

# NIYOJAN VICHAR

## **Technical Bulletin**

of the

## **Directorate of Town Planning and Valuation Department,**

## Maharashtra State

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February 2024

VOLUME - 31

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## संपादकीय

नगर रचना आणि मूल्यनिर्धारण विभागाचा वर्धापन दिन दरवर्षी दि. ३० जानेवारी रोजी साजरा करण्यात येतो. या निमित्ताने गतवर्षी आयोजित नगर रचना परिषदेवेळी नियोजन विचाराचा अंक, अद्ययावत एकत्रिकृत विकास नियंत्रण व प्रोत्साहन नियमावली (UDCPR) यांचे प्रकाशन करण्यात आले.

आता यावर्षी नगर रचना व मूल्यनिर्धारण विभागाचा ११० वा वर्धापन दिन साजरा करण्यात येत आहे. त्यानिमित्ताने नागरी संशोधन घटकाच्या स्तरावरुन राज्यातील विविध कार्यालयात कार्यरत नगर रचना विभागाचे आजी / माजी अधिकारी यांनी विविध स्तरावर केलेल्या कामकाजातील अनुभव, लेख स्वरुपात नियोजन विचार अंकात प्रसिध्द करणेसाठी संचालनालयास सादर करण्याची विनंती करण्यात आली होती. यांस विभागातील सहायक नगर रचनाकार ते संचालक, नगर रचना पदावरील कार्यरत अधिकाऱ्यांनी प्रतिसाद दिला. यंदा प्राप्त झालेल्या लेखांपैकी विभागामध्ये नव्याने रुजू झालेल्या आणि विविध कार्यालयांमध्ये / प्राधिकरणांमध्ये काम करणाऱ्या अधिकाऱ्यांनी त्यांचे अनुभव विचारात घेऊन व त्यांवरील त्यांची मते लेख स्वरुपात सादर केली असून, नवीन विचारांच्या लेखांना नियोजन विचाराच्या या ३२ व्या अंकात प्रसिध्दी देण्यात येत आहे. तसेच दि.३० जानेवारी, २०२४ पर्यंतच्या अद्ययावत एकत्रिकृत विकास नियंत्रण व प्रोत्साहन नियमावली (UDCPR) ची पुस्तिका उपसंचालक, नगर रचना, नागरी संशोधन घटक व नागरी संशोधन कार्यालयातील अधिकाऱ्यांनी तयार केली असून या दोर्न्होंचे प्रकाशन मा.मुख्यमंत्री महोदय व इतर मान्यवरांच्या हस्ते करण्यात येत आहे

नियोजन विचाराच्या या अंकामध्ये श्री. राजेय साबळे, नगर रचनाकार यांनी एखाद्या शहराची विकास योजना तयार करताना, जनतेसाठी मूलभूत / पायाभूत सोयी-सुविधा उपलब्ध होण्याच्या दृष्टीने नियोजन प्रमाणकांचे महत्त्व, या संकल्पनेच्या उगमापासून या अनुषंगाने महाराष्ट्र प्रादेशिक व नगररचना अधिनियमातील झालेल्या सुधारणा, शासनाने दिलेल्या मार्गदर्शक सूचना, त्यामध्ये कालानुरूप आवश्यक असणाऱ्या सुधारणांच्या अनुषंगाने विविध शिफारशी, विकास विकास योजना तयार करताना त्या शहराची गरज ओळखून विचारात घ्यावयाची नियोजन प्रमाणके याबाबत अभ्यासपूर्ण, सविस्तर लेख दिला आहे. याच विषयाबाबत श्री. स्वप्नील गेडाम, सहायक नगर रचनाकार यांनी त्यांच्या अनुभवाआधारे त्यांच्या लेखात विचार मांडले आहेत.

विकास योजना तयार करण्याची पहिली पायरी म्हणजे त्या शहराच्या झालेल्या विकासाचा विद्यमान जमीन वापर नकाशा योग्यरित्या व अचूक होण्यासाठी काय कार्यपध्दती अवलंबण्यात यावी यासंदर्भात श्री. सुरज राऊत, सहायक नगर रचनाकार यांनी त्यांचे लेखात ऊहापोह केला आहे.

विकास योजनेमध्ये ठेवण्यात येणाऱ्या सार्वजनिक सोयी, सुविधा व इतर प्रस्ताव यांची अंमलबजावणी न होण्यामागची कारणमिमांसा श्री. सुदर्शन गाडगळ, सहायक नगर रचनाकार यांनी नमूद केली आहे. तर अशा प्रस्तावांची कालबद्ध व सुयोग्य अंमलबजावणी होण्यासाठी आवश्यक आर्थिक संसाधने कशाप्रकारे उपलब्ध होऊ शकतील याबाबत श्री जयेश गायकवाड, सहायक नगर रचनाकार यांनी त्यांच्या लेखात विश्लेषण करण्यात आले आहे. तसेच विकास योजनेतील आरक्षित सरकारी जागा संपादन करण्यासंदर्भात, ताब्यात घेण्यासंदर्भात अंमलबजावणीची कार्यपद्धती श्रीमती रोशनी तामखेडे, सहायक नगर रचनाकार यांनी त्यांचे लेखात उद्गधृत केली आहे. सध्याच्या काळात शहरातील वाहतुकीच्या प्रश्नावर तोडगा / उपाययोजना या चौक सुधारण्याच्या माध्यमातून कशाप्रकारे करता येतील यावर श्रीमती सायली राठी, सहायक नगर रचनाकार यांनी मते मांडली आहेत. तर श्री. निखिल पाटील, रचना सहायक यांनी नगर नियोजनाच्या माध्यमातून पूर नियंत्रण करण्यावरच्या दृष्टीने विचार मांडले आहेत.

शाश्वत विकासासाठी पर्यावरणदृष्ट्या महत्त्वाच्या मुद्द्यांच्या अनुषंगाने Sponge Cities च्या माध्यमातून जलसोत्रांचे जतन, संवर्धन याबाबत श्रीमती मुल्ला, सहाय्यक संचालक, नगर रचना यांचे लेखात सविस्तर विश्लेषण असून, तळी / तलाव यांच्या विकासाचे योजनांबाबत श्री. निखिल केकान, सहायक नगर रचनाकार यांनी माहिती नमूद केली आहे. तर पर्यावरणीयदृष्ट्या संवेदनशील क्षेत्राच्या विकासासंदर्भात केंद्र तसेच राज्य शासनाची धोरणे मार्गदर्शक सूचना या आधारे श्री. गोपाल काळे, सहायक नगर रचनाकार यांनी माहिती विशद केली आहे.

शासनाची धोरणे व योजनांचे माध्यमातून शेतीमालाचे उत्पादन, विपणन व त्याद्वारे बळीराजाला आर्थिक फायदा होण्यासाठी कशाप्रकारे नियोजन करता येऊ शकेल, याबाबत उदाहरणादाखल अभ्यास करण्यासाठी प्रकल्प विचारात घेऊन श्रीमती अंजली माळी, सहायक नगर रचनाकार यांनी मते मांडली आहेत.

भौगोलिक माहिती प्रणाली (GIS) चा वापर, एखाद्या प्रदेशाचे/शहराचे नियोजन करताना किती महत्त्वाचा आहे व याचा वापर कोणकोणत्या क्षेत्रांमध्ये करता येऊ शकतो याबाबत श्री. महेंद्र पासलकर, सहायक आरेखक यांनी थोडक्यात परंतु योग्य रित्या माहिती दिली आहे.

तटीय नियंत्रण क्षेत्र (CRZ) संदर्भात केंद्र शासनाने निर्गमित केलेल्या अधिसूचना त्यामधील तरतुदी, विचारात घ्यावयाच्या बाबी याबाबत नकाशासह माहिती श्री. गुरुदत्त वाजपे, निवृत्त नगर रचनाकार यांनी त्यांचे लेखात दिली असून ती सर्वांना सुलभ रित्या समजून उपयुक्त ठरेल.

मा. पंतप्रधान महोदयांचे विचारानुसार शहरी/नागरी सुधारणांसाठी केंद्र शासनामार्फत मोठ्या प्रमाणात राज्य शासनास बिनव्याजी कर्ज स्वरूपात निधी प्राप्त होत आहे. या योजनेच्या माध्यमातून राज्य शासनास प्राप्त झालेला निधी, पुढील वर्षांमध्ये भरघोस निधी प्राप्त होण्यासाठी संचालनालयातर्फे व अधिनस्त कार्यालयांमार्फत सुरू असणारे प्रयत्न, याबाबत राज्य शासनाचे मार्गदर्शन व सहाय्य या मुद्द्यांबाबत सविस्तर माहिती श्रीमती माधवी चौगुले, सहाय्यक संचालक, नगर रचना, श्रीमती दीप्ती उंडे, नगर रचनाकार व श्री निलेश गाडगे, रचना सहाय्यक यांनी त्यांचे लेखात विशद केली आहे.

तसेच नगर रचना आणि मुल्यनिर्धारण विभागतील पदभरती आणि पदोन्न्ती याबाबतचा तपशील श्री.किरण बिल्ला, वरिष्ठ लिपीक यांनी त्यांच्या लेखामध्ये नमूद केलेला आहे.

सदर अंकात लेख प्रसिध्द करण्यासाठी मोठया संख्येने दिलेल्या प्रतिसादाबद्दल तसेच सदर विशेषांक प्रसिध्द करण्यासाठी विशेष करुन उपसंचालक, नगर रचना, नागरी संशोधन घटकामधील सर्व अधिकारी कर्मचारी तसेच नगर रचना संचालनालयातील प्रशासकीय विभागातील अधिकारी / कर्मचारी तसेच ज्या सर्वांनी हातभार लावला त्या सर्वांचे आभार.....!

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## "PLANNING STANDARD AND NORMS FOR DEVELOPMENT PLAN"

### **RAJAY SABLE** Town Planner, Yavatmal Municipal Council, Yavatmal

#### 1. INTRODUCTION: --

There are various examples for low percentage of implementation of Development Plan of so many small and medium towns in Maharashtra State. There are numerous reasons for the low percentage of implementation of Development Plan. One of the main reasons for that number of reservations are more and the cost of acquisition of more. Area of land under reservations is also behind the financial capacity of the Urban Local Body. Reservation proposed on Government land and local body's owned land are normally implemented quickly. Implementation tool like TDR is not so effective in small and medium town due to the low cost of the land and less importance to use full extent of FSI. This may be related to the ad-hoc calculations of area requirement of various amenities for the forecasted and existing population adopted in Development Plan. More cushioning approach is adopted while formulating & devising the planning standards & norms. Rational approach and scientific methods in this regard are necessary to calculate the requirement of area of land put for the various amenities.

There is large scope for improving/modifying the standards, taking into consideration of latest techniques and theories. The role of officers working in Town Planning & Valuation Department in this task is also very important, as they have rich experience in evolving such standards in their respective Development Plan.

#### 2. EMERGENCE OF PLANNING STANDARD AND NORMS IN DEVELOPMENT PLAN: --

Planning Standards are formulated in the form of codes or regulations pertaining to space requirement, site specification, height, land use and other criteria required by the local authority for Development Plan. These standards are applied during the planning/design stage of a Development Plan. These standards are applied during the planning normally in the form of space, area, location of particular amenity which would propose in their Development Plan.

When these standards are compared among the various authorities, it is observed that there is disparity between them. Hence, an attempt is required to be made for to devise workable standards for reference and adoption by persons concerned with Development Plan activities. There is large scope for improving the standards, taking into consideration the latest techniques and theories.

The concept of planning standards & norms emerged in Development Plan process in chronological order is stipulated in following table.

S.N.	Period	Milestones of planning standards & norms in the planning process in
		Maharashtra history.
1.	1965	Government of Maharashtra was given the instructions about the planning standard
		and norms.
2.	1967	Enactment of M.R.T.P. Act 1966, it includes the section 22 types of the amenities
		which are necessary to include in Development Plan.
3.	1979	Government of Maharashtra was issued circular regarding planning standard and
		norms.
4.	1983	First publication of National building code was done in 1970, in the code there was no
		chapter is included for Development Control Rules. Second publication of National
		building code was done in 1983.Second publication of code includes the chapter

		namely Development Control Rules and General Building Requirements. This chapter		
		covers details of number and space(area) requirement for various amenities in land		
		development.		
5.	1992	Reviewing the stage of implementation of sanctioned Development Plans in the state,		
		the directorate office prepares the planning standard and norms and submit for the		
		sanction before the Government of Maharashtra. Government of Maharashtra issued		
		the guidelines regarding the use of planning standard and norms in Development Plan.		
		Government of Maharashtra stipulated the special comment about the use of and care		
		taken while using the planning standard and norms.		
6.	2014	URDPFI guidelines emphasis the planning standard and norms for various amenities		
		require to the town/city.		
7.	2022	The directorate office issues separate guiding principles and involve the separate		
		chapter named as "Devising Planning Norms for Town.		

#### 3. <u>BASIC PRINCIPLE CONSIDERED WHILE DEVISING THE PLANNING STANDARDS AND</u> <u>NORMS:-</u>

There are few basic broad principles which are necessary to take in account while devising planning standard and norms for town/city. These principles are enumerated below.

S.No.	Type Of amenity	Name of amenity	Basic principle considered
1	Recreational area	Garden, Playground, Stadium etc.	Provision of adequate area.
			Accessible to all sections of society.
			Spatial distribution of area.
	Public facilities	Primary School,	Serving area
2		High school, Library,	Ensure Facilities Are Provided for the
2		Civic centre etc.	Public
			Equal Distribution
	Roads		Hierarchy is followed according to the
			type of road
3		Various widths of roads	Ensure efficient transportation system
			development control
			Spatial distribution of area.
	Infrastructure	WTD STD Compost	Adequate provision
4		deno etc	Careful forecasting of population
		depo etc.	Spatial distribution of area.
	Parking lot	Doulting Trucht torreinus	Adequate Provision
5		Parking, Truck terminus	Appropriate Lot Size
		etc.	Spatial distribution of area.
6	Zoning		Health Safety and Comfort
		Residential, Commercial,	Corelation With Density and
		Industrial etc.	Infrastructure.
			Spatial distribution of area.

Apart from all above enumerated principles there is also due importance is given to the ownership of the land, consumption of full extent of FSI, efficient use of the land put under amenity use. Co-related use of various activity would be considered like wise primary school and library may be considered.

#### 4. <u>FACTORS CONSIDERED WHILE DEVISING THE PLANNING STANDARDS AND</u> <u>NORMS:</u>-

Planning Standards and norms are also need to be appraised from time to time, with the idea of adjusting them whenever changing conditions make modifications necessary. Following are the some of factors which are necessary to take into account.

S.No.	Factor Considered for Devising Planning Norm
1	Sample (questionnaire) survey inferences/ Conclusion of stakeholder's meeting.
2	Financial condition of the ULB.
3	Existing space available/existing scenario.
4	Effect of demographic classification & its Functionality. Population Threshold (both minimum and
	maximum); population proposed to be served.
5	Government owned land availability.
6	Green field development/Brown field development Ratio if applicable/ function of designated area.
7	Implementation status of sanctioned development.
8	Innovative tools available for the implementation in Future.
9	Existing planning norms for particular amenity.
10	Other factors like Location of the facility, Area of the Site, Accessibility, Extent of Area proposed
	to be served.

#### 5. <u>BRIEF METHOD WHICH WOULD BE ADOPTED IN DEVISING PLANNING STANDARDS</u> <u>AND NORMS: --</u>



#### 6. <u>DISCUSSION:</u> -

Planning norms and standards are defining the infrastructures, amenities and services required. As a part of planning process, it remains valuable, essential and critical and they need to be quantified both in terms of quantity and quality. To rationalize the planning process and make it effective, efficient and

community centric proper use of planning standards and norms are necessary. Since all amenities and services are consumes land, so they need to be made land efficient. it will be both relevant and rational, to optimize the available urban land, treating land as the most valuable resource.

Creation of urban amenities consume lot of financial and other resources so it is essential to make provision of amenities efficient as well as cost-effective.one amenity space is put into multiple use then the cost effectiveness of particular amenity may be achieved. For example, school playground is used after closing the school for the general public.it reduce the need of providing separate playground in the vicinity. It would require detailed study and analysis of existing phenomenon.

Planning Standards and norms would be adjusted in time frame when change the conditions and make the modifications when necessary. Planning Standards and norms are differed from state to state and even city to city. This is due to the scope and content of heterogenous character of urban planning.

Effective Planning Standards and norms helps address to queries of people, supported by the process of bottom-up approach. Another reason is that to value local/non-expert knowledge which was help to emerge new ideas & thoughts.

#### 7. <u>CONCLUSION: -</u>

There is no rigid formula for the planning standards and norms. All planning standards and norms are subjected to variations with heterogeneous context relates to town/city.

The process of formulating the planning standards and norms is established by doing case studies to understand activity pattern, user behaviour, ownership and participation, which leads to the identification of existing challenges with respect to heterogeneous context relates to town/city.

The various surveys like survey of level of services, questionnaire survey, existing amenities survey, public participation, Demography and its various components etc. may be carried out to assess the number and area requirement of amenities require to meet optimum community needs.

Planning standards and norms decided by Central Government agencies like NBC, URDPFI guidelines as well as State Government are determined communities' requirements & needs are timeefficient and cost effective. But this approach of determining planning standards and norms is problematic because it was not addressing the conditions present in individual communities in heterogeneous context relates to town/city.

So, it is necessary to devise the planning standards and norms for each town/city separately by conducting the various survey and scientific study in this regard.



## "Devising Planning Norms for Town"

Swapnil Kailas Gaddam Assistant Town Planner, Development Plan, Special Unit, Dhule Municipal Corporation, Dhule.

Maharashtra State came into existence in the year 1960 after bifurcation of the State of Bombay. Five year plans in the country were the start of development in Maharashtra and the concept of Development Plan emerged in 1954. To regulate the use of land and to avoid the haphazard development, planning norms were made.

Development plans were being prepared taking into consideration the Planning Standards prescribed in the 23<sup>rd</sup> March 1965 Government Circular, Urban Development and Public Health Department. Planning Standards were revised by 19<sup>th</sup> June 1979 Government Circular for the first time. This 1979 Government Circular deals with the quantitative aspects of provision of public amenities - their extent and areas (based on population), optimum distances at which they should be available, etc. Another Circular dated 15<sup>th</sup> June 1992 emphasizes the need of balanced spatial distribution of amenities. Both these circulars indirectly speak of preparation of development plans by adopting neighbourhood principle of planning.

Section 31(5) of the Maharashtra Regional & Town and Planning Act, 1966 (MRTP) focuses on proposing reservations such that Planning Authority can acquire them within 10 years from the date on which the Development Plan comes into operation. There is a past experience that, Planning Authority is sometimes incapable of acquiring lands reserved in the Development Plan. So, lapsing of reservations under the provisions of section 49, section 50 and section 127 of MRTP has became an obstacle in the implementation of Development Plan. Therefore, acquisition cost of these reservations should not go beyond the financial capacity of the Planning Authority as this is directly related to the implementation of Development Plan.

In the present context, there is a need to modify the conventional approach of proposing reservations merely based on mathematical calculations as per 1979 Planning standards. Planning Standards of 1979 are just guidelines; each city is different and needs to be planned considering the ground reality. Thus, planning is necessary that focuses on proposing reservations by understanding the requirements of the town. In this context, Director of Town Planning, Maharashtra State by letters dated 29.12.2021 and 25.04.2022 issued "Devising Planning Norms for Town" guidelines for proposing reservations in the Development Plan. These guidelines considered factors like Character of the Town, Stakeholder's participation to identify ward level and town level needs, SWOT analysis, Identifying physical and social needs of the town, Immediate, Intermediate and Long-term needs, Financial condition of ULB and Approach for devising planning norms, Planning norms which can be adopted, Approach towards spatial distribution of various reservations, Approach towards framing road network, Approach towards land use zoning.

Understanding the requirement of town is key factor for preparation of Development Plan and Stakeholder's participation makes this easier. Stakeholder's include Residents, Migrants, Associations related to Builder's / Developer's, Public Representatives, NGOs, Govt. & Semi-Govt. Organizations, Professionals, Entrepreneurs, Agricultural Societies, etc. These all Stakeholder's know their city well. So, whatever opinions / suggestions are given by Stakeholder's will be very close to actual requirement of town. Also, questionnaire filled by Stakeholder's will be helpful in Strength-Weakness-Opportunity-Threats (SWOT) analysis of the town. Immediate, Intermediate and Long-term needs are to be categorized based on SWOT analysis as Development plan is prepared for 20 years, which is a long period.

Playgrounds and gardens are sometimes developed by developer in layout open spaces or amenity spaces. So, requirement calculation of play grounds and gardens should be done correctly. Greenfield (G) to

Brownfield (B) Development Ratio is a parameter that can help to reduce unnecessary green reservations like play ground and gardens if G/B > 1.

Identification of Government lands is important because reservations if proposed on these lands will reduce the Acquisition cost and the burden on the funds of the Planning Authority. Lands reserved on the necessity of Appropriate Authority are at risk of lapsing by section 50 of MRTP, as they may not have provision to acquire the same. So, compelling them to make provision can be the key.

Location sensitive reservations like Sewage Treatment Plant (STP), Water Treatment Plant (WTP), Site for Solid Waste Management (SWM), Burial Ground / Cremation Ground, Fire Brigade are to be reserved carefully as they are only done once in a city and city is dependent on them for long time.

Devising planning norms for Development Plan is not just about proposing reservations but it is equally about planning in a realistic way such that Development Plan will definitely be implemented. Acquisition of reservations and their timely development is the basic requirement for implementation of Development Plan. Land value has increased tremendously in recent few years and will keep on increasing due to the shortage of land availability for growing population. Therefore, just relying on the funds of Planning Authority is not sufficient. Transferable Development Rights (TDR) and Accommodation Reservation Principle should be used for acquisition. Also, identifying revenue sources including grants obtained from various Central and State Government schemes is important from implementation point of view.



## "विकास योजनेत दोष रहित विद्यमान जमीन वापर नकाशा तयार करण्याची कार्यप्रणाली"

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## <u>पार्श्वभूमी</u>

एखाद्या शहराची विकास योजना ही त्या शहराचा पुढील दहा ते वीस वर्षापर्यंतचा विकास कोणत्या पद्धतीने होईल किंवा तो कोणत्या पद्धतीने झाला पाहिजे तसेच होणारा शहराचा विकास विशिष्ट पद्धतीने नियंत्रित करण्याची योजना म्हणजे विकास योजना म्हणता येईल. विकास योजना तयार करण्याच्या विविध पायऱ्या आहेत त्यापैकी एक महत्वाची पायरी म्हणजे विद्यमान जमीन वापर नकाशा तयार करणे. विकास योजनेत प्रस्तावित केला जाणारा जमीन वापर नकाशा हा संपूर्णतः विद्यमान जमीन वापरावर अवलंबून असल्याने विद्यमान जमीन वापर नकाशा तयार करणे ही अत्यंत महत्वाची पायरी मानण्यात येईल. म्हणूनच विद्यमान जमीन वापर नकाशा दोषरहित होणे अत्यंत महत्त्वाचे आहे. विकास योजनेत दोषरहित विद्यमान जमीन वापर नकाशा तयार करण्यासाठी माझ्या मते साधारणतः पुढील प्रक्रिया अवलंबता येतील.

- १. अधिकृत किंवा प्रमाणित गाव नकाशे प्राप्त करून घेणे
- २. जमीन वापर नकाशा तयार करण्यासाठी आधुनिक तंत्रज्ञानाचा वापर करणे
- ३. नैसर्गिक गोष्टी जसे की नदी, नाला, डोंगर, टेकड्या इत्यादींचे स्थान तपासणे
- ४. शहर हद्दीत विकास योजनेपूर्वी झालेले रेखांकन नकाशे प्राप्त करून घेणे
- ५. शहर हद्दीतील सरकारी मालकीच्या जागेचे सातबारा उतारे किंवा मोजणी नकाशे प्राप्त करून घेणे
- ६. गावठाण भागाचा नकाशा मोठ्या स्केल ला तयार करणे
- ७. जुनी विकास योजना भागांमध्ये/तुकड्यांमध्ये झाली असेल तर सर्व भाग मिळून एक विकास योजना करणे

८. विद्यमान जमीन वापर नकाशा तयार झाल्यानंतर त्यातील सार्वजनिक निम सार्वजनिक वापर, आरक्षणे इत्यादींची जागा तपासणी करणे

### <u> १. अधिकृत / प्रमाणित गाव नकाशा प्राप्त करणे</u>

विद्यमान जमीन वापर हा गाव नकाशा वर दर्शिवला जाणार असल्याने विकास योजनेत गाव नकाशा अधिकृत प्रमाणित असणे अत्यंत आवश्यक आहे. सध्या उपलब्ध असणारे गाव नकाशे हे ब्रिटिश कालीन असल्याने त्यांची अधिकृतता संबंधित विभागाकडून करून घेणे आवश्यक ठरते. गाव नकाशा विकास योजनेसाठी पायाभुत नकाशा / कागदपत्र मानले जात असल्यामुळे गाव नकाशा घेताना गाव नकाशात लगतगावचे गट एकत्र झालेले नाहीत किंवा मिसळलेले किंवा एकमेकांवर superimpose झालेले नाहीत याबाबत तसेच गाव नकाशात लगत गावच्या शिवे बाबतची खात्री करणे अत्यंत आवश्यक ठरते.

