পঞ্জীভুক্ত নম্বৰ - ৭৬৮ /৯৭ Registered No.-768/97

অসম ৰাজপত্ৰ

THE ASSAM GAZETTE

অসাধাৰণ

EXTRAORDINARY

প্ৰাপ্ত কৰ্ত্তৃত্বৰ দ্বাৰা প্ৰকাশিত

PUBLISHED BY THE AUTHORITY

নং 266 দিশপুৰ, মঙ্গলবাৰ, 6 মে', 2025, 16 ব'হাগ, 1947 (শক)

No. 266 Dispur, Tuesday, 6th May, 2025, 16th Vaisakha 1947 (S. E.)

GOVERNMENT OF ASSAM

ORDERS BY THE GOVERNOR

DEPARTMENT OF HOUSING & URBAN AFFAIRS

NOTIFICATION

The 27th November, 2024

DoHUA EcF No.393727/167.- In exercise of the powers conferred by the Sub- Section (2) and (3) of Section 10 of the Assam Town and Country Planning Act, 1959 (as amended) read with Rule 6 of the Assam Town & Country Planning (Publication of Master Plan and Zoning Regulation) Rules, 1962, the Governor of Assam is pleased to publish the following notice regarding the publication of the Final Master Plan for Lala.

Notice for publication of the Final Master Plan for Lala

1. It is notified that the Final Master Plan for Lala is prepared by the Directorate of Town & Country Planning, Government of Assam and adopted by the State Government under sub section (2) and (3) of Section 10 of the Assam Town & Country Planning Act, 1959 (as amended) read with Section 6 of the Assam Town and Country Planning (Amendment) Rule, 1962 for the area described in the schedule below, is hereby published.
2. The Final Master Plan with all relevant papers and maps may be inspected free of cost during the office hours at the office of Director, Town & Country Planning, Dispur, Guwahati-6, Deputy Director, Town & Country Planning, Dist Office – Silchar, office of the Chairman, Lala Municipal Board & Lala Circle Office. Copies of the Final Master Plan is also available in the office of the Director, Town & Country Planning, Dispur, Guwahati-6 and Deputy Director, Town & Country Planning, Dist Office – Silchar for sale on payment.

SCHEDULE

Situation &Area :

NAME OF THE MASTER PLAN AREA	:	**LALA**
DISTRICT	:	**HAILAKANDI**
SUB-DIVISION	:	**HAILAKANDI**
MASTER PLAN AREA	:	**36.30 SQ.KM**
MUNICIPAL AREA	:	**4.00 SQ KM**

Sl. No.	*Parganas*	*Villages*
1	Hailakandi	Rajeswarpur-III
2	Hailakandi	Rajeswarpur-IV
3	Hailakandi	Rajeswarpur-VII
4	Barnarpur	Lala town
5	Barnarpur	Lala town part I
6	Barnarpur	Lala town part II
7	Barnarpur	Umednagar
8	Barnarpur	Chandrapur-I
9	Barnarpur	Chandrapur-II
10	Barnarpur	Uttar Jushnabad-I
11	Barnarpur	Uttar Jushnabad-II
12	Barnarpur	Bhabanipur
13	Barnarpur	Jalalpur
14	Barnarpur	Dhanipur
15	Barnarpur	Niyamatpur
16	Barnarpur	Sarbanandapur
17	Barnarpur	NizVernerpur-I
18	Barnarpur	NizVernerpur-II
19	Barnarpur	Bishnupur

Description Lala Master Plan Boundaries –

North – RajeswarpurPtII ,RajeswarpurPt V and PurboKitterbond Part II,

East – Lalamukh Grant, Rajeswarpur Part IX, Katakhal River

South - Mahamadpur Part I, Abdullapur Part II

West - Behul, Saidpur and Kaiya Grant

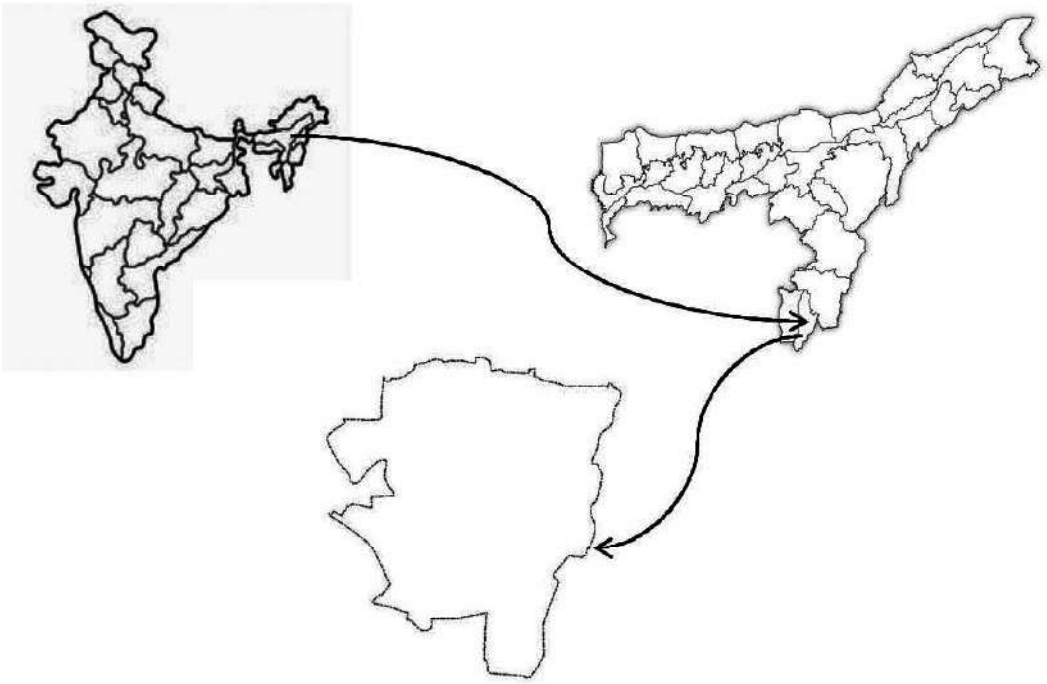
KAVITHA PADMANABHAN,
Commissioner & Secretary to the Government of Assam,
Department of Housing & Urban Affairs.

CHAPTER 1:
INTRODUCTION TO MASTER PLAN AREA

1.1 Location, regional setting, brief history of the town and surrounding:

Location:

Lala is one of the two towns of Hailakandi district, the other being Hailakandi, the district headquarter. Lala is located in the Southern part of Assam popularly known as the Barak Valley and is the southern-most town of Assam. It is located at 24°55N Latitude and 92°6 E Longitude.



: Location of Lala in Hailakandi

Regional settings:

Lalabeing an old town has developed road and rail connectivity within the district and with other two districts of the valley viz., Cachar and Karimganj. Lala town is 17km far away from the district headquarter.The district has no airport but the town as well as the district has air connectivity through nearest Kumbhirgram airport at Cachar district around 73 kms from Lala town.

History of the town and its surroundings:

Lala Bazar is a frontier town of Assam, also called the gateway to Mizoram. There is no consensus among the historians on when exactly the town was founded. Many believe that it was most probably somewhere in the decade following the year 1880. Before 1972, when it was declared a new town of Assam, Lala Bazar used to be a small 'haat' (bazaar).

1.2.Climate, topography and soil condition:

Climate:

The climate of Lala is humid and sub-tropical. The average annual rainfall is 2465 mm. High rainfall generally concentrated during the months of May to August. The pre monsoon rain (February-April) helps for growing Autumn Paddy and Kharif vegetables, normal monsoon

(May – September) helps for growing winter paddy and in case of excess rainfall it causes damage to crops and livestock. The post monsoon (October – November) shower helps in panicle initiation stage of paddy crop. If sufficient shower is not received then it causes little dry spell condition in October, on the other hand excess shower sometimes delays the cultivation of Rabi crops. Winter months (December – January) remains generally dry with scanty rainfall. Maximum temperature here reaches up to 35°C and minimum temperature goes down to 8°C.

Topography:

The topography of this area is heterogeneous comprising small hillocks strewn within plain areas and low-lying river flood plains that are locally called as beels or haors.

Soil condition:

The soil varies from sandy to clay texture with pH varies from 4.5 to 5.9. The major classes of soil prevalent in the area are old riverine alluvial, Old Mountain alluvial, non-laterite red and peat soils. Old riverine alluvial soil is mainly confined to the banks of the river Barak, Katakhal, Dhaleswari. The soil of the major area is sandy loam which supports cultivation. From the point of the soils almost all tropical and semi tropical crops can be grown successfully.

1.3. <u>City influence and its characteristics including settlement pattern, rural-urban scenario and expansion of town etc.:</u>

(a) **City influence and its characteristics including settlement pattern:**

Lala is a small town of the district in terms of population and municipal area. It is a major trade and commercial centre. Total geographical area of Lala town committee is 4 km^2. Population density of the town is 2803 persons per km^2. There are 10 wards in the town , among them Ward No 0<u>3</u> is the most populous ward with population of 1973 and Ward No 05 is the least populous ward with population of 698

The decadal growth of the town is 12.75%. Hindus contribute 91% of the total population and are the largest religious community in the city followed by Muslims which contribute 7% of the total population and Jains are the third largest religious community here with 2% population.

b) Rural-urban scenario:

Lala master plan area including Lala town shows rural dominance till now because the urban centre is still passing through slow rate of transformation from rural to urban. Economic activities in the town are sluggish and consequently it could not support or justify investment in major urban infrastructure or large-scale urban project. The rate of urbanization of Lala as on 2011 is only 6.99 %. This figure indicates how rural dominant character is prevailing in the area.

c) Need for the Master Plan:

Master plan is a medium to long term perspective planning document, generally for 15 to 25 years. It is also a comprehensive plan for service area as per likely spread of city in next 15 to 25 years. It describes all programme/policy required in next 20 years in phased manner. The designs and estimates are prepared approximately in subsequent stages by the concerned works department. It finalizes some of the major parameters so that action on future events can be taken up. The detailed project report (DPR) is then prepared for works in phases. At present the general practice is to prepare master plan for urban areas and its surrounding influence area; however, these master plans address town planning aspects including land use but does not

include detailed Infrastructure plan for each sector.Planning is a continuous process. The master plan or outline development plan is prepared to evolve a scientific and rational policy for urban development. The plan guides the future course of development forproviding better environment of the people living in a geographical area.The Master Plan is being envisaged as Outline Development Plan and thus the plan period has been kept moderate like 15 to 20 years maintaining the characteristics of an outline development plan. The period of Lala master plan is considered up to 2041. In normal course, it should be revised after 2041 and if necessity demands it may be revised even earlier.

