

12.12.6 RECREATIONAL LAND USE (RE)

In order to ensure that the city is an attractive and desirable place to live, a high proportion of the developable area is proposed for open spaces and recreational activities. The major green areas are proposed surrounding the waterbodies like Mahrul wetland and Morikolong waterbody. Around Ranthali and Fakoli beels a buffer of 50 m is given. Moreover, canal and rivers will have a buffer of 15 m on both the sides. Apart from that, some government lands have been identified and are proposed as a green area in order to make the implementation easier. In Morikolong area, a District Sports Centre is also proposed. In the neighbourhood level, recreational areas are proposed.

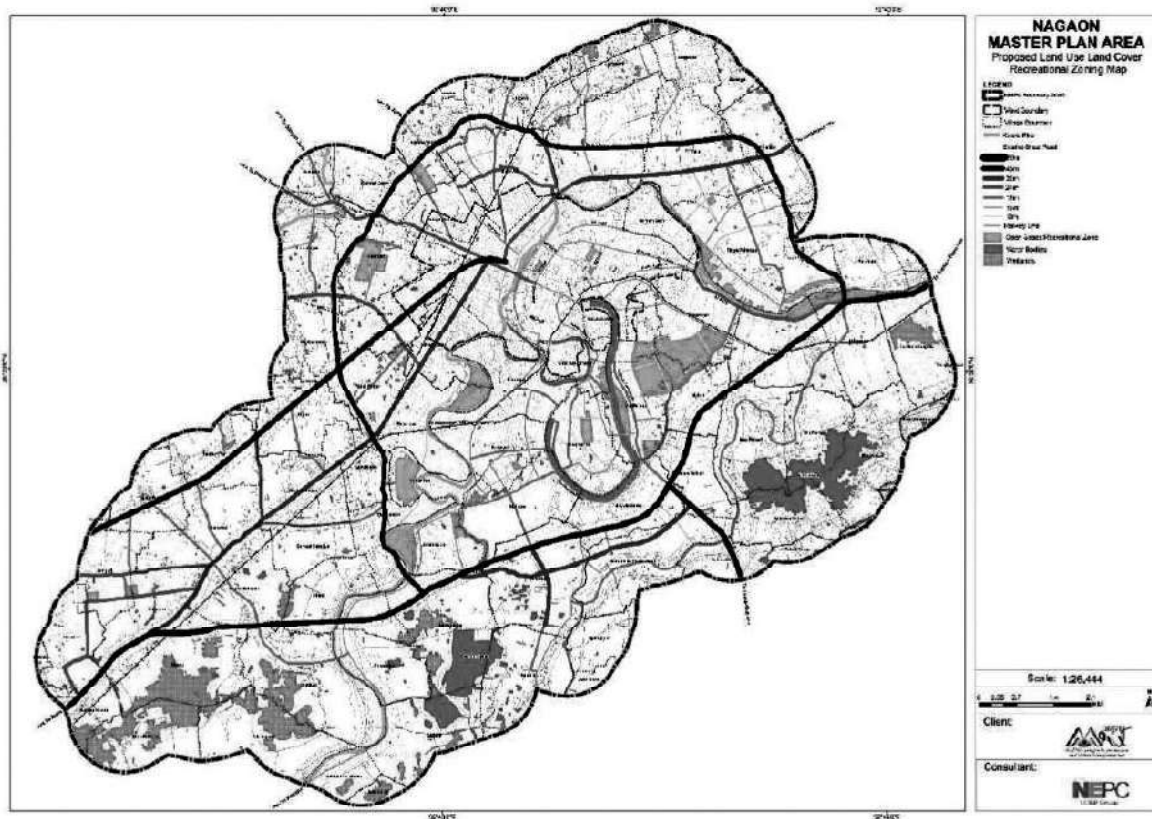


Figure 176 Proposed Recreational Zone Map, NMP 2045

Total 9.43 sq.km of area earmarked as Open Space and Recreational Land Use, where recreational activities, parks, riverfront development, playground, theme parks, and exhibition grounds can be allowed.

Permissible Uses: Theme park, outdoor adventure, sports, restaurants, food plazas, food streets, sports complexes, stadiums, parks, botanical garden, zoo, nature park, Petrol /CNG/LPG stations.

Regulated Uses: The mentioned uses may be permitted subject to approval of a special permit on a case-by-case basis:

- Broadcasting towers and line-of-site relay devices for telephonic, radio or television communications
- Special non-habitable structures for entertainment in theme parks or for outdoor adventure sports

The following uses and structures shall be permitted as ancillary uses to the main use of the building provided their name, location and size (if applicable) is indicated in the site plan submitted for approval:

1. Devices for generation of non-conventional energy, such as solar panels, wind power
2. Lodging facilities for caretaker/security personnel

NDA can grant special permission in height, FAR, Ground Coverage for Special Buildings (Star Hotels, Hospitals, institutions/government/semi government institution etc.) which have special privileges (under various Government Policies issued time to time).

12.12.7 URBAN AGRICULTURE ZONE (A)

With the rapid growth and expansion of cities, agricultural lands starts declining. Thus, this issue is meticulously dealt with, by providing dedicated agricultural lands in the planning area. The agricultural lands are protected till possible extent. Except conurbation area, in rest of the area agricultural land are proposed to be preserved. Moreover, many large chunks of agricultural lands have been kept intact in Mahrul, Nic Kachamari and Garikuri Bebejia, Ghahi, Tokalai Bebejia village.

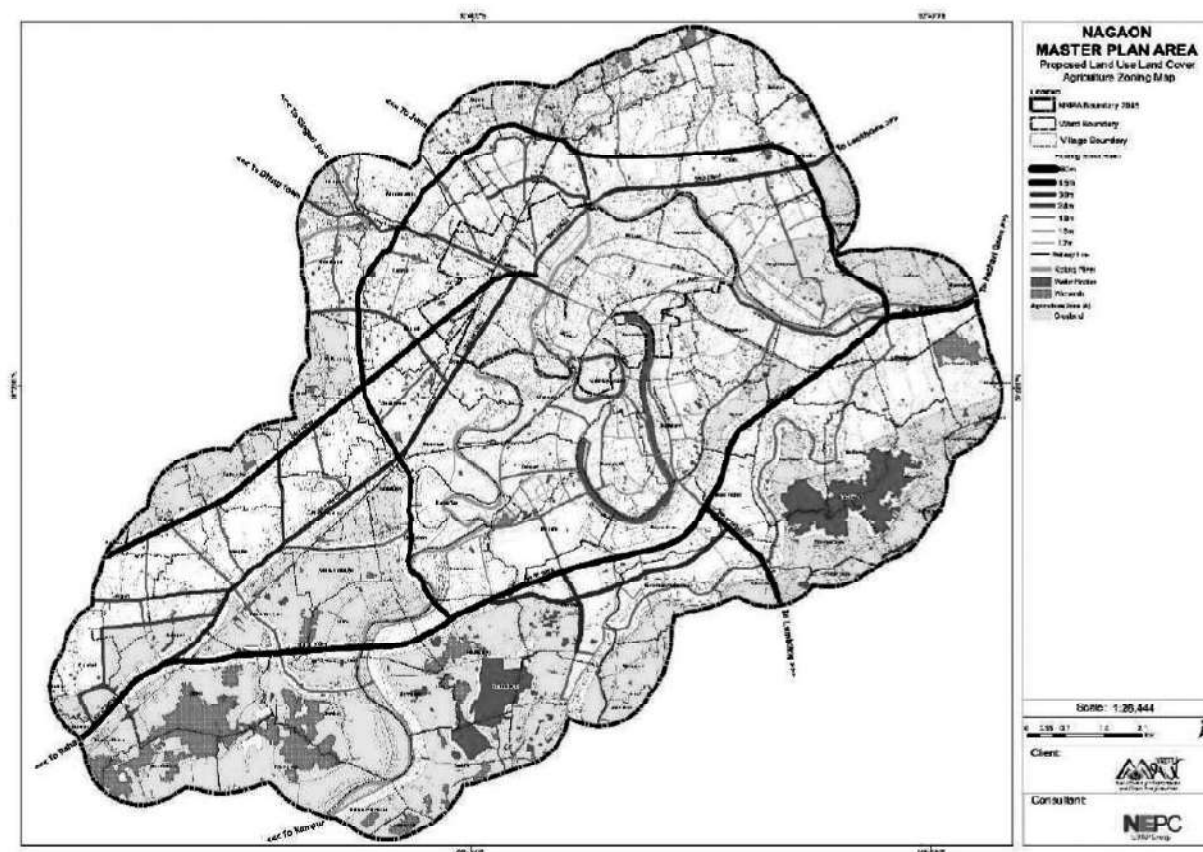


Figure 177 Proposed Agriculture Zone Map, NMP 2045

Total 34.64 sq.km of area earmarked as Urban Agriculture Zone, around the identified 'Contiguous Urban developable Area' in the proposed Land Use Plan. Urban agriculture land use is divided into two parts. Part of it is located on the East of the developable area, and other part of it is located on the West of developable area. Activities such as animal husbandry, aquaculture, agro-forestry, and horticulture will be allowed in this land use area.

Permissible Uses: animal husbandry, aquaculture, agro- forestry, horticulture and other uses allowed in open space / recreation zone.

Regulated Uses: As mentioned under regulated uses under Recreational zone

¹United Nations Development Program (1996) defines urban agriculture as an activity that produces, processes and markets food and other products, on land and water in urban and peri-urban areas, applying intensive production methods and reusing natural resources and urban wastes to yield a diversity of crops and livestock. Urban agriculture in addition can also involve anima.

12.12.9 TRANSPORTATION ZONE (T)

Total 12.79 sq.km of area is specifically earmarked as a Transportation Zone for which permissible facilities as classified below-

- Parking
- Railways
- Airports
- Logistics Hubs (Bus Depots and Truck Terminals)
- Tele-Communication

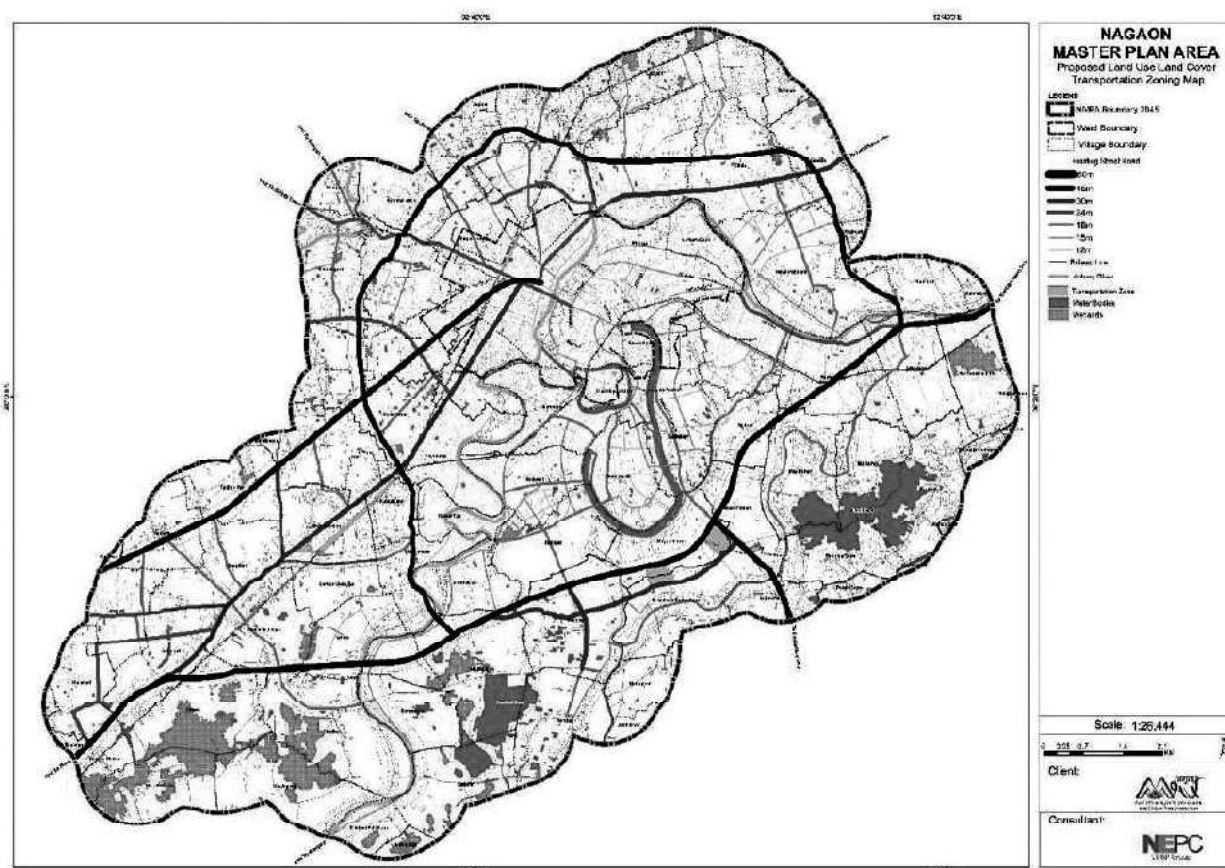
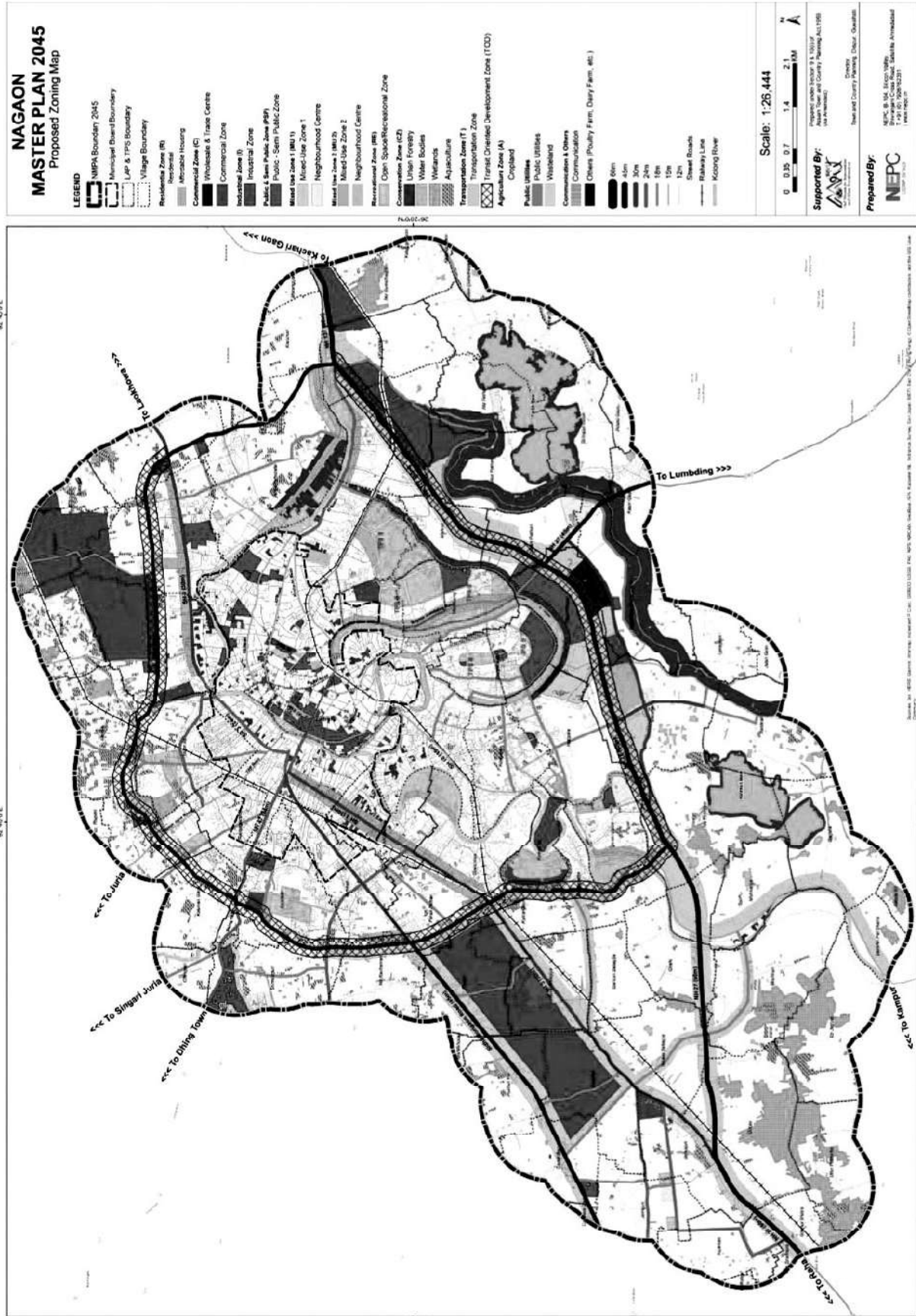


Figure 179 Proposed Transportation Zone Map, NMP 2045

Permissible Uses: Airport, Railway station, Railway yard, Bus depots, bus stations, Truck terminals, Transport nagar, Godowns, dockyards, Freight complexes, Transmission and Communication and other uses permission as per NDA.