### २. जमीन वापर नकाशा तयार करण्यासाठी आधुनिक तंत्रज्ञानाचा वापर करणे

विद्यमान जमीन वापर नकाशा तयार करण्यासाठी चालत आलेल्या पूर्वापार पद्धतीपेक्षा आधुनिक तंत्रज्ञान जसे ड्रोन सर्वेक्षण इत्यादींचा वापर करणे आवश्यक आहे. पारंपारिक पद्धतीमध्ये सर्वेक्षण व्यक्तींमार्फत घरोघरी जाऊन केलेले असायचे व ते गाव नकाशावर नोंदविले जात असे या पद्धतीमध्ये चुका होण्याच्या खूप जास्त शक्यता आहेत. आधुनिक तंत्रज्ञान जसे ड्रोन सर्वेक्षणामध्ये ड्रोन दारे सर्वेक्षण केलेले असल्याने तसेच ज्या ठिकाणी व्यक्ती पोहोचू शकत नाहीत अशा ठिकाणची सुद्धा माहिती मिळालेली असल्याने विद्यमान जमीन वापर नकाशे दोष रहित होण्यास मदत होते.

## ३. <u>नैसर्गिक गोष्टी जसे की नदी, नाले, ओढा, डोंगर, टेकड्या इत्यादींचे स्थान तपासणे</u>

गाव नकाशे ब्रिटिश कालीन असल्याने वाहणारे झरे, ओढे, नाले, नद्या इत्यादी पाण्याचे प्रवाहांची वाहण्याची जागा बदललेली असू शकते अशा परिस्थितीत आता तयार करत असलेल्या विद्यमान जमीन वापर नकाशात त्यांचे स्थान योग्य त्या ठिकाणी दर्शविणे अत्यंत महत्वाचे ठरते. डोंगर, टेकड्या इत्यादींच्या कंटूर बद्दलची माहिती प्राप्त करुन घेतल्यास त्यावरून त्यांचे स्थान, उंची इत्यादींची मांडणी करणे सोपे होईल होईल. त्यावरून प्रस्तावित जमीन वापर नकाशा ठरविणे सोपे जाईल.

## ४. <u>शहर हदीत विकास योजना तयार करणे पूर्वी झालेले मंजूर रेखांकन नकाशे प्राप्त करून घेणे</u>

शहराची विकास योजना होण्यापूर्वी शहर हद्दीत संबंधित नियोजन प्राधिकरणांकडून रेखांकन मंजूर केलेले असु शकतात, त्यामुळे सदरचे मंजूर रेखांकन नकाशे प्राप्त करून घेऊन ते विद्यमान जमीन वापर नकाशात दर्शवणे क्रमप्राप्त ठरते. अशी मंजूर रेखांकने विद्यमान जमीन वापर नकाशावर दर्शविल्याने शहराच्या कोणत्या भागात अधिकृत व कोणत्या भागात अनधिकृत विकास झालेला आहे हे समजून येईल त्यावरून शहराच्या कोणत्या भागात किती व कोणत्या प्रकारची आरक्षणे प्रस्तावित करावीत हे समजणे सोपे जाईल, त्याचबरोबर शहराच्या कोणत्या भागात किती मीटर रुंद रस्ते प्रस्तावित करावे लागतील याची पूर्णतः कल्पना येऊ शकेल.

### ५. <u>शहर हद्दीतील सरकारी मालकीच्या जागेचे सातबारा उतारे किंवा मोजणी नकाशे प्राप्त करून घेणे</u>

शहर हद्दीतील सरकारी मालकीच्या जागा व त्यांचे क्षेत्र माहीत असल्यास विद्यमान जमीन वापर नकाशा त्यांचे नेमके स्थान व त्यांचा रंग दर्शवणे सोयीस्कर जाईल. सदर जागा सरकारी मालकीच्या असल्याने त्यावर अतिक्रमण होण्याची शक्यता जास्त असते, अशावेळी विकास योजना तयार करताना सदर जागेचा प्रस्तावित वापर निश्चित केल्यास संबंधित नियोजन प्राधिकरणाकडून सदरचे आरक्षण कमी वेळात व कमी किमतीत विकसित केले जाईल, अशा प्रकारे शासनाचा यातून दुहेरी फायदा होईल एक म्हणजे शासकीय जागेवर अतिक्रमण होणार नाही व दोन म्हणजे जागा संपादित करण्यासाठी शासनास पैसा खर्च करावा लागणार नाही

### ६. <u>फक्त गावठाण क्षेत्राचा नकाशा मोठ्या स्केल ला तयार करणे</u>

शहराच्या गावठाण हद्दीत नैसर्गिक विकास झालेला असतो त्यामुळे रस्ते अरुंद वगैरे अत्यंत चिटकून असल्याने अगदी कमी जागेत जास्त लोकसंख्या वास्तव्य करत असते. शहराच्या इतर भागासाठी नकाशाचा जो स्केल ठेवला आहे तोच स्केल या भागासाठी ठेवल्यास प्रस्तावित जमीन वापर दर्शिविणे अवघड होते. तसेच विकास योजना अमलात आल्यानंतर सदर जागेत विकसन परवानगी देणे अवघड जाते, त्यामुळे गावठाण क्षेत्राचा नकाशा मोठ्या स्केल ला तयार केला तर गावठाणातील जमीन वापर आणखी योग्यरीत्या दर्शवणे शक्य होईल.

### ७. जुनी विकास योजना भागांमध्ये/तुकड्यांमध्ये झाली असेल तर सर्व भाग मिळून एक विकास योजना करणे

जुनी विकास योजना भागांमध्ये झाली असेल तर विकास योजना सुधारित करताना संपूर्ण क्षेत्राचे एकच विकास योजना तयार करणे आवश्यक आहे. जुनी विकास योजना भागांमध्ये किंवा तुकड्यांमध्ये झालेले असेल तर एक तुकड्यातून जाणाऱ्या रस्त्याची जुळणी दुसऱ्या तुकड्यातील रस्त्याशी जुळणे अवघड जाते. अशा परिस्थितीत विकास योजना सुधारित करताना संपूर्ण क्षेत्रासाठी एकच विकास योजना केल्यास रस्त्यांची जुळणी/आखणी योग्य होण्यास मदत होईल.

## ८. <u>जमीन वापर नकाशा तयार केल्यानंतर त्यातील सार्वजनिक / निम सार्वजनिक जागांची, आरक्षणाची जागा</u> तपासणी करणे

विद्यमान जमीन वापर सर्वेक्षण करतेवेळी एखाद्या खाजगी जागेत सार्वजनिक किंवा निम सार्वजनिक वापर चाललेला असेल तर त्याचा रंग विद्यमान जमीन वापर नकाशा सार्वजनिक नियम सार्वजनिक न दर्शविता रहिवास दर्शवणे आवश्यक आहे. आरक्षण जागेची तपासणी केल्याने सदर जागेत आरक्षण विकसित करता येणे शक्य आहे किंवा नाही हे समजणे सोपे जाते.

अशा प्रकारे वरील पध्दतींचा अवलंब केल्यास विकास योजनेतील विद्यमान जमीन वापर नकाशा दोषरहित होण्यास मदत होईल.



## "विकास योजनेची अंमलबजावणी व विकास योजना आरक्षणांचा विकास न होण्याची कारणे"

## **सुदर्शन सिताराम गाडळकर .** सहायक नगर रचनाकार, विकास योजना विशेष घटक, कोल्हापूर महानगरपालिका .

#### प्रस्तावना:-

महाराष्ट्र राज्याला राज्याची स्थापना होण्यापूर्वीपासून नगर नियोजनाची पार्श्वभूमी तत्कालीन बाँम्बे टाऊन प्लॅनिंग ॲक्ट १९१५ व १९५४ याद्वारे अस्तित्वात आहे. तरी सन १९१५ च्या कायद्यानुसार राज्यातील मुंबई व इतर मोठ्या शहरांमध्ये नगर रचना योजनांच्या माध्यमातून काही नियोजित शहरांचे मॉडेल तयार झाले व नविन शहरे वसविण्याकरीता अथवा अस्तित्वातील शहरांचे सुनियोजित विकास व फेररचना करण्याच्या अनुषंगाने १९५४ मध्ये सुधारीत कायद्यामध्ये विकास योजनेच्या तरतुदी समाविष्ट करण्यात आल्या. तद्नंतरच्या कालावधीमध्ये राज्यातील काही शहरांमध्ये सन १९६६ पूर्वी पहिल्या विकास योजना तयार झाल्या. त्यानंतर महाराष्ट्र राज्याने राज्यातील नागरी क्षेत्रासाठी व्यापक असा महाराष्ट्र प्रादेशिक नियोजन व नगर रचना अधिनियम १९६६ हा कायदा पारित केला.

१९५४ च्या पूर्वी गुजरात व महाराष्ट्र राज्यातील काही नागरी भागात जुन्या अधिनियमामधील तरतूदीनुसार ब्रिटीश शासनाने गरजेनुसार व त्यांच्या सोईनुसार काही नगर रचना योजना तयार केल्या. नगर रचना योजना छोट्या क्षेत्रांकरीता व तुलनेने कमी कालावधी मध्ये अंमलात येतात. तसेच नगर रचना योजना सर्वच क्षेत्रांमध्ये लागू करणे व्यवहार्य नसल्याने सन १९६६ च्या कायद्यामध्ये विकास योजनेकरीता स्वतंत्र प्रकरणांमध्ये विकास योजना तयार करणेसाठी व सदर विकास योजनेमधील तरतूदी अंमलात आणण्यासाठी तरतूदी केल्या.

विकास योजनेद्वारे शहरांच्या विकासाकरीता दिशा दिली जाते. तसेच प्रत्येक शहराचे वेगळे अस्तित्व तसेच क्षमता व मर्यादा यांचा विचार करुन आर्थिक व सामाजिक सेवा-सुविधा, रस्ते व दळणवळणाची साधने पुरविण्याकरीता प्राधान्याने विचार केला जातो. तरी मागील ६० वर्षांमध्ये राज्यातील बहुतांश शहरांमध्ये दुसऱ्यांदा विकास योजना सुधारीत करण्यात आलेल्या आहेत. तरी सदर विकास योजनांच्या अंमलबजावणीकडे लक्ष **वेधले** असता विकास योजनांची तसेच विकास योजनांमधील आरक्षणांचा विकास अपवाद वगळता सर्वत्र असमाधानकारक झाल्याचे निदर्शनास येते. तरी सदर अभ्यासामध्ये विकास योजना अंमलबजावणी न होण्याच्या कारणांबाबत उहापोह केला आहे.

### अ) विकास योजना तयार होण्याच्या टप्प्यावरील कारणे-

महाराष्ट्र प्रादेशिक नियोजन व नगर रचना अधिनियम १९६६ मधील प्रकरण ३ मधील तरतूर्दीनुसार प्रत्येक नियोजन प्राधिकरणास विकास योजना तयार करण्याचे व पूर्वीची विकास योजना विहीत कालावधीनंतर सुधारीत करणे बंधनकारक आहे. व सदर टप्प्यावरती शासनाच्या नगर रचना विभागाचे तसेच पर्यावरण अभियांत्रिकी आर्थिक, सामाजिक व इतर आवश्यक क्षेत्रातील तज्ज्ञ व नियोजन प्राधिकरण क्षेत्रातील स्थानिक नागरीकांच्या सुचनांचा विचार करुन विकास योजना तयार केली जाते. सदरची प्रक्रीया कायदेशीर व विहीत मुदतीत पूर्ण करण्याची असल्याने विकास योजना तयार करताना काही त्रुटी राहत असल्याने विकास योजना अंमलबजावणी करताना अडचणी निर्माण होतात. तरी सदरची कारणे खालीलप्रमाणे-

१. लोकसंख्या प्रक्षेपणामधील Over Estimation - विकास योजना तयार करताना मागील ४ ते ५ दशकांच्या लोकसंख्या वाढीचा विचार करुन भविष्यातील वाढीचा वेग ठरवून लोकसंख्या प्रक्षेपण केले जाते. तरी मागील काही दशके वगळून लोकसंख्या वाढीचा दर खूप जास्त होता. व लोकसंख्या वाढीचा दर रोजगार, उद्योगधंदे यांचा विकास यावर जास्त अवलंबून असल्याने बहुतांश विकास योजनांमध्ये त्याकरीता विचारणा केल्या गेल्यामुळे प्रक्षेपित लोकसंख्या व अस्तित्वातील लोकसंख्या यामध्ये खूप तफावत दिसून येते. उदा. कोल्हापूर शहराच्या दुसऱ्या सुधारीत विकास योजनेमध्ये सन २००६ पर्यंत शहराची लोकसंख्या ७.४४ लाख व सन २०११ पर्यंत शहराची लोकसंख्या ८.६९ लाख असेल असा अंदाज व्यक्त केला होता. परंतु प्रत्यक्षात शहराची सन २०११ लोकसंख्या ५.४९ लाख इतकी आहे. त्यामुळे विकास योतनेमध्ये प्रस्तावित केलेले आरक्षणे ही गरजेपेक्षा जास्त केली गेली.

## २. विकास योजनेची प्रमाणके-

महाराष्ट्र प्रादेशिक नियोजन व नगर रचना अधिनियम १९६६ हा कायदा लागू झाल्यानंतर शासनाने विकास योजनेची प्रमाणके ठरवून दिली. सदरच्या प्रमाणकांनुसार विकास योजनेमध्ये क्रीडांगण, बगीचा, शाळा, दवाखाने, अग्निशमन केंद्र इ. सारखी गरजेची व इतर आरक्षांबाबत लोकसंख्या निहाय तरतूदी केलेल्या आहेत. व विकास योजना तयार करताना सेक्टरनिहाय आरक्षणे प्रस्तावित करणे आवश्यक आहे. तरी सदरच्या प्रमाणकांमध्ये त्रुटी असल्याने विकास योजनेमध्ये आरक्षणांचे प्रमाण वाढले आहे.

३. विकास योजना तयार करण्यासाठी लागणारा कालावधी-

महाराष्ट्र प्रादेशिक नियोजन व नगर रचना अधिनियम १९६६ या कायद्यामधील सुधारणा (सन २०११ व २०१४) पूर्वीच्या होण्यापूर्वी शासनास व नियोजन प्राधिकरणास विकास योजना मंजूर करण्याबाबत विहीत कालावधींबाबत स्पष्ट तरतूदी नव्हत्या. त्यामुळे विकास योजना तयार करण्यासाठी ८ ते १० वर्षे इतका कालावधी लागल्याचे दिसून येते

## ४. समुचित प्राधिकरणाकडून केली जाणारी जागांची मागणी-

विकास योजना तयार करताना वेगवेगळ्या शासनाच्या घटकांकरीता जागा मागणीची विचारणा केली जाते. तरी शासनाच्या विविध विभागांकडून याबाबत योग्य ते नियोजन, आर्थिक तरतूदी न करता आरक्षणांची मागणी केली जाते व कालांतराने अशी आरक्षणे वर्षानुवर्षे प्रलंबित राहतात.

५. स्थानिक नागरिकांचा सहभाग-

विकास योजना तयार करताना प्रारुप विकास योजना तयार केल्यानंतर त्यावर नागरिकांकडून हरकती व सुचना मागितल्या जातात. व सदर सुचनांचा विचार करण्यास पुरेसा अवधी नियोजन प्राधिकरणाकडे कायद्यातील तरतूदींमुळे शक्य होत नाही. तरी नागरिकांशी विकास योजना तयार करण्याच्या प्राथमिक टप्प्यावर सुचना प्राप्त झाल्यास त्याचा विकास योजनेमध्ये समावेश करणे सुलभ होईल.

## ब) विकास प्राधीकरणाकडून अंमलबजावणीच्या टप्प्यामधील कारणे-

## १. नियोजन प्राधिकरणाची आर्थिक क्षमता-

नियोजन प्राधिकरणाकडून विकास योजनांची आरक्षणे विकसीत करण्यासाठी जाणीवपूर्वक प्रयत्न व आर्थिक नियोजन याकडे लक्ष दिले जात नाही. विकास परवानगींच्या माध्यमातून प्राप्त झालेल्या विकास कराचा वापर आस्थापना व इतर खर्चांकडे वळविला जात असल्याने विकास योजनांची अंमलबजावणी व आरक्षणांचा विकास करण्यास आवश्यक निधी उपलब्ध होत नसल्याचे दिसून येते.

## २. आरक्षणांच्या जागांची नविन भूसंपादन कायद्यान्वये वाढलेले मुल्यांकन-

सन २०१३ मध्ये पारित केलेल्या नविन भूसंपादन कायद्यानुसार सक्तीच्या भूसंपादनाकरीता शहरांमध्ये दुप्पट मोबदला देणे बंधनकारक असल्यामुळे आरक्षणांच्या विकासांचा खर्चामध्ये वाढ झाल्यामुळे व नियोजन प्राधीकरणांची आर्थिक क्षमता पूर्वीच कमकुवत असल्याने भूसंपादनाद्वारे आरक्षणांचा विकास करण्यासाठी अडथळा निर्माण झाला आहे.

## ३. विकास करण्याकरीता असलेल्या साधनांचा अपुरा वापर —

मंजूर विकास योजना तसेच विकास नियंत्रण नियमावली यांमधील तरतूदी जसे हस्तांतरणीय विकास हक्क, समावेशक आरक्षण यांसारख्या साधनांचा वापर करुन आरक्षणांचे व रस्त्यांचा विकास करणे आवश्यक आहे. तरी नियोजन प्राधीकरणाकडून संबंधीतांना हस्तांतरणीय विकास हक्क, समावेशक आरक्षण याचे फायदे पटवून देणे संबंधीतांचे समुपदेशन केले जात नाही. त्यामुळे वरील साधनांचा म्हणावा तेवढा आरक्षणांच्या विकासासाठी वापर झालेली दिसून येत नाही.

## ४. कलम ४९ व १२७ यांचा नागरिकांकडून केला जाणारा वापर-

विकास योजना अंमलात आल्यानंतर काही नागरिकांकडून व विकसकांकडून महाराष्ट्र प्रादेशिक नियोजन व नगर रचना अधिनियम १९६६ या कायद्यामधील कलम ४९ व १२७ यांचा वापर करुन आरक्षणे रद्द करण्यासाठी जाणीवपूर्वक प्रयत्न केले जातात. व आवश्यक निधी अभावी नियोजन प्राधिकरनाकडून असे आरक्षणांचे विहीत मुदतीत संपादन न झाल्यामुळे अशी आरक्षणे व्यपगत होतात.

## ५. नगर रचना योजनेची प्रक्रीया-

नगर रचना योजना हे विकास योजना अंमलात आणण्यासाठी सर्वात प्रभावी माध्यम असून त्याकरीता तुलनेने कमी आर्थिक खर्च होत असल्याने व तुलनेने कमी कालावाधीमध्ये जास्त आरक्षणांचा व आरक्षणांच्या भोवतालच्या क्षेत्रांचा सुनियोजित विकास करणे शक्य आहे. परंतु सन २०१४ पूर्वीच्या कायद्यातील तरतूदींमध्ये नगर रचना योजना राबविण्याकरीता विहीत कालावधीमध्ये स्पष्ट तरतूदी नव्हत्या. त्यामुळे नगर रचना योजना अंतिम मंजूरीसाठी १०-१५ वर्षेपेक्षा जास्त कालावधी लागल्यामुळे राज्यात नगर रचना योजना झाल्या नाहीत.

वरील नमूद कारणांचे अवलोकन केले असता विकास योजनेची अंमलबजावणी व आरक्षणांच्या विकासाची प्रगती वाढविण्याकरीता नियोजन प्राधीकरणाचे आर्थिक सक्षमीकरण व कर्पेसिटी बिल्डींग यांसारख्या माध्यमातून शासनाकडून प्रयत्न केले जाणे आवश्यक आहे. तसेच नियोजन प्राधिकरणाकडून सद्यस्थितीत अनधिकृत विकासावर योग्य कार्यवाही, उपलब्ध असलेल्या संसाधनांचा नियोजन व परिपूर्ण वापर याद्वारे विकास योजनेची अंमलबजावणी व आरक्षणांच्या विकासाची प्रगती समाधानकारकरित्या करणे शक्य आहे.



## "Financial Resource Mobilization for different works in Municipal Councils/ related to Reservation."

Jayesh J. Gaikwad, Asst. Town Planner, Deputy Director of Town Planning, Greater Mumbai

#### **Introduction** :-

The 73rd Constitutional Amendment Act (73<sup>rd</sup> CAA) came in effect from 24<sup>th</sup> April, 1993 and 74<sup>th</sup> Constitution Amendment Act (74th CAA), in effect from 1st June 1993, ushered a new era in the history of urban local government in the country. The Constitution of India has detailed provisions for ensuring protection of  $\bigcirc$  in Parliament and State Legislatures; however, it did not make local self government in urban areas a clear cut constitutional obligation. Even though there was provision for organization of village Panchayats in the Directive Principles of State Policy, there was no reference to municipalities except implicitly in Entry – 5 of the State List, which places the subject of local self government as a responsibility of the State. The 74<sup>th</sup> CAA (referred to as part IXA of Constitution) made provisions for decentralization, thereby, ensuring democracy in the establishment and operation of local self government. It bestows power to the people to plan for themselves and participate in the decision making process.

Land, finance and manpower are the three main resources for planning and development of urban and regional centers. As a basic principle, allocation of these resources among various competing land uses must be such that it helps in achieving an optimal level of economic efficiency with inclusion and equity.

In case of special development and various development programmes, the government has been normally considered as the sole source for finance and ownership. However, in the recent years the role of private sector in the development process has been duly recognized. As a general policy on resource mobilization, it would be desirable to have a proper mix of public and private sectors participation, both playing a symbiotic role in such a way that the public infrastructure programmes are implemented with the strength of public authority and efficiency of the private entrepreneur. This should be the framework for PPP. The role of people is also being recognized, leading to development of the PPP model.

Fiscal resource mobilization, land resource mobilization, good governance and manpower resources mobilization strategies for development. The local authorities, chief town planners, city commissioners could select the most appropriate model and combination depending upon the contextual possibilities.

#### 1) <u>Constitution of Panchayats and Municipalities:</u>

Article 243 B of 73rd CAA, provides for the constitution of Panchayats at three levels in a state:

- a) Village,
- b) Intermediate (may not be constituted in a State having a population not exceeding twenty lakhs) and
- c) District.

Article 243 Q of 74th CAA, provides for constitution of Municipalities in every State as given under:

- a) Nagar Panchayat for transitional area, that is to say, an area in transition from rural to urban in character.
- b) Municipal Council for a smaller urban area, and
- c) Municipal Corporation for a larger urban area.

#### 2) <u>Constitution of Ward Committees:</u>

Article 243 S provides for constitution of ward committees, consisting of one or more wards, within the territorial area of a Municipality having a population of 3,00,000 or more.

#### 3) <u>Duration of Municipalities:</u>

Article 243 E of 73rd CAA and 243 U of 74th CAA, provides a fixed term of 5 years of a panchayat and municipality respectively, from the date appointed. Elections to constitute a panchayat or municipality are required to be completed before the expiration of the duration of the municipality.

#### 4) <u>Powers, authority and responsibilities of Panchayats and Municipalities:</u>

Article 243G of 73rd and 243W of 74th CAA provides powers, authority and responsibilities of Municipalities subject that legislature of the State by law endow:

a) The Panchayats and Municipality with such powers and authority those are necessary to enable them to function as institutions of self government. The law prepared by the state government may contain provisions for the devolution of powers and responsibilities upon Municipalities, with or without conditions with respect to

i.the preparation of plans for economic development and social justice;

ii.the performance of functions and implementation of schemes as may be entrusted to them including those in relation to the matters listed in the Eleventh and Twelfth Schedule;

b) The Committees with such powers and authority as may be necessary to enable them to carry out the responsibilities conferred upon Municipalities them including those in relation to the matters listed in the Twelfth Schedule.

#### 5) <u>State Finance Commission:</u>

Article 243 I of 73rd CAA give provision of State Finance Commission (SFC). Article 243 Y of 74th CAA extends duty/power of SFC 4 URDPFI Guidelines, 2014. Volume II A. Ministry of Urban Development Implications of 73rd & 74th CAA,1993 to review the financial positions of municipalities apart from Panchayati Raj Institutions and make recommendations to the Governor.

#### 6) <u>Committee for District Planning:</u>

- a) close study of this article provides a reasonable inference that each municipality is expected to prepare a plan for its area and undertake the task of urban planning including town planning, regulation of land uses, construction of buildings and phasing of the programme for economic and social development as envisaged in the Twelfth Schedule.
- b) The DPC would provide interaction with the municipal bodies and panchayati Raj institutions, in addition to planning and conflict resolutions.

#### 7) <u>Committee for Metropolitan Planning:</u>

Article 243 ZE provides for constitution of a Metropolitan Planning Committee (MPC) for planning a metropolitan area having a population of 10 lakh or more, comprising one or more districts and consisting of one or more municipalities or panchayats.

#### 8) <u>Scheduled Areas:</u>

In terms of Article 243 M of 73rd&243ZC of 74th CAA, these provisions shall not apply to Scheduled areas and Tribal areas as referred to in Article 244 of the Constitution (i.e Scheduled areas and scheduled tribes in the States of Assam, Meghalaya, Tripura and Mizoram.) However, Parliament may by law, extend the provisions of Part IXA to these areas subject to such exceptions and modifications as may be specified in that law.

#### Traditional and Innovative approaches for Fiscal Resource Mobilisation.

Local bodies play an important role in providing social, civic, physical and economic infrastructure services to the public. Municipal finances are critical in initiating many urban and local governance projects, as financial resources' strategic management plays a vital role in ensuring long term sustainability of local services and infrastructure. With the introduction of

73<sup>rd</sup> & 74<sup>th</sup> CAA, local government's role and responsibilities have been increasing continuously. To realize these responsibilities local governments require steady flow and efficient management of financial resources. However, as the traditional system of funding on basis of plan and budgetary allocations will be reduced, the local authorities will have to devise innovative methods of resource mobilization through fiscal instruments and accessing the market. The subsidies will need to be rationalized and urban development plans and projects need to be designed as commercially viable.

Diverse options of the source finance are available for developmental projects. These traditional and innovative sources of financing projects at State and ULB level through funding and revenue sources are detailed below:

#### I. <u>Taxes:</u>

State Government authorises local governments by law, to collect taxes. Taxes are major source of revenue of Urban Local Bodies. Property tax, profession tax and advertisement tax are major sources of revenue in local governments.

