. Kalyanpura
122. Sukhia
123. Jaitpura Hajyawala

- |                                  |                                  |
|----------------------------------|----------------------------------|
| 124. Madrampura                  | 161. Khatipura Alias Kalyanpura  |
| 125. Kailashpura Kokawas         | 162. Gilaria                     |
| 126. Ramsinghpura                | 163. Khorebariayan               |
| 127. Jaitawala                   | 164. Udaipura Gilaria            |
| 128. Rambala                     | 165. Govindpura Alias Chak Karol |
| 129. Shopura                     | 166. Jaipura                     |
| 130. Dhelawas                    | 167. Bhairoo Karol               |
| 131. Lachmi Damodarpura          | 168. Ramnagariya                 |
| Alias Nagariyawala               | 169. Jhunjharpura                |
| 132. Chak Gaitor                 | 170. Seesyawas                   |
| 133. Budh Singhpura              | 171. Siroli                      |
| 134. Khokawas                    | 172. Murlipura                   |
| 135. Dholi Ka bas                | 173. Narsinghpura                |
| 136. Surajpura                   | 174. Chainpura                   |
| 137. Gaitor                      | 175. Mahal                       |
| 138. Chainpura                   | 176. Shri Kishanpura             |
| 139. Durga Pura                  | 177. Jirota                      |
| 140. Ramjipura                   | 178. Jaisinghpura                |
| 141. Jhalana Doongar             | 179. Goner                       |
| 142. Chak Daula                  | 180. Salagrampura                |
| 143. Bindaika                    | 181. Chak Salagrampura           |
| 144. Dhula                       | 182. Vamalpura                   |
| 145. Jagatpura                   | 183. Jaichandpura                |
| 146. Manoharpura                 | 184. Vidhani                     |
| 147. Bad Tilawala                | 185. Ramchandrapura              |
| 148. Tilawala                    | 186. Khoosar                     |
| 149. Toda Ramjanpura             | 187. Maharajpura                 |
| 150. Kho-Nagorian                | 188. Rampura                     |
| 151. Paldi Meena                 | 189. Bilwa                       |
| 152. Luniawas                    | 190. Rajpura Mathura             |
| 153. Hirapura                    | 191. Prahaladpura                |
| 154. Khorl                       | 192. Ajairajpura                 |
| 155. Lakhesara                   | 193. Nanakpura                   |
| 156. Govindpura Roophara         | 194. Jaimohanpura                |
| 157. Bhavgarh                    | 195. Chak Asabh                  |
| 158. Sri Govindpura              | 196. Bas Bilwa                   |
| 159. Dantli                      | 197. Manpura Nagliya             |
| 160. Chatarpura Alias Kalyanpura | 198. Srilaxmipura                |

199. Khatipura  
 200. Chak Watka  
 201. Ramjipura  
 202. Kanarpura  
 203. Shampura Bhatia  
 204. Bari Ka Khera  
 205. Jaisinghpura  
 206. Sri Ram Ki Nangal  
 207. Sawara Wala  
 208. Sukhpura  
 209. Barhshyopur  
 210. Laxmipura  
 211. Indrapura  
 212. Sitapura  
 213. Sukhdeopura Alias Nataniwala  
 214. Firozpur  
 215. Ashwala Alias Yashonandpura  
 216. Shosinghpura  
 217. Khedi Gokulpura  
 218. Maharajpura Alias Basawala  
 219. Govindpura  
 220. Sikarpura  
 221. Garwar Brahaman  
 222. Badanpura  
 223. Purshottampura Alias Dadiya  
 224. Ganwar Jatan  
 225. Bhateda  
 226. Lakhna  
 227. Sitarampura  
 228. Khorampura Alias Jatanwala  
 229. Shampura  
 230. Manyorayawala  
 231. Raghunathpura Alias Ratalya  
 232. Sri Rampura  
 233. Balyawala  
 234. Govindpura Acharwala  
 235. Jagannathpura  
 236. Mahasinghpura

237. Abhaispura Jaisinghpura  
 238. Tejawala  
 239. Muhana  
 240. Bir Sarkari  
 241. Jagatsiromanipura  
 242. Mohanpura  
 243. Madau  
 244. Chak Harbanspura  
 245. Narotampura  
 246. Ramsinghpura Alias Rampura  
 247. Jaisinghpura  
 248. Dehmi Kalan  
 249. Bedi Ka Kheda  
 250. Ghega Ka Kheda  
 251. Chimanpura  
 252. Bagru Kalan

#### **Tehsil-Amer**

253. Machela  
 254. Harmada  
 255. Badarna  
 256. Bir Jaisala  
 257. Kishanpura Lalwas  
 258. Chak Amer No. 1  
 259. Nangal Susawathan  
 260. Chak Amer No. 2  
 261. Chimanpura  
 262. Khurd  
 263. Lalwas  
 264. Nestiwas  
 265. Bir Taleda  
 266. Bara Gaon Jarkhiya  
 267. Sisawas  
 268. Mayla Bagh  
 269. Jaisla  
 270. Akora Doongar  
 271. Lachmi Narayanpura  
 272. Akhepura

273. Vishan Garh
274. Kherwari
275. Daulatpura Kotra
276. Rampura
277. Looniyawas
278. Sevapura
279. Chak Hanumanpura
280. Udaipura
281. Deeppura
282. Ramliyawala
283. Chak Nangal
284. Rampura
285. Nindar
286. Benad with Dolatpura
287. Biharipura
288. Jahota

#### **Tehsil-Jamwa Ramgarh**

289. Kookas
290. Harwar
291. Achrol
292. Khora
293. Ajabgarh
294. Natata
295. Naradpura
296. Chak Saiwar
297. Rampura
298. Chainpura
299. Indargarh
300. Malawala
301. Jamwa Ramgarh
302. Dhaupura
303. Moondla
304. Chak Malya Ki Nangal
305. Khushalpura
306. Chak Chainpura
307. Saipura
308. Chawand Ka Mand

309. Palera
310. Rupwas
311. Dagarwala
312. Badh Raghudaspura
313. Lagariyawas
314. Mathuradaspora
315. Guwardi

#### **Tehsil-Bassi**

316. Dyorha Chor
317. Ram Ratanpura
318. Harchandpura
319. Hirawala
320. Hardhyanpura
321. Mukandpura
322. Kanota
323. Mohanpura
324. Dudawala
325. Ramsinghpura
326. Hingoni
327. Bhatesari
328. Bhoorthol
329. Kanarwas
330. Geetawala
331. Girdharpura
332. Sri Rampura
333. Sindoli

#### **Tehsil-Chaksu**

334. Khera Jagannathpura
335. Gordhanpura
336. Ramjanipura
337. Shivdaspura
338. Dhanod
339. Biharipura
340. Jainandpura
341. Ramjipura
342. Chandlai



**List of villages not included in the Schedule-I but which form a contiguous area of Jaipur Region. (as observed in the opening para of the Act)**

**Tehsil-Jaipur**

1. Badh

**Tehsil-Sanganer**

2. Narsinghpura
3. Mahapura
4. Ramchandpura
5. Sarangpura
6. Bhamoriya
7. Bagru Khurd
8. Tilawas
9. Sitapura
10. Bal Mukund Pura
11. Thikariya Ramwala
12. Rampura Davaliya
13. Harchand Pura
14. Hardhyan Pura
15. Dhami Khurd
16. Keriya Bas
17. Chirota
18. Sukhpura
19. Murlipura
20. Khasera
21. Bati Karolao

**Tehsil-Amer**

22. Tatiyawas
23. Akhora Chod
24. Rajawas
25. Jaitpura
26. Dawri
27. Rajarampura
28. Hanumanpura
29. Nangal Purohitan

30. Anatpura
31. Dhand
32. Gunavata
33. Labana
34. Dhing Pura
35. Aani

**Tehsil-Jamwa Ramgarh**

36. Rampura Hirapura

**Tehsil-Bassi**

37. Dayarampura
38. Mansar Kheri
39. Khokhawala
40. Ramsar Palawala
41. Bhavsar Israwala
42. Harirampura

**Tehsil-Chaksu**

43. Barkhera
44. Yarlipura Urf Sadashivpura
45. Gopipura
46. Dhadanpura
47. Sil ki Doongri
48. Biharipura
49. Jhujharpura

## LIST OF EXPERTS' GROUPS

### A. ENVIRONMENT AND ECOSYSTEM AT REGIONAL AND CITY LEVEL

#### Points of Reference

- ★ Forest Cover
- ★ Regional Forests
- ★ National/Regional Wild Life Parks
- ★ Botanical Parks
- ★ Zoological Parks
- ★ Greening of Urban Areas
- ★ Mining
- ★ Soil Erosion
- ★ Pollution

#### GROUP

##### Chairman

Chief Conservator of Forests  
(Development) Rajasthan

##### Members

Director Mines or his Nominee  
Director (Environment), GSI  
Director NEERI  
Director Pollution Control Board or his  
nominee  
Rep. from Soil Conservation Dept.  
OSD, Environment, Govt. of Raj.

##### Coordinator

Sr. Horticulturist JDA

### B. TRANSPORT

#### Points of Reference

- ★ National Highway Bypasses
- ★ Regional Network of Roads
- ★ City Level Road Network
- ★ Mass Transportation System Jaipur city  
and the Region

Rail Network for Local Movement of  
Region Level Towns  
Parking-Pvt. Vehicles,

Auto Rikshaw Stands,  
Taxi Stands,  
Others

Truck Terminals- Inter State  
City Level

Bus Terminals & Depots  
City Level  
State/National Level

Airport

Railway Stations

Railway Goods Yards

#### GROUP

##### Chairman

Shri. B.G. Sharma, Secretary PWD

##### Members

M.D., RTDC or his nominee  
M.D., RSRTC or his nominee  
C.E., National Highways, PWD  
C.E., Roads, PWD  
DRM Rlys. or his nominee  
S P City, Jaipur  
S.E., M.O.T., Govt. of India  
S.E., RSAMB,  
Controller of Aerodrom  
Transporter's Association Rep.  
RITES Rep.  
NATPAC Rep.

##### Coordinator

Director Engg., JDA

## **C-I. WATER AVAILABILITY, SUPPLY, DISTRIBUTION**

### **Points of Reference**

- ★ Availability of Ground Water & Surface Water, Quantity & Quality
- ★ Projected Requirements
- ★ Supply and Distribution
- ★ Water Harvesting, Conservation and Management
- ★ Recycling
- ★ Use of Traditional Methods

## **C-II. SEWERAGE AND DRAINAGE**

### **Points of Reference:**

- ★ System of Sewage Disposal for  
Jaipur City  
Satellite Towns  
Second Order Settlements  
Rural Areas
- ★ Storm Water Drainage System

## **C-III. SOLID WASTE DISPOSAL AND MANAGEMENT**

### **Points of Reference:**

- ★ Solid Waste Generation  
Collection  
Transportation  
Disposal  
Destruction  
Recycling & Reuse  
Management
- ★ Skinning of Dead Animals and Bone Collection

### **GROUP**

#### **Chairman**

Chief Engineer PHED

#### **Members**

Director NEERI, Jaipur

Supdt. Hydrogeologist  
Ground Water Department,  
Govt. of Rajasthan.

Rep. of Directorate of Medical and Health  
Secretary, Pollution Control Board

Rep. of Irrigation Deptt.

Rep. of Agriculture Deptt.

Rep. of CTP

Rep. of JNN

Rep. of Sulabh Shauchalya

Rep. of Rural Development Deptt.

