

Introduction to Urban Planning
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Module No # 02
Lecture No # 06
Regional Plan – II

Welcome to the Course of Urban Planning. Continuing with the previous section, now we are going to discuss the planning process at the District level for the Regional Plan. So, in India planning process for administrative areas are equal to or bigger than the District has been attempted. In the region planning, we see that decentralized, integrated and bottom up planning approaches are adopted. The approach and methodology by the states vary by size, structure and hierarchy of their settlement in the region. For example, the state of Kerala has provision for DPC and MPC. The methodology of District plan preparation provides a decentralize planning process by initiating preparation of an integrated District Development Plan along with the Local Development Plans for every local government in the District in the integrated manner.

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Planning Process at District Level

Aim of Draft development plan

- The Integrated District Development Plan (IDDP) aims for an integrated draft development plan

- Common interests of *Panchayats* and municipalities to plan for spatial and sharing of resources: both natural and man-made.

The Integrated District Development Plan (IDDP) aims for integrated draft development plan with due regards to common interests of panchayats and municipalities to plan for spatial and sharing of its resources both natural and manmade. The IDDP includes of planning spatial areas such as tribal areas, coastal areas, economically backward areas, areas for establishment of new towns.

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Planning Process at District Level

Integrated District Development Plan Draft

- Includes planning of special areas.
- There are provisions of Joint area planning.
- Draft IDDP is prepared for the district incorporating suggestions of LSGs.
- Identification of development issues and setting up of development goals and objectives of each LSG.
- The Draft IDDP is modified and finalized based on the Draft LDPs.
- The draft IDDP is approved by the DPC and sanctioned by the State Government.

Also, there are provisions of Joint area planning. In the case the area comprises more than 1 Municipal Corporation, Municipal Councils, Town Panchayats or Village Panchayat either in full or in part. Draft IDDP is prepared for the District incorporating suggestions of Local self-government (LSG). The draft IDDP prepared act as an input for the identification of the development issues and setting up of development goals and objectives of each LSG and thus becomes the frame within which the draft Local Development Plans (LDP) are prepared.

Based on the suggestions and proposals of the draft LDPs, the draft IDDP is modified and finalized. Once the draft IDDP is approved by the district planning committee (DPC) and sanctioned by the State Government, the draft LDPs are modified and finalized. So, you see how plans are integrated.

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Planning Process at District Level

Example: Case of Goa Regional plan, 2021

- Basic approach to **Protection of environmentally sensitive area** of the State by introducing “**Eco Sensitive Zones**” and planning details at village *Panchayats* level.
- Multiple level consultative process was undertaken.
- A decentralized approach was adopted.
- Plans prepared at grass root level.
- Compiled at higher levels to prepare Draft State Regional Plan.
- Inclusiveness in the process was attained through multiple round of public participation.

In case of Goa Regional Plan 2021, we see that the basic approach for preparation of Goa Regional Plan was protection of environmentally sensitive area of the State by introducing Eco Sensitive Zones and planning details at Village Panchayats level. The Region Plan gives a micro level planning of the state of Goa with the village panchayats as the planning units. Multiple level consultative processes were undertaken in the preparation of the plan.

A decentralized approach was adopted in which a vision document was prepared for the State and was shared with the local bodies or the villages. Plan prepared at the grass root level were compiled at higher levels to prepare Draft State Regional Plan. Inclusiveness in the process was attained through multiple round of public participation.

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Planning Process at District Level

Institutional setup of GOA

In order to facilitate the process of Regional planning three tier structure was prepared.

- **highest level**, was the **State Level Committee (SLC)**.
- The **intermediate level** was the *Taluka* Task Force- **Taluka Level Technical Committee (TLTC)**;
- The **lowest level** was the **Village Panchayat** Local body level team/committee

Looking into the institutional setup of Goa, we see that in order to facilitate the process of Regional Planning, a 3-tiered structure was prepared. At the highest level was the State Level

Committee, at the intermediate level the Taluka Task Force which was Taluka Level Technical Committee. And at the lowest level was the Village Panchayat, that was Local Body Team or Committee. With these 3 tiers Goa prepared its Regional Plan. So, we see how integration was done at different levels.

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Further, we see the detail about how Transit Oriented Development are done at the Regional Level.

In India the concept of TOD, Transit Oriented Development, to plan and develop cities or region have been used in various cities.

Metropolitan Planning Region

Transit Oriented Development

In India, the concept of TOD to plan and develop cities or region have been used in various cities.

Example

- National Capital Region (NCR)
- Ahmedabad Urban Development Authority (AUDA)
- Hyderabad Metropolitan Area (HMA)

Some of the examples include National Capital Region Delhi, Ahmedabad Urban Development Authority (AUDA), Hyderabad Metropolitan Area.

