



Haryana Government Gazettee

EXTRAORDINARY

© Govt. of Haryana

Published by Authority

 CHANDIGARH, THURSDAY, NOVEMBER 18, 1999 (KARTIKA 27, 1921 SAKA)

HARYANA GOVERNMENT

TOWN AND COUNTRY PLANNING DEPARTMENT

Notification

The 18th, November, 1999

No. CCP (NCR) FCA/5/99/1761.— In exercise of the powers conferred by sub section (7) of section 5 of the Punjab Scheduled Roads and Controlled Areas Restriction of Unregulated Development Act, 1963 (Punjab Act, 41 of 1963), and with reference to Haryana Government, Town and Country Planning Department, notification No CCP (NCR) F-CA-5/1623, dated the 18th September, 1998, the Governor of Haryana considering the objections, suggestions and representations received along with the recommendations of the Director, Town and Country Planning Department, Haryana hereby publishes the Final Development Plan Palwal alongwith restriction and condition given in the annexures, A and B proposed to be made applicable to controlled area covered by it.

DRAWINGS

1. Existing land use Plan Drawing No. DTP (G) 147/76, dated the 5th August, 1976 (Already published,—vide Haryana government, Town And Country Planning Department, notification no. 1273 - 2 TCP - 78, dated the 27th February, 1978).
2. Final Development Plan Drawing No. DTP (F) 1928 / 98, dated the 15th December, 1998.

ANNEXURE A

EXPLANATORY NOTE ON THE DEVELOPMENT PLAN OF PALWAL

Introduction :

Palwal, an ancient town is said to have been set up in Mahabharata times. Two Masjids of archaeological importance bear inscriptions of 13th century. It is important tehsil head quarter of

district Faridabad and has been providing business and shopping facilities of consumer goods to the surrounding rural area in the radius of about 20 kilometres.

Palwal town has an important location. It is situated at a distance of 57 kilometers south of Delhi on Delhi - Mathura National Highway and lies on Delhi - Bombay railway line. It has also good road links with other important towns of the district. It is one of the seventeen priority towns of the National Capital Region. Outer rings of proposed road and railway lines have been planned to pass through this town joining the Haryana sub-region of the National Capital Region (N.C.R.) with Uttar Pradesh sub-region. On materialization of this proposal the development potentiality of the town will increase manifold.

Palwal town is bounded on the East by the Delhi - Mathura railway line, the North and South by two distributaries which are providing irrigation facilities to surrounding villages. The old town is situated on a big mound surrounded by low lying areas on almost all sides varying from 2 to 6 feet deep. Due to this reason the two rehabilitation colonies set up after partition, had to be located at a distance of about 1 kilometre South - east of the old town creating a parallel township consequently, the intervening areas have been subjected to major speculative ventures in the form of residential, commercial as well as industrial areas irrespective of physical conditions of the land, without any consideration to necessary infrastructural facilities.

2. Population :

Palwal town had a total population of 59127 persons as per 1991 census. The decadalwise population growth rate of the town is described as below :-

Serial. No.	Year	Population	Growth rate Percentage
1	1901	12830	--
2	1911	9485	-26.07
3	1921	9352	-1.40
4	1931	10807	15.56
5	1941	13606	25.90
6	1951	13915	2.27
7	1961	27863	100.24
8	1971	36207	29.97
9	1981	47328	30.72
10	1991 (Extended Town)	75127	58.74

From the above table it is evident that except for decrease in population during 1901-1921 due to epidemic and 100 percent increase between 1951-1961 due to rehabilitation of migrated population from West Pakistan, the town has been growing at moderate growth rate. The population figure of 59127 recorded in 1991 census shows that the growth of the town has fallen from 30.72% to 24.98% giving misleading impression of its stagnation. Actually the town expanded between Bypass and railway line during this decade. The area being out side municipal limits, its population could not be counted and added in the population figures of the town. Statistics reveal that the actual population of the town within its physical boundaries was 75127, thus recording a much faster growth rate of 58.74%. The present population is 87789 persons and the town may exceed the

population figure of 1,00,000 persons by 2001 A.D. i.e. the population for which the published final development plan was prepared.

3. Economic Base :

As per statistics for actual population of 75127 persons in 1991, 21036 persons were enumerated as total main workers which account for 28 percent of total population. The distribution of this working force into various employment sectors is described as below :-

Serial.No.	Name of employment sectors	Nos. of workers	Percentage of total workers
1	Agricultural sector (Cultivators and agricultural labour)	1262	6.00
2	Industrial sector (House hold, manufacturing, servicing and repair)	1683	8.00
3	Trade and Commerce, Transport and service sector	18091	86.00
	TOTAL	21036	100.00

From the perusal of above table it is apparent that trade and commerce, transport and services sector (i.e. tertiary sector) of economy are the predominant sectors of economy in which 86.00% of total workers of the town were engaged. The industrial base of the town is not very sound as this town does not have any large scale industry as a result only 8 percent of its total workers are engaged in this sector of economy. The recently established sugar mill in village Barnikhera in this controlled area does not become a part of this town. The situation is changing now with the notification of Palwal Block as industrially backward and some large scale agro based units like milk processing plants and rice shellers etc. have recently come up and more such units are in the pipe line. Though these units are / will be located outside municipal limits of the town yet the workers would find their home in the town in the hope of better living environment, thus this town would definitely grow at a growth rate of around 75% and the necessary steps to groom the town need to be expedited.