In order to match the functional domain of municipal bodies with tax power, it is imperative to devolve additional tax powers to municipalities and to provide for transfer of new functions to them as proposed in 73rd & 74th CAA, along with the requisite funds which currently are under the purview of State Government Departments. In addition to taxes, state governments also provide authority to local bodies to levy 'surcharge' on some taxes to generate additional fund to meet its requirements. Following is the list of taxes and surcharges that local bodies can levy to generate revenue.

#### i. <u>Property tax on lands and buildings:</u>

Reforming the property tax entails bringing in amendment of inherent Rent Control Laws either for delinking its present depressing effect on rental value or for permitting legally the periodical revision of standard rent. The Model Rent control act of UD provides for refurbishing of standard rent and its periodical revision. This, if adopted by all the states, will go a long way in restoring the base of this tax with some relationship with the market value.

#### i) <u>Stamp Duty:</u>

This tax is levied on those instruments or documents of transactions when selling and buying property. The proceeds in regard with this duty go directly to State in which the in dividuals are levied. It can also be shared with Local Bodies.

#### ii) <u>Tax on Land/Property values increment:</u>

It is common phenomenon that land values keep on increasing over the years not because of any individual effort but due to implementation of development schemes. Land values increment may also be due to economic phenomenon of rise in general prices. The basic objective of land value increment taxes is to capture some of this increase for the benefit of the community.

#### iii) <u>Water tax:</u>

The Municipality can levy a water tax on any land or residential building or non residential building as a percentage of property tax as specified by regulations.

#### iv) <u>Fire tax:</u>

The Municipality can levy a fire tax on any building as a percentage of property tax as may be specified by regulations.

#### v) <u>Tax on congregations:</u>

It is a tax levied per head or per vehicle for providing municipal services to persons or vehicles visiting the municipal area for the purpose of tourism or in connection with any congregation of whatever nature, including pilgrimage, fair, festival, circus or yatra, within a municipal area for persons or vehicles assembling within the municipal area for the purpose.

#### vi) <u>Tax on deficit in parking spaces in any non-residential building:</u>

This tax is on the deficits in the provision for parking spaces required for different types of vehicles in any non-residential building.

#### vii) Advertisement Tax:

Such tax can be levied for the exhibition or display of any advertisement (other than in newspaper) to public view in any manner.

#### viii) <u>Vehicle tax:</u>

It is a tax on purchasing vehicles and using roads.

#### ix) <u>Profession Tax:</u>

Profession tax is levied by municipal authority on individual, company, business owners or merchant s' It is levied on the income earned by way of trade, profession, employment.

#### x) Domestic Servants Tax:

This tax is payable by employer on domestic servants.

#### xi) <u>Vacant land tax:</u>

In some urban places, the land is kept vacant without any use by the owner for a period of time. A ta x is payable on vacant land to incentivize its development or sale to those who have the interest and a ccess to resources to develop it. It is recommended to levy this tax as per applicable FAR rather than availed FAR.

#### xii) Other taxes:

The municipalities can also levy any other tax, which the state legislature has the power to levy, subject to the prior approval of the state government.

#### xiii) <u>Surcharges:</u>

Some States provide for levy of surcharge on State taxes, to be passed on to the local bodies, though some economists find such surcharges to be distortionary. Examples are

#### xiv) <u>Surcharge on stamp duty:</u>

The Municipality can levy a surcharge on the transfer of lands and buildings situated within the municipal area as a percentage of stamp duty levied on such transfer.

#### xv) <u>Surcharge on entertainment tax:</u>

It is a surcharge on any tax levied by the state government on any entertainment or amusement within the municipal area.

#### xvi) <u>Surcharge on electricity consumption:</u>

It is a surcharge on consumption of electricity within the municipal area.

#### xvii) <u>Surcharge on petroleum products:</u>

State governments levy sales tax on petroleum products and additional surcharge to cover the financi al demands of local bodies.

#### xviii) <u>Tolls:</u>

Toll is a form of tax, typically implemented to help recover the cost of road construction and maintenance.

#### xix) <u>Roads & Bridges:</u>

A Municipal authority can establish a tollbar on any public street or bridge in he municipal area and levy a toll at such tollbar on vehicles, over and above the vehicle tax, for specified reason.

#### xx) **Ferries:**

Where a ferry plies between two points on a watercourse and either one or both the points are situated within a municipal area, State Government can declare such ferry to be a municipal ferry and levy toll or tax.

#### xxi) <u>Heavy trucks:</u>

It is a toll on heavy goods or passenger motor vehicles, plying on a public street. This is to control heavy passenger motor vehicles movement in the restricted hours of the day and in the restricted areas.

#### xxii) <u>Toll collection on navigation channels:</u>

The State Government can levy tolls for use of any navigable channel, which passes through the limits of a municipal area in lieu of the maintenance of navigation channel.

#### II. <u>Charges and fees:</u>

Local bodies levy charges and fees for the services provided to citizens. These charges, for water supply, solid waste management, parking and other such services to cover the cost of undertaking the provision of services. Charges are a fee charged by a consumer's local body to recover the costs of specific community/physical services. For example, municipal charges of water supply may go to cover costs of laying water supply infrastructure and water treatment plant in a city. Betterment charges are usually imposed on the beneficiaries of the improvement projects to recover the project cost. Development charge is used for recovering the cost of providing new services and infrastructure in an area.

#### The Municipality can levy user charges for following services provided in the urban areas:

- i. Provision of water supply, drainage and sewerage
- ii. Solid Waste Management
- iii. Parking of different types of vehicles in different areas and for different periods
- iv. Stacking of materials or rubbish on public streets for construction, alteration, repair or demolition work of any type
- v. Other specific services rendered

Transit Corridors attracts economic activities and concerted development where provision of additional infrastructure or its augmentation requires additional financial support. Therefore, such areas call for self financed urban infrastructure projects. Alternative possibilities to raise revenues in these areas can be by tapping land based financing sources along dense transport corridors, these options can be:

- i. Higher Conversion charges especially for commercial and economically lucrative activities.
- ii. Higher Development charges or Betterment levy on land uses which put more pressure on infrastructure Impact fees or higher charges on the purchase of extra FSI/FAR the corridor upto a maximum prescribed by the authority.
- iii. Overall additional changes and fees such as higher property tax, special water tax
- iv. Non- tax source for the use of particular services, such as Service charges for parking in the TOD influence zone, fire safety facilities in the zone among others.

#### <u>Apart from the TOD focused charges, the Municipality can levy fees and fines for the following s</u> <u>ervices and activities to generate revenue:</u>

- i. Sanction of building plans and issue of Completion certificates,
- ii. Issue of municipal licenses for various non-residential use of lands and buildings,
- iii. Licensing of various categories of professionals, activities such as sinking of tube wells, sale of meat, fish or poultry or premises used for private markets slaughterhouses, hospitals, animals, carts or carriages and other activities.
- iv. Sites used for advertisements in roads, parking lots, commercial locations and public building Issue of birth and death certificates.
- v. <u>Impact Fees</u>: It is a fee imposed on builder, developer on industrialist to compensate the impact and burden new project is going to have on social and physical infrastructure (existing and need for new) and environment.

#### III. <u>Grants and Subsidies:</u>

Grants and subsidies are generally given by Central Government to State/ Local Government or State to Local Government for development and provision of services to citizens.

Central Finance Commission (CFC) evolves a comprehensive frame work for the distibution of the grants in aid between states, including those for the local bodies. Further, the Finance Commission has introduced other grants namely, general basic grant, general performance grant and special area basic grant. Similar provisions are made by the State Finance Commissions. In addition, Planning Commission recommends Development (or Plan) Grants to States, including for the local bodies.

A capital grant is usually utilized for capital expenditure like purchase of land, building, equipment, facilities, etc. The benefits of such expenditure are of an enduring nature and spread over an extended period of time, such as road development grant.

The revenue grant is generally utilized for meeting recurring expenditure, the benefits of which usually expire within the accounting year in which it is incurred. Revenue Grants are usually in the nature of a subsidy. Subsidies are provided directly or indirectly for the provision of services such as water supply, disposal of sewage, transporting and disposal of wastes, municipal transport, street lighting, hospitals and schools.

#### IV. <u>Public Private Partnership:</u>

PPP is an agreement between public and private entity for providing services or infrastructure to citizens. It helps municipal authorities to shed some of its functions and evolve alternative institutional arrangement for the performance of such functions.

One of the ways to enhance fiscal capabilities of the municipal authorities is to shed some of their functions and evolve alternative institutional arrangement for the performance of such functions. Public Private Partnership is such arrangement between a government / statutory entity / government owned entity on one side and a private sector entity on the other. This partnership is for the provision of public assets or public services, through investments being made and management being undertaken by the private sector entity, for a specified period of time. There is well defined allocation of risk between the private sector and the public entity. The PPP arrangement ensures that private entity receives performance linked payments that conform to specified and predetermined performance standards, measurable by the public entity or its representative.

#### PPP models are generally classified in the categories enlisted below.

- i. Management Contracts
- ii. Lease
- iii. Concession
- iv. Private Ownership

#### V. <u>Loans from financial institutions:</u>

Public and private organisations come together to pool funds from public and investing it in financial assets. Such loans are for long term.

A financial institution is either in public and private sector which brings funds from the public and puts them in financial assets rather than physical property. Such institutions are made up of different organizations such as banks, trust companies, insurance companies and investment dealers. Specialized financial institutions e.g. IDFC, NHB, HUDCO and IL&FS are some agencies which provide loans and a variety of instruments for infrastructure financing. Other financial institutions e.g. ICICI, LIC of India, etc. also provide funds for infrastructure projects. These institutions have access to funds which are for longer duration e.g. loans from development agencies, bonds from open market, foreign institutional investors, etc. and are thus able to lend for relatively longer durations than banks.

Credit Rating of the ULB plays an important role here. The better the credit rating for repayment of principal and interest, lower is the rate of interest. Certain financial institutions provide credit

enhancement mechanisms to enhance the inherent credit quality to obtain a better credit rating resulting in lower interest rates. This facility is now also being extended by MoUD through its Pooled Finance Development Fund (PFDF) scheme. Institutions may also provide guarantees for funds accessed from other sources.

Banking institutions also provid finance to local authorities. Bank loan is a relatively new avenue and an easier option for finance for Local Bodies, as the banks have prescribed norms and well laid down procedures. The time period of these loans are short to medium term and generally do not cater to the long tenure needs of infrastructure projects. Bank loans are available to finance the short term needs of institutions e.g. working capital loan, bridge loans, loans against property etc.

#### VI. <u>Funding by Bilateral and Multilateral Agencies:</u>

These are developmental agencies which provide soft loans for infrastructural projects. Almost all such loans are backed by sovereign guarantee and take long process to access.

Bilateral organizations are government agencies or non profit organizations of a country that provide aid to other countries. Bilateral organizations receive funding from their national governments, and use the funding to aid developing countries. Few bilateral agencies are as follows:

- i. US Agency for International Development (USAID)
- ii. Department for International Development (DFID; UK)
- iii. Japan Bank for International Cooperation (JBIC)
- iv. Japan International Cooperation Agency (JICA)
- v. Australian Aid Agency (Aus Aid)

Multilateral organizations are international organizations whose membership comprises member governments, who collectively govern the organization and are the primary source of funds, while the loans/grants in aid are provided for projects in various countries. Some examples of multilateral funding agencies are:

- i. Various United Nation (UN) bodies
- ii. World Bank
- iii. Organisation for Economic Cooperation and Development (OECD)
- iv. Asian Development Bank (ADB)

Bilateral and Multilateral bodies are also known as Development Agencies. These provide soft loans and grants for infrastructure projects. Accessing funds from these agencies is relatively a long process and it requires preparation of various project documents in depth planning, and studies to assess compliance of the project with respect to environment, rehabilitation / resettlement and social safeguard policies, and pilot testing of new initiatives. As almost all loan projects of bilateral and multilateral agencies are backed by a sovereign guarantee, the Department of Economic Affairs, Ministry of Finance, Government of India plays an important role during the entire process. In line with the development financing objectives of these institutions, projects funded by these institutions are typically in sectors that are not commercially attractive. Local bodies can receive external development assistance from bilateral and multilateral sources on behalf of the State Governments for State sector projects/programmes.

#### VII. <u>Foreign Direct Investment:</u>

FDI is direct investment from company or entity into a foreign country. Pooled Finance Development Fund (PFDF) Scheme of Government of India: PFDF is meant to provide credit enhancement grants to enable ULBs to access market borrowings to facilitate development of municipal infrastructure. Municipal Bonds and Debentures: Municipal bonds and debentures are issued by ULRs and Infrastructure Funds, to general public or specific institutional investors to raise finance for developing physical infrastructure. Funds from Foreign Direct Investment (FDI) have emerged as a major source

of funds in infrastructural projects in India – for instance Japan's (Japan Bank of International Cooperation) FDI support in developing the Delhi Mumbai Industrial Corridor (DMIC).

Under FDI Policy 2013, almost all the sectors have been opened for 100 per cent FDI except agriculture, mining and petroleum and natural gas, manufacturing, service sector and financial services. The sectors in which hundred per cent FDI is permissible are construction (townships, housing and built up infrastructure), Industrial Parks and Airports with few conditions. Hence FDI support for financial resource mobilization is easily available, which could be permitted through financial collaborations, joint ventures/technical collaborations, capital market, preferential allotments etc.

#### VIII. <u>Pooled Finance Development Fund scheme by GoI:</u>

Small and medium sized cities find it difficult to raise resources from the market for infrastructure projects due to lack of project structuring capabilities and creditworthiness. The Government of India has launched the Pooled Finance Development Scheme (PFDS) to enable these local bodies to bridge this gap through accessing market funds for their infrastructure projects. The scheme is meant to provide credit enhancement grants to enable local authorities to access market borrowings through Pooled Finance Municipal Bonds (PFMB) for investment in urban infrastructure projects.

PFDS facilitates ULBs in municipal infrastructure by helping them access capital and financial market for investment in essential projects. It facilitates local bodies in developing bankable urban infrastructure projects. With appropriate credit enhancement measures it helps ULBs in reducing the cost of borrowing from market, on the other hand strengthening the municipal bond market.

The PFDS creates an incentive structure to support urban reforms, which would also be driven by covenants of financial market lenders to ULBs. These urban reforms are in synergy with urban reform agenda of other central schemes as JnNURM and UIDSSMT. In order to apply for the grant assistance a State Pooled Finance Entity (SPFE) is required to be established in every state. The SPFE could be a trust provided that the entity is just a pass through vehicle. The Central Government will be responsible for the funding of these State pooled finance entities through the PFDF. The cost of each project of the Municipality/ULBs will be estimated. Seventy five percent of these costs will be reimbursed by the Central Government and twenty five percent by the State Governments.

Other funds at the national level, set up by Financial Institutions and Banks have also started providing the much required funds. State level Infrastructure funds (from supply side) and Pooled Finance Funds (from demand side) have also started providing funds for infrastructure projects. The examples of such funds are Tamil Nadu Urban Development Fund and Gujarat Infrastructure Development Fund etc.

#### IX. <u>Municipal bonds/debentures:</u>

Urban Local Bodies and Infrastructure funds, issue municipal bonds and debentures to general public or specific institutions at fixed rate of interest and are redeemable after a specific period. Municipal bonds can either be taxable or tax free. These bonds and debentures can be listed on the stock exchange which makes the securities highly liquid and makes secondary market available for the bonds and debentures holders. National Stock Exchange and Bombay Stock Exchange provide a facility for listing of bonds and debentures in their Exchanges. In India, the Municipal bond market is still in its budding stage. Only large ULBs having buoyant revenue base e.g. Ahmedabad, Bangalore were successful in the past in raising funds through Municipal Bonds.

Lack of structured fiscal transfer mechanisms from State to ULBs is one of the major reasons of availability of lesser fiscal resources with local authorities. State Governments and ULBs need to explore the performance based grants as suggested by the 13th Central Finance Commission

(CFC). State Finance Commissions (SFC) generally do not have access to good database at the ULB level and there are no agencies at the state level, which collect and maintain comprehensive databases. State Governments should address this issue of creation and maintenance of database of ULBs rather than depending on databases based on sample surveys. Timely constitution of SFC and timely submission of SFC Reports is very important. The system of providing grant in aid to ULBs is complex and the SFCs should try to introduce the concept of devolution packages after taking into consideration all types of revenue grants and these should be linked with State's own resources. SFCs should also consider the idea of performance based or incentive grants based on outcomes such as improved service delivery, improved tax collections and improved.

#### **REFERENCES:**

- URBAN AND REGIONAL DEVELOPMENT PLANS FORMULATION AND IMPLEMENTATION (URDPFI)GUIDELINES.
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## "Procedural Framework for Acquiring Governmentowned lands under Proposed Reservation in the sanctioned Development Plan of the city".

#### Roshani Tamkhade Deshmukh

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#### **INTRODUCTION**

In the ever-evolving urban landscape, the responsible and sustainable development of cities is a paramount concern. As urban local bodies strive to meet the growing demands of their inhabitants, the acquisition and utilisation of government-owned lands for developmental purposes have become essential. In light of this imperative, the proposal for a reservation in the sanctioned Development Plan of the city emerges as a crucial instrument for guiding urban expansion. This report aims to present a procedural framework that facilitates the acquisition of government-owned lands under the proposed reservation, fostering an efficient and transparent process that paves the way for the city's harmonious growth.



#### **Utilising land resources for public good :**

Government often possess vast tracts of land that may not be actively used for any specific purpose. By acquiring these lands, urban local bodies can put them to more productive use that benefits the general public. This may include the construction of public facilities such as schools, hospitals, parks, community centres, and other essential infrastructure proposed in the sanctioned development plan of the city.

#### Cost of acquisition:

Acquiring government-owned lands gives an advantage to urban local bodies by significantly reducing the financial burden associated with land acquisition. These lands, being procured either free of cost or at a minimal compensation, offer a unique opportunity for urban development initiatives that channel funds towards development of the reservation site.

#### GOVERNMENT CIRCULARS ON ADVANCE POSSESSION OF GOVERNMENT-OWNED RESERVED LAND

According to the Government circular of Revenue and Forest Department (LND-10 /2005 /C.R..38 /G-1, dated- 7/3/2006), the Hon. Collector of the district is granted the authority to give advance possession of government-owned land reserved for various purposes in the sanctioned development plan to urban local bodies.

However, According to the Government circular of Revenue and Forest Department (LND 1083/2702/C.R. 1909/G-6, dated 4.2.1983), the government-owned land reserved in the development plan can be given to urban local bodies free of charge specifically to certain purposes like roads, gardens, playgrounds, parks, water supply, electricity supply, street lights, sewage, public toilets, crematoriums, burial grounds. For these specific purposes mentioned above, the circular allows the urban local bodies to obtain the government-owned land without any charge or payment.

Also, If the urban local bodies wish to obtain advance possession of government-owned land reserved in the development plan for purposes like constructing a theatre or cultural building, there is a

condition. The advance possession can only be granted by the Hon. Collector after collecting the market price of the land on the date of publication of the draft development plan. In other words, for purposes other than those listed in the 1983 circular (e.g., cultural buildings), the urban local bodies need to pay the market price of the land before taking possession.

#### FROM PROPOSAL TO POSSESSION: PROCESS OF ACQUIRING GOVERNMENT LAND RESERVATIONS

- 1. Based on the city's needs and development vision, identify the proposed reservations in the development plan that are of utmost importance. These could include land for building schools, hospitals, parks, community centres, and other critical infrastructure.
- 2. Passing a resolution by unanimous or majority vote through the general meeting of the urban local body regarding the requisition of land under reservation from the Collector indicating a collective decision by the local representatives to acquire specific land for a designated purpose.
- 3. Presenting a comprehensive proposal to the Collector's office outlining the request for the public amenity and detailing the objectives driving the need for the reservation site
- 4. The Collector's office will conduct a thorough examination of the land in question, including verifying its current ownership status, checking for any existing encumbrances, and ensuring its availability for the proposed transfer. Additionally, when required, the Collector's office may issue a public notice to invite objections or claims from the public regarding the intended transfer. This may be followed by a formal hearing to address any raised concerns.
- Conduct a comprehensive land survey through the Land Records department to create an up-to-date and accurate measurement map, precisely defining the boundaries and dimensions of the land
- 6. Coordinate a joint site assessment involving the Hon. Collector and representatives from the Revenue Department, as required. After the collaborative site inspection, a detailed report should be prepared. This report should include the findings of the inspection, the suitability of the land for the intended purpose, any identified challenges or concerns, and recommendations for moving forward with the land acquisition process.
- 7. In the event of any encroachment or unauthorised construction on the site, it is anticipated that the revenue department will promptly initiate measures to dismantle the said structure and then proceed with the transfer of the land accordingly.
- 8. The government allocates dedicated land to urban local bodies at zero cost, ensuring essential amenities like roads, gardens, parks, water supply, electricity, street lights, sewage systems, public toilets, cemetery, and burial grounds. Urban local bodies will be granted advance possession of the designated land through appropriate agreements, subject to terms and conditions set by the Hon. Collector. The revenue department will be responsible for updating the authorised ownership records accordingly.



9. The urban local body may be granted early possession of government land allocated for public purposes, such as a theatre or cultural building, once the market value of the land is assessed and collected from the urban local bodies, as per the date of publication of the draft development plan.

#### <u>COMPREHENSIVE CHECKLIST FOR SUBMITTING A PROPOSAL TO THE HON'BLE</u> <u>COLLECTOR</u>

#### Part "A" (Details of Urban Local Body)

- 1. Include essential details such as Gut Number, Mauje, Taluka, and any other relevant information that uniquely identifies the land under consideration.
- 2. State the objective or purpose for which the land is being requisitioned
- 3. Provide the proposed planning of the said Land in the sanctioned Development Plan through authorised part plan and zone certificates
- 4. A comprehensive report detailing the planned project to be executed on the acquired land. This report should cover the project's scope, timeline, potential impacts, and any other relevant details.
- 5. Provide a detailed breakdown of the estimated costs associated with the proposed project on the requested land.
- 6. Include information about the funds available with the urban local body for the implementation of the proposed project.
- 7. If there is a shortfall in funds for the proposed project, present a clear and feasible plan for deploying the remaining funds required.
- 8. Provide an official copy of the resolution passed during the general meeting of the urban local body concerned, endorsing the land acquisition proposal.
- 9. Include any additional documents that are specific to the proposal or are necessary for the proper evaluation and consideration of the land acquisition request.

#### Part "B" (Details of land under consideration )

- 1. Provide specific information about the land, such as its S. No. or Gut Number, along with the name of the Village and Taluka where the land is located.
- 2. submit the updated and valid 7/12 extract or any other ownership documents
- 3. state the total area of the government land and specify the portion of land claimed for acquisition.
- 4. provide an authorised measurement map prepared by the land records department
- 5. Submit current Google Map showing the exact location and boundaries of the government land under consideration.
- 6. Provide details about the current use of the government land and any existing encroachments on the property.
- 7. If there is no direct access road to the government land, include details about the proposed road or access as per the regional or development plan.
- 8. Include any additional documents that are specific to the proposal or are necessary for the proper evaluation and consideration of the land acquisition request.




### "Design for Road Intersection Improvement"

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I have worked as Project Engineer (from September 2018 to July 2019) through Sardar Vallabhbhai National Institute of Technology, Surat (Gujarat) for Surat Municipal Corporation for the project named Providing Consultancy Services for Survey and Design of Road Intersections within Surat City. Stating below the general measures taken for Road Intersection improvement during the mentioned tenure from IRC and Indo-HCM (2017).

### Methodology adopted for Traffic Analysis at the Intersection:

Surveys including Existing Land-use, videography traffic volume counts for 16 hours at the intersection, Stream speed data using Performer box, Spot Speed using Radar gun, Road side interview survey for Origin-Destination study and IPT survey were carried out. Analysis like Traffic Volume and Composition, Pedestrian count, IPT Analysis for Parking, Classified Turning Movements, Peak Hour Flow, Conflicting Movements, Traffic Forecast, Delay, Capacity Determination, Level of service (LOS) of the intersection based on Control Delay and Vehicle to Capacity ratio (V/C) as per Indo-HCM (2017) were drawn from the surveys conducted and issues were identified.

### **General commom issues identified at Road Intersection:**

- 1. Critical turning movements (straight and right turning) with low Level of Service (LOS).
- 2. No provision of Traffic calming measures.
- 3. Irregular geometry of the intersection.
- 4. Traffic flow regulated by drums/temporary measures.
- 5. Significant pedestrian crossing with lack of safety measures.
- 6. Traffic signal not installed.
- 7. The presence of mixed land use around road intersection attracts parking issues.
- 8. Restricted land width availability for critical turning movements (left and right turning).
- 9. Congestion, queue development and clearance delay at the intersection occur due to High traffic volume, conflict points, road side friction, encroachment by autos, off street parking, non-dedicated city bus lanes, haphazard pedestrian movements (with lack of pedestrian safety measures).
- 10. Unplanned police controlled intersection leading to improper coordination between flows of traffic from multiple approaches.
- 11. High area of intersection

### **Intersection Improvement Measures:**

A. <u>Detailed Improved Pavement Markings and Road Signage's:</u> As per IRC:35-2015 (The Code of Practice for Road Markings), there are seven categories (Longitudinal Marking (LM), Transverse Marking (TM), Hazard Marking (HM), Block Marking (BM), Arrow Marking (AM), Directional Marking (DM), Facility Marking (FM)) of marking based on its placement and function.