Regulated Uses: Uses permission as per NDA.



12.12.10 ROAD

The proposed road system together with new linkage is designed to have a proper road circulation throughout the Master Plan area. Road hierarchy is proposed to provide free movement within the Master Plan area. One Ring Road is provided in the surrounding of the NMB area to avoid entering the regional traffic into the city center, which will help in relieving the existing congestion. NH 37 that is passing through the southern part of the NMPA, and the SH-3 along the North bank of the Kolong River which is travelling from West boundary of the NMPA to the East boundary of the NMPA both will work as bypass roads. Ring Road road will be carrying the regional traffic that does not intend to enter the city center and will help decongesting traffic in the city center.

12.12.11.1 Proposed Hierarchy of Roads

The proposed Master plan for Nagaon exhibits a definitive hierarchy in its structure. The proposed road network would increase connectivity within the region, simultaneously helping alleviate traffic problems. The proposed road network is in radial and arterial pattern with hierarchy in structure. The concept is to integrate the existing road of NMB with proposed road in NMPA. The proposed hierarchies of roads are 60mt, 45mt, 30mt, 24mt, and 18mt wide.

60mt Wide Roads:

This is the 1st order road in the proposed road network. National highway - 37 falling within the NMPA is proposed 60mt wide. National highway is the main trunk of the proposed road network, as it connects the entire region with the rest of India and other states of the seven sisters.

45mt Wide Roads:

This is the 2nd order road in the proposed road network. The ring road of contiguous urban area would be of 45mt wide. The 45 mt wide road will through the traffic coming from SH-3, Old NH and NH-37 without entering to the core city centre area.

These roads are designed as an arterial road. Access to land uses on one or both sides of the arterial roads can be provided through a service road in order to separate the low-speed local traffic from the higher speed traffic. On certain arterial roads, there will also be provision for public transport. This would normally be on the same side of the road as the mixed commercial/residential areas.

Pocket Major Road 30mt Wide:

The proposed 30mt wide roads are second order in the hierarchy of the proposed road network. These roads are working as collector roads and at the nodes; they are well connected with the 45mt wide roads.

The collector road network intercepts traffic from inside the urban areas and feeds it into the arterial roads. The proposed cross section of these roads comprises a divided dual 2-lane carriageway with a pedestrian footpaths and a narrow median.

Pocket Minor Road 24mt Wide:

The proposed 24mt wide roads are fourth order in the hierarchy. These routes are originated from with the 45mt or 30mt wide roads and are designed as collector roads. Roads with restricted truck access indicate priority routes for all light traffic (with a limited access for the service trucks during non-peak hours of the day). These routes are intended to provide safe access of the passenger traffic to the surrounding residential areas.

Pocket Minor Road 18mt Wide:

The proposed 18mt wide roads are fifth order in the hierarchy in the urban developable area. These routes are originated from with the 30mt or 24mt wide roads and are designed as collector roads, within NMP area.

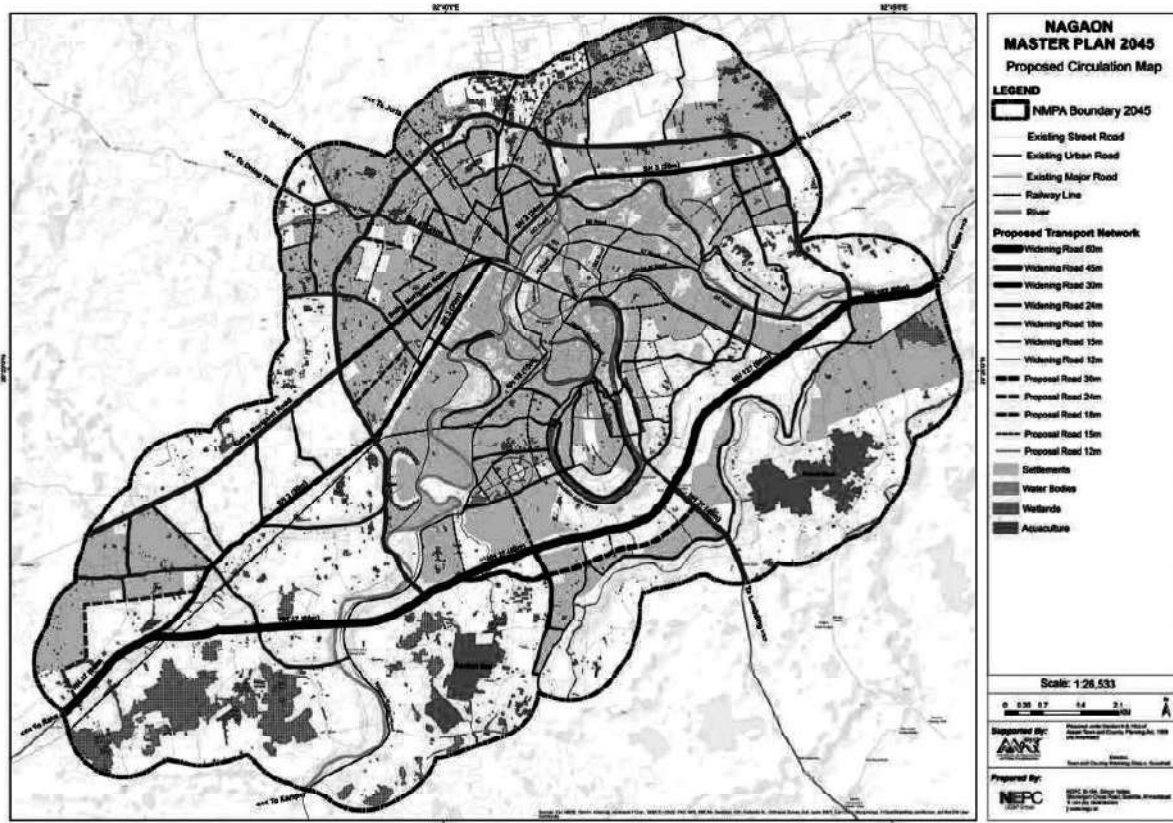


Figure 180 Proposed Transport Network Map, NMP 2045

Each Planning Zone can be put to such use(s) as detailed out in the Master Plan. The proposed Land use Plan indicates the location of broad uses and major facility areas. The requirements of these facilities are subject to necessary modifications when the detailed Zonal Development Plans are conceived. Therefore, the purpose of Zonal/Sub-zonal byelaws and regulations is not to stop the urban development activities in the Planning Area but to serve as broad policy framework for the promotion of planned development. The Master Plan proposes building activity within the prescribed Local Area limits should be controlled and guided by following set of regulations as spelt out in the below table.

The aim of enforcing the regulations is to achieve a desirable development pattern and structure with good quality of life. In order to ensure complete harmony between land uses, town has been divided into various Use Zones including Residential, Commercial, industrial, Recreational, Public & Semi-Public, Transport & Communication, Agriculture, Plantation, Water bodies etc. However, in enforcing master Plan proposals the regulations have been made efficient to avoid inconvenience to public. Mixed land use concept has also been adopted and prescribed which shall need approval of Government. The adoption of mixed land use concept is to enhance functionality of the uses.

12.13 SPACE STANDARDS & DEVELOPMENT AND DESIGN CONTROLS

Space standards are fundamental to obtain the basic objective of Zoning Regulations to achieve desirable pattern of development in each Use Zone. Strict enforcement is needed to achieve articulated urban development as envisaged in the Master Plan.

Table 218 Spatial Norms and Standards

S.N.	Description	Standard Prescribed	Plot Area/ Unit (HA)
A	Educational Facilities		
1	Pre-Primary School	1 for 2,500 – 4,000 Population	0.08
2	Primary School (including a playfield)	500 students / 4,000 Population	0.4
3	Middle School (including a playfield)	1000 students or 1 for 7,500 Population	0.6
4	Middle School with Hostel	1000 students or 1 for 7,500 Population	0.75
5	Higher Secondary School (IX-XII)	1000 students or 1 for 10,000 Population	1.6
6	Higher Secondary School (IX-XII) with Hostel	1000 students or 1 for 1,00,000 Population	2
7	Integrated School (Class I-XII) with Hostel	1000 students or 1 for 1,00,000 Population	3.9
8	Integrated School (Class I-XII) without Hostel	1500 students or 1 for 1,00,000 Population	3.5
9	School for Handicapped (including a playfield)	400 students / 45,000 Population	0.5
10	College (including a hostel and playfield)	Students 1000 15000 or 1.25 Lac Population	4
11	University campus without residential quarters	-	10
12	New University Campus with residential quarters	-	30
13	Industrial Training Institute (ITI)	500 students / 10 Lac Population	2
14	Polytechnic	400 students / 10 Lac Population	2
15	New Engineering College	1500-1700 Students	30
16	Medical College with Specialized General Hospital	1500-1700 Students	15
B	Health Care Facilities		
17	Health Unit / Dispensary	1 for 15,000 Population	0.1
18	Nursing Home / Maternity Centre	30 Beds / 1 per 45,000 Population	0.25
19	Polyclinic with some observation beds	1 for 1 Lac Population	0.25
20	General Hospital (300-500 beds) with residential accommodation	1 for 1 to 2.5 Lac Population	6
21	Intermediate Hospital with residential accommodation	100-200 Beds / 1 Lac Population	3.7
22	Intermediate Hospital	80-100 Beds / 1 Lac Population	1
C	Socio-Cultural Facilities		
23	Community Room	1 per 5,000 Population	0.1

24	Community Hall and Library or Multi-purpose Hall	1 per 15,000 Population	0.2
25	Recreational Club	1 per 15,000 Population	0.3
26	Recreational Club	1 per 50,000 Population	0.5
27	Recreational Club	1 for 1 Lac Population	1
28	Music, Dance & Drama Centre	1 for 1 Lac Population	0.2
29	Club Houses	1 for 1 Lac Population	1
30	Museum & Art Gallery with Parking	-	1
31	Community Centre with Hall and Library etc	1 for 15,000 Population	0.3
32	Meditation and Spiritual Centre	1 for 50,000 Population	0.5
33	Botanical / Zoological Park	1 for 1 Lac Population	5
34	Exhibition Area (s)	1 for 1 to 10 Lac Population	10
35	Cinema / Theatre	1 for 1 Lac Population	0.5
36	Stadia / Sports Centre/ Complex	1 for 1 Lac Population	8
37	Mini-Play Field	1 for 2,500 Population	0.75
38	Play Field	1 for 15,000 Population	1.5
39	Religious Place / Structure	1 for 2,000 Population (for all community)	0.2
40	Religious Place / Structure	1 for 10,000 Population (for all community)	0.5
41	Graveyards	1 for 20,000 Population	2
42	Cremation Ground	1 for 50,000 Population	0.5
D	Distribution Services		
43	Post and Telegraph Office	1 for 1.5 Lac Population	0.4
44	Post Office	1 for 40,000 Population	-
45	Telephone Exchange	-	0.2
46	Petrol Pump	1 per 225 ha of Gross Residential Density	0.2
47	Petrol Pump	1 per 40 ha of gross Industrial Density	0.2
48	Milk Booth	1 for 5,000 Population	-
49	LPG Godown	1 for 50,000 Population	0.2
50	LPG Plant with Bottling Facility	-	1
51	Electrical Sub Station of 11 KV	1 for 15,000 Population	-
52	Electrical Sub Station 66 KV	1 for 1 Lac Population	-
E	Police and Fire Services		
53	Police Station	1 for 90,000 Population	1.5
54	Police Post	1 for 40,000 Population	0.2
55	Fire Station	1 for 90,000 Population	1.5
F	Slaughter House		
56	Slaughter House	1 for 1 Lac Population	0.4
57	Abattoir	1 for 1 Lac Population	1

13 IMPLEMENTATION AND MONITORING

13.1 PROVISIONS GIVEN IN THE ASSAM TOWN & COUNTRY PLANNING ACT 1959

In order of secure planned development of Nagaon Planning Area, it will be important that proposals defined in the GIS Based Master Plan of Nagaon are implemented on the ground in letter and spirit. The concept defined in the Comprehensive Master Plan for securing rational development shall not be achieved unless it is adequately supported through a well-defined mechanism for ensuring its proper implementation.

Use and Development of land

As per Section 13 of the Act, no person can use or permit or carry out any development in the Planning area without conformity with the Development Plan after coming into operation of the Development Plan. No development can be taken up by an individual and Department of the Government without the permission of the Competent Authority for which an application shall be made accompanied by documents and fee, as may be prescribed under Section 13(2). Act provides for regulating all constructions / development undertaken by any person including

stopping of illegal construction, imposing penalties, demolition of buildings etc.

Acquisition and disposal of land

Section 32 of the Act provides for acquisition of land as per the provisions under Land Acquisition Act, 1894 for public purpose. The Planning Authority may, at any time, and for the purposes of a Development Plan acquire any land with the sanction of the Government. Land is acquired by the Government and then transferred to the Authority for development on payment of compensation.

Levy of Betterment Fee

As per Section 41 of the Act, Every property which has increased in value due to its inclusion within an area under a plan or a scheme or due to the execution of such schemes shall be charged with a betterment fee and such change or development is capable of yielding a better income to the owner, the Planning Authority may levy a not exceeding 1/3 rd of the estimated increase in the value of the land or building for permitting such change in use or development.

13.2 SALIENT FEATURES DEVELOPMENT CONTROL REGULATIONS

For better implementation of the GIS Based Master Plan, it is to be controlled through Development Control Regulations. To derive the Development Control Regulations for Nagaon Planning Area, Gross Residential Density is worked out.

As per URDPFI Guidelines 2015, the gross density for developed area of Large City (Population having 5 lakh to 10 lakh) In Plain Areas should be 125-175 PPH. As per Census 2011, the population of Nagaon Planning Area is 2,98,680 with total area of 148 sq.km. The gross density of the planning area is 20 PPH. The Gross Residential Density is 118 PPH which

is matching with the URDPFI guidelines 2015. As per incremental increase method, projected population for year 2045 is 5.06 lakhs for the planning area. For projection year 2045, there can be of more growth and anticipated compared to the growth rate of the previous decades. The reasons for that are cited in chapter 2.12 Population Projection 2045. For year 2045, projected population is coming to be 4.64 lakhs. By considering projected population of 4.64 lakhs, the proposed gross residential density is worked out to be 96 PPH which is considerable as per the URDPFI Guidelines 2015.

13.3 POLICY FRAMEWORK RELATED ACTIONS

It will be important to focus on following to achieve the effective implementation besides promoting planned development of the local area. This should include:

- Putting in place appropriate order of manpower in Town Planning and Engineering division within the Authority
- Creating a dedicated Enforcement Wing for implementing the Master Plan
- Creating Land Bank – creation of inventory of Government Land through which status of Government land can be monitored (buying & selling of Government Land)
- Looking at new options for generating resources for funding the development work for making urban development self – financing.
- Involving Private, Corporate and Cooperative Sectors as major partners in the Planning, Development & Implementation of Master Plan through an investor friendly framework.
- Creating awareness among people about the role and importance of Comprehensive Master plan including its major provisions and schemes to make local citizens as partners in the development process and in providing appropriate quality of life.
- Creating a High-Powered Board for coordinating the activities of various departments operating within the planning area and define Policy Framework for implementation of GIS Based Master Plan 2045.
- Maintaining a GIS based system for updating database and monitoring of Master Plan implementation (Master Plan 2045 is already prepared on GIS platform which has to be updated time to time)
- Phasing of development and developing trunk infrastructure including major roads, water supply, sewerage, drainage or electricity etc. as per priority.
- Formulation of the annual plan and identification of projects for implementation within the framework of approved Master plan - adopting Project Based Approach.
- Transforming the role of Government /Authority from 'Provider to Enabler' and devising innovative methods of resource mobilization.
- Making use of different central and state government schemes to finance major proposals in the NMP 2045.