Lots of people of this town are dependent upon the economy of Delhi for their livelihood and commute to Delhi. In order to know the quantum of commuters commuting from Palwal town to Delhi and Faridabad, a survey was conducted by the office of the District Town Planner, Faridabad which reveals that 60 percent of total workers of this town are commuting daily to Delhi and Faridabad for their livelihood. The number of commuters using different mode of transport are detailed as under:—

Serial. No.	Mode of Transport	Number of Commuters	Percentage of Commuters
1	By Rail	4434	58.00
2	By Bus	3200	42.00
	TOTAL	7634	100.00

4. (a) Existing Land use Ppattern Infrastructural Facilities and Growth trends :

Like other Indian towns the existing land use pattern of this town, which abuts on Delhi-Mathura Road and Palwal-Sohna road, is characterised by mixed land use with extreme congestion in the centre, defective circulation pattern, dilapidated structures, lack of sewerage and storm water system, existence of shops on both sides of the roads without parking facilities causing traffic hazards and inadequacy of other community facilities.

However, the new colony abutting on Rasulpur road bye-pass and Delhi - Mathura Road, which has been established after partition of India to resettle the migrants from Pakistan is the only planned colony of the town. Housing Board, Haryana has now set up a housing colony in Sector 2 which has been completed recently. Though this Department had prepared a development plan for Palwal in the year 1978 as the town has been identified as a priority town in the National Capital Regional Plan yet no sincere and concerted efforts have been made for the induced and planned development of this town Sector 8 and 10 being situated between bye-pass and existing town had already developed into a slum and similarly Sector 9 having a very prime location and reserved for under -terminated use in the development plan with a view to develop a dry port in this sector, has also developed into a slum. So now it has been proposed as residential sector. Whole sale grain, vegetable markets have been developed in Sector 3 reserved for whole sale trade in the development plan.

(b) Existing Infrastructure :

Palwal town has two colleges, one I.T.I. having two wings each for boys and girls separately, one Vocational Educational Institute, three senior secondary, six high, two middle, fourteen primary schools, one thirty-beds civil hospital, one E.S.I. dispensary, forty local medical practitioners, one fire station, five cinema halls including four mini theatres, four developed parks, two libraries, three clubs, two rest houses, three dharamshallas, two hotels, one railway station, one bus-stand, four post offices, one telegraph office, one electronic telephone exchange having capacity of 1500 lines, four petrol pumps and one gas agency. A community centre and a stadium are being taken up for construction soon.

(c) Growth Trends :

The location of railway station, wholesale fruit and vegetable and grain markets, existence of bye-pass on the east and existing town has led to the growth of the total area between railway line, bye-pass and existing town. However since these areas now stand developed in the form of unauthorised colonies further trend of growth has been observed along Delhi road, Sohnna road, Nuh road and Hathin road. No significant growth has taken place on the east of Delhi - Mathura railway line. But this area has also become potential now due to nearness of railway station and construction of bridge over the Yamuna on Palwal-Aligarh Road.

Palwal Block has now been declared as industrially backward. Lot of entrepreneurs are taking interest in the area situated between Delhi-Mathura Road and railway line near village Agwanpur and Ferozpur etc. and some industrial units have already been permitted in this area.

In view of the above and proposed road and rail network of National Capital Region, it can be safely assumed that future growth of the town will take place along Delhi-Mathura, Palwal-Sohnna, Palwal-Nuh and Palwal-Hathin roads.

5. National Capital Region proposals with respect to Palwal Town :

(a) Population

As per Regional Plan - 2001 of National Capital Region, Palwal has been identified as priority town to accommodate the perspective Delhi bound migrants by creating employment opportunities in secondary and tertiary sectors. A population of 2.5 lacs persons has been assigned to Palwal town in the Regional Plan of National Capital Region upto 2001 A.D. Keeping in view the present population of 87789 and slippages in the programme of shifting of offices from Delhi, the town may marginally exceed the population level of one lac persons upto 2001 A.D. Therefore, the population level 2.5 lacs persons assigned by the National Capital Region Planning Board is impossible to achieve upto 2001 AD.

Keeping in view the actual growth rate of about 60% during the last decade, increasing number of industrial units, expanding trade and commerce etc., it is concluded that the growth rate of population will touch the level of 70% during 1991-2001 and around 75% 2001-2011 AD and 2011-2021 AD. At the above rate of growth the population of the town may grow to 3.5 lac persons by 2021 AD. Assuming that National Capital Region Plan proposals with regard to shifting offices and economic activities in priority towns and regional road and rail linkages are implemented, the population of the town may reach 4.00 lacs persons by 2021 AD. The final development plan for the town has been prepared for a perspective population of 4.00 lac persons by 2021 A.D.

(b) Economic Activities :

The Regional Plan - 2001 has also recommended that the offices of Government, Corporations, public sector undertakings be shifted from Delhi to the priority towns. Palwal having efficient road and rail linkages offers ideal location for these offices. Regional Plan further recommends the location of whole sale trade and large and medium scale industries in priority towns.

(c) Regional Linkages

The following proposals of regional road and rail network plan of Regional Plan 2001 will enhance the growth potential of Palwal manifold :-

- (i) up-gradation of Delhi-Mathura road to four lane expressway (M-I road) upto Hodal;
- (ii) provision of an additional broad gauge railway track from Delhi to Palwal;
- (iii) provision of outer road grid (M-II B) through Palwal town connecting Khurja, Palwal, Sohna, Dharuhera, Bhiwadi, Rewari, Jhajjar, Rohtak, Panipat, Meerut etc ; and
- (iv) provision of regional rail bye-pass passing through Palwal connecting Khurja, Palwal, Nuh, Rewari, Jhajjar, Rohtak and Panipat etc.

6. Proposed Extension and Size of the Town :

The existing town forms the nucleus of future growth. Latest growth of the town is compact and integrated development, physiography, drainage system, proposed regional linkages and practical

