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A STUDY OF DEVELOPMENT TRENDS IN ROHTAK CITY (INDIA) WITH REFERENCE TO NCR (NATIONAL CAPITAL REGION) POLICIES FOR HARYANA SUB-REGION

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Abstract

Rohtak is a regional center of NCR (National Capital Region). The main emphasis of the N.C.R. plan has been the economic development of the identified regional centres. The city of Rohtak has been the centre of political, educational and cultural activities in Haryana. Rohtak has become major educational centre of Haryana during the last two decades. Apart from being part of NCR, Rohtak is now experiencing rapid urbanization and industrial development in its trunk routes. National Capital Region is a result of Regional planning efforts to ensure planned growth of National capital and surrounding settlements. The NCR concept was evolved with objectives of decongesting the National Capital and planned development of Delhi and the surrounding region through dispersal of economic, commercial and industrial activities in DMA and priority towns or Regional centers within the NCR and the counter-magnets identified outside the NCR territory. Development trends reveal that Rohtak is developing fast towards North-East and South-East. With the induced economic momentum in Rohtak city mass employment would be possible and it'll arrest the migration to National Capital. This ultimately will fulfill the aim of NCRPB to decongest the NCT (Delhi) by decentralization.

Keywords

NCR, Haryana-Sub-Region, Regional Centre, Development Trends, NCRPB.

1. Introduction

The Rohtak city is lies at a distance of 75 kilometer from Delhi towards its North – West on National Highway No.10. It is the District Headquarter.

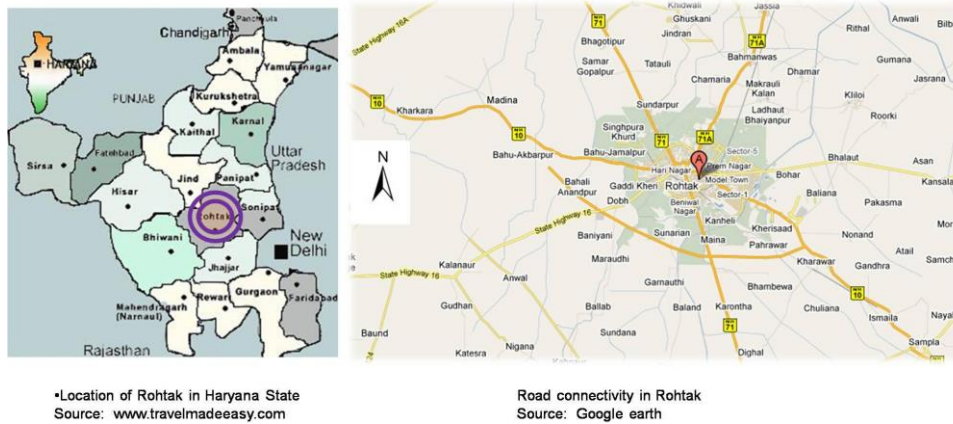


Figure 1: Study Area Maps

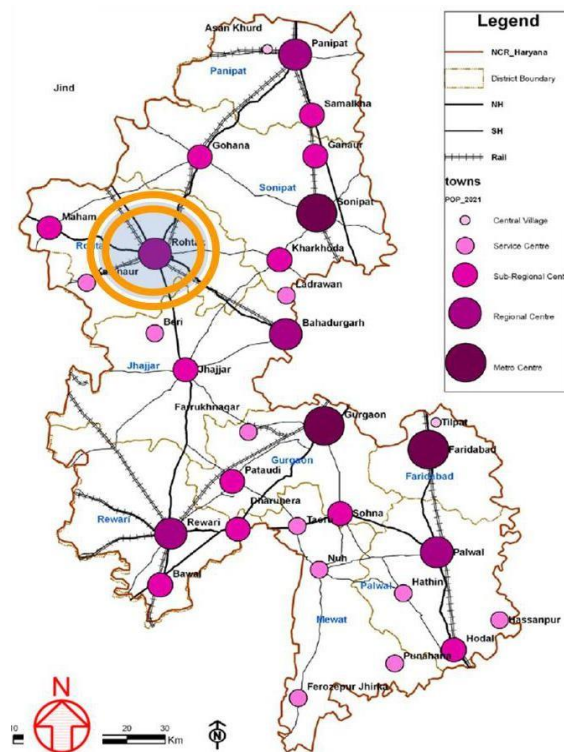


Figure 2: Settlement Hierarchy of towns in 2021 AD

Source: Scott Wilson Report for Preparation of final Report of Haryana Sub-Regional Plan-2021 from HUDA office, Panchkula (Haryana).