CHAPTER 2:
DEMOGRAPHY

2.1. Total population, male/female population, population growth rate, population density, sex ratio, literacy (Total- male-female rate), working population and non-working population, SC-ST population etc.:

(a) **Population:**

As per the year 2011 census report, the population of town is 11,771. The percentage decadal growth for 2001-2011 was 13.78%. This figure of decadal growth seems to be due to migration of people from adjoining rural areas during 2001-2011. On population projection byIncremental Increase Method of past decades since 1991, the population of Lala town may be projected at 13,587in the year 2021,15,663 in the year 2031 and 17,999 persons in 2041. The population of master plan area in 2001 was 33174 persons, in 2011 was 39938persons and in 2021 it is estimated to be 47,457 persons and it is projected to be around 56,707 persons in 2031 and to be around 67,806 persons in 2041 (Average of incremental and geometric method). The decadal variation of population from 2001 to 2011 is 20.39%.

(b) **Male/Female population, population growth rate, population density, sex ratio, literacy:**

Out of total population of 11,771 persons in Lala town in 2011, male population is 5827 and female population is 5944. Population growth rate of the town is 13.78%. Density of population is 2943 persons per Sq Km in the town. The sex ratio and literacy percentage are 1020 female against 1000 male and 94.30% respectively which is higher than state average.Simultaneously, out of total population of 39938 persons in Lala masterplan area, male population is 20246 and female population is 19692. The growth rate of population of Lala master plan area is 20.39%. Density of population is 1065 persons per sq. km in the master plan area. The sex ratio and literacy percentage are 973 females against 1000 males and 94% respectively.

(c) **Working and non-working population, SC/ST population:**

Out of total population of 39938 persons in Lala master plan area, the number of working population is 12391 only and that of non-working population is 27547. The population of SC is 995 and that of ST is 667 in the town.

2.2. Migration population:

During the decade- 2001-2011, a section of people living in the surrounding villages have migrated to the Lala town area in search of their livelihood. However, the figure of migration is a meagre one due to the existence of a greater urban settled area named Silchar, district headquarters of Cachar and Hailakandi town having more opportunity of employment and tempting the unemployed people of the rural areas of Lala. The distance of Lala from Hailakandi town is 17km and from Silchar town is55kilometers.

2.3Household density and size:

Household density is mostly thin and scattered distributed over the Master Plan area. In general household size varies from 4 to 9. Average household size is 5.

2.4. Population projection up to 20 years:

Population projection up to 2041 is shown in the table mentioned below:

Population Projection Table-1

(Incremental Increase Method)

Year	Lala Town	Lala Master Plan area
1991	8,659 persons	28,579 persons
2001	10,345 persons	33,174 persons
2011	11,771 persons	39,938 persons
2021	13,587 persons	47,787 persons
2031	15,663 persons	57,805 persons
2041	17,999 persons	69,992 persons

Population Projection Table-2

(Geometric Progression Method)

Year	Lala Town	Lala Master Plan area
1991	8,659 persons	28,579 persons
2001	10,345 persons	33,174 persons
2011	11,771 persons	39,938 persons
2021	13,654 persons	47,127 persons
2031	15,839 persons	55,609 persons
2041	18,373 persons	65,619 persons

Population Projection Table-3

(Arithmetic Increase Method)

Year	Lala Town	Lala Master Plan area
1991	8,659 persons	28,579 persons
2001	10,345 persons	33,174 persons
2011	11,771 persons	39,938 persons
2021	13,327 Persons	45,579 Persons
2031	14,883 Persons	51,291 Persons
2041	16,439 Persons	56,969 Persons

NB: 2021, 2031& 2041 population figures are projected above in Table-1, Table-2 and Table 3.

2.5 **Incremental Increase Method (Table-1)**

This method is modification of arithmetical increase method and it is suitable for an average size town under normal condition where the growth rate is found to be in increasing order. While adopting this method the increase in increment is considered for calculating future population. The incremental increase is determined for each decade from the past population and the average value is added to the present population along with the average rate of increase.

Hence, population after n^{th} decade is $P_n=P+n.X+\{n(n+1/2\}.Y$

Where, P_n= Population after nth decade

X= Average increase

Y=Incremental increase

2.6 **Geometric Progression Method (Table-2)**

The above population projection is calculated using Geometric Progression Method. In this method, the percentage increase in population from decade to decade is assumed to remain constant. Geometric mean increase is used to find out the future increment in population.

The population at the end of n^{th} decade 'P_n' can be estimated as:

$P_n = P(1=IG/100)n$

Where, IG= Geometric mean(%)

P = Present population

n = No. of decades.

1.7 **Arithmetic Increase Method (Table- 3)**

This method is suitable for large and old city with considerable development. If it is used for small, average or comparatively new cities, it will give lower population estimate than actual value. In this method, the average increase in population per decade is calculated from the past census reports. This increase is added to the present population to find out the population of the next decade. Thus, it is assumed that the population is increasing at constant rate.

$P_t=P_o+mt$ where m = population growth rate

P_t = Population at time t.

P_o = Initial Population

t = time in decades

2.8 Average Incremental-Geometric Increase method:

The population forecasting has been done using the above three methods. It is understandablethat none of the methods are empirical and they are based on probability. Out of these methods,Incremental increase method and Geometric Mean method are found to have almost same figuresprojecting the population. Therefore, the average of the population forecasted based on these twomethods is taken into consideration of Lala Masterplan.

Year	2021	2031	2041
Arithmetic Mean	45,579	51,291	56,969
Incremental Mean	47,787	57,805	69,992
Geometric Mean	47,127	55,609	65,619
Average (Incremental+Geometric)	**47,457**	**56,707**	**67,806**

Chapter 3:
ECONOMIC BASE AND EMPLOYMENT

3.1 Formal and Informal sector:

Lala town being a remote and small urban unit does not have any remarkable employment in formal sector. It has a population of 2984 persons engaged in both formal and informal sector within the municipal area. Similarly, 12391 nos of persons are actively associated with both formal and informal sector in the Master Plan area.

3.2 Occupational pattern:

Major share of occupation is in tertiary sector in the planning area. The working classes in the town are mostly in service sector and a portion in trade and commerce. However, around 60% of working population in rural areas of planning area are in agriculture and allied activities. Numbers of workers in the village area wise are shown in the following table.

Sl. No.	Name of the Village/Town	No. of Workers		Total Workers
		M	F	
1	Lala town	2984	526	3510
2	Lala Part I	224	35	259
3	Lala Part II	included in Lala town		
4	Umednagar	274	91	365
5	Rajyeswarpur-III	650	120	770
6	Rajyeswarpur-IV	667	302	969
7	Rajyeswarpur-VIII	449	71	520
8	Chandrapur-I	730	82	812
9	Chandrapur-II	510	49	559
10	Uttarjusnabad -I	590	60	650
11	Uttarjusnabad -II	361	30	391
12	Bhabanipur	367	9	376
13	Jalalpur	332	75	407
14	Dhanipur	368	16	384
15	Niyamatpur	476	32	508
16	Sarbanandapur	310	18	328
17	Niz Barnarpur Part I	689	73	762
18	Bishnupur	160	17	177
19	Niz Barnarpur Part II	548	96	644
Total Workers		10689	1702	12391

Chapter 4
HOUSING AND SHELTER

4.1. Housing scenario:

Other than road side well-built Government office complexes in the Lala town area including Lala Municipal Board, the pattern of housing in the surrounding villages included in the master plan is a mixed one. 20% of houses are RCC building, 50% is Assam type building though they are very old ones and the rest 30% huts are poor dilapidated housing.

Residential use is the major land use occupying about 36.71% of planning area. The residential areas are scattered in patches all over the master plan area. The narrow roads, inadequate drainage, improper setback within the plot boundary form the scenario of infrastructure in residential areas.

4.2. Housing supply mechanism (self/private Builders & developers/govt. housing schemes):

There is almost absence of government housing colony or housing scheme. Group housing and Apartment housing are not yet a normal trend. Most of the houses are with individual private ownership and small portion are rented tenants. At present due to ongoing PMAY Urban scheme of Government, number of individual pucca house in individual private land is increasing. Housing supply is less than the demand leading to few informal slums and kutcha housing with insanitary condition.

4.3. Housing condition, Type of Structure, Household facilities available, availability of kitchen, Latrine, Bathroom, Drainage:

Shelter is one of the basic human needs and its conditions greatly affect the character of human life. It is one of the burning problems of the present day's urban areas. Though in Lala planning area shortage of housing is not the major problem but the type of house, housing condition, basic need related to housing like drinking water, sanitation, garbage disposal etc. do not conform to norms. There is total absence of neighbourhood structure in the planning area.Around 60% of total housing structures have appropriate facility of kitchen, sanitary latrine and internal drainage.

4.4 Slum-squatters and informal housing share, including list of all slums and informal housing localities in MP area and marking location on map:

There is no formal slum in Lala urban area. But there is informal housing in different localities in the master plan area. There are kuccha houses and houses in dilapidated condition and in slum like physical environment.

4.5 Housing stock, shortage and need assessment:

At present there are total 2791 number of registered houses within Municipal area. Out of these 100 are Kutcha house and rest are pucca houses. Considering the existence of informal slum pockets with kutcha houses in uninhabitable physical environment, the tenants, the squatters and the congested pucca houses, the shortage of pucca houses within master plan area including municipal area will be around 100(U)+1100(R) i.e. approx. 1200 numbers. The

shortages of 100 pucca houses in municipal area are being covered through BLC component of PMAY(Urban). At present the demand for PMAY houses in municipal area is 100 numbers.

In order to plan Affordable Housing project for urban poor, an area of 128124.41 sqm has been delineated in the residential zone in village Uttarjushnabad Part II.It is proposed to implement TDR (Transferable Development Right) policy in pooling private land from owner and private developer. The proposed widened road to be used for effecting TDR policy.

