

Town & Country Planning Department
Housing & Urban Planning Department,
Government of Uttar Pradesh

**Formulation for Metro & Class 1 Cities of Uttar Pradesh under AMRUT Scheme:
GIS BASED MASTER PLAN**



SAHARANPUR

DRAFT MASTER PLAN REPORT, 2031

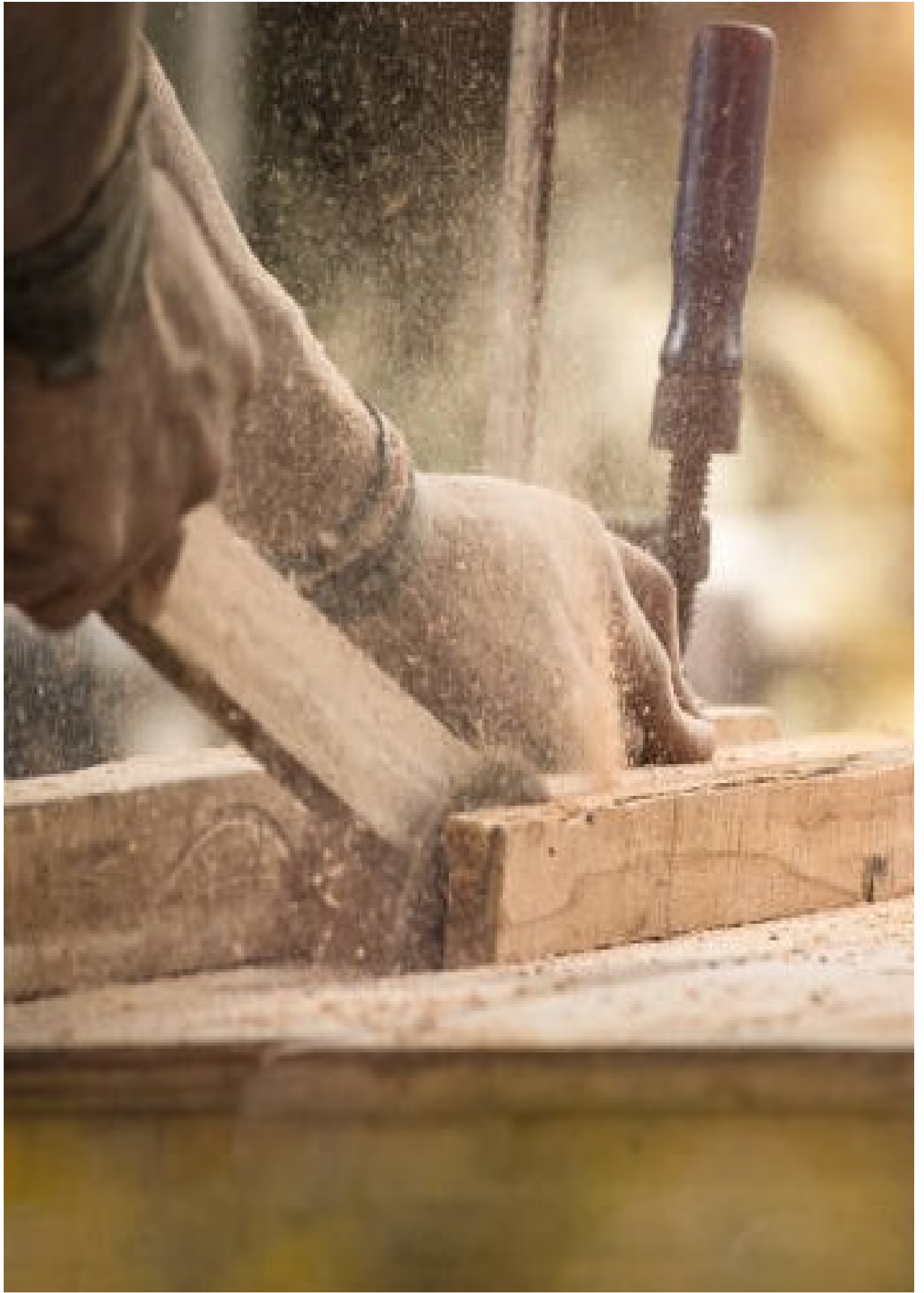


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Acronyms

AMRUT	<i>Atal Mission for Rejuvenation and Urban Transformation</i>
AOI	<i>Area of Interest</i>
ASPRS	<i>American Society for Photogrammetry and Remote Sensing</i>
ATM	<i>Automated Teller Machine</i>
BOD	<i>Biological Oxygen Demand</i>
BPL	<i>Below Poverty Level</i>
BRTS	<i>Bus Rapid Transit System</i>
CBR	<i>Crude Birth Rate</i>
CE	<i>Circular Error</i>
CFL	<i>Compact fluorescent lamp</i>
CGWB	<i>Central Ground Water Board</i>
CHC	<i>Community Health Centre</i>
Cline	<i>Central Line</i>
CNG	<i>Compressed Natural Gas</i>
CO	<i>Carbon Monoxide</i>
D.P	<i>Development Plan</i>
DEM	<i>Digital Elevation Model</i>
DGPS	<i>Differential Global Positioning System</i>
Dia	<i>Diameter</i>
DIC	<i>District Industries Centre</i>
DoS	<i>Department of Space</i>
DTM	<i>Digital Terrain Model</i>
DU	<i>Dwelling Unit</i>
EB	<i>Enumeration Block</i>
EO	<i>Earth Observation</i>
GCP	<i>Ground Control Point</i>
GDOP	<i>Geometric Dilution of Precision</i>
GIS	<i>Geographic Information System</i>
GLR	<i>Ground Level Reservoir</i>
Gol	<i>Government of India</i>
GPS	<i>Global Positioning System</i>
GSI	<i>Geological Survey of India</i>
HH	<i>Household</i>
HHI	<i>Household Industry</i>
HP	<i>Horse Power</i>
HPMV	<i>High Pressure Mercury Vapor</i>
HQ	<i>Head quarters</i>
HRIDAY	<i>Heritage City Development and Augmentation Yojna</i>
HT	<i>High Tension</i>
ID	<i>Identification Number</i>
IGS	<i>International Ground Station</i>
IMR	<i>Infant Mortality Rate</i>
IR	<i>Infra-red</i>
IRC	<i>Indian Roads Congress</i>
ISO	<i>International Organization for Standardization</i>
ISRO	<i>Indian Space Research Organization</i>
IT	<i>Information Technology</i>
ITRF	<i>International Terrestrial Reference Frame</i>
LE	<i>Linear Error</i>
LFDC	<i>Large Format Digital Camera</i>
LISS	<i>Linear Imaging Self-Scanner</i>
LPCD	<i>Liter per Capita per Day</i>
LPG	<i>Liquefied Petroleum Gas</i>
LT	<i>Low Tension</i>

mg/L	Milligrams per Litre
MILMA	Brand household name of The Kerala Co-operative Milk Marketing Federation
MKWH	Million Kilowatt per Hour
MLD	Mega Litter per Day = 10*6 L/day
MMTS	Multi-Modal Transport System
MoUD	Ministry of Urban Development
MRTS	Metro Rapid Transit System
MSL	Mean Sea Level
MW	Megawatt
NAS	Network Attached Storage
NCC	Natural Color Composite
NDMA	National Disaster Management Authority
NGO	Non-Government Organization
NHAI	National Highway Authority of India
NMP	National Map Policy
NNRMS	National Natural Resource Management System
NO	Nitric Oxide also known as Nitrogen Monoxide
NRSC	National Remote Sensing Centre
NSDI	National Spatial Data Infrastructure
NSSO	National Sample Survey Organization
NUIS	National Urban Information System
OGC	Open Geospatial Consortium
PAN	Panchromatic
pH	Potential of Hydrogen
PHC	Primary Health Care
PPP	Public Private Partnership
QA	Quality Assurance
QC	Quality Check
R& B Dept.	Roads and Buildings Department
RGI	Registrar General of India
RMSE	Root Mean Square Error
RPC	Rational Polynomial Coefficient
RWA	Resident Welfare Association
SEZ	Special Economic Zone
SO2	Sulphur di-oxide
SPM	Suspended Particulate Matter
STPD	State Town Planning Department
TCPO	Town & Country Planning Organization
TV	Television
UA	Urban Agglomeration
ULB	Urban Local Body
URDPFI	Urban and Regional Development Plans Formulation and Implementation
UT	Union Territory
UTM	Universal Transverse Mercator
VHRS	Very High-Resolution Satellite
WBM	Water Bound Macadam
WFPR	Workforce Participation Rate
WGS84	World Geodetic System (WGS) established in 1984
SHG	Self Help Group
WTP	Water Treatment Plant
AADT	Annual Average Daily Traffic
ADT	Average Daily Traffic
CBD	Central Business District
IRC	Indian Road Congress
LCV	Light commercial vehicle
LoS	Level of Service
NCR	National Capital region
NMSH	National Mission on Sustainable Habitat

NMV	<i>Non-motorized vehicles</i>
OD	<i>Origin-Destination</i>
PCU	<i>Passenger Car Unit</i>
PWD	<i>Public Works Department</i>
ROW	<i>Right of Way</i>
RRTS	<i>Regional Rapid Transit System</i>
RTO	<i>Regional Transport Office</i>
TVC	<i>Traffic Volume Count</i>

Chapter 1

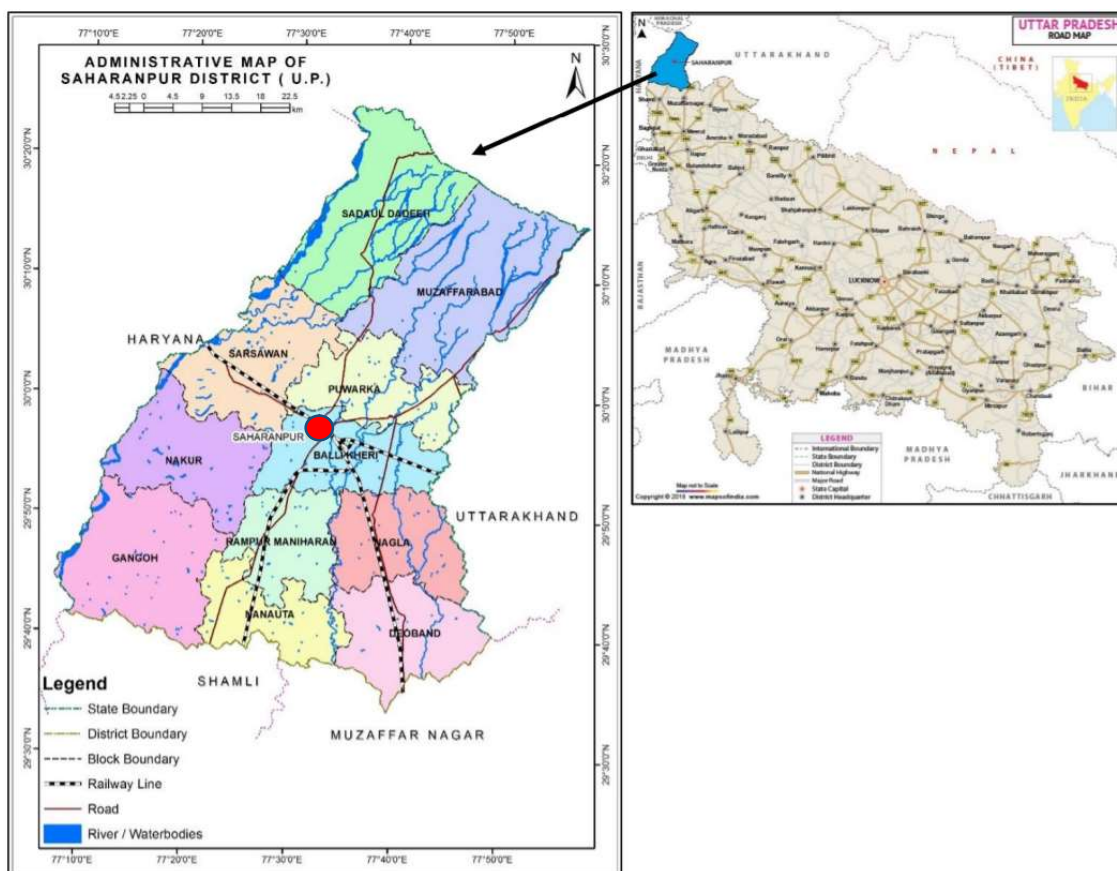
Evolution and Development

1 Evolution and Development

1.1. Location

District Saharanpur is north-western part of Uttar Pradesh. River Yamuna marks the western boundary of the district separating U.P. from adjoining Haryana. The extreme north-western part, beak like structure, touches with Sirmour district of Himanchal Pradesh. In north lies Dehradun (Uttarakhand) and in the east it faces Haridwar district. Muzaffarnagar and Shamli districts marks southern boundary. Administratively, the district is divided into 5 tehsils and 11 developmental blocks. Saharanpur district attained the status as Saharanpur division in year 1997. Saharanpur city, located in the central part, is the administrative headquarter of the District. It is approximately 550 kms from the capital city Lucknow, 164 kms distant from Delhi, and 70 kms away from Dehradun. Saharanpur district attained the status as Saharanpur division in year 1997.

Map 1 Location of Saharanpur City



Source: Consultant analysis, online web research

1.2. Regional Setting

Saharanpur is a well connected to major urban centers in UP as well as across India. The city has intersection of two National Highways. NH 709B (which is the spur from NH9, and connects many northern cities in UP to Delhi), and NH 344 (running from Ambala in Haryana to Roorkee in Uttarakhand. It is a secondary route of National Highway 44) pass through

Saharanpur. In addition, Muzaffarnagar- Saharanpur SH- 59 is a recently completed along 52.95 kms highway, connecting the two cities via Deoband. The city will further have a boost in road connectivity. The proposed Delhi-Saharanpur-Dehradun Economic corridor, work is underway. This will be the country's first access-controlled highway where there will be a 12-kilometer-long elevated corridor for protection of wildlife¹. Regular USRTC and other private operators' buses operate via Saharanpur at a regular basis.

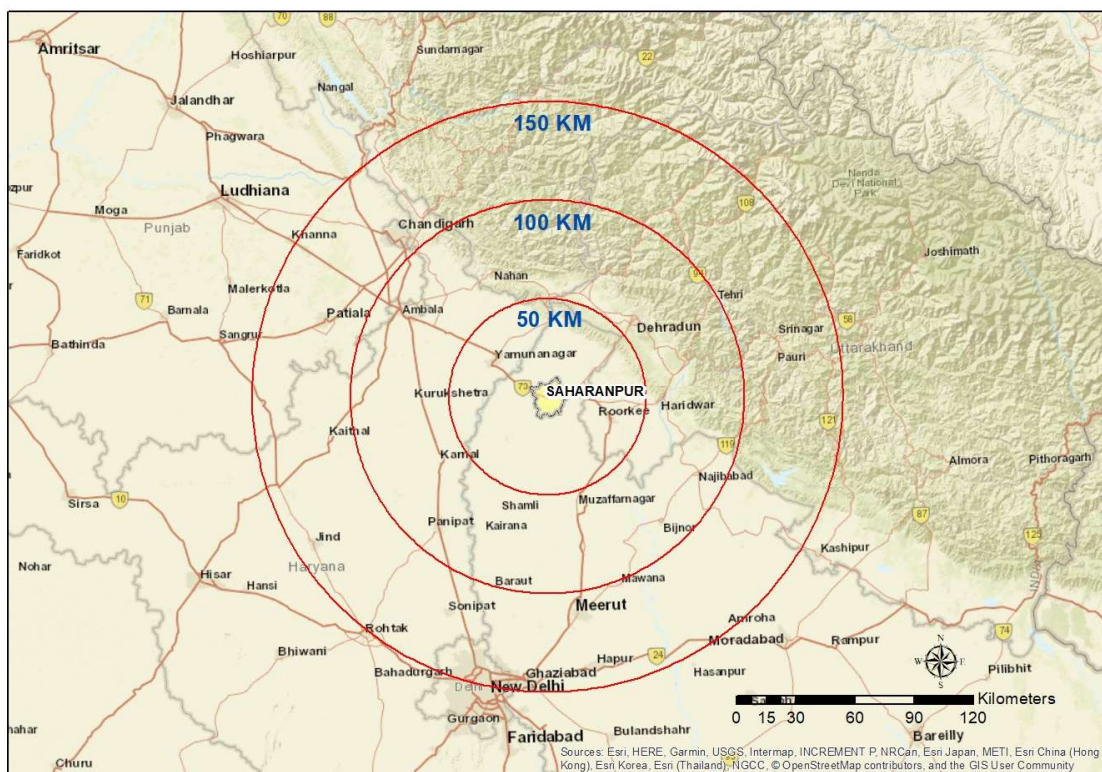
The Saharanpur Junction lies on Amritsar-Howrah main line while the Dehradun-Delhi line passes through the inner city and the Tapri Railway Station which serves as an ancillary railway station to the city, located at Paper Mill Road. It handles more than 200 trains per day inclusive of passenger and freight trains, chiefly, Dehradun-New Delhi Shatabdi Express, Amritsar-Haridwar Jan Shatabdi, Shalimar Express, Golden Temple Mail, and Chhattisgarh Express.

The nearest International airport to Saharanpur is Shaheed-e-Azam Bhagat Singh International Airport Mohali or Chandigarh International airport which is around 140kms away from the city, followed by the Indira Gandhi International Airport of Delhi which is 210 kms away from city, via NH 344. The nearest domestic airport to Saharanpur is the Jolly Grant Airport in Dehradun which is around 96 kms away, and is around two and a half hours driving from the city. The Saharanpur Airport at Sarsawa Air Base, is manned by the Indian Air Force and is located approximately 12 kms from the city. Plans to upgrade this airport to operate commercial flights are underway.

1.3. History

Saharanpur was founded by Shah Ranveer Singh, and is named after Shah Harun Chisti, a Sufi saint. The history of Saharanpur dates back to as early as 2000 B.C. Many archaeological sites have been unearthed here as well as throughout the adjoining area. It was part of the Indus Valley civilization and was later ruled by Aryan kings. Various dynasties set their conquering footsteps on Saharanpur. Following the second Anglo Maratha war in year 1803, the British planted their feet firmly here till 1947. Post-independence, Saharanpur was engrafted into Uttar Pradesh. Apart from being a prominent agricultural hub, Saharanpur is famous for its wood and handicraft

Map 2 Regional Setting



Chapter 2 Planning Area



2 Planning Area

2.1 Town's location and regional setting, linkages and relationship with hinterland

2.1.1 Area & Extent

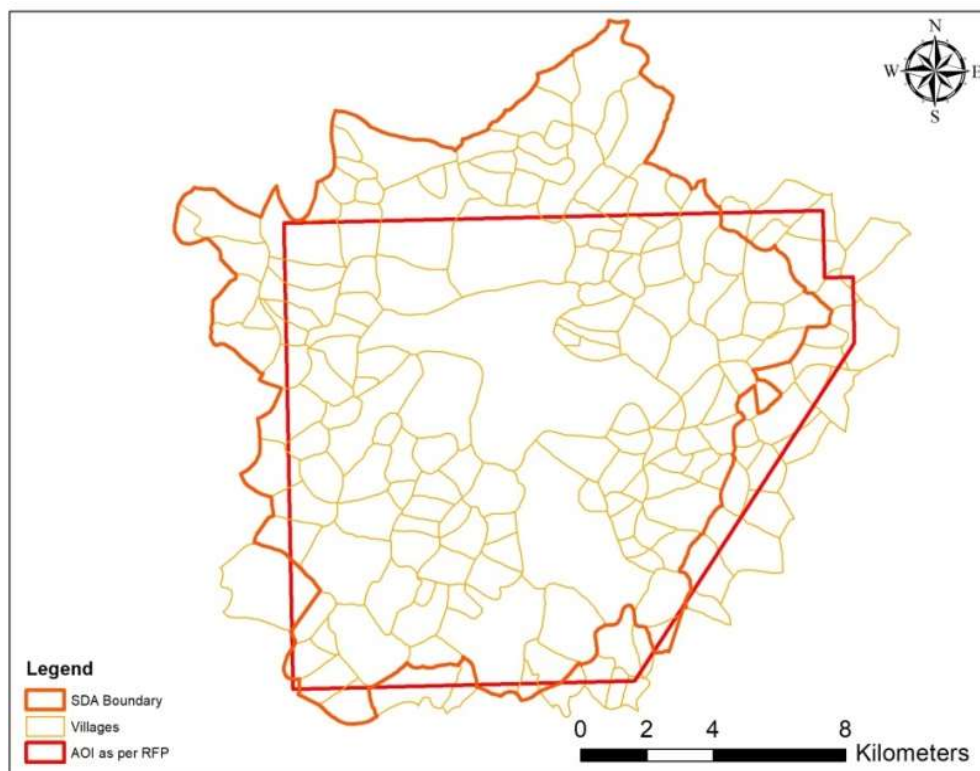
In the Saharanpur district, there are 11 municipalities, 11 blocks and 882 villages. Of these only, Saharanpur city has attained the status as Saharanpur Nagar Nigam (Municipal Corporation) on 01.10.2009 and is 13th Municipal Corporation of the state.

For the present purpose of preparing the Master Plan, the total demarcated planning area or the area of interest (AOI) spreads over 237 sq. kms. There are a total of 147 villages in the planning area (Refer Annexure 1 for the list of the villages within the planning area). Of these 147 villages 144 villages are notified and under the control of SDA. 3 additional villages are also considered which lies inside development area boundary (covered on all sides by the notified villages) i.e. Mirzapur (census code 109689), UrganuAht (census code 109303) and PapdakirasulpurAst (census code 109438).

Saharanpur Planning Area

- Urban centers: 01
- Villages: 147 (144 notified + 3 additional recommended)
- Total planning area: 237 sq. kms.

Map 3 Saharanpur Aol as per RFP and SDA boundary



Source: Consultant's analysis of SDA and RFP boundary for planning area.

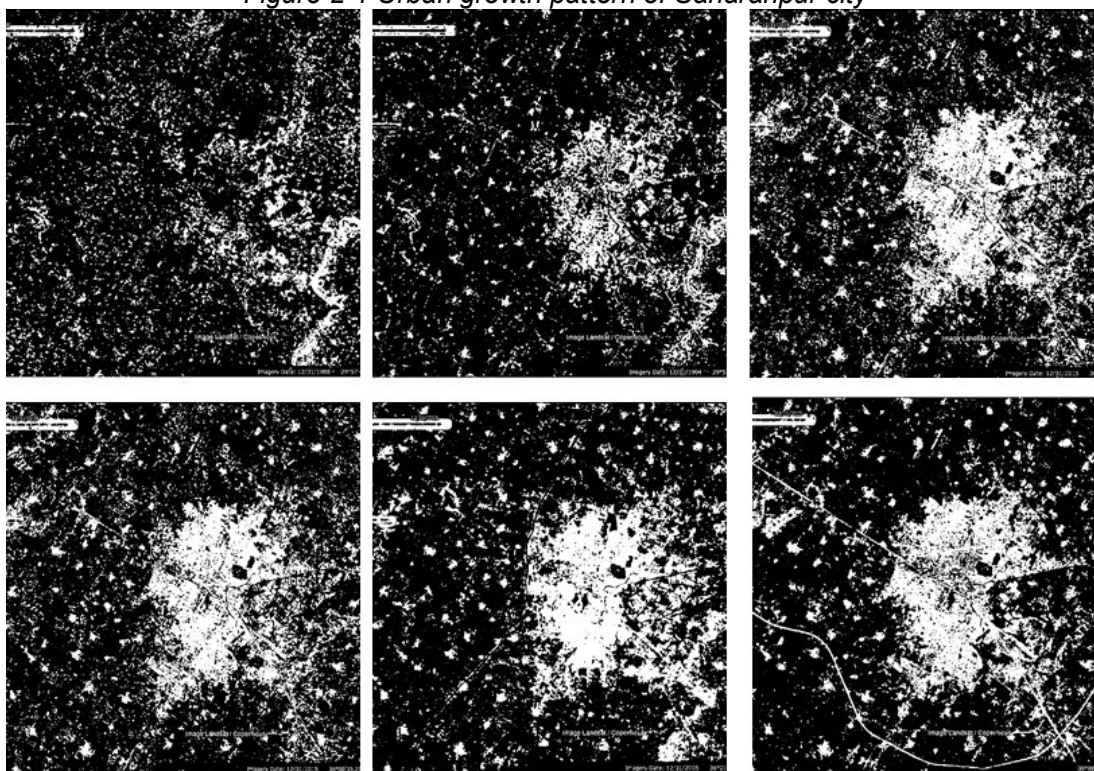
2.2 Urban sprawl, Settlement Pattern and built-up area

2.2.1 Sprawl

Saharanpur city has experienced expansion in the past years owing to the population growth and economic development. **The expansion trend shows that the major growth has taken place along the major roads.** The below figure depicts the urban land cover of Saharanpur city from 2005 to 2015.

The below figures, attained from Google earth open source, are the timeline images (inverted colors, the white color shows the built-up area) of the settlement pattern of the Saharanpur city over a period of time from year 1990 to year 2020. From left top image clockwise, from year 1990, 2000, 2005, 2010, 2015 and 2020 city has grown considerably south western region. IN 2020 the peripheral road is also visible. The city has sprawled toward the southern plains, and it can be stated that more towards major urban centres, and advent of industries in the region.

Figure 2-1 Urban growth pattern of Saharanpur city



Source: Open-source Google Earth, From year 1990 to year 2020

2.2.2 Settlement pattern: urban and rural and built character

The urban growth pattern is evident from the above images, the possible reasons are the boost in the new industrial developments and connectivity which has increased over the period of time, Saharanpur has grown into a major urban center and is an only Municipal Corporation in the district, the major headquarters, institutions etc. are located. Hence the availability of opportunities in the city, have pulled in the population influx from the neighboring villages as well. The availability of natural resources (such as wood), as discussed in the previous arts of the report, has induced small cottage industries and further MSMEs over the period of time. Hence shifting the key agrarian focus to industrial sector for

the locals. This fact adds to the further assessment of proper planning in the fringe areas, to be focused in the Master Planning proposal.