Supdt. Engineer, JDA Sh. Pancholi

D.F.O. Jaipur

### **Coordinator**

EXEC. ENG. (PHED), JDA

## **D. INDUSTRY**

### **Points of Reference:**

Development of Industrial Areas  
Pollution Control Measures  
Location of industries  
Nature of Industries

### **GROUP**

#### **Chairman**

S.S. Industry, Govt. of Rajasthan

#### **Members**

Chairman Pollution Control or his Nominee  
Chief Town Planner, Rajasthan or his Nominee  
Chief Engineer, RSEB or his Nominee  
Conservator (State Trading), Deptt. of Forest  
Advisor (Infrastructure), RIICO  
A D M City, Jaipur  
General Manager (Business Plan) RFC  
General Manager, DIC  
General Manager, BIP  
Rep. of Rajasthan Chamber of  
Commerce and Industries

#### **Coordinator :**

Senior Town Planner (MP) JDA

**E-I WHOLESALE MARKETS AND  
WAREHOUSING,**

**E-II RETAIL COMMERCIAL AND INFORMAL  
SECTOR**

**Points of Reference**

- ★ Development of specialised markets
- ★ Relocation of wholesale trade from congested areas
- ★ Development of new commercial areas-form and shape
- ★ Provision for Informal Sector
- ★ Provision of Transportation & other facilities

**GROUP**

**Chairman**

Chief Town Planner, Rajasthan

**Members**

M.D. Ware Housing Corpn. or his Nominee  
Administrator JNN or his Nominee  
Addl. S.P. Traffic Police, Jaipur  
Rep. of Chamber of Commerce  
Rep. of Transporters' Association  
Rep. of Trade Associations

**Coordinator**

Director (TP), JDA

**F-I TOURISM CONSERVATION AND  
CULTURAL HERITAGE**

**F-II RECREATION**

**Points of Reference**

- ★ Tourism by Foreign tourists,  
Domestic tourists  
Local tourists
- ★ Tourist Facilities:  
Hotels,  
Boarding Houses

Carvan Parking  
Hiking Camps  
Camping Areas,  
Fast Food Places, Restaurants  
Transportation

- ★ Weekend Tourism
- ★ Recreational Resots
- ★ Development of Picnic Spots, Water Bodies, Safari Parks, Wildlife Parks and Other potential spots.
- ★ Fairs and Festivals
- ★ Arts and Crafts
- ★ Conservation of Places of Archeological Historical Architectural & Cultural importance

**GROUP**

**Chairman**

Director Tourism, Rajasthan

**Members**

Director,  
Jawahar Kala Kendra or Nominee  
Director, Archeological Survey  
Chief Engineer Irrigation or Nominee  
C T P, Rajasthan or his Nominee  
Conservator Project Formulation and Evaluation,  
Deptt. of Forest,  
District Transport Officer,  
REP of INTACH  
Mr. Yaduvendra Sahay, Director City Palace Museum  
Representatives of Travel Agencies' Association  
Hotels' Association

**Coordinator**

Director (TP), JDA

## **G. AGRICULTURAL PRODUCTION AND MARKETING**

### **Points of Reference**

- ★ Agricultural produce in the Region
- ★ Market Yards-F & V
  - Grain
  - Timber
  - Animals
- ★ City Level Apni Mandis
- ★ Research & Development

### **GROUP**

#### **Chairman**

Administrator, RSAMB

#### **Members**

Director, Animal Husbandary  
Director Agriculture or his Nominee  
Rep. of F & V and Grain Mandi Samiti Jaipur  
Rep. of Merchants' Association

#### **Coordinator**

Senior Town Planner (MP) JDA

## **H. POWER SUPPLY & DISTRIBUTION**

### **Points of Reference**

- ★ Power availability
- ★ Power Supply & Distribution
- ★ Possibility of Power Generation in Private Sector

### **GROUP**

#### **Chairman**

Chief Engineer O & M, RSEB

#### **Members**

Executive Director RIICO or his Nominee  
Commissioner RHB or his Nominee  
Senior Town Planner (MP), JDA  
Supdt. Engineer, PHED, Jaipur

#### **Coordinator**

Sh. S.C. Jain, S.E., JDA

## **I. LAND POLICIES**

### **Points of Reference**

- ★ Land Acquisition
- ★ Different Models of Land Development & Implementation of Master Development Plan
- ★ Dispersal & Deflection of Economic Activities
- ★ Land Conversion Policies regarding Coop. Housing Societies

### **GROUP**

#### **Chairman**

Jaipur Development Commissioner

#### **Members**

S.S. Revenue  
Collector, Jaipur  
Registrar Cooperative Dept.  
C T P, Rajasthan  
Secretary, JDA  
Housing Commissioner RHB  
Sh. Surya Narain Pareek  
Shri K.P. Singhal Director (L C)  
D.S. UDH, Govt. of Rajasthan  
Shri Anil Chaplot D.S. Revenue

#### **Coordinator**

Director (TP), JDA

### **CORE GROUP**

### **Points of Reference**

- ★ Consideration of recommendations of different Expert Groups.

#### **Chairman**

Jaipur Development Commissioner

#### **Members**

Shri B.G. Sharma, Secretary PWD  
S.S. Industry, Govt. of Rajasthan  
Director Tourism, Rajasthan  
Administrator, RSAMB  
Chief Conservator of Forests  
Chief Town Planner, Rajasthan  
Chief Engineer PHED  
Chief Engineer O & M, RSEB

## LIST OF AREAS AND BUILDINGS OF HERITAGE VALUE

1. Walled City of Jaipur
2. Bagru Castle
3. Nendar Fort & Palace
4. Chomu Palace
5. Achrol Fort
6. Jamwa Mata Temple
7. Sheopura Archway
8. Lal Niwas & Mahal Niwas at Jamwa Ramgarh
9. Kanota Mahal
10. Nayala Walled City
11. Nagal Jaisabora (Ruined Haveli)
12. Ashwamedh Yagya Sthal
13. Nahargarh Fort
14. Jaigarh Fort
15. Amer Fort
16. Old Amer City
17. Galta
18. Purana Ghat
19. Museum Building
20. Diggi House
21. Chomu House
22. Nayala House
23. Kanota House
24. Geejgarh House
25. Mandawa House
26. Dundlod House
27. Sikar House
28. Hathroi Gadi
29. Moti Dungri
30. Jhalana Mahal
31. Gaitore Chatri & Maharanion ki Chatri
32. Structures as Identified by ASI and INTACH and State Archeological Survey.

The above list is required to be supplemented after detailed and thematic survey for other areas in the Region as well as other structure such as Baoris, Wells, Shikargahs etc.



# COMPATIBILITY CHART OF URBAN ACTIVITIES

## ANNEXURE-4

| AREAS<br>ACTIVITIES<br>(FUNCTIONS)                                   | RES.<br>AREAS | COMMERCIAL AREAS      |               |                                   | IND.<br>AREAS | PUBLIC AND SEMI PUBLIC AREAS  |               |               |                   | RECREATIONAL AREAS                                     |                                            |                     | TRANSPORT AREAS            |                               | ECOLOGICAL<br>AREAS         | RURAL<br>AREAS<br>OTHER<br>THAN<br>VILLAGE<br>ABADIS |
|----------------------------------------------------------------------|---------------|-----------------------|---------------|-----------------------------------|---------------|-------------------------------|---------------|---------------|-------------------|--------------------------------------------------------|--------------------------------------------|---------------------|----------------------------|-------------------------------|-----------------------------|------------------------------------------------------|
|                                                                      |               | W.S. WITH<br>& EQUIP. | SPL.<br>IMTS. | RETAIL<br>(COMM. &<br>BUSI. EST.) |               | GOVT. & SEMI<br>GOVT. OFFICES | INSTITUTIONAL | COMM.<br>FAC. | PUBLIC<br>SERVICE | PUBLIC UTILITIES<br>(W.S.E.B.,<br>PALE D.,<br>TELECOM) | PARKS, OPEN<br>SPACES &<br>PLAY<br>GROUNDS | SPORTS<br>COMPLEXES | REGIONAL<br>SPEC.<br>PARKS | R.O.W. OF<br>CIRCULA-<br>TION | OTHER<br>TRANSPORT<br>AREAS |                                                      |
| Apartment Housing                                                    | ★             | ★                     | ★             | ★                                 | ★             | ☆                             | ☆             | ☆             | ☆                 | ☆                                                      | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Plotted Housing                                                      | ★             | ★                     | ★             | ★                                 | ★             | ☆                             | ☆             | ☆             | ☆                 | ☆                                                      | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Residential Cum Work Plot                                            | ★             | ★                     | ★             | ★                                 | ★             | ☆                             | ☆             | ☆             | ☆                 | ☆                                                      | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Guest House                                                          | ★             | ★                     | ★             | ★                                 | ★             | ☆                             | ☆             | ★             | ☆                 | ☆                                                      | ☆                                          | ★                   | ★                          | ☆                             | ☆                           | ☆                                                    |
| Night Shelter                                                        | ★             | ★                     | ★             | ★                                 | ★             | ☆                             | ☆             | ★             | ☆                 | ☆                                                      | ☆                                          | ☆                   | ☆                          | ☆                             | ★                           | ☆                                                    |
| Dharmashala                                                          | ★             | ★                     | ★             | ★                                 | ★             | ☆                             | ★             | ★             | ★                 | ☆                                                      | ☆                                          | ☆                   | ☆                          | ☆                             | ★                           | ☆                                                    |
| Marriage Hall                                                        | ★             | ★                     | ★             | ★                                 | ★             | ☆                             | ☆             | ★             | ☆                 | ☆                                                      | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Children Home/Working<br>Women Hostel                                | ★             | ☆                     | ☆             | ★                                 | ★             | ☆                             | ★             | ★             | ★                 | ☆                                                      | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Old Age Home                                                         | ★             | ☆                     | ☆             | ★                                 | ☆             | ☆                             | ★             | ★             | ★                 | ☆                                                      | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ★                                                    |
| Hotel                                                                | ★             | ☆                     | ☆             | ★                                 | ★             | ☆                             | ★             | ★             | ★                 | ☆                                                      | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Warehousing, Storage and<br>depot for non-inflammable<br>commodities | ☆             | ★                     | ★             | ☆                                 | ★             | ☆                             | ☆             | ☆             | ☆                 | ☆                                                      | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Cold Storage & Milk Chilling Plant                                   | ☆             | ★                     | ★             | ☆                                 | ★             | ☆                             | ☆             | ☆             | ☆                 | ☆                                                      | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ★                                                    |
| Junk Yard                                                            | ☆             | ★                     | ★             | ☆                                 | ★             | ☆                             | ☆             | ☆             | ☆                 | ☆                                                      | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ★                                                    |
| Petroleum Product Depot                                              | ☆             | ★                     | ★             | ☆                                 | ★             | ☆                             | ☆             | ☆             | ☆                 | ☆                                                      | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ★                                                    |

★ Compatible Activity      ☆ Partly Compatible Activity      ☆ Non Compatible Activity

**Note :** This Annexure No. 4 has been replaced by landuse zoning code appended in the second part of the Master Development Plan-2011.