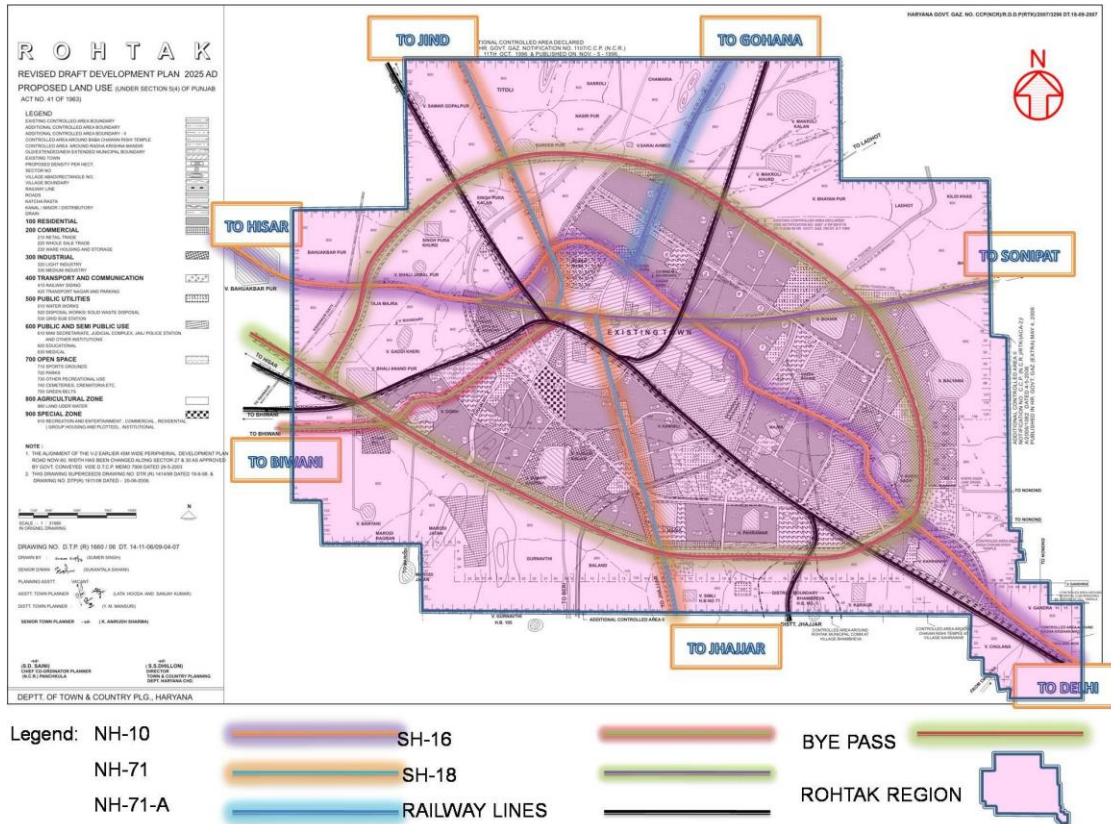


Figure 3: Study Area and Transport linkages

Source: *Development Plan of Rohtak, 2025 AD from HUDA office (Rohtak).*

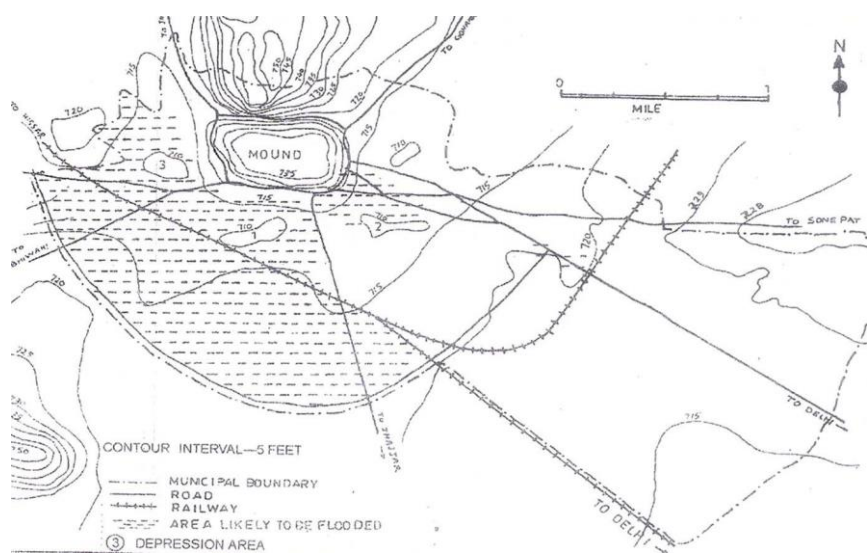


Figure 4: Rohtak city: Site and natural drainage, 1991

Source: *Book named 'Dynamics of Urban Landuse by Randhir Singh Sangwan'*

There appears a marked variation in the surface configuration. The plan has a gradual slope to the south-East.