13.4 LAND POOLING AND PLOT RECONSTITUTION FOR PLAN IMPLEMENTATION

Based on the pattern followed in states of Maharashtra and Gujarat, NMP 2045 advocated the use of land pooling and reconstitution mechanism to manage, service, reconstitute the private land and promote planned development. The mechanism involves development without acquisition of land involving land owners as equitable interests in the development process. The entire development cost is generated out of part sharing of increase in land values due to planned development of the area. Land is earmarked for roads, open spaces, parks, play grounds and amenities including healthcare and education. Planning Authority also gets land from the scheme, which is disposed off by the designated agencies to raise resources to meet the development cost and pay the cost of land, which is used for public purpose, etc. Land owners get full compensation of land, which is used by public agencies and shares

the cost of development. The scheme is prepared in consultation with land owners, which minimize the chances of conflict between land owners and the Planning Authority. Development agency on its parts gets land for roads, open spaces, amenities, etc. free of cost without resorting to land acquisition. The developed land which is made available to land owners can be disposed off by him in the open market at a negotiated price fetching him higher returns.

Land Pooling and Redistribution Scheme (Town Planning Scheme)

It is a land development technique undertaken by the land owners who pool their land to receive a good layout, following a procedure involving:

- Notifying an area for Town Planning Scheme.
- Pooling of land of different land owners to the Authority.
- Preparing a detailed scheme as per the provision

of Master Plan indicating the original and final plots, roads, open spaces, amenities, involving the land owners.

- Redistribution of final plots after charging betterment contribution and paying compensation for the land used for public purposes, transferred to the local authority.
- The role of development authority remains most critical in order to finalise the scheme by involving land owners, preparing layout plans, getting it approved from land owners and the state government and ensuring execution of scheme. In the entire process land is developed as per the plan involving no acquisition of land. This is the major feature which distinguishes Town Planning Scheme from other modes of land assembly like bulk acquisition or bulk acquisition of selected land for public amenities. After the Town Planning Scheme is finalized, entire land earmarked for public purposes involving roads, open spaces, amenities, etc. vests with the local authority without paying any compensation and is generally called "Land Acquisition without tears". It makes land owners also happy because they lose only part of their land used for public purposes and get the remaining land after planning with freedom of disposal in urban markets. Compensation is also paid to the land owners for the land which is used for public purpose. However, the scheme has been found to popular in large cities with adequate demand of land. Scheme has one drawback that it takes considerable time for finalization. However, the model adopted by state of Gujarat for speedier framing of T. P. Scheme could be used for formulation of T. P. Scheme on time bound basis. This method can be considered for adoption by Nagaon Planning Authority after detailed study of various aspects of the scheme and legal framework required to make these schemes a reality. It would also require placement of trained manpower to be put in place to frame and finalise the T.P. Scheme.

Spatial planning of any urban area tends to increase the land value of that area. A further increase takes place when the actual development works start. It's a common experience that ULBs excepting a few municipal corporations lag badly in executing

the development works which mainly consist of basic civic services. This is mainly on account of the paucity of funds. Since the spatial planning and the development works tend to increase the land prices, it was thought necessary to mop up a part of the incremental increase in prices for the purpose of carrying of the developmental work. Traditionally this has been sought to be achieved by levying charges at two stages termed betterment charges and development charges. As soon as the spatial planning is finalised, the authorities responsible for spatial planning levies a charge termed as betterment charges.

Unfortunately, this charge, however, does not lead to any net income for the planning authority. This is because the entire rationale seems to be individual owners of plot are going to surrender land owned by them for the development works and therefore, are entitled to some compensation. The cost of carrying on the planning work will be offset. Therefore virtually there will be no net income to the planning authority. Anticipated expenditure for laying of roads and various other civic services. Part of the increment of land value on account of this is sought to be mocked up by levying the development charges. However, actual amount generated falls much below the expenditure for levying the services. Secondly, this charge is levied and collected when a person owning a plot comes for actual development on that plot. Here also this hardly serves the purpose of effectively providing the fund backup needed for actually executing development jobs.

The government has therefore in various states has made provision for a part of the land under development to devolve on the spatial planning authority. The idea is that funds generated by the sale of the devolved land would be helping the institutions to carry on the development works, if need be, by borrowing funds from the public finance institutions by putting the sum as margin money.

In case the state government agrees to resorting to land pooling methodology for executing town planning, the suitable provisions can be made for reservation of land for the planning authority for generating funds needed for actual development. In this context, as is being done in Maharashtra and Gujarat.

13.5 PHASING AND COSTING

The successful implementation of a Master Plan is depending on the availability of resources with the implementation authority and the concerned department. The availability of funds sets the guidelines for the development for various proposed projects of the planning area. The different proposals for Nagaon Master Plan (NMP) have been drawn up for achievement over the period up to 2045 have given a broad estimate of investment to be undertaken.

This is an indicative investment plan, it would be imperative to find out sources of enhanced capital finances to be able to carry out the required investment. Further, it has been a common phenomenon that many of the capital expenditure has not been sustained properly leading the delivery of services to suffer. Therefore, sustenance of capital

expenditure in terms of operation and maintenance of assets created becomes all the more important and this force for identification of different revenue generating options.

Phasing is done for the development to take place incrementally over the period of time, according to the financial resources available. Initial projects are to be selected in such a manner that they act as catalysts for economic growth of the city. Generally, it includes projects such as knowledge cities, business and high tech parks and commercial centres etc. These will cause huge inflow of people to the city for education and employment.

For Nagaon Planning area, the implementation of the proposals is divided into three phases; short term, Medium term and long term. The proposals to be implemented in these phases are described below:

13.5.1 SECTOR-WISE INVESTMENT PROPOSAL

The sector wise investment requirement for the implementation of various projects of Nagaon Master Plan is detailed in table below.

Table 219 Sector Wise Investment for Nagaon Planning area

S.N.	Location	Project Name	Total Project Coast (in lac.)	Cost in Phase I (in lac.)	Cost in Phase II (in lac.)	Cost in Phase III (in lac.)
Urban Development						
1	Core area of Nagaon Town	Urban Renewal of Core Old Areas of Nagaon Town	100	50	50	-
2	Core area of Nagaon Town	Development of Heritage Buildings of Nagaon Town	50	50		
3	Distributed in Town	Rehabilitation of Slums dwellers along Kolong river and on Water Bodies located in Planning Area	2500	1500	1000	
4	Nagaon Planning Area	Green Belt along Major Proposed Roads and Wetlands	150	100	50	
5	Dimaruguri	Neighbourhood Centre at Dimaruguri (10.20 Ha)	920	920		
6	Teliya Pahukata	Neighbourhood centre at Teliya Pahukata (10.34 Ha)	918		918	
7	Difalu	Neighbourhood Centre at Difalu (10.02 Ha)	900			900
8	Laogaon 1	Neighbourhood centre at Laogaon 1 (10.08 Ha)	914			
9	Simaluguri	Neighbourhood Centre at Simaluguri (10.09 Ha)	920		920	
10	Majorati	Neighbourhood centre at Majorati (10.11 Ha)	925		925	
11	Kaoimari	Neighbourhood Centre at Kaoimari (10.04 Ha)	914			914
12	Fakali Pathar	Neighbourhood centre at Fakali Pathar (10.57 Ha)	916			916
13	Jamuguri	Neighbourhood centre at Jamuguri (10.11 Ha)	910	910		
14	Jarani Gaon	Neighbourhood centre at Jarani Gaon (10.07 Ha)	911			911
15	Hatipara	Neighbourhood centre at Hatipara (10.18 Ha)	923		923	
16	Bengena Ati	Neighbourhood centre at Bengena Ati (10.18 Ha)	914	914		
17	Deodhar	Neighbourhood centre at Deodhar (10.18 Ha)	900			900
18	Morikolong	Neighbourhood centre at Morikolong (10.18 Ha)	915		915	
19	Nam Pathari	Neighbourhood centre at Nam Pathari (10.18 Ha)	900			900
20	Niz Pathari	Neighbourhood centre at Niz Pathari (10.18 Ha)	905			905

Water Supply System						
21	Nagaon Planning Area (NPA)	Preparation of DPR for Water Supply System for Nagaon Planning Area	14	14		
22	Existing Nagaon Town	Water Supply network of 115 km sanctioned under AMRUT	100	50	50	
23	Existing Nagaon Town	Improvement of Water Supply System of Nagaon	200	100	100	
24	Nagaon Planning Area	Hand Pump water Distribution System	300	150	150	
Power						
25	Existing Nagaon Town	Renovation and modernization of 33/11 KV and 11 KV / 440 V sub- stations	200	100	100	
26	Existing Nagaon Town	Installation of new transformers and capacity augmentation of existing transformers	350	200	150	
27	Existing Nagaon Town	Metering of All connections	200	100	50	50
28	Existing Nagaon Town	Installation of a HVDS (High Voltage Distribution System)	500	250	150	100
29	Nagaon Planning Area	Preparation of DPR for Power Supply System for Nagaon Planning Area	15	15		
Sewerage System						
30	Nagaon Planning Area	Preparation of DPR for Sewerage System for Nagaon Planning Area	15	15		
31	Nagaon Planning Area	Laying of Sewer Network for Planning Area	1000	400	300	300
32	Dimaruguri	Construction of STP (34 MLD) on 4 Hectare of Land	680	300	380	
33	Kumar Tup	Construction of STP (35 MLD) on 5 Hectare of Land	700		350	350
Solid Waste Management						
34	Nagaon Planning Area	Improvement and Modernization of Solid Waste Collection, Transportation and Disposal System of Nagaon	250	250		
35	Kachamari Gaon	Development of Solid Waste Engineering Landfill Site on 8 Hectare of Land	800	600	200	
Drainage System						
36	Nagaon Planning Area	Preparation of DPR for Drainage System for Nagaon Planning Area	20	20		
37	Nagaon Town	Cleaning and maintenance of existing main drains	1000	500	500	
38	Nagaon Planning Area	Laying of Road side drains in new proposed areas within Nagaon Planning Area	3000	1000	1000	1000
39	Nagaon Town	Construction and Improvement of Existing Storm Water Drains	1000	500	500	
40	Nagaon Planning Area	Slope protection, Improvement, Construction, Repair & Restoration	100	100		
Water Bodies						
41	Nagaon Planning Area	Repair and Renovation of Water Bodies in Planning Area	1000	500	500	
42	Nagaon Planning Area	Development of Green Belt around all water bodies	500	250	250	

43	Nagaon Planning Area	Rejuvenation of Kolong River Under Progress (Bank Stabilization Work at Dimoruguri, Uttar Halbargaon, Bidyatup, Teliagaon)	650	400	250	
44	Nagaon Planning Area	Rejuvenation of Mori Kolong Water body with joggers track as recreational zone	1000	500	500	
45	Nagaon Planning Area	Development of Kolong Riverfront as recreational zone	2000	500	1000	500

Traffic and Transportation

46	Nagaon Town	Repair and Renovation of Existing Road Network of Nagaon Town	1500	750	850	
47	Ward 11	Improvement and Renovation of Nagaon Railway Stations	300		300	
48	Shialekhowa	Development of Multi Model Transit Hub (5.5 Ha)	250	250		
49	Shialekhowa	Development of Truck Terminal (5 Ha)	200	200		
50	Birah Bebejiya	Development of Truck Terminal (5 Ha)	200		200	
51	Nagaon Planning Area	Construction of Street Parking	50	50		
52	Nagaon Planning Area	Preparation of DPR on City Mobility Plan	30	30		
53	Nagaon Planning Area	Construction of Off-Street Parking	100	100		
54	Nagaon Planning Area	Augmentation of City Bus Fleet	1000	200	400	400
55	Nagaon Planning Area	Construction of Cycle parking near Bus stand	300		200	100
56	Ward 13	Development of Multilevel Car Parking near Civil Hospital	105	105		
57	Ward 13	Construction of Road Over Bridge on railway track near Civil Hospital	505	505		
58	Nagaon Planning Area	Construction of Non-motorised Transport facilities (Footpaths & Cycle Tracks & Cycle Parking)	600		300	300
59	Nagaon Planning Area	Construction of Ring Road	3000	1000	1500	500
60	Nagaon Planning Area	Improvement of Traffic Signal facility in Nagaon Planning Area	400	200	200	
61	Senchowa	Development of Senchowa Fly over on Railwat and Old NH	900	450	450	
62	Fakali Pathar	Development of Fakali Pathar Fly over on SH -3	800	400	400	
63	Katimari Grant	Development of Katimari Grant Fly over on SH-47	700	350	350	

Commercial

64	Hatipara	Development of Commercial/ District Centre (50 Ha)	1500	500	500	500
65	Ward 11	Development of Vending Zone (1 Ha)	20	20		
66	Shialekhowa	Development of Wholesale and Trade Centre (25 Ha)	4000	1000	2000	1000

Social Infrastructure

67	Shialekhowa	Development of Multi-Specialist Intermediate District Hospital (10 Ha)	900		900	
68	Bengena Ati	Development of Knowledge District (40 Ha)	3000	1000	2000	
Recreational						
69	Kaoimari	Development of Botanical Garden (18 Ha)	1700		1000	700
70	Morikolong	Development of District Sport Centre cum Complex (9 Ha)	900		450	450
71	Morikolong	Development of District Level Park (20 Ha)	1000	500	500	
72	Mehrul	Development of City Level Mehrul Wetland Park (60 Ha)	5000	2000	2000	1000
73	Kumartup	Development of Exhibition Ground (50Ha)	5000	2000	2000	1000
74	Ward 15	Development of Cultural Complex with Art and Digital Museum at Kolong River Bank Opp. Circuit House	1000	500	500	
75	Nagaon Planning Area	Development of Water Sport Activity at Mori Kolong water Body	100	75	25	
76	Ranthali	Development of eco-village tourism at Ranthali	500			500
77	Nagaon Planning Area and Surrounding Region	Development of Spiritual Circuit (Development of Infrastructure at Borduwa Than, Daoul Temple, Maha Mrutunjaya Temple, Shiva Temple, Kaliabari Durga, Baptist Church, Hanuman Temple in Nagaon Planning Area)	200	100	50	50
Industrial Area						
78	Ouguri and Bangthai	Development of Industrial Estate – I (400 Ha)	35000		25000	10000
79	Maz Pathari	Development of Industrial Estate – II (100 Ha)	9000	5000	4000	

13.5. 2 TOTAL INVESTMENT PROPOSAL

The Master Plan of Nagaon Planning Area will require a total public and private sector investment of approx. Rs 1179.09 crores till horizon year 2045. The summation of all the costs of sectoral level plans provide the total estimate as detailed in Table below.

Table 220 Summation of Sectoral Investment Plan for Nagaon Planning Area

S.N.	Sector	Approx. cost in Crores
1	Traffic and Transportation	109.40
2	Physical Infrastructure	155.94
3	Social Infrastructure	39.00
4	Commercial Development	495.20
5	Recreational	154.00
6	Environment and Ecology	51.50
7	Mixed use/Neighbourhood centres	174.05
Total		1179.09

(Source: Consultant Compilation)

13.6 RESOURCE MOBILISATION

Availability of adequate resources is essential for the successful implementation of the Master Plan. This demands rejuvenation of urban centers to attract more and more investments in those areas. Implementation of the Master Plan requires huge amount of financial resources and it is impossible for the Planning Authority to bear such huge amount of money. There are certain fiscal mechanisms that can be adopted for mobilizing the financial resources. Land remains the critical element of urban development and accordingly can be leveraged to raise resources for urban development and implementation of the NMP. Land values remains closely linked with the use

to which the land is put and permission is granted to use the land in urban context. From the experiences, it is found that the only mechanism to fund the urban infrastructure is to undertake and promote planned development either by the parastatal agencies or by the private, cooperative, corporate sectors. Both these mechanisms can be leveraged by Development Authority to raise resources/ implement the CDP provided the legal framework permits the same and authorizes the Authority to regulate it.