2.3 Previous Planning Initiatives

The Saharanpur Master Plan, 2021 was initiated in year 2001 for a horizon period of 20 years and was notified in year 2007. For the estimated population of around ten lakhs and as per requirement of the city, it focused mainly on the development of industrial sector making Saharanpur major regional center; decongestion of the core areas, and balanced planning of the socio cultural facilities and physical amenities in the city and propose new .

The Master Plan 2021 has been digitised and superimposed on Geographical Information System (GIS). There are some variations found in the proposed land use areas in the Master Plan 2021 after this process. Overall further difference found to be 192.2 ha (around 2.75%) as shown in the below table.

Land use Category	Area as per MP 2021 (ha)	%age	Area as per GIS (ha)	Difference of Area (ha)	%age	% variation
Residential	3,434.91	49.2	3,542.8	+107.9	49.4	0.2
Commercial	157.33	2.3	180.4	+23.0	2.5	0.3
Industrial	902.02	12.9	787.3	-114.7	11.0	-1.9
PSP	604.66	8.7	780.1	+175.4	10.9	2.2
Parks & Open Spaces	924.31	13.2	796.9	-127.4	11.1	-2.1
Traffic & Transportation	957.96	13.7	1,085.9	+127.9	15.1	1.4
Total	6,981.19	100.0	7,173.4	+192.2	100.0	

Source: Consultant's Analysis

Now, further analysis and calculations have been done keeping 7173.4 ha of area as base area of Master Plan 2021. Based on which Master Plan 2021 land use analysis has been done which indicates that around 47.1% of Master Plan 2021 area is developed and rest of the area is still available for further development. The Master Plan 2021 land use analysis is shown in the below given table.

Land use Category	Area as per MP 2021	%age	Area Developed 2021	%age	Area Not Developed within MP 2021	%age
Residential	3542.81	49.4	1998.73	56.4	1544.08	43.6
Commercial	180.36	2.5	64.08	35.5	116.27	64.5
Industrial	787.28	11.0	274.17	34.8	513.11	65.2
PSP	780.10	10.9	332.05	42.6	448.04	57.4
Parks & Open Spaces	796.93	11.1	107.76	13.5	689.17	86.5
Traffic & Transportation	1085.91	15.1	602.46	55.5	483.45	44.5
Total	7173.39	100.0	3379.3	47.1	3794.1	52.9

Source: Consultant's Analysis

2.3.1 Population and density

As per the existing Master Plan for Saharanpur, it was assumed that approximately 31 surrounding villages will be affected by the city's growth and were considered in the population projection. In the Master Plan 2021, the future population for Saharanpur planning area (urban area and neighboring impacted villages), was projected to be 7.63 lacs for the year 2011 and 10 lacs for year 2021.

For the Saharanpur urban area, the population forecast was 6.08 lac for year 2001 and 7.85 lacs for year 2011; and for the surrounding villages it was estimated as 1.54 lacs and 2.25 lacs respectively. However, if we compare the projected population for the urban area, it is 8.14% more in year 2011.

2.3.2 Population Density

As per Master Plan 2021, the residential density of the city in year 2001 was 327 ppHa. The Master Plan proposed 250ppHa density for newly developed residential areas. Whereas for 185ppHa overall density in year 2001, an overall density of 140ppHa was proposed for the city in 2021, however as per the current assessment, the population density remained as high as 300ppHa at many areas.

2.3.3 Work force

It was estimated in the Master Plan 2021, that the work force participation ratio (WPR) which was 27.75% in year 2001 would increase to 29% in year 2011 and 30% by the year 2021. Hence, for the horizon year 2021 was projected to be 30%, which means for every 100 persons in year 2021, 30 persons will be engaged in some economic activity. However, as per census 2011, WPR for the urban area was 31.05%. This can be attributed to the fact, that due to the increased number of initiatives, increased regional connectivity and increased opportunities over the period, there has been an advancement in the number of people engaged in economic activities in the region.

2.3.4 Work force division /Occupational structure

The Master Plan 2021, based on the previous years' trends and new proposed development in the region, projected that there would be a subsequent increase in the workers engaged in the tertiary sector, whereas due to more industrial activities there would be decrease in the number of workers engaged in the primary sector. From previous census to census 2011, it is found that the number of workers engaged in the primary sector has increased. This can be due to increased number of irrigation facilities, emphasis on wood work etc. The table below indicates the occupational structure of projected population for year 2011.

Table 2-1 Projections for occupational structure as per Master Plan 2021

Workers' Category	1991	2001	Proposed in MP for year 2011	Actual in 2011	Projected in MP for year 2021
Primary	3.79%	3.70%	3.25%	5.73%	2.50%
Secondary	36.23%	36.30%	36.50%	33.80%	37%
Tertiary	59.98%	60.00%	60.25%	60.47%	60.50%

Source: Saharanpur Master Plan 2021 and Primary Census Abstract, Census 2011

2.4 Industrial Units assessment in Master Plan 2021

On comparison with the current status and the data as received for preparation of the current master plan, it is found that there are currently around 12,172 registered industrial units in the Saharanpur district, employing 56,459 workers.

2.5 Physical and Social infrastructure situation mentioned in Master Plan 2021

The Master Plan 2021, estimated a total of 524.66Ha area in for provisioning community facilities in the city. *No detailed quantitative estimation for exact number of schools in each category or medical / health facilities/ etc. such reservations were provided. The below section provides an overview of the status of the different facilities at the time of preparation*

of the master plan 2021. Section 3.5 in the present chapter describes the strategies proposed in the Master Plan 2021 for developing and strengthening of physical and social infrastructure in the city.

2.5.1 Educational Facilities

Comparing to the present situation, there has been a drastic change in the number of educational institutions in the city. Following table shows the number of educational institutes in the city in year 2020. A detailed assessment of the existing educational facilities in the city is done in the relevant section further in the report.

Table 2-2 Status of the educational facilities in Year 2020

Category	Number
Primary schools	392
Upper primary schools	233
Secondary schools	31
Senior secondary schools	42
Colleges	10

Source : Consultant Analysis

At the time of the preparation of the Master Plan 2021, the city had one paper institute, a post and telegraph institute, an ITI and a women's polytechnic college, which was under construction. The Master Plan 2021 provides an overview of the status of the educational facilities in the city, and does not seem to cover the exact quantitative assessment of their respective nature such as governmental or private establishments. There were only few educational institutions in the city, which had sports facilities available, some of the educational institutions which were located in the densely populated areas of the city. As per Census 2011, total 11 educational facilities, per 10,000 population were provided in the city.

2.5.2 Medical and Health

During the preparation of the Master Plan 2021, it was assessed that the city had hospital in a district jail, and one railway hospital; some charitable hospitals, private nursing homes and clinics. These nursing homes and clinics were mostly located in the inner dense area of Delhi Road, Dehradun Road, Chakarata Road and Chilkana road. **According to the departmental survey at the time of the preparation of the Master Plan 2021, about 800 beds were available in public and private sector hospitals / nursing homes in the city.** As per census 2011, there are 7 beds available per 10,000 population in the city. An assessment of the number of current medical and health facilities in the city and future estimates is given in the further relevant section of the report

2.5.3 Police station and Police Chowkis/ Posts

As per the Master Plan there were 5 police stations and 20 police chowki posts in the city. In this way, there was one police station for every 78,000 persons and a police post for a population of about 23,500. There were 6 police stations and 15 police posts in Saharanpur city in 1983 with the preparation of the former master plan. Thus in two decades no new police station has been set up in the city, but to maintain smooth functioning of the city, 5 additional police posts had been set up in different parts of the city. These police stations and police posts are located almost in government buildings.

2.5.4 Community Centres

In Master Plan 2021, the provision of community facilities was permissible in the green agricultural zone, with ground coverage of 10% and maximum permissible FAR of 0.20. The

Master Plan does not provide quantitative analysis of the number of community facilities proposed for the planning period.

2.5.5 Public Utilities : Water Supply

The main source of drinking water supply in the city, at the time of preparation of the master plan were tube wells and hand pumps. These tube wells supplied 60,616 KL water daily to the city. The city had a total of 27,780 residential connections and 2,800 commercial and industrial water supply connections and supplied an average 127 liters per person per day of drinking water, which was 156 liters per person per day in the year 1983 when preparing the first master plan.

2.5.6 Public Utilities : Sewerage and Solid waste Management systems

At the time of preparation of the master plan, only two thirds of the city had some sort of sewerage system in place and one STP existed near Dhamola river. There was no proper drainage and solid waste management system in place in the city. There were no specific guidelines or regulations prescribed in the Master Plan 2021 for SWM and sewerage systems in the city.

2.5.7 Public Utilities : Power

At the time of preparation of the Master Plan, the electricity supply in the city was done by 132 KV line of Uttar Pradesh Electricity Corporation. There were 8 powersupplying 100 MVA power, with a total of 79,669 electrical connections in the city. In the year 1983, this number was accounted to be 35,159 thus in the last two decades more than double the number of power connections have increased. As per census 2011, there were 1,12,803 power connections in the city. This shall be detailed in the relevant section further in this report.

2.6 Upcoming and ongoing major projects in Saharanpur

2.6.1 Proposed Delhi-Dehradun Expressway²

The 210 kms long Delhi – Dehradun Expressway project by NHAI, is an approved access-controlled highway with a route alignment connecting Akshardham in Delhi with Dehradun in Uttarakhand. A new 45 km spur has been proposed to connect with Roorkee & Haridwar. This will start from Km 108 on the Baghpat EPE – Saharanpur section and end at the proposed Haridwar Ring Road. This mix of brownfield and Greenfield project was approved for construction in 2020 under the BharatmalaPariyojana's Delhi – Saharanpur – Dehradun economic corridor. In Phase 2, Baghpat's Eastern Peripheral Expressway (EPE) Interchange to Saharanpur Bypass, will have 32 kms length, the tendering for this is underway.

- **Total Estimated Cost:**Rs. 13,000 cr.
- **Project's Total Length:** 210 km
- **Lanes:** 12 lanes (Phase 1) and 6 lanes (Phases 2, 3 & 4)
- **Completion Deadline:** 2024
- **Owner:** National Highway Authority of India (NHAI)
- **Status:** Land Acquisition, Phase 1 contracts awarded & Bidding Underway for Phase 2 and 4

²<https://themetrorailguy.com/nhai-delhi-dehradun-expressway-information-route-map-status/>

2.6.2 One district one product (ODOP) scheme for boosting industrial development

MSME sector plays an important role in the economy of the state and is significant contributor to capital investment, production and employment. In terms of numbers of MSME units (about 46 lakh units, 8%) Uttar Pradesh stands first in the country. This sector, in the state as well as India, is the largest contributor to employment after agriculture. Uttar Pradesh has been a leading state in the export of handicrafts, processed food, engineering goods, carpet, readymade garments and leather products. Keeping above in view, it has been decided to launch the scheme in the name of 'One District – One Product' in the State. The main objectives of this scheme are as follows:

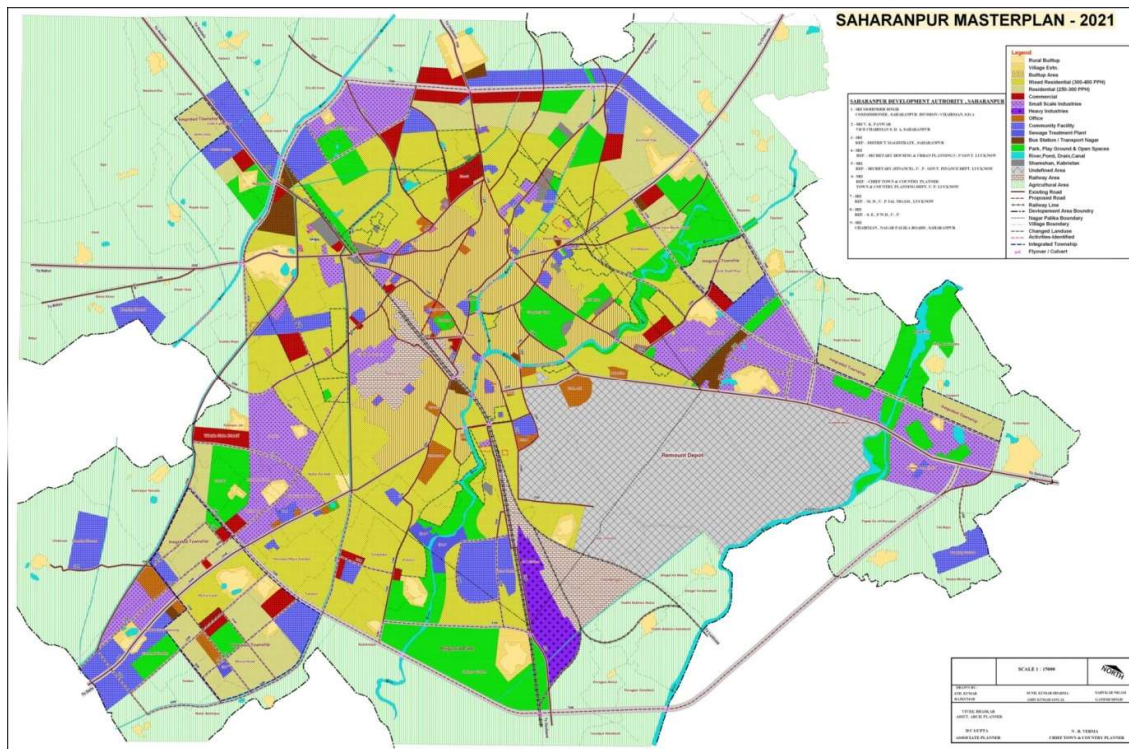
- Preservation and development of local crafts / skills and promotion of the art
- Increase in the incomes and local employment (resulting in decline in migration for employment).
- Improvement in product quality and skill development.
- Transforming the products in an artistic way (through packaging, branding).
- To connect the production with tourism (Live demo and sales outlet – gifts and souvenir).
- To resolve the issues of economic difference and regional imbalance.

To take the concept of ODOP to national and international level after successful implementation at State level. In case of more than one product having distinct identity from a district, the product with potential of generating more employment and development has been selected in the first state. Gradually, other product will also be included under the purview of scheme. For Saharanpur, the one product selected is, 'Wood craft', which is the main handicraft of this district, and is about 400 years old. The wood products are famous for their beautiful and intricate designs and carvings. Sheesham wood is the main raw material used in this industry. The export of wood carving furniture and handicraft products to various countries is carried out by exporting units in the district. This industry has given a boom to self-employment in the region on small scale and has also generated number of employments in the district directly or indirectly.

2.6.3 Pilkhani Industrial Area

Pilkhani is an industrial area and is located in the Saharanpur district of Uttar-Pradesh state, India. Pilakhni industrial area is spread across 95.45 acres of land with 119 plots present in the region for its development in the region. The industrial area is located 18 kms towards south of the Saharanpur city.

Map 4 Saharanpur Master plan 2021



2.7 Need for GIS based Master Plan

A Master Plan ensures orderly development of a city. It acts as a guiding document for the future physical development of the city and provides a framework for preserving the city's unique character, ensuring its diversity, supporting investment and promoting desired change. It also counterbalances the problems which may have come up due to overcrowding of population. The formulation of Master Plan starts with preparation of Base Map, socio economic data collection, existing land-use survey, analyzing the existing situation and then proposing future land use plan. For the master plan to be more effective, an accurate and updated base map showing current status of the roads, built up structures, land uses, water bodies and other natural resources etc. is crucial.

In conventional way of preparation of Master Plan, the mapping and data gathering could not keep pace with the rapid population growth, urban sprawl and change in land-use. But with the advancement in Remote-Sensing and Geographic Information System (GIS) and its usage in Master Plan has expedited the process. With this advances technology of remote sensing and geographic information system, these process of making plan, is expedited with an integration of both spatial and attribute data on a single platform, where a number of analytical tools are available which help us in detailed assessment and helps in defining the spatial growth of towns/cities, Land uses, physical infrastructure facilities, etc. in anticipation of the projected population growth. GIS technology is used for preparation of base map for preparation/ revisions of Master Plan and helps us to bring all the relevant data, both spatial and informative, on a single platform which is easy to study for assessment and is geo-referenced.

Chapter 3
Existing Situation



3 Existing Situation

3.1 Analysis of Existing Situation

3.1.1 Rationale

The rational application of the planning process in the preparation of the future master plan is possible only when there is a clear understanding of existing conditions and relationships between land uses. This includes understanding the shortages and issues pertaining to the current land use and creating proposal in future master plan, for not only current but also for estimated forecast population. Knowledge of existing land development furnishes the basic information by which decisions can be made concerning proposals for future residential, commercial, industrial, and public land use activities. For preparation of the Master Plan for Saharanpur, for 201-2031, the existing land use survey and analysis is conducted. Following table shows the existing land use share in Saharanpur.

3.1.2 Land use Bifurcation in ELU

Saharanpur city is a well-connected city with major regional routes passing through it. Spatially, Saharanpur railway junction visually appears to be the epi-centre of the city. The Ambala- Lucknow railway line bifurcates the city into two parts. The northern sides of the railway station are mostly high density residential, with institutional developments in the North West side. There are commercial pockets spread across the residential land use of the city. Industries are located in peripheral parts. In the northern parts of the city mixed use development can be visible in the residential areas, where petty shops etc. are operating. The following table presents the land use split of the city.

S. No.	Classification	Area (Ha)	Percent (%)
1	Road	585.73	3.87
2	Water Bodies	240.55	1.59
3	Residential	2104.23	13.90
4	Commercial	53.81	0.36
5	Industries	333.18	2.20
6	Educational	132.70	0.88
7	Medical	13.91	0.09
8	Central Govt. Property	501.03	3.31
9	State Govt. Property	143.52	0.95
10	Railway Property	32.55	0.22
11	Public & Semi Public	43.40	0.29
12	Religious Place	16.27	0.11
13	Recreational	24.64	0.16
14	Public Utilities	28.65	0.19
15	Post/Telegraph Office	0.22	0.00
16	Non- notified Slum*		0.00
17	Vacant Land	1514.28	10.00
18	Transportation	97.15	0.64
19	Traffic Related	9.45	0.06
20	Rural	263.51	1.74
21	Green Areas	79.02	0.52
22	Agricultural Land	8370.90	55.29
23	Waterlogged	45.85	0.30
24	Wastelands	383.75	2.53
25	Eco Sensitive Areas*		0.00
26	Others	121.11	0.80
Total Area		15139.44	100%

Source: ELU Survey, consultants' analysis

From the above table, it can be stated that, the present existing norms are not relatable to the standard land use bifurcations, which forms the base of economic and social development of a city. **As compared to the previously proposed Master Plan 2021³, there have been considerable deviations from the land use proposed in it, to present situation. The following chapter provides an outline to the Master Plan 2021.** Further in the report a comparison of the ELU to the Master Plan 2021 proposed land use is done, so as to list out the necessary planning strategies for the current proposed master plan.

3.1.3 Major problems and development Issues

3.1.3.1 *Un-organized Mixed and non-conforming land uses*

A mixed and non-conforming land use creates the land-use conflict in Saharanpur city. This is happening because of conflicting problems related to the expansion of city, such as increasing population, land demand and supply without planning etc.

Mixed and non-conforming land use in Shamli city is a contributor to noise, air and water pollution. Apart from the noise and gases released by industries, pollution is also caused by the vehicles which carry materials to and from industries, which contributing to incessant noises and smoke. Heavy road traffic also causing traffic congestion, affecting many nearby residents. In addition to factories, the presence of unplanned mixed land uses on main roads also affects residents, causing the same problems as mentioned above.

3.1.3.2 *Traffic and transportation*

The list of major problems which the city is facing regarding the traffic and transportation is given below:

- No planned parking facilities especially near the commercial areas.
- On-street parking is a common phenomenon.
- Lack of reliable and robust public transport system.
- Non-regulated traffic at junctions.
- Absence of pedestrian friendly infrastructure.
- Lack of NMT facilities.

3.1.3.3 *Air Pollution*

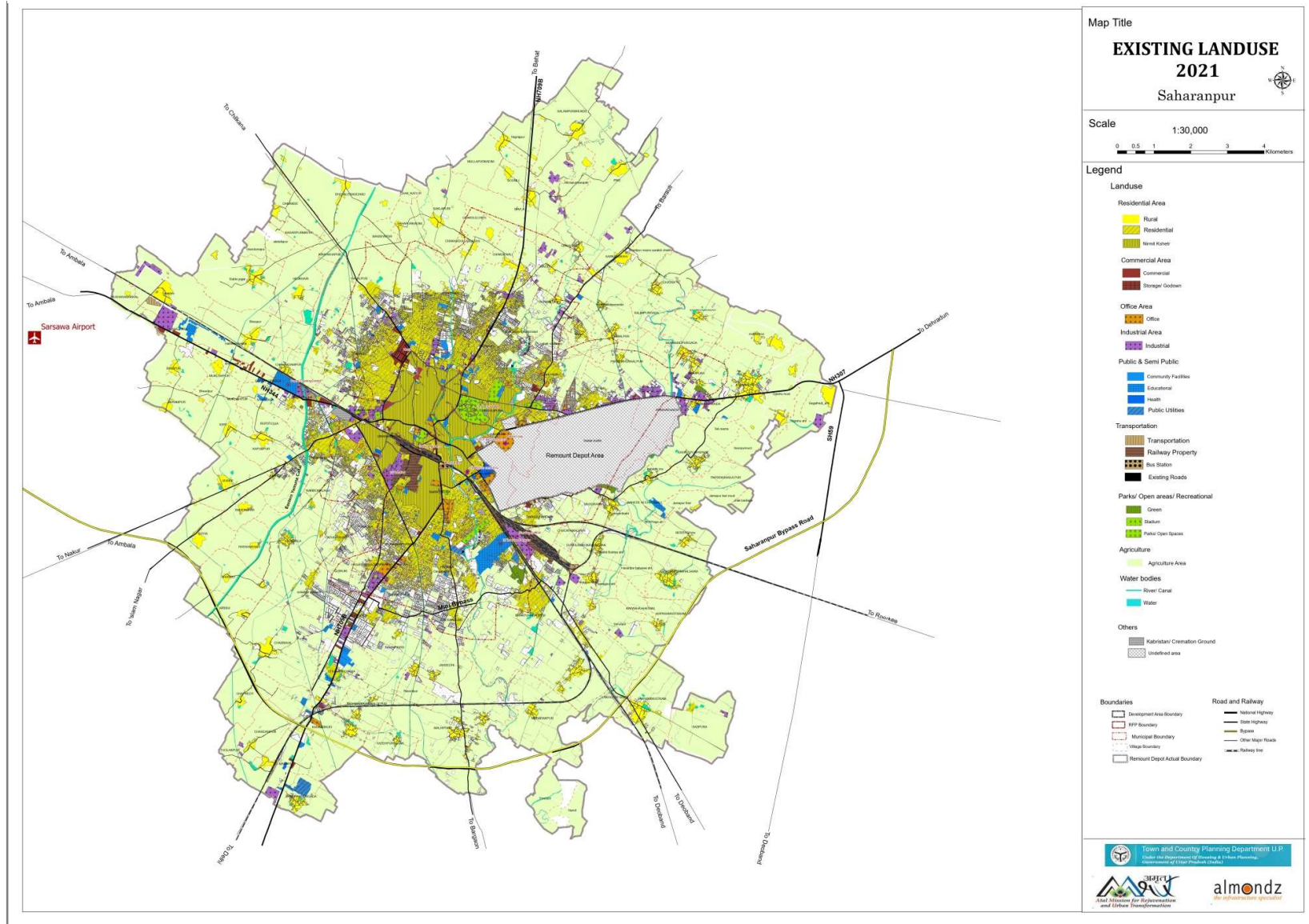
The analysis of Ambient Air Quality data being recorded by the Uttar Pradesh State Pollution Control Board (UPPCB) in year 2019, from the monitoring stations located at Clock tower and near IIT of Saharanpur city shows that, the concentration of PM10 varies from 68.37 µg/m³ to 248.79 µg/m³ during the year January, October and November the concentration levels of PM10 values are much higher than the National Ambient Air Quality standard of 100 µg/m³. The concentration of SO₂ and NO₂ is within the CPCB standard.