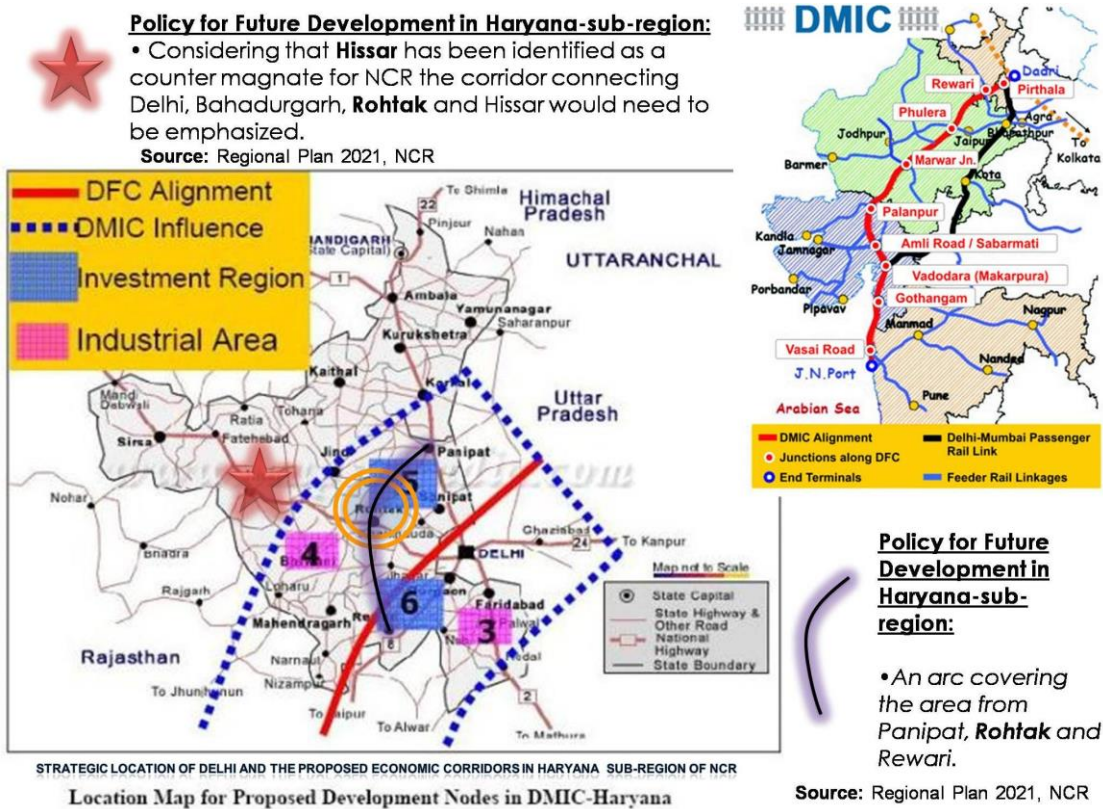


Figure 5: Regional Influence of DMIC on Rohtak and policy for future development in Haryana Sub-region (Source: Haryana Sub-regional plan for 2021)

Table 1: Growth of population, Rohtak district (1991-2011)

S. No.	Year	Total Population (in Lacs)
1	1991	7.76
2	2001	9.46
3	2011	11.23

Source: District Census Handbook, Rohtak (2001, 2011)

Table 2: Census population of Rohtak city

DISTRICT	CITY	CLASS	POP_1991	POP_2001	*POP_2011	*POP_2021
Rohtak	Rohtak	I	216,096	294,577	534,644	748,501

*PROJECTED POPULATION AS PER DRAFT DEVELOPMENT PLAN - 2025 OF ROHTAK CITY.

Source: Census of India, 2001. District Census Hand Book, Rohtak Dstrict.

Table 3: Rohtak City Area

Census Year	ROHTAK CITY: Area (Sq. km)	Population
1991	28.38	216096
2001	29.58	294577
2011	45	368746
2011	76.00	534,644 (projected)

Source: *Census of India, 2001 and 2011.*

Table 4: Rohtak Controlled Area: Study Area

Census Year	ROHTAK CONTROLLED AREA (in Sq. km)	Population
2001	231.3	381889
2011	231.3	697755

Source: *Census of India, 2001 and 2011.*

2. Research based on my M. Plan.-Thesis (2009-2011)

2.1 Aim: “A study of development trends in Rohtak with reference to NCR policies for Haryana sub-region”.

2.2 Scope

- Study is limited only for study of few projects completed and ongoing from 2001 AD to till 2011 in the Rohtak Planning/ urban sable area and analysis of NCR proposals as per the Haryana Sub-Regional plan-2021.
- All data available are as per Haryana Sub-Regional plan and various Development plans of Rohtak.