| AREAS<br>ACTIVITIES<br>(FUNCTIONS)        | RESL.<br>AREAS | COMMERCIAL AREAS    |               |                                 | IND.<br>AREAS | PUBLIC AND SEMI PUBLIC AREAS  |               |                  |                   | RECREATIONAL AREAS                                      |                                            |                     | TRANSPORT AREAS            |                               | ECOLOGICAL<br>AREAS         | RURAL<br>AREAS<br>OTHER<br>THAN<br>VILLAGE<br>ABADIS |
|-------------------------------------------|----------------|---------------------|---------------|---------------------------------|---------------|-------------------------------|---------------|------------------|-------------------|---------------------------------------------------------|--------------------------------------------|---------------------|----------------------------|-------------------------------|-----------------------------|------------------------------------------------------|
|                                           |                | W.S. W.H.<br>& GDNS | SPL.<br>MNTS. | RETAIL<br>COMM. &<br>BUSL. EST. |               | GOVT. & SEMI<br>GOVT. OFFICES | INSTITUTIONAL | COMMUN.<br>FACI. | PUBLIC<br>SERVICE | PUBLIC UTILITIES<br>(R.S.E.B.,<br>P.H.E.D.,<br>TELECOM) | PARKS, OPEN<br>SPACES &<br>PLAY<br>GROUNDS | SPORTS<br>COMPLEXES | REGIONAL<br>SPEC.<br>PARKS | R.O.W. OF<br>CIRCULA-<br>TION | OTHER<br>TRANSPORT<br>AREAS |                                                      |
| Gas Godown                                | ☆              | ★                   | ★             | ☆                               | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Coal Yard                                 | ☆              | ★                   | ★             | ☆                               | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Fuel Wood Yard                            | ☆              | ★                   | ★             | ☆                               | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Steel Yard                                | ☆              | ★                   | ★             | ☆                               | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Fruit & Vegetable Market                  | ☆              | ★                   | ★             | ★                               | ☆             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Dairy Products Market                     | ☆              | ★                   | ★             | ★                               | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Confectionery Market                      | ☆              | ★                   | ★             | ★                               | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Cattle Market                             | ☆              | ☆                   | ★             | ☆                               | ☆             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ★                                                    |
| Fodder Market                             | ☆              | ★                   | ★             | ★                               | ☆             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ★                                                    |
| Edible oil/Ghee Market                    | ☆              | ★                   | ★             | ★                               | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Grains/pulses/masala/Dry<br>fruits Market | ☆              | ★                   | ★             | ★                               | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Bardana Market                            | ☆              | ★                   | ★             | ★                               | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Tea Market                                | ☆              | ★                   | ★             | ★                               | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Grocery Market                            | ☆              | ★                   | ★             | ★                               | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |

★ Compatible Activity

★ Partly Compatible Activity

★ Non Compatible Activity

| AREAS<br>ACTIVITIES<br>(FUNCTIONS)   | RESI.<br>AREAS | COMMERCIAL AREAS     |               |                                 | IND.<br>AREAS | PUBLIC AND SEMI PUBLIC AREAS  |               |                 |                   | RECREATIONAL AREAS                                      |                                            |                     | TRANSPORT AREAS            |                               | ECOLOGICAL<br>AREAS         | RURAL<br>AREAS<br>OTHER<br>THAN<br>VILLAGE<br>ABADIS |
|--------------------------------------|----------------|----------------------|---------------|---------------------------------|---------------|-------------------------------|---------------|-----------------|-------------------|---------------------------------------------------------|--------------------------------------------|---------------------|----------------------------|-------------------------------|-----------------------------|------------------------------------------------------|
|                                      |                | W.C, W.H.<br>& GENES | SPL.<br>MKTS. | RETAIL<br>COMM. &<br>BUSI. EST. |               | GOVT. & SEMI<br>GOVT. OFFICES | INSTITUTIONAL | COMMUN.<br>FAC. | PUBLIC<br>SERVICE | PUBLIC UTILITIES<br>(R.S.E.B.,<br>P.A.E.D.,<br>TELECOM) | PARKS, OPEN<br>SPACES &<br>PLAY<br>GROUNDS | SPORTS<br>COMPLEXES | REGIONAL<br>SPEC.<br>PARKS | R.O.W. OF<br>CIRCULA-<br>TION | OTHER<br>TRANSPORT<br>AREAS |                                                      |
| Poultry Product Market               | ☆              | ★                    | ★             | ★                               | ★             | ☆                             | ☆             | ☆               | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Cloth Hosiery and Garments Market    | ☆              | ★                    | ★             | ★                               | ★             | ☆                             | ☆             | ☆               | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Iron & Steel/Hardware Market         | ☆              | ★                    | ★             | ★                               | ★             | ☆                             | ☆             | ☆               | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Cement & Cement Products Market      | ☆              | ★                    | ★             | ★                               | ★             | ☆                             | ☆             | ☆               | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Timber Plywood & Glass Market        | ☆              | ★                    | ★             | ★                               | ★             | ☆                             | ☆             | ☆               | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Furniture & Fixtures Market          | ☆              | ★                    | ★             | ★                               | ★             | ☆                             | ☆             | ☆               | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Paints & Varnishes Market            | ☆              | ★                    | ★             | ★                               | ★             | ☆                             | ☆             | ☆               | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Stone Pottery Market                 | ☆              | ★                    | ★             | ★                               | ★             | ☆                             | ☆             | ☆               | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ★                                                    |
| Marble & Other Building Stone Market | ☆              | ★                    | ★             | ★                               | ★             | ☆                             | ☆             | ☆               | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ★                                                    |
| Bricks/Bajri/Lime Market             | ☆              | ★                    | ★             | ★                               | ★             | ☆                             | ☆             | ☆               | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ★                                                    |
| Sanitary Fittings Market             | ☆              | ★                    | ★             | ★                               | ★             | ☆                             | ☆             | ☆               | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Other Building Material Item Market  | ☆              | ★                    | ★             | ★                               | ★             | ☆                             | ☆             | ☆               | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Fish & Meat Market                   | ☆              | ★                    | ★             | ★                               | ★             | ☆                             | ☆             | ☆               | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ★                                                    |
| Chemicals Market                     | ☆              | ★                    | ★             | ★                               | ★             | ☆                             | ☆             | ☆               | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |

★ Compatible Activity

★ Partly Compatible Activity

★ Non Compatible Activity

| AREAS<br>ACTIVITIES<br>(FUNCTIONS)                   | RESL.<br>AREAS | COMMERCIAL AREAS   |               |                                 | IND.<br>AREAS | PUBLIC AND SEMI PUBLIC AREAS  |               |                  |                   | RECREATIONAL AREAS                                      |                                            |                     | TRANSPORT AREAS            |                               | ECOLOGICAL<br>AREAS         | RURAL<br>AREAS<br>OTHER<br>THAN<br>VILLAGE<br>ABADIS |
|------------------------------------------------------|----------------|--------------------|---------------|---------------------------------|---------------|-------------------------------|---------------|------------------|-------------------|---------------------------------------------------------|--------------------------------------------|---------------------|----------------------------|-------------------------------|-----------------------------|------------------------------------------------------|
|                                                      |                | W.S. WH.<br>& GHGS | SPL.<br>MKTS. | RETAIL<br>COMM. &<br>BUSI. EST. |               | GOVT. & SEMI<br>GOVT. OFFICES | INSTITUTIONAL | COMMUN.<br>FACI. | PUBLIC<br>SERVICE | PUBLIC UTILITIES<br>(R.S.E.B.,<br>P.R.E.D.,<br>TELECOM) | PARKS, OPEN<br>SPACES &<br>PLAY<br>GROUNDS | SPORTS<br>COMPLEXES | REGIONAL<br>SPEC.<br>PARKS | R.O.W. OF<br>CIRCULA-<br>TION | OTHER<br>TRANSPORT<br>AREAS |                                                      |
| Pharmaceuticals Market                               | ☆              | ★                  | ★             | ★                               | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Surgical/Scientific Instruments Market               | ☆              | ★                  | ★             | ★                               | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Paper/Stationery/Book<br>Publishers Market           | ☆              | ★                  | ★             | ★                               | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Printing Press Area                                  | ☆              | ☆                  | ★             | ☆                               | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Electronic/Electrical Goods Market                   | ☆              | ★                  | ★             | ★                               | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Automobile & Other Engineering<br>Spare Parts Market | ☆              | ★                  | ★             | ★                               | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ★                           | ☆                                                    |
| Lubricating Oil Market                               | ☆              | ★                  | ★             | ★                               | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ★                           | ☆                                                    |
| Tyres & Tubes Market                                 | ☆              | ★                  | ★             | ★                               | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ★                           | ☆                                                    |
| Traditional Crafts Market                            | ★              | ★                  | ★             | ★                               | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ★                                                    |
| Sculptured Stones Market                             | ★              | ★                  | ★             | ★                               | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Fire Works Market                                    | ☆              | ☆                  | ★             | ☆                               | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Card Board Containers & Paper<br>Bags Market         | ☆              | ★                  | ★             | ★                               | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Tobacco & Allied Products Market                     | ☆              | ★                  | ★             | ★                               | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Plastic Products Market                              | ☆              | ★                  | ★             | ★                               | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |

★ Compatible Activity

★ Partly Compatible Activity

★ Non Compatible Activity

| AREAS<br>ACTIVITIES<br>(FUNCTIONS)                    | RESI.<br>AREAS | COMMERCIAL AREAS    |               |                                | IND.<br>AREAS | PUBLIC AND SEMI-PUBLIC AREAS  |               |                  |                   | RECREATIONAL AREAS                                      |                                            |                     | TRANSPORT AREAS            |                               | ECOLOGICAL<br>AREAS         | RURAL<br>AREAS<br>OTHER<br>THAN<br>VILLAGE<br>ABADIS |
|-------------------------------------------------------|----------------|---------------------|---------------|--------------------------------|---------------|-------------------------------|---------------|------------------|-------------------|---------------------------------------------------------|--------------------------------------------|---------------------|----------------------------|-------------------------------|-----------------------------|------------------------------------------------------|
|                                                       |                | W.S. W.H.<br>& GDWS | SPL.<br>MKTs. | RETAIL<br>COMM. &<br>BUS. EST. |               | GOVT. & SEMI<br>GOVT. OFFICES | INSTITUTIONAL | COMMUN.<br>FACI. | PUBLIC<br>SERVICE | PUBLIC UTILITIES<br>(R.S.E.B.,<br>P.H.E.D.,<br>TELECOM) | PARKS, OPEN<br>SPACES &<br>PLAY<br>GROUNDS | SPORTS<br>COMPLEXES | REGIONAL<br>SPEC.<br>PARKS | R.O.W. OF<br>CIRCULA-<br>TION | OTHER<br>TRANSPORT<br>AREAS |                                                      |
| Crockery & Utensils Market                            | ☆              | ★                   | ★             | ★                              | ☆             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Gold & Silver Jewellery and Precious<br>Stones Market | ★              | ☆                   | ★             | ★                              | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Leather Products Market                               | ☆              | ★                   | ★             | ★                              | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Cycle Market                                          | ☆              | ★                   | ★             | ★                              | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Metal Products Market                                 | ☆              | ★                   | ★             | ★                              | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Toys & Sports Goods Market                            | ☆              | ★                   | ★             | ★                              | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ★                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Retail Shop                                           | ★              | ★                   | ★             | ★                              | ★             | ☆                             | ☆             | ★                | ☆                 | ☆                                                       | ☆                                          | ★                   | ☆                          | ☆                             | ★                           | ☆                                                    |
| Repair Shop/Service Shop/Misc.<br>Manufacturing Shop  | ★              | ★                   | ★             | ★                              | ★             | ☆                             | ☆             | ★                | ☆                 | ☆                                                       | ☆                                          | ★                   | ☆                          | ☆                             | ★                           | ☆                                                    |
| Weekly Market/Mart Bazar                              | ★              | ★                   | ★             | ★                              | ★             | ☆                             | ☆             | ★                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ★                           | ★                                                    |
| Vending Booth (Fixed)/Kiosks                          | ★              | ★                   | ★             | ★                              | ★             | ★                             | ☆             | ★                | ☆                 | ☆                                                       | ★                                          | ★                   | ★                          | ☆                             | ★                           | ★                                                    |
| Informal Retail Shop                                  | ★              | ★                   | ★             | ★                              | ★             | ☆                             | ☆             | ★                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ★                           | ☆                                                    |
| Restaurant/Cafeteria                                  | ★              | ★                   | ★             | ★                              | ★             | ☆                             | ☆             | ★                | ☆                 | ☆                                                       | ☆                                          | ★                   | ★                          | ☆                             | ★                           | ★                                                    |
| Private Sector Business<br>Establishments             | ☆              | ★                   | ★             | ★                              | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Bank                                                  | ★              | ★                   | ★             | ★                              | ★             | ★                             | ★             | ★                | ★                 | ☆                                                       | ☆                                          | ★                   | ☆                          | ☆                             | ★                           | ☆                                                    |