Chapter 5
TRANSPORT

5.1. Network of roads (NH, SH, District roads etc.) with average road width:

The length of NH in town area is 4.90 kms with average width of 5.5 mts. Due to construction of NH bypass outside the town boundary, this part of NH within town area has been converted into district road.The Existing and proposed network of roads in respect of State Highway, District roads, etc.withaverage road width are listed below as per data given by the PWRD Division, Hailakandi.

LIST OF EXISTING PWD ROADS IN LALA TOWN

Sl. No.	Name of road	Carriageway Width (in m)	Length (in Km)
1	Lala town Road (Old NH)	5.5	4.9
2	Lala town to Paschim Kittarbond Pt-I	3.75	2.1
3	Lala-Lalamukh Road	3.75	2.5
4	Lala-Gaglacherra Road	3.75	4.6
5	Chandrapur Pt-I to Mirigul	3.75	2.05
6	Lala Town to Chandrapur Pt-I	3.75	2.1

LIST OF PROPOSED PWD ROADS IN LALA TOWN

Sl. No.	Name of road	Carriageway Width (in m)	Length (in Km)
1	Lala town Road To Shefalika Sarani	3	0.6
2	Lala town to Ward No-3	3	0.23

These proposed town roads are proposed to be widened to 6.5 mt of Road land and minimum 5 mt. carriage way.

5.2 Road Overview Of Lala Master Plan Area (PWD Roads)

There are 3 nos. of roads which are main entry way of Lala from different locations of the district. These 3 roads have to be upgraded to double lane in near future to manage the traffic congestion. These connecting roads in the master plan area have been proposed for widening in Circulation plan.

5.3Bus/Transport Terminals: Bus Terminus, Bus parking bays, major bus stops, on-street parking areas and infrastructure:

There is a Bus Terminus on old N.H. Road near Lala SBI within Lala town. This has been proposed for improvement and to be converted to Town Bus Terminus.Considering the future need of the planning area, a regional level Bus Terminus has been proposed at junction of NH bypass outside municipal boundary in mouza **Chandrapur pt II**. This has an approx. area of 49000 sq mts. There are norecognized on street parking area.There are few bus standsand auto-rickshaw stands proposed in this master plan and shown in the Utility map.

5.4Freight zones and Logistics: Truck terminal, load/unloading areas, warehousing, feeder transport services:

There is no any specific area is fixed for truck terminal/loading and unloading purpose/warehousing/feeder transport services as the town is small one with moderate growth of trade and commerce in the town.The railways have separate yards for loading and unloading of goods. A truck terminus for loading and unloading purpose is proposed in the same area of regional level Bus terminus.This has an approx. area of 25000 sq mts. Both site of bus and truck terminus are shown in the circulation map of Lala.

5.5 Footpaths (minimum 2 metre wide) and Bicycle tracks:

There is no footpath with a width of 2 meter within the master plan area. Portions of footpath are proposed in municipal area and these are shown in the circulation map. Also, the bicycle track is yet to be provided in the roads of Lala urban area.

5.6Parking: Existing on-street and proposed for major commercial, institutional areas and transit areas like train & bus stations and ferry stops:

There is no recognized on street parking area in the town area.Few on street parking areas have been proposed in government institutional areas which also cover few commercial areas. All major commercial establishments like mall, wholesale trading, godown, etc. have their own parking areas.

5.7Areas with major traffic congestion and parking issues, accident prone area:

The major traffic congestion and accident prone areas are Central Road, SP Road, PK Road, NH Road etc.

5.8 Improvement of Rotary and Junctions:

There is no provision for Rotary in Lala town. The roads of the town are quite narrow at junctions. This is why at junctions' proposal are made for widening the roads minimum 12 meter with 1 meter divider. These junctions are shown in the circulation map of Lala.

5.9Street lighting and proposed improvement plan:

There are 955 Nos of existing street lighting facility on different roads, lanes and gally within Lala town. The Lala Municipal Board has been maintaining the street light from time to time.

5.10 Signage, availability and requirement:

There is no signage in the important localities and roads of the town. However, appropriate road signages are available NH in Hailakandi to Katlicherra stretch. All the important roads are required to have signage.

5.11Traffic Survey and Schedule:

Traffic counts were undertaken for all the 14 roads converging at leading junction point away from the intersection. These intersections and the roads are:

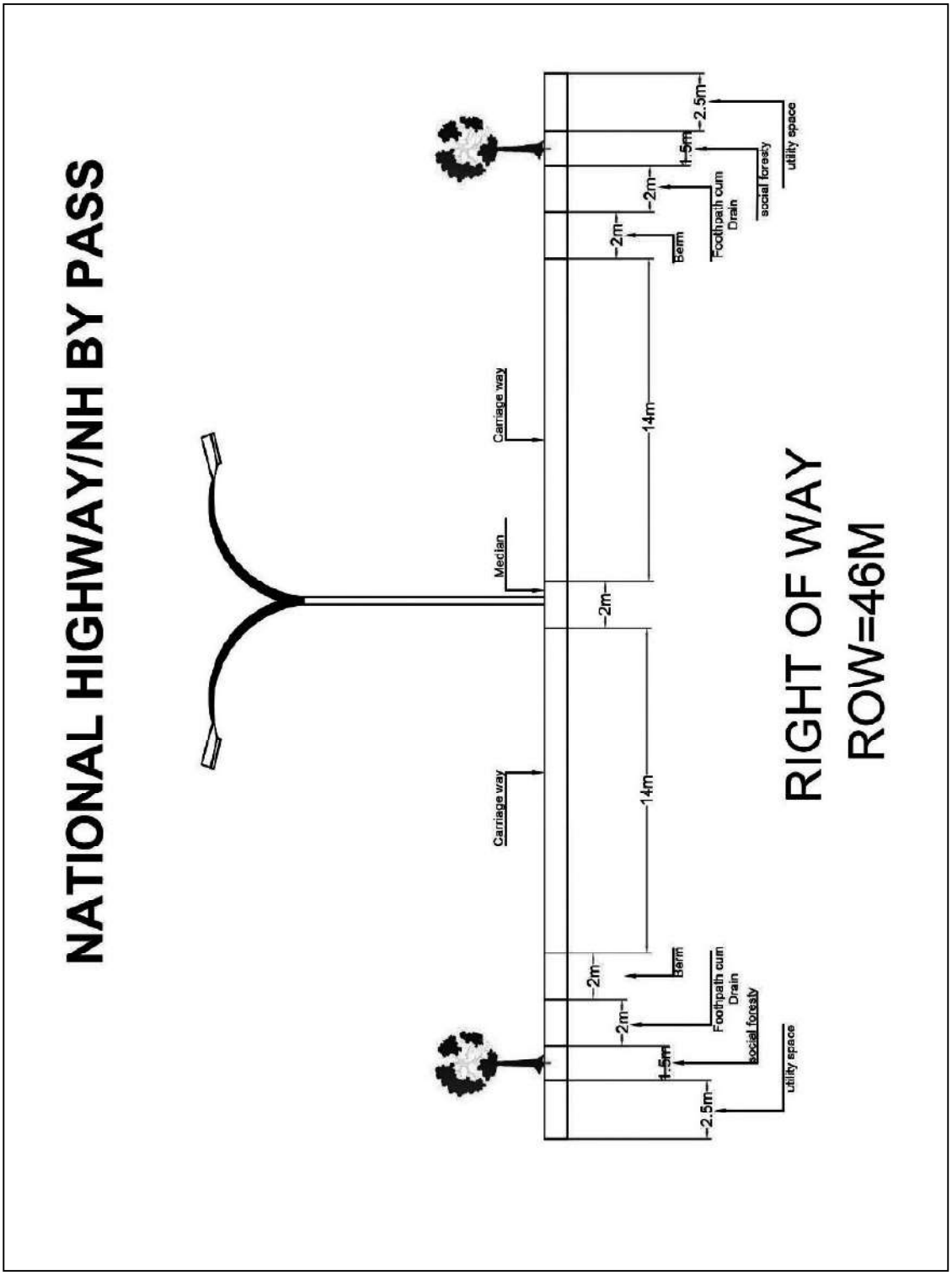
BY-PASS POINT ENTERING LALA (Chandrapur Part II)						
SLNO	DATE	TIME	HEAVY VEHICLE (TRUCK/BUS)	4-WHEELER	AUTO RICKSHAW/E-RICKSHAW	TWO-WHEELER
1	21-12-2022	9:30AMTO11:30AM	70	420	770	785
2	21-12-2022	03:30PMTO 05:30PM	85	345	765	1046
BY-PASS POINT ENTERING LALA (Chandrapur Part II)						
SLNO	DATE	TIME	HEAVY VEHICLE (TRUCK/BUS)	4-WHEELER	AUTO RICKSHAW/E-RICKSHAW	TWO-WHEELER
1	24-12-2022	9:30AMTO11:30AM	83	273	675	645
2	24-12-2022	03:30PMTO 05:30PM	87	325	477	492
BY-PASS POINT LEAVING LALA (Bishnupur)						
SLNO	DATE	TIME	HEAVY VEHICLE (TRUCK/BUS)	4-WHEELER	AUTO RICKSHAW/E-RICKSHAW	TWO-WHEELER
1	21-12-2022	9:30AMTO11:30AM	12	90	335	510
2	21-12-2022	03:30PMTO 05:30PM	15	40	400	570
BY-PASS POINT LEAVING LALA (Bishnupur)						
SLNO	DATE	TIME	HEAVY VEHICLE (TRUCK/BUS)	4-WHEELER	AUTO RICKSHAW/E-RICKSHAW	TWO-WHEELER
1	24-12-2022	9:30AMTO11:30AM	13	57	100	204
2	24-12-2022	03:30PMTO 05:30PM	24	154	188	279
GHALACHERA TO SILCHAR ROAD						
SLNO	DATE	TIME	HEAVY VEHICLE (TRUCK/BUS)	4-WHEELER	AUTO RICKSHAW/E-RICKSHAW	TWO-WHEELER
1	21-12-2022	9:30AMTO11:30AM	20	49	280	342
2	21-12-2022	03:30PMTO 05:30PM	18	43	284	362
GHALACHERA TO SILCHAR ROAD						
SLNO	DATE	TIME	HEAVY VEHICLE (TRUCK/BUS)	4-WHEELER	AUTO RICKSHAW/E-RICKSHAW	TWO-WHEELER
1	24-12-2022	9:30AMTO11:30AM	12	90	335	510
2	24-12-2022	03:30PMTO 05:30PM	15	40	400	570

5.12 Major Proposals:

Connections to missing road linkages, upgradation of existing town roads and few new roads have been proposed and shown in dotted line in Circulation map all over the Master plan area. Two new bridges over river near Bishnupur and Uttarjushnabad Part Ihave been proposed in II of Master Plan area. (Showing in Circulation Map). One Flyover at centre of the town at existing Railway crossing has been proposed.