Provision of proper road markings enables smooth and safe movement of the traffic through the intersections. As per IRC: 35-2015 appropriate road markings and road signage's are suggested for smooth, safe traffic and pedestrian movement. Road Markings are defined as lines, patterns, words or other devices, applied to or attached to the carriageway or kerb or to the objects within as well as adjacent

to the carriageway, for controlling, warning, guiding and informing all the road users. Hot Applied Thermoplastics Compound is recommended as paint material for road markings (IRC: 35-2015, 2.2). It is mix of resins and plasticizers. Its use has increased over paints mainly due to the performance benefits of increased durability, retro-reflectivity and fast drying time. From the above mentioned seven categories of markings, as per requirement markings are to be proposed for the intersections.

1. Longitudinal Marking (LM): They are placed along the direction of traffic on the roadway surface to indicate the driver his proper position on the roadway, for separating traffic flow in the same direction and the predominant colour used is white due to visibility and contrast against road surface (IRC:35-2015, 2.6.1). Yellow colour is used to show parking restriction and also to inform no crossing of marking (IRC: 35-2015, 2.6.2). Blue colour is used for non-conventional marking like for public transportation, dedicated bus lane (IRC: 35-2015, 2.6.3). Green colour is used for bicycle and non-motorized transport. Red colour is used for indication of hazardous location and traffic- pedestrian conflict (IRC: 35-2015, 2.6.4).

The lane markings is suggested in such a way that the lane markings for approach roads matches with that of the central part of intersections for smooth movement of traffic approaching from any lane. The length of each line segment and the distance between two consecutive marking segments is as per IRC: 35-2015 Table A.1.



Fig 1: Six Lane Divided Road (One Carriageway Width more than 10.8m)

**2. Transverse** *Marking (TM):* These are marked across the direction of traffic with broken line, single/ double continuous lines. Stop marking and Give way marking are its type. Single stop line and double stop line are the two patterns of stop lines provided as per IRC: 35-2015, 6.1. Single stop line is proposed for signalized intersection. 200mm wide stop line for urban roads is applied parallel to pedestrian crossing 2m-3m before it and normally 1m before nearest primary traffic signal. Double stop lines are proposed at unsignalized intersection. 200mm wide two continuous lines separated by 300mm distance are marked for double stop line with stop sign and word message STOP.



Fig 2: Stop Marking (left), Give Way Marking (middle) and Give Way Marking with Paved Shoulder (right)

**3.** *Hazard Marking (HM):* They are recommended for traffic merging/ diverging, deflecting from hazardous location etc. and marked as chevron, hatch, diagonal, prohibitory marking as per the recommendation of IRC: 35-2015. Yellow kerb painting along with yellow edge line shows parking restriction. Zig-Zag marking is used for keep clear near school. Chevron marking pointing opposite to the direction of traffic flow at the nose of channelizing island at all the three Intersections is proposed to

avoid collision and to smoothly guide traffic for merging/ diverging. The length of these marking is sufficient enough so as to ensure smooth merging or diversion of traffic.

		Width(r	nm)			
Marking Abbreviation	Туре	Longitudinal	Diagonal / Chevron	Space (mm)	Colour	Pattern
HM01	Chevron (Diverging)	150	600	2000	White	
HM04	Chevron (Converging)	150	600	2000	₩/hite	
HM07	Diagonal	150	600	2000	White	anti
HM14	Continuous	One So 100mm	lid Line of	NA	Yellow	H
HM16	Continuous (Two Lines)	Each Solid LJ 100mm separ 100 / 150 / 200	ne of rated by 0 mm	NA	Yellow	120 / 100 / 200
HM19	Deflecting	150	200	4000	White	=======================================
HM24	ZIG-ZAG (Hazard)	150	NA	NA	Yellow	the Chart P

Table 1: Details of Hazard Marking

**4. Block Marking (BM):** At grade pedestrian crossing (zebra crossing), triangular and checkered marking, box marking, give way and cycle symbol are recommended under block marking as per IRC: 35-2015. Thermoplastic paint applied for block marking is generally different from that applied for longitudinal marking. Width of at grade pedestrian crossing proposed generally is 2m whereas pedestrian movement is higher it is 3m. Box marking is used to indicate 'no stopping no standing' of vehicle in that designated box junction area.



Table 2: Details of Block

Marking Fig 3: Block Marking for Road Hump/ Speed Breaker

**5.** Arrow Marking (AM): Directional arrow marking is proposed at all the intersections (as per IRC: 35-2015) to guide drivers in advance for left/ right turn, straight, change of lane to be done in case of divergence/ merging before approaching intersections. This arrow marking along with longitudinal marking help in regulating the traffic flow in proper lane. Arrow length should be 3.5m for speed up to 50kmph. At roundabout rotation arrow is proposed around the central island.

6. Provision of Road Sign Boards: The road signs are classified as Mandatory/ Regulatory signs, Cautionary/ Warning signs and Informatory/ Guide signs (IRC: 67-2012, Code of practice for Road Signs). Shape, size, color of these signs is governed by IRC: 67-2012. In order to facilitate the best usage of road markings and other intersection improvement amenities, provision of Road signs which facilitates information, warning and guidance to the road users for smooth and safe functioning is necessary.

Mandatory signs such as stop, no stopping and no standing is proposed at all the intersections. Regulatory signs such as compulsory turn left, compulsory keep left is proposed at left side of approach road and pass

either side at nose of channelizing island is proposed. Sign of height limit is proposed under flyover at U-turn prohibited is proposed at divisional island where its prohibited. Cautionary/ Warning Signs such as pedestrian crossing and speed breaker is proposed before speed table / raised pedestrian crossing. Signs such as Merging Traffic Ahead (From Right)/ Ahead (From Left), Gap in Median, Rumble Strip are proposed before it. Informatory/ Guide Road Signs such as Auto-rickshaw Stand, Bus Stop is proposed at bus stop and IPT station respectively. Gantry Mounted Advance Direction Sign Ahead of a Flyover is proposed before start of it. Stack Type Advance Direction Sign is proposed at different approaches of the intersections.

B. <u>Footpath Provision</u>: Continuous provision of footpath is proposed at the intersection for all approaches wherever not existed already and wherever needed analyzing pedestrian movement. This is done in order to provide connection to public transport, all possible movement (transverse as well as inclined) to be connected over the intersection, increase pedestrian safety and avoid conflict with traffic. The width, height and surface of footpath are proposed as per IRC: 103-2012 (Guidelines for pedestrian facilities).



Fig 4: Section of Kerb with Vertical Black & White Stripes of 500mm (left) and Section where Restriction Applies (right)

As per IRC: 103-2012, minimum width is 1.8m and maximum width is 3m, height of footpath and kerb stone along footpath should not exceed 150mm so that is should be easily accessible by all category and age group of pedestrians. At restriction like 'No-Parking' or 'No-Stopping' is applicable kerbs are painted in yellow colour.

As per IRC: SP: 50 and IRC: 103-2012 footpath surface must be flat for walking, allowing proper drainage and preventing puddles from forming. In order to achieve inclusive planning tactile pavers for guiding (for correct route to be followed) and warning (for avoiding obstacles, change in direction, pedestrian crossing or corner or intersection) are proposed. Tactile pavers are proposed at a distance of 600-800mm from the edge of footpath/ boundary wall/ any obstruction, the raised part of the surface with height of about 5mm to detect it, in preferably in canary yellow colour and 300mm wide.



Fig 5: Configuration of Floor Tactile

C. <u>Traffic Calming Measures:</u> The goal of traffic calming measures is to reduce vehicle speeds, improve pedestrian and cyclist safety, and enhance quality of life. These measures provides motorists with additional time to react and avert conflicts with pedestrians, Provides ample gaps in the traffic for pedestrians to safely cross the roads. Traffic-calming measures are recommended at all location on the road approaching conflicting areas between pedestrians and motorists. The various measures that can be used for traffic calming for the intersection are- Use Lane Markings, Speed humps or rumble strips, Speed table/ raised pedestrian crossing, Road curvatures that is only manoeuvrable at lower speeds, Landscaping with trees on both sides of a carriageway. Lane marking has already been discussed above. Speed table and rumble strips near all the intersection are useful for traffic calming.

**1.** Speed Table / Raised Pedestrian Crossing: The purpose of proposing Speed Table / Raised Pedestrian Crossing is to reduce vehicle speeds and safe pedestrian crossing. It is mounted perpendicular to vehicular movement. Speed table/ raised pedestrian crossing have flat topped portion at the middle and ramp on both the sides. The surface level of flat topped portion at the middle of the raised pedestrian crossing should coincide with level of the footpath, so that the transition will be smooth. The surface of the raised pedestrian crossing should be skid resistant and sloped edges should be painted with retro reflective paint for night time visibility of the approaching motorists.

It is proposed that pedestrians will follow a fixed path for their crossing through these raised pedestrian crossings which will result in reducing the conflicts by enhancing safety and ultimately saving the travel time for vehicles as well as pedestrians.

2. *Transverse Rumble strips:* They also known as sleeper lines proposed to alert inattentive drivers of potential danger, to warn drivers of a stop or slow down ahead, or of an approaching danger spot by causing a tactile vibration and audible rumbling transmitted through the wheels into the vehicle interior.

D. <u>Guard Railing and Bollards:</u> Guard rail is proposed at the footpath, island and median with opening at speed table / raised pedestrian crossing to avoid collisions occurring near the approaches to the pedestrian crossing only. Design consideration and installation guidelines of pedestrian guard rail are given as per IRC: 103-2012, 6.1.9.1 and 6.1.9.3 respectively. Height of guard rail is proposed 1150mm high from median level to discourage people to climb over it. Bollards are proposed at intersection of speed table with footpath, island and median at all the intersections to enhance the pedestrian safety while crossing road by restricting entry of vehicle to footpath, island and median. Bollards are proposed to be installed at a minimum gap of 0.8 m between them and height of 0.8m so that it should not form barrier for wheelchair users. They are to be set at minimum distance of 450mm from the front of the kerb or road edge. Top diameter of bollard is proposed to be 100mm and bottom diameter 200mm. 3mm deep grove covered by 25mm wide white retro reflective strip at the top of bollard should be provided to ensure night time visibility for pedestrians and road users.

E. <u>Bus and Auto-rickshaw Stand</u>: Three different locations that are Far-side, Near side and Mid-block can be considered for the selection of ideal location of the bus stop or the rickshaw station depending upon the influence of the parking/ stop on the intersection. The auto-rickshaw stand is proposed at walkable distance from the bus stop along the same approach. Thus, the allotted parking space will reduce the conflicts with the turning movement of the vehicle thereby enhancing the safety as well as capacity of the intersection.

F. <u>Traffic Channelization Recommendations:</u> Different islands such as Channelizing, Divisional, Central Reduced level at Divisional Island/ Refuge islands are proposed at all the intersections for control of vehicular movements. In channelizing islands funneling technique is used. Presence of channelizing island results in speed reduction of vehicles near the intersections due to decrease in the width of the lane at the approach.

Shape of island in conjunction with lane marking and chevron marking will channelize the left turning and straight traffic at the intersection. Shape and position of existing islands at few approaches of intersection are proposed to be modified for smooth vehicular movement, to channelize the left turning and straight traffic, to increase the lane capacity. This will result in reduce queue length as vehicle will occupy storage lane space between median and island during red time of signal. Divisional Islands are designed to divide opposing/ same direction traffic streams, usually through movements. Central island are proposed for smooth movement of traffic. Reduced level at Divisional Island/ Refuge islands are proposed at the intersections where the approach width is 10 m i.e. three lane roads which results into break up movements among two approaches and hence the provision of the refuge island is necessary. Pedestrian Refuge Island are protected areas where people may safely pause or wait while crossing a street. Portion of each divisional island intersecting with pedestrian crossing is to be considered as refuge island.

G. <u>**Traffic Signal:**</u> The Methodology proposed by Indo-HCM 2017 for collection of field data followed by procedure for the estimation of capacity and LOS analysis of intersection was adopted for provision of traffic signal at required intersection. A python script was used to compute approach wise control delay as well as intersection delay for different cycle lengths, signal split and phase plans and then phasewise signal is designed.

The proposed solution for all the Intersection will promote the safe crossing of pedestrians at first, inclusive planning, provision of traffic calming measures for traffic coming from all the approaches, reduce conflict, delay and improve LOS, separation/channelization of left turning vehicles and channelization of vehicles passing through the central intersection area, smooth movement of traffic, proper utilization of space and traffic flow is guided by road markings. Moreover, this proposed solution will help in creating a streetscape in which pedestrians, drivers and bicyclists are conscious of one another and effectively share space.



### "Flood and Town Planning Mitigating Risks and Enhancing Resilience"

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Floods are natural disasters that have plagued civilizations throughout history, causing widespread devastation and loss of life. As urbanization continues to grow, effective town planning becomes crucial in mitigating flood risks and ensuring the resilience of communities. In this article, we will explore the complex relationship between flood and town planning, emphasizing the importance of proactive measures and sustainable practices.

### **Understanding Floods**

Before delving into town planning, it's essential to understand the nature of floods. Floods occur when water exceeds its normal confines, inundating areas that are typically dry. They can result from various factors, including heavy rainfall, snowmelt, storm surges, or the breaching of dams and levees. Floods can be slow or fast, depending on the source and geography, and they can cause both immediate and long-term damage.

#### **Historical Perspective**

Throughout history, towns and cities have been established near water bodies for transportation, agriculture and trade. However, this proximity to water has also exposed them to flood risks. Many ancient civilizations faced recurring floods, like the Nile in Egypt or the Tigris and Euphrates in Mesopotamia. Early town planning often incorporated flood protection measures, such as elevated foundations and canals to manage these risks.

### Urbanization and Flood Vulnerability

In modern times, rapid urbanization has led to increased flood vulnerability. Expanding cities encroach on floodplains and wetlands, reducing natural absorption areas and exacerbating runoff. Moreover, impermeable surfaces like roads and buildings prevent water from seeping into the ground. As a result, floods have become more destructive and frequent, with devastating consequences for both urban and rural areas.

### **The Role of Town Planning**

Effective town planning is pivotal in addressing flood risks. It encompasses a range of strategies and considerations aimed at reducing vulnerability and enhancing resilience. These strategies can be categorized into three main phases: mitigation, preparedness and response.

#### 1. Mitigation:

- Zoning and Land Use Planning: Identifying flood-prone areas and restricting certain types of development can minimize exposure.

- Elevation and Flood Barriers: Elevating buildings and constructing flood barriers can shield communities from inundation.

- Green Infrastructure: Implementing green spaces, permeable surfaces and retention ponds can absorb excess water and reduce runoff.

- Sustainable Drainage Systems (SuDS): SuDS mimic natural drainage processes and can manage stormwater effectively.

### 2. Preparedness:

- Early Warning Systems: Implementing advanced forecasting and alert systems helps residents prepare for imminent floods.

- Evacuation Plans: Developing clear evacuation routes and shelters ensures the safety of the population.

- Community Education: Raising awareness about flood risks and safety measures empowers residents to take preventive actions.

3. <u>Response:</u>

- Disaster Management: Coordinating emergency response teams, resources and communication during a flood event is essential.

- Post-Flood Recovery: Speedy recovery efforts including infrastructure repair and psychological support, aid communities in bouncing back.

### **Innovative Approaches to Town Planning**

As climate change intensifies, innovative approaches to town planning are required to cope with more frequent and severe floods:

1. <u>Nature-Based Solutions:</u>

Incorporating natural infrastructure like wetlands, floodplain restoration and green roofs can reduce flood risks while enhancing biodiversity and urban aesthetics.

2. <u>Resilient Design:</u>

Building codes and standards should include flood-resistant construction techniques such as raised foundations, flood proof materials and elevated utilities.

3. <u>Smart Technologies:</u>

Employing technology, such as real-time flood monitoring, data analytics and adaptive infrastructure can improve flood management.

4. <u>Climate Adaptation:</u>

Integrating climate change adaptation into long-term planning helps cities anticipate future flood scenarios and implement preventive measures.

### **Challenges and Considerations**

While town planning offers effective flood mitigation strategies, several challenges and considerations must be addressed:

- 1. <u>Cost</u> :- Implementing flood-resistant measures can be expensive, requiring investments from governments and private developers.
- 2. <u>Equity : -</u>Vulnerable communities often bear the brunt of floods. Planning must consider the socioeconomic impact and ensure equitable protection.
- 3. <u>Ecosystem Impact :-</u> Altering landscapes can affect ecosystems. Sustainable practices must balance flood mitigation with environmental preservation.
- 4. <u>Infrastructure Interdependencies :-</u>Town planning should account for the interconnectedness of critical infrastructure, such as power, water and transportation systems.

### **Conclusion**

Flood and town planning are intrinsically linked, with effective planning being paramount in mitigating flood risks and enhancing community resilience. Historical lessons, modern challenges and innovative solutions underscore the need for proactive, sustainable and equitable approaches to urban development. As we face an increasingly uncertain climate future, prioritizing flood-resilient town planning is not only prudent but essential for the well-being and survival of our communities.



### "Sponge Cities – Need of the Hour" Theme: <u>Resilience & Disaster Management</u>

**Smt. Mujammil A. Mulla** Assistant Director of Town Planning.

As a result of rapid urbanization, cities are becoming centers of economic generation worldwide. India is also going through a phase of rapid urbanization, economic expansion & population growth. Cities are centers for the creation of jobs, livelihood, business spaces, housing, and infrastructure. Urbanization is the great driving force of the Indian economy. The main focus is what boosts GDP (Gross Domestic Product) and per capita income. Each land parcel is looked as money generating asset. While doing so other parameters like human health, equity, environment, etc. take a back seat. Hence the health of the city somewhere gets degraded. Cities are heavily affected by climate change as a reason for urbanization. Flooding and heat stresses are frequent phenomena in Indian cities, and also across the globe. Cities are witnessing all kinds of shocks and stresses. One major severe problem is urban flooding. Constantly cities are getting affected by changing rainfall intensity and changing rain patterns. If a city gets frequently flooded, and polluted, the economic competitiveness of the city, and the quality of life of citizens gets hampered causing life & death issues. While planning, planners must consider the climate of the city as a crucial aspect. Most of the global cities are changing themselves through climate resilient planning by using nature base solutions water-sensitive planning, green infrastructure, and sponge city concept to tackle flooding waterlogging, heat stresses, water scarcity and drought. Sponge cities play a pivotal role in addressing the challenges posed by climate change and are of significant importance in the broader context of urban transformation. .

All the studies have revealed that as a reason of rapid urbanization and population growth, and climate change of most of the Indian cities especially Delhi, Mumbai, Chennai, and Kolkata have experienced severe floods during the past few decades. Urbanization, faulty & insufficient drainage networks, variability in Climate, the uncertainty of rainfall, intense rainfall, topography, unauthorized developments in low-lying areas, the concretization of surfaces, and destruction of natural vegetal cover, are some of the causes of flooding. Finding the causes of flooding will help to identify parameters qualifying the area as a sponge.

- Topography, Slope
- climatic conditions,
- Geology, soil characteristics,
- Roughness,
- Land use, Land cover, development density,
- Water management,
- Infrastructure and technology
- Rainfall and Runoff (Storm Water),
- Distance from the main water body,

#### The Concept of Sponge Cities and its importance

Sponge City is a new urban construction mechanism for flood management. It is a Chinese initiative for managing floods and waterlogging. This mechanism strengthens ecological infrastructure and drainage systems. This mechanism absorbs, detents and retains rain water. Absorbing and holding rainwater and utilising it to lessen floods or water scarcity, reduce urban heat island effect, and enhance the natural environment and biodiversity. The similar concept is used worldwide under different names.

Providing nature base solution through the concept of sponge city helps to enhance livability and mitigate the effects of disruptions due to climate change. It helps in the following ways:

By preserving and rejuvenating natural water bodies and creating wetlands, it protects biodiversity while maintaining **water ecology**. This mechanism ensures **water safety** and water security through natural infiltration and releases surplus water that is stored underground for later use or in drought times. By natural penetration and purification, this process lowers water pollution and creates a clean aquatic **water environment**. It offers unconventional **water resources** in the form of reusing recycled water and excessive runoff/stormwater which is stored in sponge infrastructures as a resource to reduce water scarcity in drought time, Reduce the urban heat island effect, and keeps the atmosphere cool, Beautify the urban environment, Strengthen social ties, Increase property values, Encourage biodiversity to flourish, Reduces infrastructure losses, damage to properties and loss of lives due to floods, Indirectly increases GDP of the country as there is no disruption in work environment due to waterlogging and floods. Improves standard and quality of life of people.



Corrective, Curative, Preventive Sponge city Mechanism of Flood Control

(Source - A review of construction, assessment, operational and maintenance Dingkun Yin a, and others)

It is the integration of blue-green-grey solutions against flooding, creating cities more naturalistic. Mixing green-blue-grey is the best option to waterlogging and urban flooding.



Components/Sponge infrastructure: Following are the components of Sponge construction

Nature Base Solutions	Grey Solutions
<ul> <li>Green Roofs</li> </ul>	<ul> <li>Permeable pavements,</li> </ul>
<ul> <li>Sunken green areas,</li> </ul>	<ul> <li>Underground rainwater tanks</li> </ul>
<ul> <li>Infiltration ponds,</li> </ul>	<ul> <li>Water storage modules,</li> </ul>
<ul> <li>Bio-retention Facilities,</li> </ul>	<ul> <li>Seepage wells, pipes, canals,</li> </ul>
<ul> <li>Grass Swales</li> </ul>	<ul> <li>Rainwater drainage facilities,</li> </ul>
<ul> <li>Rain gardens,</li> </ul>	<ul> <li>Rainwater purification facilities,</li> </ul>
<ul> <li>Storm water wetlands,</li> </ul>	<ul> <li>Green area irrigation,</li> </ul>
<ul> <li>wet ponds,</li> </ul>	<ul> <li>Artificial soil filtration,</li> </ul>
<ul> <li>Detention basins</li> </ul>	
<ul> <li>vegetation buffer zones</li> </ul>	



Sponge City Construction infrastructures/components in urban areas (Source: <u>http://www.hidrologiasostenible.com</u>)

Sponge cities represent a crucial and innovative approach to addressing climate change adaptation in the context of urban transformation. Here are some key points to highlight:

**Climate Resilience:** Sponge cities are designed to effectively manage water resources, reduce flood risks, and enhance resilience against extreme weather events. They employ nature-based solutions such as green infrastructure, permeable surfaces, and water retention systems to mimic natural hydrological processes. By effectively managing rainfall and stormwater, sponge cities help mitigate the impacts of climate change and improve urban resilience.

**Sustainable Urban Development:** Sponge cities align with the broader goals of sustainable urban development. They promote resource efficiency, enhance urban biodiversity, improve air and water quality, and create healthier and more livable environments for residents. By integrating nature-based solutions into urban planning and design, sponge cities contribute to the overall sustainability and well-being of urban areas.

**Water Management:** Traditional urban development often leads to increased runoff, which strains existing drainage systems and exacerbates flooding. Sponge cities, on the other hand, adopt a holistic and integrated approach to water management. They capture, store, and treat rainwater, allowing it to slowly infiltrate into the ground or be reused for various purposes. This sustainable water management strategy reduces the burden on conventional infrastructure and helps mitigate the effects of climate change-related water scarcity.

Adaptation to Changing Climate: With the growing impacts of climate change, cities worldwide are facing new and complex challenges. Sponge cities offer a proactive and adaptive approach to urban transformation by considering future climate scenarios. Their flexible design allows for adjustments and modifications over time, ensuring that cities can adapt and respond effectively to changing climatic conditions and associated risks.

**Economic Benefits:** Implementing sponge city strategies can bring about economic advantages. The construction and maintenance of green infrastructure and water management systems generate employment opportunities and stimulate local economies. Additionally, the reduced costs associated with flood damage, improved water resource management, and enhanced urban livability contribute to long-term economic savings and societal well-being.

Sponge cities are viable and sustainable solution for climate change adaptation, with the broader context of urban transformation. The conservation and use of natural rivers, lakes, wetlands, pits, and ditches are considered important during the development of sponge cities. The construction of sponge cities also takes into consideration the use of appropriate local ecological facilities, such as rain ponds, rain gardens,

grass ditches, multi-functional water storage bodies, etc., which can be combined with garden landscapes, urban green spaces, and landscape water bodies and the By putting the sponge city idea into practice, cities may become more beautiful, healthier, and better places for people to live.



### "LAKE DEVELOPMENT SCHEMES"

Nikhil N Kekan, Assistant Town Planner, Assistant Director of Town Planning, Satara

#### 1. Amrit Sarovar Mission

Amrit Sarovar (ponds) serves as a means to conserve water for the future, playing a crucial role in enhancing the availability of both surface and underground water. The development of Amrit Sarovars serves as a symbolic representation of constructive actions, commemorating 75 years of independence from colonial rule. The mission is dedicated to establishing sustainable and long-term productive assets that benefit both sentient beings and the environment. Launched on April 24, 2022, by the Hon'ble Prime Minister, the mission aims to construct 75 Amrit Sarovars (ponds) in each district of the country.

Excavated soil/silt from ponds/tanks across the country is repurposed for infrastructure projects under the Ministry of Railways and the National Highways Authority of India (NHAI).



The mission targets the development and rejuvenation of 75 water bodies in every district of the country. **Specifications of the scheme include:** 

- 1. Creation of 50,000 water bodies.
- 2. Amrit Sarovars covering an area of 1 acre each.
- 3. Holding capacity of 10,000 cubic meters.

This is mission to be completed by 15<sup>th</sup> August 2023.

### Participating Ministries/Departments/Organisations:

This mission adopts a "Whole of Government" approach, with a collaborative effort involving various Ministries/Departments and Organizations to achieve its goals.

- Ministry of Jal Shakti (Dept. of Water Resources/Dept. of Drinking Water & Sanitation)
- Ministry of Culture
- Ministry of Panchayati Raj

- Ministry of Environment, Forest & Climate Change
- Bhaskaracharya National Institute for Space

### **Resource Mobilisation**

The mission operates through the States and Districts, refocusing various schemes such as Mahatma Gandhi NREGS, XV Finance Commission Grants, PMKSY sub-schemes like Watershed Development Component, Har Khet Ko Pani, alongside the states' own schemes. Public contributions (Crowdfunding/CSR) for the work are also accepted, with the stipulation that scheme funds should not be utilized for beautification works.