★ Compatible Activity

★ Partly Compatible Activity

★ Non Compatible Activity

| AREAS<br>ACTIVITIES<br>(FUNCTIONS) | RES.<br>AREAS | COMMERCIAL AREAS    |               |                                 | IND.<br>AREAS | PUBLIC AND SEMI PUBLIC AREAS  |               |                  |                   | RECREATIONAL AREAS                                      |                                            |                     | TRANSPORT AREAS            |                               | ECOLOGICAL<br>AREAS         | RURAL<br>AREAS<br>OTHER<br>THAN<br>VILLAGE<br>ARABIDS |
|------------------------------------|---------------|---------------------|---------------|---------------------------------|---------------|-------------------------------|---------------|------------------|-------------------|---------------------------------------------------------|--------------------------------------------|---------------------|----------------------------|-------------------------------|-----------------------------|-------------------------------------------------------|
|                                    |               | W.S. W.H.<br>& GDHS | SPL.<br>MKTS. | RETAIL<br>COMAL &<br>BUSI. EST. |               | GOVT. & SEMI<br>GOVT. OFFICES | INSTITUTIONAL | COMMUN.<br>FACI. | PUBLIC<br>SERVICE | PUBLIC UTILITIES<br>(R.S.E.B.,<br>P.H.E.D.,<br>TELECOM) | PARKS, OPEN<br>SPACES &<br>PLAY<br>GROUNDS | SPORTS<br>COMPLEXES | REGIONAL<br>SPEC.<br>PARKS | R.O.W. OF<br>CIRCULA-<br>TION | OTHER<br>TRANSPORT<br>AREAS |                                                       |
| Exhibition Cum Sale Arena          | ★             | ★                   | ★             | ★                               | ★             | ☆                             | ☆             | ★                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                     |
| Canteen                            | ★             | ★                   | ★             | ★                               | ★             | ☆                             | ☆             | ★                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ★                           | ☆                                                     |
| Tent House                         | ★             | ★                   | ★             | ★                               | ★             | ☆                             | ☆             | ★                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                     |
| Cinema                             | ☆             | ★                   | ★             | ★                               | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                     |
| Hotel                              | ☆             | ★                   | ★             | ★                               | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ★                   | ★                          | ☆                             | ★                           | ☆                                                     |
| Motel                              | ☆             | ☆                   | ☆             | ☆                               | ☆             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ★                   | ★                          | ☆                             | ★                           | ★                                                     |
| Patrol Billing Station             | ★             | ★                   | ★             | ★                               | ★             | ☆                             | ★             | ★                | ★                 | ☆                                                       | ☆                                          | ★                   | ★                          | ☆                             | ★                           | ★                                                     |
| Auto Service Station               | ☆             | ★                   | ★             | ★                               | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ★                           | ★                                                     |
| Junk Shop                          | ☆             | ★                   | ★             | ★                               | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ★                           | ☆                                                     |
| Florist                            | ★             | ★                   | ★             | ★                               | ★             | ☆                             | ★             | ★                | ★                 | ☆                                                       | ★                                          | ★                   | ★                          | ☆                             | ★                           | ★                                                     |
| Dairy Booth                        | ★             | ★                   | ★             | ★                               | ★             | ☆                             | ★             | ★                | ☆                 | ☆                                                       | ★                                          | ★                   | ★                          | ☆                             | ★                           | ☆                                                     |
| Fruit Veg. Shop                    | ★             | ★                   | ★             | ★                               | ★             | ☆                             | ☆             | ★                | ☆                 | ☆                                                       | ☆                                          | ★                   | ☆                          | ☆                             | ★                           | ☆                                                     |
| Barber Shop                        | ★             | ★                   | ★             | ★                               | ★             | ☆                             | ☆             | ★                | ☆                 | ☆                                                       | ☆                                          | ★                   | ☆                          | ☆                             | ★                           | ☆                                                     |
| Dhaba Ghat                         | ★             | ☆                   | ★             | ★                               | ★             | ☆                             | ☆             | ☆                | ★                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ★                                                     |

★ Compatible Activity

★ Partly Compatible Activity

☆ Non Compatible Activity



| AREAS<br>ACTIVITIES<br>(FUNCTIONS)                                      | RESI.<br>AREAS | COMMERCIAL AREAS    |               |                                  | IND.<br>AREAS | PUBLIC AND SEMI PUBLIC AREAS  |               |                  |                   |                                                         |                                            | RECREATIONAL AREAS  |                            |                               | TRANSPORT AREAS             |   | ECOLOGICAL<br>AREAS | RURAL<br>AREAS<br>OTHER<br>THAN<br>VILLAGE<br>ABADIS |
|-------------------------------------------------------------------------|----------------|---------------------|---------------|----------------------------------|---------------|-------------------------------|---------------|------------------|-------------------|---------------------------------------------------------|--------------------------------------------|---------------------|----------------------------|-------------------------------|-----------------------------|---|---------------------|------------------------------------------------------|
|                                                                         |                | W.S. W.H.<br>& GODS | SPL.<br>MNTS. | RETAIL<br>CONAM. &<br>BUSI. EST. |               | GOVT. & SEMI<br>GOVT. OFFICES | INSTITUTIONAL | COMMUN.<br>FACI. | PUBLIC<br>SERVICE | PUBLIC UTILITIES<br>(W.S.E.B.,<br>P.H.E.D.,<br>TELECOM) | PARKS, OPEN<br>SPACES &<br>PLAY<br>GROUNDS | SPORTS<br>COMPLEXES | REGIONAL<br>SPEC.<br>PARKS | R.O.W. OF<br>CIRCULA-<br>TION | OTHER<br>TRANSPORT<br>AREAS |   |                     |                                                      |
| Agro based Industry                                                     | ☆              | ☆                   | ☆             | ☆                                | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ☆                   |                                                      |
| Mechanical Engg. Industry                                               | ☆              | ☆                   | ☆             | ☆                                | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ☆                   |                                                      |
| Chemical & Pharmaceutical<br>Industry                                   | ☆              | ☆                   | ☆             | ☆                                | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ☆                   |                                                      |
| Metallurgical Industry                                                  | ☆              | ☆                   | ☆             | ☆                                | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ☆                   |                                                      |
| Textile Industry                                                        | ☆              | ☆                   | ☆             | ☆                                | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ☆                   |                                                      |
| Glass & Ceramic Industry                                                | ☆              | ☆                   | ☆             | ☆                                | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ☆                   |                                                      |
| Leather Industry                                                        | ☆              | ☆                   | ☆             | ☆                                | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ☆                   |                                                      |
| Cement Industry                                                         | ☆              | ☆                   | ☆             | ☆                                | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ☆                   |                                                      |
| Hazardous Industry                                                      | ☆              | ☆                   | ☆             | ☆                                | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ☆                   |                                                      |
| Plastic Industry                                                        | ☆              | ☆                   | ☆             | ☆                                | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ☆                   |                                                      |
| Granite, Marble & Other Building<br>Stones Cutting & Polishing Industry | ☆              | ☆                   | ☆             | ☆                                | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ☆                   |                                                      |
| Sanitary ware Industry                                                  | ☆              | ☆                   | ☆             | ☆                                | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ☆                   |                                                      |
| Cement Product Industry                                                 | ☆              | ☆                   | ☆             | ☆                                | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ☆                   |                                                      |
| Electrical Goods Industry                                               | ☆              | ☆                   | ☆             | ☆                                | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ☆                   |                                                      |

★ Compatible Activity      ☆ Partly Compatible Activity      ☆ Non Compatible Activity

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| AREAS<br><br>ACTIVITIES<br>(FUNCTIONS) | RESI.<br>AREAS | COMMERCIAL AREAS   |               |                                 | IND.<br>AREAS | PUBLIC AND SEMI PUBLIC AREAS  |               |                  |                   |                                                         |                                            | RECREATIONAL AREAS  |                            |                               | TRANSPORT AREAS             |   | ECOLOGICAL<br>AREAS | RURAL<br>AREAS<br>OTHER<br>THAN<br>VILLAGE<br>ABADYS |
|----------------------------------------|----------------|--------------------|---------------|---------------------------------|---------------|-------------------------------|---------------|------------------|-------------------|---------------------------------------------------------|--------------------------------------------|---------------------|----------------------------|-------------------------------|-----------------------------|---|---------------------|------------------------------------------------------|
|                                        |                | W.S. W.H.<br>& GDS | SPL.<br>MNTS. | RETAIL<br>COMM. &<br>BUSI. EST. |               | GOVT. & SEMI<br>GOVT. OFFICES | INSTITUTIONAL | COMMUN.<br>FACI. | PUBLIC<br>SERVICE | PUBLIC UTILITIES<br>(R.S.E.B.,<br>P.H.E.D.,<br>TELECOM) | PARKS, OPEN<br>SPACES &<br>PLAY<br>GROUNDS | SPORTS<br>COMPLEXES | REGIONAL<br>SPEC.<br>PARKS | R.O.W. OF<br>CIRCULA-<br>TION | OTHER<br>TRANSPORT<br>AREAS |   |                     |                                                      |
|                                        |                |                    |               |                                 |               |                               |               |                  |                   |                                                         |                                            |                     |                            |                               |                             |   |                     |                                                      |
| Local Self Govt. Office                | ★              | ★                  | ★             | ★                               | ★             | ★                             | ★             | ★                | ★                 | ★                                                       | ★                                          | ★                   | ★                          | ★                             | ★                           | ★ | ★                   |                                                      |
| Govt. Reserved Area                    | ★              | ★                  | ★             | ★                               | ★             | ★                             | ★             | ★                | ★                 | ★                                                       | ★                                          | ★                   | ★                          | ★                             | ★                           | ★ | ★                   |                                                      |
| University                             | ☆              | ☆                  | ☆             | ☆                               | ☆             | ★                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ★                   |                                                      |
| Academic College                       | ★              | ☆                  | ☆             | ★                               | ☆             | ★                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ☆                   |                                                      |
| Medical College                        | ☆              | ☆                  | ☆             | ☆                               | ☆             | ★                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ★                   |                                                      |
| Engineering College                    | ☆              | ☆                  | ☆             | ☆                               | ☆             | ★                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ★                   |                                                      |
| Ayurvedic College                      | ☆              | ☆                  | ☆             | ☆                               | ☆             | ★                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ★                   |                                                      |
| Homeopathic College                    | ☆              | ☆                  | ☆             | ☆                               | ☆             | ★                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ★                   |                                                      |
| Nursing Training College               | ☆              | ☆                  | ☆             | ☆                               | ☆             | ★                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ★                   |                                                      |
| Teachers Training College              | ★              | ☆                  | ☆             | ★                               | ☆             | ★                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ★                   |                                                      |
| Polytechnics                           | ☆              | ☆                  | ☆             | ★                               | ☆             | ★                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ★                   |                                                      |
| Senior Secondary School                | ★              | ☆                  | ☆             | ☆                               | ☆             | ★                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ★                   |                                                      |
| Secondary School                       | ★              | ☆                  | ☆             | ☆                               | ☆             | ★                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ★                   |                                                      |
| Upper Primary School                   | ★              | ☆                  | ☆             | ☆                               | ☆             | ★                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ★                   |                                                      |