2.3 Limitations

- Geographically- Study is confined to the Rohtak Planning/urban sable area.
- Data Availability- Study will be done as per data availability.
- Study of comparison of sub-regional plan is not in scope.

2.4 Objective- 1; To study the policies of NCR plans for 2001 & 2021 with reference to Haryana Sub-Region of NCR.

2.4.1 Observations and Findings

- Being proximate to Delhi, Rohtak is a part of Haryana sub-region of NCR and acting as a regional centre/ priority town.
- The plan proposals of NCR plan-2001 published in 1998 assigned the population of 5 lakh for 2001 which couldn't be achieved and the estimated population of Rohtak city for 2011 is 5.3 lakh. It reflects that assigned growth rate by NCR for the rohtak as a regional centre is unrealistic. Political interference in the location of projects has been a major deterrent in achieving the concept of NCR.
- The development plan proposed in base year-1998 and perspective year-2025 has not been implemented holistically and lead to patchy development. Therefore the development has been haphazard leading to severe problems like local floods, lack of development controls on main arteries and imbalanced growth.

The NCR plan presupposes a high level of economic development in Rohtak, primarily by way of promoting *trade & commerce but now there's an induced industrial economic growth in Rohtak city*. In order to appraise the plan recommendations, it becomes imperative to look into the development trends in the city.

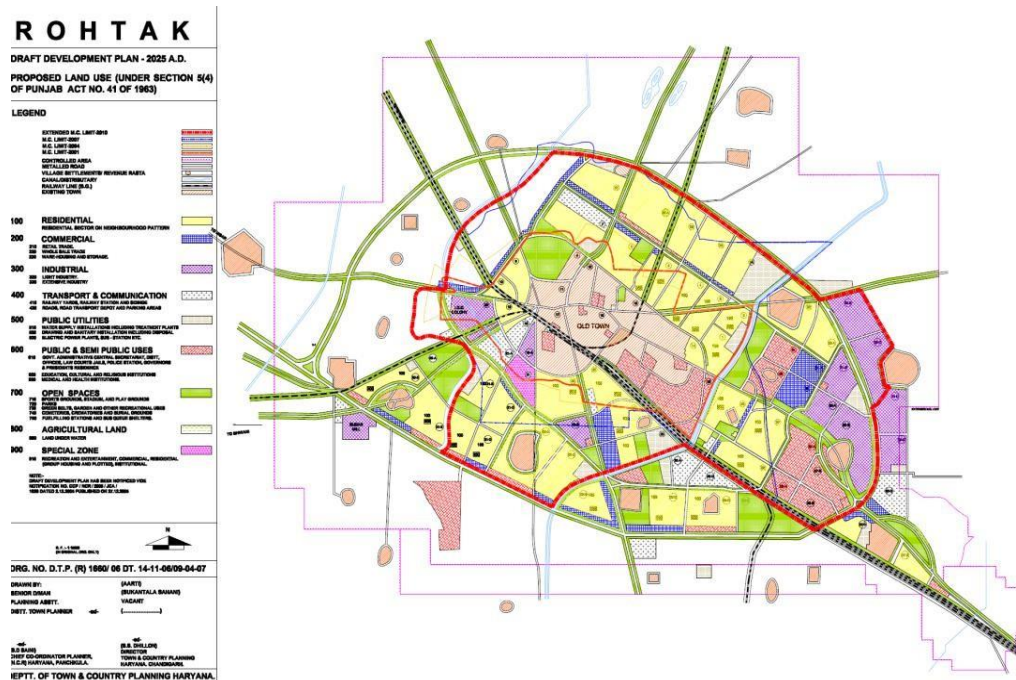


Figure 6: Draft Development Plan (DDP) of Rohtak-2025
 Source: TCPO, Rohtak.