### Case study : Katraj Lake, Pune

Katraj, with its rich historical significance, is currently undergoing a depletion of its unique character and importance due to user negligence. The contamination of the lake water is a result of various activities occurring in the catchment areas and immediate shores. There is an urgent need to intervene with appropriate design proposals and implement policies for the conservation and modernization of Katraj Lake. Katraj Lake has been identified as part of Mission Amrit Sarovar, aiming to conserve and rejuvenate areas in and around the lake. The project is currently at the stage of yet to be started.



### 2. National Lake Conservation Plan (NLCP)

Recognizing the importance of lakes and aiming exclusively at restoring the water quality and ecology of lakes across different parts of the country, the Ministry of Environment & Forests, Government of India, launched the National Lake Conservation Plan (NLCP), a Centrally Sponsored Scheme.

The scheme was approved by the Government of India during the IX Plan (June 2001) as a 100% Central Grant. The funding pattern under NLCP has since changed, effective February 2002, from 100% central funding to a 70:30 cost-sharing arrangement between the Central and the concerned State Government.

### **Objective**

The objective of the scheme is to restore and conserve urban and semi-urban lakes in the country that have been degraded due to wastewater discharge and other pollutants, employing an integrated ecosystem approach.

### **Specifications of scheme:**

- Implemented since 2001 to address pollution issues in urban lakes
- Projects sanctioned for the conservation of 63 lakes in 14 states at a total cost of Rs.1096.09 crore
- Funding pattern 70:30 (90:10 for NE States), Dal lake project in J&K provided 100% financial assistance (Nainital Lake)
- Admissible components include prevention of pollution, in-situ lake cleaning, catchment area treatment, lakefront development, etc.

- Funds released so far Rs.635.90 crore
- Works completed in 33 lakes
- Major ongoing works include Dal-Nageen lake (Srinagar), Pichola, Fatehsagar & Pushkar lakes (Rajasthan), Shivpuri & Sindh Sagar lakes (M.P.), Ramgarh Tal & Laxmi Tal (U.P.) and Mokakachung (Nagaland)

### **Activities Covered Under NLCP**

Prevention of pollution from point sources by intercepting, diverting, and treating pollution loads entering the lake, including sewerage & sewage treatment for the entire lake catchment area.

- 1. In situ measures of lake cleaning, such as de-silting, de-weeding, bioremediation, aeration, biomanipulation, nutrient reduction, withdrawal of anoxic hypolimnion, constructed wetland approach, or any other successfully tested eco-technologies, depending upon the site conditions.
- 2. Catchment area treatment, which may include afforestation, stormwater drainage, silt traps, etc.
- 3. Strengthening of bund, lake fencing, shoreline development, etc.
- 4. Lakefront eco-development, including public interface.
- 5. Solid waste management & provision of dhobi ghats are generally not covered under NLCP.
- 6. Prevention of pollution from nonpoint sources by providing low-cost sanitation.
- 7. Public awareness and public participation.
- 8. Capacity building, training, and research in the area of Lake Conservation.

### **Prioritization Of Lakes:**

While the causes of degradation of lakes are many, considering the limited resources available, it is not possible to take up all degraded lakes for conservation under NLCP. A study was carried out by the Ministry at the instance of the Planning Commission, wherein 62 lakes were identified across the country for conservation. This list was sent to all State Governments for amendment and finalization, considering state priority and justification for their inclusion in the priority list. The state priority and justification for such a selection need to be a part of the proposal for consideration under NLCP.

### **Funding Pattern**

- A. National River Conservation Directorate (NRCD)/Government of India shall bear up to 70% of the project cost.
- B. The States shall bear 30% of the project cost, with the share of the local body being up to 10% to ensure public participation in the project.
- C. For the lake catchment where sewerage & sewage treatment is being posed/funded from other sources, appropriate synergy of the two programs is to be ensured. For the internal sewerage work, the funding pattern shall be 60:40 between the Centre and the respective state.
- D. The operation and maintenance shall be a part of the project and the costs. The O&M Plan must reveal the dedicated streams for revenue generation to meet O&M expenses, and the same has to be passed as a resolution by the concerned local body.
- E. R&D activities considered necessary and an integral part of the project may be undertaken by the State Govt. through academic institutions within the scheduled time frame of the project.



### 3. Amrut 2.0

The guidelines have been formulated with the aim of assisting States/UTs in making our cities Aatma Nirbhar and 'water secure.' Several stakeholder consultations across 36 States/UTs have been conducted, and inputs from key players such as development banks, private sector players, water sector consultants, as well as NGOs, have been taken into consideration.

Rain Water Harvesting (RWH), Reuse of Treated Wastewater, Rejuvenation of Water Bodies, and Plantation are key components of the initiative.

In cities not covered under AMRUT, ULBs should utilize State Funds, grants available under the 14th Finance Commission, or State Finance Commission, or explore financing through funds available as Corporate Social Responsibility or utilize the Land Value Capture Finance framework for monetizing some land

### **Execution**

- Projects will be executed by ULBs. In case ULBs do not have adequate capacity to handle projects, the State Government may recommend, in SAAP, upon a Resolution passed by the ULB, the execution of projects by specialized parastatal agencies of the State or Central Governments. Such arrangements should necessarily be executed through a tripartite Memorandum of Understanding (MoU) among the State Government, specialized Parastatal agencies, and the concerned Municipality.
- 2. The MoUD will not give project-by-project approvals or technically sanction project DPRs; the States/UTs will be solely responsible for these activities. The MoUD has prepared comprehensive manuals and issued guidelines and advisories on solid waste management, sewerage, water supply, urban transport, etc. The State Level Technical Committee (SLTC) will ensure compliance with these technical documents. The flow chart given below provides details of the complete process of planning, approval, and implementation of the AMRUT.
- 3. Some factors identified for the slow implementation of projects are related to project design, tendering processes, cost escalation due to delays, and delay in calling and settling tenders. To overcome these constraints, States/ULBs should follow an approach where end-to-end support for project design, development, implementation, and management is provided to ULBs/States by external entities. Specifically, assistance will be given for the preparation of the SLIP, SAAP, DPR, etc. The external entities will be called Project Development and Management Consultants (PDMCs). A model Scope of work for providing end-to-end assistance by external entities is given at Annexure 8, enabling States/UTs to procure PDMCs. A model Request for Proposals (RfP) is also available in the Mission Toolkit.



### **Release of funds**

- 1. The funds will be released in three installments of 20:40:40. The funds will be kept in a separate bank account by the implementing agency, as was done in the earlier Mission. Immediately after the announcement of the AMRUT, each Mission City will be given an advance of Rs. 25 lakh for the preparation of SLIP/individual capacity building, which will come from the ULB's share of the A&OE funds and will be adjusted in its share at the time of the release of the first installment.
- 2. The first installment will be released immediately after the approval of the SAAP by the Apex Committee. The second and third installments will be released on receipt of (i) Score Card, (ii) Utilization Certificates, and (iii) Project Funds Request. The request formats given in Annexures 6.1 and 7.3 (capacity building progress) will be sent by the ULBs to the State Mission Directors. In turn, the State Mission Directors will consolidate these requests and send their reports in the formats given in Annexures 6.2 and 7.4 (capacity building progress), along with the Score Cards and the Utilization Certificates given in Annexures 4 and 5, respectively, to the MoUD.
- 3. These documents should show (i) Utilization of 75% of the amount already released by the Centre and State according to the funding pattern given in para 5, (ii) Utilization of the State/ULB/Private Sector shares, and (iii) Meeting the service level milestones as assured in the roadmap contained in SAAP and certified in the report of the Independent Review And Monitoring Agency (IRMA). Importantly, release of the second and third installments of CA will be subject to, (a) mobilizing the assured resources as given in the SAAP by the States/UTs, and (b) any other conditions imposed by the SHPSC and the Apex Committee.

- 4. At the end of the third quarter of every year, the Apex Committee will review the utilization of allocations by States and shall reallocate funds from non-performing to the performing States/ULBs based on their performance and potential to utilize funds. Any excess or shortfall in the first installment of 20% released on the basis of the estimated cost shall be adjusted while releasing the second installment of CA, which will be based on the approved cost. The approved cost is the appraised cost or the tendered cost of the project (whichever is less) and has to be taken into account by the SHPSC. Diversion of Central Grants for purposes other than the Mission projects shall entail the levy of penal interest on the amount and any other action by the Apex Committee and may include an adverse effect on the release of grants.
- 5. The learnings from earlier programs have pointed to the fact that the timely release of project funds by the State Governments is critical to project completion; therefore, the States should release the CA funds along with the State share to the ULBs within seven working days of the release of the Central share by MoUD; otherwise, interest at the rate specified by the Ministry of Finance shall be levied on the State for any delay beyond seven days, and appropriate deductions made from future installments.



According to a Chennai Corporation official, Anna Nedunsalai Lake in Perungudi, Sadayankuppam Tank in Manali, Sathangadu Pond in Tiruvottiyur, Manali Lake, and Madhavaram Lake have been shortlisted for restoration under Amrut 2.0.



# "पर्यावरणीयदृष्ट्या संवेदनशील क्षेत्राच्या विकासाकरिताची धोरणे-रस्ते विकास, आरक्षण विकास, आदिवासी विकास"

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पर्यावरण, वन आणि हवामान बदल मंत्रालयाच्या (MoEFCC) राष्ट्रीय वन्यजीव कृती आराखडा (2002-2016) नुसार देशातील राज्यांनी पर्यावरण (संरक्षण) कायदा, 1986 अन्वये त्यांच्या राज्यांमध्ये असणारी राष्ट्रीय उद्याने आणि वन्यजीव अभयारण्ये यांच्या सिमांच्या 10 किमीच्या आत येणारी जमिन ही पर्यावरणीयदृष्ट्या संवेदनशील क्षेत्र (Eco-Sensitive Zone/Ecologically Fragile Areas) म्हणून घोषित करण्यात यावी असे नमूद आहे. राष्ट्रीय उद्याने आणि वन्यजीव अभयारण्ये ही यापूर्वीच अधिसूचित केलेली आहेत त्यांचे संरक्षण करण्याकरीता व त्यांच्या भोवती होणाऱ्या विकासकामांचे नियमन करणे व त्यामुळे होणारा विपरीत परिणाम कमी करणे हे पर्यावरणीयदृष्ट्या संवेदनशील क्षेत्र घोषित करण्यामागचे मूळ उद्दिष्ट आहे. पर्यावरणीयदृष्ट्या संवेदनशील क्षेत्रामुळे संरक्षित क्षेत्राकरीता म्हणजेच राष्ट्रीय उद्याने व वन्यजीव अभयारण्ये याकरीता एक प्रकारे Shock Absorber चे काम करतात. तसेच पर्यावरणीयदृष्ट्या संवेदनशील क्षेत्रामध्ये होणाऱ्या कामांचे नियमन केल्यामुळे ते एक प्रकारे Transition zone म्हणून देखील काम करतात. पर्यावरणीयदृष्ट्या संवेदनशील क्षेत्रामुळे जंगलाचा होणारा ऱ्हास कमी होण्यास मदत होऊन त्यामुळे मानव व वन्यजीव यांच्यामधील संघर्ष कमी व्हायला मदत होते. पर्यावरणीयदृष्ट्या संवेदनशील क्षेत्रावर होणारा विपरीत परिणाम कमी करणे कामी पर्यावरणीयदृष्ट्या संवेदनशील क्षेत्र घोषित केले जातात. महाराष्ट्रात डहाणू, माथेरात परिणाम कमी करणे कामी पर्यावरणीयदृष्ट्या संवेदनशील क्षेत्र घोषित केले जातात. महाराष्ट्रात डहाणू, माथेरात, महाबळेश्वर पांचगणी, पश्चिमघाट, तुंगारेश्वर, तानसा वन्यजीव अभयारण्य ही पर्यावरणीयदृष्ट्या संवेदनशील क्षेत्र आहत.

### पर्यावरणीयदृष्ट्या संवेदनशील क्षेत्राचा विकास

MoEFCC च्या मार्गदर्शना सूचनांनुसार पर्यावरणीयदृष्ट्या संवेदनशील क्षेत्राकरीता Zonal Master Plan बनवणे आवश्यक आहे. सदर Zonal Master Plan बनवताना मुख्यत्वे खालील बाबींचा विचार करण्यात यावा.

- सदर पर्यावरणीयदृष्ट्या संवेदनशील क्षेत्राचे भौगोलिक महत्व व जैवविविधता
- स्थानिक लोकांचे असणारे अधिकार जसे की, आदिवासी भाग असेल तर त्यांचे अधिकार इत्यादी
- स्थानिक लोकांचा उदरनिर्वाहाचा स्त्रोत, त्यांची आर्थिक परिस्थिती व त्यांच्यावर राहणीमानावर होणारा परिणाम
- Soil conservation आणि Watershed Management
- सदर पर्यावरणीयदृष्ट्या संवेदनशील क्षेत्रामध्ये असणारी गावे व त्यांचा भविष्यात होणारा विस्तार
- पर्यावरणीयदृष्ट्या संवेदनशील क्षेत्रामध्ये असणारी वने, शेत जमिनी, फळबागा, आदिवासी जमिनी, नदी, नाले, ऐतिहासिक वास्तू इत्यादी शोधून त्याप्रमाणे नकाशा तयार करावा.
- पर्यावरणीयदृष्ट्या संवेदनशील क्षेत्रामध्ये असणारे अस्तित्वातील रस्ते व त्यामधून होणारी वाहतूक (Traffic flow) याचा अभ्यास करून आवश्यकता असल्या नवीन रस्त्यांची आखणी करणे.
- पर्यावरणीयदृष्ट्या संवेदनशील क्षेत्रामध्ये आदिवासी क्षेत्र असेल तर त्यांच्याकरीता वेगळा आदिवासी विकास प्रकल्प तयार करणे.

राज्य शासनाकडे असणाऱ्या विविध विभाग जसे की, वन विभाग, कृषी विभाग, पाटबंधारे विभाग, पर्यावरण विभाग, जिल्हाधिकारी, जिल्हापरिषद, सार्वजनिक बांधकाम विभाग, भारतीय रेल्वे, MTDC यांच्या मार्फत विविध विकास कामे केली जाऊ शकतात

### रस्ते विकास

पर्यावरणीयदृष्ट्या संवेदनशील क्षेत्रामध्ये रस्ते बनविणे तसेच इतर पायाभूत सुविधा पुरविण्याकरीता कराव्या लागणाऱ्या कामांमुळे तिथे असणाऱ्या जैवविविधतेवर विपरीत परिणाम होण्याची शक्यता असते. रस्त्याच्या कामांमुळे मोठ्या प्रमाणात झाडांची तोड करावी लागते. ज्याचा परिणाम पुढे जाऊन जमिनीची धुप होते व त्यामुळे तिथे असणाऱ्या दुर्मिळ प्रजातींची ऱ्हास होते. तसेच या कामांमुळे तयार होणाऱ्या राडारोड्याची योग्य पद्धतीने विल्हेवाट न लावणे त्यामुळे देखील तेथील जैवविविधतेवर वर परिणाम होतो.

सदर विपरीत परिणाम टाळण्याकरीता Zonal Master Plan बनविताना स्थानिक आवश्यकतेनुसार गरज असेल तरच नवीन रस्ते प्रस्तावित करावेत अथवा अस्तित्वातील रस्त्यांचे रुंदीकरण प्रस्तावित करावे. स्थानिक नागरिक व वन विभाग यांच्याशी सल्लामसलत करून सदर रस्त्यांची आखणी करावी. बऱ्याच वेळा पर्यावरणीयदृष्ट्या संवेदनशील क्षेत्रामधून राष्ट्रीय मार्ग , Express way, Railway इत्यादी प्रकल्प प्रस्तावित केले जातात. सदरचे प्रकल्प हाती घेण्यापूर्वी सदर रस्त्यांची आखणी ही शक्यतो पर्यावरणीयदृष्ट्या संवेदनशील क्षेत्राच्या बाहेर प्रस्तावित करावी. सदर प्रकल्पाबाबतचा Environment Impact Assessment अहवाल करण्यात यावा. शक्यतो कमीत कमी रुंदीच्या जागेचे संपादन करावे. रस्ते विकास करताना पर्यावरणास अनुकूल अशा उपायांचा/तंत्रज्ञानाचा वापर करावा जेणे करून जैवविविधतेवर त्याचा परिणाम कमी प्रमाणात होईल.

स्थानिक परिस्थिती नुसार वन अधिकारी यांच्याशी सल्लामसलत करून उपाय योजना करण्यात यावी जसे की, Culvert, Underpass, Over pass (encoded), Via duct, Tunnel, Guard wall, fencing, Vegetative Barriers, Anti — Light — Glare, Sound Barriers, Site specific plantation, Land scalping, Watch Towers Cautionary sign Board, Ramble strips इत्यादी प्रस्तावित करणे. अशाप्रकारे रस्त्यांचा विकास केल्यास या विकासकामांमुळे होणारा विपरीत परिणाम बऱ्याच प्रमाणात कमी होईल.





### आरक्षण विकास

पर्यावरणीयदृष्ट्या संवेदनशील क्षेत्राच्या विकासा करीता Zonal Master Plan बनविण्यात यावेत त्यामध्ये स्थानिक आवश्यकतेनुसार आरक्षणे व विकास कामे प्रस्तावित करण्यात यावीत. आरक्षणांचा तसेच प्रस्तावित कामांचा विकास शासनाकडील विविध विभाग यांच्या मार्फत केला जाऊ शकतो.

पर्यटन विषयक विकास कामे ही MTDC मार्फत करावीत. अस्तित्वातील रस्ते दुरुस्ती किंवा नवीन रस्ते विकास विषयक कामे ही सार्वजनिक बांधकाम विभागामार्फत करण्यात यावीत. आरोग्य विषयक कामे ही जिल्हा परिषद मार्फत केली जाऊ शकतात. पर्यावरणीयदृष्ट्या संवेदनशील क्षेत्रामधिल पाणलोट क्षेत्र, पाणी संवर्धन, जमिनीची होणारी धुप कमी करणे बाबत कामे ही वन विभाग व कृषी विभाग यांच्या मार्फत केली जावीत. Ground Water Management बाबतची कामे ही कृषी विभाग, वन विभाग व पाटबंधारे विभाग यांच्या एकत्रित प्रयत्नांनी केली जाऊ शकतात. अशाप्रकारे शासनाकडील विविध संस्था / विभाग यांच्या मार्फत विविध विकास कामे केली जाऊ शकतात.

### आदिवासी विकास

Zonal Master Plan बनविताना आदिवासी भाग निश्चित करणे आवश्यक आहे. सदर आदिवासी समाजाची इत्तम्भूत माहिती गोळा करणे. सदर माहितीच्या आधारे आदिवासी समाजाच्या गरजा काय आहेत हे कळेल. तदनंतर त्यांना आवश्यक सोयी उपलब्ध करणे सोईचे होईल. जसे की, काही आदिवासी समाज हा भात शेती अथवा फळशेती करतात तर आशा लोकांना पाण्याची आवश्यकता असते. अशा वेळी त्या भागामध्ये असणाऱ्या नैर्सागक पाण्याचे स्त्रोत शोधून सदर पाण्याचे स्त्रोतांवर छोटे बंधारे प्रस्तावित करून Minor Irrigation प्रकल्प करता येतील. तसेच त्यांना आवश्यक असणाऱ्या मुलभूत गरजा जसे की पिण्याचे पाणी, दळणवणा करिता रस्ते, विद्युत सेवा अशा प्रकारची कामे प्रस्तावित करता येतील. सदरची कामे सार्वजनिक बांधकाम विभाग, विद्युत विभाग, ग्रामविकास विभागा मार्फत केली जाऊ शकतात व त्यासाठी शासनामार्फत मोठ्याप्रमाणात निधी देखील उपलब्ध करून घेता येईल. आदिवासी पाडे एकमेकांना जोडण्याकरिता तसेच ते तालुका मुख्यालय किंवा जिल्हा मुख्यालयाला जोडणे करीता सार्वजनिक बांधकाम विभाग मार्फत काम करता येईल.



### "Honorable Balasaheb Thackeray Haridra Research & Training Centre At Basmat, Dist. Hingoli, Maharashtra Along With Case Study Of Similar Projects"

Anjali Suresh Mali, Assistant town planner, Assistant director of town planning Jalgaon branch office, Jalgaon



### **NEED FOR TURMERIC POLICY**

Turmeric was always known as an important cash crop to India. However, for the farmers of India there is no financial benefit.

Thus, all the participants relating to Turmeric industry from farmers to wholesalers, have come forward for the comprehensive development of Turmeric. In consideration with all their problems, pertaining from cultivation to

marketing of turmeric- A Turmeric Policy is suggested.

Considering the insignificant participation of farmers and companies producing turmeric products, a strategy to work extensively on marketing and exports of turmeric is required. The major challenges lie in the cultivation, processing and sale of Turmeric, hence a demand for a People's Representative to solve these issues has been raised. and the need for a comprehensive Turmeric Policy has risen to solve the above-mentioned challenges. Through convergence of various Agricultural, Marketing and Spice Board's Schemes with Benefit to Farmers will be for Production, processing and Export. Thus, an important component of the Policy would be - A Turmeric Training and Research Centre, ideally where Turmeric is produced the most in the country, which would take shape in Basmat in the form of Honourable Balasabheb Thackeray HARIDRA Research & Training Centre.

### **CHALLENGES**



	<u>Sahyadri Farms, Nashik.</u>	Atal Incubation Centre, Baramati		
About	Sahyadri Farms, located in	The Atal Incubation Centre (AIC) in Baramati		
	Nashik, Maharashtra, is a	is a government initiative aimed at fostering		
	prominent agricultural	entrepreneurship and innovation in the region.		
	cooperative and agribusiness	It serves as a platform for agriculture-based		
	organization in India. It was	startups and budding entrepreneurs to receive		
	established to transform	guidance, mentoring, and resources to nurture		
	traditional farming practices	their innovative ideas into successful		
	and promote sustainable	businesses promoting economic development		
	agriculture. The cooperative is	in the area.		
	known for its focus on			
	innovation, technology			
	adoption, and providing a	For the entrepreneurial and innovation aspect		
	platform for farmers to	of the Turmeric Centre, this case study can		
	improve their agricultural	offer design ideas for co-working spaces,		
	practices and income.	startup incubators, and facilities conducive to		
		innovation. This input can be invaluable for		
	Sahyadri Farms' experience in	creating a campus that fosters creativity,		
	horticulture and supply chain	collaboration, and entrepreneurship in the		
	management can influence	turmeric industry.		
	campus design by emphasizing			
	the need for efficient logistics			
	and processing facilities.			
	Insights from this case study			
	can guide the layout of			
	processing plants, storage			
	facilities, and distribution			
	centres within the campus,			
	ensuring a smooth and cost-			
	effective supply chain for			
Terre	turmeric products.	The Maladi commence of a control of Calandaria		
Intrastructure	The planning phase locused on	The Monadi campus, a part of Sanyadri Estimate a significant expansion and		
Planning and	creating a functional layout	Farms, represents a significant expansion and diversification offert. The planning and		
Design	needs. This included dedicated	design of this compus are aritical for its		
	spaces for co-working private	success from architectural operational and		
	offices meeting rooms event	management perspectives		
	spaces and facilities for	Infrastructure Design includes well-designed		
	prototyping and innovation	facilities for cron storage processing units		
	There are dedicated space for	research centres and administrative offices		
	laboratories. social media	Sustainable and eco-friendly construction		
	interaction, creative thinking	practices are prioritized.		
	and interactions etc.	Efficient transportation infrastructure is vital		
	The architectural design of the	for the timely movement of agricultural		
	Atal Incubation Centre have	produce. Adequate road networks and		
	aimed to create a vibrant and	loading/unloading facilities are integrated in		
	dynamic environment that	the campus design.		
	fosters creativity and	The Mohadi campus of Sahyadri Farms in		
	collaboration. Open and	Nashik provides a unique opportunity to study		
	flexible spaces, with plenty of	and gain insights into the integration of		

		natural light, encouraged architectural planning, construction, and
		interaction among operations management in the context of
		entrepreneurs. sustainable agriculture and agribusiness.
Key	Take	1. Integrated Courtyard and 1. Natural Light Through the Open
Aways		Landscape Planning Courtyard
		2. Efficient Interconnectivity 2. Informal Interior Aesthetics
		3. Utilization of Natural 3. Integrated Graphics and Signage
		Materials 4. Functional Floor-Wise Segregation
		4. Machinery and Equipment
		Planning
		5. Efficient Loading and
		Unloading Areas
		6. Farmers' Facility Center

### **<u>SUSTAINABILITY:-</u>**B<u>uilding Strategies</u>





#### High row planting technique

Carbon sink



Smart earth application (biochar)



Drought scenarios

Smart green house

Bio boulevard

Experience ecological solutions

### Storage & reuse of water



#### Rain garden and draining system

Using salt water



#### Desalination application

	Energy	Water	Waste
pproach towards Sustainability	Strategies	Strategies	Strategies
1 Design to Reduce Demand	Solar Passive Design, Adequate daylight and cross ventilation	Integrated Water Management, Low Flow fixtures, landscape design to reduce water demand	Efficient segregation on site. Use of demolition waste
2 Efficient Use by making the right choices	Use of LED lights, star rated equipment's	Low flow water fixtures, efficient irrigation systems,	Waste categorization, Treatment of Organic waste
<sup>3</sup> Recover and Reuse		Rain water harvesting, Waste Water Treatment and reuse of treated water	Reuse of Organic waste as manure. Reuse of construction waste
4 Offset and generate resources on site	Renewable energy to offset energy consumption, Net metering	Deliver a zero-discharge water campus through combination of above strategies	Deliver a net zero waste campus through handover or dry waste to authorized recyclers

### **DESIGN MASTER PLAN**



- 1. PROCESS PLANT
- 1.1 GODOWN PROCESS PLANT
- 2. IRRIDATION PLANT
- 3. CENTRAL PLBUILDINGANT
- 4. FARMERS WING
- 5. SCIENTISTS WING
- 6.VIP & SCIENTISTS ACCOMOCDATION
- 7. STAFF ACCOMOCDATION

- 7.1 SELF HELP GROUP WORKING & MULTIPUROPOSE SEATING 8. WASTE PLANT
- 9. ARGICULTURE MACHINERY AREA
- 10. POLYHOUSES
- 11. PLANTATION
- 12. PARKING & HELIPAD
- 13. DISCPLAY & RETAIL OUTLET
- 14. PLANTATION ALONG HIGHWAY



### **"USE OF GIS TECHNOLOGY IN URBAN AND REGIONAL PLANNING**"

Mahendra D. Pasalkar Asstt. Draftsman, Town Planning And Valuation Department, Head Office, Pune

Geographic Information Systems (GIS) technology plays a crucial role in urban and regional planning by providing a powerful framework for managing, analyzing, and visualizing spatial data. Here are several key applications of GIS in urban and regional planning:

### 1. Land Use Planning:

• GIS enables planners to assess and manage land use patterns by overlaying and analyzing various spatial datasets. This helps in identifying suitable areas for residential, commercial, industrial, and green spaces, considering factors such as zoning regulations, environmental constraints, and infrastructure availability.