★ Compatible Activity

★ Partly Compatible Activity

☆ Non Compatible Activity

| AREAS<br>ACTIVITIES<br>(FUNCTIONS)           | RESI.<br>AREAS | COMMERCIAL AREAS    |               |                                 | IND.<br>AREAS | PUBLIC AND SEMI PUBLIC AREAS  |               |                   |                   | RECREATIONAL AREAS                                      |                                            |                     | TRANSPORT AREAS            |                               | ECOLOGICAL<br>AREAS         | RURAL<br>AREAS<br>OTHER<br>THAN<br>VILLAGE<br>ABADIS |
|----------------------------------------------|----------------|---------------------|---------------|---------------------------------|---------------|-------------------------------|---------------|-------------------|-------------------|---------------------------------------------------------|--------------------------------------------|---------------------|----------------------------|-------------------------------|-----------------------------|------------------------------------------------------|
|                                              |                | W.S. W.H.<br>& GOWS | SPL.<br>MKTs. | RETAIL<br>COMM. &<br>BUSI. EST. |               | GOVT. & SEMI<br>GOVT. OFFICES | INSTITUTIONAL | COMMUN.<br>FACIL. | PUBLIC<br>SERVICE | PUBLIC UTILITIES<br>(W.S.E.B.,<br>P.H.E.D.,<br>TELECOM) | PARKS, OPEN<br>SPACES &<br>PLAY<br>GROUNDS | SPORTS<br>COMPLEXES | REGIONAL<br>SPEC.<br>PARKS | R.O.W. OF<br>CIRCULA-<br>TION | OTHER<br>TRANSPORT<br>AREAS |                                                      |
| Electronic Industry                          | ☆              | ☆                   | ☆             | ☆                               | ★             | ☆                             | ☆             | ☆                 | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Carpet Industry                              | ☆              | ☆                   | ☆             | ☆                               | ★             | ☆                             | ☆             | ☆                 | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Steel Furniture Industry                     | ☆              | ☆                   | ☆             | ☆                               | ★             | ☆                             | ☆             | ☆                 | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Cloth Dying & Printing Industry              | ☆              | ☆                   | ☆             | ☆                               | ★             | ☆                             | ☆             | ☆                 | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Tyre Retreading Industry                     | ☆              | ☆                   | ☆             | ☆                               | ★             | ☆                             | ☆             | ☆                 | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Paper Product Industry                       | ☆              | ☆                   | ☆             | ☆                               | ★             | ☆                             | ☆             | ☆                 | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Hand Made Paper Industry                     | ☆              | ☆                   | ☆             | ☆                               | ★             | ☆                             | ☆             | ☆                 | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Abattoir & Other Meat<br>Processing Industry | ☆              | ☆                   | ☆             | ☆                               | ★             | ☆                             | ☆             | ☆                 | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Cottage /Household Industry                  | ☆              | ☆                   | ☆             | ☆                               | ★             | ☆                             | ☆             | ☆                 | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Dairy Plant                                  | ☆              | ☆                   | ☆             | ☆                               | ★             | ☆                             | ☆             | ☆                 | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ★                                                    |
| Stone Crusher                                | ☆              | ☆                   | ☆             | ☆                               | ☆             | ☆                             | ☆             | ☆                 | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ★                                                    |
| Mining & Quarrying                           | ☆              | ☆                   | ☆             | ☆                               | ☆             | ☆                             | ☆             | ☆                 | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ★                                                    |
| Brick & Lime Kilns                           | ☆              | ☆                   | ☆             | ☆                               | ★             | ☆                             | ☆             | ☆                 | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ★                                                    |
| Govt. & Semi Govt. Office                    | ☆              | ☆                   | ☆             | ☆                               | ★             | ★                             | ☆             | ☆                 | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ★                           | ☆                                                    |

★ Compatible Activity

★ Partly Compatible Activity

☆ Non Compatible Activity

| AREAS<br>ACTIVITIES<br>(FUNCTIONS)                     | RESID.<br>AREAS | COMMERCIAL AREAS    |               |                                 | IND.<br>AREAS | PUBLIC AND SEMI PUBLIC AREAS  |               |                  |                   |                                                         |                                            | RECREATIONAL AREAS  |                            |                               | TRANSPORT AREAS             |   | ECOLOGICAL<br>AREAS | RURAL<br>AREAS<br>OTHER<br>THAN<br>VILLAGE<br>ABADIS |
|--------------------------------------------------------|-----------------|---------------------|---------------|---------------------------------|---------------|-------------------------------|---------------|------------------|-------------------|---------------------------------------------------------|--------------------------------------------|---------------------|----------------------------|-------------------------------|-----------------------------|---|---------------------|------------------------------------------------------|
|                                                        |                 | W.S. W.H.<br>& GDHS | SPL.<br>MKTS. | RETAIL<br>COMM. &<br>BUSI. EST. |               | GOVT. & SEMI<br>GOVT. OFFICES | INSTITUTIONAL | COMMUN.<br>FACI. | PUBLIC<br>SERVICE | PUBLIC UTILITIES<br>(R.S.E.B.,<br>P.H.E.D.,<br>TELECOM) | PARKS, OPEN<br>SPACES &<br>PLAY<br>GROUNDS | SPORTS<br>COMPLEXES | REGIONAL<br>SPEC.<br>PARKS | R.O.W. OF<br>CIRCULA-<br>TION | OTHER<br>TRANSPORT<br>AREAS |   |                     |                                                      |
|                                                        |                 |                     |               |                                 |               |                               |               |                  |                   |                                                         |                                            |                     |                            |                               |                             |   |                     |                                                      |
| Primary School                                         | ★               | ☆                   | ☆             | ☆                               | ☆             | ★                             | ☆             | ☆                | ☆                 | ★                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ☆                   | ★                                                    |
| Pre Primary School                                     | ★               | ☆                   | ☆             | ☆                               | ☆             | ★                             | ☆             | ☆                | ☆                 | ★                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ☆                   | ★                                                    |
| School for Handicapped Children                        | ★               | ☆                   | ☆             | ☆                               | ☆             | ★                             | ☆             | ☆                | ☆                 | ★                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ☆                   | ★                                                    |
| Automobile Driving School                              | ★               | ☆                   | ☆             | ★                               | ★             | ☆                             | ☆             | ☆                | ☆                 | ★                                                       | ☆                                          | ☆                   | ★                          | ☆                             | ☆                           | ☆ | ☆                   | ★                                                    |
| Chester                                                | ★               | ☆                   | ☆             | ☆                               | ☆             | ★                             | ☆             | ★                | ☆                 | ★                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ☆                   | ★                                                    |
| Business Management Institute                          | ★               | ☆                   | ☆             | ★                               | ★             | ☆                             | ☆             | ☆                | ☆                 | ★                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ☆                   | ★                                                    |
| Hotel Management Institute                             | ★               | ☆                   | ☆             | ★                               | ★             | ☆                             | ☆             | ☆                | ☆                 | ★                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ☆                   | ★                                                    |
| Health Care Management Institute                       | ★               | ☆                   | ☆             | ★                               | ☆             | ★                             | ☆             | ☆                | ☆                 | ★                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ☆                   | ★                                                    |
| Rural Management Institute                             | ☆               | ☆                   | ☆             | ★                               | ☆             | ★                             | ☆             | ☆                | ☆                 | ★                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ☆                   | ★                                                    |
| N.G.O. Institute                                       | ★               | ☆                   | ☆             | ☆                               | ☆             | ★                             | ★             | ☆                | ☆                 | ★                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ☆                   | ★                                                    |
| Industrial Training Institute                          | ☆               | ☆                   | ☆             | ☆                               | ★             | ★                             | ☆             | ☆                | ☆                 | ★                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ☆                   | ★                                                    |
| Govt. Semi Govt. & Public Sector<br>Training Institute | ★               | ★                   | ★             | ★                               | ★             | ★                             | ☆             | ☆                | ★                 | ★                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ☆                   | ★                                                    |
| Vocational Training Institute                          | ★               | ★                   | ★             | ★                               | ★             | ★                             | ☆             | ☆                | ☆                 | ★                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ☆                   | ★                                                    |
| Sports Training Institute                              | ★               | ☆                   | ☆             | ☆                               | ☆             | ★                             | ☆             | ☆                | ☆                 | ★                                                       | ☆                                          | ★                   | ★                          | ☆                             | ☆                           | ☆ | ★                   | ★                                                    |