3.1.3.4 *Water Pollution*

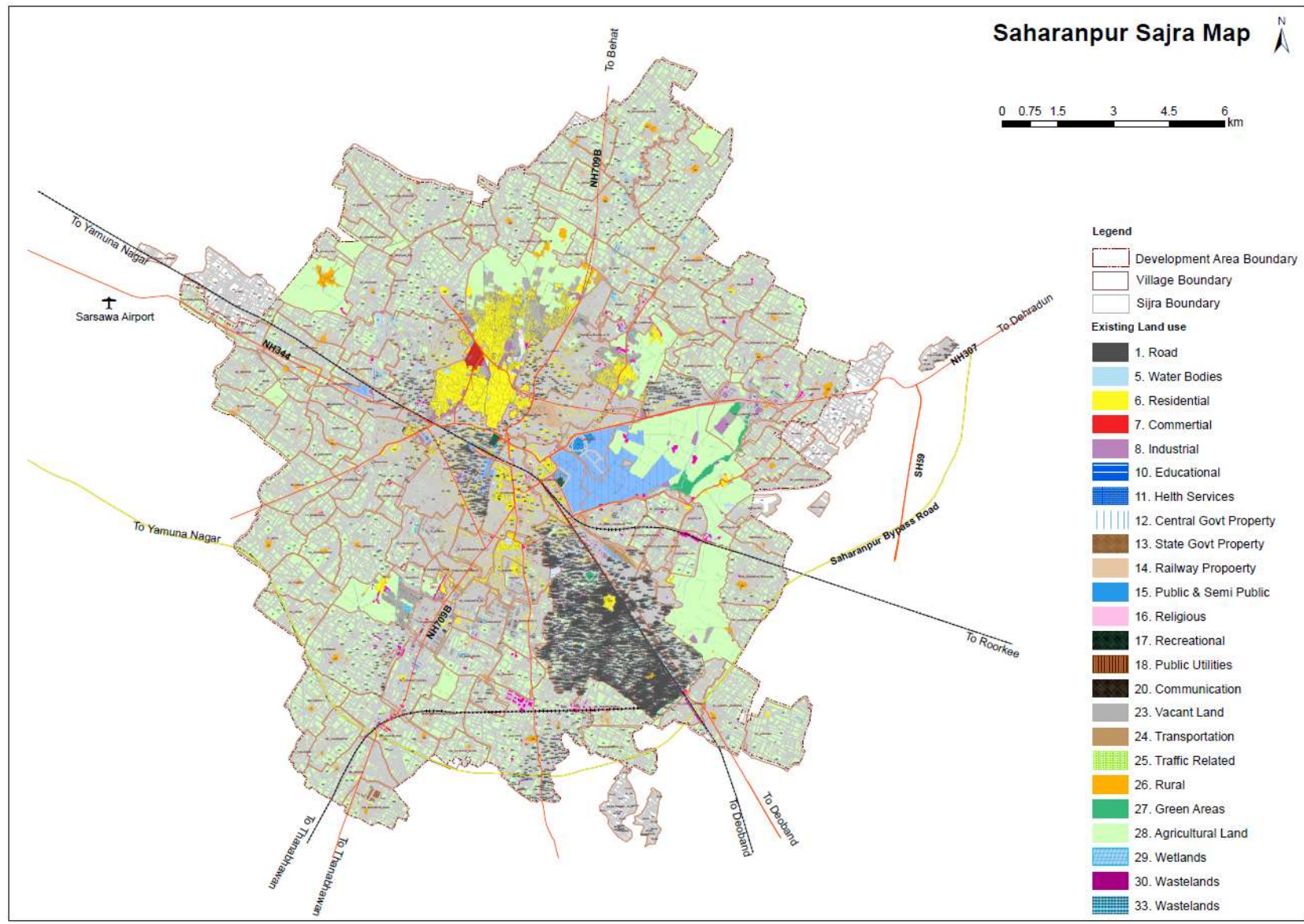
Rivers Pandhoi and Dhamola receives considerable amount of wastewater every day from the industries and municipal area of Saharanpur city which leads to deterioration of water quality. The concentration of BOD data for consecutive shows that the concentration is much higher than what is permissible for various uses. As per information available from Central Ground Water Authority, the Saharanpur city falls under overexploited zone. The level of ground water ranges from 10-20 meter below ground level (mbgl).

³Saharanpur Master Plan 2021, Town & Country Planning Division, Meerut;

Map 5 Existing Land use Map of Saharanpur city



Map 6 Sajra Map of Saharanpur city



3.1.4 Extent of the Landuse Changes

As per GIS, the land use area proposed in the Master Plan 2021, was about 7173.39 ha, of which residential area constituted as 49.4%, commercial 2.5%, industrial 11%, public and semi public 10.9%, parks & open spaces 11.1%, traffic and transportation 15.1%. The total developed area is 3379.3 ha. which is around 47% of the proposed landuse in Master Plan 2021. This 3379.3 ha includes 1049.19 ha of deviation as per MP 2021 which is allowed as per zoning regulations of MP 2021. For example residential is allowed in industrial landuse, roads are allowed in most of the land uses etc. The issues are such that one one hand there has been under utilisation of the landuses, on the other hand there have been significant deviations of the land uses, located elsewhere from the demarcated areas. This has given rise to improper and non compatible land use, concentrated development, and registered residential areas, congestion and traffic issues, lack of parking and such. The purpose of the future proposed land use 2031 would be to focus on such deviations and plan strategies to counter this situation. In many residential areas mixed use development have occurred, unlike as planned in the erstwhile master plan. Such uses are more like household enterprises, petty shops etc. Such assessment of the deviation would direct strategic decision and policy making in future master plan.

Please refer below Table for the analysis of the land use proposed in the erstwhile Master Plan, 2021 and the deviations, observed in the existing land use plans, as compared to the previously proposed Master Plan 2021. Please Refer the below given map for the Landuse Proposed in Master Plan 2021, Saharanpur and the subsequent map for the deviations marked on the Landuse as compared to the ELU assessment conducted for the present study.

3.1.5 Residential land use deviations

It is evident from the below table, that from the total proposed residential land use of 3542.81 Ha, around 1523.8 Ha was developed as per master plan 2021. Around 66.36 ha is developed in non-allowed deviation, which is actually violation as per the regulations. An analysis on the compatibility of these residential developments located elsewhere than the demarcated zones, reveals that around 2303.87 Ha land is compatible (considering residential development for workers in industrial area, and public semi-public areas etc.), whereas 66.36 Ha is located in non-compatible use (such as residential areas encroached upon in dedicated green belt, lands demarcated for roads, and agriculture). These are mere encroachments resulting in congestion, lack of parking etc. such spaces. The issue of encroachments was discussed in the master plan report 2021 as well. It is observed that to some extent similar issue prevails in Saharanpur and needs planning focus.

3.1.6 Commercial land use deviations

In the master plan 2021, the total demarcated land for the commercial land use was 180.36 Ha. Of this, only around 19.6 Ha of land has been developed as per master plan 2021, which is only approximately 11% of the total proposed. Around 8.20 ha is developed in non-allowed deviation, which is actually violation as per the regulations. The commercial landuse is observed to be more in the residential pockets in form of commercial strip along side roads. This has become a serious concern in over the years. As there are no designated parking areas in the central core, private taxis can be found mostly parked along the roads. On-street parking happens on either sides of the commercial stretch, and this reduces the effective carriageway resulting in hindrance to the regular flow of traffic.

3.1.7 Industries land use deviations

In the master plan 2021, around 782.28 Ha land was proposed for industrial development to strengthen the economic development of the city. Of this, only around 136.7 Ha of land has

been developed as per master plan 2021, which is only approximately 17% of the total proposed. Around 4.97 ha is developed in non-allowed deviation, which is actually violation as per the regulations. It can be stated that as the MSME sector has been eventually growing these have taken shape in the core city, near respective residences.

3.1.8 Public & Semi Public land use deviations

Approximately 780.10 Ha land was demarcated for the use of public and semi-public requirements including offices. Of this, only around 114.1 Ha of land has been developed as per master plan 2021, which is only approximately 14% of the total proposed. Around 33.68 ha is developed in non-allowed deviation, which is actually violation as per the regulations.

3.1.9 Parks and Open Spaces land use deviations

Around 796.93 Ha land was demarcated in the Master Plan 2021 for the park and open spaces land use. Of this, only around 67.7 Ha of land has been developed as per master plan 2021, which is only approximately 8.5% of the total proposed land use. Around 81.55 ha is developed in non-allowed deviation, which is actually violation as per the regulations. In addition, out of these, there has been a considerable encroachment in the lands dedicated to open areas and playgrounds etc. For assessment purpose considering such areas as a part of the green land use, residential, industrial, PSP as well as commercial development has taken over in some or the other extent.

3.1.10 Traffic & Transportation land use deviations

Approximately 1085.91 Ha land was dedicated for the use of traffic and transportation in the city. Of this, only 36.6 Ha of land has been developed as per master plan 2021, which is only approximately 3% of the total proposed. Around 22.46 ha is developed in non-allowed deviation, which is actually violation as per the regulations. Such encroachments have resulted in the congestion of streets, traffic issues and lack of parking spaces

Map 7 Land Use Deviations observed in the Saharanpur Master Plan – 2021, as compared to the Existing Land use

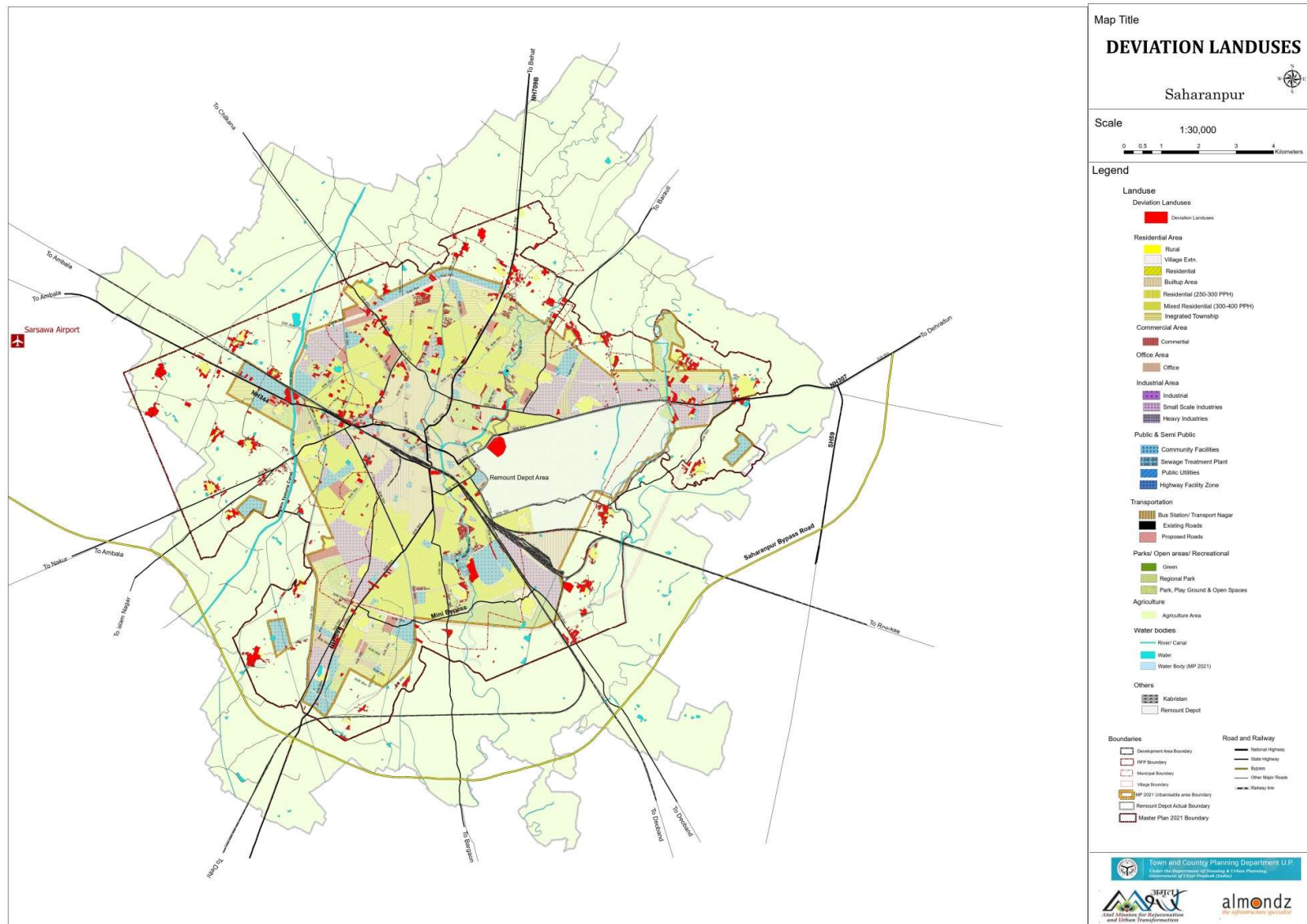
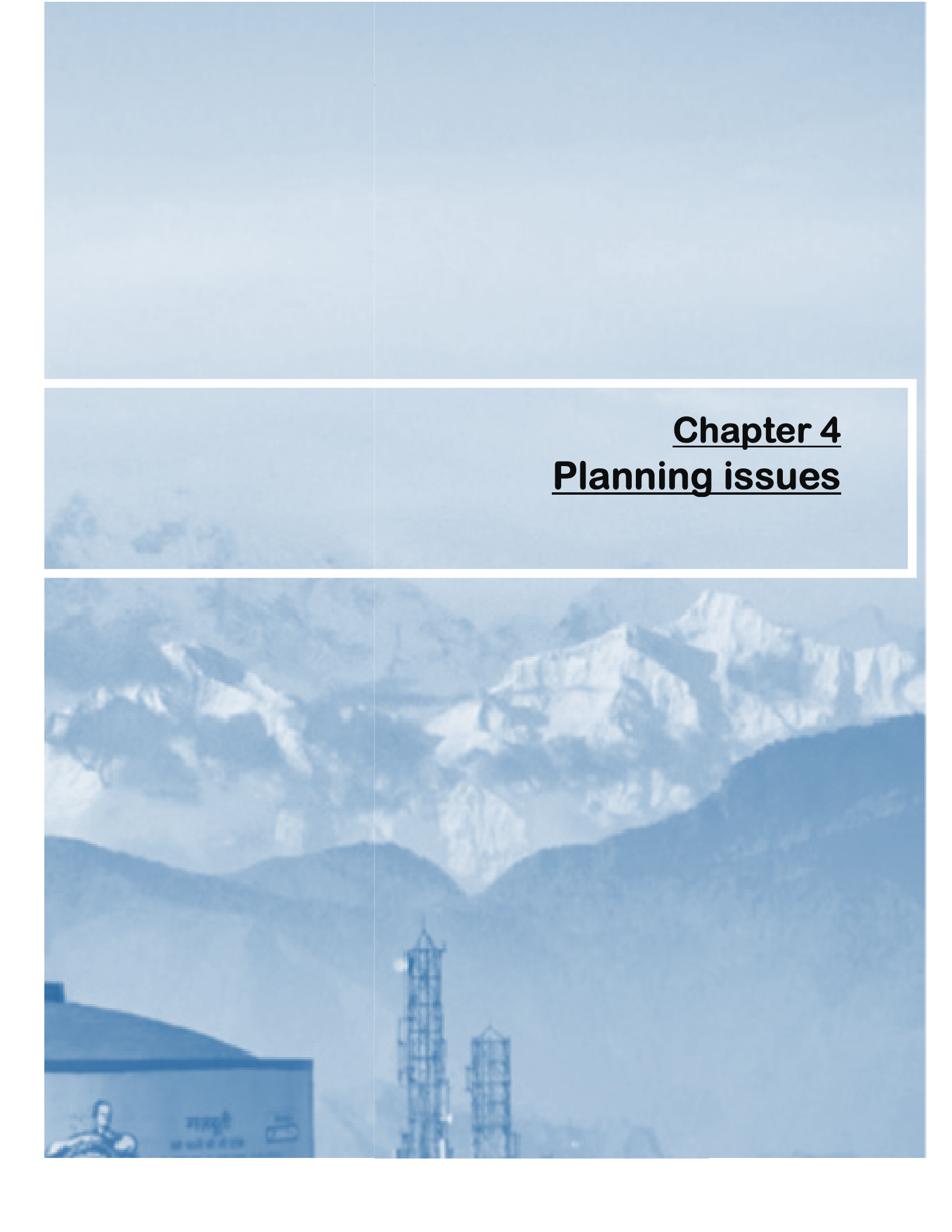


Table 3-1 Land Use proposed in Master Plan 2021, Existing Land Uses and Deviations from demarcated locations in Master Plan

Sr. No.	Land use Category	Proposed Land use as per MP 2021		Total Area (Deviation + Development as per MP 2021)		Actual Development as per Master Plan 2021		Deviation (Non Allowed)		Deviation and Violations in Prevailing Master Plan 2021										
		Area (ha)	%age	Area (ha)	%age	Area (ha)	%age	Area (ha)	%age	Residential		Commercial		Industrial		Office		PSP		Traffic Transportation
										Area (ha)	%age of total	Area (ha)	%age of total	Area (ha)	%age of total	Area (ha)	%age of total	Area (ha)	%age of total	Area (ha)
1	NirmitKshetra	627.66	8.75	627.66	100.00	613.8	97.79	13.89	2.21	-	-	-	-	11.63	83.73	-	-	2.26	16.27	-
2	Residential	2915.15	40.64	962.47	33.02	910.0	94.55	52.47	5.45	-	-	4.29	8.18	46.33	88.30	-	-	1.1	2.10	0.75
3	Commercial	180.36	2.51	27.77	15.40	19.6	70.47	8.20	29.53	-	-	-	-	6.7	81.71	-	-	1.5	18.29	-
4	Industrial	787.28	10.98	141.72	18.00	136.7	96.49	4.97	3.51	-	-	0.028	0.56	-	-	-	-	4.94	99.44	-
5	Office	80.00	1.12	49.79	62.23	28.9	58.05	20.89	41.95	-	-	0.016	0.08	1.6	7.66	-	-	18.62	89.15	0.65
6	PSP	700.10	9.76	97.95	13.99	85.2	86.94	12.79	13.06	-	-	2.56	20.02	10.23	79.98	-	-	-	-	-
7	Traffic and Transportation	1085.91	15.14	59.04	5.44	36.6	61.96	22.46	38.04	-	-	0.82	3.65	11.18	49.78	4.37	19.46	6.09	27.11	-
8	Parks and Open Spaces	796.93	11.11	149.24	18.73	67.7	45.36	81.55	54.64	55.19	67.68	1.49	1.83	13.73	16.84	3.2	3.92	7.94	9.74	-
9	Agriculture	-	-	241.74	-	-	-	241.74	-	216.75	89.66	1.38	0.57	23.43	9.69	-	-	0.18	0.07	-
Total		6981.19	7173.39	100	2357.37	32.86	1898.42	80.53	458.95	19.47	271.94		10.584		113.2		7.57		40.37	

Source : Consultants' Analysis, Existing Land use survey and Master Plan 2021 (Saharanpur Mahayojana, 2021)

Note: The total developed area is 3379.3 ha. which is around 53% of the proposed landuse in Master Plan 2021. This 3379.3 ha includes 1049.19 ha of deviation as per MP 2021 which is allowed as per zoning regulations of MP 2021. For example residential is allowed in industrial landuse, roads are allowed in most of the land uses etc



Chapter 4
Planning issues

4 Planning Issues

4.1 Planning Issues

The sector wise key issues & developmental strategies proposed in the Master Plan 2021 are as follows:

Land Use/ Sector	Major Issues	Main Planning / development strategies
4.1.1 Built areas	<ul style="list-style-type: none"> Traffic increase in the roads in the residential areas On road parking of the shops resulting in reduced RoW Limited commercial development on fringe areas Adverse impact on the residential development 	<ul style="list-style-type: none"> Commercial areas impeachment in the core residential should be discouraged Separate regulations to be planned in the zonal plans for commercial areas abutting roads For congested locations where plot areas are 100mtrs or less 1.5m setback to be provisioned Maximum 3 floors permissible in buildings
4.1.2 Animal husbandry and dairy	<ul style="list-style-type: none"> Nuisance created in city due to soiling and traffic hindrance by animals, due to animal shelters and dairy located in the city areas in scattered small pockets 	<ul style="list-style-type: none"> Relocation of dairy and animal shelters to the fringe, allowing these in green strip zone Proposing a Dairy Nagar
4.1.3 Village – built up areas	<ul style="list-style-type: none"> Haphazard and unplanned development of village areas 	<ul style="list-style-type: none"> New construction allowed only to residents for more than 10 years, and not allowed to sale for next ten years
4.1.4 Residential	<ul style="list-style-type: none"> Land use deviations and unregistered residential properties Residential development in non-conforming zones High density/commercial development along road 	<ul style="list-style-type: none"> Permitting and adding the existing residential areas, by suitable assessment of pros and cons Proposing strip commercial development Zonal development plans based on land pooling schemes Developing core residential zones to avoid pollution due to non-compatible uses

<p>4.1.5 Commercial</p>	<ul style="list-style-type: none"> • High intensity commercial development in core city, as compared to sparse commercial development in outer parts of city • Commercial development in strip pattern abutting road sides • Concentrated around city commercial center • Wooden craft shops utilize wood, which is sold on the road side resulting in traffic congestions and road side/ on road parking issues 	<ul style="list-style-type: none"> • Proper dedicated commercial strips, with dedicated parking • Provision of wood for shops
<p>4.1.6 Industry</p>	<ul style="list-style-type: none"> • No major industrial development in the plan period 2011-2021 	<ul style="list-style-type: none"> • Effective power supply, support infrastructure and encouraging new industries
<p>4.1.7 Parks and Open Spaces</p>	<ul style="list-style-type: none"> • Encroachment in the open areas, parks • Noncompliance of the parks and open spaces as per master plan 	<ul style="list-style-type: none"> • Restricted any other use • Transferable development rights to the owners who are willing to provide land for such use to residential areas and equal land area • Incentivizing by provisioning a portion of land given by the any land owner for park/ open spaces as buildable to the owner,
<p>4.1.8 Traffic and Transportation</p>	<ul style="list-style-type: none"> • Under Utilization of the land use under roads observed, whereas there was substantial increase in the density of population residing in city, hence leading to congestion and insufficiency of carrying capacity of roads. • The non-implementation of earlier planned road network and 	<ul style="list-style-type: none"> • Increase RoW, while maintaining the radial pattern of the streets in the city • Provision of employing ring cordon to ensure the smooth running of the major roads in the city • Restrictions to unregistered and non-notified activities in built areas • For those areas where there have been encroachments in proposed roads location, and the structures couldn't be removed, the


		road shall be aligned and re designed
<p>4.1.9 Agricultural Green Belt</p>	<ul style="list-style-type: none"> Possible encroachment in the green belt resulting in haphazard city development and limiting agricultural areas 	<ul style="list-style-type: none"> Allowing activities required for agricultural work in zoning regulations Allowing construction only for the villagers residing in the settlement for more than 10 years, then the sale of the property is not allowed for next ten years

Source : Analysis of the Master Plan 2021 by the consultants

4.2 SWOT Analysis

Strength	Weaknesses	Opportunities	Threats
<ul style="list-style-type: none"> The city is a major urban centre & administrative capital, serves the entire hinterland with employment opportunities, resources and markets for agricultural produce Tremendous growth in last decade, with a population influx at 50% growth; many new institutions, medical facilities have come up catering to nearby villages / towns; Strong regional linkages, direct connectivity with NHs in the city; city is strategically placed, central to the core industrial and tourist areas of the region Part of the NCR sub region, Proximity to the major urban centers such as Delhi, Chandigarh, Muzaffarnagar, Dehra dun etc., as well as Meerut-Muzaffarnagar industrial area The city is directly connected to Muzaffarnagar via SH 59 which was recently completed. 	<ul style="list-style-type: none"> Issues in traffic and transportation. On road parking of the shops resulting in reduced ROW; Under Utilization of the land use under roads observed, whereas there was substantial increase in the density of population, leading to congestion and insufficiency of carrying capacity of roads. The non-implementation of earlier planned road network Congestion and noise pollution, traffic issues in core city areas Haphazard sate of land use as planned in erstwhile MP: Encroachment in the open areas, parks; noncompliance of the parks and open spaces; land use deviations and unregistered residential properties; residential development in non-conforming zones High density/ commercial development along roads The provision of parks and open spaces is not adequate Condition of physical infrastructure: part provision of sewerage system, extraction of ground water resources, inadequate water supply etc. Pollution is not only limited to the ground water, solid waste but also the small industrial pockets in mixed use 	<ul style="list-style-type: none"> The connectivity of city would be enhanced with proposed Delhi Dehradun Expressway which will have spur and connectivity to Saharanpur. This will enable direct and fast connectivity to the capital As per the economic profiling of NCR, the Saharanpur-Muzaffarnagar region has tremendous scope for development of floriculture and homogeneous industries. The strong regional and local linkages are fundamental for inducing economic development in the region. Opportunities to harness the industrial possibilities and future upward and down ward linkages; promote ex-im, and drive skilled and technical manpower to the city. The city's physical location provides resources in abundance, such as wood, irrigation facilities Hence the local crafts, small and medium sector enterprises can be further strengthened More opportunities in secondary and tertiary sector as well as induced 	<ul style="list-style-type: none"> Lack of dedicated industrial areas in the city, lack of infrastructure and issues in traffic and transportation would fail to encourage new industrial investors in the city and the city potential would not be harnessed to its fullest Threat to environment is major issue in the city. Encroachments specially in green areas would lead to further issues in pollution with low quality of life for the citizens Untapped ground water extraction and industrial pollution The highly congested core areas with lack of breathing spaces can lead to disastrous situations Threats as quality and safety of air and water, as well as the availability of water, solid waste disposal etc.

<ul style="list-style-type: none"> - Willingness of locals such as prompt response of authorities and locals in redevelopment of Paondhoi river shows community participation 	<ul style="list-style-type: none"> - developments, green areas and encroached residential areas etc. cause air/ noise pollution - Underutilized industrial potential spatially as well as economically 	<ul style="list-style-type: none"> - informal activities will have thriving effect in the entire region. - The city is famous for religion-based tourism - IIT branch is set up in town indicating strong positioning in educational sector 	
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Chapter 5
Vision and Objectives

5 Vision and Objective

5.1 Vision and Objectives

5.1.1 Vision and Objectives of Master Plan

5.1.1.1 *Vision:*

Aim is to promote integrated socio-economic growth by protecting the environment. Also the heritage of the city should be preserved. The urban sustainability should also be promoted.

5.1.1.2 *Objective:*

The objective of the long-term master plan is to prepare a detailed land use plan, development program, mainly for the overall development of the metropolitan area, with a view to utilize the metropolitan available in the best possible form for future potential population and urban activities. To achieve the above general and comprehensive level objectives, the following work targets have been set under Meerut Master Plan-2031.

- Socio-Economic Development by using local resources.
- Improvement in physical infrastructure.
- Enhancing the use of Public transport by promoting the use of Non-motorized transport system.
- Focuses on Environmental sustainability by reducing the pollution levels and by greening of built environments.
- Promoting Affordable housing for all.