Width of Right of Way (ROW) for NH, NH Bypass & MDR have been proposed in Master Plan as below -----

NH/NH Bypass----------50.0 mts
MDR ----------30.0 mts.


NATIONAL HIGHWAY/NH BY PASS
RIGHT OF WAY
ROW=46M
Carriage way
Median
Carriage way
14m
14m
2m
2m
2m
2m
2m
2m
Berm
Berm
Footpath cum Drain
Footpath cum Drain
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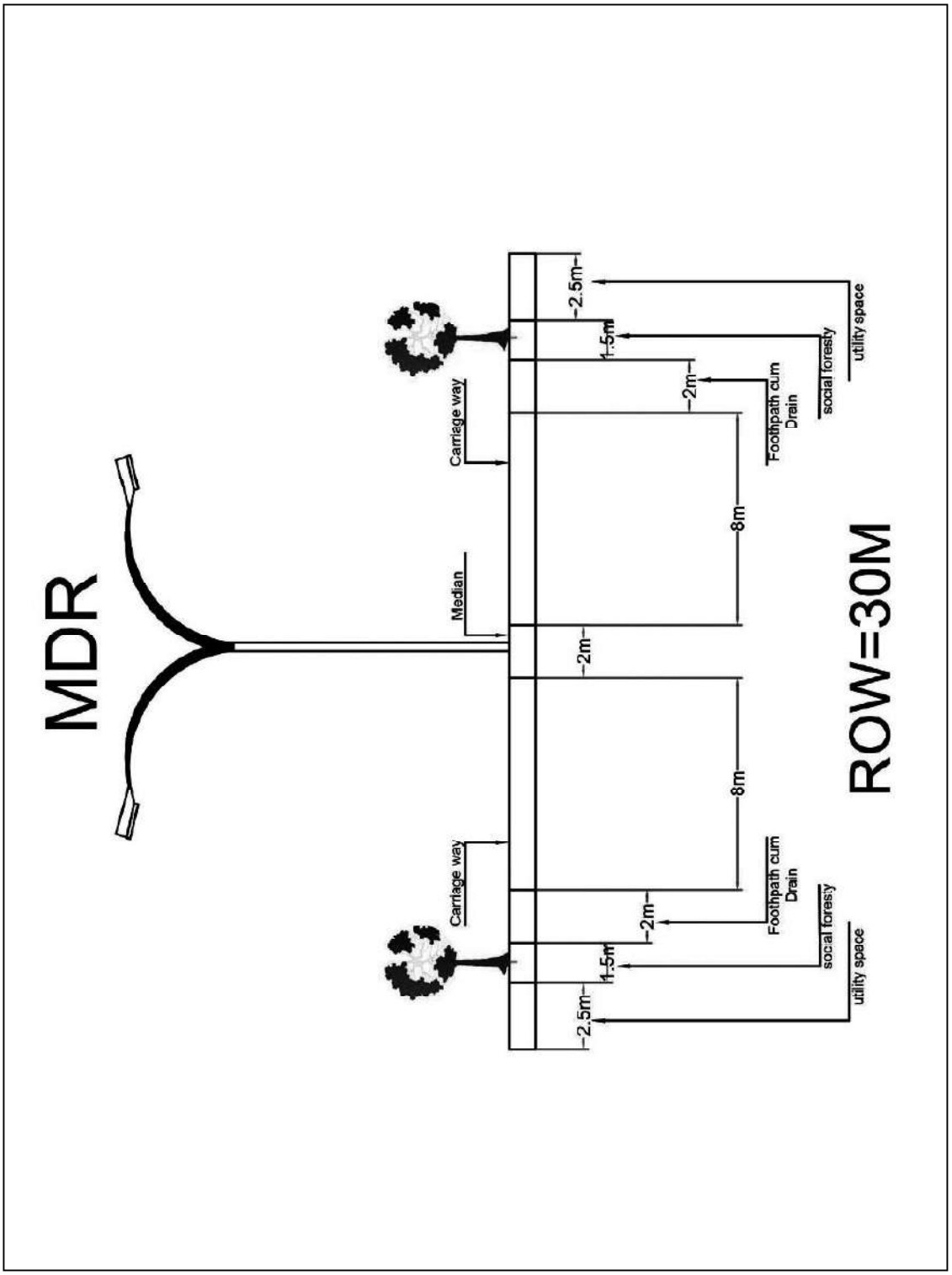
MDR
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Foothpath cum Drain
Foothpath cum Drain
social foresty
social foresty
utility space
utility space

Chapter 6
INFRASTRUCTURE, PUBLIC UTILITIES & SERVICES

6.1. Physical infrastructure: overview of each sub-sector current status, issues and proposals in consultation with the Executive Engineer of D&S Division:

i.Water supply system:

Status of water supply in Lala before introduction of JJM (Jal Jeevan Mission).

A. Lala water Supply for commissioned on 1973-74 for Ward-X

Area covered- Chandrapur-I & II, Lala Part I, Umednagar, Uttar Jushnabad, Bishnupur, Dhanipur&Niyamatput

Total household connection=380 nos.

B. Lala South Bazar WSS, commissioned in 2011-12 for Ward-VII

Area covered- Lala Part I

Total household connection=150 nos.

C. Lala North Bazar WSS, commissioned in 2011-12 for Ward-II

Area covered- Chandrapur-I

Total household connection=150 nos.

D. Lala Multivillage Piped WSS for Ward-VII under JJM

Area covered in Lala Town Area: BT Road, Srinath Road, Athali and a portion of Umednagar

There is at present no scheme which can take care of additional requirement of potable water of major part of town area. In order to meet the shortfall in water supply proposal is given in utility map (water supply) of this master plan showing Plant location and new water supply line.

Additionally, a fire hydrant is proposing at Market area near Lala Municipal Board Office which has been shown in the Utility (Water Supply) Map – 2041.

ii.Drainage system: The existing drainage network of Lala town is pucca in nature and needs proper improvement in near future because of the population growth and changes in the physical environment. The Storm Water Drainage project was implemented under UIDSSMT scheme of length 9.00 km which is already completed. The existing drains take care of the drainage system in some portion of the town.

However, considering the storm water drainage facility for total master plan area, a 2nd phase of the drainage project has been proposed in utility map (storm water drainage) of this master plan which is shown in the proposed final utilities map. As UIDDSMT had already been withdrawn by the Central Government, so a DPR under new physical project mission like AMRUT may be prepared and submitted to the government by the implementing agency.

As per data provided by the PWD (R) Division regarding length of road and proposed road in the master plan area already shown in Chapter 5.1 the provision of drain along the road has been considered in this master plan. Keeping the drain length same as that of proposed road length which is equal to 19.08 km.& deducting the already completed stormwater drain length of 9.00 km the net drain length to be proposed is equal to 10 x 1.4 = 14 km. (1.4 is assumed as a multiplying factor due to the provision of both side drain in some stretches of wider road).

iii. Sanitation: All aspects related to sanitation of Lala Town falls under Swachh Bharat Mission (Urban) and are controlled and executed by Lala Municipal Board. Both ULB and PHE department have been engaged in day-to-day activities and programme under Swachh Bharat Mission. 5655 Nos. of IHHL (Individual Household Latrine) have been constructed under SBM(G)- (Swachh Bharat Mission Gramin) till date. Village wise data are shown in the following table.

Sl. No.	Status of Sanitation	No. of IHHL (Individual Household Latrine)	Status of Drinking Water
1	Umednagar	318	FHTC (Functional House Hold Connection will be provided to each and every household of the village under the master plan area and work are on progress under JJM)
2	Rajeswarpur-III	357	
3	Rajeswarpur-IV	594	
4	Rajeswarpur-VII	406	
5	Chandrapur-I	1047	
6	Chandrapur-I	160	
7	Uttar Jushnabad-I	480	
8	Uttar Jushnabad-II	146	
9	Bhabanipur	71	
10	Jalalpur	159	
11	Dhanipur	170	
12	Niyamatpur	203	
13	Sarbanandapur	243	
14	Niz Vernerpur-I	769	
15	Niz Vernerpur-II	109	
16	Bishnupur	423	
		5655	

iv. Sewerage network: The town does not have any sewerage system. Households have their own septic tank.

v. Solid waste management: current site assessment, land ownership, proposed site: Solid waste management wing comes under the jurisdiction of Lala Municipal Board. At present there is no specific site of waste dumping yard within Lala master plan area. A project report on solid waste management of the town needs to be prepared by the Municipal Board to take care of all categories of waste, their disposal and decomposition. In this master plan, a solid waste management (SWM) site is proposed in mouza Bhabanipur with approx area of 25000 sq mts, shown in the Utility map.

vi. Electric sub-station and major transformers:

There is only one power sub-station in the town and proposed Master Plan area. Major Transformers are located all across various nodal points in the town depending power demand and distribution. Total demand of power in peak hour is 16.00 MW while supply within the area is 14.00 MW. Irrespective of quantum of demand in future years, the supply is regulated by the

norms adopted centrally by APDCL for drawing/ purchasing power from the national power grids.

vii. Fire Hydrant:

A fire hydrant is a crucial part of a city's water infrastructure, used to provide firefighters with easy access to water in the event of a fire. It has been connected to the main water line of the municipal water supply system and serves as an emergency water source.

6.2. Social infrastructure: schools, colleges, universities, hierarchy of hospitals and health centersetc:

The master plan area of Lala has only one government degree level college and one higher secondary school. Within the Lala education block there are 319 Lower Primary school, 97 Upper Primary School and 15 number of High school and Higher Secondary School. All together these educational institutions are sufficient for the present population. The number of private colleges will increase in near future. Important educational institutes are shown in the map.