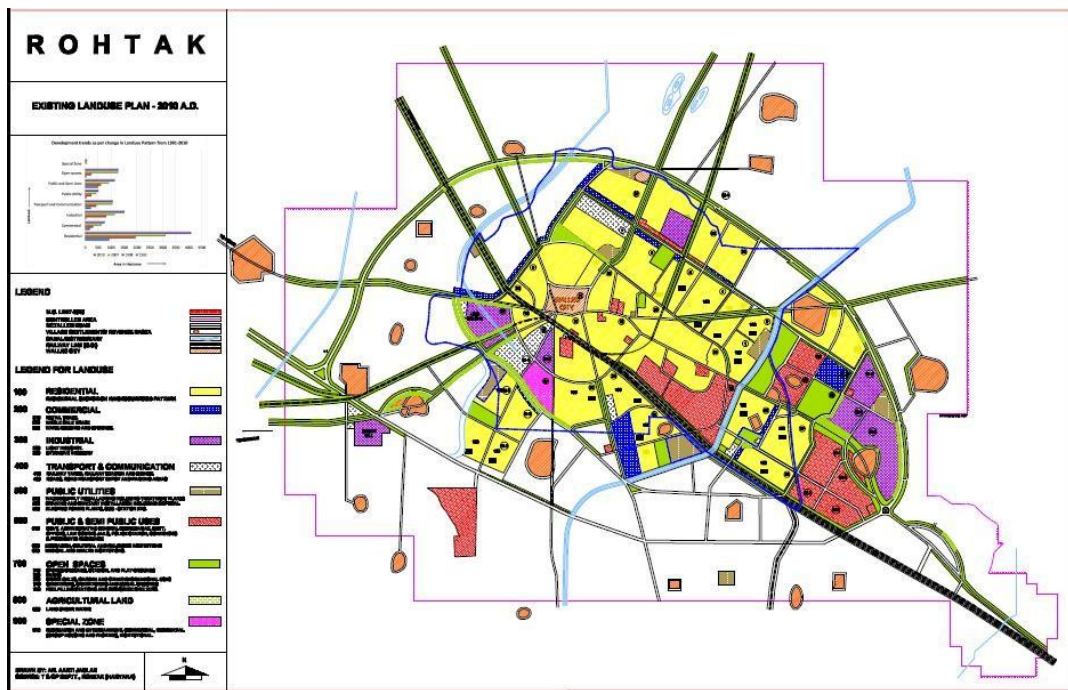


Figure 7: Existing Landuse plan of Rohtak-2010
 Source: Primary survey.

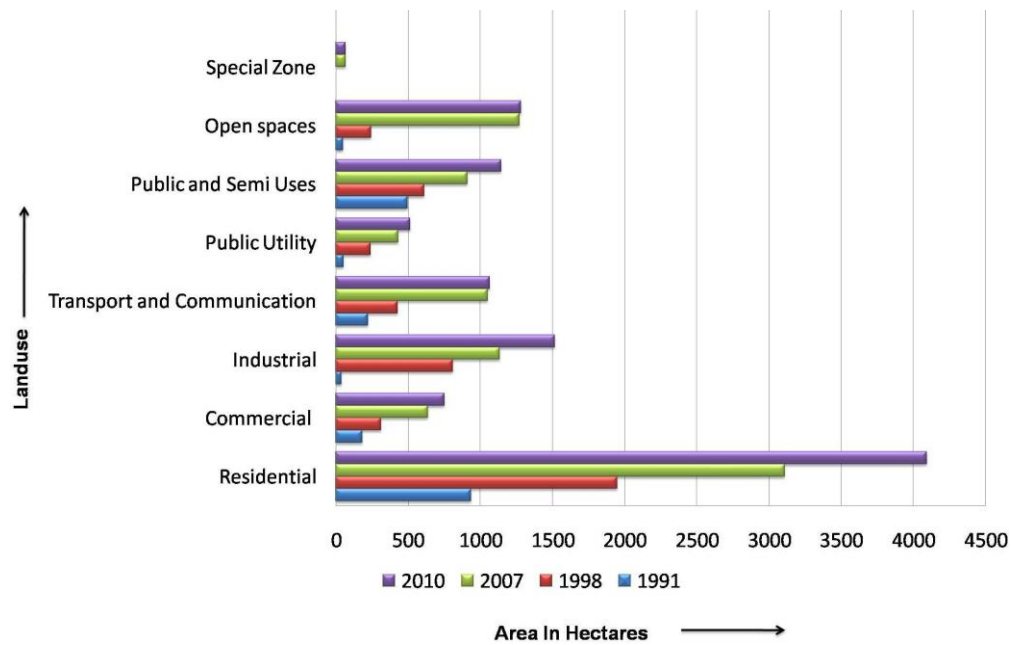


Figure 8: Development trends as per change in Landuse Pattern from 1991-2010
 Source: Haryana Sub-regional plan for 2021.

2.5 Objective- 2: To study the economic base of Rohtak and its relation to NCR policies.

2.5.1 Observations and Findings

- Some of the trading activities are facing a serious problem of congestion where they are operating at present. There is a lack of space for proper movement, problems of loading, unloading, absence of parking facilities and restriction of truck movement.
- City being an educational centre, the existing printing and binding press is unable to fulfill the increasing demand.
- Proper location criteria for the project are should be there because they are going out of city area.
- The agricultural sector has the potential for more employment by developing the basic infrastructure of mandies.

2.6 Objective- 3: To study urbanisation trends during the period 1991-2010 in Rohtak and its impact on urban structure, social infrastructure and physical infrastructure.