Enhance and preserve the Culture and Heritage of the city

5.2 Future estimates for significant stages/ projections

The population projections play a vital role in the estimation of future needs for the city. The projected population would assist in estimating the demand for various physical infrastructure services like drinking water supply, sewerage system, solid waste management, etc. and social infrastructure like schools, health centers, parks etc. for the design years. The population projections have been done for the planning area using various techniques. The forecasting methods adopted include the arithmetic projection, geometric projection, incremental increase and decadal growth rate. For population projection current population of Saharanpur Municipal Corporation, surrounding villages within the Aol and urban agglomerations Kailashpur and Mahilpur has been considered. The average population calculated from arithmetic, geometric, decadal growth rate and incremental increase is considered for planning.

The forecast includes projections of the past trends as well as influx induced from the neighboring villages, a trend which has been observed in the previous years in the city including the increase in number of workers in coming years in the city as per the projected work force participation. The economic, physical, social and cultural aspects and their requirements in the city have impetus in the type of growth the city would foresee by year 2031. The projected population would assist in estimating the demand for various physical infrastructure services like drinking water supply, sewerage system, solid waste management, etc. and social infrastructure like schools, health centers, parks etc. for the design years.

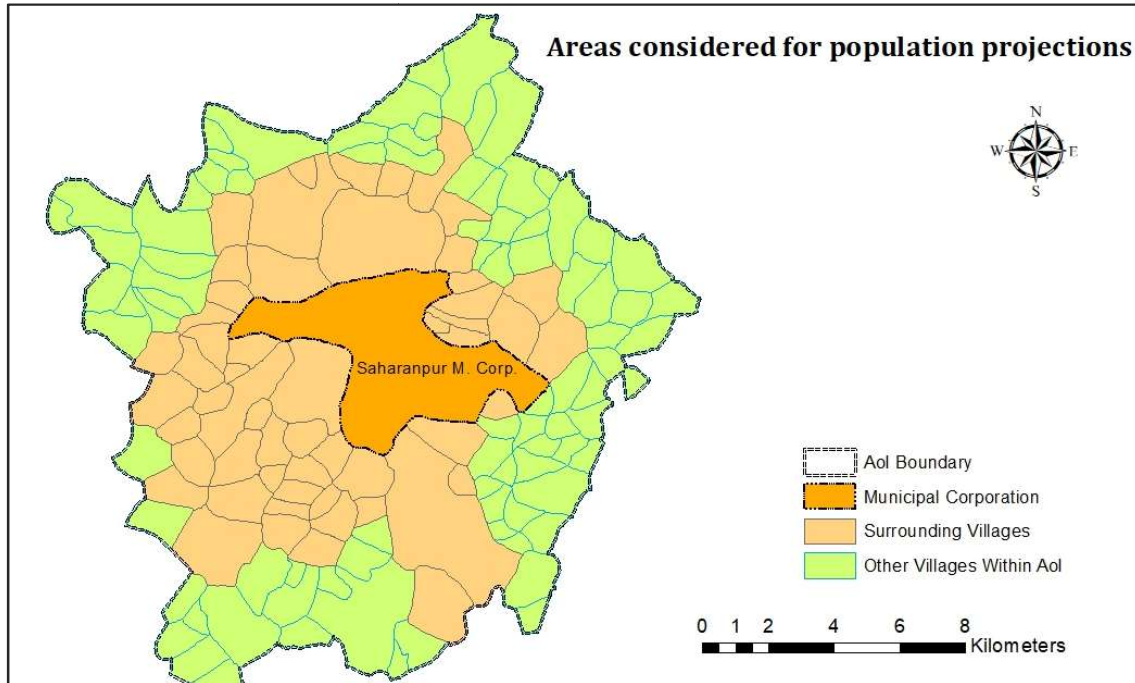
Table 5-1 Population Projections (Horizon year – 2031)

Year	Projected Population				
	1991	2001	2011	2021	2031
Saharanpur Mun. Corp	3,74,945	4,55,754	7,05,478		
Arithmetic				8,42,186	9,78,893
Geometrical				9,29,039	12,23,444
Incremental Increase				9,27,253	12,34,094
Decadal growth rate				9,48,381	12,74,919
Average Population (A)				9,11,715	11,77,838
Surrounding villages	56,436	87,407	1,30,981		
Arithmetic				2,29,472	2,63,989
Geometrical				2,44,983	3,07,848
Incremental Increase				2,18,651	2,31,526
Decadal growth rate				2,52,473	3,26,962
Average Population				2,36,395	2,82,581
Average Urbanising Villages Population (B)				1,22,925	1,46,942
Surrounding UA	56,436	87,407	1,30,981		
Arithmetic				26,541	34,940
Geometrical				33,781	62,903
Incremental Increase				25,869	32,252
Decadal growth rate				33,781	62,903
Average Population (C)				29,993	48,249
Total Projection Population	(A+B+C)			10,64,633	13,73,029

Source : Consultants' analysis

It is envisaged that the total population of the Saharanpur city would be 11.77 lacs and of the planning area would be 13.73 lacs by the year 2031 (considering 20% of the village population nearby). It is estimated that there would be 52% urbanising villages, which would reach a projected population of total 1.46 lacs by year 2031. The present population for year 2021, as per the projections, shall be 10.64 lacs of the planning area.

Map 8 Areas considered for population projections



Source: Prepared by Author/ Consultant

5.3 Future density and its distribution

As per the erstwhile Master Plan, the population density of the city at the time of preparing the master plan was 185PPH (year 2001), further for the 2021 plan period, an overall density of 140PPH was proposed for the city. However as per the existing land use study, the current density gross density of the city is 151ppHa. For the proposed master plan 2031, an average overall density of the city is considered as 115PPH, which is on lower side as per the standard which is due to the following reasons:

- Existing density as per COI 2011 is only around 90 PPH.
- The proposed density of 140 PPH in Master Plan 2021 was not achieved till date.
- Unlike other metro cities like Ghaziabad, Delhi etc. here in Saharanpur the high rise flat culture is not popular. Majority of people reside in plotted development and wants to continue the same. So, it is advisable to reach the density standard of 200 PPH gradually in the coming decades and currently for MP 2031 the density considered is 115 PPH, which is achievable by 2031.

As per Master Plan 2021, the residential density of the city in year 2001 was 400 PPH. The then Master Plan proposed 250PPH density for newly developed residential areas in the city. Presently for the future master plan 2031, an overall residential density of 320PPH is considered. The distribution of the residential density has been done in such a way that it is planned across household units of EWS, LIG, HIG and MIG type of units, so that there are 15% EWS, 35% LIG and MIG each and 15% HIG units in the residential areas.

Type of residential category as per economic status	% from Total household	No. of houses	Unit Area considered (in metres)	Land Area Required (ha)
EWS	15	41,191	50	206
LIG	35	96,112	80	769
MIG	35	96,112	120	1,153
HIG	15	41,191	200	824
Total	100	2,74,606		2,952
Additional 45%	-	-	-	1328
Total	-	-	-	4280

Additionally, it is envisaged that the land requirement of 45% shall be required due to urbanizing villages etc. Hence a total requirement for 2031 is envisaged as 4280Ha.

For the industrial area density estimation, workers population projections and work force participation rate projections were done. Industrial workers density of 100 to 125ppHA is considered as per the medium and small-scale industries envisaged in the city

5.4 Future occupational structure

5.4.1 Projections for total workforce

The projection for workers population is done by considering the recent trend in the workforce participation ratio. Based on the below-given assumptions we have considered a slightly higher growth rate for industrial workforce participation projection in the total worker population:

- Agriculture base of the city will attract agro-based industrial activities
- Increased opportunities due to proximity towards NCR and part of NCR sub region, and as per the economic profiling of NCR, the Saharanpur- Muzaffarnagar region has tremendous scope for development of floriculture and homogeneous industries
- Located in proximity to Meerut-Muzaffarnagar industrial area
- Increase connectivity via roadways and railways
- Faster growing agro-industrial demand in the state
- Better infrastructure and utilities will increase the expected number of job openings
- Increased technical and Skilled training education and related workforce
- Faster growth and development of neighbouring major cities like Muzaffarnagar, Dehradun, Yamunanagar etc.

However, considering the effect of Covid-19 on the economic activities in the coming future, the increment in the workforce participation ratio is calculated based on the average of the previous years. Below tables show the projections done for workforce participation ratio and workers population respectively. It is estimated that based on the previous trends of the city, and the futuristic industrial development, the work force participation in the city would be 35.11% in year 2031 i.e. a total of 4,82,070 persons would be available as workforce for the city.

Table 5-2 : Workforce Participation Ratio Projections, 2031

Year	Workforce Participation ratio	Increment ratio	Average increment
1991	27.15%		
2001	27.25%	0.10%	
2011	31.13%	3.88%	1.99%
2021	33.12%		
2031	35.11%		

Source: Census of India 1991 to 2011, Estimation by consultant

Table 5-3 Projections for Workers Population, 2031

Year	Workforce participation ratio	Projected total population for planning area	Projected worker population
1991	27.15%	3,73,904	1,01,513
2001	27.25%	4,69,764	1,28,010
2011	31.13%	705478	207269
2021	33.12%	10,64,633	3,52,606
2031	35.11%	13,73,029	4,82,070

Source: Census of India 1991 to 2011, Estimation by consultant

5.4.2 Projection for Core Industrial Workforce

As per the URDPFI standards and planning norms, it is estimated that in any large and metro city, a total of 25% of the total workforce is engaged as industrial workforce. For Saharanpur, it is estimated that around 1,13,274 persons or around 8.24% of the total population would be engaged directly in industrial activities of the city.

5.5 Future Occupational structure

In the past decade, as per Census 2011, it has been observed that there was a decline in number of workers engaged in the secondary sector (industrial and construction sector workers), this could be due to the shift of the workers towards more household and medium sector enterprises. Breakup for future occupational structure is calculated as per the average of the incremental growth over the last decade, based on this there would be a decrease in the engagement of the workers in the secondary sector, whereas an increase in the primary sector and tertiary sectors.



Chapter 6

Landuse proposal



6 Landuse Proposal

6.1 Thematic Concept Plan & Planning Approach

6.1.1 Planning Approach & considerations

6.1.1.1 *Regional and Economic Linkages: future growth of the city*

1. In last two decades the city grew spatially around the railway station, visually appearing to be the epicenter of the city. The city is very well connected, with two major National Highways intersecting here, it appears to be a linearly transit based development happened over the years.
2. Within the district, the city Saharanpur is the major urban center and serves the entire hinterland, providing employment opportunities, resources and markets for the locals from the villages nearby. In addition, it is the administrative capital of the district.
3. The city has witnessed a tremendous growth in last decade, with an increase of population at the rate of more than 50% growth, many new institutions, medical facilities have come up. These not only cater to the local population but also the neighboring urban centres.
 - The city has strong regional linkages, Saharanpur's city finds itself strategically placed central to the core industrial, and tourist centers in the region. Proximity to the major urban centres such as Delhi, Chandigarh, Muzaffarnagar, Dehra dun etc, and located in proximity to Meerut-Muzaffarnagar industrial area
4. Proximity to NCR. The connectivity is further going to strengthen due to newly proposed Delhi Dehradun Expressway which will have spur and connectivity to Saharanpur. This will enable direct and fast connectivity to the capital.
5. The city is directly connected to Muzaffarnagar via SH 59 which was recently completed.
6. Increased opportunities due to proximity towards NCR and part of NCR sub region, and as per the economic profiling of NCR, the Saharanpur- Muzaffarnagar region has tremendous scope for development of floriculture and homogeneous industries.

6.1.1.2 *Industrial Development potential*

1. The strong regional and local linkages are fundamental for inducing economic development in the region. This provides opportunities to harness the industrial possibilities in the city and the hinterland of Saharanpur.
2. There has been increase in the number of small enterprises in the city. However, these are segregated. It is envisaged that with the onset of ODOP policy and wood work as the product for the city, the investments and employment opportunities will boost.
3. The increased connectivity will not only help in upward and down ward linkages for the industries and promote ex-im, but also drive skilled and technical manpower to the city.
4. The city's physical location provides resources in abundance, such as wood, irrigation facilities hence the local crafts, small and medium sector enterprises can be further strengthened.
5. The immense potential in industrial development seems to be underutilised in the last plan period, this needs to be harnessed and proper initiative to be taken in this direction

6. Direct connectivity, investor friendly environment, plug and play infrastructure and institutional support, are the key parameters to boost investments in any city. With above discussed linkages, there are opportunities in the city which can be explored.
7. Better infrastructure and utilities will increase the expected number of job openings. New industrial area proposed in Pilkhani will generate more opportunities in secondary and tertiary sector as well as induced informal activities. This will have thriving effect in the entire region.
8. Large residential developments can be proposed in the peri urban areas / fringe areas of the master plan, locations which foresees a future development, this can be a secondary centre to the city.

6.1.1.3 ***Spatial Consideration for Plan formulation***

1. The city presently faces issues such as high concentration development towards the core areas (north of the city). Development initiatives towards the fringe shall be promoted to have a balanced development. Housing societies, townships, industrial areas etc. such projects can be proposed in the fringe areas as per the land availability. These will have an induced effect in the region as a whole
2. The commercial development in the region is in form of sparse pockets as well as majorly concentrated on the road sides in strip like patterns. Such pattern being the modus operandi can be taken up and infrastructure shall be planned accordingly such as roads, layouts etc. Such linear commercial land use in form of Bazaar Street shall be formed in the city.
3. Redevelopment, relocation and decongestion of core interior city shall be implemented. Such are discussed further in this chapter.
4. The industrial pockets are located at the fringe, such areas can be developed as industrial ribbons, in direct access to the major road and connectivity to the regional and local linkages can be proposed.
5. Possible provisions of Integrated township (license based) scheme which reflects on the land pooling scheme can be made in the proposed master plan area, where proper direct access and future growth centre can be envisaged; can be proposed as decongesting character to the city and can be a possible location for developer consortium to take up.
6. Promoting sustainable development through focusing on Greenfield development, integrated townships, growth centres etc. Strengthening urban rural linkages and promoting catalytic development of the backward areas / underdeveloped areas so as to foster growth in rural areas

The above development parameters and strategies will be translated in the sector wise strategies for the Master Plan, discussed further in the report.

6.1.2 Planning Concept

Based on the existing assessments, aspiration and the development strategies for the city, the master plan shall focus at following major aspects. There will be four major components or pillars for basing the development of the city. These are as follows.

6.1.2.1 **Industrial Ribbons: Developing industrial areas along connectivity**

- **Identifying and developing** of the Industrial areas in addition to the existing industrial area, such that all the planning zones in the city are independent
- **Allocating industrial lands on the linkages and fringe/ connectivity**, or industrial ribbons, such as along the Bye Pass road so that the industrial units can be benefited from the increased connectivity of the region. This way the traffic for industrial can be also separated from the city traffic.
- **Decongesting / relocation of the core area industries** towards the dedicated industrial land use. Measures such as TDR incentivization etc. can be implemented

6.1.2.2 **Strength & uplift Commercial belt**

- **Rejuvenation** of the commercial spine: main roads where highly commercial development has sprung such as Delhi Saharanpur Road, Chikana road, NH344, bijoria road etc. Limiting the type of activities which can come up in those roads.
- **Interventions on existing** such as: Strengthening and Upgrading the existing commercial pockets; assimilating the mixed use of residential and commercial, and incorporating specific regulations for parking, appropriate pedestrianizing of the congested areas, alternate routes etc. such interventions
- **Facilitating linear commercial** development along major routes, a current modus operandi, and regulating the type of development
- **Development at fringe:** For new developments, towards outer skirts, core commercial with ancillary activities such as rest and leisure as a commercial hub can be created. This would support in decongestion of the core
- **Creating a commercial centre in the city:** Central Business District and regulating the type of activities
- **Formation/ identifying Bazaar Street** and regulating the development in accordance to the activities

6.1.2.3 **Design Green & Blue Links**

- **Identify the green lungs** and the natural bodies such as Hindan river, Dhamoli river, Paondhoi and other ponds/ water bodies in the city.
- **Rejuvenation and developing for tourism purposes:** the water bodies and natural green areas in the city shall be taken up for rejuvenation projects, PPP approach can be applied for developing these areas natural tourism places, river front development etc.
- **Relocation of encroachments:** schemes for relocating the encroachments and further applying strict enforcements, in the green areas
- **Implementing restrictions/ regulating new plans.** On the present as well as proposed areas in the city, regulating the open green areas, number of trees etc. such norms, maintaining buffers, setback such regulations shall be strictly implemented.
- **Connecting the breathing spaces for the city**, spatially identifying the green areas.

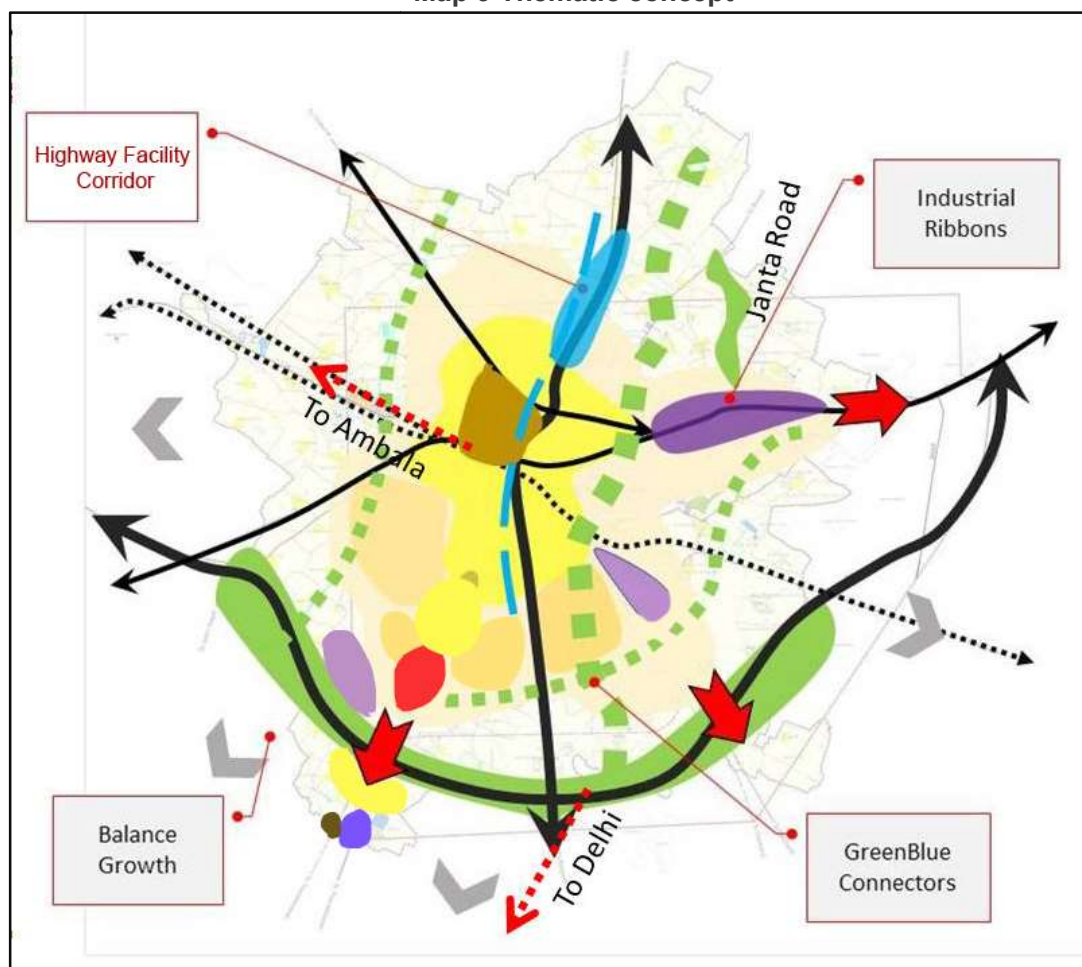
- **Creating Breathers in the core city areas/** congested areas can be implemented by provision of incentivization to the private owners

6.1.2.4 **Maintain Balance**

- The overall idea is to **achieve a balanced development** of the city. In order to avoid future haphazard development.
- **Moving outwards:** For core and outer areas, new proposals in housing such as township would support in the decongestion of the core and balanced development of the fringe. Approvals shall be done in such manner.
- **Phased Development** of the region

The above four aspects are shown in below. Further, strategies would focus on these parameters

Map 9 Thematic concept



Source: Consultant's Analysis

6.2 Proposed Land Use for Planning Area

6.2.1 Built Areas

Around 627.66 ha of land in the city is of Built Nature, demarcated as 'Built Land use' in the Master Plan 2031. Mostly the norths of the railway station, and along the national highways, towards Transport Nagar are the core interior areas of the city.

6.2.1.1 Key Issues

The built areas in the city can be characterized by low rise high density, congested, mixed use development. Mixed use development which was observed at the time of the rest while master plan preparation is prevalent today. Many commercial developments such in areas, have occurred which are non-confirming to the originally planned land uses. This has given rise to traffic issues, congestion, parking issues, and pollution in the core city. This has led to adverse impact on the residential areas.

6.2.1.2 Policies

- The predominant land use of the Built Land use zone is residential. Mixed use is allowed in the demarcated markets and commercial areas. For these areas, separate regulations are framed in the zonal regulations. Other than that, only residential land use is allowed.
- In order to maintain the main residential nature of the built-up area use zone, the built-up area land use zone was specifically demarcated in the Master Plan 2021. For current Master Plan as well, similar representation is done, showing the major non-residential land uses located in the built-up area.
- Commercial areas encroachment in the core residential areas should be discouraged by discouraging building permissions of such nature. The commercial or other land uses shall be only allowed on permission of the competent authority's adequate scrutiny on the matter.
- The width of all those roads in the built-up area, whose width will not be proposed in the revised master plan, has been proposed only to the maximum extent available at present, with the restriction that the minimum width of the roads will be 4 meters permissible.
- Separate regulations should be devised, in the zonal plans for commercial areas abutting roads for such aspects as width of road, setbacks etc.
- At the time of building plan approval, those land parcels with area less than 100m, shall have a setback of minimum 1.5m. For plots more than 100m prevailing building bye laws, or as approved by the authority, or as per any amendment time to time in the same, shall be applicable.
- The maximum number of floor allowable in the Built Areas is 3 (three) or 9metres whichever is less.
- For the non-confirming land uses other than the permissible land uses in the built-up area, in relation to their expansion and re-construction / relocation etc. such decision will be taken on the basis of merit in the meeting of Saharanpur Development Authority. Some such strategies are suggested further in this chapter.
- These are mandatory provisions and rest shall be in accordance with the building bye laws.
- Traffic solutions such as pedestrianizing, mass transit, NMVT, one way drive etc. such shall be implemented based on specific analysis in the zonal master plan.

6.2.2 Village Built Areas

Separate regulations for the built areas in village are provided. Only those villagers who have been residing in the village for more than 10 years shall be allowed construction. These structures will not be allowed to be sold for next 10 years.

6.2.3 Residential

Presently for the future master plan 2031, residential density of 750ppHA is considered. The distribution of the residential density has been done in such a way that it is planned across household units of EWS, LIG, HIG and MIG type of units, so that there are 15% EWS, 35% LIG and MIG each and 15% HIG units in the residential areas. Taking 5 persons as the average household size, a total of **4723Ha** land would be required to accommodate this.

6.2.3.1 Key Issues

As compared to the residential land use proposed in Master Plan 2021, considerable deviations were found during the existing situation analysis. Only 66% of the total residential areas were located in the dedicated land use (refer to the deviations analysis conducted earlier in the report). Major issues such as, land use deviations and unregistered residential properties; residential development in form of unauthorized colonies has come up in non-conforming zones; encroachments; high density/ commercial development along roads in predominantly residential areas etc. are observed.

6.2.3.2 Policy

- The unauthorized residential colonies which have come up in non-residential areas should be adjusted/permitted as residential land use on case by case and merit basis
- Keeping in view the tendency of developing commercial activities along the main roads under residential land use, some regional commercial land use should be proposed along the main roads of the residential area. Separate regulations to be planned in the zonal plans for commercial areas abutting roads
- In this commercial land use, commercial activities with parking facilities should be developed in a planned manner. For such areas, where there is a tendency for residential construction, a zonal plan should be prepared at the earliest.
- While preparing the zonal plan, land ownership should also be made the basis, for example land pooling can be done, so that around 60% land of each land owner can be given back as residential plot.
- Pure Residential areas to be promoted, to prevent any type of pollution.
- TDR concept to be introduced to allow the decongestion of the core residential areas (allowing incentives for developing green pockets by TDR for land owners)

6.2.4 Commercial

A commercial area in form of linear pattern, which is the modus operandi as observed in the city is proposed. Based on the current situation analyses and discussion with stakeholders, a total of 472.32 Ha is proposed including the commercial area of MP 2021.

6.2.4.1 Key Issues

- From the erstwhile master plan, it is observed that the commercial developed has not taken shape as envisaged and the dedicated commercial zone is underutilized. Moreover the land use deviations have come up at many places, commercial activities on the road sides, in linear fashion, malls etc. in residential zones, the national highways are highly commercial roads. This occurred mainly due to the underdevelopment of roads the colonies or residential areas. These have created many issues, as discussed previously in the report
- The commercial development in city can be characterized as: - sparse, pocketed, linear/ strip patterned, underutilized, lesser towards fringe or pouter areas, cause congestion, disrupt parking etc.
- High intensity commercial development in found core city, as compared to sparse commercial development in outer parts of city. Medicine markets etc. are whole sale markets located near GhantaGhar.

- Wooden craft shops utilize wood, which is sold on the road side resulting in traffic congestions and road side/ on road parking issues

6.2.4.2 Policy

- The existing commercial activities and construction and proposed commercial use should be clearly marked on the map under the policy formulation built up area.
- Provision of wood to be made for the fulfillment of businessmen working in wood work in Saharanpur
- Commercial construction has developed in a striped form along major roads. Keeping this trend in mind, some regional commercial land use centers should be proposed along the major roads, where commercial activities can be developed with parking facilities.