Health Facility:

Lala has one hospital with 15 nos. of bed and 5 sub-centres within the proposed master plan area at Rajyeswarpur-IV,Chandrapur-II, Bhabanipur, Dhanipur and Sarbanandapur. All other activities related to health and awareness campaign are taken care by Lala Health Centre.

Chapter 7
ENVIRONMENT AND CITY BEAUTIFICATION PLAN

7.1. Description of eco-friendly areas like water bodies, beel, forests and also heritage areas: There is lake-like water body, located in Jalalpur, Nizvernapur Part-1 and Chandrapur pt I in the master plan area. The lake-like water bodies with different types of plants at its surrounding and thus it presents a scenic beauty. The sites at Jalalpur and Nizvernapur refer lake of beel category and suitable for pisciculture. These three sites are recommended as Eco zone for this master plan. Moreover, a river named Katakhal is flowing through three revenue villages namely Nizvernapur part-1, Nizvernapur part-2 and Uttarjoshnabad part-1. The smaller river Dhaleswar is flowing across the master plan area in western side of planning area.

7.2. Plan/measures for protection and conservation of environmentally-friendly zones: All developmental activities except recreational and beautification purposein Eco zones, in the low-lying area have been proposed to be freezed. Restrictive measures on development control have been proposed through imposition of green belt zone. Moreover "**No Development Zone**" (which forbids activities like land filling and earth cutting too) has been proclaiming in all areas within 15 meters from any water body, rivers etc in urban area and 50 meters in rural area.In addition existing land uses in the form cultivation has been encouraged, agriculture/ paddy zone has been marked in semi urban areas in this master plan.

7.3. City Beautification Plan/Proposals

i. **Roadside plantation:** The road side plantation along edge of the footpath at national highway (NH) and other district roads (ODR) in town area has been proposed. This is to be implemented through Social Forestry Division, Silchar.

ii. **Urban agriculture and urban forestry:**Both are already in existence and shown in proposed land use map. Urban agriculture has been shown in Agriculture and Paddy zone in Land use map. Similarly urban forestry will be available at proposed Green belt zone and Eco zone in Land use map.

iii. **Pubic Rain Water Harvesting Scheme:** In all public building, provision to be checked before according approval to the project. In all group housing project and multistoried building, rain water harvesting system to be installed. This has also been incorporated in Assam Unified Building Bye laws and Regulations 2022

iv. **Development of parks and recreational spaces:**Though there is non-availability of suitable developed and level ground, even than recreational centres and organized open spaces have been proposed in the land use map.

v. **Identification and demarcation of multi-purpose open spaces for sports, cultural functions, fairs, circus etc:** Few organized vacant spaces have been marked in the proposed land use and zoning map for future development purpose. Those areas will also serve the purpose of organizing fairs and events.

vi. **Beautification of major transit zones (major junctions, bus depot, railway station, market zones etc):**At existing Lala bazaar, a market complex should be constructed under to cope up the existing trade and commerce scenario. Parking

facilities may be provided there and open space may keep for plantation towards green and beautification of the area. All other proposed areas for Bus/Truck Terminus, Truck parking etc to be developed with adequate open space, plantation and solid waste disposal system. The Railway station area to be maintained by Railway authority and this is to be maintained as per railway norms and guidelines.

vii. **Road signage and street furniture:**Road signage to be provided along national highway at every 500 mts by PWD(NH) division. In other district roads of state PWD, informatory and cautions signage to be erected at appropriate locations. The adequately raised footpath (1.5 mts width at NH and 1 mt width at ODR), the street lights and properly laid out road junction with rotary and divider form the important components of street furniture.

Three number of major rotaries at three important road junctions in master plan area has been proposed showing appropriate lay out and dimension. The layouts are shown in proposed circulation map

viii.**Zero Point:**Existing Road Level (Altitude) in meters for 6 nos. of major roads of Master Plan area are as follows:-

SL NO	ROAD NAME	LOW ELEVATION (in meter)	HIGH ELEVATION (in meter)	Zero Point
1	Leaving Lala Road (Bishnupur)	19.992	28.445	So, zero level is at 19.992, now road level for future is fixed at (19.992+0.3) = 20.292 meter.
2	Lala Bypass Road	21.995	35.988	So, zero level is at 21.995, now road level for future is fixed at (21.995+0.3) = 22.295 meter.
3	Lala Bypass Road to Way to Katlichera	23.984	30.841	So, zero level is at 23.984, now road level for future is fixed at (23.984+0.3) = 24.284 meter.
4	Lala Bypass Road to Entering Lala Road (Chandrapur Part II)	19.757	33.09	So, zero level is at 19.757, now road level for future is fixed at (19.757+0.3) = 20.057 meter.
5	Lala road to Katlichera Road	21.115	30.372	So, zero level is at 21.115, now road level for future is fixed at (21.115+0.3) = 21.415 meter.
6	Ghagalachera to Silchar Road	22.142	32.115	So, zero level is at 22.142, now road level for future is fixed at (22.142+0.3) = 22.442 meter.

Chapter 8
LAND USE PLAN

8.1.Developable and non-developable area of the Master Plan:

Few areas near river bank prone to flood and soil erosion and low-lying areas and areas serving as drainage storage basin within Master Plan area can be categorized as non-developable area. These areas are to be of restrictive use from the environmental and ecological point of view. These areas are to be of restrictive use from the environmental and ecological point of view.**"No Development zone including earth filling and earth cutting"** has been proclaiming in all areas within 15 meters from any water body, rivers etc in urban area and 50 meters in rural area. All other areas fall under category of Developable area. The possibility of expansion of the town is towards northern direction in first phase and towards southern in the subsequent phase.

8.2. Existing and Proposed land-use:

The future population and trend of infrastructure development determine the nature of land uses and their proportion in future land use. It has been assumed that there will not be any abrupt changes in any aspect affecting the future population figure in an unprecedented manner. Rather there will be moderate increase in present growth and it will continue for some years in future. The projected population of in 2041 is 67806. The Master plan or Outline Development plan is prepared to evolve a scientific and rational policy for urban development. The plan guides the future course of development for providing better environment of the people living in a geographical area. The plan period of this Master plan is considered upto 2041. In normal course it should be revised after 2041 and if necessary it may be revised even earlier. The studies in respect of land use pattern, transportation network, circulation pattern, housing and other activities indicate lack of urban amenities and infrastructure hindering the growth in the other sector. However, opportunities in its location in regional set up vis a vis scope for promotion of trade and commerce are to be explored and exploited in positive manner.

a. ***Residential***: A total area of 15.70 sq.kms has been proposed for residential use which is 44% of total master plan area. The residential areas are distributed all over the Master plan area to have smooth home and place of work relationship. The concentration of population in different areas would vary and accordingly there would be distribution like low, high and medium density zone as shown in chapter 2.

b. ***Commercial:*** A total area of 0.72sq.km has been proposed for commercial use. The dispensing of commercial activities in different nodal centres of the town and as well as along the major road is proposed in this plan. It is 2% of total master plan area. The Vending Zone has been proposed at Lala Town Part II village.

c. ***Manufacturing/Industrial:*** Encouragement for establishment of small industrial units like bamboo made product, earthen product etc. and based on agricultural products and other small-scale industries may be given priority. The area of 1.76sq.km is allocated for industrial and manufacturing purpose which is 5% of total area. The surrounding area of Lala town is fertile and the town along with its shrubs produces large quantities of rice and other vegetables

d. ***Mix Use:*** A total area of 0.18 sq.km has been proposed in the master plan area for mix use purpose.

e. ***Public & Semi-public:*** A total area of 2.11sq.km has been proposed for public and semipublic use. This category consists of multiple uses like Government and semi-Government offices, various education and health facilities, socio cultural and institutions, places of public uses etc. There has been provision of keeping well defined areas for Government and public offices, institute etc. in public and semipublic land use at different locations in the master plan area. A new***cremation ground*** is proposed at mouza **Niz-Barnapur part I** with an area of 35000 sq.ft.

f. ***Transport:*** Economic and socio-cultural life of a geographical area is immensely influenced by regional transport linkage and inner traffic management system. The growing demand for transportation facilities calls for assessment of the existing problems of traffic movement, circulation pattern, road geometrics. The assessment helps to evolve remedies in terms of short term and long-term measure. The total area proposed for transport is 3.33 sq.km.

g. ***Agriculture:*** In proposed master plan, an area of 4.10sq kms has been earmarked as Agriculture and Plantation (paddy) area. Major importance has been given to primary sector and maintenance of green field.

h. ***Special areas*** (Heritage, Pilgrimage, Notified Archaeological sites(if any): There is no such feasible site or zone need to be used under this special area.

i. ***Water bodies:*** There is river Katakhal flowing in the master plan area passing. Apart from this, few prominent natural drainage channels (locally called Khal) are scattered within the master plan area.The total area of water bodies is estimated as 2.51sq.kms.

The existing and proposed land use survey are shown in following table –

Table No - 4

EXISTING LANDUSE OF LALA MASTER PLAN AREA – 2022		
Category	Area in Sqkm	Percentage of total Area
Residential	9.77	26.91
Commercial	0.29	0.79
Industrial	0.01	0.02
Public & Semi Public	0.16	0.43
Recreational	0.87	2.4
Transport	0.71	1.96
Total Developed Area	**11.81**	
Agriculture	21.85	60.21
Waterbody	2.51	6.9
Embankment	0.01	0.02
Govt. Land	0.13	0.36
Non Developed Area	**24.5**	-
Total Master Plan Area	**36.30**	**100**

PROPOSED LANDUSE OF LALAMASTER PLAN AREA – 2041			
Land Use Category	**Area in Sqkm**	**P. c of Developed area**	**Percentage of total area**
Residential	15.70	58.45	43.26
Commercial	0.72	2.68	1.99
Industrial	1.76	6.55	4.85
Public/Semi-Public	2.11	7.85	5.82
Recreational Spaces/ Open Spaces/Playground	3.06	11.39	8.43
Transport	3.33	12.39	9.18
Mixed Use	0.18	0.67	0.49
Total Developed Area	**26.86**	**100**	
Water body	2.51	-	6.16
Ecozone	0.3	-	0.82
Agricultural Land	4.1	-	11.29
Embankment	0.32	-	0.89
Green Belt	2.27	-	6.26
Total Non- Developed Area	**9.50**		
TOTAL	**36.30**	**100**	**100**

8.3. Composite zones or Mixed zones:

Residential zones and Commercial zones are allowed for mixed use zones, however only general commercial and retail commercial will be in combination with residential use. The restriction/relaxation in different parameters will be as elaborated in sec 83 (C) of Assam Unified Building Construction (Regulation) Byelaws 2022.