It is proposed to have a Municipal Corporation with a jurisdiction same as Conurbation Area shown in the map ahead:

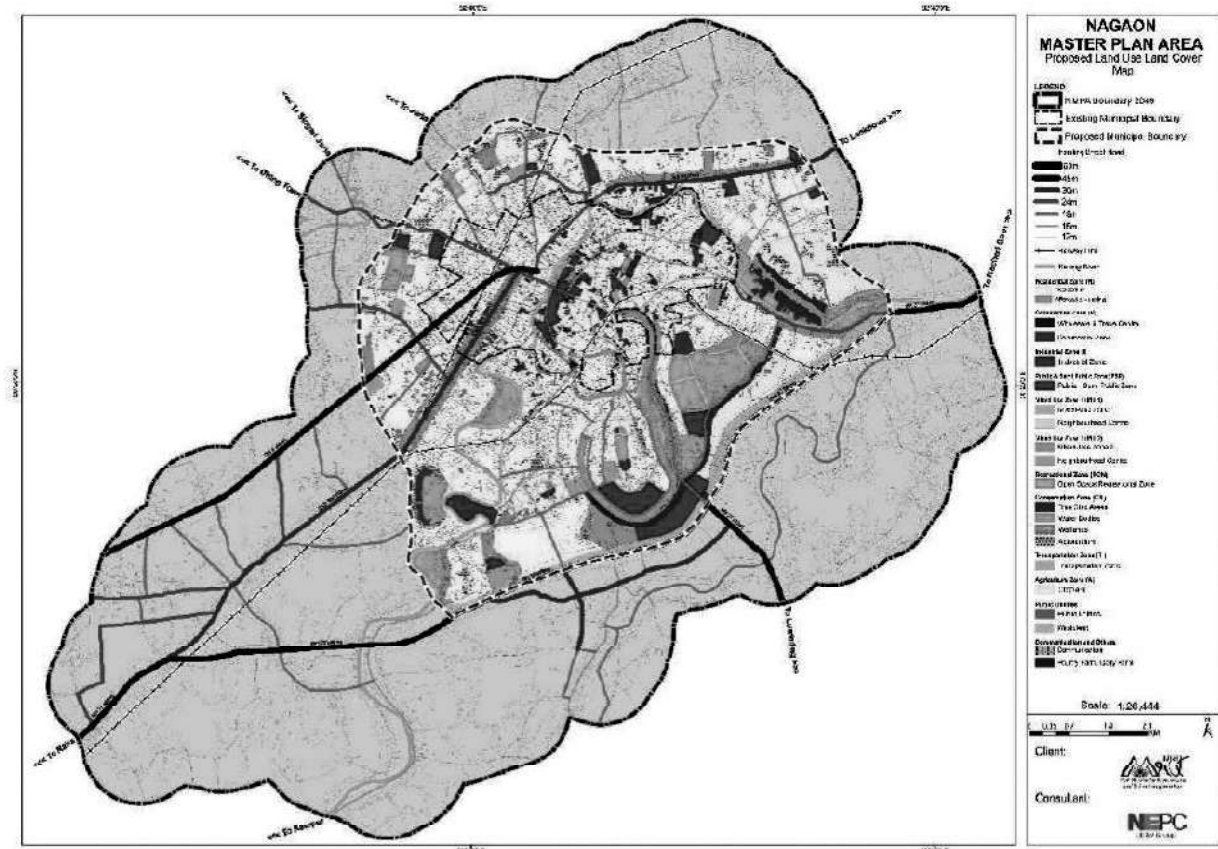


Figure 181 Recommended Proposed Municipal Board Boundary Map

13.6.1 LAND BASED FINANCING MECHANISMS

Apart from the government grants or development funds from the upper tiers of government, the ULBs would require adequate funds from their own sources to meet the objectives of facilitating urban development. Thus, it is inevitable for any local body to generate revenue. Table below shows categorywise sources of revenue of ULBs in India. Most of the ULBs use tax sources and grants to finance their activities, while the other sources of revenue are often ignored or not tapped to the potential that exists. For example, public debt available from market – both institutional and individual/retail investors – is rarely accessed to finance the creation of new urban development infrastructure.

Table 221 Municipal Revenue Sources in Indian states/ULBs

Revenue Head/Category	Sources of Revenue
Tax Revenue	Property Tax, Advertisement Tax, Tax on Animals, Vacant Land Tax, Taxes on Carriages and Carts
Non-Tax Revenue	User Charges, Municipal Fees, Sale & Hire Charges, Lease amounts
Other Receipts	Sundry receipts, Law charges costs recovered, Lapsed deposits, Fees, Fines & Forfeitures, Rent on Tools & Plants, Miscellaneous Sales etc.
Assigned (Shared) Revenue	Entertainment Tax, Surcharge on Stamp duty, Profession Tax, Motor Vehicles Tax
Grant-in-aids	(i) Plan Grants made available through planned transfers from upper tier of Government under various projects, programmes and schemes (ii) Non-Plan Grants made available to compensate against the loss of income and some specific transfers
Loans	Loans borrowed by the local authorities for capital works etc. – HUDCO, LIC, State and Central Governments, Banks and Municipal Bonds

(Source: Mohanty P.K., Financing Urban Infrastructure: Some innovative Practices of Resource Mobilisation, CGG working paper, June 2003)

Municipal Resource mobilization needs not only strengthening the existing revenue sources but also using other sources of revenue. Therefore, both conventional and non-conventional sources need to be tapped to the extent possible within the City. The ULBs may benchmark their levy and utilization with reference to the better performing peers within the State as well as outside it. The ULBs may use the general principles of users pay, beneficiaries pay and polluters pay to the justification such that the citizens are well aware of the need for their contribution towards larger societal cause. Table below shows conventional and non-conventional resources that can be tapped by the ULBs.

Table 222 Conventional and non-conventional revenue resources

Sr.No.	Service Revenue Source	Conventional Source	Non-Conventional Source
1	Property Related	Composite PropertyTax	Vacant Land Tax, Service Taxes, Surcharge on Land Registration Duty
2	Water Supply Related	Water Charges	Water Supply Donations, Water Supply Connection Charges, Water Benefit Tax, Water Betterment Charges
3	Sewerage Related	Sewerage Charges	Sewerage Donations, Sewerage Connection Charges, Sewerage Benefit Tax, Sewerage Betterment Charges
4	Solid Waste Management Related	Conservancy Charges	Bulk Garbage Collection Charges
5	Town Planning Related	Building Permit Fee,Development Charges	Betterment Charges; External Betterment Charges; Open Space Contribution; Impact fee; Transferable Development Right; Premium FSI, Sub-division charges; Planning Permission Betterment
6	Engineering Related	No Sources	Road Cutting Charges, Street Tax, Frontage Tax, Cess on Infrastructure, Motor Vehicle Tax/Surcharge on Tax on Petrol and Diesel
7	Trade Licensing Related	Trade Licensing Fee	Business License Fee
8	Advertisement Related	Advertisement Tax	Hoarding Charges, Advertisement Placement Fees, Cable TV Fee, TV Advertisement Charges
9	Shops and Establishment Related	Shop Room rent	Royalty on Auctions

(Source: Mohanty P.K., 'Financing Urban Infrastructure: Some innovative Practices of Resource Mobilisation, CGG working paper, June 2003)

- **Change of Land Use Charges for change of land use from one use to another:** The landuse conversion charge is determined by the newly permitted landuse of that area which is capable of yielding a better income for the land owner.
- The Assam Town & Country Planning Act, 1959 provides for levying Development Charges on landowners. Where permission for a change in the use or development of any land or building is granted in the whole or any part of the planning area, and such change or development is capable of yielding a better income to the owner, the Planning Authority may levy a charge not exceeding 1/3rd of the estimated increase in the value of the land or building in the prescribed manner for permitting such change in use or development.
- **FAR:** Intensity of land utilization depending upon Floor Area Ratio (FAR). Higher FAR means higher order of charges to be paid –tradable FAR.
- **Internal Development Charges and External Development Charges (IDC and EDC):** Instrument of development charges have been used extensively to recover the cost of providing new service and infrastructure in areas proposed to be covered by Master Plans. This mechanism has helped in providing development within the approved colonies in terms of roads, water supply, sewerage, sanitation, drainage, electricity etc. besides the social infrastructures involving education, health care, landscape etc. without involving any cost to the Planning Authority as these costs are loaded as integrated part of pricing of developed plots which are made available to people after development.
- In addition to internal development charges, charges for external development are also collected by development agencies. These

charges include the cost of providing city level services involving arterial / ring roads, bypasses, under bridges /over bridges, water treatment plants, sewage treatment plants, major electrical network, trunk services, city level healthcare, education and other services. This is done through the process of working out total cost of development, as per the proposals defined in the development in the master plan. Based on the total developed area under different uses, external development cost is worked on the unit basis of area which is then charged from the developers while granting permission for development. External Development Charges (EDC) is then pooled in the City Development Fund which is then used for funding various projects prepared as per the provisions of the development plan.

- **Vacant land taxes:** levied on vacant land kept within the urban limits to minimize speculation and raise money on account of non-utilization of urban services.
- **Tax on land value increase:** Land values continue to increase in urban context due to various development projects undertaken by the Planning Authority (for eg. GIS Based Master Plan) and economic phenomenon of rise in general prices. A basic objective of Land Value Increment Tax is to capture some of this increase for the benefits of the community. This kind of tax is widely used

in numbers of countries including Italy, Malaysia, Australia, Korea, Canada and New Zealand.

- **Planning Charges:** Since preparation of master plan, zonal plan and working out detailed schemes and granting planning permission involves expenditure on the part of Planning Authority, accordingly they can be recovered as integral part of the planning permission so as to raise resources. Further, this approach will help in effective implementation of the Master Plan through increased intervention of planning system.
- **Sale or lease of publicly held land:** Public land assets are sold to private parties. This mechanism requires a detailed inventory of government land, market valuation and strategic decisions about the best use of a particular land. Auctions shall be open for the disposal of land. The provision for this mechanism is given in Section 34 of Assam Town and Country Planning Act 1959.
- **Remunerative Projects:** Planning Authority should take up remunerative projects which augment financial positions and generate revenue for the Authority and subsequently social infrastructure projects can be taken up out of the funds generated from the same. Income from remunerative projects is in the form of rental income from properties like shopping complexes, market fees, parking fee and income from other real assets owned by the NDA.

TOD	Land Pooling	PREMIUM FSI	External Dev Charges	Transfer of FSI
<ul style="list-style-type: none"> • Catalyst for real estate market • Encourage people to use Public Transport • Systematic Densification • Finance generation 	<ul style="list-style-type: none"> • Micro Level Planning • Planned and equitable development • Resource generation for govt and land owner 	<ul style="list-style-type: none"> • Use of additional FSI for resource generation • Densification of specific areas • Maintain the skyline 	<ul style="list-style-type: none"> • Mentioned in the Act • Can be area based 	<ul style="list-style-type: none"> • Can be done for Slum Rehabilitation • Resource generation for the Authority/ Municipality

Figure 182 Resource Mobilisation

The ULBs need to exploit various land based revenues, which have greater implication to urban growth and development and concomitant problems like slum formation, redevelopment, rehabilitation and resettlement. The funds realized from land based revenue sources can be effectively deployed

for the improvement of urban poor people living in the slum areas. Several of these sources may already exist in the ULBs but the potential of the same may not have been exploited to fullest extent. Also, there are several other forms of revenues (or, variants of revenues) that need to be tapped and exploited.

13.6.2 INVOLVING PRIVATE SECTORS

Considering the enormity of urban development, requirement of enormous resources, level of service/ infrastructure required to ensure appropriate quality of life in Nagaon, it will be critical to involve large number of reputed players in the urban development process in order to ensure effective implementation of master plan. With limited resources available with the parastatal agency, achieving the objective of the comprehensive development plan and its effective implantation appears to be a remote possibility. Accordingly, it will be desirable to make private sector as an active and supportive partner in the process of development and implementation of the Master Plan 2045.

Mechanism of involving private sector will have to be defined clearly in a transparent manner through well-defined policy and legal framework in order to remove any mismatch or ambiguity. Level playing fields have to be created between Private and Public sectors so as not to put private sector in a position of disadvantage. A supportive and exclusive mechanism/ framework will have to be put in place to provide time bound clearance to the private sector development, meeting all the defined norms, standards and conditions of development. Attempt should be made to attract reputed developers in the state in order to usher a new era and culture of urban development. Minor developers should be avoided in order to minimize the chances of mushrooming planned development and ensure provision and development of integrated city level services. Minimum chunk of land to be developed should be defined which can be sustained as self-contained neighbourhoods having all basic amenities of services, physical / social infrastructures to meet the day to day needs of residents. Well-defined standard of development shall form integral part of such development, so that uniformity of development is ensured.

Licensing of developers would be integral and critical part of involving private developers in order to ensure their liability for the development works taken up by them. Legal, institutional and procedural framework for involving private sector in urban development / implementation of master plan needs to be worked out on the basis of detailed study carried out of the pattern adopted by states of Haryana, Punjab, Uttar Pradesh, Maharashtra, Gujarat (where they have put in place successful models of urban development involving private sector. However, such model would need modification depending on the conditions existing in the Nagaon to make it successful operationally.

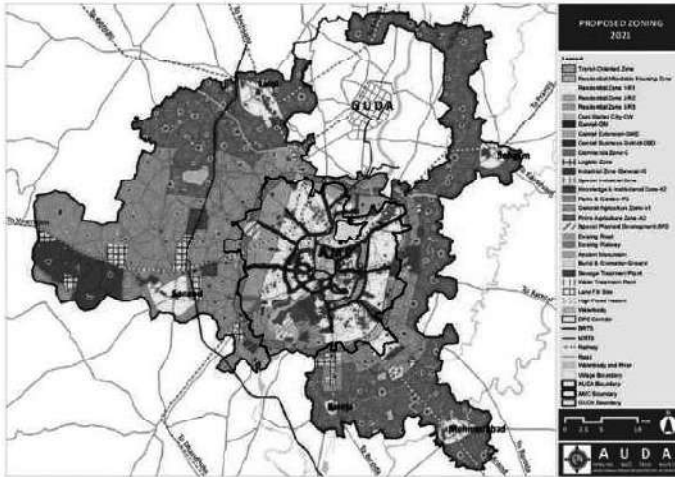
13.6.3 BEST PRACTICES

Land Management Process- Gujarat As the city grows, more land in the surrounding regions gets transformed from rural to urban uses. In the absence of an effective mechanism, this transformation is haphazard and results in congestion and low levels of infrastructure provision. To ensure planned new growth, most cities rely on largescale land acquisition and development of planned layouts. However, this becomes difficult with the increase in land values as well as the active resistance to displacement by displaced landowners. Therefore, it has become imperative to introduce more fair, equitable and

inclusive methods of land consolidation that cause minimal displacement if at all. The good example of such a mechanism is from the land process of Gujarat.

Urban planning in Gujarat is a two-step process as prescribed in the GTPUDA and its Rules. The first step is to prepare a "Development Plan" (DP) for the entire city or development area. The second step is to prepare "Town Planning Schemes" (TPS) for smaller portions of the development area for which the Development Plan is prepared.

1. Development Plan (DP)



- Provides Overall Development Framework
- Overall Direction of Urban Expansion
- Land use Zoning
- City level road network
- City Level Infrastructure (Utilities & Amenities)
- Reservations of Land for other Public Purposes
- Reservations of Land for Housing for Urban Poor
- Transport Planning
- Development Control Regulations (DCRs)

2. Town Planning Scheme (TP)

- It is an effective instrument for implementation of Master plan
- It is whole to part- Master plan is Macro level and Town planning schemes is a Micro level planning
- Land Reconstitution- Large chunk of land can be acquired for public purpose through reconstitution of land
- Neighbourhood Level Road Network
- Local Level Infrastructure Implementation
- Costs are distributed; all owners lose same proportion of land; Benefits are shared
- Public inputs are sought; grievances are redressed



Before TP Scheme



After TP Scheme

13.6.3.1 Public- Private Partnership for Road Infrastructure Development – Ahmedabad

Sardar Patel ring road in Ahmedabad demonstrates how PPP models can be used effectively for city Infrastructure development. AUDA has managed to implement a project of such large scale in a brief period of time and set an example for other Development Authorities and ULBs to replicate this success story. Ahmedabad Urban development Authority (AUDA) has developed BOT model to carry out Phase-II development of Ring road.

Private Sector was involved for all technical inputs from initial stage of the project including Planning, technical and financial feasibility studies, surveys, detailed design, construction, supervision and construction quality control to achieve efficiency.

Private participation was involved for following work:

- Junction development
- Plantation along the road
- Toll tax collection
- Signage development

BOT Model use for Ring road:

BOT model shows an integrated partnership between AUDA and the private party, enabling AUDA to transfer responsibility of design, procurement, construction, operation and maintenance of the road and its facilities to the private party.

The private company generates revenue by collecting fees in the form of toll tax from people using the ring road during the operation and maintenance period.

Key Learning's:

- A participatory approach results in creation of urban infrastructure in a rapid and efficient manner.
- Professional approach to planning and implementation of infrastructure projects.
- Land development through TP scheme leads to an equitable and easy mechanism to acquire land for infrastructure project.



Toll Plaza



Plantation



Flyover

13.6.3.2 Public- Private Partnership (PPP) For Affordable Housing- Rajasthan

Public private Partnership (PPP) is merging as an efficient model for delivery of services across various sectors. The concept of PPP in housing sector has evolved widely in order to meet large demand of housing. PPP approach allows state agencies to overcome resource deficit, improve cost recovery and increase supply of houses based on demand. The public sector owns controls and regulates the use of land which is the most valuable resource for any housing project.

New Initiatives was launched under the affordable Housing Policy, 2009 for using PPP model in Rajasthan. Different PPP models were adopted for meeting the emerging housing demand.