- **Based on this, following are proposed.**

Bazaar Street: The road inside the built up area are proposed as Bazaar street which will inhabit commercial character. The regulations of the bazaar street shall in be in accordance to the prevalent bye laws and per mentioned in the zoning regulations. The competent authority can nominate street no less than 25 m as Bazar street , The activities and building regulations shall be as per the building bye laws.

New Central Business District: A new CBD has to be planned on Delhi Saharanpur Road which is the upcoming hub of commercial activities. This would promote decongestion of the core commercial activities which have occurred other areas than commercial land use, in the city. The building regulations in the CBD shall be in accordance to the prevalent building bye laws and as per mentioned in zoning regulations.

- In the Master Plan 2021, Dense Market areas and Market areas were identified in Built up Areas. Similar have been carried forward for the present master plans. Restrictions for these areas are as follows.

i. Intensive Market area

- Maximum ground floor coverage of 75%.*
- Commercial/office land use will be permissible only on the ground floor. Residential land use will be allowed on the remaining floors.*
- The maximum height of the buildings is 9 meters or 3 floors whichever is less.*
- Building construction leaving the proposed width of the roads and set back.*
- Basement will not be allowed.*
- The construction in the front back will not be compoundable.*
- The balcony will be allowed in special circumstances in the minimum front set back 1.5 meters with the restriction that construction of pillars will not be allowed from it and will be open on the first floor. After 1.5 meters front set back, commercial activity will be allowed only up to 6.0 meters depth. After 5 meters front set back, commercial activity will be allowed only up to 6.0 meters depth. In this way, after the total 7.5 meters, if the remaining depth of the plot is less than 24 meters, then its commercial use will be as per the other provisions of the building bye-laws.*

ii. Market Area

- The restrictions given in points 1 to 6 above of Intensive Market Area will remain in force, but up to 12 meters (including front set back and parking) depth with a minimum depth of 3.0 meters with 1.5 meters front setbacks.*
- Business activities will be allowed. After the depth of 12 meters, if the residual depth is less than 2.4 meters, then its commercial use will be permissible. Other provisions shall be as per the building bye-laws.*
- Construction of commercial complex will be permissible in the specified market area subject to the following conditions:*

- Minimum road width 24 sq m.
 - Minimum width of the plot -20 m
 - Maximum depth of the plot - 100 meters
- d) *Maximum land cover 40 % maximum FAR-15*
 - e) *Minimum front set back 12 meters, which can be used for calculation of 50% parking. This part of 12 meters will be used for public parking. In this, any type of construction will not be permissible and compoundable.*
 - f) *Construction of basement will be allowed for parking only.*
 - g) *The minimum width of an approach road longer than 50 meters shall be 24 m. The minimum width of an approach road of less than 50 meters shall be 18 m.*
 - h) *In case of construction of commercial complex, normally effective impact rate shall be applicable.*
 - i) *Parking lot, site set back and rear set back and all other provisions will be made as per the effective bye-laws.*

Parking Plaza

- a) The minimum width of the approach road is 9 metres
- b) Front set and site set back minimum 5 meters.
- c) Maximum FAR-2 will be permissible, of which % percent commercial use is permissible
- d) The use of the building up to the second floor will be for parking only.
- e) Commercial use will be allowed from the second floor to the upper floors.
- f) Parking will not be permitted on the upper floors of commercial use. Provision of ramp will be mandatory.
- g) Other provisions shall be as per the building bye-laws.
- h) Commercial activities in the proposed commercial CBD / sub centre, should be in planned manner, so that the smooth flow of traffic on the roads is not adversely affected. Following are the restrictions for the parking in such areas.
 - In front of the plot, a strip of 12 meters depth will be compulsorily left for parking. This area will be used for public parking. It will be owned by the Authority.
 - No construction of any kind will be permissible in this and construction will not be permissible.
 - At the time of calculation of land cover and floor area, this strip, left for parking, is considered to be part of the plot

6.2.5 Industrial

It has been estimated that by year 2031 year there would be additional 5.30 lac persons of work force, of which 1.13 lacs would be in core industrial sector. A density of 120 ppHA is considered to estimate the industrial density. Around 1180 Ha land is proposed for future industrial land demand in the city.

6.2.5.1 Key Issues:

The current industrial land is encroached upon with other uses. Also, of the total planned industrial land use, only 17% industries have come up in the demarcated area, whereas the rest are located elsewhere in non-compatible areas such as in the green areas, agriculture zone, PSP and commercial land uses. The small enterprises sector has been eventually growing and taken shape in the core city, near respective residences. The non-compatible industries not only create nuisance in terms of homogeneity but also is major cause of pollution. The industrial units are segregated.

6.2.5.2 Policy

For industrial development, locations are such that these are placed in approach to the major regional connectivity. Cluster approach is undertaken for inducing industrial development.

Wood Work Industrial Area: This area can be either developed as private industrial area, or taken up by the industrial planning authority for industrial development. The zone would be predominantly dedicated to MSME sector industries. However, these shall be taken up as per decided by the competent authority. The regulations shall be at par with the regulations or the relevant authority/ or policy.

Major industrial are planned along Saharanpur Dehradun Road where already many industries are located and is mainly developed as an industrial corridor.

6.2.6 Parks and Open Spaces

A total of 1889 Ha land is proposed under Parks and Open spaces in the city including MP 2021 area. In the Master Plan-2031, by adjusting the unauthorized urban development as much as possible, the provision of parks and open spaces has been made in such a way that its distribution is equal in different areas of the city.

Provision is made for river front development on the Hindon river originating from the middle of the city. These shall have parks and open spaces in linear fashion. In the northern part of the city, as well as towards the central areas, provision is made for additional parks and open areas along with the existing parks and open spaces. These areas will be developed under the river centric master plan regulations. Hindon Action Plan will also be considered while developing this area.

6.2.6.1 Key Issues

The development of the parks and open spaces in the city, from the last planning period, has been very low. There has been very limited private participation in this regard. Considerable encroachments in form of residential, industrial, PSP as well as commercial development have occurred in past decade, in the land dedicated for parks and open spaces.

6.2.6.2 Policy

- Parks and open areas are the most important places, which provide opportunities for pure air, natural beauty, sports and exercise to the citizens, but due to their development not being economically beneficial, neither the development of this land use nor the government neither by institutions nor by private organizations.
- Three aspects are identified as significant in development of the parks and open spaces in the city:
 - identification of such structures/parcels and areas which can be developed as parks by their owners (in core areas);
 - redevelopment / revitalization of the existing parks and creating revenue streams
 - Creating/ developing new parks: river front development; mega park etc.
- **In order to encourage the development of parks and open areas in the private sector, the following are the proposals.**
 - If any private person or institution develops parks and open spaces, then on 10% of the total area being developed, permission for other activities prescribed by the government will also be given under the prescribed building bye-laws.
 - If the owner of that land does not develop the proposed park and open area or garden in the master plan, then he will make this land available to the authority or

any other agency determined by the government. In lieu of this, the land owner will be allotted additional floor area in the residential area. The use of this allotted floor area will be available to the land owner or the person/organization authorized by him at the place of his choice. The use of additional floor area will be admissible in direct proportion to the circle rate of the abandoned land and the circle rate of the land to be used. For example, if the circle rate of the abandoned land is Rs.100 per sq.m. and where the allotted floor area is to be used, the circle-rate is Rs.200/s.m.0, then the land owner will have 50% additional floor area will be allowed. The maximum floor area after the use of the additional floor area shall not exceed 1.25 times the normally permissible floor area.

- **Dhamola River Front Development: Parks/ recreational areas (Riverine area)**
 - An area is identified as the Dhamolaredevelopment/ park area. The areas would accommodate activities pertaining to park and open spaces as given in the regulations. Any encroachment or the existing non confirming land use in the sadi riverine area shall be properly analyzed and shall be relocated as per the decision made by the competent authority. No new construction, except those permitted in the regulations or as approved by the authority shall be allowed in this area.
- **Mega Park**
 - A Mega-park which will provide new identity to Saharanpur, was proposed in the smart city document for Saharanpur.
 - The park will not only prove to be a breather for the city but also would provide support to the street vendors and informal employment activities.
- **Revitalization of existing parks**
 - Identification of existing parks, assessment of extent of physical and structural issues. In this regards, foremost Development of Jubilee Parks and Gandhi Udhyan Park with child & Old age friendly features to be done.
- **Green Belt Buffers**
 - The green belts are planned acting as buffer spaces, and abutting the existing as well as proposed major regional roads, industrial areas and structures of archeological and historic significance such as the Bye Pass road, old and proposed industrial areas, monuments in the city etc.
 - In accordance to the decisions made by the National Green Tribunal for providing green buffers to the natural features, such consideration are made in the Master Plan. As per decision made on

Policy

- Identified green belts are represented in the Master Plan and depicted under 'green' land use zone. The allowable activities in the green belts are listed in the zooming regulations. No industrial activity is allowed in the green belt areas. Recreational activities to an extent are allowed.
- **Urban Agriculture**
 - As a part of the Master Plan 2031, urban agriculture is also introduced. These are demarcated as 'urban agriculture areas 'under the land useAgriculture. These are the patches of land where agriculture is allowed in the village sprawl areas, as well the city fringe areas.

6.2.7 Agricultural Land

According to the government policy, certain activities have been permitted in the agriculture land use. However, to maintain the predominant agricultural land use, it is necessary that the activities other than agriculture shall be kept at minimum required. The activities permissible in the agriculture zone are given in the zoning regulations.

6.2.8 Public and Semi-Public Land Use

As per Master Plan 2021, there was 796.93 Ha land dedicated under the PSP Land use. For Master Plan 2031, as per the planning units gaps assessment, done previously in the report, around 400.71 ha of additional area is proposed for the PSP land use in the city. The total PSP for Master Plan 2031 will be around 1180.81 ha.

6.2.9 Miscellaneous

6.2.9.1

In the master plan - as much as possible reservoir, pond, cemetery, cremation ground, traditional or historical public place etc. have been shown, but it is not possible to show all. According to the policy of the government, their land use will remain the same. There will be no change in their land use even if some other land use of these sites is shown in the master plan format.

6.2.9.2

Maintenance of all the historical places existing in the urban area will be done. No other use will be permitted at these sites under any circumstances.

6.2.9.3

Unauthorized Colonies /Development

In the erstwhile Master Plan 2021, a decision was taken in the meeting of the Saharanpur Development Authority Board, 'notice no.24/2 dated April 19, 2006'. It was decided in the GO that in contrast to the Saharanpur Master Plan, 2001, the sites where land use changes have been proposed in the context of unauthorized development/decisions such should be marked separately in the master plan. At these sites, if more than 50% beneficiaries apply for regularization, then after depositing the land use change fee fixed by the government, the land use determined in the new form will be valid. This decision is still prevalent and shall be taken forward in the current Master Plan 2031.

6.3 Proposed Land use structure

The proposed land use plan is depicted in the below given map. The below given table shows the proposed land use for the Master Plan 2031. Total 11,808 Ha land area is proposed (including 7173.39 ha of MP 2021 area) for development. The Land use structure is as follows.

Table 6-1 Land use bifurcations in proposed LU 2031

Sr. No.	Land use category	% as per norms*	% considered	Total Area requirements (Ha)-2031	MP Area as per GIS (ha)	%age	Existing Land use 2020 NRSC (within MP Boundary)	Vacant Area Available within MP 2021 (ha)	Additional Area Required (ha)
1	Residential	30-35	40	4,723.22	3,542.81	49.39	1,998.73	1,544.08	1,180.41
2	Commercial	4-6	4	472.32	180.36	2.51	64.08	116.27	291.97
3	Industrial	8-10	10	1,180.81	787.28	10.98	274.17	513.11	393.52
4	Public and semi public	10-12	10	1,180.81	780.10	10.87	332.05	448.04	400.71
5	Parks and open spaces	15-20	16	1,889.29	796.93	11.11	107.76	689.17	1,092.36
6	Traffic and transportation	18-20	18	2,125.45	1,085.91	15.14	602.46	483.45	1,039.54
7	Others	Balance	2	236.16	-	-	-	-	236.16
Total urbanizable area			100	11,808.05	7,173.39	100.00	3,379.26	3,794.12	4,634.67

Note- *Projected population is above 10 lakhs, so it will be considered as a Metro City. The Proposed Land use structure for Metro cities is considered as per RFP.

6.3.1 Residential Land Use

The residential land use in the PLU, occupies around 40% of the total planned area. The residential land use is bifurcated in three sub land uses. Residential area percentage is considered on higher side due to external growth factors and increasing residential trend in the city due to enhanced regional connectivity and upcoming projects.

6.3.2 Commercial Land Use

Commercial areas occupy 4% of the total proposed land under development in the master plan. Which is further divided into sub categories of commercial.

6.3.3 Industrial

Industrial areas occupy 10% of the total proposed land under development in the master plan.

6.3.4 Public and Semi-Public Land use

The PSP land use in the PLU, occupies around 10% of the total planned area. The residential land use is bifurcated in four sub land uses.

6.3.5 Traffic & Transportation

The traffic and transportation land use in the PLU, occupies around 18% of the total planned area. The residential land use is bifurcated in three sub land uses.

6.3.6 Parks and Open Areas

Parks/ Open Areas occupy 16% of the total proposed land under development in the master plan. It includes parks, open spaces, green areas and recreational areas.

6.3.7 Others

Land use such as, river, canal and other water bodies, low lying areas and other unidentified areas, are clubbed here. These occupy 2% of the total proposed land area.

6.4 Development Strategies/ Recommendations

6.4.1 Recommendations/ strategies for improvement and redevelopment

The Uttar Pradesh State Urban Housing & Habitat Policy 2014 provides strategies for the improvement and redevelopment of the internal cities. Based on the strategies proposed on the policy and the analysis conducted in the present report following strategies are proposed for the same.

- For the areas falling under such category as vacant, non-conforming land-use, and underutilized land and having an area of 1 Ha and above, in built up areas of cities, for the improvement of the built-up floor area, and provision of parks and open areas, parking and other public facilities in the said land, incentives (in form of high / mixed land use, high density and FAR, land amalgamation etc.) shall be provided to the developers.
- In urban areas less than 1.0 Ha of land on which dilapidated industries, bus terminals/depots, etc. exist, according to the master plan land use keeping in view the condition and market potential of such lands reconstruction will be allowed for optimum utilization
- As per above, it will be allowed to revise the layout plans of public, private and cooperative sector plans / townships, for the 'under-utilized' land to ensure proper utilization through redevelopment. As a result of redevelopment there will be an increase in the supply of Buildable land green areas, parking and other public facilities.
- Redevelopment may include areas of such nature, for example:
 - Land acquired from Sick / closed industrial units and such industrial units, which are decided to be rehabilitated by the Government or B.F.I.R
 - Vacant/unused lands of UPSIDA, Irrigation Department and other departments.
 - Industrial units which are "non-conforming" due to pollution or environmental reasons or are willing to relocate elsewhere/outside areas due to high requirement of land for expansion., facing "sub-optimal" use of land, are congested and deprived of adequate infrastructure facilities and services.
 - Other 'non-conforming' uses such as prisons, bus terminals/depots, etc. located in densely populated/congested areas of cities.
- The norms and other conditions and restrictions for redevelopment shall be as follows:
 - The minimum area of land for redevelopment plan shall be 1.0 hectare.
 - Redevelopment plans can be made by government agencies, private developers, land owners and co-operative housing societies on the land owned by them.
 - Demolition of old / dilapidated buildings will be allowed from the competent level for the implementation of the redevelopment plan.
 - Leasehold land, leasehold Nazul land, leased land of 'Improvement Trust', land of revenue, industrial land, land allotted on lease by government agencies and also on leased land of other departments development plan will be permissible, but redevelopment will not be permissible on any type of land affected by illegal occupation/ unregistered land etc.
 - No redevelopment shall be allowed on sub-division of lands of different nature
 - The following land use will be permissible for privately owned lands under the redevelopment plan:

Area (Ha)	Land use		
	Roads, parks, open areas	Authority Land %	Land owner %
1-5	30	25	45
5 above	30	20	50

- Efforts will be made to move such polluting / hazardous industrial units located inside the city, which are harmful to human health and safety from the point of view of pollution, outside the cities in public interest. For which the share of the land owner under the redevelopment plan will be 5 percent more than the share prescribed in the above table and the share of the government agency will be 5 percent less accordingly.
- The share of the Government agency under the layout plan shall be calculated in telescopic manner keeping in view the area of the land.
- The share and layout plan of roads, parks and open areas and government agency shall be determined by the Authority, so that the said land is in a suitable location from the point of view of access and use.
- The incentives and other conditions to the developers , under redevelopment schemes will be as follows:
 - Free land use conversion will be done to allow high use/mixed use of the land.
 - 25% additional FAR to base FAR shall be free of cost, in case of construction of green building additional 5% FAR shall be provided to the developer.
 - Land amalgamation allowed
 - Land use conversion fee and the land falling under the park and open areas and the share of government agency in lieu of the additional FAR will be transferred free and undisputed.
 - An alternative accommodation of minimum 25 sq. m. shall be provided to the legal owners of the land chosen for redevelopment.
 - At the time of approval of the redevelopment plan by the developer / land owner, the development fee and other fees will be payable to the government agency as per the prevailing rules in relation to the share of the land of the land owner.
- Mixed use development permissible in the redevelopment areas, provided that the zonal regulations and activities as allowed, are followed.

6.4.2 Recommendations/ strategies for mixed and non-conforming land uses

Policy for Mixed uses

- The policies 'Uttar Pradesh State Urban Housing & Habitat Policy 2014' and planning norms, zoning regulations and building bye-laws for Mixed Use and TOD provide strategies for promoting mixed use development in the city. Strategies based on the policy analysis (done previously in the report in detail) and as per the situation analysis of the city are given below. There are two aspects to the mixed use development strategies, first the strategies for mixed uses which have come up in the predominantly residential areas (or existing mixed use development) and second strategies for promoting mixed uses in new areas/ undeveloped areas of city. The above mentioned policies promote mixed use development in new developments of the city. Key aspects are as follows.
- Allowing mixed use in new developments. High density, high Far to be allowed in horizontal as well as vertical mixed-use development, with two or more uses shall be permitted;

- Mixed use can be permissible in following situations (as recommended in the Habitat Policy)
 - MRTS corridors/ transit-oriented development zones and Urban redevelopment schemes (total area can be under mixed use)
 - New townships/ integrated townships schemes; Potential locations demarcated in Master plan/ zonal development plans, Expressway, major highways proposed in development nodes (maximum 20% land area can be dedicated to mixed use)
 - Maximum permissible FAR In new developments 4.0 and in redevelopment 3.0 for mixed use
 - As per the Habitat policy, for mixed use permissible, Minimum width of road should be 30m Minimum land area 10 acres (4 hectare)
 - As per the Habitat policy, Maximum permissible FAR in mixed use in TOD zone to be 4 (developed areas) and 5.0 (in new or undeveloped areas)
- Planning of mixed use based on the 'development potential' of the site, level of infrastructure facilities and local needs of 'high-rise' / 'low-rise' or both can be done as a development mix.
- Mixed use in 'Transit Oriented Development' and Urban Redevelopment Plans shall be permissible over the entire area of the plan, while new townships/integrated township plans, development nodes identified along expressways/major highways and townships/plans in the master plan/zonal development plan Mixed use will be permissible on a maximum of 20% of the area
- Maximum FAR including purchasable FAR Developed areas is 3.0 and maximum 4.0 FAR (including purchasable FAR) in new / undeveloped area. It will be permissible under this restriction that the provision of physical and social infrastructure facilities (such as drainage, sewerage, water supply, electricity supply, solid waste management, parks and open areas, educational, medical and community facilities) according to the norms of the permissible FAR and on basis of density/population to be received.
- In the existing built areas of the city, mixed use character has developed in the last plan period and is observed in the existing situation analyses. It is recommended that the mixed uses in the buildings demarcated in the mixed use zone can be maintained. Those coming up in the pure residential areas shall be restricted and relocation allowed based on the above recommendations or as per decisions by the competent authority.
- The ToD policy provides details on Land use bifurcation in industrial townships, other residential townships for mixed use development such as percentage share of activities, FAR etc. Such aspects shall be taken into consideration.

6.4.3 Strategy for decongestion and decentralization

The present report discusses in detail issues pertaining to high density development in the residential areas (the core city or the built land use area) of the city. These dense and congested developments are characterized by row type small housing units, narrow streets, traffic congestion, on street parking, mixed use including non-confirming uses at one place. IN addition to this, such areas suffer from pollution from incompatible industries, noise and disturbances due to extensive commercial development in residential area as well as improper sanitation, drainage issues etc. The encroachments have resulted in limited open spaces in the city. Thus decongestion is imperative.

- As discussed in above recommendations for redevelopment, such propositions as relocation of defunct or polluting industries, development of parks and open spaces on the land parcels or old dilapidate structures (with incentivization schemes as mentioned before) shall be considered.
- As discussed previously in the report (Section 2 : Urban sprawl, Settlement Pattern and built-up area); it is discussed that the railway station seems to be the epicenter of the city and the city has acquired a nucleated pattern , and appears to be a transit based development concentrated highly in the core city. The land use zone provided in the erstwhile master plan were not utilized most of the commercial activities have come up adjacent to the main routes. For further development in the city, balanced planning is imperative. This is one of the key planning approaches (as discussed in the thematic concept of the Master Plan) for Saharanpur. The decentralization is proposed by proposing development towards the fringe areas, dedicated industrial zone, residential integrated township, administrative or institutional areas, CBD, parks, river front development etc. will move businesses to fringe.

6.4.4 Recommendation for Environmentally sustainable development

6.4.4.1 Conservation of green areas

Recommendation for developing, and maintaining green areas in the city are as follows:

- Identifying the non-confirming uses in the green zones and strategizing the relocation/ etc. for such activities.
- Allow Mixed used development to encourage high density along the major transit corridors, in order to minimize travel demand and reduce private vehicle ownership while promoting green growth based economic activities.
- Identify strategic and important areas: revitalization and development of such natural features, as discussed in the report previously shall be prioritized. In addition new such areas need to be identified and conserved for historical, environmental relevance and redeveloped, to promote green industries and employment opportunities in the city.
- The present report identifies the Dhamola and Paondhoi River, parks and open spaces etc. which are encroached upon to be taken up as priority for redevelopment. Followed by identifying such structures which can be taken up for relocation and redeveloped as open spaces in the core city area.
- It is recommended that the progress made in conservation of the green areas, afforestation drives and revitalization of the rivers and water bodies shall be reviewed in every three years by the authority.
- Involving schools, citizens and private parties in this exercise and carry out awareness activities.
- Urban agriculture, green public spaces, urban forestry, river and lake conservation, plantation drives, green roofs in the city by involving private partners and providing incentives to citizens are recommended as a part of the master plan.
- Declare a local policy and include in the Master Planning process a mandatory three year review of the status of environment and biodiversity.

6.4.4.2 Conservation of energy

- As per the Smart City proposal document for Saharanpur, any smart city has at least 10% of its electricity generated by renewable energy sources. Presently, city does not have any renewable sources of energy and there is no commitment to promote this for the foreseeable future. Following recommendations are based on Govt. Urban Housing and Habitat Policy.

- In order to promote solar energy in the housing sector, the establishment of solar power plants/plants to be encouraged to meet the partial electrical load in housing and commercial complexes, government and non-government offices and buildings of 5000 square meters and above area. Necessary provisions in the bye laws to be made.
- Use of solar water heating systems and solar lighting to be encouraged
- Special efforts will be made for efficient use and conservation of energy as per the provisions of the Energy Conservation Act, 2001.
- 5% additional free FAR is suggested to be awarded to encourage construction of 'Green Buildings' will be permitted. "Green building" means a building which has less water use than conventional building, proper energy efficiency, conservation of natural resources, and minimum generation of waste and healthy environment available to the occupants.
- Use of materials and renewable materials to be promoted in construction.
- All new developments in the planning area shall be encouraged to be energy efficient. Existing institutions in the city, which are shall be directed to install Solar Rooftops.
- Installation of Solar LED Street lights all over the city shall be promoted.

6.4.4.3 Conservation of water

- The city faces crucial issues in water management Such as there is no accounting for water produced, water supplied or wasted. No metering for water connection, absence of separate waste water treatment plant and storm drainage network. Rain water harvesting is not a prevalent concept in the city. Treated water from existing STP of 38 MLD is discharged in Dhamola River. Hence to avoid water pollution and save water, following recommendations are done.
- Installation of Rain Water Harvesting system for recharging of ground water- and promoting effective implementation of RWH to be to conserve water and water sources in buildings.
- SCADA based monitoring to keep a tap on unaccounted for Water to be promoted.
- As per the Smart city proposal, reuse of treated water by existing ITC Cigarette Factory and Star Paper Mill can be done.
- Waste water recycling to be implemented, reduction of water supply demand by providing recycled water for informal usage.
- Smart water management initiatives shall be implemented in the city with zone based industrial development, such as treated water can be used in industries.
- Policy of Zero Liquid Discharge to be implemented in industrial areas. Zero liquid discharge (ZLD) is a strategic wastewater management system that ensures that there will be no discharge of industrial wastewater into the environment. It is achieved by treating wastewater through recycling and then recovery and reuse for industrial purpose.
- Measures to be taken to conserve the existing ponds/reservoirs in the colonies to be developed in urban areas to prevent degradation of ground water level as a result of continuous water exploitation in urban areas
- In the layout plans of various schemes for conservation and proper water management of ground water sources, it should be mandatory to make new reservoirs under parks and open areas and roof-topping in buildings of all uses of area of 300 square meters and above
- Promotion of afforestation along the banks of the water bodies and roads and proper maintenance of parks in open areas and green belts. Citizen participation should be enhanced.