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Metropolitan Planning Region

Example: NCR & Ahmedabad

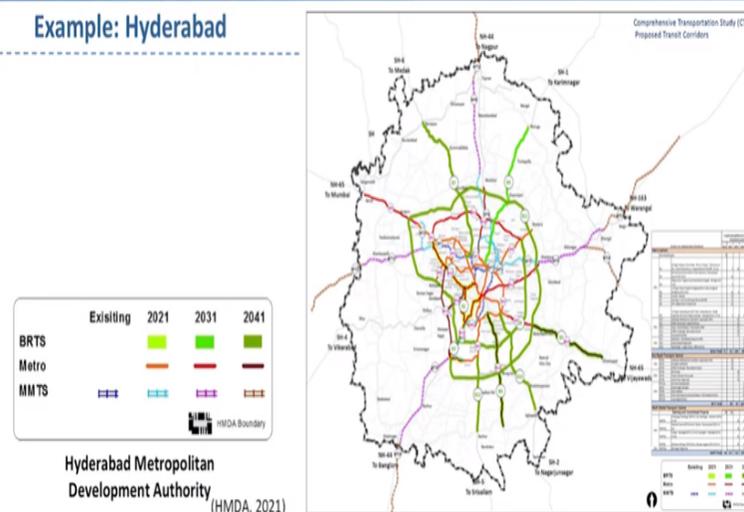
- **National Capital Region** transportation options such as metro rail, ring railway , ring road have been used to guide the development.
- **Ahmedabad Urban Development Authority (AUDA)** has developed BRTS corridor, ring road to guide development along transport corridors.

In the National Capital Region transportation options such as metro rail, ring railway, ring roads have been used to guide the development. Ahmedabad Urban Development Authority (AUDA) has developed BRTS corridor, ring road to guide development along the Transportation Corridors.

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Metropolitan Planning Region

Example: Hyderabad



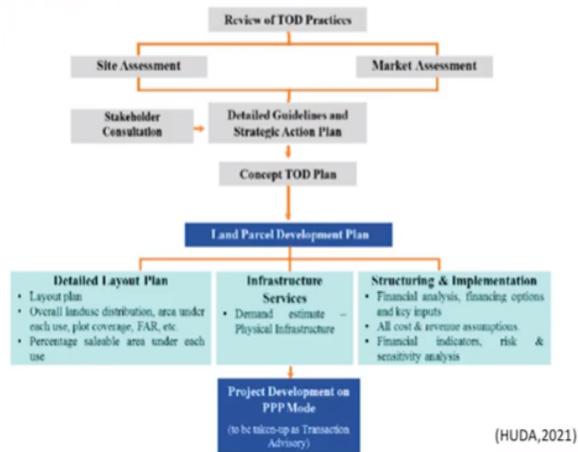
Hyderabad Metropolitan Development Authority (HMDA) has used Transit Oriented Development Plan for city using metro corridors, MMTS, potential BRTS, LRT and outer ring road.

They have developed Transit Oriented Development Plan to develop the Metropolitan area. HMDA conceived Transit Oriented Development (TOD) in compatibility with the Master Plan. So, you see how TOD is integrated with the Master Plan process. Integrated Transit Network was proposed with the focus to integrate employment generating nodes with Transit Network. Influence Zone along the Transit Network were identified and detailed Development Control Rules, FAR and land use in such areas were decided.

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Metropolitan Planning Region

TOD: Approach and Methodology



We look at the approach and methodology which they (HMDA) adopted. Further, we see here, that the first step was to review the TOD practices. Further, we see they did the site assessment as well as same time they dealt with market assessment. Based on this they worked out the detailed guidelines and strategic action plan. In this, while working out the detailed guidelines and strategic action plan, stake holders' consultation was taken into consideration. Based on all these things site assessment, market assessment, detailed guidelines and strategic action plan and stake holders' consultation, the concept of TOD plan was prepared. Based on this concept of TOD Plan, Land Development Parcel Plans, the LPD Plans, were prepared. These LPD Plans had detailed layout plan, they had infrastructures services, structuring and implementation details. Detail Layout Plan included layout plan, overall land use distribution, area under each plot coverage, FAR and all these details.

Percentage sellable area under each use was also specified. Within the infrastructure services demand estimate of physical infrastructure was done. Within this structuring and implementation details financial analysis, financing options and key inputs were specified. All cost and revenues assumptions, financial indicators risk and sensitivity analysis was performed. With all this Land Parcel Development Plan (LPD), project development on Public-Private Partnership Mode was prepared and this was to be taken up as the Transaction Advisory. This information has been taken from Hyderabad Metropolitan development authority. So, we see that this was the approach which they adopted for preparing the Transit Oriented Development Plan. With this Transit Oriented Development Plan, Hyderabad Metropolitan Region could achieve the following specific things through its intervention.