2.6.1 Observations and Findings

- There is the persistent problem of local flooding in Rohtak city.
- Rohtak city is witnessing expansion largely towards east and north-east.
- A number of NCR funded projects related to sewerage; transport, power, water and social sector have led to improvement in social and physical infrastructure in the Rohtak planning area.
- Sectors-2, 3 & 4 which are residential sectors have been taken up for development marking the planned development in Rohtak city.
- Urban trends reveal upward growth in urbanisation and industrial development.

27 Objective- 4: To establish potentials and constraints emerging out of the proposed Development plans for 2025, NCR plans (for 2001 & 2021), Haryana Sub Regional Plan for 2021 and other major projects in Rohtak.

Table 5: Potentials and constraints as per aim and objectives of the study

Potential	Constraints
<ul style="list-style-type: none"> • Development of various physical infrastructures in Rohtak. • Development of the Rohtak economy through industrial model township project by HSIIDC is on account of induced industrial growth proposed in the development plan of Rohtak in 2007 ad. • Rohtak has potential to accommodate the future population proposed as per induced economic growth due to ongoing development of Omaxe city, Suncity and one-city etc. townships. • With the induced economic momentum in the Rohtak city mass employment would be possible and it'll attract the in-migration from Haryana urban centres like Gohana. This ultimately will fulfill the aim of NCRPB to decongest the NCT (Delhi) by decentralisation. 	<ul style="list-style-type: none"> • The major problem in implementing NCR plan is the problem of the organization wherein the local government body is completely unsuitable to deal with the new concepts. • NCR planning policies are followed partially due to local political interference. • Participating states believe that the NCRPB would invest in the regional centres for their development and NCRPB expects the states to take the initiative.

List of licenced/ approved projects in Rohtak other than funded with NCRPB (2001-2010)

Table 6: Status of HUDA and HSIIDC approved projects in Rohtak City

Sr. No	Sector	Developer Code	Type and Nature of project	Date of Sanction of Project	Area in Acres	Status of Development Work
I	26	The Government Employee Coop. Society Ltd.	Group Housing-Plotted	2003	10023	Acquired Sector
II	22	M/S Rama Auto Car (Devi Vihar)	Group Housing-Plotted	2003	15.84	Developed
III	19	Sh. Ramesh Chander, Narender Kumar etc. (Geetanjali Enclave)	Group Housing-Plotted	2005	4.400	Developed
IV	27,28	M/s Uddhar Gagan Properties Pvt. Ltd. & Others	Group Housing-Plotted	2006	112.3	Acquired Sector
V	26,28	M/s Omaxe Housing & Developers Ltd. & Others	Group Housing-Plotted	2006 & 2009	111.6	Proposal sent for acquisition

VI	34,35 & 36	M/s Sharad Farms & Holding Pvt. Ltd. & Others	Group Housing- Plotted	2006,2008 & 2009	363.4	Acquired Sector
VII	27	M/s One Point Reality Pvt. Ltd. & Others	Group Housing- Plotted	25-3-10	59.65	Proposal sent for acquisition
VIII	33 &33A	M/s Parsavanath Developers Pvt. Ltd. & Others	Group Housing- Plotted	7-5-10	118.2	Acquired Sector
IX	26-A	M/s Sonika Properties Pvt. Ltd. & Others	Group Housing- Plotted	19-5-10	78.18	Acquired Sector
X	6	Sports Complex	Recreational Activity	2010	-	Under construction
XI	30A, 30-B & 31-B	IMT-INDUSTRIAL MODEL TOWNSHIP	Recreational Activity	2010	-	Under construction

Source: Ground truthing, visual survey and result of meetings with Town and Country Planning Department in Rohtak, Haryana

Table 7: Status of new developments in Rohtak Planning area outside the city limit

Sr. No	Developer Code	Type and Nature of project	Status of Development Work
i	Police Training Institute	Institutional activity	Under construction
ii	IIM-Indian Institute of Management	Institutional activity	Proposed

Source: Ground truthing, visual survey and result of meetings with Town and Country Planning Department in Rohtak, Haryana

Table 8: Comparative Analysis of NCR Policies for Haryana Sub-Region and Development Plans of Rohtak