### 2. **Transportation Planning:**

• GIS is widely used in transportation planning to analyze traffic patterns, plan efficient transportation networks, and optimize routes. It helps identify areas prone to congestion, assess the impact of new developments on traffic flow, and plan for public transit routes.

### 3. Infrastructure Planning:

• Planners use GIS to map and analyze infrastructure elements such as roads, utilities, water supply, and sewage systems. This aids in optimizing the placement of infrastructure, improving service delivery, and minimizing environmental impact.

### 4. Environmental Impact Assessment (EIA):

• GIS is instrumental in conducting environmental impact assessments for proposed projects. It allows planners to analyze the potential environmental consequences of developments, helping in decision-making that minimizes negative impacts on ecosystems and biodiversity.

### 5. **Urban Design and Architecture:**

• GIS supports urban designers and architects by providing spatial data to assess the existing built environment, analyze building footprints, and plan for new developments. It aids in creating visually appealing and functional urban spaces.

### 6. **Demographic Analysis:**

• GIS helps in demographic mapping and analysis by integrating population data with spatial information. This is valuable for understanding population distribution, growth trends, and socio-economic characteristics, which inform decisions related to housing, healthcare, and educational facilities.

### 7. Emergency Management and Disaster Response:

• GIS assists in disaster preparedness and response by mapping vulnerable areas, assessing evacuation routes, and managing resources during emergencies. It provides real-time information for decision-makers to coordinate response efforts effectively.

### 8. **Public Health Planning:**

• GIS is used in public health planning to map disease outbreaks, assess healthcare facility accessibility, and identify areas with specific health risks. This information helps in planning healthcare infrastructure and interventions.

### 9. Cultural Heritage Preservation:

• GIS is employed to map and preserve cultural heritage sites. It aids in documenting historical structures, archaeological sites, and cultural landscapes, facilitating conservation efforts and promoting cultural tourism.

### 10. Smart Cities Initiatives:

• GIS is a key component of smart city initiatives. It supports the integration of various technologies for efficient city management, including smart grids, intelligent transportation systems, and data-driven decision-making for better urban living.

### 11. **Community Engagement and Participation:**

• GIS provides tools for engaging the community in the planning process. Interactive maps, online surveys, and participatory GIS allow residents to contribute their insights, fostering a sense of community involvement in decision-making.

### 12. **Predictive Modeling and Scenario Planning:**

• GIS enables planners to create predictive models and scenarios for future development. This helps in understanding potential outcomes, assessing the impact of different planning decisions, and preparing for future challenges such as population growth or climate change.

In summary, GIS technology enhances the efficiency, accuracy, and effectiveness of urban and regional planning processes by providing spatial insights and tools for informed decisionmaking. It is an indispensable tool for creating sustainable, resilient, and livable cities and regions.



### **"COASTAL REGULATIONS ZONE 2019"**

Way back in1981, then Hon. Prime Minister (Late) Smt. Indira Gandhi went to Goa & noticed dirty beaches & illegal constructions of hotels, motels, resorts along the Goa beaches. Therefore, on  $27^{\text{th}}$  Nov.1981, she directed then Hon. Chief Minister of Goa to take immediate measures to save the beaches & keep the beaches neat & clean that too without any constructions. Even, the Ministry of Environment & Forest (MoEf), Govt of India (GoI) drafted the guidelines for development/conservation of beaches in July 1983. However, with the enactment of the Environment Protection Act, 1986 ('the said Act') with effect from 19/11/1986, sections 3 & 5 empowered the GoI to pass necessary orders & issue directions which are penal in nature. In exercise of the powers vested in it under section 3(1) & 3(2) (v) of said Act, the MoEF drafted the Coastal Regulation Zone (CRZ) on  $15^{\text{th}}$  December, 1990 which was finally notified on  $19^{\text{th}}$  January, 1991.

02. The basic purpose of this CRZ Notification was to declare Coastal Stretches as CRZ. Accordingly, vide above referred notification, MoEF declares the coastal stretches of seas, bays, estuaries, creeks, rivers and backwaters which are influenced by tidal action (in the landward side) up to 500 metres from the High Tide Line (HTL) and the land between the Low Tide Line (LTL) and the HTL as CRZ and imposed restrictions on industries, operations & processes along the coastal stretches with effect from the date of this Notification. For the purposes of this Notification, the HTL means the line upto which the highest water line during the spring tides.

03. With a view to conserve and protect the unique environment of coastal stretches and marine areas, besides livelihood security to the fisher communities and other local communities in the coastal areas and to promote sustainable development based on scientific principles taking into account the dangers of natural hazards, sea level rise due to global warming & in supersession of the notification dated the 19/2/1991, the MoEF had notified new CRZ Notificatio on 6<sup>th</sup> January, 2011

04. Further, in supersession of the notification dated 6<sup>th</sup> January, 2011, the MoEF again notified new CRZ Notification on 18<sup>th</sup> January, 2019 which is now in force & applicable in entire India. In Maharashtra State, coastal villages out of 7 districts such as Mumbai City, Mumbai Suburban, Thane, Palghar, Raigad, Ratnagiri & Sindhudurg are affected by this CRZ Notification. Under this CRZ Notification, permissible activities, prohibited activities, classification of CRZ categories, procedure for monitoring & enforcement of this notification, guidelines for development of resorts along coastal stretches etc have been clearly distinguished which are self-explanatory.

- 05. The Coastal stretches are classified as under.
- CRZ 1(A) ecologically sensitive areas (ESAs), Mangroves (in case mangrove area > 1000 sq. mt, a buffer zone of 50 meters along the mangroves as CRZ–I A) etc.
- (2) CRZ 1(B) The intertidal zone i.e. the area between LTL & HTL.

(3) CRZ II- developed land areas up to or close to the shoreline, within the existing municipal limits or in other existing legally designated urban areas.
 Note- CRZ II can be further identified as CRZ II (Landward side of existing road) and CRZ-II (Seaward side of existing road). If the land is fronting on Landward side of existing road or proposed

road (as on 1991), then it is identified as CRZ II (Landward side of existing road) and If the land is fronting on Seaward side of existing road or proposed road (as on 1991), then it is called as CRZ II (Seaward side of existing road).

- (4) CRZ III (Rural) Two separate categories have now been stipulated as below:
  - (a) CRZ-III A Rural areas with a population density of 2161 per sq. km. as per 2011 Census. Such areas shall have a NDZ of 50 meters from the HTL.
  - (b) CRZ-III B Rural areas with a population density of below 2161 per sq. km. as per 2011 Census. Such areas shall continue to have an NDZ of 200 meters from the HTL.
- (5) CRZ- IVA: The area between LTL up to 12 nautical miles on the seaward side.
- (6) CRZ- IVB: The area between the LTL and HTL on the seaward side.
- 06. The important provisions of this CRZ Notification 2019 are as under.
  - (i) FSI in CRZ areas: To permit FSI as prevailing on the date of this Notification.
  - (ii) A NDZ of 20 meters has been stipulated for all Islands:
  - (iii) Temporary tourism facilities such as shacks, toilet blocks, change rooms, drinking water facilities etc. have now been permitted in Beaches. Such temporary tourism facilities are also now permissible in the "No Development Zone" (NDZ) of the CRZ-III areas. However, a minimum distance of 10 m from HTL should be maintained for setting up of such facilities.
  - (iv) CRZ Clearances streamlined: Only such projects/activities, which are located in the CRZ-I and CRZ IV shall be dealt with for CRZ clearance by the MoEF. The powers for clearances with respect to CRZ-II and III have been delegated to MCZMA.
  - (v) Pollution abatement: In order to address pollution in Coastal areas, treatment facilities have been made permissible activities in CRZ-I B area subject to safeguards.
  - (vi) Hazard line to be part of management system. However, this is to be used only for Disaster Management purposes & not related to grant of development permission beyond CRZ Categories.

07. Important- As clarified in (i) above, FSI as on  $18^{/1/}$  2019 is allowed in CRZ II (landward side of existing roads) areas. However, in MCGM area, DCPR 2034 has been approved & came into force wef  $1^{st}$  September, 2018 (i.e prior to this notification) & therefore, potential of FSI as mentioned in DCPR 2034 is allowed with prior CRZ Clearance from Maharashtra Coastal Zone Management Authority (MCZMA). However, potential of FSI as permitted under Unified DCPR 2020 is not allowed at this stage because Unified DCPR came into effect on  $3^{rd}$  December, 2020 (i.e. after this Noti.).

08. In spite of this fact, there is provision under clause no 5.2(iii)of this notification which clearly mentioned that" in the event that there is a need for amendment of the FSI after the date of publication of this notification in the official Gazette, the Urban Local Body or State Govt. shall approach the MoEF through the MCZMA, and the MCZMA shall forward the proposal to the National Coastal Zone Management Authority (NCZMA) with its views in the matter, and the NCZMA shall thereafter examine various aspects like availability of public amenities, environmental protection measures, etc., and take a suitable decision on the proposal and it shall be the responsibility of the concerned Town Planning Authority to ensure that the Solid Wastes are handled as per respective Solid Waste Management Rules and no untreated sewage is discharged on to the coast or coastal waters".

09. If so desires & after compliance of these provisions by the State Govt/Planning Authorities, MoEF may decide to make applicable the provisions of Unified DCPR 2020. I am also enclosing the colour photograph showing all CRZ Categories at a glance as clarified in Para. No.5 above. Even, I have compiled the latest notifications related to CRZ 2019 till 31<sup>st</sup> October 2023 & already published as HANDBOOK ON COASTAL REGULATIONS ZONE 2019. In case any doubts/queries, please fill free to contact me on my Mob.no. 9930568234 or email me on email id- gmwajpe@gmail.com



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## "भांडवली गुंतवणुकीसाठी राज्यांना विशेष सहाय्य योजना"

माधवी प्र. चौगुले, सहायक संचालक, नगर रचना, मुख्य कार्यालय, पुणे. निलेश शि. गाडगे, रचना सहायक, मुख्य कार्यालय, पुणे.

कोविड-१९ च्या महामारीमुळे राज्यांच्या महसूलात उत्पन्न झालेल्या तुटवडयामुळे सर्वच राज्यांना कठीण आर्थिक परिस्थितीचा सामना करावा लागला. त्यामुळे राज्य सरकारांच्या भांडवली खर्चाला चालना देणे हा या योजनेचा मुख्य उद्देश आहे. भांडवली खर्चाचा राज्यांच्या अर्थसंकल्पावर खुप मोठा प्रभाव असतो, ज्यामुळे अर्थव्यवस्थेची भविष्यातील उत्पादक क्षमता वाढते व त्याचा परिणाम अर्थवस्थेच्या वाढीचा दर उच्च होतो. त्यामुळे केंद्र सरकारने भांडवली खर्चाना चालना देण्यासाठी सन २०२०-२१ या आर्थिक वर्षामध्ये राज्य सरकारांना भांडवली खर्चाच्या संदर्भात विशेष सहाय्य देण्याचा निर्णय घेतला. त्यानुसार आत्मनिर्भर भारत पॅकेजचा एक भाग म्हणून दि. १२ ऑक्टोंबर, २०२० रोजी केंद्र शासनाच्या मा. अर्थमंत्री यांनी या योजनेची घोषणा केली असून, सदर योजना सन २०२३-२४ पर्यंत विस्तारित करण्यात आली आहे.

या योजनेला सर्व राज्य सरकारांकडून चांगला प्रतिसाद मिळाला आहे. सन २०२०-२०२१ मध्ये २७ राज्यांचे भांडवली खर्चाचे प्रस्ताव केंद्रीय अर्थमंत्रालयाने मंजूर केले आहेत. या भांडवली गुंतवणुकीतून अर्थव्यवस्थेत मोठ्या प्रमाणात वाढ, नोकरीच्या संधी निर्माण होणे अपेक्षित आहे. सदर योजनेंतर्गत आरोग्य, ग्रामीण विकास, शिक्षण, सिंचन, पाणीपुरवठा, पाटबंधारे, वीज, वाहतूक, शिक्षण व शहरी विकास अशा विविध क्षेत्रातील भांडवली गुंतवणूक प्रकल्पांना मंजुरी देण्यात आली आहे.

सन २०२०-२०२१ मध्ये या योजनेचे तीन भाग होते. योजनेच्या भाग-१ मध्ये उत्तर-पूर्व प्रदेशाचा समावेश होता. योजनेच्या भाग-२ हा भाग-१ मध्ये समाविष्ट नसलेल्या इतर सर्व राज्यांसाठी होता. तर भाग-३ मध्ये राज्यांमध्ये विविध नागरिक केंद्रित सुधारणांना पुढे नेण्याचे उद्रिदष्ट होते.

तद्नंतर सन २०२२-२३ पासून सदर विस्तारित योजनेमध्ये शहरांमधील जीवनमान आणि प्रशासन सुधारण्यासाठी नागरी नियोजन सुधारणा (Urban reforms) करण्यासाठी राज्यांना प्रोत्साहन देण्याकरिता विशेष अर्थसहाय्याची तरतूद केलेली आहे व याची अंमलबजावणी गृहनिर्माण आणि नागरी व्यवहार मंत्रालयामार्फत केली जाते. या अंतर्गत संचालनालयाने राज्यातील विविध नागरी नियोजन सुधारणा (Urban reforms) प्रकल्पांना चालना देण्याकरिता सन २०२२-२३ व सन २०२३-२४ अंतर्गत निधीची मागणी केलेली आहे व निधीच्या परिणामकारक विनियोगाकरिता विविध प्रकल्पांची अंमलबजावणी संचालनालयाचे स्तरावर सुरु असून, त्यांची थोडक्यात माहिती खालीलप्रमाणे.

### १. केंद्र शासनाचे सन २०२२-२३ (भाग-६) करिता "भांडवली गुंतवणुकीसाठी राज्यांना विशेष सहाय्य"

केंद्र शासनाच्या "भांडवली गुंतवणुकीसाठी राज्यांना विशेष सहाय्य २०२२-२०२३" या योजनेंतर्गत राज्य शासनाच्या भांडवली गुंतवणूक प्रकल्पांसाठी ५० वर्षांच्या बिनव्याजी कर्जाच्या स्वरूपात आर्थिक सहाय्य प्रदान करण्यात आले आहे. यासंदर्भात केंद्र शासनाच्या व्यय विभागाने दि. ०६/०४/२०२२ पत्रान्वये सदर योजनेची मार्गदर्शक तत्वे निर्गमित केली आहेत. या योजनेंतर्गत राज्यांना प्रदान करण्यात येणारा निधी राज्याच्या दीर्घकालीन फायद्यासाठी नवीन आणि चालू असलेल्या भांडवली प्रकल्पांसाठी वापरायचा आहे. सदर योजनेच्या भाग-६-नागरी नियोजन सुधारणा (Urban Reforms) अंतर्गत नगर विकास विभागासाठी एकूण ७८९.३० कोटी निधी मंजूर करण्यात आलेला असून, यापैकी रु.७०९.२२ कोटी नगर रचना संचालनालयास खालीलप्रमाणे प्राप्त झालेले आहेत.

अ.क्र.	प्रकल्पाचे नांव	वितरीत रक्कम रु.कोटी
१	GIS based D.P. for 4° town (Municipal Corporations & Municipal	५४.६२
	Councils), which are due for revision.	
२	D.P. implementation in Municipal Councils & Nagar Panchayats.	५५४.६०
	(१०० Towns)	
Ŗ	T.P. Schemes (Preparation & Implementation)	१००.००

वरील तीनही प्रकल्पांच्या अंमलबजावणीची रूपरेषा संचालनालय व शासनाकडून खालीलप्रमाणे तयार करण्यात आली आहे.

# জ) GIS based D.P. for ५০ town (Municipal Corporations & Municipal Councils), which are due for revision:-

या प्रकल्पामध्ये ज्या नियोजन प्राधिकरणांच्या विकास योजना मंजूर होऊन १७ वर्षाचा कालावधी पूर्ण झालेला आहे व ज्या विकास योजना सुधारणा करणेस पात्र आहेत, अशा विकास योजना भौगोलिक माहिती प्रणालीद्वारे (GIS Based) तयार करणे आवश्यक आहे. सदर प्रकल्पाच्या अनुषंगाने संचालक, नगर रचना यांनी सर्व विभागीय सहसंचालक, नगर रचना यांच्याकडून माहिती प्राप्त करुन करुन घेऊन त्यांच्या विभागातील ज्या GIS Based प्रणालीवर विकास योजना सुधारित करणे आवश्यक आहे, अशा विकास योजनांची माहिती संकलीत केली आहे.

सदर विकास योजना GIS Based प्रणालीवर तयार करण्यासाठी निविदा (RFP) प्रसिध्द करण्यात आली आहे. सदर निविदा प्रक्रियेतून निवड करण्यात येणाऱ्या खाजगी संस्थांना लवकरच कार्यादेश देऊन सदर घटकाची अंमलबजावणी करण्यात येणार आहे.

### ब) D.P. & T.P.S. implementation in Municipal Councils & Nagar Panchayats :-

सदर प्रकल्पाच्या अनुषंगाने संचालक, नगर रचना यांनी सर्व विभागीय सहसंचालक, नगर रचना / सहायक संचालक, नगर रचना व नियोजन प्राधिकरणातील सहायक नगर रचनाकार / रचना सहायक यांच्याकडून या प्रकल्पांतर्गत महानगरपालिका / नगरपरिषदा /नगरपंचायती यांच्या मंजूर तसेच प्रारुप प्रसिध्द विकास योजनेतील विविध सार्वजनिक वापरांची आरक्षणे विकसित करण्यात येणार आहेत. त्यासाठी खालील निकष निश्चित करण्यात आले आहेत.

- १) आरक्षणाखालील जागा शासकीय मालकीची अथवा नियोजन प्राधिकरणांच्या ताब्यात असणे आवश्यक.
- शासकीय जमिनीवरील आरक्षणाची जागा नजीकच्या कालावधीमध्ये नियोजन प्राधिकरणाकडे हस्तांतरीत होऊ शकेल अशा आरक्षणांची निवड करणे.
- ३) जी आरक्षणे विकसीत झाल्याने सामान्य नागरीकांना सोई-सुविधा उपलब्ध होतील अशा आरक्षणांची निवड करणे.
- ४) शहराच्या निकडीनुसार प्रकल्पांची निवड करणे.
- ५) निवड केलेल्या काही प्रकल्पांमधून नियोजन प्राधिकरणांस निश्चित उत्पन्न प्राप्त होईल अशा प्रकल्पांची निवड करणे. जेणेकरुन भविष्यात सदर प्रकल्पाच्या कर्जाच्या रक्कमेच्या परतफेडीची व देखभालीसाठीच्या रक्कमेची तरतूद करता होईल.

सदर प्रकल्पांची अंमलबजावणी करण्यासाठी प्रकल्पांतर्गत अंतिम करण्यात आलेल्या राज्यातील सर्व नगरपालिका व नगरपंचायती यांची तातडीचे गरज / निकड लक्षात घेऊन प्रामुख्याने नगरपालिका व नगरपंचायतींच्या मालकच्या किंवा शासकीय मालकीच्या जागांवर प्रस्तावित आरक्षणांवर अथवा आवश्यक सुविधा यासाठी "निकड आधारित, वापरकर्ता अनुकूल, परिस्थितीनुरून वाजवी खर्चात (Need Based, User Friendly, Contextual and Cost Effective) असे आरक्षणांच्या प्रकल्पांचे स्वरुप / रचना / संकल्पचित्र असणे अपेक्षित आहे. वरील निकषांच्या आधारे सर्व शाखा कार्यालयांनी त्यांच्या अधिनस्त असलेल्या नियोजन प्राधिकरणांकडून शहराच्या निकडीनुसार Garden, Playground, Shopping Centre, ई. अशा विविध प्रकारच्या एकूण 170 प्रकल्पांची यादी तयार करुन शासनाच्या मान्यतेने अंतिम करण्यात आली आहे.

सदर प्रकल्पांचे विभागनिहाय वर्गीकरण करुन बांधिव प्रकल्पांसाठी वास्तुविशारद (Architect) व खुल्या स्वरूपाच्या प्रकल्पांसाठी भूदृश्य वास्तुविशारद (Landscape Architect) यांची नेमणूक करण्याचे निश्चित केले आहे. सदर वास्तुविशारद यांची संस्था त्यांचे स्तरावर आवश्यक कर्मचाऱ्यांची नेमणूक करुन प्रकल्पाच्या अंमलबजावणीसाठी आवश्यक ती कार्यवाही पार पाडणे पर्यंत त्यांच्या कामाची व्याप्ती असेल असे निश्चित केले आहे. याकरिता mahatender पोर्टल वर विभागनिहाय निविदा प्रसिद्ध करून निविदा प्रक्रीयेअंती वास्तुविशारद व भूदृश्य वास्तुविशारद यांची नियुक्ती करण्यात आलेली आहे.

सद्यस्थितीत नियुक्त Architect व Landscape Architect यांचेमार्फत प्रकल्पनिहाय Design, Tender Document, Administrative/Techncial Sanction ची कार्यवाही सुरु आहे. प्रकल्पांचे Design अंतिम करण्यासाठी विभागीय स्तरावर Design Evaluation Committee (DEC) स्थापित करण्यात आली आहे. सदर DEC विविध तज्ञ शासकीय अधिकारी विविध नामांकित Architect/ Urban Planners यांची निमंत्रित सदस्य म्हणून नियुक्ती करण्यात आली आहे. Architect व Landscape Architect यांचेमार्फत Design अंतिम झालेनंतर प्रत्यक्ष बांधकाम व इतर कामे करण्यासाठी निविदा प्रक्रिया करून बांधकाम अभिकार्त्यांची निवड करण्यात येणार आहे.

विभागातील शाखा कार्यालयांकडून प्राप्त प्रस्तावांमधून त्या नगरपरिषद/नगरपंचातीकरिता आवश्यक व गरजेच्या असणाऱ्या प्रकल्पांची निवड करण्यापासून ते त्या प्रकल्पांच्या निविदेचे प्रारुप तयार करण्यापर्यंत मा.संचालक यांच्या मार्गदर्शनाखालील नागरी संशोधन घटक व विभागातील सर्वच तांत्रिक व प्रशासकीय अधिकारी —कर्मचारी यांनी प्रचंड मेहनत घेतली आहे. यामागे शासनाच्या आलेल्या निधीचा सुयोग्य वापर होऊन त्यामधून त्या नियोजन प्राधिकरणाचे हद्दीत नागरीकांसाठी चांगली सुविधा उपलब्ध होणे हाच उदात्त हेतु आहे.

### **<b>(**) **T.P. Schemes Preparation**

नगर रचना योजना तयार करणे या प्रकल्पांतर्गत राज्यातील प्रत्येक जिल्हयामध्ये ३ नगर रचना योजना हाती घेण्याचे उद्दीष्ट ठेऊन, सदरच्या योजना निश्चित करण्यासाठी (Site Identification) प्रामुख्याने खालील बाबींचा विचार करणे आवश्यक असल्याचे सूचित करण्यात आले आहे.

- संपूर्ण महाराष्ट्रात म.न.पा. / न.पा / न. पं स्तरावर नियोजन प्राधिकरणाच्या हद्दीमध्ये / हद्दीलगत प्रामुख्याने हरित विभागात / शेती विभाग (green field) मध्ये जिथे शहराची वाढ भविष्यात ज्या दिशेला होईल (Peri Urban Areas ची Planned Development होणे साठी)
- २. मोठया क्षेत्राची मालकी असलेले जमीन मालकांची संख्या.
- ३. प्रस्तावित वि.यो. /प्रा.यो रस्ता तसेच प्रस्तावित आरक्षण विकसित करता येईल असे क्षेत्र
- ४. जमीन धारकांना नगर रचना योजना मार्फत स्थानिक प्राधिकरणामार्फत नियोजित विकासाचे महत्व पटवून देऊन ते सहमत असतील असे क्षेत्र.