Model: 1 Mandatory Provision
<ul style="list-style-type: none"> • Private developers to reserve 15% of the dwelling units or 5% of the residential area whichever is higher to be used for EWS/LIG housing in each of their township/Group Housing schemes
Model: 2 Private Developers on Private Land
<ul style="list-style-type: none"> • Developer to construct G+3 EWS / LIG flats on 25-40% land owned by him • These flats should be handed over to Govt. at pre-determined price • Developer gets additional FAR, twice the permissible limit on entire plot • Additional FAR can be utilised on remaining plot area or exchanged for TDR • Waiver of EDC, Plan approval fees, Conversion charges; lower stamp duty
Model: 3 Private Developers on Acquired Land
<ul style="list-style-type: none"> • Selected developer can take up construction of EWS/LIG/MIG-A flats on the land acquired by ULBs • Land would be made available to developer on payment of compensation (Land acquisition cost + 10% Administration charges)
Model: 4 Private Developers on Government Land
<ul style="list-style-type: none"> • Government land to be offered free of cost to the developer to be selected through an open bidding process • Developer offering maximum number of EWS/LIG flats, free of cost to the ULB would be awarded the project. At least 50% houses should be of EWS category • Developer shall be free to use the remaining land as per his choice for residential purpose with 10% of commercial use.

Various incentives to Developers are as follows:

FAR- Double the permissible Floor Area Ratio

Complete waiver of external Development Charges, Building Plan Approval Fees, Conversion charges & reduction in stamp duty

Commercial use upto 10% of plot area

Fast track approval of the project within 30 days

Buy back of flats by nodal agency of the government at predetermined prices

Key Learning's:

Shortage of affordable housing is emerging as a major challenge for the government, which can be tackled through a series of measures and policy guidelines.

Joint approach brings together the technical and managerial expertise of the private sector with the accountability and fair pricing of the public sector to improve the housing delivery.

13.7 RECOMMENDATIONS & PLANNING POLICY

13.7.1 IMPORTANCE OF PLANNING POLICY GUIDELINES

It is necessary to create an appropriate policy framework for transfer of Government Land to Development Authorities, allotment of land and properties by Development Authorities, establishment of Master Plan Infrastructure Development Fund and institutional mechanism required for implementation of Master Plan proposals and regulatory framework in an effective and efficient manner.

Master Plan of a city and surrounding areas is usually the guiding force for Urbanization. In context of Nagaon, it is the NMP, the statutory document for guiding the process of Urbanization of larger urban areas. The NMP creates a long-term vision for development of a city and peripheral areas and provides frame work for organized Urban Development.

The present system of implementation of NMP lacks coordination and an integrated mechanism, which has thrown up following challenges. Firstly, the process of Urbanization requires vacant lands, both government and private, to be developed for the purpose of urban settlements through the process of land assembly and planning. This process should be equitable, effective, and efficient and time bound. In absence of Policy tools like Transferable Development Rights (TDRs), land pooling mechanisms etc., optimum results could not been achieved. Secondly, to roll out all projects contained in NMP, mobilization of financial resources at unprecedented level is required. Successful NMP implementation will require seamless coordination between land allotment, assembly, management, planning and development activities. the task of building and expanding a city to the projected population will require involvement of multiple stakeholders including various departments of Government; therefore, same requires an effective Institutional Mechanism for steering and guiding the process. The challenge of environmentally sustainable and climate proofing of the development needs to be addressed by developing regulatory mechanisms for protection of waterbodies, canals, river, Sustainable Urban Transport strategies through Transit Oriented Development etc.

13.7.2 GENERAL ISSUES ASSOCIATED WITH INDIAN CITIES RELATED TO PLANNING POLICY

The growth of India's urban population has not been accompanied with proportionate increases in urban infrastructure and service delivery capabilities. Cities in India face a range of challenges to meet demand and supply gaps in urban regions, in such areas as water, waste management, energy, mobility, the built environment, education, healthcare and safety. The challenges may exacerbate further if timely and adequate action is not taken. The concept of a planned urban administration is yet to be addressed in India's cities and severe supply and demand gaps are driving cities towards a planned approach to tackle urbanization. Piecemeal efforts have been made but they lack the thrust to address mega issues. Urban India faces challenges across sectors, with some requiring immediate attention and others requiring long-term action. Rapid urbanization in India has led to increased demands for providing state-of-art infrastructure in Urban Local Bodies (ULBs) and the ULBs are continually looking for new sources of funds in order to meet the requirements of creating and upgrading infrastructure. ULBs have to play a crucial role in implementing the urban rejuvenation programmes, but they lack the resources to execute the programmes. Inadequate institutional capacity, inadequate revenues, a lack of collaboration between multiple planning and administration bodies lead to improper implementation of planning policies. Such issues for are described below.

Poor collaboration among Planning and Administrative Bodies

The urban governance structure is fragmented in India. At one end of the spectrum lie such cities as Ahmedabad, in which the ULB provides all services, and at the other end are cities such as Bangalore, in which over 10 agencies are involved in providing urban services. Agencies involved in the planning and administration include ULBs, parastatals, state government agencies and development authorities, among others. With each agency under a different leader, the goals of the agencies are often unaligned, which leads the city to operate in siloes.

Insufficient Capacity

The institutional challenges create a vicious cycle. The inadequate resources coupled with a poor governance structure and archaic processes result in inadequate and low-quality service delivery. Such service delivery attracts lower user charges and compliance that further degrades urban governance and finance.

Inadequate Revenue Base

The ULBs are thus constrained in the absence of funding sources for urban development projects. The major source of revenue for urban local governments are property taxes and user charges but low charge out rates and poor compliance in the payment of charges and taxes have led to financial dependence on the state government.

With declining sources of revenue, local governments must seek funds from the state governments even to fund operational expenses such as the salaries of employees.

Promoting Public-Private Policy Frameworks

PPPs for urban development have had mixed results in India. Urban rejuvenation programmes have encouraged private-sector participation but the following issues must be resolved to attract the best firms:

- Project funding is a challenge with low user charges and insufficient other value capture mechanisms. Although ULBs are not financially independent, they must make projects financially viable through adequate funding mechanisms.
- The sharing of risks in public-private partnership projects has often been suboptimal with revenue risk often passed on to the private sector.
- Government agencies have limited capacity to perform the preparatory work required to develop projects appropriately. The lack of time to ensure good-quality project development could result in reduced private sector interest, mispricing, cost escalation or delays in execution.
- Outstanding and delayed payments to the private sector have resulted in a loss of confidence, aggravated by long-standing disputes.

13.7.3 APPROACH ADOPTED TO DERIVE PLANNING POLICY

To derive the planning policy, certain approach was adopted. The first step was to collect the primary data and secondary data for the planning area. For obtaining Primary data, Household survey as well as Transportation survey was conducted. Apart from these, interaction with government officials, institutions, NGOs, various stakeholders were held to understand strengths, weaknesses, opportunities and threats for the planning area. Secondary data for Demography, Environment, Heritage, Tourism, Economic base, Physical Infrastructure, Social Infrastructure, Housing, Traffic & Transportation etc. were collected from various government departments. The satellite imagery was procured from NRSC, Hyderabad to generate scientific base map. Village wise cadastral maps, Town Survey Sheets, FMB sketches were also procured to be the part of seamless base map. Existing land Use survey was conducted to earmark accurate existing land use on base map.

Simultaneously, analysis for demography, economy, Physical Infrastructure including water supply, sewage, solid waste management and drainage, Social Infrastructure including education, health, recreation, government organisation etc., Heritage & Tourism, Traffic & Transportation, Housing, Environment were carried out. Considering the population growth in the study region, village level analysis was done to understand the urbanisation pattern. Last four decades for the villages were analysed along with availability of physical as well as social infrastructure. All the existing available infrastructure facilities based on primary and secondary survey were analysed. After thorough analysis and clear understanding, the policies proposed by Government of India were also studied and incorporated according to the study region.

After analysing village level situation of planning area, consulting various stakeholders, options and strategies for planning area are derived. Growth Centres, Growth Points and Transit nodes were identified based on the analysis carried out to give the proposal for future development. Based on the Growth Centres, Growth Points and Transit nodes, circulation pattern of the planning area is proposed with proper hierarchy of roads.

The land use based proposals are given at three levels such as overall Nagaon planning area, conurbation area and rural area. Various government projects such as AMRUT, CIDF (City Infrastructure Development Fund) are incorporated in the proposal of NMP 2045.

By looking into the issues for implementing planning policy for Nagaon such as multiple disciplinaries for development works, lack of proper coordination among government departments etc., the planning policy for implementation of Traffic & Transportation proposals, Proposals of Public & Semi Public uses, proposals of Environment preservation, to develop affordable housing in planning area, for heritage conservation and for various development projects are derived.

13.7.4 PLANNING POLICY

13.7.4.1 Planning Policy for implementation of Traffic & Transportation Proposals

To derive the planning policy for implementation of traffic & transportation proposals, issues of this sector should be kept in to consideration. Key issues found across the planning area are not upto the mark designed intersections, lack of road hierarchy, absences of dedicated sufficient parking space around key institutions & nodes, bottlenecks along major roads and pedestrian traffic conflict issues.

By looking into the future demand for the roads for the projected population, the roads proposed for widening are proposed in such a way that it minimizes disturbances to the surrounding plot owners. The road widening is proposed within the NMB with maximum possible manner. The new linkages are proposed wherever the missing links are identified. It is also proposed in such a manner that it does not disturb surrounding settlement. The proposals for road widening and new linkages are described in detail in chapter 6.13. Peripheral outer ring road and missing link roads are proposed to connect the different enclaves to avoid the haphazard traffic flow of Nagaon region. These proposed roads are identified and studied extensively on the ground, analyzed and verified such that the maximum length of the roads falls under the jurisdiction of Government of Nagaon. To enhance the orderly growth through the transportation network system TOD concepts is also applied to have the sustainable development in the study region. Proposals of Public Transportation, Transit nodes, road widening proposals, proposal for new linkages are derived after Transport study. Parking locations are identified in NMB area to manage the traffic congestion within core area.

The other proposals of Traffic & Transportation sector such as transit nodes should be implemented through Land acquisition under the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (LARR). The proposals of road widening, new linkages and parking are to be implemented through the said act.

13.7.4.2 Planning Policy for implementation of Public & Semi-Public uses

To derive the planning policy for implementation of proposals of Public & Semi Public uses, issues of this sector should be kept in to consideration. Looking in to the broader level, Nagaon Planning Area is having sufficient educational and healthcare facilities. Nowgaon College, Nagaon Medical College and Hospita, A.D.P Colleges, Nagaon Girls Colleges, Nagaon Bhogeshwari Phukanani Civil Hospital etc. are very renowned institutions of District level existing in Nagaon. The villages of the planning area are also having sufficient health and educational facilities. For the future requirement of the projected population, Public & Semi Public land uses are proposed in planning area.

The Public & Semi Public land uses are proposed on Government Land for easy implementation of public services. This will minimize the hurdles faced during land transaction. As Public & Semi Public land uses are proposed on Government Land, it will be executed at a faster rate. For proposals earmarked over private land, concerned authority such as Education Department, Health Department, PWD, Police Department, Fire Department etc. can take the land on lease and develop it for the public purpose.

13.7.4.3 Planning Policy for implementation of Environmental proposals

To derive the planning policy for implementation of environmental proposals, issues of this sector should be kept in to consideration. From the Existing Land use survey, it was observed that the Water bodies of planning area are deteriorating due to various reasons like encroachments around water bodies, solid waste

dumping, disposal of untreated wastewater etc. Morikolong, Mehrul, Fakoli and Ranthali beel etc. are some of the important waterbodies which supports for the drinking and agricultural purposes in the system. But due to the rapid urbanization and pressure on the real estate, it is also observed that there is disturbance in the interconnectivity of channels which leads to the deterioration of the waterbodies. Apart from this, the natural drainage pattern of the town is disturbed by anthropogenic activities viz. encroachment on the drains/waterbodies, dumping of solid waste, disposal of untreated wastewater etc. As a result, various issues arise, like flooding, drying of water bodies, water logging etc. These issues can be addressed by providing buffer area on both the sides of the canals. This buffer area would also help us to maintain the canals without any hindrances. Apart from this, due to rapid urbanization, land under agricultural activities are decreasing. Decline in land under agriculture is to be controlled in such areas of the planning area.

Hence, the buffers are proposed around water bodies within conurbation area and outside conurbation area. Buffers are also proposed for ecological sensitive areas such as Fakoli beel and Ranthali beel. Canals and rivers are also proposed to be protected with buffers. Such buffers are mentioned below:

Table 223 Proposed buffer around waterbody

Sr. No.	Particulars	Proposed Buffer
1.	Morikolong water body	20m
2.	Mehrul wetland	30m
3.	Fakoli beel	50m
4.	Ranthali wetland	50m
5.	Canals and rivers	45 m (On both side of canal & river)

There is a lack of green spaces/recreational area in the planning area. Thus, after the detail study the city level and neighbourhood level parks/playgrounds are proposed. Ghahi and Garikuri Bebeja is known as the Rice bowl of the planning area. Hence, it is imperative to preserve this rich and fertile agricultural land. This area is preserved by declaring dedicated agriculture zone under NMP – 2045 and Regulated Development will be allowed in certain parts of this area. Untreated wastewater/industrial effluent should not be allowed to discharge in any natural drains/waterbodies. Underground sewerage network has to be provided with adequate sewage treatment facilities.

The land belongs to such buffer area should be developed under strict regulations. Strict monitoring for the implementation of buffer area should be followed. Regulated development with special permission from NDA will be allowed in such buffer areas. Existing structures in the buffer areas shall remain as it is. Permission for redevelopment on site of existing structures or renovation may be obtained from NDA. Permission for any new development may be obtained from NDA in consultation with T&CPD, Nagaon.

13.7.4.4 Planning Policy for implementation of Affordable Housing in planning area

Owning a house is considered a big issue in today's societies. As such, an exact measure of housing affordability is essential to ensure the need for shelter. Housing is the basic human needs; it is also one of the most important components of urban economic development in any country. In addition, the socioeconomic stability of a country is always depending on the housing affordability of the country. For this reason, housing is a valuable asset that always has a great impact on societal wellbeing. Housing affordability became greater focus in every society; and the affordability problem with regard to housing market is one of the most controversial issues within most developed and developing countries.

It is observed that the price of all kind of housing have been increasing exorbitantly, which indicate that the investment in housing sector is unable to match pace with the increasing demand for housing. Given the importance of housing, there are several issues which need to be tackled to promote the provision of this basic need in Nagaon. Rapid urbanization and rural to urban migration has led to a substantial shortage of housing in the region. The direct result of this is the concentration of informal settlements in the city. Given that the shortage in housing is concentrated at the bottom of the pyramid, the sector can play an important role in the socio-economic development.

Moreover, with the rapid urbanization and significant increase in the housing demand, housing sector is considered to be the Engine of immense potential giving a push to the economy because of its link with the employment generation and livelihood. Therefore, provision of housing can make a significant difference in income of families, both in rural and urban areas.

Public Housing in Singapore – a successful model

Today, more than 80% of Singapore's population is living in public flats, with 93% of them owning their flats. Because of this, the public housing model of Singapore is considered as one of the most successful examples of affordable housing models in the world. The Housing and Development Board (HDB) is Singapore's public housing authority and a statutory board under the Ministry of National Development. As Singapore's sole housing agency, the HDB is unique in its organizational structure, function, and approach to housing. It operates like a single, comprehensive source for housing development and coordinates planning, land acquisition, construction, financing, and policy for housing in Singapore. By centralizing its public housing effort, Singapore has avoided the problems of government silos and fragmentation of duties that are associated with multi-agency implementation.

The unique aspect of Singapore's housing model is that emphasis is on ownership rather than rental. Affordability is ensured through a set of modalities, including the provision of different unit sizes, progressive mortgage payments (based on Income levels), low interest rates and government subsidies. For example, government subsidizes low-income groups and first-time buyers for buying houses. Till date, HDB has developed more than 900,000 flats in Singapore, which have been given to Singaporeans.

Housing for All by 2022 – A National Mission

In June 2015, the Union Cabinet chaired by the Prime Minister gave its approval to the "Housing for All by 2022" - National Mission for Urban Housing to address the issue of affordable housing in urban areas. National Urban Housing Mission seeks to meet the gap in urban housing units by 2022 through increased private sector participation and active involvement of the States. It has four broad components or verticals out of which credit linked subsidy would be implemented as a Central Sector Scheme and not a Centrally Sponsored Scheme.

a) Slum rehabilitation of Slum Dwellers with participation of private developers using land as a resource - The Centre would provide a grant of INR 1 lakh per house to the state for deployment in the development of any slum rehabilitation project.

b) Promotion of affordable housing for weaker section through credit linked subsidy - An interest subsidy of 6.5% on housing loans will be provided to EWS/LIG categories, which can be availed upto a tenure of 15 years.

c) Affordable housing in partnership with Public & Private sectors - Central assistance at the rate of INR 1.5 lakh per house for the EWS category will be provided.

d) Subsidy for beneficiary-led individual house construction or enhancement- Central assistance at the rate of INR 1.5 lakh per house for the EWS category will be provided.