8.4 Zoning Regulations:

Uniform Zoning Regulations 2000 for all towns of Assam in combination with the Assam Unified Building Construction (Regulation) Byelaws 2022 will take care of all aspects of zoning regulations, development control and according land sale and building construction permission by the enforcing authority of this master plan. The Proposed Zoning map of this Master Plan will have to be read and referred while enforcing the zoning regulations.

8.5 Town Planning Scheme (TPS)&Local Area Planning (LAP):

Town Planning Scheme is a development scheme where the irregular lands are taken from owners and the land is developed with regular plots, well connecting roads, parks and open spaces. Developed plots are redistributed to the land owners in proportion to their share of land contributed for development. The plots which the owners get will be less in area than they had contributed as the land will be used for roads and open spaces also. Here no compensation is given to the owner; instead, they will be given developed land which will be having high value than the previous undeveloped land.

For the said purpose, there are two TPS has been proposed in the Master Plan in the village of Bhabanipur and Rajeshwarpur part VIII. The total area of the two TPS is 107 hectares.

A local area plan (LAP) sets out a strategy for the proper planning and sustainable development of a specific area within a local authority and for a timescale as specified by the authority.The total LAP area is 4.76 hectares which has been proposed in the Lala Town Part II.

8.6 Transferable Development Rights (TDR):

Transferable Development Rights (TDR) is a zoning and land-use strategy that allows property owners to shift the development potential from one location (the "sending area") to another (the "receiving area"). This system helps preserve land in areas where development is restricted, while allowing more concentrated growth in areas better suited for it.

Main Elements:

- **Sending Area**: In this zone, development is limited or prohibited, and property owners can sell their rights to develop the land to others.
- **Receiving Area**: In this zone, developers can purchase those rights to build at higher densities or with greater intensity than standard zoning would typically permit.

Benefits of TDR:

1. **Preserves Open Space**: TDR programs are often used to conserve farmland, forests, wetlands, or historically significant areas by restricting development in the sending zones.
2. **Promotes Efficient Growth**: Development is steered towards areas with existing infrastructure, leading to more efficient use of resources and land.
3. **Offers Flexibility to Landowners**: Landowners in restricted areas can sell their development rights, gaining financial benefits without needing to develop their property.
4. **Balances Development with Conservation**: TDR provides a market-based approach to harmonize the need for development with the goal of preserving open land.
5. **Reduces Urban Sprawl**: By focusing development in specific areas, TDR helps to prevent spread-out, inefficient land use and encourages more compact, walkable communities.
6. **Protects the Environment**: Sensitive ecosystems and natural landscapes can be preserved, preventing environmental damage and maintaining biodiversity.
7. **Economic Incentives for Developers**: Developers in receiving areas benefit by gaining the right to build larger projects or more units than zoning regulations would normally allow.

In summary, TDR helps to meet both development and conservation goals through market-driven incentives, guiding growth towards areas where it can be more sustainable.

8.7 Vending Zone:

A **vending zone** is a designated area within a city or public space where street vendors and mobile businesses are permitted to operate. These zones are typically established by local authorities to regulate street vending activities, ensuring they comply with legal, safety, and health standards. Vending zones help organize the placement of vendors to prevent congestion, maintain public order, and create a balanced environment between vendors, pedestrians, and other businesses.

Key Features:

- **Regulated Spaces**: Vending zones are governed by local laws that outline specific rules, such as hours of operation, permitted goods, and location boundaries.

- **Safety and Hygiene**: Vendors operating in vending zones are often required to meet health and safety standards, especially if selling food.
- **Encouraging Economic Activity**: These zones provide opportunities for small-scale entrepreneurs and street vendors to conduct business in a legal and structured environment.
- **Reducing Conflicts**: By designating specific areas for vending, cities can reduce conflicts between vendors and brick-and-mortar businesses, and minimize disruptions to pedestrian traffic.

Vending zones serve as a way to regulate and support street vending while ensuring urban spaces remain functional and safe for all.

CHAPTER 9
PROPOSED PROJECTS' BRIEF AND TENTATIVE FUNDING SOURCE

9.1. Based on existing conditions and projected requirements of the planning area, identify priority sectors and projects:

Based on the analysis of the existing scenario of infrastructures in project area, following are the identified priority sectors-----

1. Solid Waste Management project
2. Water supply project
3. Storm water drainage project

9.2. Fund requirement for each sector/project identified under the sectors:

A. Probable cost of Integrated Solid Waste Management for Lala Municipal Board:

Integrated Solid Waste Management (ISWM) is a system which defines a hierarchy while managing solid waste. According to the ISWM, solid waste must be managed in the following hierarchy with the first strategy being most desirable and the succeeding strategies to be followed depending on the quantity and category of waste. A site of proposed Solid Waste Management has been selected at mouza **Bhabanipur** of approx area 25000 sq mts.

- *Reduction at source and reuse:* The most logical and preferred option is minimizing the waste production. This can be done by using better technologies, efficient packaging, reusing the waste produced at each level in some other process or activity.
- *Recycling:* Recovery of material from the waste and reusing it again in manufacturing of some other product is recycling. Although recycling helps in recovering the material waste, energy is used in the process.
- *Waste to Compost:* Decomposition of organic municipal waste to produce manure.
- *Waste-to-Energy*: Production of heat, electricity or fuel from the waste using bio-methanation, waste incineration or Refuse Derived Fuel (RDF).
- *Waste Disposal:* Inert waste or the residual waste produced in the other waste management process must be disposed in engineered landfills.

Another aspect of ISWM is the integration of informal sector, to include rag pickers and private door-to-door waste collectors. The informal waste sector plays an important role in waste collection and segregation and this is done at a minimal cost.

Considering all options for a modern Solid Waste Management project like vermicomposting, digestion, incineration, gas and electricity product, residual land fill provision etc, the cost per person is derived from similar DPR of different town (Panaji, NOIDA) etc). It is per person capital expenditure is calculated Rs. 708.25/Persons. Taking into consideration the projected population up to 2041 probable cost for managing solid waste is calculated as below.

Therefore, for population of 67,806 (projected upto 2041) = Rs.708.25 x 67,806 = Rs. 48,023,600/- (Rupees Four croreeight lakhs twenty-threethousand six hundred)

The per capita annual operation and maintenance cost is Rs. 155/-
Therefore, for population of 67,806 (projected upto 2041) = Rs.155 x 67,806
= Rs.10,509,930 /- (Rupees one crore five lakhs nine thousand ninehundred&thirty) only.

B. Probable cost of Water Supply schemes for Lala Master Plan Area:

As per data given by the P.H.E Hailakandi division, there exists four number of water supply scheme for Lala town and its adjoining area before initiation of Jal Jeevan Mission. The four schemes are located at Lala town ward no.10, Lala south bazaar ward no.7, Lala north bazaar ward no.2 and Muitivillage piped water supply scheme at ward no.7 (This is under funding of Jal Jeevan Mission).

Total population to be covered under various water supply project by 2041 is approx 70000-18000= 52000.

Total shortfall to be covered in water quantity= 52000x135 litres=7020000 litres=7 MLD.approx

Therefore, to supply additional 7 MLD (70 Lakhs litres) within the master plan area.
The following brief project proposal may be prepared on the basis PHE Assam guidelines.
Considering estimate population of master plan area in 2031 is 56,707, the cost of commissioning the water supply project by 2024-25 is rupees Rs. 9737.88 per person. Then after 10 years, the projected population in 2041 is 67,806. Then the cost of improvement of that project is Rs. 8322.92 per person. The different components of the project are as follows-

1. Raw water intake system.
2. Raw Water Pumping Machinery and other accessories
3. Raw Water Converging Main
4. Water Treatment Plant
5. Clear Water Pumping System
6. Clear Water Converging main
7. Elevated service reservoir.
8. Distribution System
9. Water Meter with 5 years maintenance contact.
10. Auto Control System.

Accordingly, total project of water supply augmentation within Lala Master Plan Area will be:
= (56,707 X Rs. 9737.88) + (67806 X 8322.92) = Rs. 1116549875
(In Words Rupees One Hundred Eleven Crores Sixty-Five Lakhs Fifty forty-nine thousand eight hundred seventy-five only.)

C. Probable cost of Storm water drainageschemes forLala Municipal Board:

Taking into consideration the present prevailing market rate of the construction materials and labour and ongoing drainage scheme as per PWD (Rural) Road Schedule 2020-21) and recent estimates prepared by Lala Municipality for RCC drains and culverts, the approximate amount required to cover a length of 14km with drainage facility is calculated as follows.

The details requirement of the proposed length has been described in chapter 6 at para 6.1.

Total cost for per metre length of the drain = Rs.13,900/

Total approximate cost required to complete drain for a length of 14 km is = Rs.13900 x 14000 m =Rs.194,600,000 /only (Rupees Nineteen crores & sixty lakhs)only.

9.3. Identify Land site for proposals: in case of Government land, inventory of Municipal Land, State Govt./ Govt. agency owned land etc. and plan for acquiring/leasing the same.

There are very few vacant/ partially vacant plots of Government land within Master Plan area as per data collected from the Lala Circle office. These are proposed to be used for future development and extension of Infrastructure services within Lala Master Plan area. The total governmentKhas land in Lala Master Area is **0.133687sqkm.** The all-governmentKhas lands are shown in the existing land use map.However, as per reported by the Circle Office, Lala, there is very few government vacant land is available for making proposal for future in the master plan. Some lands are already encroached as residential or commercial area. So, all the proposals for infrastructures development in this Master Plan have been given on private lands which are to be acquired as and when implemented by the Concerned Department.