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Metropolitan Planning Region

Hyderabad Metropolitan Region

Hyderabad metropolitan region achieved the following through its intervention:

- Mixed land use Zoning
- Incentivized higher density development
- Expedited building permits
- Decreasing parking requirements
- Affordable housing
- Integration of employment and transit
- Alternatives to personalized vehicle ownership

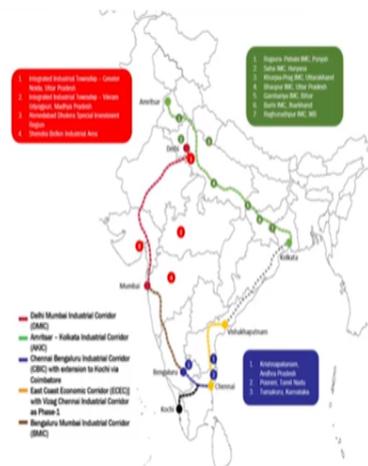
(URDPFI, 2015, pg.121)

These were Mixed Land Use Zoning; they were able to achieve Land Use Zoning. Incentivized High Density Development; they were able to achieve expedited building permits. Further, were able to bring in decreasing parking requirements, address the affordable housing. They could deal with integration of employment and transit. Further they provided alternatives to the Personalized Vehicle Ownership.

So, these were the achievements which Hyderabad Metropolitan Region could make through the Transit Oriented Development Plan. (Refer Slide Time: 09:49)

Investment Planning Region

Investment Zones



(National Industrial Corridor Development Corporation Limited, 2021) (NICDCL, 2021)

Now we look into the Investment Planning Region. Government of India has started the process of developing Investment Zones across the country. As we had seen in the beginning, the DMIC Chennai-Bangalore Economic Corridor and Bangalore-Mumbai Economic Corridor are examples of such efforts. While these Investment Zones are Inter-State and backed by Central

Government, State has also started envisaging such Investment Regions and have brought Legislation to support the same. So now we see that these Regional Plans, though it involves lot of other States but then States have also started taking initiative and have started bringing in Legislations aligned with such kind of development.

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Investment Planning Region

Gujrat Special Investment Region



Special Investment Regions

- DSIRDA
- MBSIRDA
- GPCPSIRDA
- Haliol-Savli SIRDA
- Navlakhi SIRDA
- GIDC- Aliyabet SIR
- GIDC- Santaipur SIR
- GIDC- Hazira SIR

Early Bird Projects in Dholera SIR

- Infrastructure connectivity projects
- Dholera international airport
- Expressway between Ahmedabad and dholera
- MRTS connecting Ahmedabad and dholera

(Govt. of Gujrat, 2016)

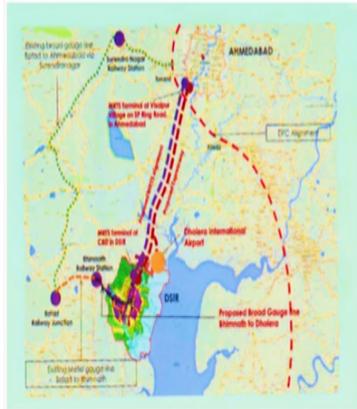
Here, we see with the case example, the State of Gujarat has enacted Special Investment Region, SIR Act 2009.

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Investment Planning Region

Gujrat Special Investment Region

Infrastructure Connectivity Projects



Dholera International Airport

- Dholera International Airport has been planned to cater Cargo cum Passenger Traffic
- Status : Dholera International Airport Company Limited (DIACL), the Project Implementing SPV has been formed, Site Suitability received from AAI, NOC received from Min. of Defense, Defense, Detailed Project Report (DPR) completed and EIA studies underway
- Investment opportunity for Defense Sector Manufacturing and MRO related activities

Expressway between Ahmedabad and Dholera

- New Expressway connecting Ahmedabad to Dholera Smart City has been planned
- Detailed Project Report (DPR) completed

MRTS connecting Ahmedabad and Dholera

- High Speed Passenger Rail connecting Ahmedabad to Dholera Smart City has been planned
- Detailed Project Report (DPR) is
 - Final DPR approved
 - Included in JICA Rolling Plan

(Govt. of Gujrat, 2016)

The Act is an initiative to develop Investment Zones and encourage industrial activities in this state. Under this Act, minimum area requirement for an SIR is 100 square kilometers. 40% of the area of such zones shall be for industrial activities. This is an example of Intra State Investment Region which can be Inter-District or Intra-District as we had seen in the earlier cases of different kind of Regional Planning Areas.

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Investment Planning Region

Approach of Plan Preparation

- Step 1: Identification of infrastructure gaps and planning for providing last mile connectivity.
- Step 2: Identification of main thrust sectors for investment.
- Step 3: Identification of growth drivers and potential growth centers.
- Step 4: Market assessment – primary, secondary and tertiary.
- Step 5: Pre-feasibility of the proposals.

(URDPFI, 2015, pg.125)

While planning for Investment Region, strategic decision-making process is required for delineating the regions boundary, identifying the region for potential to attract investment and for leading the economic development. This is particularly important when Investment Planning Region are identified or planning is prepared because earlier as we saw in the State or the District we have identified boundaries, administrative boundaries which are already marked.

But these boundaries have to be delineated in case of Investment Planning Regions. So as per the recommendation in the URDPFI guidelines the delineation of Investment Region should follow the following steps. First it has to identify infrastructure gap and plan for providing last mile connectivity either at the Regional or Sub-Regional Level as the case may be.