<p>NCR POLICIES FOR HARYANA SUB-REGION Source: Haryana Sub-Regional Plan- 2021 (Final report as per Sep. 2010 made by Scott Wilson- A Consultant of NCRPB)</p>	<p>DEVELOPMENT PLANS OF ROHTAK Source: Development Plan- 2025, (published by TCPO in 1998 & 2007), Primary & Secondary survey.</p>										
POLICIES											
<p>- In the sub-regional plan, it is recommended to control the areas of 500 meters on each side of ROW of Highway Corridor Zone.</p> <p><i>The following uses/activities may be permitted;</i></p> <ol style="list-style-type: none"> 1. Non polluting ago based industry 2. Agricultural outlets/market specially close to the major town 3. Horticulture & social forestry 4. Promoting eco-tourism: Theme based regional park 5. Botanical Garden 6. Social fishery 7. Highway Tourism 8. Educational Institute 	<ol style="list-style-type: none"> i) 4-LANING OF NH-10,71 & 71-A ii) 6-LANING OF NH-10 outside city limit of Rohtak-2010. iii) Proposed buffers along Transportation Network <table border="1" data-bbox="886 940 1333 1234"> <thead> <tr> <th>Transportation Network</th> <th>Proposed Buffer (meters)-Distance from the either side of ROW</th> </tr> </thead> <tbody> <tr> <td>Expressway/Bypass</td> <td>100</td> </tr> <tr> <td>National Highway</td> <td>60</td> </tr> <tr> <td>State Highway</td> <td>30</td> </tr> <tr> <td>Railway Line</td> <td>30</td> </tr> </tbody> </table> <p>- The green buffers along the transportation corridors should be maintained and regulated.</p>	Transportation Network	Proposed Buffer (meters)-Distance from the either side of ROW	Expressway/Bypass	100	National Highway	60	State Highway	30	Railway Line	30
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National Highway	60										
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Railway Line	30										

28 PRIMARY-VISUAL SURVEY



Figure 9: Entrance of IMT, Rohtak



Figure 10: Phase- I- Set up of Asian Plants.



Figure 11: Phase- II - Under Construction.



Figure 12: Construction of Athletic Stadium in Sport's complex.



Figure 13: 4-Laning of NH-71 has started



Figure 14: A view of Jind Road NH-71(2-Lanes)



Figure 15: Rohtak-Gohana-Panipat NH-71-A



Figure 16: Vita-Milk Plant



Figure 17: Construction of ROB in progress and completed ROB.



Figure 18: ROB over Rohtak Jind Railway lines



Figure 19: Old Industry-LPS

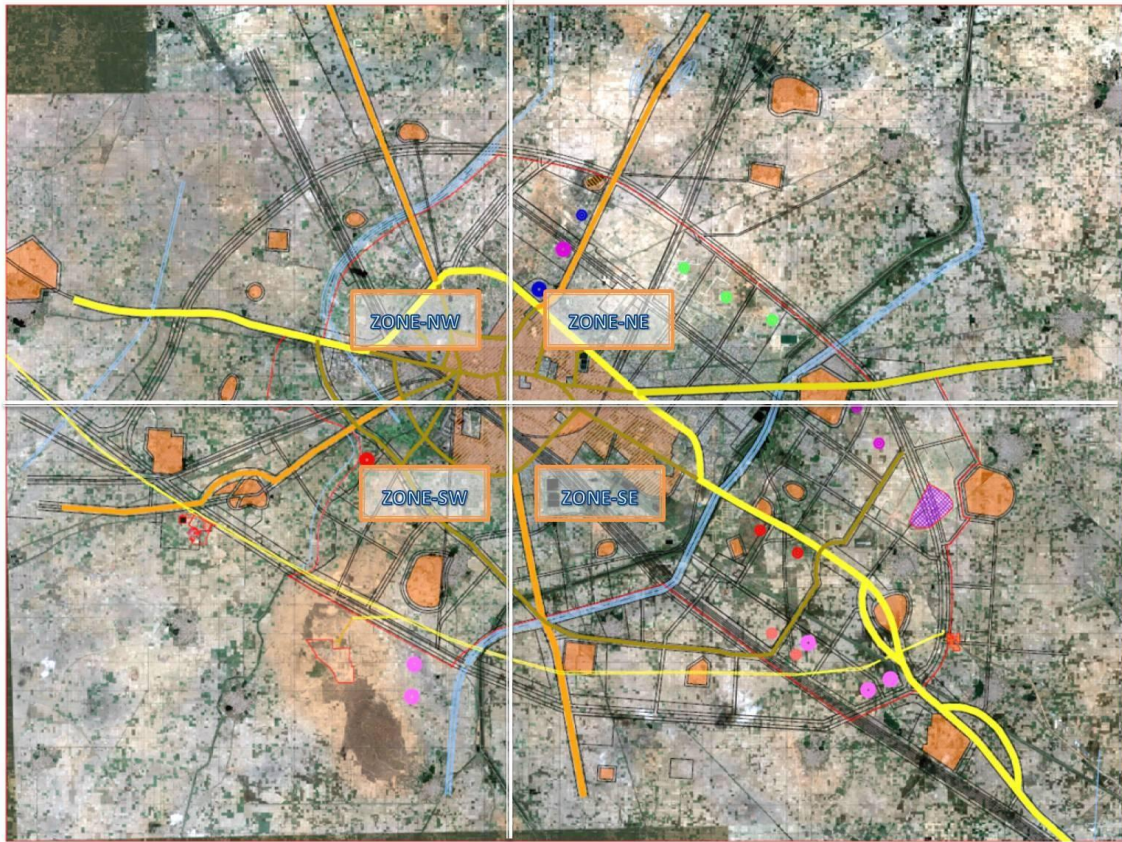


Figure 20: *Four Zones (as per NCR projects location) for land values in Rohtak*
Source: NCR Plan-2021, Scott Wilson Report for Preparation of final Report of Haryana Sub-Regional Plan-2021, Development Plan-2025 for Rohtak and Google earth images for 2010 for the preparation of Base-map and location of Projects.