- Revitalization, redevelopment and conservation of water bodies, especially rivers shall be prioritized

6.4.4.4 **Solid waste management**

Following recommendations for SWM are given.

- Developing a generation to disposal effective solid waste management system for the city.
- Promotion of waste segregation at source.
- 100% waste collection, transportation and recycling at Pan City Level to be promoted.
- Using smart solutions of GPS and RFID BINS
- Waste to Compost & Plastic processing plant and Bio Gas Plants as per the smart city proposal for the city to be prioritized.
- Provision of Public Toilets in the city, especially along Paondhoi river, Dhamoli river
- Establishing 100% coverage of Sewerage Network at Pan City Level.

Zero Waste policy is recommended in the URDPFI guidelines. The 'Zero waste'/'Zero Land-fill' concept is gaining ground as being practicably achievable in Indian cities too, and has been implemented in cities such as Ahmedabad, Bhopal and Trivandrum completely.

Zero land-fill can be achieved by adopting systematic approach of segregation at source by planning, by collection facilitation and most importantly by public awareness. The green waste can be converted into fuel cakes, kitchen waste into manure, construction & demolition waste into bricks, plastic waste into oil, paper, glass and steel back into the same and all residuary inert materials can also be converted into bricks. Achieving zero land-fill is more conveniently possible, if (a) the collection is made from house to house and some segregation is done at household level and (b) the recycling is done at decentralized, say, ward or even lower levels.

6.4.5 **Integration of land use plan with Traffic and Transportation Plan and Infrastructure Plans**

National Urban Transport Policy (NUTP), 2006 has highlighted the need for integrating land use and transport planning. Land transport integration benefits in making investment decisions in transport infrastructure and services, which in turn are linked to economic, social and environmental outcomes. It also helps in determining the optimal use of land in the influence zones of the transit corridors. Land transport integration would involve two mutually supportive processes:

- (a) Organizing the physical form and land use pattern of a city such that the travel demands, trip lengths and travel times are minimized, while accessibility, comfort and efficiency are maximized.
- (b) Organizing all systems of transportation from pedestrian pathways to mass transit systems such that they integrate well with each other and enable the harmonious establishment of land use around them, in the process generating a city form that is sustainable

It is recommended that a comprehensive mobility plan shall be prepared for the city in conjunction to the land use plan and basing the transportation and traffic studies and relevant proposal made under the master plan.

The design and planning integration of land use with transport systems can be called as "Transit Oriented Development", which is essentially "any development, macro or micro

that is focused around a transit node, and facilitates complete ease of access to the transit facility thereby inducing people to prefer to walk and use public transportation over personal modes of transport”. The Master Plan proposes development of industrial and residential areas along the connectivity. In addition as per the Mixed Use and ToD policy of the state, this would incur and support the compact city idea for the development of the city. It is recommended that at the time of preparation of zonal development plans, as per the planning area, regulations shall be made so as to be in accordance with the ToD and mixed use policy.

Following aspects can be considered: addition of dedicated pedestrian tracks, to provide space for vulnerable road users and promote walkability; Development of Internal roads with trees for shade along river Paondhoi and East West Drain passing through city area; Marked Pedestrian Crossings, Pelican crossings; Promoting Walkability through pedestrianization of Market areas such as Cloth and ready-made garments etc.

6.4.6 Urban Form

Urban form is the physical characteristics that make up built-up areas, including the shape, size, density and configuration of settlements. It can be considered at different scales: from regional, to urban, neighborhood, ‘block’ and street. Saharanpur in last many years has acquired a typical form with largely concentric densities (high-density inner area; medium density outer-central areas/ colonies; low-density suburbs). In the present Master plan, the city edge green lungs and green belt are proposed. The city’s morphology will be affected by the new developments that are proposed along the connectivity and transport corridors, future residential and industrial areas in the city around the present highly dense city area. The Transit Oriented development entails planning for compact cities and reducing haphazard urban sprawl and dependency on the large scale developments in the periphery which induce shift from non-motorized to motorized modes of travel. Approach to TOD highly depends on establishing mixed land use zone as part of strategic densification.

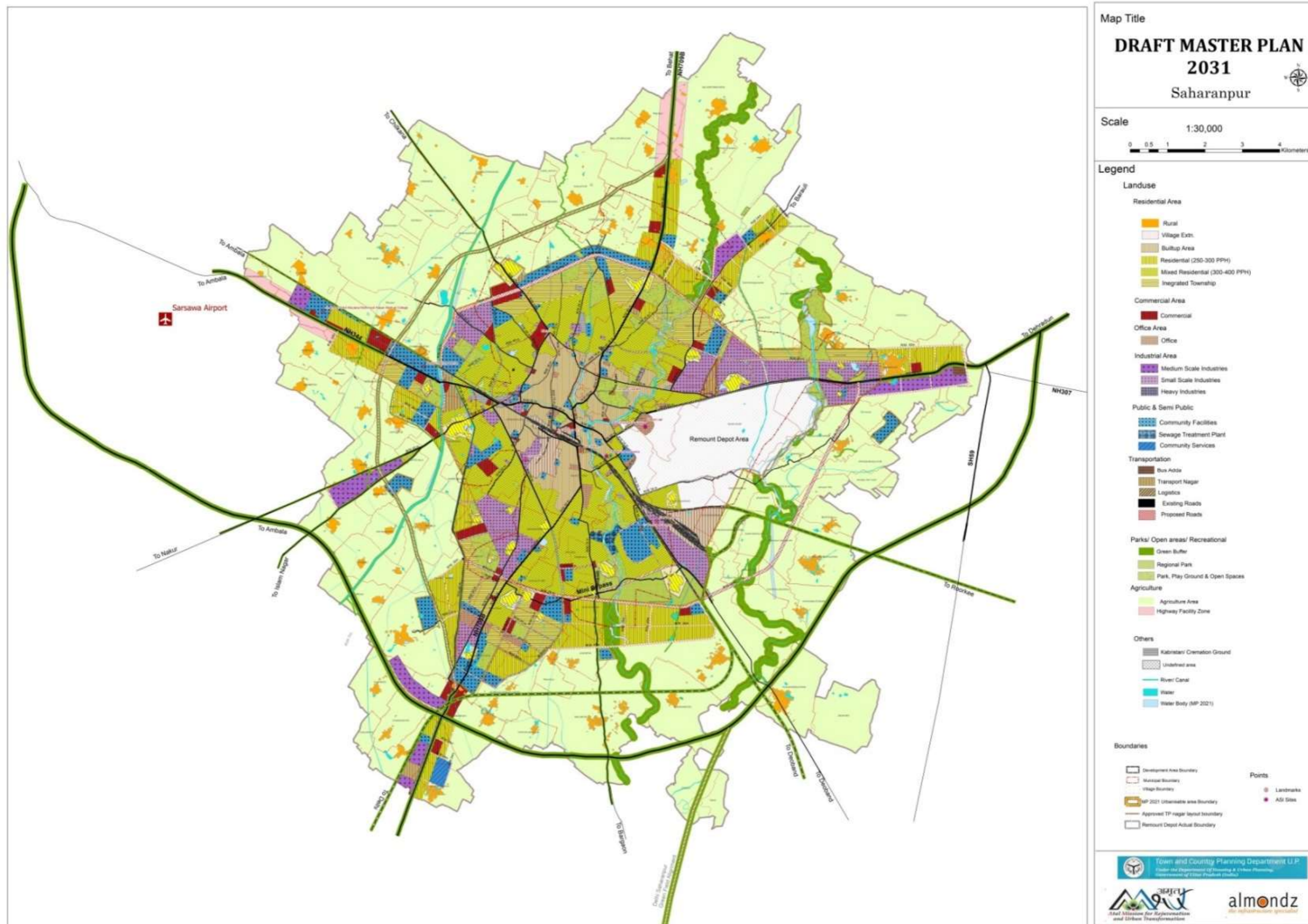
6.4.7 Proposals/Suggestions to be incorporated in Master Plan 2031

There are few proposals and suggestions to be incorporated in the Master Plan 2031 given by the consultant, CERC committee, SDA and the other key stakeholders. As changes are suggested inside the urbanizable area limit of Master Plan 2021, the proposals or suggestions has to be approved by the Saharanpur Development Board and through public in objections and suggestions of the proposed Master Plan 2031. The key proposals to be incorporated are:

- Remount Depot Actual boundary to be incorporated in the Draft Master Plan 2031.
- Transport Nagar Actual boundary is incorporated in the Draft Master Plan 2031.
- Part of Old Proposed Bypass road in Master Plan 2021 is to be removed from the Draft Master Plan 2031.
- 2 Non Utilized Dumping Grounds marked in Master Plan 2021 is to be removed from the Draft Master Plan 2031.
- Additional Commercial Streets to be incorporated inside the existing Built up Area.
- The Mixed Residential, Integrated Township Area, Residential (250-300 PPH), Residential (300-400 PPH), Residential Expansion area marked in Master Plan 2021 is to be converted as single land use of “Residential”.
- Two Multi Level Parking sites proposed in Smart City Saharanpur to be incorporated in the Draft Master Plan 2031.

After the approval of the above mentioned suggestions and proposals, the Map of Draft Master Plan 2021 will be changed accordingly.

Map 10 Draft Master Plan 2031





Chapter 7
Framework for
Zonal Development Plans

7 Framework for Zonal Development Plans

7.1 Delineation of Planning Area into zones

Zonal Development plan of a City is a comprehensive micro level detail plan document to guide the long-term physical development of a specified area of the city. It needs to be viewed as an integral part of an overall master plan development strategy, i.e., recognizing the intrinsic and symbiotic relationship of the city and its functional region.

In order to effect detailed physical planning of the Region and the areawithin, 12 Planning Zones have been formulated. The area of the region hasbeen subdivided into zones which would enable each zone to have a certaincharacter and also emphasize on the self-sufficiency of the particular zone.

Detailed development plans of all Zones shall be prepared further to achieveequitable distribution of social and physical infrastructure. Self-containedzones will be formed along with interdependency of various facilities bybridging existing gaps amongst planning zones, including alreadydeveloped areas. Development control shall be formed to further strengthenthe use premises interpretation in the Zonal development plans.The salient features of Zonal Development plans are:

- The planning region is divided into 12 sustainable and self-sufficient planning zones based on its special characteristics and, in most cases taking major roads characteras physical boundaries.
- Planning Zones have been delineated for the purpose of preparation of Zonal Plans. These zones are tentative and shall be finalised in consultation with the authority.
- The core city areas/ or the built areas (nirmithkshtra) shall act separate zone as its character and type of zoning regulations would vary from other parts of the city.
- For the zones outside the city or at the peripheral areas, the outer bye pass road or planning boundary shall be the respective zonal boundary.
- The decision of the competitive authority shall be final in case any changes in the zonal boundaries are done.
- The following figure depicts the zones for the city. Zone 1 is the internal city area with predominant residential and built area development. At the time of developing the zonal development plan of the built area, special consideration to the existing structures, their redevelopment etc. shall be considered.
- The zones physical boundaries are formed as per the existing roads/ railway line and canal in the city, as per applicable.

Figure 7-1 Zoning in erstwhile Masterplan 2021

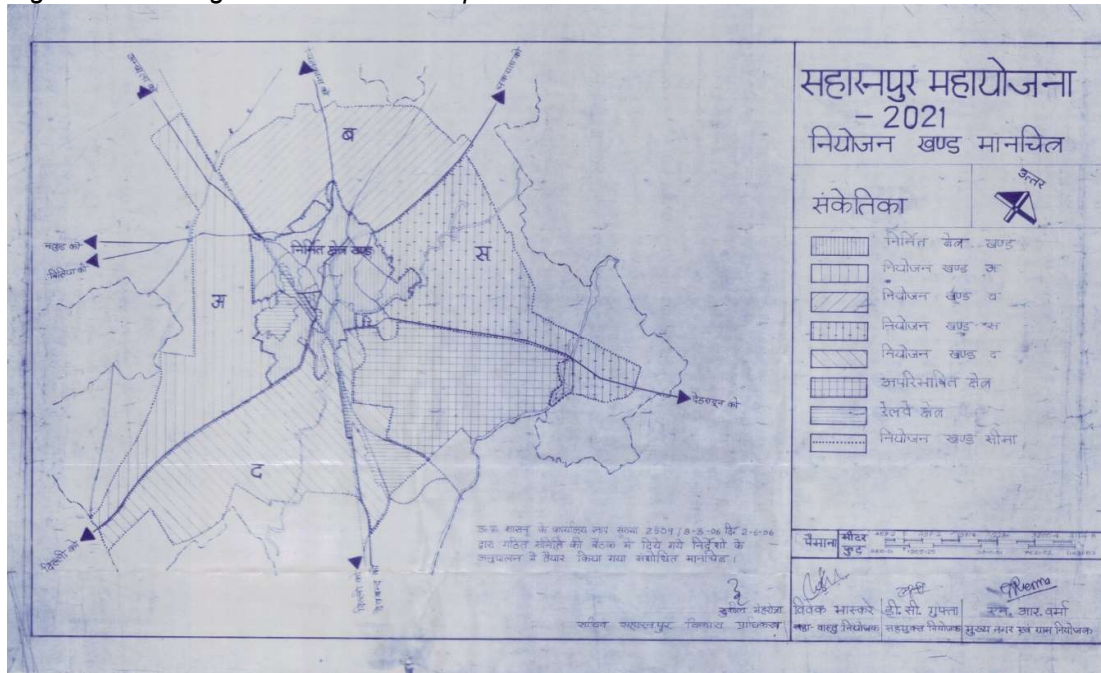
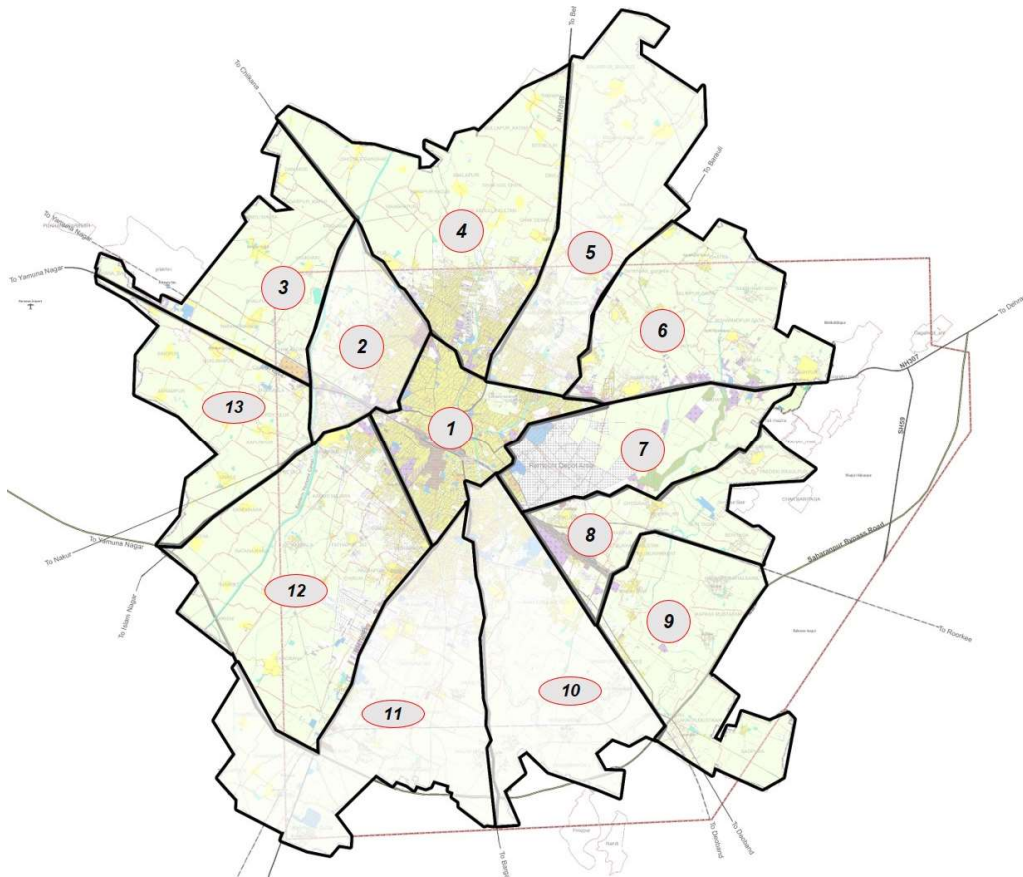


Figure 7-2 Proposed zones in Saharanpur city



Source: Consultants' analysis

7.2 Area and functional characteristics of zones

Zone 1: The zone is of approximately 256 Ha. Internal city area with predominant residential land use. Located as the epicentre of the city. Railway Station, Ambedkar Stadium, ITC Cigarette Industry, Company garden are the key structures of this zone. Adarsh Nagar, Bijupuri, New Patel Nagar Khalasi Lines Model Town Bapuji Nagar are the key colonies in this area. The zone boundaries are formed by Delhi Saharanpur high in the south east, Sadar Patel Marg in the south west and Nh 344 in the north.

Zone 2: This zone is of approximately 912 Ha. Chilkana road forms the north boundary, the Yamuna canal is on the west and south west; Saharanpur Naka Gangoh Thana Marg on the south and Ambla road on the east. NH 73 and railway lines pass through the zone. The southern side of the railway station and the north eastern area of the zone are predominantly residential and mixed use. The north east corner of the zone has KrishiUpazMandi. Many neighbourhood parks, ponds, religious structures such as EidgahMasidBistiyan etc.; and Kamal colony, Nisar Colony, Salamat colony etc are present in this zone.

Zone 3: Lies in the western part of the Yamuna Canal and upto the boundary of the Planning area. The zone is predominantly agricultural in land use with small pockets of residential, religious (institutional) structures. South of the zone is marked by NH 344 and north by Chilkana road.

Zone 4: The zone occupies an inverted triangle shape, located in the north most part of the planning area. Towards the conical south of the zone, lies the predominantly residential and core-built area of the city. The character towards north of it is more agricultural and green area. Or low development zone. The zone can be further divided in two parts as per decided by the competent authority. Shah Amin road runs in north boundary, the Patni / Chilkhana road is in the south- south west and Delhi Saharanpur highway forms the western boundary of the zone. Paondhoi River which is an important natural feature seems to bifurcate the zone into two parts. Commercial Street is proposed in this zone.

Zone 5: Adjacent to zone 4 and north of the zone 1, the zone 5 is predominantly agriculture, green zone with pockets of residential, commercial and institutional land uses. River Dhamoli passes through this zone, the lake paondhoi is a prominent water body here. Salempur, MirzapurMazra, Soomli, Gokulpur, Madh are some of the settlements in the peripheral area.

Zone 6: This zone is predominantly proposed as industrial land use. There are villages settlements, towards the peripheral. Nh 307 Saharanpur – Dehradun forms the south boundary, chilkhana road toward west and south west and the peripheral road of the planning area lies to the north of the zone.

Zone 7: This zone is the area between the NH 344 and the Bijoria road, which is a link road encompassing the remount training school and dept. area, central jail. Towards the west end of the zone, industrial land use, green belt are proposed. Presently the zone is predominantly agricultural and green zone.

Zone 8: This zone towards the south of the zone 7 includes the railway lines interjection. The railway line forms the zone boundary in south, south east parts. The zone has predominantly industrial and logistics land uses. Transport Nagar is present in this zone. In future also, industrial is the major use in this zone. Star Paper Mill is located in this zone.

Zone 9: This is peripheral and fringe zone, with at present agricultural areas as predominant land use. In future, an industrial linear development continued from zone 8 and along

Transport Nagar and railway line is proposed here. There are few village settlements also in this zone. Bye pass passes towards western end of the zone.

Zone 10: This zone towards the south of the planning area and forming conical shape is predominantly green. There are many open green pockets, river dhamoli/ Hindan passes through this zone; IIT Roorkee Central pulp and paper institute, Police line helipad, are prominent. Delhi Saharanpur which is highly commercial in character forms the western boundary of the zone, on east railway line and Paper Mill road and towards south the bye pass roads forms the boundary of the zone. Railway line runs almost parallel to the bye pass in this zone towards south.

Zone 11: This zone is also conical in shape occupying areas between the bye pass towards the south, eastern boundary is the state highway Shamli-Saharanpur road, and towards west is Delhi Saharanpur highway and in north Sardar Patel road. In addition, area beyond bye pass road and towards south till the planning area extent is also a part of this zone. The zone towards the central core is residential with new colonies, towards south of the railway station. Eastern Yamuna canal passes through this zone. The is currently proposed to have pockets of industrial areas towards the Delhi – Saharanpur highway

Zone 12 and 13 are the peripheral zones for the planning area. These occupy mostly the villages settlements, the agricultural green zones. Eastern Yamuna canal passes through the zone 12. Residential pockets are present towards the north east part, towards the city core area.

7.3 Strategy for development of zones

Development strategy is the process of formulating a strategy for bridging the gap between where the city is and where it wishes to go which depends entirely on the context and initiative of each city. It consists of, planning strategies and development policies.

The most important step for development is the provision of urban infrastructure, initially physical infrastructure. Connectivity in the form of road network, provision of water supply, electricity triggers growth in any area. Road network would lead to development of economic activities further leading to development of settlements. To enable easy development of upcoming areas, accessible and cheap public transportation plays an important role. It is necessary to have excellent and cheap connectivity with mother city i.e., from private vehicle dependency to public transport-oriented development.

Planning Strategy for zonal plans:

Master Plan: The Master plan for any town is a long-term plan meaning thereby that the implementation will take a long period of 10 to 20 years. This document is also a generalized document and gives broad scheme of different land uses. Such proposals need to be detailed out so that these can be implemented in a phased manner. The detailing of such proposals and final implementation goes through different stages/ levels of planning. The planning levels can be

- Preparation of Zonal Plans
- Preparation of Sector Plans
- Preparation of Schemes

Zonal Plans: The Zonal Plan is a comprehensive plan conceived within the framework of current Master Plan, showing therein the existing and the proposed location and general layout of:

- Residential areas

- Commercial areas
- Industrial areas
- Public parks, playgrounds and other recreational facilities
- Public and semi-public uses
- Transportation Network
- Other land uses which are necessary

Priority of selection of zonal plan is done in accordance with the phasing of Development as proposed in Master Plan.

Once the Development plan is prepared, its proposals can be further implemented by preparing Local Area Plan. This plan can be either Zonal Development Plan or Local Area Scheme and these can have the following contents:

7.3.1 Contents of Zonal Development Plan

1. Introduction

- *A brief introduction to the city comprising its regional setting, functional character growth trends.*
- *Development plan / Master Plan context*
- *Interdependence of Zones on other parts of the city*

2. Site Background & Analysis

- *Land use distribution and analysis*
- *Population and density*
- *Built-up area, character, extent and delineation*
- *Transportation: Circulation network, traffic flow (people and goods) and terminal facilities*
- *Physical and social infrastructure*
- *Land ownership*
- *Slope analysis*
- *Micro-zoning hazard mapping*
- *Green cover: parks/open spaces, forest, orchards, green belts, etc.*
- *Site potentials and constraints*
- *Security mapping: specifying relatively safe and unsafe areas, streets etc.*
- *Types of housing subsystems: low-cost housing, affordable housing*

3. Conceptual Framework

- *Planning parameter*
- *Planning concept & hierarchy till community level*
- *Projected requirements*
- *Urban design framework*

4. Proposals and development strategy

- *Land use plan*
- *Proposed circulation system*
- *Proposals for physical infrastructure*
- *Proposals for community facilities*
- *Strategy for new development, redevelopment and improvement*
- *Proposal for integrating and developing urban villages*
- *Proposals for informal sector*
- *Strategy for rehabilitation/regularization of unauthorized colonies*
- *Strategy for maintenance of services*
- *Provision for facilitating physically challenged and disabled in urban development*

7.4 Zoning Regulations & Development Controls

The permissible & non permissible activities for the land uses in the planning area are included in the zoning regulations. The following chapter details out the zoning regulations

and land use wise activities for each land use. Further at the time of preparation of the zonal development plans, the activities shall be in accordance to these regulations. The building bye laws for these areas shall be as per the prevailing bye laws of the development authority, and updated in case of any amendment.



Chapter 8
Zoning Regulations

8 Zoning Regulations

8.1 Introduction

8.1.1 Aims & Objectives

The Master Plans, for any urban area, in general, depict the major land use bifurcations such as residential, commercial, industrial, institutional, parks and open spaces and likewise. However, it is not possible to show the type of activities that are permissible or non-permissible or entirely prohibited, on the map. For facilitating the planning and approval mechanism for any such activities in the proposed zones or land uses, the zoning regulations, are formulated. The competent authority shall make such provisions for any such ancillary/incidental activities in construction and development of any new projects in accordance to these zoning regulations and respective building bye laws.

This regulatory mechanism ensures synchronization in urban development and curbs the misuse of land through rational and orderly development of built environment. Looking at the far-reaching impact and implications of the development controls on the growth and development characteristics, as well as urban fabric of a city, these need to be framed with extensive detail and caution. Formulation of development controls should satisfy the basic requirements of human development such as health, safety, convenience, economy and physical & social provisioning.

8.1.2 Salient features of the zoning regulations

The development of various activities/ uses is a continuous process in the varying physical, social and economic environment of the cities. In the present zoning regulations, appropriate regulations are prescribed for ensuring the applicability and permissibility in accordance to the context and for simplifying the approval processes. The salient features of the zoning regulations are as follows:

- The conventional complexities of the zoning regulations are eliminated. For this, the permissible and non-permissible activities, in the respective land uses, of the proposed Saharanpur Master plan, are presented in a graphic format.
- In place of conventional regimented land use planning parameters, flexible and mixed-use zoning is allowed.
- The permissions for the mixed uses are made in accordance to their relevance and applicability so that the compatible land uses be benefitted from each other and the basic nature of the land persist.
- On the basis of the zoning regulations, impact fee for permissible activities is proposed, which would facilitate the authority/ corporation with additional revenue sources.
- Concept of floating land use is adopted in the zoning regulations, which allows development of such activities which are not envisaged in the master plan/ zonal development plan. Such activities, on the basis of merits and demerits, would be further amalgamated in the master plan.
- A transparent process is laid down for granting approvals for various activities/uses in major land-use zones and arrangements for the formation of a committee to test the permitted uses with special permission and recommend to the Development Authority Board has been done.