Further, identification of main thrust sector for investment has to be done, likewise identification of growth drivers and potential growth centers are required. Further, market assessment is required all primary, secondary and tertiary nature. Finally, pre feasibility of the proposals have to be checked while looking for the delineation of the Investment Region. Based on the evaluation of the resources thrust areas should be identified for the region's economic development and overcome the bottle necks.

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Investment Planning Region

Approach of Plan Preparation

- Thrust areas should be identified for the region's economic development and overcome the bottlenecks.
- Regions to be investment friendly.
- Market analysis techniques to arrive at the viability of the region in terms of generating investment.
- Feasibility of thrust areas in terms of technicality.
- Indian investment regions to compete in the International market
- Attract foreign investment.
- The state of art infrastructure facilities must be developed rapidly.

(URDPFI, 2015, pg.125)

For such regions to be investment friendly, market analysis techniques to arrive at the viability of the region in terms of generating investment and feasibility of thrust areas in terms of technicality. For Indian Investment Regions to compete in the international market and attract for foreign investment the state of our infrastructure facilities must be developed rapidly. With this vision the economic profile of the region should be envisaged and realistic investment goal should be targeted.

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Investment Planning Region

Approach of Plan Preparation

- The economic profile of the region should be envisaged.
- Realistic investment goals should be targeted.
- A broad spatial plan, along with indicative land use.
- Planners must pay attention to major infrastructures.
- The approach of the plan preparation should be followed by encapsulating the vision for the Investment region.

(URDPFI, 2015, pg.125)

At the given stage of Investment Regional Planning, a broad special plan along with indicative land use shall be proposed for conceptualizing the region as a whole. Here as planners must pay attention to major roads, trunk infrastructure tapping, points for power, water and careful modifying local drainage pattern. The approach of the plan preparation should be followed by encapsulating the vision for the Investment Region which should become the part and parcel or the basis of preparation of the Perspective Plan for the region.

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Aspect of investment Region Planning

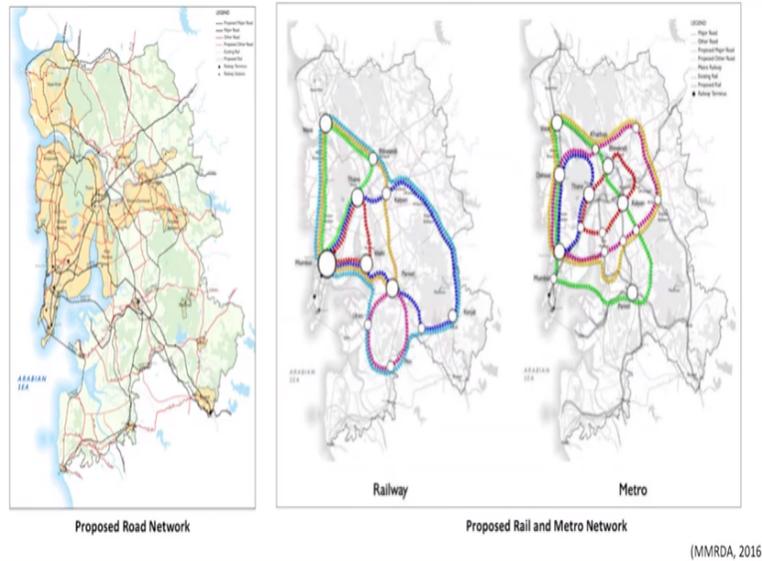
Aspect of Plan Preparation

- The policy in relation to land-use and the allocation of land for different uses.
- Identification of the potential nodes and counter magnets.
- Integrated transport policy, administration policy, law and order machinery.
- A dedicated and sustainable connectivity across the corridor and hinterland.

(URDPFI, 2015, pg.126)

Now, we will look at various aspects of Investment Regional Planning. Here we see what all consideration elements are essential for working out the Investment Regional Plan. As per the recommendation in URDPFI guidelines, the planning process should include the following key elements essential to promote growth and balance development of the region namely, the policy in relation to land use and allocation of land for different uses.

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Identification of Potential Nodes and Counter Magnets if Counter Magnets are required for decongestion for the future and proposals development. Integrated Transport Policy, Administration Policy, Law and Order Machinery, plan for regional infrastructure linkages are dedicated and sustainable connectivity across the corridor and hinder land.

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Aspect of investment Region Planning

Aspect of Plan Preparation

- Policy for economic development.
- Fund flow for development.
- Indication of the areas which require immediate development as "**priority areas**".
- Roles and responsibilities of various stakeholders.
- Housing and shelter development.
- Protection of environmentally and ecologically sensitive areas and conservation of heritage.
- Sustainable development of resources including agriculture and rural development.

(URDPFI, 2015, pg.126)

Further, Policy for Economic Development has to be considered, fund flow for development has to be seen, indication of the area which require immediate development as priority areas, roles and responsibilities of various stake holders, housing and shelter development. Furthermore, protection of environmentally and ecologically sensitive areas and conservation of heritage has

to be seen. Sustainable development of resources including agriculture and rural development has to be considered.