9.4. Indicative sources of Fund: specific Central Scheme funds (10% NLCPR, AMRUT, Infrastructure Dev Fund, Entry Tax etc), Assam Finance Commission funds, CM's special package, Public Private Participation, Loan from externally aided project (JICA-World Bank-ADB etc)

At present, there are no any specific schemes are implemented in Lala town except for UDISSMT scheme which is now withdrawn. So above mentioned three projects should be funded from suitable centrally or state sponsored scheme (AMRUT, Infrastructure Dev. Fund, Entry Tax etc, Assam Finance Commission funds, CM's Special Package, Public Private Participation, Loan from externally aided project -JICA, World Bank, ADB etc):

Chapter 10:
DISASTER MANAGEMENT PLAN

10.1. Flood/Urban flood: District Disaster Management Plan for Hailakandi district has already been prepared and it takes care of urban water logging and flood including Lala town and surrounding areas.

10.2. Earthquake: Details Plan has been indicated in District Disaster Management plan.

10.3. Others: Details Plan has been indicated in district Disaster Management plan.
Disaster Management Plan pronounces in the clearest terms that the process of adaptation & change to manage disasters has to have several dimensions; Prevention, Mitigation, response, relief, Recovery& Rehabilitation.

It recognizes that disaster management has to be a collective & multi- sectoral effort.

It makes it clear that the process of adaptation & change can no longer be an optional one & every agency of Government must account for what it did or failed to do.

Each of these phases involve different aims &objectives, they may overlap depending on the nature of the disaster. However, the overall objectives are the same. The aim of any disaster management programme is to reduce the impact of a disaster on human life and property. The aim of plan is to ensure that all components of disaster management are addressed to facilitate planning, preparedness, operational, co-ordination and community participation.

The objectives of this departmental disaster management plan are:

- To asses vulnerability of the departmental assets / works created with the help of ULBs of the district to different disaster.
- To generate preparedness plan for fighting against different disaster.
- To train up departmental personnel for providing emergency response services during disaster.
- To keep co-ordination with DDMA & other authorities.
- Sensitization for community participation.

Seasonal Hazard Analysis: - Generally, in this region the probability of major hazard is due to flood / urban flood, earthquake, landslide & river erosion. The periodic duration of the causes of hazards are as below.

Type of Hazards	Jan	Feb	Mar	April	May	June	July	August	Sep	Oct	Nov	Dec
Flood				←	—	—	—	—	→			
Earth Quake	←	—	—	—	—	—	—	—	—	—	—	→
Landslide				←	—	—	—	—	→			
Storm			←	—	—	—	—	→				
Fire Accident	←	—	—	—	—	—	—	—	—	—	—	→
River Erosion				←	—	—	—	—	→			
Industrial Hazard	←	—	—	—	—	—	—	—	—	—	—	→
Bomb Blast	←	—	—	—	—	—	—	—	—	—	—	→
Road Accident	←	—	—	—	—	—	—	—	—	—	—	→

Disaster Probability: - The probable period of occurrence & damages from major causes of hazard in this region.

Sl. No.	Type of Hazards / Disaster	Time of Occurrence	Potential Impact / Probable Damage	Vulnerable Areas
1.	Flood	April – September	Damage of Roads& Drains, lives & properties.	Within Master Plan area of the town
2.	Earthquake	January – December	Loss of life, infrastructure, constructed structure, public & private building.	Within Master Plan area of the town
3.	River Erosion	April to September	Loss of Public/Private Property.	Within Master Plan area of the town
4.	Storm	April to September	Loss of Public/Private Property.	Within Master Plan area of the town

Risk Assessment: - Two major hazards may be considered for risk assessment in this region.

Type of Hazard	Potential Impact	Vulnerability	Vulnerable Area
Flood/Urban flood	Damage of Roads& Drains.	i) Siltation of drainage channel	All towns and surrounding Master Plan area in the district.
		ii) Temporary Water logging of	Ward no. 2, 3 & 4 of Lala town are prone to water logging due to medium to heavy

		reclaimed area	rainfall and Ward No 1 is partially affected. The other locality which is affected by water logging for few hours is main roads near Sadar Thana.
Earth Quake	Loss of lives & properties	i) Infrastructure which are not earthquake resistant (Asscssmcnt may be needed)	Damage of public & private building in towns and their surroundings. Mostly old & dilapidated buildings are likely to be affected.

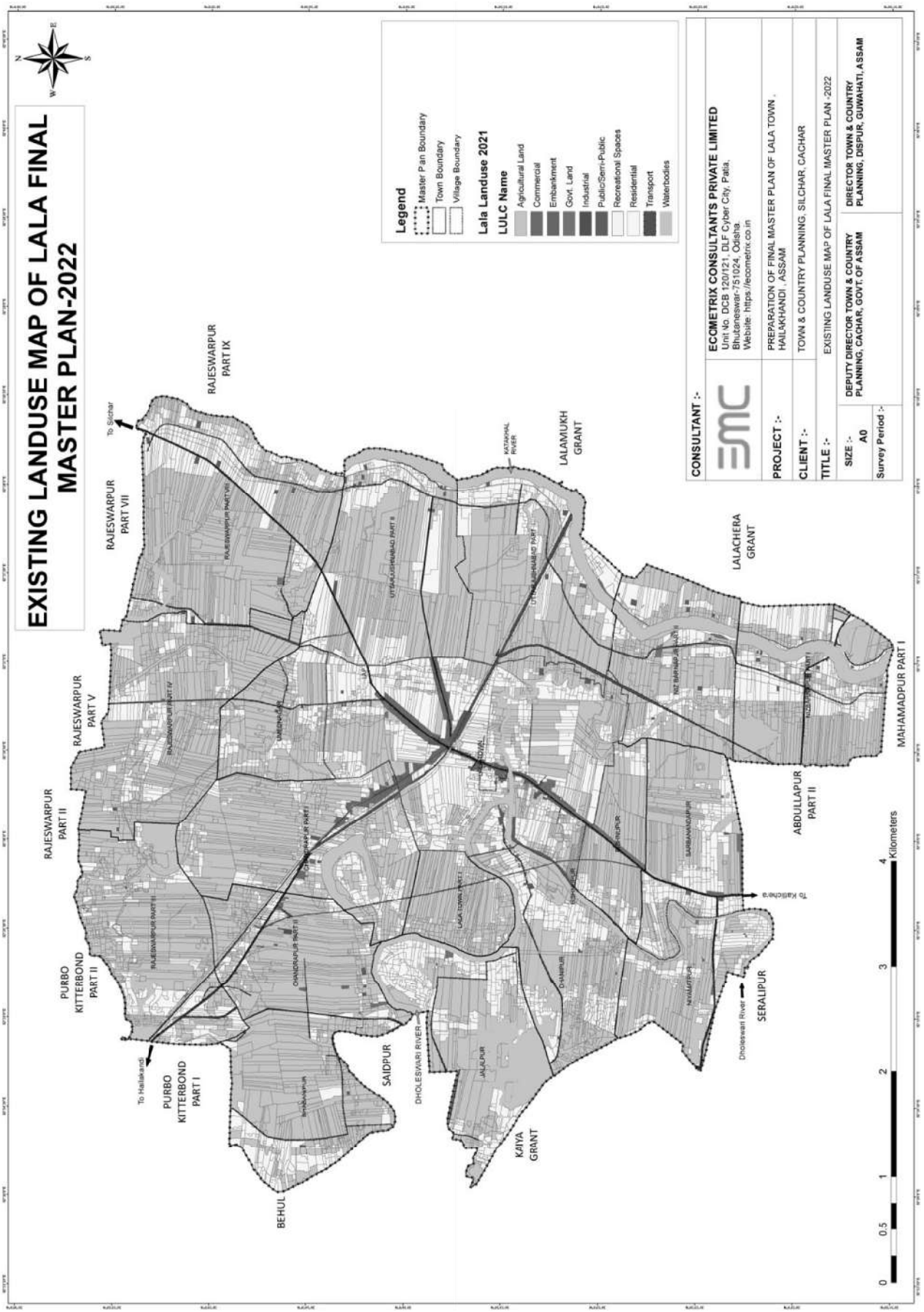
10.4. <u>Standard Operational Process (SOP) on Disaster</u>: Pre-disaster, During and Post disaster SOP under district Town and Country Planning office has been prepared which is also applicable for Lala Master Plan area.

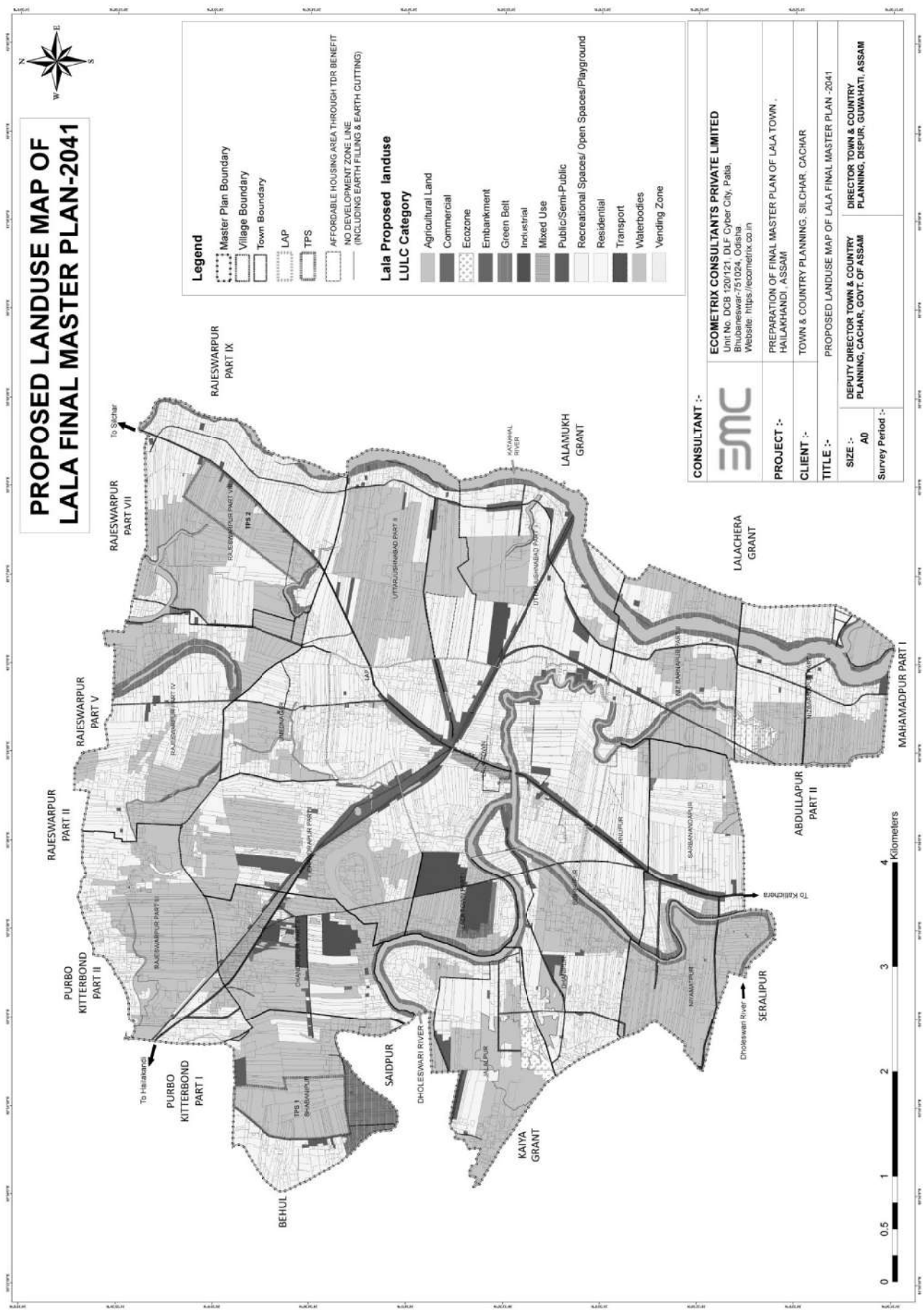
Departmental Standard Operating Procedures (SOPs): SOPs describe the regularly recurring work processes that are to be conducted or followed within an organization.