8.2 Permitted Categories of Various Activities / Uses

Under the Major Land Use Zones proposed in the Master Plan, the following categories of permitted activities/uses shall be –

8.2.1 Permitted Uses

Those activities/uses which will be incidental to the major land-uses shall be permissible

8.2.2 Conditionally Permissible Uses

Those activities/uses which will be permissible with the mandatory conditions and restrictions in the respective major land-uses. Mandatory conditions and restrictions are given in Part-3.

8.2.3 Uses permissible with special permission of the Competent Authority

The activities/uses which, during approval process from the competent authority, are deemed permissible, as per the type of construction, infrastructure and the environmental impact on the surrounding area, on approval of the said authority shall be permissible with special conditions. The mandatory conditions and restrictions will be as per Part-3.

8.2.4 Prohibited use

Those activities / uses, which are not permissible in the major land-uses of the master plan, those listed as the prohibited activities; and all such activities, other than listed prohibited, and are not ancillary to the main land use or (a) (b) above, or (c) not included in the list of permissible actions of the category, will not be allowed.

8.2.5 Floating Use

In any approved Master Plan, there are certain activities/use, which are proposed in accordance to the varying social, physical and political environment of a city, but are not enumerated in the zoning regulations. Such uses may include Bus/Rail/Air terminal, Whole sale markets, public utilities and services, and electrical sub-stations, treatment plants, etc. To allow such actions, sometimes it becomes inevitable to adopt the process of land conversion, under the Act, which is otherwise not impermanent in every case. Therefore, the concept of "floating use" has been adopted to allow such activities/uses as per the requirement.

It has been proposed that that information about such floating use/actions shall be available only after the developer/manufacturer submits the application for such a permission along with its performance standard of the applied activity.

Due to the adoption of 'floating use' concept, there will be flexibility in the zoning system of the master plan. It will also have the advantage that non-use zone in any one go-use zone. Hence with the use of floating uses, there would not be concentration of a single use in any land use. In approval for floating use, the decision of the competent authority shall be final.

8.2.6 Rain water harvesting

For allowing ground water conservation and recharging, for all the water bodies such as natural reservoirs, lakes or ponds, with area 01 acre and above shall continue with their use, irrespective of the land use where the water body is located.

8.2.7 Impact Fee

Applications may/will be received for permission of certain other activities/uses in future plans approved by the Development Authority / Housing and Development Department or Competent Authority / in planned developed areas where provision has been made for ancillary activities according to the standards. Such applications will be considered subject to the provisions contained in the Zoning Regulations. If permission for high use is given in the low land use zone, it will result in impact on the traffic-transportation infrastructure and environment in the area concerned. Therefore, the effect fee will be payable by the applicant at the time of such permission. In the undeveloped area shown in the master plan in which the plan approved by the Development Authority / Housing and Development Department or the competent authority has not been implemented, if any action is approved separately in place of the ancillary action of the major land use in the major proposed land use. If an application is received and this action is permissible as per the provisions contained in the zoning regulation and if this action is of higher level than the major land use, the impact fee will be payable. For example, if the map of any commercial activity in residential land use is not part of the residential landuse and is received separately for approval, then the impact fee will be payable. If the map of the business activity is sent for approval as part of the residential landuse, then the impact fee will not be payable. 90 percent of the impact fee will be deposited in the Infrastructure Development Fund of the Development Authority / Housing and Development Department. It is clarified that in cases where land-use change is involved under the Uttar Pradesh Town Planning and Development Act, 1973, land-use change fee will be payable. Whereas on the basis of zoning regulations, only impact fee will be payable for permissible actions/uses.

In the master plan, the conversion fee from low land uses to high use will be recovered on the basis of the government order no. 3717/9-8-2000-26LCU/91 dated 21-08-2001 and the arrangements contained in other effective government orders related thereto. The amount of impact fee will be 25 percent of the fee prescribed in the said mandate for generally permissible and conditionally permissible actions and 50 percent for activities permitted with special permission. The impact fee will be assessed on the basis of the current sector (residential) rate of the Development Authority / Housing and Development Council, in the absence of the rate of the Authority / Council, on the basis of the current circle rate by the District Magistrate for the existing land use of the land. The order of different land-use zones from low to high and the methodology for determining impact charges are shown in Section 7 of the Zoning Regulations.

Impact fee will not be payable in the following circumstances:

- Impact fee is generally and conditionally permissible for activities/uses permitted with special permission in the built-up area.
- For public and semi-public facilities / activities to be developed by government and semi-government agencies and charitable institutions in same / mixed residential land use zones.
- Temporarily permitted activities/uses in various important land use zones.
- Under the various policies announced by the state government like tourism policy, IT Policy, Film Policy etc. the impact fee will not be payable for these activities and land use, which have been estimated in the land use zone according to the government order, no impact fee will be payable such as multiplex, 3 Star Hotels etc. in residential and upto 5 KVA Capacity in IT units/IT parks.

8.2.8 Approval Process

- Other than the original use / use in pre-developed plans / areas under the Major Land Use Zone (As per the zoning regulation, such activities / use is generally permissible / conditionally permissible / permissible with opposition permission the objections/suggestions from the public will be invited through proper channels by providing a time period of one month to be allowed and only after the disposal of these objections/suggestions, the process of acceptance/rejection will be taken. The disposal of the application related to the permission will be ensured within a maximum of 60 days from the date of receipt.
- Before special permission is given for other activities by the competent authority in any major land use zone under the development area / special development zone, a committee will examine in each such case and the recommendation of the committee will be presented to the Authority Board. The committee shall consist of the following members.
 - Chief Town and Country Planners, Uttar Pradesh or their representatives
 - Designation to the Development Authority or the officer nominated by him.
 - One non-official member to the Board of Authority nominated by the Failure Development Authority.
- Permission for any activities or use shall not be obtained by the applicants as a right.

8.2.9 Other facilities:

- Development / construction on a site proposed for any action or specific use under the major land use zones identified in the master plan will be permissible only according to the relevance of that action or specific use.
- Existing forest area or sites related to public facilities and utilities, such as parks, playgrounds and roads, etc., will remain the same, irrespective of the land use these are located in the proposed master plan.
- If zonal development plan or layout plan of a site/ plot has been approved by the competent authority, then in such a case the permissible land use of the said site / plot would be as per specified in the zonal development plan or layout plan.
- Under the proposed zoning regulations all the development / construction works in all land use categories shall be as per relevant building bye laws.

8.3 Definitions

- **'Competent Authority'** for these Regulations means the Saharanpur Development Authority Board, Saharanpur declared under the Uttar Pradesh Town Planning and Development Act, 1973.
- **"Built area"** means areas as defined in the master plan as built-up residential areas
- **"Developing/ Undeveloped areas"** means those areas which are outside of the built areas but come under the developing authority area.

8.4 Definitions of Land Use premises/activities

8.4.1 Residential Land Use

- **Pure Residential Area**
Master Plan / Zonal Plan / Sector Plan, such residential areas where other than the general permissible and conditionally permissible land uses, no other land use or conversion use is allowed.

- **Mixed residential areas**
Such residential areas where in addition to the permitted land uses with conditional and special permission, land-use conversion is also permissible as per relevance.
- **Single dwelling**
Premises consisting of independent dwelling units (housing units).
- **Group Housing**
Premises consisting of a building consisting of two or more story and independent dwelling units on each floor, sharing and co-ownership of land & services, open spaces and means of transport.
- **Ancillary Staff Accommodation**
A premise in which provision of residential units for employees working in a major land use is made either in form of independent units or as a group housing.
- **Chowkidar / Sentry Residence**
The premises in which residential arrangements have been made for persons related to the security and maintenance of ancillary use.

8.4.2 Commercial Land use

- **Retail Shops**
Premises where essential commodities are sold directly to the consumer.
- **Showroom**
The premises where goods are sold and stored with the arrangement for displaying them to the consumers
- **Flour Mill**
The premises where dry food items like wheat, spices, etc. are ground and prepared for daily use.
- **Wholesale Market / Trading**
Premises where other goods are sold and delivered to wholesalers. The complex also includes storage and godowns and loading and unloading facilities.
- **Cold storage**
The premises where perishable goods are stored in a covered space using mechanical and electrical means to maintain the required temperature etc.
- **Hotel**
Premises which are used for lodging, with or without food charges.
- **Motel**
The premises which are situated on the side of the main road of the city limits and where arrangements for catering for the convenience of the passengers and parking for vehicles are provided.
- **Canteen**

The premises used for arranging food items including cooking facilities for the employees of the organization, it may have a seating area.

- **Restaurant/ Canteen**
Premises used for arranging food items on commercial basis including cooking facilities. The seating area can be covered or open or both.
- **Cinema**
Premises having facilities for the projection of films including covered space for the seating of spectators.
- **Multiplex**
The premises in which provision of entertainment facilities including latest technology of film screening and allied business activities are arranged in a complex.
- **P.C.O./Cellular Mobile Service**
The premises from where, local, inter-state, country-abroad etc. can be arranged on telephone or cellular by paying a fee.
- **Petrol / Diesel Filling Station**
Premises for selling petroleum products to consumers, which may also include servicing of automobiles.
- **Gas godown/Gas installation**
Premises where cooking gas or gas cylinders are stored.
- **Junkyard**
Premises where covered or semi-covered or open storage is carried out including sale and purchase of disposable goods, articles and materials.
- **Warehouse**
Premises used only for the storage of goods and articles as per the requirement of the goods concerned. Such premises include facilities for loading and unloading goods by road transport or rail transport, as the case may be.

8.4.3 Industrial Landuse

- **Mining Industry**
Premises in which excavation and processing of stone and other underground materials are carried out
- **Software / Information Technology Park**
The premises where computer software used in information technology, other software of the latest technology of this area, etc. is manufactured.
- **Oil Depot**
Premises where petroleum products are stored with linen related facilities.

8.4.4 Offices /Institutional Landuse

- **Government Offices**
Premises used for Central / State Government offices.
- **Local Bodies Office**
The premises used for the offices of local bodies.
- **Semi-Government Office**
The premises which are used for the offices of any agency, body, council etc. established under any Act
- **Private Office**
Premises in which consultancy / service is provided by any one or a small group for commercial purposes such as Chartered Accountants, Advocates, Doctors, Architect Designers, Computer Programmers, Tour and Travel Agents etc.
- **Bank**
Premises in which arrangements are made for carrying out the functions and operations of banks.
- **Commercial / Commercial Office**
Premises used for offices of commercial establishments.
- **Workers Welfare**
A premise where facilities are provided for promoting the welfare and development of workers.
- **Research & Development Center / Research Center**
The premises where facilities for research and development are arranged for the general public and for the special category.
- **Meteorological Research Center**
The premises having facilities for the study/research and development of MeSAM and its related data.
- **Microwave and Wireless Center**
Premises used for communication purposes, including towers.

8.4.5 Public and Semi-Public Facilities Landuse

- **Guest House / Inspection House**
Premises where government / non-government undertakings, company employees and other persons are accommodated for a short period.
- **Dharamshala**
Premises in which short-term temporary accommodation is provided on a not-for-profit basis.
- **Boarding / Lodging House**
Premises whose rooms are rented for long term for residential facility.

- **Orphanage**
The premises where facilities are provided for the stay of orphan children. There may also be provision of educational facilities in it
- **Rain Basera**
This complex, which has night time accommodation at no cost or nominal charges.
- **Correctional Premises**
A premise with facilities for the detention and correction of criminals
- **Handicapped Children's House**
Premises where there is provision of facilities for correction and medical treatment of differently abled and mentally challenged children. It can be managed by any one person or organization on commercial or non-commercial basis.
- **Day Care Centre**
Premises having nursery facilities for babies during the day. The management of the center can be done on commercial basis by any one person or any organization.
- **Higher Secondary / Inter School**
This campus, where there is provision for teaching and sports facilities for students up to class 10th / 12th.
- **College**
The campus where there is provision for teaching and sports and other related facilities for undergraduate / postgraduate courses under a university.
- **Polytechnic**
Campus having provision of training facilities for courses in technical field up to Diploma level. This will include technical schools, industrial training institutes.
- **Medical / Dental College**
The premises where the treatment of diseases, dental operations, etc. and teaching and research work is done under Anthropology
- **Higher Technical Institute**
The premises where there is provision for education and training facilities up to graduation or post-graduation in technical field
- **Cottage Industry Training**
Premises where training in domestic / small / service industries such as sewing, weaving, embroidery, painting, computer, tour and travel etc. is given.
- **Management Institute**
The premises where there is provision for teaching/training facilities in the management area
- **General Educational Institution**

The premises where non-technical education is imparted.

- **Post Office**
Premises where facilities are provided for the transmission of mail for the use of the public.
- **Post and Telegraph**
The premises where there is provision for postal and telecommunication facilities for the use of the public.
- **Telephone Office/Centre**
This premises having facilities for central operation of telephone system for the area concerned.
- **Radio and Television Center**
The premises where facilities are provided for recording and broadcasting news and other programs through the medium concerned
- **Prison**
Premises where facilities are provided for the detention, imprisonment and correction of criminals under law.
- **Police Station**
The premises where facilities are provided for the local police office.
- **Nursing Home**
A premise having medical facilities for indoor and outdoor patients up to 30 beds and managed by a doctor or group of doctors on a commercial basis.
- **Hospital**
A premise where provision of general or specialized type of medical facilities is provided for the treatment of indoor and outdoor patients.
- **Clinic/Polyclinic**
Premises where facilities for the treatment of outpatients are arranged by a doctor/group of doctors
- **Health Center / Family Welfare Center / Health Center**
The premises where facilities are provided for the treatment of indoor and outdoor patients up to 30 beds. The health center may be managed on a non-commercial basis by a public or charitable or other organization, this includes the Family Welfare Center.
- **Dispensary**
A premise having facilities for medical consultation and provision of medicines and which is managed by public or charitable or other institutions.
- **Pathological Laboratory**
Premises having facilities for carrying out various tests to detect the symptoms of disease.

- **Assembly Hall, Community Hall**
The premises where arrangements are made for meeting, social and cultural activities.
- **Yoga, Meditation, Spiritual, Religious Discourse Center / SatsangBhawan**
The premises where facilities related to self-realization, attainment of higher qualities of intellect and body, spiritual and religious discourses etc. are arranged.
- **Religious Building**
The premises which are used for worship and other religious programs.
- **Social and Cultural Institution / Building**
A premise where facilities are provided for socio-cultural programs mainly by the public or voluntarily by any person/institution on non-commercial basis.
- **Cultural Center**
The premises where facilities are arranged for cultural services.
- **Baraat-ghar / Banquet Hall**
This premises, which is used for matrimonial functions and other social functions.
- **Auditorium**
The premises where there is a stage and seating arrangement for various performances such as concerts, plays, musical performances, etc.
- **Open air Theater**
This premises, where arrangements are made for the seating of the audience and stage facilities, etc., for performances in the open.
- **Theater / Natyashala**
Premises having facilities for seating and performance of spectators.
- **Museum**
This complex with facilities for collection and display of objects such as of antiquities, natural history, art etc.
- **Art Gallery/Exhibit Center**
A premise where facilities are provided for the exhibition and decoration of paintings, photography, sculpture, murals, handicrafts or products of a particular class.
- **Music / Dance / Theatrical Training / Art Center**
The premises where there is provision for training and teaching of music, dance and theatrical arts.
- **Library / Library**
Premises where there is a provision for the collection of books for reading and reference for the general public or a particular category.
- **Reading Room**

The premises where there is provision for reading newspapers, magazines, etc. for the public or a particular category.

- **Information Center**
The premises where facilities are arranged for information on various activities of the State and the country.
- **Fire Station**
The premises where there is provision for firefighting facilities
- **Social Welfare Center**
A premise where facilities are provided for promoting the welfare and development of the society and it is run by a public or charitable or other institution
- **Electric crematorium**
The premises where facilities are provided for the burning of dead bodies by electric incinerators
- **Cremation**
The premises where facilities are provided for performing the last religious ceremony by burning dead bodies
- **Cemetery**
The premises where facilities are provided for the burial of dead bodies.
- **Dumping Ground**
The premises where solid waste from different areas of the city is collected and deposited till its final treatment.
- **Sewage Treatment Plant**
The premises where solid and liquid wastes are made harmless by technical chemical reaction.
- **Buildings / establishments related to public utilities and services**
The premises where water is stored and supplied for public use, overhead / underground tanks, pump houses, etc., oxidation ponds related to sewerage, septic tanks, sewerage pumping stations, etc. be. It also includes public toilets, urinals and dustbins.
- **Electricity Power Plant/Power Station/Sub-Station**
Premises where electrical installations, etc., for generation/distribution of electricity are located.
- **Fair Site**
The premises where facilities for exhibition and decoration and other cultural/religious activities are arranged for a group of participants
- **Dhobi Ghat**
The premises used by washermen for washing and drying clothes.

8.4.6 Traffic and Transport Landuse

- **Parking area**
This premises used for parking of vehicles
- **Bus stand**
The premises used by a public transport agency or any institution for plying of buses for short duration for public convenience and service.
- **Motor Garage / Service Garage and Workshop**
Premises in which servicing and repair of automobiles are carried out
- **Taxi/Tampo/Rickshaw Stand**
Premises used for parking of intermediate public transport vehicles operating on commercial/non-commercial basis.
- **Motor Driving Training Center**
The premises having facilities for training in driving automobiles.
- **Transport town**
A premise used for short- or long-term parking for trucks. In this, the office of the truck agency, repair and servicing of vehicles, claims. There may also be spare part shops and godowns, etc
- **The premises of Dharmakanta.**
Where the weight of loaded or empty trucks is measured.
- **Bus Depot**
Premises used by a public transport agency or any other similar agency for the purpose of parking, maintenance and repair of buses. There can also be a workshop in this.

8.4.7 Parks, open spaces, green belts and sports venues Landuse

- **Parks**
The premises in which there are lawns for recreational activities and open space. There should be similar arrangements for greenery etc. This may include arrangements for the requirements related to landscape, parking facilities, public toilets, fencing, etc.
- **Club**
This complex with all related facilities, used by a group of people for social and recreational purposes
- **Playground**
Premises used for outdoor games, provided with parking, public toilets, etc.
- **Amusement Park**
The premises where there is a park or grounds for recreational purposes, parks and facilities suitable for recreation.

- **Stadium**
Enclosure with provision of pavilion building and stadium , Complex with provision for seating of spectators and proportionate facilities for the players
- **Traffic Park**
The premises in the form of a traffic pal park with facilities for providing information and education to the traffic and safety personnel.
- **Swimming pool**
Complex with provision for swimming, dressing rooms, seating and ancillary services such as toilets etc.
- **Picnic site/camping site**
Premises within a tourist or recreational centre, used for recreational or leisure purposes for a short period of stay.
- **Flying club**
Those premises used for training purposes of small aircrafts, and gliders and fun riding.
- **Shooting range**
Premise used for training / pruritus from firing two different types of pistols, shooting etc.

8.4.8 Agriculture Landuse

- **Nursery / Nursery**
Premises where facilities for growing and selling small plants are found
- **Dairy Farm**
The premises having facilities for manufacturing and preparation of dairy products. It may contain a temporary structure for the animal shed
- **Poultry Farm**
The premises where facilities are arranged for the business of products like chicken, duck, etc., eggs of birds etc. It may have bird sheds.
- **Farm House**
This premises, where there is a residential building on the same agricultural land for the use of the owner of the farm
- **Garden**
The premises used for planting flowering and fruit bearing trees/ plants.
- **Milk Collection Center**
The premises where milk is collected from the area concerned for a given town
- **Repair and servicing of agricultural equipment**
The premises used in agriculture and servicing of mechanical / electrical equipment such as tractors, harvesters, etc.

- **Green Belt Buffer**

8.4.9 Other Premises

- **Forests**
Premises having natural or planted trees. This will also include urban forests.
- **Smarak**
Premises with all facilities for visitors to structures belonging to the past or tombs, mausoleums or monuments in memory of an important person.
- **Zoo**
A zoo premises which is used as a garden or park or a zoo with all related facilities for exhibition and study with a group of land and water animals, fauna and birds.
- **Bird sanctuary**
Premises in the form of an extensive park or forest for the preservation and rearing of birds with all related facilities

8.4.10 Floating use

The use for which no separate area is reserved in the Master Plan / Zonal Plan / Sector Plan / Layout Plan, but which will be determined on the application of permission by the Developer / Constructor.

8.5 Mandatory conditions and restrictions for conditionally permissible activities /uses in major land use zones:

1. Chowkidari / sentry residence on the ground floor
2. Accommodation on the upper floors except the ground floor, as per the provisions of the bye-laws of group housing.
3. Only for the concerned employees up to 5% of the total area of the scheme.
4. Maximum 0.4 hectare of the total area of the scheme or 5% of the total area, whichever is less.
5. 10 percent of the floor area of the subsequent floors excluding the ground floor only for the concerned employees.
6. Minimum 12 meters wide road.
7. Minimum 18 meters wide road.
8. Minimum 24 meters wide road.
9. Minimum 30 meters wide road.
10. Up to a maximum of 20 beds on a minimum 12-meter-wide road.
11. Up to a maximum of 50 beds on a road with a minimum width of 18 meters.
12. Only under the wholesale commercial center sites identified in the master plan.
13. Only in the schemes of weak / low-income group (as per Annexure 2).
14. Storage of articles other than inflammable, perishable and emergency items.
15. Only outside the developed population of the city.
16. Up to five horse power (as per Annexure 2).
17. Outside Right of Way.
18. Up to a maximum of 5 horsepower on a minimum 12 m wide route.

19. 25% of the permissible F.A.R. or 100 square meters
20. 10 percent of the maximum permissible land cover
21. For incidental use only
22. Only in open form and temporary
23. Infectious diseases only
24. Up to 3 stars only on a route with a minimum width of 12 meters
25. More than 3 star on a route minimum 24 meters wide.
26. Up to 10 horse power (as per Annex 3
27. As part of the new township / scheme
28. According to the bye-laws prescribed for the market area in the master plan
29. According to the landscaping of the traffic city and bus stand
30. 10 percent of the permissible FAR or 100 square meters, whichever is less, only for the display and sale of the product of the industrial unit.
31. In line with the policies of the Master Plan.

8.6 Requirements for Activities which can be allowed with Special Permission

In major land use zones, activities permitted with special permission shall be permitted by the Competent Authority under the following circumstances and conditions and restrictions.

1. In any major land use zone under the development area / special development zone, before allowing other activities in special circumstances by the competent authority, in each such case, the following committee will be examined. The recommendation of which will be presented before the Authority Board and permission will be granted only after the approval of the Board.
 - (a) Vice-Chairman of the Development Authority or an officer nominated by him.
 - (b) Chief Town and Country Planners, Uttar Pradesh or their representatives.
 - (c) a non-official member of the Board of Authority nominated by the Chairman Development

For actions permitted with special permission, in each case on the basis of merits and demerits But the following arrangements will be ensured by the above committee.

- i) The basic infrastructure of the major land use zone and water supply, drainage, sewerage, electricity supply, open space and traffic, parking etc. should not be adversely affected.
- ii) Lighting and operation and privacy should not be disturbed in the private premises of adjacent plots/buildings due to the proposed action.
- iii) There should not be any possibility of pollution of any kind of noise / smoke / odor etc. in the major land use zone due to the proposed action.
- iv) The proposed activity should be located as far as possible on the main road or separately on the outer side of the main land use.
- v) Approval of the proposed action shall be given with the condition that the maximum FAR and height of the building is within the provisions of the major land use or the proposed activity, whichever is less.
- vi) If any action is allowed with special permission in major land-use such as agricultural green belt, green belt, park and open area which is normally proposed as open area, then acceptance of the proposed action with the condition Provided that the maximum coverage and maximum FAR of the

proposed action will be permissible as per the proposed policies in the master plan.

2. In case any action is permitted with special permission in any major land use zone, the land shown in the parking / set bank etc. will have to be transferred free of cost by the applicant to the authority if needed for future road expansion / public parking etc.
3. In addition to the activities shown in the zoning regulations, other activities incidental to the main land use, which are not mentioned, can also be allowed on the basis of merits and demerits by the competent authority with special permission.

Note:

(1) In the event of permission by the competent authority in the zoning regulations, the maps of all the activities/uses, in-charge of building construction and development shall be approved as per the bye-laws. In relation to the activities / uses for which there is no provision in the building bye-law regarding land cover, FAR set back, parking etc., keeping in view the nature of the action, the recommendation will be submitted by the said committee to the Authority Board.

(2) The Competent Authority shall not be bound to allow any use/action with special permission and the applicant shall not be able to demand it as a right.

8.6.1 Major Land Use Zones

For directed development in the present urban structure and future form, the complete master plan area has been divided into the following major land use zones:

1. Built up area
2. Market area / Intensive market area
3. Mixed residential
4. Residential
5. Professional
6. small scale industries
7. Heavy Industries
8. Office
9. Public Amenities and Services
10. Transport - Bus Stand / Transport City Parks
11. Park and recreational facilities
12. Rural Population / Future Expansion
13. Agriculture
14. Highway Facility Corridors

Zoning has not been prescribed for Agriculture area - Railway area and undefined area. *Please Refer Section 18.9 to 18.11 for types of shops and small industries permissible in commercial areas*

The permission for different uses for the Development Rights Zone (TOD) will be as follows.

- Permissible use
Group accommodation, Hostel, Nursery, Primary school, Nursing home/Hospital, Social and cultural facilities, Hotel, Restaurant, Commercial shops and Business and professional offices (as planned complex), Petrol filling station (45 m wide) On the road), schools, colleges, research institutes, state, central and local offices, resort institutions,

bus stops for passengers, parking, utility facilities. Planned layout will be mandatory to allow any action.