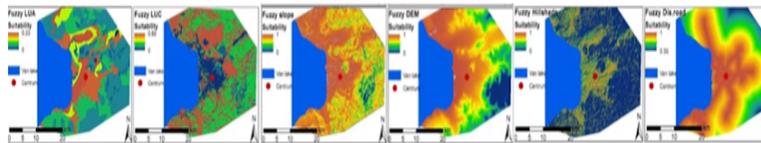
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Aspect of investment Region Planning

Aspect of Plan Preparation

- The perspective plan should define the influence zone of the corridor or define the rationality of selection in case of a node.
- Monitoring systems and social audit mechanisms to ensure effective implementation of the plan.

(URDPFI, 2015, pg.126)



Standardized factors by fuzzy approach for urban sprawl suitability

(Onur Şatir,2016)

The Perspective Plan should define the influence zone of the corridor or define the rationality of selection in case of a node. Finally, monitoring systems and social audit mechanism to ensure effective implementation of the plan has to be prepared. **(Refer Slide Time: 17:03)**

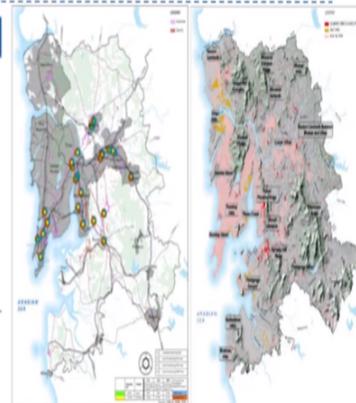
Criteria for Delineation of Region

Parameters: Environment and Land Suitability

Indicators

- Soil cover & fertility,
- Topography, Geology, Geomorphology, Lithology & Drainage
- Surface water body & Ground water table,
- Green & forest cover,
- Buffer areas,
- Agriculture cover and intensity of production
- Hazardous zone
- Other environmentally sensitive areas

(URDPFI, 2015)



Air quality indices 2012-13

Geographic Features

(MMRDA, 2016)

Moving on, we will now see how the region has to be delineated, we are going to look at the criteria for delineation of the region. Regions can be classified based on many criteria's. Relevant parameters should be selected for delineation purpose and then the process require iterative approach, you may go forward and backward for identifying all the parameters which are required for the delineation process.

Here, some of the parameters are identified, however, they are not elaborate list but they do guide what kind of parameters have to be used. So, we see environmental and land suitability, we

have to see whether it is environmentally suitable, land is suitable for the purpose or not. And then the indicators which are used for this purpose include soil cover and fertility, topography, geology, geomorphology, lithology and drainage, surface water body and ground water table, green and forest cover, buffer area, agriculture cover and intensity of production, hazardous zone, other environmentally sensitive areas. **(Refer Slide Time: 18:26)**

Criteria for Delineation of Region

- | | | |
|---|------------------------------|---|
| 2 | Demographic, Quality of Life | <ul style="list-style-type: none"> ▪ Population growth rate: percentage increase in population, ▪ Urbanism: percentage of urban population to total population ▪ Migration: number of persons migrating to nodal point, ▪ Density: population per Ha, ▪ Aspect of literacy, ▪ Other socio economic aspects, |
|---|------------------------------|---|

The parameter also includes demographic and quality of life. This would have indicators population growth rate, percentage increase in population, urbanism, percentage of urban population to the total population, migration, how is the migration in the region, number of persons migrating to the nodal point. Looking at the density, how is the density population per hectare and then looking at the aspect of literacy. We may also consider other socio-economic aspects.

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Criteria for Delineation of Region

Parameters: Flows

- Goods: Volume of goods traffic:
 - Supply of raw materials,
 - Sale of finished goods,
 - Supply of perishable goods like vegetables, milk, egg, meat, etc.
- People: Passenger traffic:
 - Floating population
 - Labour supply
 - Cultural affinity: shopping, major recreational,
- Finance: banking facilities
- Infrastructure links: Supply and management of services such as water supply, waste water and solid waste treatment with focus on recycling and re-use.
- Drainage channels, irrigation channels, power house etc.
- Information: location of institutes, movement of students and scholars, Telephone calls etc.

(URDPFI, 2015)