13.7.4.5 Planning Policy for Heritage conservation

The heritage buildings in the core city area are being converted into modern style buildings which lead to loss of heritage value of the French rule. These buildings must be preserved as they are with the great heritage importance. The heritage conservation in Core city area can be done through Transfer of Development Rights (TDRs). TDRs are given for preservation of heritage landmark buildings and is a way to compensate the property owners for loss in revenue on their properties. Transfer of Development Rights (TDR) is a zoning technique used to permanently protect cultural resources by redirecting development that would otherwise occur on these resource lands to areas planned to accommodate growth and development. Transfer of Development Rights programs enable landowners within cultural resource areas to be financially

compensated for choosing not to develop some or all of their lands. These landowners are given an option under municipal zoning to legally sever the “development rights” from their land and sell these rights to another landowner or a real estate developer for use at another location.

The land from which the development rights have been severed is permanently protected through a conservation easement or other appropriate form of restrictive covenant, and the development value of the land where the transferred development rights are applied is enhanced by allowing for new or special uses, greater density or intensity, or other regulatory flexibility that zoning without the TDR option would not have permitted.

Establishing a TDR program involves the following basic steps:

- Establish the TDR option and administrative provisions. Use of TDRs must be established as a voluntary option.
- Establish the area of high resource conservation value
- Determine the number of TDRs allocated to each landowner within the high resource conservation area (usually a simple mathematical formula – e.g., one TDR for every five (5) acres)
- Establish the procedure for severance of TDRs
- Provision of the use of a Deed of Transferable Development Rights document
- Establish the procedure for conservation of heritage buildings
- Establish the receiving area (area or areas planned to accommodate growth). Potential receiving areas can be residential, commercial, industrial, or institutional in character, or any combination thereof.

13.7.4.6 Framework for application of Value Capture Finance (VCF) methods to projects

VCF seeks to enable States and city governments raise resources by tapping a share of increase in value of land and other properties like buildings resulting from public investments and policy initiatives, in the identified area of influence.

The different instruments of VCF are; Land Value Tax, Fee for changing land use, Betterment levy, Development charges, Transfer of Development Rights, Premium on relaxation of Floor Space Index and Floor Area Ratio, Vacant Land Tax, Tax Increment Financing, Zoning relaxation for land acquisition and Land Pooling System. Some Indian cities through state urban regulations have been developing and exercising some of VCF mechanisms – The Mumbai Metropolitan Region Development Authority (MMRDA) and City and Industrial Development Corporation Limited (CIDCO) have used different Value Capture methods including Betterment levy to finance infrastructure development in the urbanizing areas. Tamilnadu and Maharashtra have made Land Value Tax applicable to urban areas too under which increase in land value is tapped through increased revenue tax. West Bengal has formulated a system to capture gains from land use conversion. Area based Development charges are being resorted to in Andhra Pradesh, Gujarat, Maharashtra, Tamilnadu and Madhya Pradesh. Karnataka, Gujarat and Maharashtra have made enabling provisions for enabling Transfer of Development Rights to buy additional FSI/FAR.

Value Capture Methods

- **Land Value tax** – considered the most ideal value capture tool which apart from capturing any value increment, helps stabilize property price, discourage speculative investments and is considered to be most efficient among all value capture methods. Maharashtra and Tamilnadu, through state laws have expanded the scope of this mechanism to cover urban land also. Globally, land value tax is widely used in Denmark, Australia and New Zealand.
- **Fees for changing Land use (agriculture to non-agriculture)** – land revenue codes provide for procedures to obtain permission for conversion of land use from agriculture to nonagricultural use.
- **Betterment levy** – one-time upfront charge on the land value gain caused by public infrastructure investment.
- **Impact fees** are the fees levied from the owners with illegal construction to get them converted into authorized development.

- **Vacant Land Tax (VLT)** — applicable on those landowners who have not yet initiated construction on their lands. In Andhra Pradesh, the Greater Hyderabad Municipal Corporation (GHMC) imposes a tax of 0.5% of the registration value of the land if not used exclusively for agriculture purpose or is vacant without a building.
- **Tax Increment Financing (TIF)** — one of the most popular Value Capture tools in many developed countries, especially the United States. In TIF, the incremental revenues from future increases in property tax or a surcharge on the existing property tax rate is ring-fenced for a defined period to finance some new investment in the designated area. Tax Increment Financing tools are especially useful to finance new investments in existing habitations. Some of the Smart City Proposals have planned for TIF in their area-based developments (ABD).
- **Land pooling System (LPS)** — a form of land procurement where all land parcels in an area are pooled, converted into a layout, infrastructure developed, and a share of the land, in proportion to original ownership, returned as reconstituted parcels. In India, States such as Gujarat and Haryana have used land assembly programs where the owners agree to exchange their barren lands for infrastructure-serviced smaller plots. Gujarat has used these tools to guide the development of Ahmedabad city and its surrounding infrastructure.

Framework for application of VCF methods to projects

Project initiation - At the time of initiation of the project the rules and regulations governing Value Capture in the Union Territory need to be studied and possibilities.

Planning - The area of influence of the project will be the area in which land and property values are expected to increase due to project location. The starting point is the value impact assessment in the area of influence, which should form a part of the Detailed Project Report (DPR). Next, stakeholders who will benefit from the setting up of the project will have to be identified and consultations held with them right from the stage of project initiation.

Design and Strategy - The Value Capture methods for funding project need to be identified and these methods have to be put in place by the State Governments. This will include the type and number of VCF tools to be applied, methods of assessing, levying and collecting the incremental value generated, time period during which the VCF tools will be in operation, etc.

Execution and Operation - The value capture method for the project should be implemented and an efficient mechanism for monitoring of fund management put in place. Regular monitoring and evaluation of the project progress will have to be established and put in the public domain. Figure below gives the details of the steps to be taken by the Central/State Governments and their agencies at the time of doing project feasibility studies.

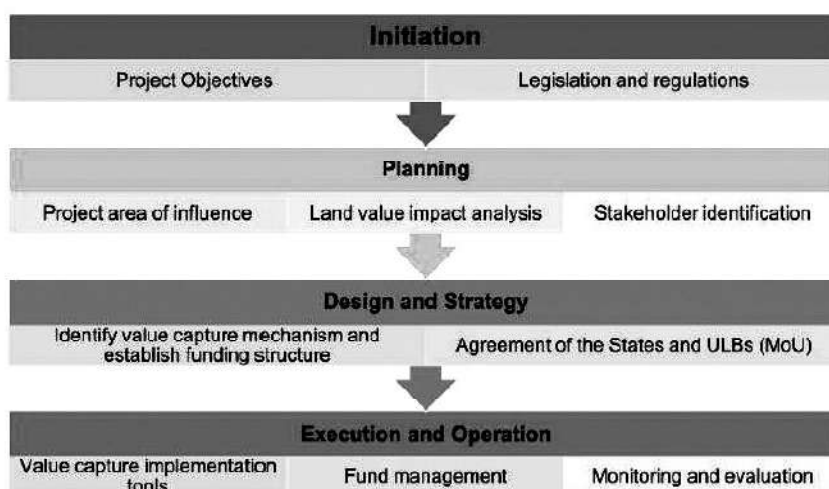


Figure 183 Steps required for Project based VCF policy framework

13.8 URBAN DESIGN GUIDELINES

Urban design is the discipline through which planning and architecture can create or renew a sense of local pride and identity. It has great potential for enhancing the visual image and quality of Neighbourhoods by providing a three-dimensional physical form to policies described in a comprehensive plan. Urban design is process of giving shape to built environment which may address group of buildings of specific character, important streets public spaces etc. This will make urban areas functional, more attractive and sustainable. It focuses on design of the public realm, which is created by both public spaces and the buildings that define them. Urban design is done at various scales viz. at macro scale of urban structure in terms of planning/ zoning, transportation and infrastructure networks to the micro scale in terms of street furniture, lighting etc. This section deals with urban design guidelines or certain important areas viz. core area of city, areas with environmental significance, special heritage areas etc. These guidelines direct the process of revitalization, planning, design and management of such areas.

13.8.1 KEY CONSIDERATIONS FOR ENTIRE NMPA

Few considerations are stated below which are essential to arrive at a basis for formulating Urban Design guidelines for urban fabric:

Design Places for People: To make urban places more functional and acceptable these places must be safe, comfortable, vibrant, varied attractive and distinctive.

Design to Enrich Existing context: To enrich qualities and context of existing urban places. This means encouraging a distinctive response that arises from and complements its setting and applies at every scale region, city, town, neighbourhood and street.

Design to enhance accessibility: To make places easily accessible and which are well integrated physically and visually with its surroundings.

Work with Landscape: Design should be such as to strike a balance between natural and manmade environment and utilize each intrinsic resource and character viz. climate, landform, landscape and ecology.

Design with Usage of Mixed Forms: Stimulating, enjoyable and convenient places meet a variety of demands from the widest possible range of users and social groups. The design element should weave together different building forms, uses and densities.

Economic Viability: For projects to be, developable and well cared for, they must be economically viable, well managed and maintained. This means understanding the market considerations of developers, ensuring long-term commitment from the community and the local authority, defining appropriate delivery mechanisms and seeing this as part of the design process.

Design for Change: Design needs to be flexible enough to respond and adapt to future changes in use, lifestyle and demography. This means designing for energy and resource efficiency; creating flexibility in the use of property, public spaces and the service infrastructure and introducing new approaches to transportation, traffic management and parking.

13.8.1.1 Vision

To guide physical development towards a desired scale and character that is consistent with the social, economic and aesthetic values of the City.

13.8.1.2 Urban Design Objectives

- To ensure that new development makes a positive contribution to sustainability and the urban fabric
- To enhance and protect the landscape qualities
- To enrich the distinct topographic and landscape qualities and characteristics of the town
- To ensure that all development responds positively to the existing patterns of urban form and character, the landscape qualities, historic and cultural elements and social dimensions and aspirations of the town.

- To reinforce the structure and image of the town as an attractive place to live, do business, recreate and as a tourist attraction.
- To ensure that the declared arterial network of transport and movement corridors makes a positive contribution to town's image.

13.8.1.3 Components of Urban Design

The following aspects need to be considered to arrive at the basis for policies affecting the urban fabric:

- Areas of significance in built environment.
- Visual integration of the city.
- Policy for tall buildings.
- Policy on unhindered access movement, parking and pedestrian realm.
- Policy on Hoardings, Street furniture and Signage.
- Urban Design Scheme.
- Policy for design of pedestrian realm.
- City structure plan and Urban Design objective.
- Policy for conservation of Heritage Precincts Buildings and Zones.

13.8.1.4 Significant Areas of Built Environment

In NMP, following significant areas are identified that needs special urban design consideration.

- New Housing/ neighbourhood development
- Waterfront Development – Kolong River
- Heritage Development
- City Gateways
- Streetscapes

New Housing Schemes/ NEIGHBOURHOOD Development

Built Character:

Group Housing is a cluster or group of attached homes around common lawns, gardens, or play areas. Such areas should provide residents with both private and common outdoor spaces. These common spaces can also foster social interaction amongst residents, between residents of Group Housing. This should be designed to maintain a sense of privacy yet to allow for interaction between neighbors. Yards and entry courtyards when abutting a street or common space should be separated through physical elements such as open or low fencing, screens, and low hedges or walls.

If pocket park areas are provided, they should reflect character of neighbourhood and contain elements such as lawn, children's play areas etc. When a Group Housing area is enclosed by neighbourhood scale streets, multiple perimeter or street corner gardens may connect multifamily residents with the surrounding neighbourhood better than internalized common space. If feasible these common spaces should be easily observable from unit windows. These common spaces share common area supervision responsibilities among a close-knit group of neighbors.

Category of Development

High rise low density

The category is defined by the development where there is more of a marginal space between highrise buildings in form of pedestrianisation, recreational spaces, buffers etc. This kind of development shall be reviewed as Low density because per person to space ratio comparatively is higher.

High rise High density

The category is defined by the development where there is a little marginal space between high-rise buildings. This kind of development shall be reviewed as high density because per person to space ratio is comparatively lower.

Low rise low density

The category is defined by the development where there is more marginal space between low-rise buildings. This kind of development shall be reviewed as Low density because per person to space ratio is comparatively high.

Low rise High Density

The category is defined by the development where there is a little marginal space between low-rise buildings. This kind of development shall be reviewed as high density because per person to space ratio is comparatively low.

Following needs to be encouraged:

- For new Residential Development create edge or boundary conditions in neighbourhood for creating a sense of enclosure
- Buildings along the street compatible with other neighbourhood types in the immediate vicinity.
- Buildings which harmonize with the surrounding neighbourhood.
- Parking areas removed from primary pedestrian zones.
- Cluster of houses around a common open space with appropriate landscaping. Following needs to be discouraged:
- Buildings that don't relate physically or visually to adjacent shared spaces.

Circulation

The vehicular circulation system generally includes internal circulation drives with parking areas. Important streets should be enhanced with streetscapes and sidewalks. The experience of moving on these roads can be enhanced through use of various elements such as street lighting, roadside plantation, and development of important Junctions etc. Pedestrian circulation should be promoted through provision of walkways and direct connections to adjacent streets.

- For important routes being used by Tourists, devices such as information kiosks, directional signs and maps can be used to help tourists easily locate their destinations.
- For major roads, individual road solutions shall be given to complement abutting land uses with controlled densities, roadside plantation etc.
- Neighbourhood streets should be designed to provide safe and convenient access for vehicles and pedestrians and to relate to the type of neighbourhood and uses through which the streets travel. They should provide safe and attractive designs including composition of street landscaping with sidewalks/paths. neighbourhood streets can provide a visual experience and lower the speed of local traffic by aligning with a neighbourhood focal point such as a park, a fountain or a sculpture.
- Street patterns should interconnect and encourage easy access from one neighbourhood to another & also discourage high speed travel. Individual streets should maintain adequate travel ways for emergency and service vehicle access.

Following needs to be encouraged:

- Destination assistance devices such as information kiosks, and directional signs for tourists.
- Roads relating to a neighbourhood focal point such as a street passing by a pocket park, terminating at a vista point, or interrupted by a fountain.
- Visual screening of parking areas.
- Contiguous pedestrian routes.
- Interconnected but low speed neighbourhood streets.
- Landscaping in the right of way that relates to the adjacent uses.
- Perimeter road patterns compatible with the adjacent neighbourhood street system.
- Low speed traffic techniques such as intersection at focal points.

Following needs to be discouraged:

- Parking areas located between buildings and pedestrian oriented streets.
- Pedestrian circulation patterns that discourage walking to neighbors or community destinations.
- Random curvilinear streets.

Landscaping

Landscaping should be used to soften the mass of buildings and to provide usable common space for

residents. The use of elements such as evergreen groundcover and small shrubs around common spaces can add variety and delineate boundaries while allowing for surveillance. When hard surfaces are predominant feature, visual relief and interest can be provided through use of plantations such as plants with flowers and special interest plants. Common park space should be located so that it is visible to residents and accommodate a variety of activities for differing age groups.

Following needs to be encouraged:

- Trees that provide year-round visual interest such as evergreen groundcover & hardy landscaping plantings.
- Landscaping solutions such as parks/gardens in large open areas which add depth and space.
- Elements such as low walls, fences, screens, or hedges to delineate outdoor spaces.
- Adequate use of garden lighting to accentuate landscaping and pathways in the evening.
- An uninterrupted flow of landscaping between buildings and the streets by placing elements
- Abutting streets, trails or common spaces fence styles, such as low or open fences that encourage interaction between private and public spaces.
- Paving solutions for driveways and public walkways that complement the architectural and landscape character of the area such as stone, masonry or concrete.

Following needs to be discouraged:

- High walls and solid fences adjacent to pathways or shared open space.

13.8.1.5 Water Front Development

There is scope for development of Morikolong waterbody using urban design tool, the existing image of these areas can be transferred into a new livable and environmental friendly image. While developing areas near water bodies the following urban design guidelines needs to be considered.