- Prohibited activities
Industry, wholesale shops, warehouses, warehouses and markets related to meat and fish, warehouses related to petroleum and other inflammable materials, truck terminals, all such activities which cause harmful noise. Vibration, gas, fumes, odour, generating dust and other harmful conditions, warehousing, junk yard.
- Permissible use in special circumstances by the Development Authority
All other activities other than the activities mentioned in the above prohibited use

8.7 Different activities in Major Land use zones

DIFFERENT ACTIVITIES IN LAND USE ZONES				Indicators	
Abbreviations				Permissible use	
Built up area (B.P)	Pure Residential (P.R)	Public Facilities (P.F)	Rural Population / Future Expansion (F.E)	Conditional Permissible use	Code
Market area (M.A)	Mixed Land use (M.L)	Traffic and Transportation (T&T)	urban Agricultural area (U.A.A)	Use permitted with special permission	
Residential (R)	Commercial(C)	Parks and open spaces (P.O.S)	Agricultural area (A.A)	conditionally permitted with special permission	Code
Offices (O)	Industrial (I)	Green Belt (G.B)	Refer section 18.5for conditions of for conditionally permissible activities and for landuses 18.6.1	Prohibited Use	
Activities	Built up area	Land use zones Developing/undeveloped Areas			

Sr.No.	Abbreviations	B.P	M.A	R	P. R	M.L	C	I	O	P.F	T&T	P.O.S	G.B	F.E	U.A.A	A.A
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	Residential (R)															
1.1	Single dwelling					1	1	3	3	3	1	1	1			
1.2	Group Housing	7	7				2	5	5	5						
2	Commercial															
2.1	Retail Shop	31	28	6				27	27	27	27					
2.2	Showroom	6	28					30			29					
2.3	Weekly Market													6	22	22
2.4	Wholesale Market						11								31	31
2.5	Auction Market					7	7								22	22
2.6	Bakery & confectionary, Flour mill(up to 10 HP)		28	6												
2.7	Coal and wood mound	7	28	7										6		

Sr.No.	Abbreviations	B.P	M.A	R	P. R	M.L	C	I	O	P.F	T&T	P.O.S	G.B	F.E	U.A.A	A.A
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
2.8	Agricultural Produce sales centre													6	31	31
2.9	Cold storage						11								31	31
2.1	Resort					7	7								31	31
2.11	Hotel	24	24	24				24							31,25	31,25
2.12	Side restaurants (Dhaba)														31	31
2.13	Restaurants							27	27	27	27	31.27	31		25	25
2.14	Cinema, Multiplex	7	7	7											31	
2.15	Exhibition, circus	7	7	8						8	7	22	22	6	22	22
2.16	P.C.O, Cellular mobile service														21	
2.17	petrol/diesel filling stations	7	7	8									31		31	31
2.18	Gas stations	7	7	8										6		
2.19	Gas Godown															
2.2	warehouse, Storage centre					14	14	14							31	31
3	Industrial															
3.1	Cottage Industry	16	16	13											31	
3.2	Information Technology /software Technology	18	18	18											31	
3.3	Small Industry					26	26							26	31	
3.4	Sugar Mill, Rice mill, Agro based industries														31	31
3.5	Hazardous Industry														31	31
3.6	Mining															
3.7	L.P.G Filling plant														31	31
3.8	Large Industry														31	
3.9	Power generation plant centre														31	31

Sr.No.	Abbreviations	B.P	M.A	R	P.R	M.L	C	I	O	P.F	T&T	P.O.S	G.B	F.E	U.A.A	A.A
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
4	Public and semi public															
4.1	Centre-Government, State-government, Local Office etc.	6	6	7						21	21					
4.2	Private offices	20		20						21	21					
4.3	Banks	6	6,28											6	31	
4.4	Commercial/Business offices	6	6,28					27	27		29					
4.5	Labour welfare centre															
4.6	P.A.C/ Police line															
4.7	Meteorological research centre, Observatory															
5	Public and semi-public facilities															
5.1	Guest house	6	6	7										6		
5.2	Dharamshala, Doss house	6	6	7										6		
5.3	Hostel	6	6	6											31	
5.4	Orphanage														31	
5.5	Jail															
5.6	Handicapped children house	6	6	6												
5.7	Nursery															
5.8	Old age homes															
5.9	Primary educational institution	6	6	6												
5.1	Higher, Secondary, Inter College	6	6	7										6		
5.11	University															
5.12	Medical, Dental, Engineering college															
5.13	Polytechnic , ITI															
5.14	Management Institutes															

Sr.No.	Abbreviations	B.P	M.A	R	P. R	M.L	C	I	O	P.F	T&T	P.O.S	G.B	F.E	U.A.A	A.A
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
5.15	Telephone exchange	6	6	7												
5.16	Post office	6	6													
5.17	Police station, police Chowki	6	6													
5.18	Library	6	6													
5.19	Health Centre	10	10	10												
5.2	Hospital							11	11					11		
5.21	Nursing home	10	10	10				11	11							
5.22	Clinical Laboratory															
5.23	Health Club															
5.24	Electric cremation, Crimination ground															
5.25	Dance academy	6	6	6												
5.26	Sewing, Knitting, Embroidery, Computer Training etc.			20										6		
5.27	Auditorium	6	6	7								22		6		
5.28	Religious building	6	6											6		
5.29	Community centre	6	6	7										6		
5.3	Banquet Hall	7	7	7		7	7	7		7					7	
5.31	Conference hall	6	6	7				27	27	27	27				27	
5.32	Museum															
5.33	Art gallery	22	22	7								22				
5.34	Radio station															
5.35	Research and development centre							21								
5.36	Social welfare centre															
5.37	Satsang hall	6	6	7								22		6	22	22
6	Public Utilities															
6.1	Sewerage Treatment plant							15		15						

Sr.No.	Abbreviations	B.P	M.A	R	P. R	M.L	C	I	O	P.F	T&T	P.O.S	G.B	F.E	U.A.A	A.A
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
6.2	OHR, Tube wells															
6.3	Water works															
6.4	Microwave centre															
6.5	Compost plant															
6.6	Slaughter house															
6.7	Cellular mobile tower centre															
7	Traffic and transportation															
7.1	Parking										16	31				
7.2	Taxi stand	6	6	7							16					
7.3	Transport nagar															
7.4	Bus stand	7	7	7		7	7	7	7	7	16			6		
7.5	Bus terminal															
7.6	Motor garage		7											6		
7.7	Motor driving training centre															
7.8	Loading unloading facilities	7	7											6		
7.9	Railway yard terminal															
7.1	Weigh Bridge (DharamKanta)	7	7			7	11	7		7				6	31	31
7.11	Airport															
8	Park and open spaces															
8.1	Parks and play grounds															
8.2	Multipurpose open space	7	7	7										6		
8.3	Golf course															
8.4	Stadium															
8.5	Picnic place											22				
8.6	Traffic park															
8.7	Entertainment park	6		7								22				
8.8	Club, swimming pool	6	6	7												

Sr.No.	Abbreviations	B.P	M.A	R	P.R	M.L	C	I	O	P.F	T&T	P.O.S	G.B	F.E	U.A.A	A.A
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
8.9	Zoo															
8.1	Helipad							22	22	22						31
8.11	Shooting range															
9	Agriculture															
9.1	Horticulture, laboratory, garden, forest, Botanical garden															
9.2	Farm House															
9.3	Pasture															
9.4	Laundry bay															
9.5	Bee keeping, Animal Cultivation and Breeding Centre															
9.6	Agricultural equipment repair															
10	Floating Use															
10.1	Public utilities															
10.2	Commercial															
10.3	Transportation															
10.4	Industry															
Note:- Refer to Annexure-3 to explain this matrix																
Refer to Part-16.3 for the conditions and restrictions laid down for the permission of the conditionally permissible uses.																

8.8 Hierarchy of the Land Use zones and Process of determining Impact Fees

6. भू-उपयोग जोन्स का निम्न से उच्च कम एवं प्रभाव शुल्क (Impact Fee) का निर्धारण

प्रभाव शुल्क से छूट		भू-उपयोग जोन्स							संकेत			
गैर-व्यवसायिक एवं चैरिटेबल क्रियाएं/उपयोग	1	क्रियाएं (Activities)/उपयोग श्रेणी (निम्न से उच्च कम में)	निर्मित क्षेत्र	विकासशील/अविकसित क्षेत्र (निम्न से उच्च कम में)							प्रभाव शुल्क लागू नहीं	
सेवा एवं कुटीर उद्योग	2			कृषि, ह.पट्टी, पार्क, क्रीडास्थल	सार्वजनिक सुविधाएं	यातायात एवं परिवहन	औद्योगिक	आवासीय	कार्यालय	व्यवसायिक	प्रभाव शुल्क देय नहीं	
सम्बन्धित उपयोग के प्रयोजनार्थ समूह आवास	3			1	2	3	4	5	6	7	प्रभाव शुल्क देय	

टिप्पणी : 1. विभिन्न भू-उपयोग जोन्स में अनुमन्य क्रियाओं/उपयोगों हेतु निर्धारित "प्रभाव शुल्क गुणांक" की वैल्यू उन प्रकोष्ठों में दी गई है जहाँ प्रभाव शुल्क देय है।

2. सामान्यतः अनुमन्य एवं सशर्त अनुमन्य क्रियाओं/उपयोगों हेतु प्रभाव शुल्क 25 प्रतिशत तथा विशेष अनुमति से अनुमन्य क्रियाओं/उपयोगों हेतु 50 प्रतिशत देय होगा तथा प्रभाव शुल्क का आंकलन सम्बन्धित भू-उपयोग जोन हेतु निर्धारित गुणांक की वैल्यू के आधार पर निम्न फार्मूला के अनुसार किया जाएगा:-

2.1 सामान्यतः अनुमन्य एवं सशर्त अनुमन्य क्रियाओं हेतु- भूखण्ड का क्षेत्रफल x सर्किल रेट x गुणांक x 0.25

2.2 विशेष अनुमति से अनुमन्य क्रियाओं हेतु :- भूखण्ड का क्षेत्रफल x सर्किल रेट x गुणांक x 0.50

3. प्रभाव शुल्क का आंकलन विकास प्राधिकरण/आवास परिषद की वर्तमान सेक्टर (आवासीय) दर, प्राधिकरण/परिषद की दर न होने की दशा में भूमि के विद्यमान भू-उपयोग के लिए जिलाधिकारी द्वारा निर्धारित वर्तमान सर्किल रेट के आधार पर किया जाएगा।

प्रभाव शुल्क के आगणन हेतु उदाहरण

उदाहरण-1	उदाहरण-2
<p>मिश्रित आवासीय क्षेत्र में नर्सिंग होम की अनुज्ञा हेतु :</p> <p>भूखण्ड का क्षेत्रफल = 350 वर्ग मीटर</p> <p>प्राधिकरण की वर्तमान आवासीय दर = ₹0 2000 प्रति वर्ग मीटर</p> <p>देय प्रभाव शुल्क = भूखण्ड का क्षेत्रफल x सेक्टर रेट x गुणांक x 0.25</p> <p>अर्थात् 350 x 2000 x 0.25 x 0.25 = ₹0 43,750</p>	<p>कृषि भू-उपयोग जोन में विशेष अनुमति से पेट्रोल पम्प की अनुज्ञा हेतु :</p> <p>भूखण्ड का क्षेत्रफल = 500 वर्ग मीटर</p> <p>कृषि भूमि का सर्किल रेट = ₹0 200 प्रति वर्ग मीटर</p> <p>देय प्रभाव शुल्क = 500 x 200 x 1.5 x 0.5 = ₹0 75000/-</p>

Zoning regulations for Bazar streets and Highway Facility corridors

B.S	Bazar street	Permissible Use	
H.F.C	Highway Facility Corridor	Conditionally Permissible use	Code
		Use permitted with special permission	
		Prohibited use	

Activities		Built up area	
		Bazaar Street	Highway Facility Corridor
Sr.No.	1	2	3
1	Residential (R)		
1.1	Plotted Housing		
1.2	Group Housing	26	
1.3	watchman/ related worker		
2	Commercial		
2.1	Retail Shop		
2.1.1	Weekly Market		
2.1.2	Bakery & confectionary, Flour mill(upto 10 HP)		
2.2	Daily shops		
2.3	Showroom(Except Motor vehicle)		
2.4	Showroom for Motor vehicle	8	
2.5	spare parts shops for Motor vehicles		
2.6	Wholesale		
2.7	Auction Market		
2.8	Coal and wood mound		
2.9	Agricultural Produce sales centre		
2.10	Cold storage		
2.11	Resort		
2.12	Hotel	8	
2.13	Motel, Side restaurants (Dhaba)		
2.14	Restaurants		
2.15	Cinema, Multiplex	8	
2.16	P.C.O, Cellular mobile service		
2.17	petrol/diesel filling stations		
2.18	warehouse, Storage centre		
2.19	Gas stations, Inflammable, Hazardous material		
2.20	Service Apartment		
3	Industrial		
3.1	Cottage Industry		
3.2	Information Technology /software Technology		
3.3	Small Industry		
3.4	Large Industry, Sugar Mill,Rice mill,Agro based industries		
3.5	Hazardous Industry, Polluting Industry		

Activities		Built up area	
		Bazaar Street	Highway Facility Corridor
3.6	Mining		
3.7	L.P.G Filling plant		
3.8	Milk storge Plants		
3.9	Power generation plant centre		
3.1	Logistic Park		
4	Office		
4.1	Centre-Government, State-government, Local Office etc.		
4.2	Private offices		
4.3	Banks		
4.4	Commercial/Business offices		
4.5	Laborwelfare centre		
4.6	P.A.C/ Police line		
4.7	Cyber Café		
4.8	Biotech Park		
4.9	Business Park		
4.10	Data processing Centre		
4.11	Call Centre		
4.12	B.P.O		
4.13	research lab	8	
4.14	Meteorological research centre, Observatory		
5	Public and semi-public facilities		
5.1	Guest house		
5.2	Dharamshala, Doss house		
5.3	Hostel		
5.4	Orphanage		
5.5	Jail		
5.6	Handicapped children house		
5.7	Nursery		
5.8	Old age homes		
5.9	Primary educational institution		
5.10	Higher, Secondary, Inter College	8	
5.11	College		
5.12	University		
5.13	Medical, Dental, Engineering college		
5.14	Polytechnic , ITI		
5.15	Post office		
5.16	police station, police chowki		
5.17	Library		
5.18	Health Centre		
5.19	Hospital		
5.20	Nursing home		
5.21	Clinical Laboratory		
5.22	Health Club		

Activities		Built up area	
		Bazaar Street	Highway Facility Corridor
5.23	electric cremation, Cremation ground		
5.24	Dance academy	8	
5.25	Sewing, Knitting, Embroidery, Computer Training etc.	8	
5.26	Auditorium	8	21
5.27	SatsangBhavan, yoga centre	8	21
5.28	Religious building		
5.29	Community centre		
5.30	Banquet Hall		
5.31	Conference hall		
5.32	Museum		
5.33	Art gallery		
5.34	Radio station		
5.34.1	Research and development centre		
5.35	Social welfare centre		
5.36	Dumping ground		
5.37	OHR, Tube wells		
5.28	water works		
5.39	Microwave centre		
5.40	Compost plant		
5.41	Sewerage Treatment plant		
5.42	Dustbin		
5.43	Public Toilet		
5.44	A.T.M		
5.45	Public Facility Centre		
5.46	Knowledge park		
5.47	slaughter house		
5.48	Waste recycling		
6	Traffic and transportation		
6.1	parking		
6.2	taxi stand		
6.3	transport nagar		
6.4	bus stand		
6.5	bus terminal		
6.6	motor garage		
6.7	Motor driving training centre		
6.8	loading unloading facilities		
6.9	Railway yard terminal		
6.10	weighing Bridge		
6.11	Airport		
7	Park and open spaces		
7.1	Parks and play grounds		
7.2	Multipurpose open space		
7.3	Golf course		

Activities		Built up area	
		Bazaar Street	Highway Facility Corridor
7.4	stadium	Yellow	Green
7.5	Picnic place	Yellow	Green
7.6	Traffic park	Yellow	Green
7.7	Entertainment park	Green	Green
7.8	club, swimming pool	Green	Green
7.9	Zoo	Yellow	Green
7.10	helipad	Yellow	Green
7.11	Shooting range	Red	Red
8	Agriculture		
8.1	horticulture, laboratory, garden, forest, Botanical garden	Green	Green
8.2	Farm House	Green	Yellow
8.3	pasture	Red	Red
8.4	Laundry bay	Red	Red
8.5	Bee keeping, Animal Cultivation and Breeding Center	Red	Orange
8.6	agricultural equipment repair	Orange	Yellow
9	Floating Use		
9.1	Public utilities and services	Yellow	Yellow
9.2	Wholesale commercial	Yellow	Yellow
9.3	traffic and transportation	Yellow	Yellow
9.4	Cottage industry	Yellow	Yellow
9.5	Special use(Hazardous/dangerous/polluting	Yellow	Yellow
10	Temporary activities		
10.1	weekly market	Red	Red
10.2	temporary cinema, circus, exhibition, Mela	Red	Red
10.3	welding zone	Yellow	Red

Norms for Bazar Street as per the guidelines

- The proposed market street in the built up area of the present master plan and the route for the market street to be proposed in the built up area under the draft master plan 2031. According to the proposed / existing width, it was suggested to fix a maximum of 15 meters from the edge of the local requirements.
- In other areas (except built-up area) proposed / existing roads of 24.00 meters and above, it was suggested with the condition that 30 meters and more service lanes should be made compulsorily. Along with the proposed market street at the time of construction / widening of wide roads
- In the draft master plan, activities on the plot related to the proposed market street have been suggested to be allowed with the condition. According to the zoning regulations of the owned plot, the entire depth of the master plan which is directly related to the market road, may be allowed on the market street land use.
- In the case of proposal of Market Street under the Master Plan proposals in the plans/approved layout of the Authority, the proposal of Market Street will be effective only after the completion of the process of change in layout as per rules.

- The draft zoning regulations for Market Street is being attached which will have to be finalized after receiving the objections/suggestions.

Norms for highway facility corridors

In the draft Master Plan-2031, after leaving 30-30 meters of green belt on both sides of the National Highway, Provincial Highway and the constructed / under construction / proposed bypass, located outside the proposed urbanization area, after assessing the potential development potential of the city, maximum 300 meters. The vote to propose a Highway Facility Zone was settled with the following suggestions

- The category of Highway Facility Zone would be considered as part of agricultural land use only.
- If any plot / land in the Highway Facility Zone is connected to National Highway, Provincial Highway and Bypass, as well as if it is also related to Check Road, then a minimum of 12.00 meters of right of way from the middle of the said Check road will have to be ensured, in which no construction of any kind will be allowed.
- Draft Zoning Regulations for Highway Facility Zone is being attached which will have to be finalized after receiving the objections/suggestions.
- According to the above zoning regulation, the provisions of maximum land cover, floor area ratio (FAR) etc. permissible under agricultural land use in the effective building construction and development bye-law for the works to be proposed on the plots located under the proposed highway facility zone.

8.9 List of shops of daily use(maximum number of workers two)

1. General provision store
2. Daily use items and milk, bread, butter, eggs etc.
3. Vegetables and fruits
4. Fruit juices
5. Sweets and Beverages
6. Paan, Bidi, Cigarette
7. Medical Store/Clinic
8. Stationery
9. Typing, Photostat, Fax etc.
10. Books / Magazines / Newspapers etc.
11. Sporting Goods
12. Telephone Booth , PCO
13. Readymade Garment
14. Beauty Parlor
15. Cosmetics
16. Hair Dressing
17. Tailoring
18. Watch Repair
19. Embroidery , Knitting & Painting
20. Cable TV Operation
21. Video Parlor
22. Plumber Shop
23. Electrical Appliances
24. Hardware
25. Tire Puncture

Similar shops of other daily utilities

8.10 List of permissible service industries in the residential sector (up to 10 horsepower)

1. Laundry
2. Dry Cleaning
3. Servicing and Repair of TV
4. Radio etc.
5. Milk Products, Ghee, Butter Making
6. Servicing of Motor Car, Motor Cycle, Scooter, Cycle etc.
7. Printing Press and Book Binding
8. Gold and Silver Work
9. Embroidery and Knitting
10. Shoes Lace Preparation
11. Tailoring & Boutique
12. Carpentry ,
13. Blacksmithing
14. Clock , Pen , Glasses Repair
15. Sign Board (excluding Iron Board)
16. Photo Framing
17. Shoe Repair
18. Electrical Appliance Repair

19. Bakery Confectionery
20. Flour Mill Repair (Up to 10 HP)
21. Furniture

Equivalent Service Industry

8.11 Pollution free small scale industries (up to 10 horsepower) allowed with special permission in commercial area

1. Flour Mill
2. Groundnut Drying
3. Chilling
4. Sewing
5. Cotton and Woolen
6. Woven Clothing
7. Textile Industry
8. Handloom
9. Shoe Lace Preparation
10. Gold and Silver
11. Wire and Zari Work
12. Leather Shoes and other leather products not including tanning
13. Preparation of mirrors and photographs from glass sheets
14. Manufacture of musical instruments
15. Sports goods Bamboo and cane products
16. Cardboard and paper products Insulation and other coated paper
17. Science and math instruments
18. Steel and wooden furnishings
19. Preparation of household electrical appliances
20. Radio, TV, Repair
21. Repair of watches
22. Glasses
23. Surgical bandages
24. Spinning & weaving
25. Ropes making
26. Assembling of cycles and other non-motorized vehicles
27. Manufacture of electronics equipment
28. Manufacture toys
29. Candle making
30. Jigsaw machine Excluding carpenter Oil extraction (except refining)
31. Ice cream making
32. Mineralized water
33. Jabbing and machining Iron chests and suitcases
34. Paper pins and U-clips
35. Preparation of blocks for printing
36. Glass frames
37. Manufacture of scissors
38. Textile printing work
39. Other pollution free industry

9 Annexure

Annexure 1: List of villages within Saharanpur Aol

1	Abdullapur	50	Gawaleera	99	Mohd.purbahlolpur
2	Badshahpur	51	Ghoghriki aht.	100	Mohd.purgada
3	Bag kala lan	52	Ghoghriki must.	101	Mohiddinpur
4	Bahadaki aht.	53	Ghosipura	102	Mubarakpur
5	Bahadaki must.	54	Gokalpur	103	Mukhlispur
6	Banikheda	55	Halalpur	104	Mullapurkadeem
7	Baritaga aht.	56	Hasanpurbalaswa aht.	105	Mullapurmajabata
8	Baritaga must.	57	Hasanpurbalaswa must	106	Nagrajpur
9	Beedpur	58	Hasanpurkadeem	107	Nalhedabakkal
10	Bhaupur	59	Hasanpurmazrataharpur	108	Nandi aht.
11	Bityaa	60	Hozkheri	109	Noorpur must
12	Chakabdulla sultan	61	Igari	110	Padlikhushalpur
13	Chakadampur	62	Ismailpur	111	Panjora
14	Chakbaritaga	63	Jairampur	112	Papdakirasulpurast (Non notified)
15	Chakgullhin	64	Jamalpur	113	Papdakirasulpur must.
16	Chakharati	65	Jamapurbariaht	114	Paragpur aht.
17	Chakkatauti	66	Jamapurbari must	115	Paragpur must.
18	Chakkaziwala	67	Jandhari	116	Piki
19	Chakkhanoo	68	Kadarpurmafi	117	Pilakhnabakkal
20	Chakparagpur	69	Kailashpur (ct)	118	Pilakhni
21	Chakdevali	70	Kakrala	119	Rasoolpur
22	Chaksaid raja	71	Kamboh majra	120	Rasoolpurpaphedi
23	Chaksaraybhartichand	72	Kankarkooi	121	Ratnakhari
24	Chandanpur	73	Kapasa aht.	122	Roop di guzar
25	Chandumazra	74	Kapasa must.	123	Sadakdudhli
26	Chapradi	75	Kapoorpur	124	Saidpura
27	Chatka	76	Karashani	125	Sakalapuri
28	Chhazpura	77	Khanalampura	126	Salampurbhukdi
29	Chidbana	78	Khatriwala	127	Salampurgadda
30	Chiruki	79	Khurd	128	Sambalkishek
31	Chunatigada	80	Krishanapura	129	Sambhalkagunardar
32	Dabkiguzar	81	KumharHeda	130	Sambhalkikhurd
33	Dabkijunardar	82	Lakhnouraht	131	Sarakadi sheikh
34	Damkadi	83	Lakhnour must.	132	Sawalpurnawada
35	Dara aliswadSaharanpur	84	Madh	133	Shahpurkadeem
36	Dara Kottala	85	Mahipura	134	Sheikhwala
37	Dara Milkana	86	Malhipur (ct)	135	Shekhpurakadeem
38	Dara Rajpura	87	Manakmau	136	Soomli

39	Dara shivpuri	88	Manani	137	Taharpur
40	Dargahpur	89	Mansapur	138	Telimazra
41	Dataulirangad	90	Mathhanpura	139	Tharoli
42	Devla	91	Mavikalan	140	Tiparpur
43	Dhamola	92	Mawikhurd	141	Tuglakpur
44	Dudhlibukharaht.	93	Meghchappar	142	Ugrahu must.
45	Dudhlibukhara must.	94	Milk waziuddinpur	143	Ugranaht. (Non notified)
46	Fatehpurguzar	95	Mirzapurmazrapiki	144	Unali
47	Fatehpurjat	96	Mirzapur (Non Notified)	145	Usufpuraht.
48	Firozpur aht.	97	Mohammadpurmafi	146	Usufpur must.
49	Gagalhediah.	98	Mohanpurgada	147	Wajidpurmazrasarakdi sheikh