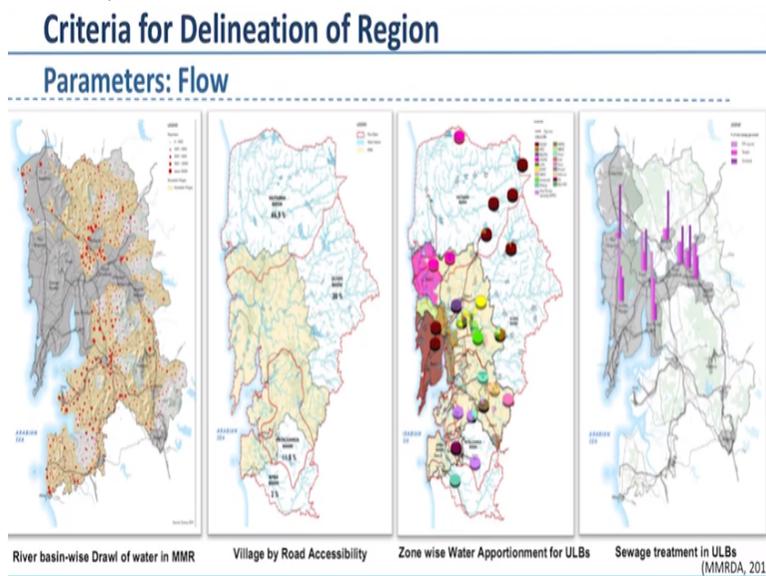


(MMRDA, 2016) Highway Network for MMR

Mumbai metro Master plan

The other parameter which we also see is Flows. We see how goods, volume of goods traffic is there, supply of raw material, sale of finished goods, supply of perishable goods like vegetable, milk, egg, meat and so on. People passenger traffic, what kind of floating population is there, what kind of labour supply is there, what kind of cultural affinity, shopping, major recreational of facilities are there. We may look into finance, banking and other facilities. We would have also infrastructural links, supply and management of services, such as water supply, waste water, solid waste treatment with focus on recycling and reuse.

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Likewise, we will look into drainage channels, irrigation channels power house and so on. For this Flow, we may also look into information location of industries, movement students and scholar's, telephone calls and so on.

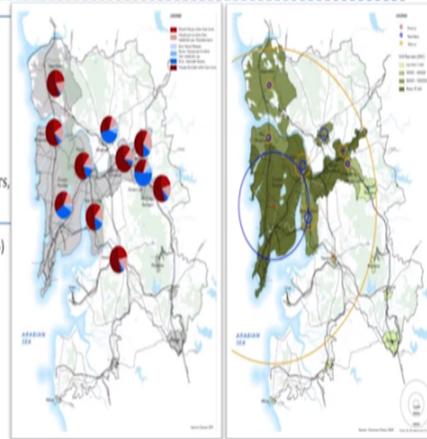
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Criteria for Delineation of Region

Parameters: Economic and Investments

- Economic:
 - Local economic activity,
 - Wholesale trade,
 - Major existing developments,
- Large investment proposals for developments
- Workers: Percentage of non-agricultural workers to total workers,
- Land ownership and land uses

(URDPFI, 2015)



Housing stocks in ULBs

Sectoral Employment in ULBs

(MMRDA, 2016)

The other important parameter which we may look into is economic and investments. The indicator may include for economic purpose locally economic activity, wholesale trade, major existing developments and large investment proposal for development in the area, what is the workers' composition, percentage of non-agricultural workers to the total workers and how is the land ownership and land use in the region.

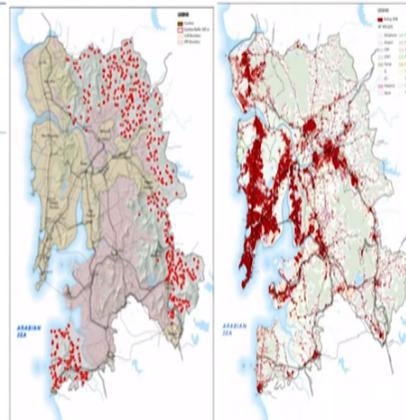
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Criteria for Delineation of Region

Parameters: Others

- Contiguity of areas,
- Integrated development,
- Adjustment of boundaries with other planning areas,
- Manageable size of the region from planning point of view.

(URDPFI, 2015)



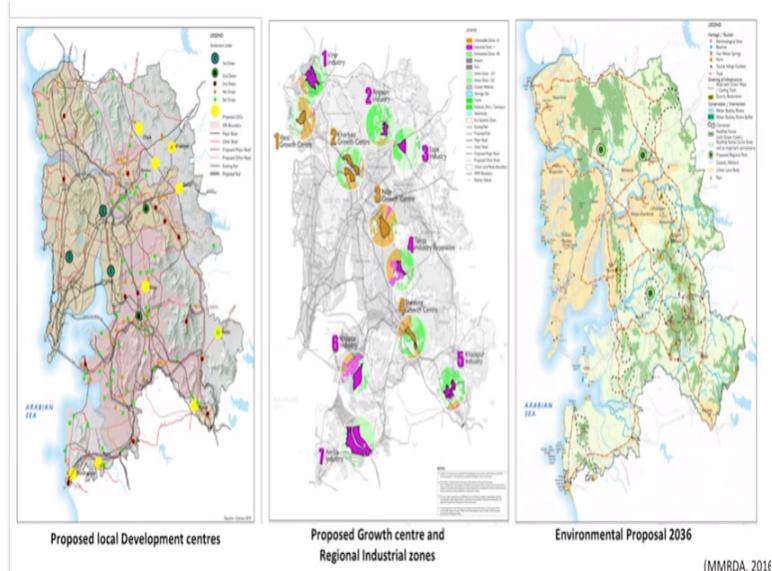
Gaothan Expansion Boundaries

Regional plan 1996-11 and Urban Sprawl

(MMRDA, 2016)

The indicatives might also have other parameters which may include contiguity of area. Integrated development, how other things have been integrated here, adjustments of boundaries with other planning areas, manageable size of the region from planning point of view.