- Development around and adjacent to water bodies in Nagaon should be taken up in a sensitive manner.
- Integrated development on lakefronts with the natural environment to preserve and enhance views, and protect areas of natural drainage.
- Minimise grading to maintain the natural topography, while contouring any landform alterations to blend into the natural terrain.
- Screen development adjacent to natural features as appropriate so that development does not appear visually intrusive, or interfere with the experience within the open space system. The provision of enhanced landscaping adjacent to natural features could be used to soften the appearance of or buffer development from the natural features.
- Use building and landscape materials that blend with and do not create visual or other conflicts with the natural environment
- Design and site buildings to permit visual and physical access to the natural features from the public right-of-way.
- Encourage location of entrances and windows in development adjacent to open space to overlook the natural features.
- Protect views from public roadways and parklands to natural canyon, resource areas, and scenic vistas.
- Preserve views and view corridors along and/or into waterfront areas from the public right-ofway by decreasing the heights of buildings
- Provide public pedestrian, bicycle, and equestrian access paths to scenic view points, parklands, and where consistent with resource protection, in natural resource open space areas.
- Provide special consideration to the sensitive environmental design of roadways that traverse natural open space systems to ensure an integrated aesthetic design that respects open space resources. This could include the use of alternative materials such as "quiet pavement" in noise sensitive locations, and bridge or roadway designs that respect the natural environment.
- Special considerations should be given to the appropriate scale, height and disposition of building blocks along the waterfront to avoid blockage of sea/land breezes and prevailing winds.

13.8.1.6 Public Spaces

Public spaces include public plazas, squares or other gathering spaces in each neighbourhood center. neighbourhood centre is a geographically localised community within a larger city, where members of a community tend to gather for group activities, social support, public information, and other purposes. They may sometimes be open for the whole community or for a specialized group within the greater community. District centers, commercial areas, Public/ Semipublic and Recreational Areas in Master Plan demands Proper Campus Planning and care to maintain the protocol of the city.

Organised Informal Market/Food Plazas

To stop encroachment of all types of Informal markets, Master Plan have provided organized spaces for informal markets, hawkers, handicraft shops etc. these markets will be majorly located in District Centers and Core areas.

The informal and organized sector is a major source of employment in the economic fabric of the city for which the following approach is proposed:

- Earmarking of 'Hawking' and 'No Hawking' Zones at neighbourhood and cluster levels.
- The weekly markets to be identified and planned / developed.
- New areas for informal trade to be developed and integrated with housing, commercial, institutional and industrial areas.
- Provision of common basic services like toilets, water points, etc.
- Institutionalizing designs of stalls, push-carts and mobile vans.
- Design outdoor open areas as "outdoor rooms," developing a hierarchy of usable spaces that create a sense of enclosure using landscape, paving, walls, lighting, and structures.
- Design such markets/ haats to accommodate a variety of artistic, social, cultural, and recreational opportunities including civic gatherings such as festivals, markets, performances, and exhibits.
- Consider artistic, cultural, and social activities unique to the neighbourhood and designed for varying age groups that can be incorporated into the space.
- Use landscape, hardscape, and public art to improve the quality of markets/ haats.
- Encourage the active management and programming of these markets.
- Design outdoor spaces to allow for both shade and the penetration of sunlight.
- Frame parks and plazas with buildings which visually contain and provide natural surveillance into the open space.
- Involvement of NGOs envisaged.
- Address maintenance and programming.

13.8.1.7 City Gateways

Road:

- Non-residential public buildings with pleasing appearance should be located on entry corridors.
- Attractive landscape should be developed in accordance with the highway landscape norms.
- Segregation of goods and passenger vehicles at the entry point through separate lanes to improve the visual environment.

Rail:

- Enhancing visual experience for commuters through appropriate landscape along railway tracks. This can be done by growing colorful plantations along railway corridors, keeping wide grazing lands, mounting flags at the entry of railway stations.
- Reconstruction / redevelopment of existing stations should be undertaken through comprehensive Urban Design schemes.
- Attractive designs should be evolved for new stations.

Air:

- Designing landmarks, nodes, edges of the city in a manner that they can be recognized outstandingly in aerial views. This can be achieved by composing and contrasting scale, color, landscape of structure and

boundary with surrounding area.

- Natural and built environment should be revitalized to give an impression of global city.
- The overall green cover in this zone should be enhanced and protected.

13.8.1.8 Streetscape

Hoardings & Signage:

- Hoardings, sign boards, directional boards, bill boards, neon sign bards, balloons, banners etc. have become symbols of present day urban scape and important instruments of outdoor publicity and public information. These, if located properly and aesthetically, may enhance the visual quality of the city. Otherwise, these may cause hazards, obstruction and visual pollution etc.
- Design signage to effectively utilize sign area and complement the character of the structure and setting
- Architecturally integrate signage into design.
- Include pedestrian-oriented signs to acquaint users to various aspects of a development.
- Place signs to direct vehicular and pedestrian circulation.
- Post signs to provide directions and rules of conduct where appropriate behavior control is necessary.
- Design signs to minimize negative visual impacts.
- Address community-specific signage issues in community plans, where needed.
- A major cause for present day chaos on the roads is that the road infrastructure, signage and road markings are not in accordance to the standards laid down by the Motor Vehicle Rules and Highway Code.
- Safety of road users shall be one of the prime consideration while planning / designing of road network and infrastructure.
- Appropriate road signage and markings are excellent means of educating road users about road safety rules and road discipline and add to the road beautification. These prevent the deviant behaviour of motorists and at the same time provide useful route related information.
- Concerned road owning agencies shall be responsible for installing the appropriate road signage and markings on regular basis.

Street Furniture:

- Public art is an important part of the urban spatial experience, which can be incorporated in the form of functional objects such as street furniture and paving designs.
- Street furniture should be designed sensitively considering the land use, intensity of activity and other identified design districts. Their design must also reflect respect to pedestrians and physically challenged people.
- Access provisions for the physically challenged should be made from the street to overcome curb heights, rain water gratings etc.
- Locate street trees in a manner that does not obstruct ground illumination from streetlights.
- Shade paved areas, especially parking lots.
- Parking spaces close to the entrance should be reserved for physically challenged.
- Exclusive parking bays are proposed near major intersections as part of road R/W with adequate landscaping to provide for parking of mobile repair vans, PCR vans, ambulances, cranes, fire tenders and other public utility vehicles.

Street Frontage:

- Create street frontages with architectural and landscape interest to provide visual appeal to the streetscape and enhance the pedestrian experience.
- Locate buildings on the site so that they reinforce street frontages.
- Relate buildings to existing and planned adjacent uses.
- Ensure that building entries are prominent, visible, and well-located.
- Maintain existing setback patterns, except where community plans call for a change to the existing pattern.

- Establish or maintain tree-lined residential and commercial streets. Neighbourhoods and commercial corridors in the town that contain tree-lined streets present a streetscape that creates a distinctive character.
- Minimize the visual impact of garages, parking and parking portals to the pedestrian and street façades.

Pedestrian Friendly City:

- Major work centres, where large number of pedestrian networks emerge and culminate, should have enhanced facilities for the pedestrians.
- This will lead to more sensitive and intricate design of street furniture, making major image able components part of daily urban experience.
- Design landscape bordering the pedestrian network with new elements, such as a new plant form or material, at a scale and intervals appropriate to the site. This is not intended to discourage a uniform street tree or landscape theme, but to add interest to the streetscape and enhance the pedestrian experience.
- Use effective lighting for vehicular traffic while not overwhelming the quality of pedestrian lighting.
- Pedestrian networks affect spaces in a very distinctive way.
- Establishment of pedestrian networks in any area reveals its vitality.
- They provide richness in terms of spatial experience and community interaction etc.

Transit Integration:

- Provide attractively designed transit stops and stations that are adjacent to active uses, recognizable by the public, and reflect desired neighbourhood character
- Design safe, attractive, accessible, lighted, and convenient pedestrian connections from transit stops and stations to building entrances and street network
- Provide generous rights-of-way for transit, transit stops or stations.
- Locate buildings along transit corridors to allow convenient and direct access to transit stops/stations.

Parking:

- Reduce the amount and visual impact of surface parking lots
- Encourage placement of parking along the rear and sides of street-oriented buildings.
- Avoid blank walls facing onto parking lots by promoting treatments that use colors, materials, landscape, selective openings or other means of creating interest.
- Design clear and attractive pedestrian portico/pathways and signs that link parking and destinations.
- Locate pedestrian pathways in areas where vehicular access is limited.
- Avoid large areas of uninterrupted parking especially adjacent to community public view sheds.
- Build multiple small parking lots in lieu of one large lot.
- Retrofit existing expansive parking lots with street trees, landscape, pedestrian paths, and new building placement.
- Promote the use of pervious surface materials to reduce runoff and infiltrate storm water.
- Use trees and other landscape to provide shade, screening, and filtering of storm water runoff in parking lots.

Utilities:

- Minimize the visual and functional impact of utility systems and equipment on streets, sidewalks, and the public realm.
- Convert overhead utility wires and poles, and overhead structures such as those associated with supplying electric, communication, community antenna television, or similar service to underground.
- Design and locate public and private utility infrastructure, such as phone, cable and communications boxes, transformers, meters, fuel ports, back-flow preventors, ventilation grilles, grease interceptors, irrigation valves, and any similar elements, to be integrated into adjacent development and as inconspicuous as possible.
- To minimize obstructions, elements in the sidewalk and public right of way should be located in below grade vaults or building recesses that do not encroach on the right of way (to the maximum extent

permitted by codes).

- If located in a landscaped setback, they should be as far from the sidewalk as possible, clustered and integrated into the landscape design, and screened from public view with plant and/or fence-like elements.
- Traffic operational features such as streetlights, traffic signals, control boxes, street signs and similar facilities should be located and consolidated on poles, to minimize clutter, improve safety, and maximize public pedestrian access, especially at intersections and sidewalk ramps. Other street utilities such as storm drains and vaults should be carefully located to afford proper placement of the vertical elements.

13.8.1.9 District Centres

A District Centre has been envisaged as a multiple service providing campus, catering to surrounding urban area. The core commercial area such as Wholesale markets, shopping complexes, office buildings, etc. shall be reviewed as a District Centre. The similar definition does not imply to the informal markets but if the informal markets are part of any above category that shall be reviewed and organized in District centre. There are few common components that should be dealt through Urban Design perspective to maintain and enhance the ultimate urban character and image.

1. Landscape
2. Parking
3. Pedestrian Movement
4. Public Spaces
5. Unique Building Character

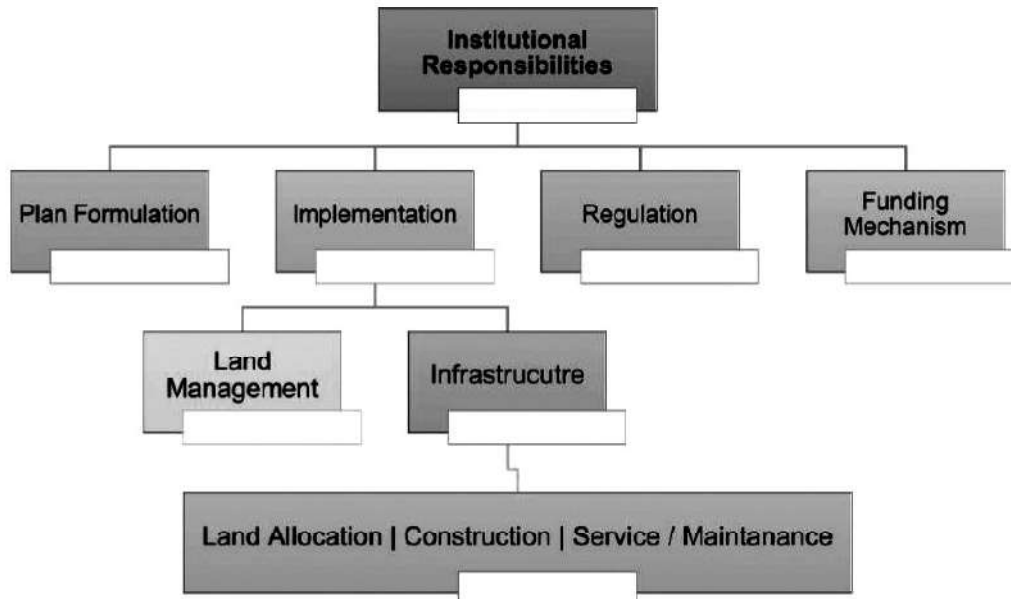
General Guidelines:

- The area provided for landscape as part of the district centre should weave through the entire district centre to create a pleasant environment.
- Detailed Urban Design and Landscape Schemes should be prepared to integrate Public Transport Terminals, safe pedestrian walkways, parking areas, recreational and cultural areas, etc.
- The envelope, FAR, architectural features of the District Center buildings should be merged with surrounding area.
- A certain percentage of open area should be made mandatory in district center design so that it can be used as recreational area, exhibition purpose or any local festivals.
- Continuity of the sidewalks should be maintained in terms of the width, surface treatment, curb cuts, tree and street furniture locations, for the pedestrians and disabled.
- A district centre should be accessible from the surrounding residential areas through the pedestrian approach or by subways etc. The intermediate public transport should be introduced to increase the mobility within the City Centre.
- An adequate parking should be provided in District Center.
- Provision of common basic services like Public toilets, water points, etc.
- Signage and lighting: for visual accessibility, district center should be provided with proper lighting system and signages. As Puducherry is tourist destination, signages in English as well as Hindi should be promoted.
- Use of alternative renewable sources of energy should be encouraged for new buildings (especially those of commercial or institutional nature), traffic signals and public signage, etc
- Planned district centres in city (forming a multi nodal city structure) can be best utilized for creating public spaces and through these, District Centers City will be livelier, inviting and livable.
- As per the proposal of Govt. of India, few free wi-fi zones should be provided in order to encourage the Digital India.

14 INSTITUTIONAL FRAMEWORKS

14.1 PROPOSED INSTITUTIONAL FRAMEWORK

Institutional Responsibilities contain Master Plan formulation, effective implementation, strict monitoring of following General Development Regulations and funding mechanism. For effective implementation, available land resource is to be managed very judiciously and infrastructure is to be provided along with proper maintenance from time to time. As mentioned in Chapter 13.5, it is proposed to have Nagaon Municipal Board (NMB) with same jurisdiction of Conurbation Area for



obtaining substantial funds from State Government as well as Central Government, which will lead to effective implementation of the Master Plan. For better implementation of Master Plan, responsibilities are to be allocated very judiciously.

The various projects identified for Nagaon Development Authority (NDA) and the concerned Government Departments in line with the Vision statement – 2045 for Nagaon Planning Area are detailed in Table below.