★ Compatible Activity

★ Partly Compatible Activity

★ Non Compatible Activity

| AREAS<br>ACTIVITIES<br>(FUNCTIONS)           | RESL<br>AREAS | COMMERCIAL AREAS     |               |                                 | IND.<br>AREAS | PUBLIC AND SEMI PUBLIC AREAS  |               |                 |                   |                                                       | RECREATIONAL AREAS                         |                     |                            | TRANSPORT AREAS              |                             | ECOLOGICAL<br>AREAS | RURAL<br>AREAS<br>OTHER<br>THAN<br>VILLAGE<br>ABADIS |
|----------------------------------------------|---------------|----------------------|---------------|---------------------------------|---------------|-------------------------------|---------------|-----------------|-------------------|-------------------------------------------------------|--------------------------------------------|---------------------|----------------------------|------------------------------|-----------------------------|---------------------|------------------------------------------------------|
|                                              |               | W.S. M.H.<br>& CONDS | SPL.<br>AREAS | RETAIL<br>COMM. &<br>BUSI. EST. |               | GOVT. & SEMI<br>GOVT. OFFICES | INSTITUTIONAL | COMMUN.<br>FAC. | PUBLIC<br>SERVICE | PUBLIC UTILITIES<br>(W.S.B.,<br>P.H.E.D.,<br>TELECOM) | PARKS, OPEN<br>SPACES &<br>PLAY<br>GROUNDS | SPORTS<br>COMPLEXES | REGIONAL<br>SPEC.<br>PARKS | R.O.W. OF<br>CIRCULA<br>TION | OTHER<br>TRANSPORT<br>AREAS |                     |                                                      |
| N.C.C. Scouts & Guides Training Areas        | ☆             | ☆                    | ☆             | ☆                               | ☆             | ☆                             | ★             | ★               | ☆                 | ☆                                                     | ☆                                          | ☆                   | ☆                          | ☆                            | ☆                           | ★                   | ★                                                    |
| Adult Education/Shiksha Karmi<br>Centre etc. | ★             | ☆                    | ☆             | ☆                               | ★             | ☆                             | ★             | ★               | ☆                 | ☆                                                     | ☆                                          | ☆                   | ☆                          | ☆                            | ☆                           | ★                   | ★                                                    |
| Art & Craft Training Centre                  | ☆             | ☆                    | ☆             | ★                               | ☆             | ☆                             | ★             | ☆               | ☆                 | ☆                                                     | ☆                                          | ☆                   | ☆                          | ☆                            | ☆                           | ★                   | ★                                                    |
| Angan Badi Centre                            | ★             | ☆                    | ☆             | ☆                               | ☆             | ☆                             | ★             | ★               | ☆                 | ☆                                                     | ☆                                          | ☆                   | ☆                          | ☆                            | ☆                           | ★                   | ★                                                    |
| Central General Referral Hospital            | ☆             | ☆                    | ☆             | ☆                               | ☆             | ☆                             | ★             | ☆               | ☆                 | ☆                                                     | ☆                                          | ☆                   | ☆                          | ☆                            | ☆                           | ☆                   | ☆                                                    |
| Satellite Hospital                           | ☆             | ☆                    | ☆             | ☆                               | ☆             | ☆                             | ★             | ☆               | ☆                 | ☆                                                     | ☆                                          | ☆                   | ☆                          | ☆                            | ☆                           | ☆                   | ☆                                                    |
| Cardiac Care Hospital                        | ☆             | ☆                    | ☆             | ☆                               | ☆             | ☆                             | ★             | ☆               | ☆                 | ☆                                                     | ☆                                          | ☆                   | ☆                          | ☆                            | ☆                           | ☆                   | ☆                                                    |
| Chest & T.B. Hospital                        | ☆             | ☆                    | ☆             | ☆                               | ☆             | ☆                             | ★             | ☆               | ☆                 | ☆                                                     | ☆                                          | ☆                   | ☆                          | ☆                            | ☆                           | ☆                   | ☆                                                    |
| Eye Hospital                                 | ☆             | ☆                    | ☆             | ☆                               | ☆             | ☆                             | ★             | ☆               | ☆                 | ☆                                                     | ☆                                          | ☆                   | ☆                          | ☆                            | ☆                           | ☆                   | ☆                                                    |
| Psychiatric Hospital                         | ☆             | ☆                    | ☆             | ☆                               | ☆             | ☆                             | ★             | ☆               | ☆                 | ☆                                                     | ☆                                          | ☆                   | ☆                          | ☆                            | ☆                           | ☆                   | ☆                                                    |
| Cancer Hospital                              | ☆             | ☆                    | ☆             | ☆                               | ☆             | ☆                             | ★             | ☆               | ☆                 | ☆                                                     | ☆                                          | ☆                   | ☆                          | ☆                            | ☆                           | ☆                   | ☆                                                    |
| AIDS Hospital                                | ☆             | ☆                    | ☆             | ☆                               | ☆             | ☆                             | ★             | ☆               | ☆                 | ☆                                                     | ☆                                          | ☆                   | ☆                          | ☆                            | ☆                           | ☆                   | ☆                                                    |
| Dental Hospital a College                    | ☆             | ☆                    | ☆             | ☆                               | ☆             | ☆                             | ★             | ☆               | ☆                 | ☆                                                     | ☆                                          | ☆                   | ☆                          | ☆                            | ☆                           | ☆                   | ☆                                                    |
| Orthopedic Hospital                          | ☆             | ☆                    | ☆             | ☆                               | ☆             | ☆                             | ★             | ☆               | ☆                 | ☆                                                     | ☆                                          | ☆                   | ☆                          | ☆                            | ☆                           | ☆                   | ☆                                                    |

★ Compatible Activity

☆ Partly Compatible Activity

☆ Non Compatible Activity

| AREAS<br>ACTIVITIES<br>(FUNCTIONS) | RESL.<br>AREAS | COMMERCIAL AREAS    |               |                                 | IND.<br>AREAS | PUBLIC AND SEMI PUBLIC AREAS  |               |                  |                   | RECREATIONAL AREAS                                      |                                            |                     | TRANSPORT AREAS            |                               | ECOLOGICAL<br>AREAS         | RURAL<br>AREAS<br>OTHER<br>THAN<br>VILLAGE<br>ABADIS |
|------------------------------------|----------------|---------------------|---------------|---------------------------------|---------------|-------------------------------|---------------|------------------|-------------------|---------------------------------------------------------|--------------------------------------------|---------------------|----------------------------|-------------------------------|-----------------------------|------------------------------------------------------|
|                                    |                | W.S. W.H.<br>& GDWS | SPL.<br>MKTs. | RETAIL<br>COMM. &<br>BUSI. EST. |               | GOVT. & SEMI<br>GOVT. OFFICES | INSTITUTIONAL | COMMUN.<br>FACI. | PUBLIC<br>SERVICE | PUBLIC UTILITIES<br>(R.S.E.B.,<br>P.H.E.D.,<br>TELECOM) | PARKS, OPEN<br>SPACES &<br>PLAY<br>GROUNDS | SPORTS<br>COMPLEXES | REGIONAL<br>SPEC.<br>PARKS | R.O.W. OF<br>CIRCULA-<br>TION | OTHER<br>TRANSPORT<br>AREAS |                                                      |
| Homeopathic Hospital               | ★              | ☆                   | ☆             | ★                               | ★             | ☆                             | ★             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ★                                                    |
| Unani Hospital                     | ★              | ☆                   | ☆             | ★                               | ★             | ☆                             | ★             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ★                                                    |
| Naturopathy Hospital               | ★              | ☆                   | ☆             | ★                               | ☆             | ☆                             | ★             | ★                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ★                                                    |
| Veterinary Hospital                | ☆              | ☆                   | ☆             | ☆                               | ★             | ☆                             | ★             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ★                                                    |
| Bird Hospital                      | ★              | ☆                   | ☆             | ☆                               | ★             | ☆                             | ★             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ★                                                    |
| Leprosy Home                       | ★              | ☆                   | ☆             | ☆                               | ☆             | ☆                             | ★             | ★                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ★                                                    |
| Dispensary                         | ★              | ☆                   | ☆             | ★                               | ★             | ☆                             | ★             | ★                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ★                           | ★                                                    |
| Primary Health Centre              | ★              | ★                   | ★             | ★                               | ★             | ★                             | ★             | ★                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ★                           | ★                                                    |
| Pathological Lab/Diagnostic Clinic | ★              | ☆                   | ☆             | ★                               | ★             | ☆                             | ★             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ★                           | ★                                                    |
| Maternity Nursing Home             | ★              | ☆                   | ☆             | ★                               | ★             | ☆                             | ★             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ★                           | ★                                                    |
| Mother & Child Health Centre       | ★              | ☆                   | ☆             | ★                               | ★             | ☆                             | ★             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ★                           | ★                                                    |
| Private Nursing Home               | ★              | ☆                   | ☆             | ★                               | ★             | ☆                             | ★             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                                                    |
| Private Clinic                     | ★              | ☆                   | ☆             | ★                               | ★             | ☆                             | ★             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ★                           | ☆                                                    |
| Museum                             | ★              | ☆                   | ☆             | ★                               | ★             | ☆                             | ★             | ★                | ★                 | ☆                                                       | ☆                                          | ★                   | ★                          | ☆                             | ★                           | ★                                                    |

★ Compatible Activity      ★ Partly Compatible Activity      ☆ Non Compatible Activity



| AREAS<br>ACTIVITIES<br>(FUNCTIONS)       | RESI.<br>AREAS | COMMERCIAL AREAS    |               |                                 | IND.<br>AREAS | PUBLIC AND SEMI PUBLIC AREAS  |               |                  |                   | RECREATIONAL AREAS                                      |                                            |                     | TRANSPORT AREAS            |                               | ECOLOGICAL<br>AREAS         | RURAL<br>AREAS<br>OTHER<br>THAN<br>VILLAGE<br>ABADIS |
|------------------------------------------|----------------|---------------------|---------------|---------------------------------|---------------|-------------------------------|---------------|------------------|-------------------|---------------------------------------------------------|--------------------------------------------|---------------------|----------------------------|-------------------------------|-----------------------------|------------------------------------------------------|
|                                          |                | W.S. W.H.<br>& GDNS | SPL.<br>MKTS. | RETAIL<br>COMM. &<br>BUSI. EST. |               | GOVT. & SEMI<br>GOVT. OFFICES | INSTITUTIONAL | COMMUN.<br>FACI. | PUBLIC<br>SERVICE | PUBLIC UTILITIES<br>(R.S.E.B.,<br>P.H.E.D.,<br>TELECOM) | PARKS, OPEN<br>SPACES &<br>PLAY<br>GROUNDS | SPORTS<br>COMPLEXES | REGIONAL<br>SPEC.<br>PARKS | R.O.W. OF<br>CIRCULA-<br>TION | OTHER<br>TRANSPORT<br>AREAS |                                                      |
| Ari Gallery                              | ★              | ☆                   | ☆             | ★                               | ★             | ☆                             | ★             | ★                | ★                 | ☆                                                       | ☆                                          | ★                   | ☆                          | ☆                             | ★                           | ★                                                    |
| Planetarium                              | ☆              | ☆                   | ☆             | ★                               | ★             | ☆                             | ★             | ★                | ★                 | ☆                                                       | ☆                                          | ★                   | ☆                          | ☆                             | ☆                           | ★                                                    |
| Women Home                               | ★              | ☆                   | ☆             | ★                               | ★             | ☆                             | ☆             | ★                | ★                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ★                                                    |
| Community Centre                         | ★              | ★                   | ★             | ★                               | ★             | ☆                             | ★             | ★                | ★                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ★                                                    |
| Permanent Trade Fair Ground              | ☆              | ★                   | ★             | ★                               | ★             | ☆                             | ★             | ★                | ★                 | ☆                                                       | ☆                                          | ★                   | ☆                          | ☆                             | ☆                           | ★                                                    |
| Yoga & Meditation Centre                 | ★              | ★                   | ★             | ★                               | ★             | ☆                             | ★             | ★                | ★                 | ☆                                                       | ☆                                          | ★                   | ★                          | ☆                             | ☆                           | ★                                                    |
| Religions & Other Social Cultural Centre | ★              | ☆                   | ☆             | ★                               | ★             | ☆                             | ☆             | ★                | ★                 | ☆                                                       | ☆                                          | ★                   | ☆                          | ☆                             | ☆                           | ★                                                    |
| Cremation Burial<br>Ground/Cemetery      | ★              | ☆                   | ☆             | ☆                               | ★             | ☆                             | ☆             | ★                | ★                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ★                                                    |
| Fire Station                             | ★              | ★                   | ★             | ★                               | ★             | ★                             | ★             | ★                | ★                 | ★                                                       | ☆                                          | ★                   | ☆                          | ☆                             | ★                           | ★                                                    |
| Jail                                     | ☆              | ☆                   | ☆             | ☆                               | ☆             | ☆                             | ☆             | ☆                | ★                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ★                                                    |
| Reformatory/Juvenile<br>Delinquent Home  | ☆              | ☆                   | ☆             | ☆                               | ☆             | ☆                             | ★             | ☆                | ★                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ★                                                    |
| Telephone Exchange                       | ★              | ★                   | ★             | ★                               | ★             | ★                             | ★             | ★                | ★                 | ★                                                       | ☆                                          | ★                   | ☆                          | ☆                             | ★                           | ★                                                    |
| Post Office                              | ★              | ★                   | ★             | ★                               | ★             | ★                             | ★             | ★                | ★                 | ★                                                       | ☆                                          | ★                   | ☆                          | ☆                             | ★                           | ★                                                    |
| Telegraph Office                         | ★              | ★                   | ★             | ★                               | ★             | ★                             | ★             | ★                | ★                 | ★                                                       | ☆                                          | ★                   | ☆                          | ☆                             | ★                           | ★                                                    |