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Criteria for Delineation of Region

Recommendation

- The planning region should have a nodal point.
- Either developed or developable to satisfy the organizational needs of the region.
- The homogeneous region identified should be adjusted to the nearest administrative Boundary.

So, these Nodal Points are either developed or developable to satisfy the organizational need of the region. The homogenous region identified should be adjusted to the nearest administrative boundary such as village boundary, Taluka or District.

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Special Area Planning Regions

Definition

- Special area development planning implies prudent use of all the available resources to ensure optimum and sustained development of the region.
- Improving quality of life of the people and to meet growing demands of increasing population.
- Maintain the fragile balance between development and conservation practices.

Moving on to the next, we will now look at Special Area Planning Regions. Let us first try to understand what are these Special Areas Planning. Special Area Development Planning implies prudent use of all the available resources to ensure optimum and sustained development of the region.

Towards improving quality of life of the people and to meet growing demands of increase in population. It is also imperative to maintain the fragile balance between development and conservation practices through identification of the problem areas and preparation of Location Specific Development Plans.

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Special Area Planning Regions

Eco-sensitive areas

- Eco-sensitive area is a designation provided to area which has very diverse yet fragile ecosystem.
- Western Ghats is one of the ecologically sensitive areas in the country.
- The Government of India had taken a step to conserve and develop this region sustainably.

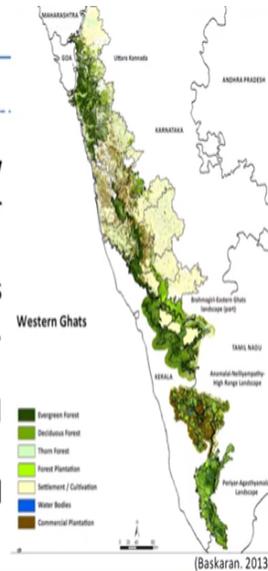
Special area would also include eco-sensitive areas and let us see what are eco-sensitive areas. Eco-sensitive area is a designation provided to area which has very diverse yet fragile ecosystem.

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Special Area Planning Regions

Eco-sensitive areas

- For this Govt constituted **Western Ghats Ecology Expert Panel** which submitted its report in year 2011.
- Western Ghats is a region which is defined by its geological characteristics, biological landscape, richness in flora-fauna species, spatial
- Heterogeneity, high conservation value and ecological sensitivity.
- Human activities had deteriorating ecological impacts on the region.



For example, Western Ghats is one of the ecologically sensitive areas in the country. The Government of India had taken a step to observe and develop these regions sustainably.

For this Government of India constituted Western Ghats Ecology Expert Panel which submitted its report in 2011. Western Ghats is a region which is defined by its geological characteristics, biological landscape, richness in flora-fauna species, spatial heterogeneity high conservation value and ecological sensitivity. Human activities had deteriorating ecological impacts on the region due to which committee was constituted to give recommendations for its conservation.

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Socio economic sensitive areas

Definition

- Areas which lack amenities due to an imbalance in the economic development of the region/nearby region.
- Encounter high rate of social stresses.
- Culturally sensitive areas.
- Schedule 6 of Constitution of India gives the provision for the tribal areas in the north-east states of India.

We will now look into Socio Economic Sensitive Areas. These are areas which lack amenities due to an imbalance in the economic development of the region or nearby region and standard of living of the residing population. Such areas also encounter high rate of social stresses. There are culturally sensitive areas like Tribal areas which lack even the basic social amenities of health and education. As mostly they are not covered in the jurisdictional areas of the administrative

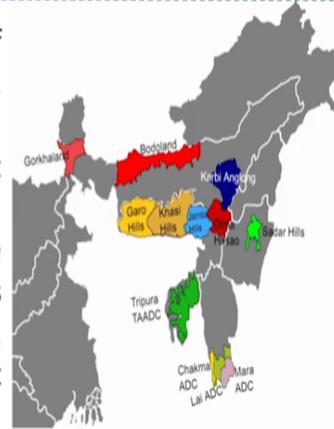
offices for example Schedule 6 of Constitution of India gives the provision for the Tribal areas in the North-east States of India.

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Socio economic sensitive areas

Schedule 6

- Provisions for the administration of tribal areas in the States of Assam, Meghalaya, Tripura and Mizoram.
- Planning and land development is not directly under the control of the State.
- Autonomous region and district of these states have the power to make laws with respect to the allotment, occupation or use, or the setting apart of land.