Table 224 Institutional Framework for Project Implementation

S.N.	Location	Project Name	Concerned Department
Urban Development			
1	Core area of Nagaon Town	Urban Renewal of Core Old Areas of Nagaon Town	NMB, NDA
2	Core area of Nagaon Town	Development of Heritage Buildings of Nagaon Town	NMB, NDA
3	Distributed in Town	Rehabilitation of Slums dwellers along Kolong river and on Water Bodies located in Planning Area	NMB, Housing Board
4	Nagaon Planning Area	Green Belt along Major Proposed Roads and Wetlands	PWRD
5	Dimaruguri	Neighbourhood Centre at Dimaruguri (10.20 Ha)	NMB, NDA, Housing Board, Revenue Dept,
6	Teliya Pahukata	Neighbourhood centre at Teliya Pahukata (10.34 Ha)	NMB, NDA, Housing Board, Revenue Dept,
7	Difalu	Neighbourhood Centre at Difalu (10.02 Ha)	NMB, NDA, Housing Board, Revenue Dept,
8	Laogaon 1	Neighbourhood centre at Laogaon 1 (10.08 Ha)	NMB, NDA, Housing Board, Revenue Dept,

9	Simaluguri	Neighbourhood Centre at Simaluguri (10.09 Ha)	NMB, NDA, Housing Board, Revenue Dept,
10	Majorati	Neighbourhood centre at Majorati (10.11 Ha)	NMB, NDA, Housing Board, Revenue Dept,
11	Kaoimari	Neighbourhood Centre at Kaoimari (10.04 Ha)	NMB, NDA, Housing Board, Revenue Dept,
12	Fakali Pathar	Neighbourhood centre at Fakali Pathar (10.57 Ha)	NMB, NDA, Housing Board, Revenue Dept,
13	Jamuguri	Neighbourhood centre at Jamuguri (10.11 Ha)	NMB, NDA, Housing Board, Revenue Dept,
14	Jarani Gaon	Neighbourhood centre at Jarani Gaon (10.07 Ha)	NMB, NDA, Housing Board, Revenue Dept,
15	Hatipara	Neighbourhood centre at Hatipara (10.18 Ha)	NMB, NDA, Housing Board, Revenue Dept,
16	Bengena Ati	Neighbourhood centre at Bengena Ati (10.18 Ha)	NMB, NDA, Housing Board, Revenue Dept,
17	Deodhar	Neighbourhood centre at Deodhar (10.18 Ha)	NMB, NDA, Housing Board, Revenue Dept,
18	Morikolong	Neighbourhood centre at Morikolong (10.18 Ha)	NMB, NDA, Housing Board, Revenue Dept,
19	Nam Pathari	Neighbourhood centre at Nam Pathari (10.18 Ha)	NMB, NDA, Housing Board, Revenue Dept,
20	Niz Pathari	Neighbourhood centre at Niz Pathari (10.18 Ha)	NMB, NDA, Housing Board, Revenue Dept,

Water Supply System

21	Nagaon Planning Area (NPA)	Preparation of DPR for Water Supply System for Nagaon Planning Area	Water Resource Dept., PHE Dept., NMB, NDA
22	Existing Nagaon Town	Water Supply network of 115 km sanctioned under AMRUT	Water Resource Dept., PHE Dept., NMB, NDA
23	Existing Nagaon Town	Improvement of Water Supply System of Nagaon	Water Resource Dept., PHE Dept., NMB, NDA
24	Nagaon Planning Area	Hand Pump water Distribution System	Water Resource Dept., PHE Dept., NMB, NDA

Power

25	Existing Nagaon Town	Renovation and modernization of 33/11 KV and 11 KV / 440 V sub- stations	State Electricity Board, NMB
26	Existing Nagaon Town	Installation of new transformers and capacity augmentation of existing transformers	State Electricity Board, NMB
27	Existing Nagaon Town	Metering of All connections	State Electricity Board, NMB
28	Existing Nagaon Town	Installation of a HVDS (High Voltage Distribution System)	State Electricity Board, NMB
29	Nagaon Planning Area	Preparation of DPR for Power Supply System for Nagaon Planning Area	State Electricity Board, NMB

Sewerage System

30	Nagaon Planning Area	Preparation of DPR for Sewerage System for Nagaon Planning Area	PHE Dept., NMB, NDA
31	Nagaon Planning Area	Laying of Sewer Network for Planning Area	PHE Dept., NMB, NDA
32	Dimaruguri	Construction of STP (34 MLD) on 4 Hectare of Land	PHE Dept., NMB, NDA
33	Kumar Tup	Construction of STP (35 MLD) on 5 Hectare of Land	PHE Dept., NMB, NDA

Solid Waste Management

34	Nagaon Planning Area	Improvement and Modernization of Solid Waste Collection, Transportation and Disposal System of Nagaon	NMB, NDA
35	Kachamari Gaon	Development of Solid Waste Engineering Landfill Site on 8 Hectare of Land	NMB, NDA

Drainage System			
36	Nagaon Planning Area	Preparation of DPR for Drainage System for Nagaon Planning Area	PHE Dept., NMB, NDA, Revenue Dept.
37	Nagaon Town	Cleaning and maintenance of existing main drains	PHE Dept., NMB, NDA, Revenue Dept.
38	Nagaon Planning Area	Laying of Road side drains in new proposed areas within Nagaon Planning Area	PHE Dept., NMB, NDA, Revenue Dept.
39	Nagaon Town	Construction and Improvement of Existing Storm Water Drains	PHE Dept., NMB, NDA, Revenue Dept.
40	Nagaon Planning Area	Slope protection, Improvement, Construction, Repair & Restoration	PHE Dept., NMB, NDA, Revenue Dept.
Water Bodies			
41	Nagaon Planning Area	Repair and Renovation of Water Bodies in Planning Area	Revenue and Water Resource Dept., NMB, NDA
42	Nagaon Planning Area	Development of Green Belt around all water bodies	Revenue and Water Resource Dept., NMB, NDA
43	Nagaon Planning Area	Rejuvenation of Kolong River Under Progress (Bank Stabilization Work at Dimoruguri, Uttar Haibargaon, Bidyatup, Tellagaon)	Revenue and Water Resource Dept.,
44	Nagaon Planning Area	Rejuvenation of Mori Kolong Water body with joggers track as recreational zone	Revenue and Water Resource Dept., NMB, NDA
45	Nagaon Planning Area	Development of Kolong Riverfront as recreational zone	Revenue and Water Resource Dept.
Traffic and Transportation			
46	Nagaon Town	Repair and Renovation of Existing Road Network of Nagaon Town	NMB, NHAI, PWD
47	Ward 11	Improvement and Renovation of Nagaon Railway Stations	Railway Dept., NMB
48	Shialekhowa	Development of Multi Model Transit Hub (5.5 Ha)	Revenue Dept., NDA
49	Shialekhowa	Development of Truck Terminal (5 Ha)	Revenue Dept., NDA
50	Birah Bebejiya	Development of Truck Terminal (5 Ha)	Revenue Dept., NDA
51	Nagaon Planning Area	Construction of Street Parking	NMB, NDA
52	Nagaon Planning Area	Preparation of DPR on City Mobility Plan	NDA
53	Nagaon Planning Area	Construction of Off-Street Parking	NMB, NDA
54	Nagaon Planning Area	Augmentation of City Bus Fleet	NMB, NDA
55	Nagaon Planning Area	Construction of Cycle parking near Bus stand	NMB, NDA
56	Ward 13	Development of Multilevel Car Parking near Civil Hospital	NMB, NDA
57	Ward 13	Construction of Road Over Bridge on railway track near Civil Hospital	PWD, Railway, NMB, NDA
58	Nagaon Planning Area	Construction of Non-motorised Transport facilities (Footpaths & Cycle Tracks & Cycle Parking)	NMB, NDA
59	Nagaon Planning Area	Construction of Ring Road	PWD (Roads)
60	Nagaon Planning Area	Improvement of Traffic Signal facility in Nagaon Planning Area	NMB, NDA
61	Senchowa	Development of Senchowa Fly over on Railwat and Old NH	PWD (Roads)
62	Fakall Pathar	Development of Fakall Pathar Fly over on SH -3	PWD (Roads)
63	Katimari Grant	Development of Katimari Grant Fly over on SH-47	PWD (Roads)
Commercial			
64	Hatipara	Development of Commercial/ District Centre (50 Ha)	NDA
65	Ward 11	Development of Vending Zone (1 Ha)	NMB
66	Shialekhowa	Development of Wholesale and Trade Centre (25 Ha)	NDA
Social Infrastrucutre			

67	Shialekhowa	Development of Multi-Specialist Intermediate District Hospital (10 Ha)	Health Dept., NDA
68	Bengena Ati	Development of Knowledge District (40 Ha)	Education Dept., NMB, NDA
Recreational			
69	Kaoimari	Development of Botanical Garden (18 Ha)	NMB, NDA
70	Morikolong	Development of District Sport Centre cum Complex (9 Ha)	NMB, NDA
71	Morikolong	Development of District Level Park (20 Ha)	NMB, NDA
72	Mehrul	Development of City Level Mehrul Wetland Park (60 Ha)	Tourism, NMB, NDA
73	Kumartup	Development of Exhibition Ground (50 Ha)	NMB, NDA
74	Ward 15	Development of Cultural Complex with Art and Digital Museum at Kolong River Bank Opp. Circuit House	Tourism, NMB, NDA
75	Nagaon Planning Area	Development of Water Sport Activity at Mori Kolong water Body	Tourism, NMB, NDA
76	Ranthali	Development of eco-village tourism at Ranthali	Tourism, NMB, NDA
77	Nagaon Planning Area and Surrounding Region	Development of Spiritual Circuit (Development of Infrastructure at Borduwa Than Daoul Temple, Maha Mrutunjaya Temple, Shiva Temple, Kaliabari Durga, Baptist Church, Hanuman Temple in Nagaon Planning Area)	Tourism, NMB, NDA
Industrial Area			
78	Ouguri and Bangthai	Development of Industrial Estate – I (400 Ha)	Revenue and AIDCL
79	Maz Pathari	Development of Industrial Estate – II (100 Ha)	Revenue and AIDCL

14.2 ROLE OF MUNICIPAL CORPORATION IN NMP

Municipal Board will be responsible for operation and maintenance works in water supply, sewerage, storm water drainage, Solid Waste Management, DP & TP roads and street lighting. The other responsibilities are described below:

- The construction, diversion, maintenance and improvement of streets, bridges, squares, gardens, tanks, ghats, wells, channels, drains, latrines and urinals;
- The watering and cleaning of streets;
- Lighting;
- Water-supply;
- Conservancy including sewage disposal;
- Acquiring, keeping and equipping of open spaces for public purposes;
- Planting and preservation of trees;
- Construction of dwelling houses;
- Maintenance and improvement of education;
- Construction and maintenance of hospitals, dispensaries, orphanages, maternity houses, dharmasalas, guest houses etc.;
- Promotion of vaccination;
- Prevention of the spread of dangerous diseases;
- Construction and maintenance of municipal markets and slaughter houses;
- Assistance to public libraries;
- Giving of relief in time of famine, scarcity or any other natural calamity;
- Urban Planning including town planning;
- Disposal of the dead animals or bodies;
- Establishment and maintenance of burial grounds;
- Implementation of the planning in the municipal area as a part of the Development Plan;
- Regulation of slaughter houses and tanneries;
- Fire Services;
- Urban forestry and protection of the environment;
- Safeguarding the interest of the weaker section;
- Slum improvement and up-gradation;
- Promotion of urban amenities; Registration of births and deaths;
- Regulation of slaughter houses and tanneries;
- Adult education and non-formal education;
- Health and family planning;
- Welfare of SC and ST;
- Maintenance of municipal markets;
- Maintenance of monuments and historical places;
- Clearing Public Street and places; etc.

Acronyms

AADT	Average Annual Daily Traffic
AASU	All Assam Students Union
ABD	Area Based Development
ADT	Average Daily Traffic
AH	Asian Highway
AHP	Affordable Housing in Partnership
AIDCL	Assam Industrial Development Corporation Ltd.
AIR	All India Radio
AMRUT	Atal Mission for Rejuvenation and Urban Transformation
APDCL	Assam Power Distribution Company Limited
APWD	Assam Public Work Department
ASDMA	Assam State Disaster Management Authority
ASEB	Assam State Electricity Board
ASI	Archaeological Survey of India
ASTC	Assam State Transport Corporation
AUDA	Ahmedabad Urban Development Authority
BDO	Block Development Officer
BIS	Bureau of Indian Standards
BLC	Beneficiary Led Construction
BMW	Bio-Medical Wastes
BOT	Built Operate and Transfer
BPL	Below Poverty Line
BRTS	Bus Rapid Transit System
BSNL	Bharat Sanchar Nigam Limited
CBD	Central Business District
CBO	Community Based Organization
CDMP	City Disaster Mitigation Plan
CEO	Chief Executive Officer
CIDCO	City and Industrial Development Corporation
CIDF	City Infrastructure Development Fund
CLSS	Credit Linked Subsidy Scheme
CMO	Chief Medical Officer
CNA	Central Nodal Agencies
CO	Circle Officer
CPCB	Central Pollution Control Board
CPHEEO	Central Public Health and Environmental Engineering Organisation
CPT	Central Place Theory
CRC	Central Relief Commissioner
CSMC	Central Sanctioning And Monitoring Committee
CSS	Centrally Sponsored Scheme
CT	Census Town
CVC	Classified Volume Counts
DC	Deputy Commissioner
DCR	Development Control Regulation

DDIPR	District Directorate of Information and Public Relations
DDMA	District Disaster Management Authority
DM	Disaster Management
DMT	District Medical Team
DP	Development Plan
DPR	Detail Project Report
DRDA	District Rural Development Agency
DTO	District Transport Office
ECS	Equivalent Car Space
EDC	External Development Charges
ELU	Existing Land Use
ESR	Elevated Service Reservoir
ETP	Effluent Treatment Plant
EWS	Economical Weaker Section
FAR	Floor Area Ration
FCI	Food Corporation of India
FMB	Field Measurement Book
FSI	Floor Space Index
GDCR	General Development Control Regulation
GHMC	Greater Hyderabad Municipal Corporation
GIS	Geographic Information System
GLSR	Ground Level Storage Reservoir
GOI	Government of India
GOSS	Ground Operational Support System
GTPUDA	Gujarat Town Planning and Urban Development Act
HCF	Heavy Chemical Factory
HCM	Heavy Construction Machinery
HCV	Heavy Commercial Vehicle
HDB	Housing and Development Board
HFAPoA	Housing for All Plan of Action
HH	House Hold
HIG	Higher Income Group
HMV	Heavy Motor Vehicle
HQ	Head Quarter
HUDCO	Housing and Urban Development Corporation
HVDS	High Voltage Distribution System
IDC	Internal Development Charges
IEC	Information, Education and Communication
IHHL	Individual Household Latrine
IIT	Indian Institute of Technology
IMD	India Meteorological Department
IPT	Intermediate Public Transfer
IRC	Indian Road Congress
ISSR	In-Situ Slum Rehabilitation
IT	Information Technology
ITI	Industrial Training Institute
IUCN	International Union for Conservation of Nature
KLD	Kilo Litre per Day

KM	Kilo Metre
KV	Kilo Volt
LARR	Land Acquisition, Rehabilitation and Resettlement
LAX	Los Angeles International Airport
LCV	Light Commercial Vehicle
LIC	Life Insurance Corporation
LIG	Low Income Group
LMV	Light Motor Vehicle
LPCD	Litre Per Capita per Day
LPG	Liquefied Petroleum Gas
LPS	Land Pooling System
MAV	Multi Axle Vehicle
MB	Municipal Board
MCV	Medium Commercial Vehicle
MDR	Major District Road
MFF	Multitranchise Financing Facility
MFZ	Multi Functional Zones
MIG	Medium Income Group
MLD	Million Liter per Day
MMRDA	Mumbai Metropolitan Region Development Authority
MNES	Ministry of Non-Conventional Energy Sources
MP	Member of Parliament
MPA	Master Plan Area
MSL	Mean Sea Level
MSME	Micro Small and Medium Enterprises
MSW	Municipal Solid Waste
MT	Metric Tonnes
NBC	National Building Code
NCC	National Cadet Corps
NDA	Nagaon Development Authority
NDMA	Nagaon Disaster Management Authority
NE	North-East
NGO	Non-Governmental Organization
NH	National Highway
NHAI	National Highways Authority of India
NHB	National Housing Bank
NLCPR	Non-Lapsable Central Pool of Resources
NMB	Nagaon Municipal Board
NMP	Nagaon Master Plan
NMPA	Nagaon Master Plan Area
NMT	Non-Motorised Transport
NPV	Net Present Value
NRSC	National Remote Sensing Centre
NSS	National Service Scheme
NTP	Nagaon Town Protection
NUHHP	National Urban Housing and Habitat Policy
OBC	Other Backward Class
OD	Origin-Destination

OG	Out Growth
OHT	Over Head Tank
PCB	Pollution Control Board
PCBA	Pollution Control Board Assam
PCR	Police Control Room
PCU	Passenger Car Unit
PET	Polyethylene Terephthalate
PHE	Public Health Engineering
PHED	Public Health Engineering Department
PIA	Public Interest Area
PLU	Proposed Land Use
PMAY	Pradhan Mantri Awas Yojana
PPH	Person Per Household
PPP	Public Private Partnership
PSP	Public & Semi-Public
PWD	Public Work Department
PWRD	Public Work Road Department
RAY	Rajivgandhi Awas Yojana
RBI	Reserve Bank of India
RCC	Reinforced Cement Concrete
RERA	Real Estate Regulatory Authority
ROB	Road Over Bridge
ROW	Right of Way
RRT	Rapid Response Team
RWPM	Raw Water Pumping Main
SAR	Search & Rescue
SC	Scheduled Caste
SHG	Self Help Group
SLSMC	State Level Sanctioning and Monitoring Committee
SPV	Special Purpose Vehicle
ST	Scheduled Tribe
STP	Sewerage Treatment Plant
SW	Solid Waste
SWM	Solid Waste Management
TDR	Transferable Development Right
TGA	Tertiary Group Alluvial
TIF	Tax Increment Financing
TOD	Transit Oriented Development
TP	Town Planning
TPD	Tonnes Per Day
TPS	Town Planning Scheme
TSDF	Treatment Storage and Disposal Facility
TVC	Traffic Volume Count
ULB	Urban Local Body
UNCHS	United Nations Centre for Human Settlements
UNDP	United Nations Development Programme
UNESCO	United Nations Educational, Scientific and Cultural Organization
URDPFI	Urban and Regional Development Plans Formulation and Implementation

VAMBAY	Valmiki Ambedkar Awas Yojana
VCF	Value Capture Finance
VHF	Very High Frequency
VLТ	Vacant Land Tax
WFPR	Work Force Participation Rate
WLS	Wildlife Sanctuary
WPR	Workforce Participation Rate
WTC	Wholesale Trade Centre
WTE	Waste-to-Energy
WTP	Water Treatment Plant