City has not been able to attract any major trade & commercial activity. At the time when city was coming up there was no agency enforcing planned development. Thus city developed by itself in a haphazard manner, currently the situation is that the inner core of the city has become highly congested. It is because all the wholesale and Retail trades are taking place in this zone. Roads are narrow and congested and loading and unloading of goods further aggravate the condition, and this results in traffic jams on hourly basis lack of planning in the initial stages has now led to lack of space for proper movement, no space for loading and unloading, no parking space and restriction of truck movement. Inadequacy of warehouses is also being felt by the traders.

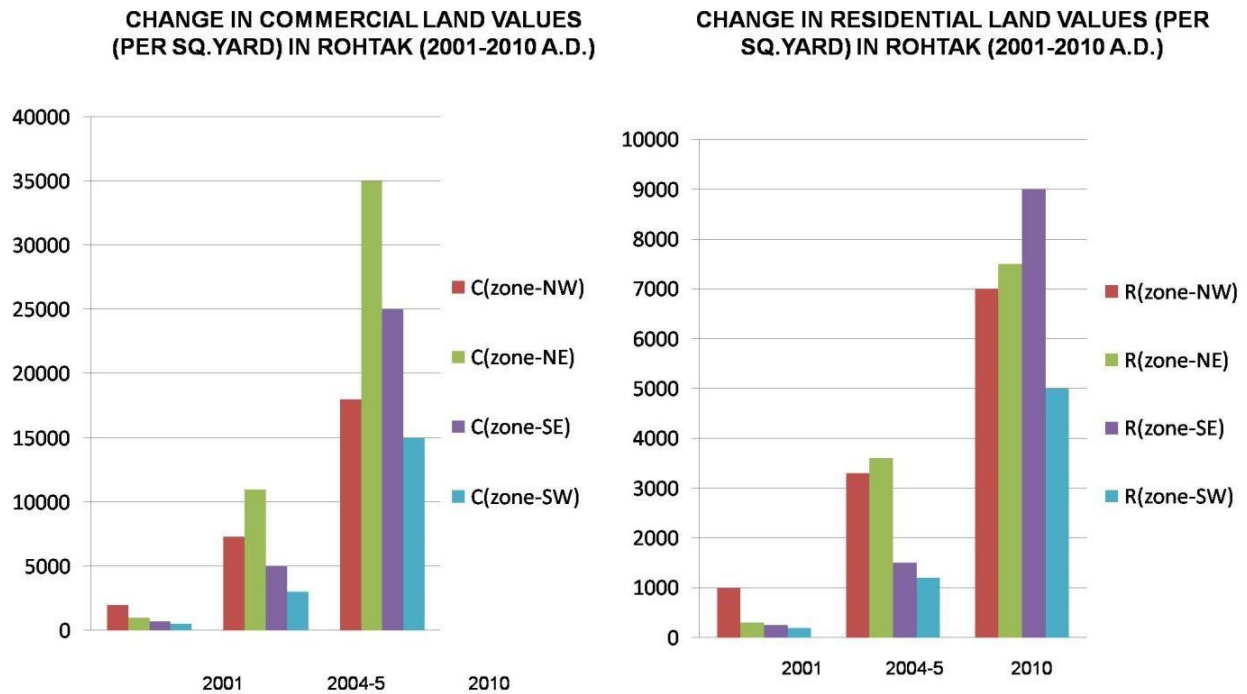


Figure 21: land values (DLC Rates) in Rohtak from 2001-2010
 Source: Analysis based on data collected from Tehsil Office and District Revenue Office, Rohtak

Development trends reveals that Rohtak is developing fast towards and North-East and South- East.

2.9. Recommendations based on findings

- Policies to sustain the traditional economic base of Rohtak city may be continued.
- Development controls along specified transport corridors need to be developed and strictly adhered specially on NH-10, NH-71 & NH-71-A.
- Measures need to be taken to tackle the persistent problem of local flooding and similar infrastructure based issues in Rohtak city.
- A system needs to be evolved to strengthen considerations for locating major projects among cities in Haryana NCR sub-region especially under NCR policies.

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