उपरोक्त नमूद बाबींचा (Parameters) चा विचार करुन संबंधित सहायक संचालक, नगर रचना यांचेमार्फत नियोजन प्राधिकरणांशी समन्वय साधून संबंधित विभागीय सहसंचालक यांचे सहमतीने एकूण ७५ नगर रचना योजनेच्या प्रस्तावित जागेची स्थान निश्चिती (Site Identification) करण्यात आली आहे. GIS प्रणालीद्वारे नगर रचना योजना तयार केल्यास Geo Referencing केल्यामुळे माहितीचे पृथ्यकरण (data analysis) व इतर निर्णय प्रक्रियेत मदत होईल. यांतर्गत महसूली अभिलेख जमा करणे, जागा मोजणी, सर्वेक्षण, GIS आधारे मूळ नकाशा (Base map) बनविणे व असे अभिलेख / माहिती महसूल व भूमि अभिलेख विभागाकडून प्रमाणित करणे व प्रारूप व अंतिम न.र. योजनाकरणेसाठी आवश्यक ते सहाय्य करणेकरिता खाजगी संस्थेची नेमणूक करण्याकरिता निविदा (RFP) प्रसिध्द करण्यात आली आहे. सदर निविदा प्रक्रियेतून निवड करण्यात येणाऱ्या खाजगी संस्थांना लवकरच कार्यादेश देऊन सदर घटकाची अंमलबजावणी करण्यात येणार आहे.

### २. केंद्र शासनाचे सन २०२३-२४ करिता "भांडवली गुंतवणुकीसाठी राज्यांना विशेष सहाय्य"

### Part III (urban Planning Reforms) :

केंद्र शासनाच्या सन २०२३-२४ या वर्षाकरीता "भांडवली गुंतवणुकीसाठी राज्यांना विशेष सहाय्य २०२३-२४" या योजनांतर्गत राज्य सरकारांना भांडवली गुंतवणुक प्रकल्पांसाठी ५० वर्षांच्या बिनव्याजी कर्जाच्या स्वरुपात आर्थिक सहाय्य प्रदान करण्यात येत आहे. यासंदर्भात केंद्र शासनाच्या व्यय विभागाने संदर्भित क्र.1 पत्रान्वये सदर योजनांतर्गत नागरी नियोजन सुधारणा भाग-३ (Part-III : Urban Planning Reforms) या घटकासंदर्भातील मार्गदर्शक तत्वे निर्गमित केली आहेत.

- **Objective** : to promote affordable housing, comprehensive mobility, conserve Blue-Green infrastructure, for sustainable urbanization.
- **Reform Areas** : most important area of reform in the urban planning ecosystem : legal provisions, strengthen capacity of planning personnel, designation of authority to undertake planning, enlisting processes to be followed and building awareness among the community.
- Allocation : Incentive amount can be spent on any Sector.
- Mandatory requirements:
  - i. Augmentation of human resources for strengthening urban planning ecosystem by the State Government;
  - ii. Implementation of town planning scheme/ land pooling scheme:
  - iii. Formulating the Township Policy:
  - iv. Modernization of building byelaws;
  - v. Promoting affordable housing and In-situ slum rehabilitation;
  - vi. Transit oriented development for densification and ease of mobility.
  - vii. Transferrable development rights as a planning tool;
  - viii. Strengthening natural ecosystems of urban areas through urban planning;
  - ix. Integrating essential components in Master Plans.

केंद्र शासनामार्फत निर्गमित करण्यात आलेल्या मार्गदर्शक सूचनांना अनुसरुन या योजनेअंतर्गत हाती घेण्यात येणाऱ्या प्रकल्पांना केंद्र शासनाकडून निधी प्राप्त होण्यासाठी संचालनालयातर्फे राज्य शासनामार्फत केंद्र शासनास दि.२८/०७/२०२३ रोजी प्रस्ताव (Roadmpa) सादर केला आहे. सदर प्रस्तावाच्या अनुषंगाने केंद्र शासनाने दि.०३/०१/२०२३ रोजी दिलेल्या प्राथमिक मान्यतेनुसार Part III (urban Planning Reforms) या घटकांतर्गत राज्य शासनास सुमारे रु.१,०६३/- कोटी इतका निधी प्राप्त होणे अपेक्षित आहे. सदर निधी वितरीत झालेनंतर केंद्र शासनाच्या सूचनांनुसार निधी विनियोगाची रूपरेषा ठरविण्यात येणार आहे.

सदर योजनेअंतर्गत केंद्र शासनाचे मुख्य उद्दीष्ट नागरी भागातील पायाभूत सुविधा, नियोजीत वाढ व त्यासाठी आवश्यक नगर रचनाकारांच्या भरतीमध्ये वाढ करणे, असे असून शहरी भागातील नागरीकांचे जीवनमान उंचावण्यास मदत होणार आहे.
# PART – II प्रशासकीय विभाग

Niyojan Vichar

Special Annual Issue-2024

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## "नगर रचना आणि मुल्यनिर्धारण विभागतील पदभरती आणि पदोन्न्ती"

**किरण मेघन्ना बिल्ला** वरिष्ठ लिपिक, मुख्य कार्यालय, पुणे.

नगर रचना आणि मूल्यनिर्धारण विभाग हा शासनाच्या नगर विकास विभागाच्या प्रशासकीय अधिपत्याखालील विभाग आहे. भारतामध्ये ब्रिटीश सत्तेचा अंमल असताना, नगर नियोजनाच्या दृष्टीकोनातून सन १९१४ मध्ये इंग्रजांनी सुरु केलेल्या या विभागामध्ये Consultant To Surveyor हे प्रमुख पद होते. सन १९६४ मध्ये या पदाचे नामाभिधान बदलून ते संचालक, नगर रचना, महाराष्ट्र राज्य असे करण्यात आले. नगर रचना विभागाचे मुख्य कार्यालय पुणे येथे स्थित आहे. संचालक, नगर रचना, महाराष्ट्र राज्य, पुणे हे संचालनालयातील सर्वोच्च पद असून दि.०१.११.२०२१ पासून सदर पदावर श्री. अविनाश भालचंद्र पाटील कार्यरत आहेत.

नगर रचना विभागाचा सद्यस्थितीत तांत्रिक व अतांत्रिक संवर्गात आकृतीबंधानुसार (मुळ व पुरक पदे) एकूण **२६२१** पदे मंजूर आहे. त्यापैकी आजमितीस एकूण **१४७०** अधिकारी / कर्मचारी कार्यरत आहेत व **११५१** इतकी पदे रिक्त आहेत.

संचालक, नगर रचना, सहसंचालक, नगर रचना, उपसंचालक, नगर रचना, सहायक संचालक, नगर रचना व नगर रचनाकार ही पदे तांत्रिक संवर्गातील गट-अ मधील राजपत्रित पदे आहेत, तर तांत्रिक संवर्गातील सहायक नगर रचनाकार हे गट-ब राजपत्रित पद असून रचना सहायकांची पदे ही गट-ब मधील अराजपत्रित संवर्गात येतात. तसेच विभागात रेखाकला संवर्गामध्ये प्रमुख आरेखक, सहायक आरेखक, कनिष्ठ आरेखक व अनुरेखक ही रेखाकला संवर्गातील पदे मंजूर असून सदरहु पदे देखिल तांत्रिक संवर्गामध्ये येतात.

विभागामध्ये लघुलेखक संवर्गामध्ये स्वीय सहायक, उच्चश्रेणी लघुलेखक व निम्नश्रेणी लघुलेखक ही पदे मंजूर आहेत. तसेच लिपिक संवर्गामध्ये मुख्य प्रशासकीय अधिकारी हे गट-अ (राजपत्रित) मधील सर्वोच्च पद आहे. शासनाच्या नगर विकास विभागाकडील दिनांक १०.०४.२०२३ रोजीच्या शासन निर्णयान्वये नगर रचना संचालनालयाचा सुधारीत आकृतीबंध मंजूर करण्यात आला असून त्याद्वारे सदरहु पद नव्याने निर्माण करण्यात आले आहे. त्याखालोखाल प्रशासन अधिकारी (गट-अ, राजपत्रित), अधीक्षक, प्रथम लिपिक, वरिष्ठ लिपिक व कनिष्ठ लिपिक ही लिपिक संवर्गातील मंजूर पदे आहेत. याव्यतिरिक्त वाहनचालक संवर्गातील पदे तसेच गट-ड मधील दप्तरबंद व शिपाई ही पदे देखिल विभागामध्ये मंजूर आहेत.

अ.क्र.		मंजूर	मंजूर	एकुण	एकुण	एकुण
		मुळ	पूरक	मंजूर	कार्यरत	रिक्त
		पदे	पदे	पदे	पदे	पदे
१	संचालक, नगर रचना,	१	२	'n	'n	0
२	सहसंचालक, नगर रचना,	७	७	१४	'n	११
R	उपसंचालक, नगर रचना,	ધ્	२९	३५	२९	ų
ጸ	सहायक संचालक, नगर रचना,	४६	५९	१०५	५४	५१
બ	नगर रचनाकार	५९	१५९	२१८	१२३	९५
६	कार्यकारी अभियंता	२	0	2	2	0

दिनांक १०.०४.२०२३ रोजीच्या शासन निर्णयान्वये नगर रचना संचालनालयाच्या सुधारीत आकृतीबंधानुसार मंजूर पदसंख्या खालीलप्रमाणे आहे :-

୰	उपअभियंता	<i>A</i>	0	ર	१	२
٢	सहायक नगर रचनाकार, श्रेणी-१	१५०	३०७	४५७	રૂ૦५	१५२
5	रचना सहायक / सहायक नगर रचनाकार, श्रेणी - २	१२२	६२९	હ્વર	४२३	३२८
१०	प्रमुख आरेखक	१०	8	१४	१२	२
११	सहायक आरेखक	४३	१६	५९	५४	પ
१२	कनिष्ठ आरेखक	६२	६१	१२३	६६	५७
१३	अनुरेखक	१०५	રૂષ	१४०	୰	१३३
१४	विधी अधिकारी	8	0	8	8	0
१५	सहायक लेखाधिकारी	१	0	१	१	0
१६	स्वीय सहायक	۷	१	9	६	ş
१७	उच्चश्रेणी लघुलेखक	ų	<i>૧</i> ५	२०	१०	१०
१८	निम्नश्रेणी लघुलेखक	३८	0	३८	२	३६
१९	मुख्य प्रशासकिय अधिकारी	१	0	१	0	१
२०	प्रशासकिय अधिकारी	६	0	६	0	६
२१	अधीक्षक	१४	२	१६	୰	9
२२	प्रथम लिपिक	४७	२	४९	४३	६
२३	वरिष्ठ लिपिक	७०	२२	९२	७९	१३
२४	कनिष्ठ लिपिक	१३६	४६	१८२	९६	८६
રષ	दफ्तरबंद	८१	٢	८९	७६	१३
२६	शिपाई	१२१	६९	१९०	६४	१२६
	एकुण	११४८	१४७३	२६२१	१४७०	११५१

शासनाच्या नगर विकास विभागाकडील दि.१०.०४.२०२३ रोजीच्या शासन निर्णयान्वये नगर रचना आणि मूल्यनिर्धाण संचलनालयाचा सुधारीत आकृतीबंध मंजूर झाला आहे. तसेच, शासनाकडून वेळोवेळी मंजूर पदांच्या अनुषंगाने प्रतिनियुक्तीच्या पुरक पदांमध्येही वाढ झालेली आहे. शासन पत्र दि.३०.०६.२०२१ व दि. नुसार तत्कालीन परस्थितीत तांत्रिक संवर्गातील रिक्त असणाऱ्या पदांपैकी शासन धोरणानुसार रिक्त पदांच्या ५०% प्रमाणात ३४८ पदे भरण्यास मान्यता मिळाली होती. त्याअनुषंगाने उपसंचालक, नगर रचना, सहायक संचालक, नगर रचना, नगर रचनाकार, विधी अधिकारी व सहायक नगर रचनाकार संवर्गातील पदे महाराष्ट्र लोकसेवा आयोगाकडून भरण्याबाबत कार्यवाही शासन स्तरावरुन प्रकियेमध्ये आहे. तर रचना सहायक पदे भरण्याकरीता राज्यस्तरीय निवड समितीकडून शासनाच्या दि.०४.०५.२०२२ रोजीच्या शासन निर्णयानुसार भुतपुर्व दुय्यम सेवा निवड मंडळाच्या कार्यकक्षेतील (महाराष्ट्र लोकसेवा आयोगाच्या कक्षेबाहेरील) गट-ब (अराजपत्रित) गट-क व गट-ड संवर्गातील नामनिर्देशनाच्या कोट्यातील पदे सरळसेवेने भरण्याकरीता निर्गमित शासनाच्या मार्गदर्शक सूचनांनुसार पदभरतीसाठी कंपनी निवडीची विहित कार्यवाही राबवून १७७ पदे भरण्याअनुषंगाने कार्यवाही पूर्ण झालेली आहे. तसेच, शासनाच्या वित्त विभागाकडील दि.३१.१०.२०२२ रोजीच्या शासन निर्णयानुसार स्वातंत्र्याच्या अमृत महोत्सवी वर्षात ७५००० हजार पदे भरण्याच्या शासनाच्या धोरणास अनुसरून देण्यात आलेल्या शिथिलतेनुसार तत्कालीन परस्थितीमध्ये कनिष्ठ लिपिक संवर्गातील रिक्त असलेल्या ३७ पदांपैकी ८०% मर्यादेत म्हणजेच ३७ X ८०% = ३० पदे भरण्याकरीता महाराष्ट्र लोकसेवा आयोगाकडे मागणी नोंदविण्यात आली आहे. नामनिर्देशनाने कनिष्ठ लिपिक पदे भरण्याकरीता महाराष्ट्र लोकसेवा आयोगाने परीक्षा घेतलेली असुन अद्याप, पात्र उमेदवारांची शिफारस होणेची प्रकिया कार्यवाहीत आहे. तसेच, शिपाई संवर्गातील तत्कालीन परस्थितीत रिक्त असलेली १२५ पदे भरण्याकरीता राज्यस्तरीय निवड समितीकडून सर्व विभागांची एकत्रित भरती प्रकिया राबविण्यात आली असुन उक्त शासन निर्णयानुसार निवड केलेल्या TCS कंपनी मार्फत शिपाई संवर्गातील भरतीसाठी परीक्षा घेण्यात आली असुन शिफारस यादी प्रसिध्द करणेबाबतची कार्यवाही प्रगतीपथावर आहे.

अ.क्र.		एकुण	एकुण	एकुण	सरळसेवेच्या	भरती	भरती प्रकिये-अंती
		मंजूर	कार्यरत	रिक्त	कोट्यातील	प्रकियेत	रिक्त्
		पदे	पदे	पदे	रिक्त् पदे	असलेली पदे	असणारी पदे
१	सहायक संचालक,	201	<b>b</b> ×	1.2	×10	82	31.
	नगर रचना,	104	70		~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		4 7
ર	नगर रचनाकार	२१८	१२३	९५	७३	<i>શ</i> પ	42
R	कनिष्ठ लिपिक	१८२	९६	८६	६९	३०	39
8	शिपाई	१९०	६४	१२६	१२६	१२५	०१

तसेच, शासनाच्या वित्त विभागाकडील दि.३०.०९.२०२२ रोजीच्या शासन निर्णयानुसार ज्या प्रशासकिय विभागांचे सुधारीत आकृतीबंध अंतिम मुंजूर केले आहेत, त्या प्रशासकिय विभागांना सुधारीत आकृतीबंधानुसार महाराष्ट्र लोकसेवा आयोगाच्या कक्षेतील सरळसेवा कोट्यातील रिक्त असलेली पदे १००% भरण्यास मुभा देण्यात आली आहे. तसेच, महाराष्ट्र लोकसेवा आयोगातील पदे वगळता, अन्य सवंर्गातील सरळसेवेच्या कोट्यातील रिक्त असलेली पदे ५०% भरण्यास अनुमती देण्यात आली आहे.

महाराष्ट्र लोकसेवा आयोगाच्या कक्षेतील सरळसेवा कोट्यातील रिक्त असलेली सर्व पदे (१००%) भरण्याच्या अनुषंगाने नगर रचनाकार, सहायक नगर रचनाकार या संवर्गातील बिंदुनामावली तयार करुन शासन मान्यतेस्तव सादर करण्यात आली आहे व कनिष्ठ लिपिक संवर्गासाठी महाराष्ट्र लोकसेवा आयोगाकडे मागणीपत्र सादर करण्यात आले आहे. तसेच, महाराष्ट्र लोकसेवा आयोगाच्या कक्षेबाहेरील पदांच्या बाबतीत उर्वरीत सद्यस्थितीत सरळसेवेच्या कोट्यात रिक्त असलेली सर्व पदे १००% भरती करण्यास प्रस्ताव शासन मान्यतेसाठी सादर करण्यात आला आहे. सदर मान्यता अंतिम टप्प्यात आहे. पदभरतीस मान्यता मिळालेनंतर सन २०२१-२२ या भरती वर्षापासुन शासन धोरणानुसार भरती प्रकियेस सुरवात करण्यात आलेली असुन त्यानुसार आजतागायत भरती केलेली, प्रकियेत असलेली व भरती करावयाच्या एकुण संवर्गनिहाय पदांचा तपशिल खालीलप्रमाणे आहे :-

अ.क्र.	पदनाम	एकुण	सरळर	पेवा कोट्य	तील	भरती	सद्यस्थितीत	भरती प्रकिये-	नव्याने
		मंजूर	मंजूर	भरलेली	रिक्त	करण्यात	भरती	अंती रिक्त्	भरती
		पदे	पदे	पदे	पदे	आलेली	प्रकियेत	असणारी पदे	करावयाची
						पदे	असलेली पदे		पदे
१	उप								
	संचालक,	રૂષ	9	ų	४	<b>ર</b>	0	8	४
	नगर रचना								
२	सहायक								
	संचालक,	१०५	४२	οų	ই৩	0	१२	રષ	રષ
	नगर रचना								
<del>م</del>	नगर	287		81.	103	0	81,	1.7	67
	रचनाकार	110		14	७२	Ũ	54	40	40
8	विधी	~	~	~	0	~	0	0	0
	अधिकारी	0	0	0		0	0	0	5

પ	सहायक								
	नगर	४५७	४५७	३१०	१४७	१३६	0	१४७	१४७
	रचनाकार								
६	रचना	101.2	1024	VIOE	205	8102	0	205	205
	सहायक	045	940	०७५	रत्प	798	Ŭ	रत्प	रपष
৩	उच्चश्रेणी	20	80	n		0		,	,
	लघुलेखक	40	ζ0	۲	C	0	0	C	C
٢	निम्नश्रेणी	27	00		00			90	00
	लघुलेखक	२८	22	0	32	0	0	<2	<2
9	कनिष्ठ	875	805	RIC	<b>C 0</b>	0	30	20	20
	लिपिक	504	८०५	२७	4)	0	20	47	47
१०	अनुरेखक	१४०	१४०	ଧ	१३३		0	१३३	१३३
११	शिपाई	१९०	१९०	६४	१२६	0	१२५	१	0
		२१४०	१७९३	૬૨५	८७२	३१७	१८२	६९०	६८९

एकुण ३१७ पदांची भरती करण्यांत आलेली असुन १८२ पदांच्या अनुषंगाने कार्यवाही अंतिम टप्प्यांत आहे, असे एकुण ४९९ पदे भरण्याची कार्यवाही झाली असुन ६८९ पदे भरण्याबाबत कार्यवाही सुरू आहे. अशा प्रकारे एकुण ११८८ पदे सरळसेवेने भरण्याची कार्यवाही करण्यात येत आहे; तर, शासनाच्या नगर विकास विभागाकडील दि.१०.०४.२०२३ रोजीच्या शासन निर्णयान्वये नगर रचना आणि मूल्यनिर्धाण संचलनालयाचा सुधारीत मंजूर आकृतीबंधानुसार कार्यालय पुनर्रचनेनुसार पदांमध्ये झालेला बदल / वाढ विचारात घेऊन रिक्त असणाऱ्या पदांवर पदोन्नतीची कार्यवाही पुढीलप्रमाणे करण्यात येत आहे :-

अ.क्र.	पदनाम	एकुण	पदोन्नती	भरलेली	रिक्त	सन २०२३ मध्ये
		मंजूर	कोट्यातील	पदे	पदे	पदोन्नती
		पदे	पदे			देण्यात
						आलेली पदे
8	संचालक, नगर रचना,	3	D.	3	0	8
२	सहायक संचालक, नगर रचना,	૧૦૫	६३	४९	٢	६
₹	नगर रचनाकार	२१८	१३०	१०८	७	<b>શ્</b> પ
8	प्रमुख आरेखक	१४	१४	१२	२	ह
ધ	सहायक आरेखक	५९	ૡ૬	ષ૪	૦૫	१०
હ્	कनिष्ठ आरेखक	१२३	१२३	६६	<i>ધ</i> છ	0
છ	प्रथम लिपिक	४९	४९	४३	Ę	રૂષ
٢	वरिष्ठ लिपिक	९२	९२	60	१२	४३
	एकुण	६६३	५३३	૪૧૫	९७	११६

पदोन्नती कोट्यामध्ये सर्व संवर्गात मिळुन ११६ पदावंर निम्नसंवर्गातून वरिष्ठ संवर्गात पदोन्नती देण्यात आली आहे. याप्रमाणे भरती वर्ष २०२२-२०२३ मध्ये उपरोक्तप्रमाणे सरळसेवा / पदोन्नती संदर्भात कार्यवाही करण्यात आली आहे.

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नगर रचना संचालनालयातील सन २०२३ मध्ये पदोन्नत झालेल्या अधिकारी / कर्मचारी यांचा तपशिल

सन – २०२३

अ.क्र.	नांव	पदनाम	वर्ग
٩	श्रीमती सु.ब. वैजापूरकर	संचालक, नगर रचना	अ
ર	श्री.कि.सा.राऊत	उपसंचालक, नगर रचना	अ
ş	श्री.रा.सि.महाजन	उपसंचालक, नगर रचना	अ
8	श्री.म.ह.गर्जे	उपसंचालक, नगर रचना	अ
ч	श्री.र.ना.जायभाये	उपसंचालक, नगर रचना	अ
Ę	श्रीमती सा.म. बोधनकर	उपसंचालक, नगर रचना	अ
0	श्री.दी.द.वराडे	उपसंचालक, नगर रचना	अ
۷	श्री.नि.पं.चौधरी	उपसंचालक, नगर रचना	अ
8	श्री.भू.रा.चौधरी	उपसंचालक, नगर रचना	अ
90	श्रीमती ज्यो.सु.कवाडे	उपसंचालक, नगर रचना	अ
99	श्री.कि.वि.गोखले	उपसंचालक, नगर रचना	अ
٩२	श्री.म.ज.भिष्णूरकर	उपसंचालक, नगर रचना	अ
9३	श्रीमती दि.म.सरोदे	सहायक संचालक, नगर रचना	अ
୧୪	श्री.सं.अ.देशपांडे	सहायक संचालक, नगर रचना	अ
ዓዓ	श्रीमती दि.सा.पाटील	सहायक संचालक, नगर रचना	अ
٩Ę	श्रीमती पू.रा.पंडीत	सहायक संचालक, नगर रचना	अ
90	श्रीमती पु.अ.हिप्परगेकर	सहायक संचालक, नगर रचना	अ
ዓሪ	श्री.कु.अ.मुळे	सहायक संचालक, नगर रचना	अ
१९	श्री.सो.शां.केकाण	सहायक संचालक, नगर रचना	अ
૨૦	श्री.पु.म.शिंदे	सहायक संचालक, नगर रचना	अ
২৭	श्रीमती रे.प्र.देशकर	सहायक संचालक, नगर रचना	अ
રર	श्रीमती क.ल.पाटील	सहायक संचालक, नगर रचना	अ
२३	श्रीमती श्वे.अ.पाटील	सहायक संचालक, नगर रचना	अ
୧୪	श्री.द.दा.काळे	सहायक संचालक, नगर रचना	अ
રપ	श्रीमती नि.क.भांगे	नगर रचनाकार	अ
રદ્	श्री.स.वि.चव्हाण	नगर रचनाकार	अ
୧୦	श्री.आ.शे.वानखडे	नगर रचनाकार	अ
૨૮	श्रीमती श्वे.अ.दारुणकर	नगर रचनाकार	अ
ર૬	श्रीमती न.म.बोबडे	नगर रचनाकार	अ
Şо	श्री.प्र.शा.भोसले	नगर रचनाकार	अ
39	श्रीमती भा.न.बोरकर	नगर रचनाकार	अ
३२	श्री.अ.ज.ठेंग	नगर रचनाकार	अ
33	श्री.स.म.साळुंके	नगर रचनाकार	अ

अ.क्र.	नांव	पदनाम	वर्ग
38	श्री.गु.हं.झांबरे	नगर रचनाकार	अ
३५	श्री.यो.र.पवार	नगर रचनाकार	अ
३६	श्री.आ.रा.कांबळे	नगर रचनाकार	अ
30	श्री.र.आ.पाटील	नगर रचनाकार	अ
३८	श्री.र.का.आवताडे	नगर रचनाकार	अ
३९	श्री.सु.पां.खांडेकर	नगर रचनाकार	अ
80	श्री.दादाराव भाऊराव मगर	प्रमुख आरेखक	ब
୪۹	श्री.विजय मगन भोये	प्रमुख आरेखक	ब
୪၃	श्री.पुंडलिक तुकाराम राऊत	प्रमुख आरेखक	ब
83	श्री.दिनेशचंद्र वासुदेव महाजन	प्रमुख आरेखक	ब
88	श्री.प्रशांत कृष्णराव जिभकाटे	प्रमुख आरेखक	ब
૪૬	श्री.अ.क.राजपूत	प्रथम लिपिक	क
୪ୡ	श्रीमती सु.रा.पालवी	प्रथम लिपिक	क
80	श्री.सु.र.नरवाडे	प्रथम लिपिक	क
୪୯	श्री.र.गो.तुपे	प्रथम लिपिक	क
४९	श्री.दे.ह.डोंगरकर	प्रथम लिपिक	क
цо	श्री.रा.वि.डोळे	प्रथम लिपिक	क
ዓባ	श्री.कि.प्र.गुजर	प्रथम लिपिक	क
પર	श्री.सु.ना.मसराम	प्रथम लिपिक	क
૬ર	श्री.श्री.भ.मस्तूद	प्रथम लिपिक	क
૬૪	श्री.म.गं.सावंत	प्रथम लिपिक	क
૬૬	श्री.अ.द.भारती	प्रथम लिपिक	क
૬	श्रीमती उ.गु.महाजन	प्रथम लिपिक	क
ዓወ	श्रीमती म.सु.सातपुते	प्रथम लिपिक	क
५८	श्री.ग.ना.गवई	प्रथम लिपिक	क
५९	श्री.कु.म.इंगळे	प्रथम लिपिक	क
နဝ	श्री.यो.आ.गायकवाड	प्रथम लिपिक	क
દ્દ૧	श्री.नि.कि.भामरे	प्रथम लिपिक	क
६२	श्री.सु.मु.आल्हाट	प्रथम लिपिक	क
६३	श्री.दि.तु.रणपिसे	प्रथम लिपिक	क
દ્દષ્ઠ	श्री.सं.चं.बांद्रे	प्रथम लिपिक	क
દ્દપુ	श्रीमती प्र.अ.बागुल	प्रथम लिपिक	क
နန	श्री.नि.मि.डोळस	प्रथम लिपिक	क
ୡଡ଼	श्री.कि.र.गवते	प्रथम लिपिक	क
६८	श्री.अ.अ.उशेकवार	प्रथम लिपिक	क
६९	श्रीमती म.पं.लोखंडे (मून)	प्रथम लिपिक	क