★ Compatible Activity

★ Partly Compatible Activity

☆ Non Compatible Activity

| AREAS<br>ACTIVITIES<br>(FUNCTIONS)               | REST.<br>AREAS | COMMERCIAL AREAS    |               |                                  | IND.<br>AREAS | PUBLIC AND SEMI PUBLIC AREAS  |               |                  |                   |                                                         | RECREATIONAL AREAS                         |                     |                            | TRANSPORT AREAS               |                             | ECOLOGICAL<br>AREAS | RURAL<br>AREAS<br>OTHER<br>THAN<br>VILLAGE<br>ABADIS |
|--------------------------------------------------|----------------|---------------------|---------------|----------------------------------|---------------|-------------------------------|---------------|------------------|-------------------|---------------------------------------------------------|--------------------------------------------|---------------------|----------------------------|-------------------------------|-----------------------------|---------------------|------------------------------------------------------|
|                                                  |                | W.S. W.H.<br>& GUNS | SPL.<br>MKTS. | RETAIL<br>COMAR. &<br>BUSL. EST. |               | GOVT. & SEMI<br>GOVT. OFFICES | INSTITUTIONAL | COMMUN.<br>FACI. | PUBLIC<br>SERVICE | PUBLIC UTILITIES<br>(R.S.E.B.,<br>P.H.E.D.,<br>TELECOM) | PARKS, OPEN<br>SPACES &<br>PLAY<br>GROUNDS | SPORTS<br>COMPLEXES | REGIONAL<br>SPEC.<br>PARKS | R.O.W. OF<br>CIRCULA-<br>TION | OTHER<br>TRANSPORT<br>AREAS |                     |                                                      |
| Private Courier Service                          | ☆              | ★                   | ★             | ★                                | ★             | ☆                             | ☆             | ☆                | ★                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ★                           | ☆                   | ☆                                                    |
| Doordarshan Kendra & Akashwani                   | ☆              | ☆                   | ☆             | ☆                                | ☆             | ☆                             | ☆             | ☆                | ★                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ★                   | ★                                                    |
| Telecommunication Towers & Stations              | ☆              | ☆                   | ☆             | ★                                | ★             | ☆                             | ☆             | ☆                | ★                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ★                   | ★                                                    |
| Gas Booking/Supply Counter                       | ★              | ★                   | ★             | ★                                | ★             | ☆                             | ☆             | ☆                | ★                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                   | ☆                                                    |
| Police Station                                   | ☆              | ☆                   | ☆             | ☆                                | ☆             | ☆                             | ☆             | ☆                | ★                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                   | ☆                                                    |
| Police Post                                      | ★              | ★                   | ★             | ★                                | ★             | ★                             | ☆             | ☆                | ★                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ★                           | ☆                   | ☆                                                    |
| Police Line                                      | ☆              | ☆                   | ☆             | ☆                                | ☆             | ☆                             | ☆             | ☆                | ★                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                   | ☆                                                    |
| Civil Defence/Home Guard                         | ★              | ★                   | ★             | ★                                | ★             | ★                             | ★             | ★                | ★                 | ★                                                       | ☆                                          | ★                   | ☆                          | ☆                             | ★                           | ★                   | ★                                                    |
| Forensic Science Laboratory                      | ☆              | ☆                   | ☆             | ☆                                | ☆             | ☆                             | ☆             | ☆                | ★                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                   | ☆                                                    |
| Solid Waste Collection Centre                    | ★              | ★                   | ★             | ★                                | ★             | ★                             | ★             | ★                | ★                 | ★                                                       | ★                                          | ★                   | ★                          | ★                             | ★                           | ★                   | ★                                                    |
| Solid Waste Treatment Plant & Disposal<br>Ground | ☆              | ☆                   | ☆             | ☆                                | ☆             | ☆                             | ☆             | ☆                | ☆                 | ★                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                   | ☆                                                    |
| Sewerage/Waste Water Treatment Plant             | ☆              | ☆                   | ☆             | ☆                                | ☆             | ☆                             | ☆             | ☆                | ☆                 | ★                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                   | ☆                                                    |
| Sulabh Shauhalayas/Public Toilets                | ★              | ★                   | ★             | ★                                | ★             | ★                             | ★             | ★                | ★                 | ★                                                       | ★                                          | ★                   | ★                          | ★                             | ★                           | ★                   | ★                                                    |
| Skin & Bone Collection Centre                    | ☆              | ☆                   | ☆             | ☆                                | ☆             | ☆                             | ☆             | ☆                | ☆                 | ★                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆                   | ☆                                                    |

★ Compatible Activity

★ Partly Compatible Activity

★ Non Compatible Activity

| AREAS<br>ACTIVITIES<br>(FUNCTIONS)                   | RESL<br>AREAS | COMMERCIAL AREAS    |               |                                 | IND.<br>AREAS | PUBLIC AND SEMI PUBLIC AREAS |               |                 |                   |                                                         |                                            | RECREATIONAL AREAS  |                            |                               | TRANSPORT AREAS             |   | ECOLOGICAL<br>AREAS | RURAL<br>AREAS<br>OTHER<br>THAN<br>VILLAGE<br>ABADIS |
|------------------------------------------------------|---------------|---------------------|---------------|---------------------------------|---------------|------------------------------|---------------|-----------------|-------------------|---------------------------------------------------------|--------------------------------------------|---------------------|----------------------------|-------------------------------|-----------------------------|---|---------------------|------------------------------------------------------|
|                                                      |               | W.S. W.H.<br>& GONS | SPL.<br>AMTS. | RETAIL<br>COMM. &<br>BUSI. EST. |               | GOVT. & SEMI<br>GOVT OFFICES | INSTITUTIONAL | COMMUN.<br>FAC. | PUBLIC<br>SERVICE | PUBLIC UTILITIES<br>(R.S.E.B.,<br>P.H.E.D.,<br>TELECOM) | PARKS, OPEN<br>SPACES &<br>PLAY<br>GROUNDS | SPORTS<br>COMPLEXES | REGIONAL<br>SPEC.<br>PARKS | R.O.W. OF<br>CIRCULA-<br>TION | OTHER<br>TRANSPORT<br>AREAS |   |                     |                                                      |
| Slaughter House                                      | ☆             | ☆                   | ☆             | ☆                               | ☆             | ☆                            | ☆             | ☆               | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ★                   |                                                      |
| Water Filter and Treatment Plant                     | ☆             | ☆                   | ☆             | ☆                               | ☆             | ☆                            | ☆             | ☆               | ★                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ★ | ★                   |                                                      |
| Water Service Reservoir & Pumping Station            | ★             | ★                   | ★             | ★                               | ★             | ★                            | ★             | ★               | ★                 | ★                                                       | ★                                          | ★                   | ★                          | ★                             | ★                           | ★ | ★                   |                                                      |
| Phou/Water Hut                                       | ★             | ★                   | ★             | ★                               | ★             | ★                            | ★             | ★               | ★                 | ★                                                       | ★                                          | ★                   | ★                          | ★                             | ★                           | ★ | ★                   |                                                      |
| Power Grid Station                                   | ☆             | ☆                   | ☆             | ☆                               | ★             | ☆                            | ☆             | ☆               | ★                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ☆                   |                                                      |
| Power Generation Plant                               | ☆             | ☆                   | ☆             | ☆                               | ☆             | ☆                            | ☆             | ☆               | ★                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ☆                   |                                                      |
| Neighbourhood Park & Play Ground/Other Open Space    | ★             | ★                   | ★             | ★                               | ★             | ★                            | ★             | ★               | ★                 | ★                                                       | ★                                          | ★                   | ★                          | ★                             | ★                           | ★ | ★                   |                                                      |
| Swimming Pool                                        | ☆             | ☆                   | ☆             | ☆                               | ★             | ★                            | ★             | ★               | ★                 | ★                                                       | ★                                          | ★                   | ★                          | ★                             | ★                           | ★ | ★                   |                                                      |
| Holiday Cottage & Resorts (with restricted coverage) | ☆             | ☆                   | ☆             | ☆                               | ☆             | ☆                            | ☆             | ☆               | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ★ | ★                   |                                                      |
| Auditorium/Theatre                                   | ☆             | ☆                   | ☆             | ☆                               | ★             | ★                            | ★             | ★               | ★                 | ★                                                       | ★                                          | ★                   | ★                          | ★                             | ★                           | ★ | ★                   |                                                      |
| Open Air Theatre/Rangmanch                           | ☆             | ☆                   | ☆             | ☆                               | ★             | ★                            | ★             | ★               | ★                 | ★                                                       | ★                                          | ★                   | ★                          | ★                             | ★                           | ★ | ★                   |                                                      |
| Golf Course                                          | ☆             | ☆                   | ☆             | ☆                               | ☆             | ☆                            | ☆             | ☆               | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ★ | ★                   |                                                      |
| Polo Ground                                          | ☆             | ☆                   | ☆             | ☆                               | ☆             | ☆                            | ☆             | ☆               | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ★ | ★                   |                                                      |
| Indoor Stadium                                       | ☆             | ☆                   | ☆             | ☆                               | ☆             | ★                            | ☆             | ☆               | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ☆                   |                                                      |

★ Compatible Activity

☆ Partly Compatible Activity

☆ Non Compatible Activity

| AREAS<br>ACTIVITIES<br>(FUNCTIONS) | RESID.<br>AREAS | COMMERCIAL AREAS   |              |                                | IND.<br>AREAS | PUBLIC AND SEMI PUBLIC AREAS  |               |                   |                   |                                                         |                                            | RECREATIONAL AREAS  |                            |                               | TRANSPORT AREAS             |   | ECOLOGICAL<br>AREAS | RURAL<br>AREAS<br>OTHER<br>THAN<br>VILLAGE<br>ABADIS |
|------------------------------------|-----------------|--------------------|--------------|--------------------------------|---------------|-------------------------------|---------------|-------------------|-------------------|---------------------------------------------------------|--------------------------------------------|---------------------|----------------------------|-------------------------------|-----------------------------|---|---------------------|------------------------------------------------------|
|                                    |                 | W.S. W.H.<br>& GDS | SPL.<br>MKT. | RETAIL<br>COMM. &<br>BUS. EST. |               | GOVT. & SEMI<br>GOVT. OFFICES | INSTITUTIONAL | COMMUN.<br>FACIL. | PUBLIC<br>SERVICE | PUBLIC UTILITIES<br>(R.S.E.B.,<br>P.H.E.D.,<br>TELECOM) | PARKS, OPEN<br>SPACES &<br>PLAY<br>GROUNDS | SPORTS<br>COMPLEXES | REGIONAL<br>SPEC.<br>PARKS | R.O.W. OF<br>CIRCULA-<br>TION | OTHER<br>TRANSPORT<br>AREAS |   |                     |                                                      |
|                                    |                 |                    |              |                                |               |                               |               |                   |                   |                                                         |                                            |                     |                            |                               |                             |   |                     |                                                      |
| Outdoor Stadium                    | ☆               | ☆                  | ☆            | ☆                              | ☆             | ★                             | ★             | ★                 | ☆                 | ☆                                                       | ★                                          | ☆                   | ☆                          | ☆                             | ☆                           | ★ | ★                   |                                                      |
| Sports Complex                     | ☆               | ☆                  | ☆            | ☆                              | ☆             | ☆                             | ☆             | ☆                 | ☆                 | ☆                                                       | ☆                                          | ★                   | ☆                          | ☆                             | ☆                           | ☆ | ☆                   |                                                      |
| Regional Park/City Level Park      | ☆               | ☆                  | ☆            | ☆                              | ☆             | ☆                             | ☆             | ☆                 | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ★                   |                                                      |
| Bird Sanctuary                     | ☆               | ☆                  | ☆            | ☆                              | ☆             | ☆                             | ☆             | ★                 | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ★                   |                                                      |
| Botanical Park                     | ☆               | ☆                  | ☆            | ☆                              | ☆             | ☆                             | ☆             | ★                 | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ★                   |                                                      |
| Zoological Park                    | ☆               | ☆                  | ☆            | ☆                              | ☆             | ☆                             | ☆             | ★                 | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ★                   |                                                      |
| Children's Traffic Training Park   | ★               | ☆                  | ☆            | ☆                              | ☆             | ★                             | ☆             | ★                 | ☆                 | ☆                                                       | ★                                          | ★                   | ☆                          | ☆                             | ☆                           | ★ | ★                   |                                                      |
| Aquarium                           | ☆               | ☆                  | ☆            | ☆                              | ☆             | ☆                             | ☆             | ☆                 | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ☆ | ★                   |                                                      |
| Railway Lines                      | ☆               | ☆                  | ☆            | ☆                              | ☆             | ☆                             | ☆             | ☆                 | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ★                             | ☆                           | ☆ | ☆                   |                                                      |
| Mass Transportation Corridors      | ☆               | ☆                  | ☆            | ☆                              | ☆             | ☆                             | ☆             | ☆                 | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ★                             | ☆                           | ☆ | ☆                   |                                                      |
| Airways                            | ☆               | ☆                  | ☆            | ☆                              | ☆             | ☆                             | ☆             | ☆                 | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ★                             | ☆                           | ☆ | ☆                   |                                                      |
| Parking Lot                        | ★               | ★                  | ★            | ★                              | ★             | ★                             | ★             | ★                 | ★                 | ★                                                       | ★                                          | ★                   | ★                          | ★                             | ★                           | ★ | ★                   |                                                      |
| Tonga Stand                        | ★               | ★                  | ★            | ★                              | ★             | ★                             | ★             | ★                 | ★                 | ★                                                       | ★                                          | ★                   | ★                          | ★                             | ★                           | ★ | ★                   |                                                      |
| Thela Stand                        | ★               | ★                  | ★            | ★                              | ★             | ★                             | ★             | ★                 | ★                 | ★                                                       | ★                                          | ★                   | ★                          | ★                             | ★                           | ★ | ★                   |                                                      |