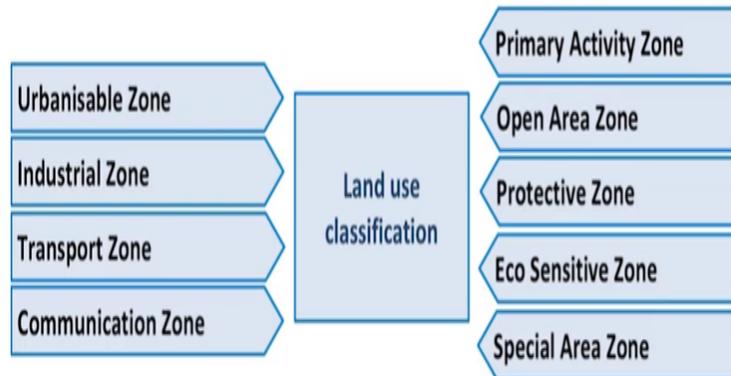
Tribal areas in the States of Assam, Meghalaya, Tripura and Mizoram
(Internet, 2021)

This Schedule gives provision for the administration of Tribal areas in the state of Assam, Meghalaya, Tripura and Mizoram. In such cases planning and land management is not directly under the control of this State but rest with the autonomous District council formed in the District as per the Constitution. The Regional Council of an autonomous region or District Council for an autonomous District of the States have the power to make laws with respect to the allotment, occupation or use or setting apart of land other than any land which is reserved forest for any purpose of agriculture or raising for residential or other non-agricultural purposes or for any other purpose likely to promote the interest of the inhabitants of any village or town. So, this was about the Sensitive Areas. Now pertaining to Regional Planning we are going to see different kinds of land use classification which is usually done when we prepare the plan and prepare the maps for it.

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Land use classification for Regional Planning

Classification



So, we identify different classifications, we will not get in to the details of it but the different classifications which are done are Urbanisable Zones. So, we identify whether the zone can be urbanized or not. Industrial Zone, Transport and Communication Zone, Primary Activity Zone. We also demarcate Open Area Zone, Protective and Eco Sensitive Zone and Special Area Zone, so these are the land use classification which has several intermediate demarcations also. So, these are generally used as for indicating the various land used classification in the Regional Planning.

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Summary

- ① Planning Process at different regional planning level
 - ② Metropolitan regions and Transit oriented development cases
 - ③ Investment planning and delineation criteria
 - ④ Special area planning Regions
 - ⑤ Land Use Classification
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So, summarizing we have seen in this section, planning process at the different Regional Planning Levels where we saw how at the District level it is done, how it is done for metropolitan area, we saw it is done for Sensitive areas, Special Investment Areas as well. We also saw how plans are prepared for Transit Oriented Development. We also looked into criteria

for delineation of the region. Further, we looked into Special Area Planning Regions and lastly, we looked into Land Use Classification.

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References

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 - Comprehensive Development Plan 2021, Government of Gujarat, <https://townplanning.gujarat.gov.in/monitoring/documents/dps-milestone-documents/08D2728415909D1Ejxxnku5agx0.pdf>
 - Regional Plan for Mumbai Metropolitan Region, Mumbai Metropolitan Regional Development Authority, 2016, <https://mnrda.maharashtra.gov.in/regional-plan>
 - City Development Plan for Panaji – 2041, Government of Goa, <http://www.ccpgoa.com/images/Revised%20City%20Development%20Plan%20for%20Panaji%202041.pdf>
 - Eco sensitive zones, Ministry of environment and forest, <http://moef.gov.in/wp-content/uploads/2017/06/1%20Guidelines%20for%20Eco-Sensitive%20Zones%20around%20Protected%20Areas.pdf>
 - HUDA, Haryana Urban Development Authority, <https://www.hsvphry.org.in/Pages/default.aspx>
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These are the references used.

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Suggested Reading and Watch

- <https://www.panchayat.gov.in/en/web/guest/home>
- <http://des.mp.gov.in/en-us/>
- <https://www.fndc.govt.nz/Whats-new/Have-your-say/Draft-District-Plan>
- <https://www.waimakariri.govt.nz/have-a-say/closed-consultations/closed-consultations2/about-district-plan-review2/district-plan-review>
- <https://www.youtube.com/watch?v=p-ZA9JXZX0>
- <https://www.youtube.com/watch?v=rr0WaM2L8yA>
- <https://www.youtube.com/watch?v=Dg7n3DqixKQ&t=2s>
- <https://www.youtube.com/watch?v=0BhVWWe4kco>
- <https://www.youtube.com/watch?v=pgijzEu6KTM>
- <https://www.youtube.com/watch?v=V-4oMnm47Q>

Our coverage was limited with the scope of the topic. There are enormous readings and movies available to explore. Few are suggested here, this is not an extensive list. You may feel free to suggest more from your experience.

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Please feel free to ask Questions.

Let us know about any Concerns you have



Do share your Opinions, Experiences and Suggestions.

Looking forward to Interacting and



Co-learning with you while exploring Cities and Urban Planning.



Please feel free to ask questions, let us know about any concerns you have, do share your opinions, experiences and suggestions. Looking forward to interacting and co-learning with you while exploring cities and Urban Planning, so that is all, thank you.