अ.क्र.	नांव	पदनाम	वर्ग
७୦	श्री.ग.र.उंदरे	प्रथम लिपिक	क
७୨	श्री.प्र.सि.पड्याळ	प्रथम लिपिक	क
७२	श्री.वि.बा.चंदुरकर	प्रथम लिपिक	क
ଓଞ୍	श्री.ब.भि.बरडे	प्रथम लिपिक	क
ୢ୰୰	श्री.मं.तु.शिरसाठ	प्रथम लिपिक	क
હપ્ર	श्रीमती स.बा.मिटके	प्रथम लिपिक	क
ଓ୍ଟ	श्री.संतोष दादाराम माने	वरिष्ठ लिपिक	क
୦୦	श्री.संतोष रामचंद्र सुक्रे	वरिष्ठ लिपिक	क
୦୦	श्रीमती भाग्यश्री शरद आंबवले	वरिष्ठ लिपिक	क
७९	श्री.मनोहर बुधा चौधरी	वरिष्ठ लिपिक	क
٥٥	श्री.प्रशांत सुरेश भिंगारे	वरिष्ठ लिपिक	क
ሪዓ	श्रीमती अ.ग.खापरे	वरिष्ठ लिपिक	क
८२	श्रीमती सं.बा.पारपेल्ली	वरिष्ठ लिपिक	क
८३	श्री.सु.हौ.कोकणे	वरिष्ठ लिपिक	क
୧୪	श्रीमती अ.प्र.नारंगकर	वरिष्ठ लिपिक	क
૮५	श्री.बा.ना.जाधव	वरिष्ठ लिपिक	क
ረዩ	श्री.अ.म.खोकराळे	वरिष्ठ लिपिक	क
୧୦	श्रीमती ज.ग.भोसले	वरिष्ठ लिपिक	क
22	श्री.वि.या.आखाडे	वरिष्ठ लिपिक	क
८९	श्रीमती मि.रा.शेळकंदे	वरिष्ठ लिपिक	क
९०	श्रीमती सु.र.कुंभार	वरिष्ठ लिपिक	क
९१	श्री.वै.अ.बेहरे	वरिष्ठ लिपिक	क
९२	श्री.प्र.रा.सानप	वरिष्ठ लिपिक	क
९३	श्री.र.ना.राऊत	वरिष्ठ लिपिक	क
९४	श्री.मा.शि.राजूरे	वरिष्ठ लिपिक	क
९५	श्री.वि.पां.म्हामूनकर	वरिष्ठ लिपिक	क
९६	श्रीमती र.र.पाटेकर	वरिष्ठ लिपिक	क
९७	श्री.वि.भि.रामगुडे	वरिष्ठ लिपिक	क
९८	श्री.अ.श्री.कनकधर	वरिष्ठ लिपिक	क
९९	श्रीमती सा.उ.चव्हाण	वरिष्ठ लिपिक	क
900	श्रीमती दि.ग.साळवी	वरिष्ठ लिपिक	क
909	श्री.पु.म.गायकवाड	वरिष्ठ लिपिक	क
90၃	श्री.प्र.श्री.कुलकणी	वरिष्ठ लिपिक	क
903	श्री.प.बा.धांदरे	वरिष्ठ लिपिक	क
୨୦୪	श्रीमती स्मि.सं.इंगळे	वरिष्ठ लिपिक	क
૧૦५	श्री.वि.सु.सावरे	वरिष्ठ लिपिक	क

अ.क्र.	नांव	पदनाम	वर्ग
૧૦ફ	श्री.र.ज्ञा.कांबळे	वरिष्ठ लिपिक	क
୨୦७	श्रीमती उ.गि.कंठे	वरिष्ठ लिपिक	क
90८	श्री.प्र.वा.रत्नपारखी	वरिष्ठ लिपिक	क
१०९	श्रीमती उ.गो.खेरनार	वरिष्ठ लिपिक	क
990	श्री.गौ.रा.भदवरीया	वरिष्ठ लिपिक	क
999	श्री.रा.शा.खंडारे	वरिष्ठ लिपिक	क
99२	श्री.अ.कों.सरवदे	वरिष्ठ लिपिक	क
99३	श्री.म.रा.कंडे	वरिष्ठ लिपिक	क
998	श्री.स.इ.नन्नावरे	वरिष्ठ लिपिक	क
ዓዓ	श्री.भि.दे.सपकाळे	वरिष्ठ लिपिक	क
99Ę	श्री.श.स.घोडविंदे	वरिष्ठ लिपिक	क
990	श्री.भा.हि.आसवले	वरिष्ठ लिपिक	क
99८	श्री.रा.भ.बाविसाने	वरिष्ठ लिपिक	क
99९	श्रीमती मृ.अ.टाकळकर	कनिष्ठ लिपिक	क
920	श्रीमती ज.सु.नाईक	कनिष्ठ लिपिक	क
929	श्री.ना.द.राऊत	कनिष्ठ लिपिक	क
922	श्री.प्र.भि.खरे	कनिष्ठ लिपिक	क
૧૨३	श्रीमती क.गो.जाधवर	कनिष्ठ लिपिक	क
୩၃୪	श्री.शेख इसरार मो.नजीर महमंद	कनिष्ठ लिपिक	क
ባ၃ዓ	श्री.न.अ.भड	कनिष्ठ लिपिक	क
ঀ२६	श्री.सा.र.शिरसुद्धे	सहायक आरेखक	क
୳୵७	श्री.सु.म.जीभकाटे	सहायक आरेखक	क
୩၃८	श्रीमती चै.या.बनारसे	सहायक आरेखक	क
१२९	श्री.वि.पु.महल्ले	सहायक आरेखक	क
930	श्री.स्मि.गो.राऊत	सहायक आरेखक	क
939	श्रीमती वे.वे.नागले	सहायक आरेखक	क
932	श्री.म.श्री.केदार	सहायक आरेखक	क
933	श्रीमती सो.गो.मेहरे	सहायक आरेखक	क
938	श्री.शे.व.अडपल्लीवार	सहायक आरेखक	क
१३५	श्री.भ.बा.विटकर	सहायक आरेखक	क
93£	श्रीमती सो.सं.फरांदे	अनुरेखक	क

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#### सन २०२३ मध्ये नियत वयोमानानुसार शासकीय सेवेतून सेवानिवृत्त अधिकारी कर्मचारी यादी

अ.क्र.	नाव, पदनाम	कार्यरत कार्यालय
٩	श्री.हनुमंत जगन्नाथ नाझीरकर,	
	सहसंचालक, नगर रचना	
ર	श्री.अंकुश नबाजी सोनकांबळे,	मालेगांव महानगरपालिका, मालेगांव
	सहायक संचालक नगर रचना	
3	श्री.नवनीतराव दत्तात्रय लोळगे,	सहायक संचालक, नगर रचना, मूल्यांकन अमरावती विभाग,
	सहायक संचालक, नगर रचना	अमरावती
8	श्री.फुलचंद विश्वनाथ नांदे,	सहाय्यक संचालक, नगर रचना, बीड शाखा
	सहायक संचालक, नगर रचना	
ч	श्री.सुनिलकुमार वसंतराव देशमुख,	सहायक संचालक, नगर रचना, भंडारा शाखा
	सहायक संचालक, नगर रचना	
દ્	श्री.प्रमोद किसनराव दांदळे,	सहायक संचालक, नगर रचना, बुलडाणा शाखा, बुलडाणा
	सहायक संचालक, नगर रचना	
6	श्री.चंद्रकांत रंगनाथ निकम,	सहायक संचालक, नगर रचना, अहमदनगर
	सहायक संचालक, नगर रचना	
۷	श्री.संजय लिलाचंद साकला,	सहायक संचालक, नगर रचना सातारा शाखा
	सहायक संचालक, नगर रचना	
8	श्री.अनिलकुमार बाळगोंडा पाटील,	सहायक संचालक, नगर रचना, कोल्हापूर शाखा, कोल्हापूर
	सहायक संचालक, नगर रचना	
90	श्रीमती अनिता रामराव रंभाड,	चंद्रपूर विशेष नियोजन प्राधिकरण, चंद्रपूर (प्र.नि.)
	सहायक संचालक, नगर रचना	
99	श्री.शिवराम तुकाराम शिताफ,	झोपडपट्टी पुनर्वसन प्राधिकरण, पुणे व पिंपरी चिंचवड क्षेत्र,
	नगर रचनाकार	पुणे (प्र.नि.)
9२	श्री.दिलीप प्रभाकर घेवारे,	नगर रचनाकार, वर्ग-१, मूल्यांकन तज्ञ, रायगड/
	नगर रचनाकार	रत्नागिरी/सिंधुदुर्ग
93	श्री.रवि मधुकरराव पालीमकर,	संचालक, नगर रचना, महाराष्ट्र राज्य, पुणे
	नगर रचनाकार	
98	श्री.राजेश नामदेवराव तिरपुडे, नगर	नगर रचनाकार वर्ग-१, मूल्यांकन तज्ञ, नागपूर/ वर्धा पथक,
	रचनाकार	विभागीय आयुक्त कार्यालय, नागपूर
94	श्री.संजय सुधाकर क्षिरे,	सहसंचालक, नगर रचना, औरंगाबाद विभाग, औरंगाबाद
	नगर रचनाकार	
ዓዩ	श्री.अविनाश वसंत पाठक,	उपसंचालक, नगर रचना, वियोविघ, पिंपरी - चिंचवड मनपा
	नगर रचनाकार	व पिंपरी-चिंचवड नवनगर विकास प्राधिकरण घटक, पिंपरी,
		पुणे.
90	श्री.दिलीप अशोकराव कुलकर्णी,	सहायक संचालक, नगर रचना, लातूर शाखा
	नगर रचनाकार	
9८	श्री.आसाराम मोहनराव चंदनशिव,	
	नगर रचनाकार	

अ.क्र.	नाव, पदनाम	कार्यरत कार्यालय
१९	श्री.प्रेमकुमार माधवराव शिरवाडकर,	सहायक संचालक, नगर रचना, ठाणे शाखा
	सहायक नगर रचनाकार	
૨૦	श्री.दाजी सदा कोळेकर,	सहायक संचालक, नगर रचना, प्रा.यो., रत्नागिरी- सिंधुदुर्ग,
	सहायक नगर रचनाकार	जि.रत्नागिरी
২৭	श्री.मनोज घनशामदास ताराणी,	अंबरनाथ नगरपरिषद, जि.ठाणे
	सहायक नगर रचनाकार	
રર	श्री.दत्तात्रय एकनाथ साठे,	नगर रचनाकार, बारामती शाखा, बारामती
	सहायक नगर रचनाकार	
२३	श्री.हेमंत यशवंत पडेलकर,	सहायक संचालक, नगर रचना, रत्नागिरी शाखा
	सहायक नगर रचनाकार	
૨૪	श्री.रमेशकुमार काशिनाथ आवताडे,	नगर रचनाकार, बारामती शाखा, बारामती
	सहायक नगर रचनाकार	
રપ	श्रीमती निलीमा जयंत सरोदे,	उपसंचालक, नगर रचना, विकास योजना विशेष घटक, ठाणे
	सहायक नगर रचनाकार	मनपा.
રદ્	श्रीमती वंदना विलास वाघमारे,	सहसंचालक, नगर रचना, नाशिक विभाग, नाशिक
	अधीक्षक	
୧७	श्रीमती कल्पना दादाभाऊ तळपे,	संचालक, नगर रचना, महाराष्ट्र राज्य, पुणे
	अधीक्षक	
૨૮	श्री.अशोक महादेव रासकर,	उपसंचालक, नगर रचना, विकास योजना, विशेष घटक,
	प्रथम लिपीक	कोल्हापूर महानगरपालिका, कोल्हापूर
२९	श्री.राजेंद्र मुरलीधर विसपुते,	संचालक, नगर रचना, महाराष्ट्र राज्य, पुणे
	प्रथम लिपीक	
રૂ૦	श्री.नितीन बबनराव जगताप,	संचालक, नगर रचना, महाराष्ट्र राज्य, पुणे
	वरिष्ठ लिपीक	
39	श्री.रवि प्रभाकर गायकवाड,	सहायक संचालक, नगर रचना, मूल्यांकन औरंगाबाद
	वरिष्ठ लिपीक	
રર	श्रीमती दमयंती संजय उमराणीया,	उपसंचालक, नगर रचना, मुंबई प्रदेश (मूल्यांकन)
	वरिष्ठ लिपीक	
33	श्रीमती कविता गणेश पालकर,	उपअभियंता, नगर रचना, अंमलबजावणी कक्ष, कोकण
	वरिष्ठ लिपीक	उपविभाग, नवी मुंबई
38	श्री.सुधीर एकनाथराव जाधव,	सहायक संचालक, नगर रचना, वाहतुक व परिवहन,
	प्रमुख आरेखक	औरगाबाद
રૂપ	श्री.दिपक महादेवराव तडस,	सहायक संचालक, नगर रचना, गडचिरोली शाखा,
	सहायक आरेखक	गडचिरोली
રૂદ	श्री.अशोक भगवंत कडू,	सहायक संचालक, नगर रचना, वधी शाखा
	सहायक आरेखक	
30	श्री.जितेद्र पुंडलिकराव चौधरी,	सहायक संचालक, नगर रचना, मूल्यांकन पुणे
	कनिष्ठ आरेखक	
३८	श्री.विलास लक्ष्मण त्रिभूवन,	सहायक संचालक, नगर रचना, मूल्यांकन, औरंगाबाद
	वाहनचालक	
३९	) श्री.अजमुद्दीन लाला शेख,	कार्यकारी अभियता, अंमलबजावणी कक्ष, नगर रचना, पुणे
	मेस्त्री	

अ.क्र.	नाव, पदनाम	कार्यरत कार्यालय
80	श्री.गंगाधर निवृत्तीराव घुले,	सहायक संचालक, नगर रचना, नांदेड शाखा, नांदेड
	निलमुद्रक	
89	श्री.प्रकाश ज्योतीराव जावळे,	उपसंचालक, नगर रचना, बृहन्मुंबई
	दप्तरबंद	
४२	श्री.दिपक क. सावंत,	सहायक संचालक, नगर रचना, रायगड-अलिबाग
	निलमुद्रक	
83	श्री.दिपक काशिनाथ मोरे,	उपसंचालक, नगर रचना, बृहन्मुंबई
	सर्व्हे खलाशी	
88	श्रीम.अन्नपुर्णाबाई मगनलाल सोनवणे,	सहायक संचालक, नगर रचना, नाशिक शाखा, नाशिक
	शिपाई	
४५	श्री.शंकर बाजीराव नांदणे,	सहायक संचालक, नगर रचना, अमरावती शाखा
	दप्तरबंद	
୪६	श्री.भिमराव गंगाराम बर्डे,	सहायक संचालक, नगर रचना, यवतमाळ शाखा
	दप्तरबंद	
80	श्री.संजय विठ्ठल कंक,	विशेष भूमि संपादन अधिकारी क्र.१६, पुणे
	आदेशिका वाहक	

### जानेवारी २०२४ मध्ये नियत वयोमानानुसार शासकीय सेवेतनू सेवानिवृत्त अधिकारी कर्मचारी यादी

अ.क्र.	नाव, पदनाम	कार्यरत कार्यालय
٩	श्री.राजेंद्र दामोदर लांडे,	नागपूर महानगर प्रदेश विकास प्राधिकरण, नागपूर
	सहसंचालक, नगर रचना	
ર	श्री.सतिश धर्मराज वाणी,	सहायक संचालक, नगर रचना, सातारा शाखा, सातारा
	नगर रचनाकार	
દ્	श्री.राजेंद्रकुमार बाबाराव कुंभारकर,	सहसंचालक, नगर रचना, नागपूर विभाग, नागपूर
	प्रथम लिपिक	

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# **PART – III** प्रशिक्षण

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#### नगर रचना आणि मूल्यनिर्धारण विभागातील अधिकारी व कर्मचारी यांना उपस्थित राहण्यासाठी नामनिर्देशित केलेल्या कार्यशाळा / प्रशिक्षणे याबाबतची माहिती.

अ.	विषय	प्रशिक्षणाचा	प्रशिक्षणाचा	प्रशिक्षण आयोजित	प्रशिक्षणार्थी/
क्र.		दिनांक	एकूण	करणा-या संस्थेचे नांव	अधिकाऱ्यांचे नांव
			कालावधी	आणि प्रशिक्षणाचे	आणि पदनाम
			(दिवस)	ठिकाण	
8	२	3	8	પ	દ્
१	Three-day Training	दि.२५/०९/२०२३	३	भारतीय लोक प्रशासन	उपसंचालक, नगर रचना - ६
	Program on Building	ते		संस्थान,	
	Inclusive Cities :	दि.२७/०९/२०२३		आय.आय.पी.कॅम्पस, नवी	
	Theory to Practice			दिल्ली.	
		_			
२	Training Course on	दि.२९/१२/२०२३	3	यशवंतराव चव्हाण	सहायक संचालक नगर
	Media and Women	ते दि.३१/१२/२०२३		विकास प्रशासन प्रबाधिनी,	रचना - १व सहायक नगर
	Empowerment			पुणे	रचनाकार - २
ঽ	शाश्वत विकास ध्येय	दि.१९/१०/२०२३ ते	२	IISER, Pune	सहायक नगर रचनाकार -५
		दि.२०/१०/२०२३			व रचना सहायक -१
		दि.२६/१०/२०२३	२	IISER, Pune	नगर रचनाकार -१, सहायक
		ते			नगर रचनाकार - ४ व रचना
		दि.२७/१०/२०२३			सहायक -१
		दि.०२/११/२०२३ ते	२	IISER, Pune	सहायक नगर रचनाकार -४
		दि.०३/११/२०२३			व रचना सहायक -२

IIRS डेहराडुन  येथील GIS, प्रशिक्षणकरीता उपस्थित राहण्यासाठी नामनिर्देशित केलेल्या अधिकारी व कर्मचारी यांची माहिती							
अ.क्र.	विषय	प्रशिक्षणाचा दिनांक	प्रशिक्षणाचा एकूण कालावधी (दिवस)	प्रशिक्षण आयोजित करणा-या संस्थेचे नांव आणि (प्रशिक्षणाचे ठिकाण)	प्रशिक्षणार्थी/ अधिका- यांची एकूण पदसंख्या	प्रशिक्षणार्थीचे पदनाम	
१	२	Ę	8	ų	६	6	
१	GIS प्रशिक्षण बॅच क्र.६	दि.१३/०३/२०२३ ते ०७/०४/२०२३	२६ दिवस	नगर रचना संचालनालय, पुणे (IIRS डेहराडुन )	રપ	स.न.र., र.स., प्रमुख आरेखक, सहायक आरेखक, कनिष्ठ आरेखक व अनुरेखक	
२	GIS प्रशिक्षण बॅच क्र.७	दि.२२/०१/२०२४ ते ०२/०२/२०२४	१२ दिवस	नगर रचना संचालनालय, पुणे (IIRS डेहराडुन )	२०	स.सं.न.र. व न.र.	

नगर रचना संचालनालयातील तांत्रिक अधिकाऱ्यांना कायदे विषयक बाबींचे प्रशिक्षण						
अ.क्र.	बॅच क्रमांक	प्रशिक्षणाचा दिनांक	प्रशिक्षणाचा	प्रशिक्षण	उपस्थित	
			एकुण	आयोजित करणा-	राहिलेल्या एकुण	
			कालावधी	या संस्थेचे नाव	प्रशिक्षणार्थींची	
				आणि	संख्या	
				(प्रशिक्षणाचे		
				ठिकाण)		
0	ਕੱਚ ਜੋ 9 ਕ 10	दि.५/०१/२०२३ ते	७ दिवस	इंडियन लॉ		
X	षय न.५ व ७	दि.११/०१/२०२३,		सोसायटी, (ILS)	८०	
				Pune		
		दि.१७/०१/२०२३ ते	७ दिवस	इंडियन लॉ		
२	बॅच नं.८	दि.२३/०१/२०२३,		सोसायटी, (ILS)	४०	
				Pune		
		दि.१३/०२/२०२३ ते	७ दिवस	इंडियन लॉ		
३	बॅच नं.९ व १०	दि.१९/०२/२०२३,		सोसायटी, (ILS)	८०	
				Pune		
		दि.०८/०३/२०२३ ते	७ दिवस	इंडियन लॉ		
8	बॅच नं.११	दि.१४/०३/२०२३,		सोसायटी, (ILS)	४०	
				Pune		
		दि.०६/०४/२०२३ ते	७ दिवस	इंडियन लॉ		
ų	बॅच नं.१२ व १३	दि.१२/०४/२०२३,		सोसायटी, (ILS)	60	
				Pune		
		दि.१५/०४/२०२३ ते	७ दिवस	इंडियन लॉ		
६	बॅच नं.१४ व १५	दि.२१/०४/२०२३,		सोसायटी, (ILS)	८०	
				Pune		
	एकुण				४००	

नगर रचना संचालनालयातील तांत्रिक अधिकाऱ्यांना भूमि अभिलेख विषयक प्रशिक्षण बाबींचे प्रशिक्षण							
अ.क्र.	बॅच क्रमांक	प्रशिक्षणाचा दिनांक	प्रशिक्षणाचा	प्रशिक्षण आयोजित	उपस्थित राहिलेल्या		
			एकुण	करणा-या संस्थेचे	एकुण		
			कालावधी	नाव आणि	प्रशिक्षणार्थींची		
				(प्रशिक्षणाचे	संख्या		
				ठिकाण)			
	ਜੱਚ ਜਂ ੧	दि.१३/०२/२०२३ ते	५ दिवस	भूमि अभिलेख			
X	षय न.८	दि.१७/०२/२०२३		प्रशिक्षण प्रबोधिनी,	४०		
				औरंगाबाद			
		दि.२०/०२/२०२३ ते	५ दिवस	भूमि अभिलेख			
२	बॅच नं.२	दि.२४/०२/२०२३		प्रशिक्षण प्रबोधिनी,	४०		
				औरंगाबाद			
_	✓ • _	दि.२४/०४/२०२३ ते	५ दिवस	इंडियन लॉ सोसायटी,			
ð.	बच न.३	दि.२८/०४/२०२३		(ILS) Pune	४०		
	<b>.</b> .	दि.०८/०५/२०२३ ते	५ दिवस	इंडियन लॉ सोसायटी,			
8	बच न.४	दि.१२/०५/२०२३		(ILS) Pune	80		
	<u> </u>	दि.१५/०५/२०२३ ते	५ दिवस	इंडियन लॉ सोसायटी,			
પ	बँच नं.५	दि.१९/०५/२०२३		(ILS) Pune	४०		

६	बॅच नं.६	दि.२२/०५/२०२३ ते दि.२६/०५/२०२३	५ दिवस	इंडियन लॉ सोसायटी, (ILS) Pune	४०
ଓ	बॅच नं.७	दि.२९/०५/२०२३ ते दि.०२/०६/२०२३	५ दिवस	इंडियन लॉ सोसायटी, (ILS) Pune	४०
د	बॅच नं.८	दि.०५/०६/२०२३ ते दि.०९/०६/२०२३	५ दिवस	इंडियन लॉ सोसायटी, (ILS) Pune	४०
	एकुण				३२०

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### नगररचना परिषद - ०१ (सन-२०२२) क्षणचित्रे





















### संचालनालयाच्या अद्ययावत रेखाकला विभागाचे उद्घाटन (सन-२०२३)
















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## नागपूर व अमरावती विभागस्तरीय स्नेहसंमेलन व क्रिडा स्पर्धा-२०२४









नगर रचना संचालनालयातील खालील अधिकारी / कर्मचारी यांच्या दु:खद निधनाची नोंद घेतांना आम्हाला अतिव दु:ख होत आहे. त्यांच्या कुटुंबीयांच्या दु:खात आम्ही सहभागी आहोत. विभागातील त्यांचे योगदान कायम स्मरणात राहील.

अ.क्र.	अधिकारी / कर्मचाऱ्याचे नांव	पदनाम	विभाग
8	श्री. रा.आ. उथळे	नगर रचनाकार	पुणे
२	श्री. राजू बालमवार	नगर रचनाकार	नागपूर
<b>२</b>	श्री. रा.नि. सरोदे	वरिष्ठ लिपिक	औरंगाबाद
8	श्री. रा.म. टकले	दप्तरबंद	पुणे
ધ્	श्री. का.स. ढिवारे	शिपाई	पुणे

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