★ Compatible Activity

★ Partly Compatible Activity

☆ Non Compatible Activity

| AREAS<br>ACTIVITIES<br>(FUNCTIONS) | RESI.<br>AREAS | COMMERCIAL AREAS     |               |                                | IND.<br>AREAS | PUBLIC AND SEMI PUBLIC AREAS |               |                  |                   |                                                         |                                            | RECREATIONAL AREAS  |                            |                               |                             | TRANSPORT AREAS |   | ECOLOGICAL<br>AREAS | RURAL<br>AREAS<br>OTHER<br>THAN<br>VILLAGE<br>ABADIS |
|------------------------------------|----------------|----------------------|---------------|--------------------------------|---------------|------------------------------|---------------|------------------|-------------------|---------------------------------------------------------|--------------------------------------------|---------------------|----------------------------|-------------------------------|-----------------------------|-----------------|---|---------------------|------------------------------------------------------|
|                                    |                | W.S. W.H.<br>& GODNS | SPL.<br>MARTS | RETAIL<br>COMM. &<br>BUS. EST. |               | GOVT & SEMI<br>GOVT. OFFICES | INSTITUTIONAL | COMMUN.<br>FACI. | PUBLIC<br>SERVICE | PUBLIC UTILITIES<br>(W.S.E.B.,<br>P.H.E.D.,<br>TELECOM) | PARKS, OPEN<br>SPACES &<br>PLAY<br>GROUNDS | SPORTS<br>COMPLEXES | REGIONAL<br>SPEC.<br>PARKS | R.O.W. OF<br>CIRCULA-<br>TION | OTHER<br>TRANSPORT<br>AREAS |                 |   |                     |                                                      |
| Bullock/Camel Cart Stand etc.      | ☆              | ★                    | ★             | ★                              | ★             | ☆                            | ★             | ★                | ★                 | ★                                                       | ★                                          | ★                   | ☆                          | ★                             | ★                           | ★               | ★ |                     |                                                      |
| Rickshaw Stand                     | ★              | ★                    | ★             | ★                              | ★             | ★                            | ★             | ★                | ★                 | ★                                                       | ★                                          | ★                   | ☆                          | ★                             | ★                           | ★               | ★ |                     |                                                      |
| Automotivshow Stand                | ★              | ★                    | ★             | ★                              | ★             | ★                            | ★             | ★                | ★                 | ★                                                       | ★                                          | ★                   | ☆                          | ★                             | ★                           | ★               | ★ |                     |                                                      |
| Taxi Stand                         | ★              | ★                    | ★             | ★                              | ★             | ★                            | ★             | ★                | ★                 | ★                                                       | ★                                          | ★                   | ☆                          | ★                             | ★                           | ★               | ★ |                     |                                                      |
| Bus Stop                           | ★              | ★                    | ★             | ★                              | ★             | ★                            | ★             | ★                | ★                 | ★                                                       | ★                                          | ★                   | ★                          | ★                             | ★                           | ★               | ★ |                     |                                                      |
| Bus Stand & Bus Depot              | ☆              | ☆                    | ☆             | ☆                              | ☆             | ☆                            | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ★                             | ★                           | ★               | ★ |                     |                                                      |
| Railway Station                    | ☆              | ☆                    | ☆             | ☆                              | ☆             | ☆                            | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ★                             | ★                           | ★               | ★ |                     |                                                      |
| Railway Goods Yard                 | ☆              | ☆                    | ☆             | ☆                              | ☆             | ☆                            | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ★                             | ★                           | ★               | ★ |                     |                                                      |
| Railway Yard                       | ☆              | ☆                    | ☆             | ☆                              | ☆             | ☆                            | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ★                             | ★                           | ★               | ★ |                     |                                                      |
| Airport                            | ☆              | ☆                    | ☆             | ☆                              | ☆             | ☆                            | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ★                             | ★                           | ★               | ★ |                     |                                                      |
| Helipad                            | ★              | ★                    | ★             | ★                              | ★             | ★                            | ★             | ★                | ★                 | ★                                                       | ★                                          | ★                   | ☆                          | ★                             | ★                           | ★               | ★ |                     |                                                      |
| Truck Terminus/Truck stand         | ☆              | ★                    | ★             | ☆                              | ★             | ☆                            | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ★                             | ★                           | ★               | ★ |                     |                                                      |
| Air Cargo Complex                  | ☆              | ☆                    | ☆             | ☆                              | ☆             | ☆                            | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ★                             | ★                           | ☆               | ☆ |                     |                                                      |
| Municipal Octroi Post              | ☆              | ☆                    | ☆             | ☆                              | ☆             | ☆                            | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ★                             | ★                           | ☆               | ☆ |                     |                                                      |

★ Compatible Activity ☆ Partly Compatible Activity ☆ Non Compatible Activity

★ Compatible Activity

★ Partly Compatible Activity

★ Non Compatible Activity

| AREAS<br>ACTIVITIES<br>(FUNCTIONS)                   | RES.<br>AREAS | COMMERCIAL AREAS    |               |                                 | IND.<br>AREAS | PUBLIC AND SEMI PUBLIC AREAS  |               |                  |                   | RECREATIONAL AREAS                                      |                                            |                     | TRANSPORT AREAS            |                               | ECOLOGICAL<br>AREAS         | RURAL<br>AREAS<br>OTHER<br>THAN<br>VILLAGE<br>ABADIS |
|------------------------------------------------------|---------------|---------------------|---------------|---------------------------------|---------------|-------------------------------|---------------|------------------|-------------------|---------------------------------------------------------|--------------------------------------------|---------------------|----------------------------|-------------------------------|-----------------------------|------------------------------------------------------|
|                                                      |               | W.S. W.H.<br>& GOWS | SPL.<br>MKTS. | RETAIL<br>COMM. &<br>BUSI. EST. |               | GOVT. & SEMI<br>GOVT. OFFICES | INSTITUTIONAL | COMMUN.<br>FACI. | PUBLIC<br>SERVICE | PUBLIC UTILITIES<br>(R.S.E.B.,<br>P.H.E.D.,<br>TELECOM) | PARKS, OPEN<br>SPACES &<br>PLAY<br>GROUNDS | SPORTS<br>COMPLEXES | REGIONAL<br>SPEC.<br>PARKS | R.O.W. OF<br>CIRCULA-<br>TION | OTHER<br>TRANSPORT<br>AREAS |                                                      |
| Toll Tax Post                                        | ☆             | ☆                   | ☆             | ☆                               | ☆             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ★                           | ☆                                                    |
| Sale Tax Post                                        | ☆             | ☆                   | ☆             | ☆                               | ☆             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ★                           | ☆                                                    |
| Check Post                                           | ☆             | ☆                   | ☆             | ☆                               | ☆             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ★                           | ☆                                                    |
| Bus Ticket Booking &<br>Reservation Office           | ★             | ★                   | ★             | ★                               | ★             | ★                             | ★             | ★                | ★                 | ★                                                       | ☆                                          | ★                   | ★                          | ★                             | ★                           | ★                                                    |
| Railway Ticket Booking &<br>Reservation Office       | ★             | ★                   | ★             | ★                               | ★             | ★                             | ★             | ★                | ★                 | ★                                                       | ☆                                          | ★                   | ★                          | ☆                             | ★                           | ★                                                    |
| Air Ticket Booking & Reservation<br>Office           | ★             | ★                   | ★             | ★                               | ★             | ★                             | ★             | ★                | ★                 | ★                                                       | ☆                                          | ★                   | ★                          | ☆                             | ★                           | ★                                                    |
| Container Service Complex                            | ☆             | ★                   | ★             | ★                               | ★             | ☆                             | ☆             | ☆                | ★                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ★                           | ★                                                    |
| Agricultural Research<br>Farm/College                | ☆             | ☆                   | ☆             | ☆                               | ☆             | ☆                             | ★             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ★                                                    |
| Agriculture Farm                                     | ☆             | ☆                   | ☆             | ☆                               | ☆             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ★                                                    |
| Horticulture Farm                                    | ☆             | ☆                   | ☆             | ☆                               | ☆             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ★                                                    |
| Tissue Culture                                       | ★             | ☆                   | ☆             | ★                               | ★             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ★                                                    |
| Orchard                                              | ★             | ★                   | ★             | ★                               | ★             | ★                             | ★             | ★                | ★                 | ★                                                       | ★                                          | ★                   | ★                          | ☆                             | ★                           | ★                                                    |
| Nursery                                              | ★             | ★                   | ★             | ★                               | ★             | ★                             | ★             | ★                | ★                 | ★                                                       | ★                                          | ★                   | ★                          | ☆                             | ★                           | ★                                                    |
| Poultry/Dairy Farm and<br>Pig/Goat & Sheep/Suid Farm | ☆             | ☆                   | ☆             | ☆                               | ☆             | ☆                             | ☆             | ☆                | ☆                 | ☆                                                       | ☆                                          | ☆                   | ☆                          | ☆                             | ☆                           | ★                                                    |

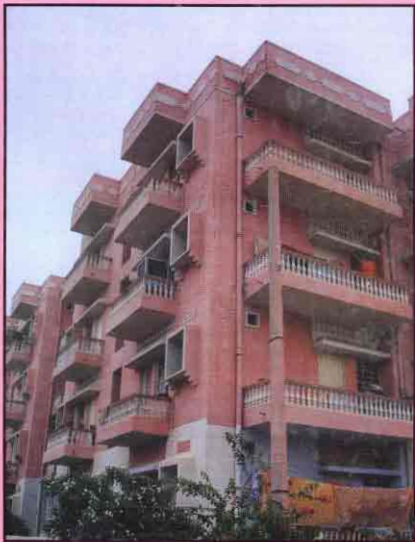
★ Compatible Activity

★ Partly Compatible Activity

☆ Non Compatible Activity



## **DRAWINGS**



A View of Residential Apartment Developed By  
JAIPUR DEVELOPMENT AUTHORITY