Standard Operating Procedure (SOP): The Nodal officer is the first person to initiate action & put the SOP of the Department into ground reality.

The Nodal Officer will co-ordinate with DDMC and DDMA in the event of any disaster. It is the responsibility of the Nodal officer & his team to coordinate & keep liasoning with subordinate agencies &higher-level agencies.

All other activities in field level are co-ordinated by the officers in charge of Rescue team and First Aid/Medical Team as formed at Chapter 4. All actions are duly endorsed by the Head of Office. The various components of SOPs have been incorporated & integrated in the different chapters of this plan in appropriate paras & points.


EXISTING LANDUSE MAP OF LALA FINAL MASTER PLAN-2022
Legend
Master Plan Boundary
Town Boundary
Village Boundary
Lala Landuse 2021
LULC Name
Agricultural Land
Commercial
Embankment
Govt. Land
Industrial
Public/Semi-Public
Recreational Spaces
Residential
Transport
Waterbodies
CONSULTANT :-
ECOMETRIX CONSULTANTS PRIVATE LIMITED
Unit No. DCB 120/121, DLF Cyber City, Patia,
Bhubaneswar-751024, Odisha.
Website: https://ecometrix.co.in
PROJECT :-
PREPARATION OF FINAL MASTER PLAN OF LALA TOWN, HAILAKHANDI, ASSAM
CLIENT :-
TOWN & COUNTRY PLANNING, SILCHAR, CACHAR
TITLE :-
EXISTING LANDUSE MAP OF LALA FINAL MASTER PLAN -2022
SIZE :-
A0
Survey Period :-
DEPUTY DIRECTOR TOWN & COUNTRY PLANNING, CACHAR, GOVT. OF ASSAM
DIRECTOR TOWN & COUNTRY PLANNING, DISPUR, GUWAHATI, ASSAM
RAJESWARPUR PART IX
RAJESWARPUR PART VII
RAJESWARPUR PART V
RAJESWARPUR PART II
PURBO KITTERBOND PART II
PURBO KITTERBOND PART I
BEHUL
SAIDPUR
KAIYA GRANT
LALAMUKH GRANT
LALACHERA GRANT
MAHAMADPUR PART I
ABDULLAPUR PART II
SERALIPUR
To Sidhar
To Hailakandi
To Kalicherra
Dholeswari River
DHOLESWARI RIVER
KATAKHAL RIVER
0 0.5 1 2 3 4 Kilometers


PROPOSED LANDUSE MAP OF
LALA FINAL MASTER PLAN-2041
Legend
Master Plan Boundary
Village Boundary
Town Boundary
LAP
TPS
AFFORDABLE HOUSING AREA THROUGH TDR BENEFIT
NO DEVELOPMENT ZONE LINE
(INCLUDING EARTH FILLING & EARTH CUTTING)
Lala Proposed landuse
LULC Category
Agricultural Land
Commercial
Ecozone
Embankment
Green Belt
Industrial
Mixed Use
Public/Semi-Public
Recreational Spaces/ Open Spaces/Playground
Residential
Transport
Waterbodies
Vending Zone
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DEPUTY DIRECTOR TOWN & COUNTRY
PLANNING, CACHAR, GOVT. OF ASSAM
DIRECTOR TOWN & COUNTRY
PLANNING, DISPUR, GUWAHATI, ASSAM
Survey Period :-
RAJESWARPUR PART IX
RAJESWARPUR PART VII
RAJESWARPUR PART V
RAJESWARPUR PART II
PURBO KITTERBOND PART II
PURBO KITTERBOND PART I
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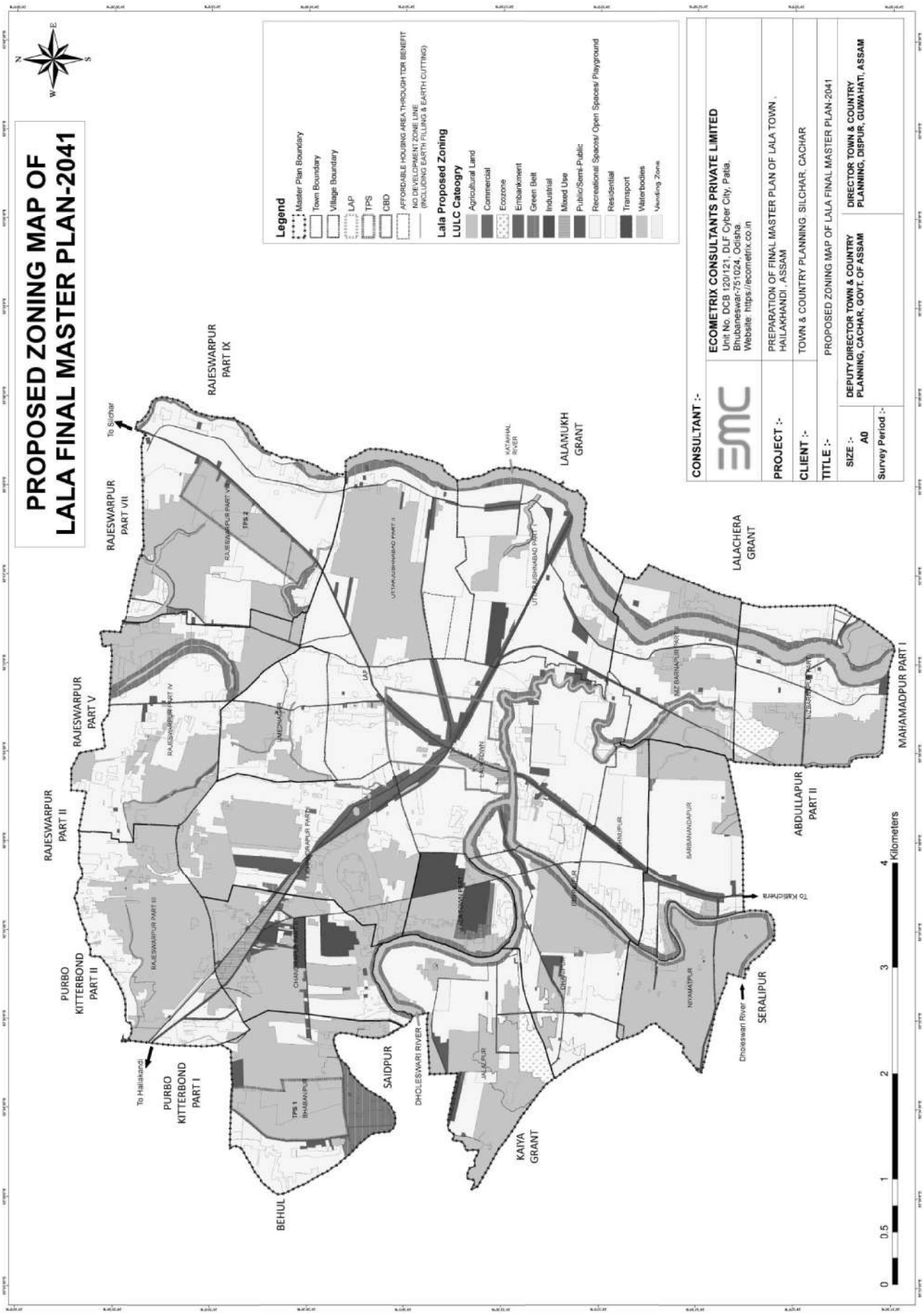
SAIDPUR
KAIYA GRANT
LALAMUKH GRANT
LALACHERA GRANT
ABDULLAPUR PART II
MAHAMADPUR PART I
SERALIPUR
To Silchar
To Hailakandi
To Katlichera
DHOLESWARI RIVER
Dholeswari River
KATAKHAL RIVER
0
0.5
1
2
3
4
Kilometers


PROPOSED ZONING MAP OF
LALA FINAL MASTER PLAN-2041
Legend
Master Plan Boundary
Town Boundary
Village Boundary
LAP
TPS
CBD
AFFORDABLE HOUSING AREA THROUGH TDR BENEFIT
NO DEVELOPMENT ZONE LINE
(INCLUDING EARTH FILLING & EARTH CUTTING)
Lala Proposed Zoning
LULC Cateogry
Agricultural Land
Commercial
Ecozone
Embankment
Green Belt
Industrial
Mixed Use
Public/Semi-Public
Recreational Spaces/ Open Spaces/ Playground
Residential
Transport
Waterbodies
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PLANNING, CACHAR, GOVT. OF ASSAM
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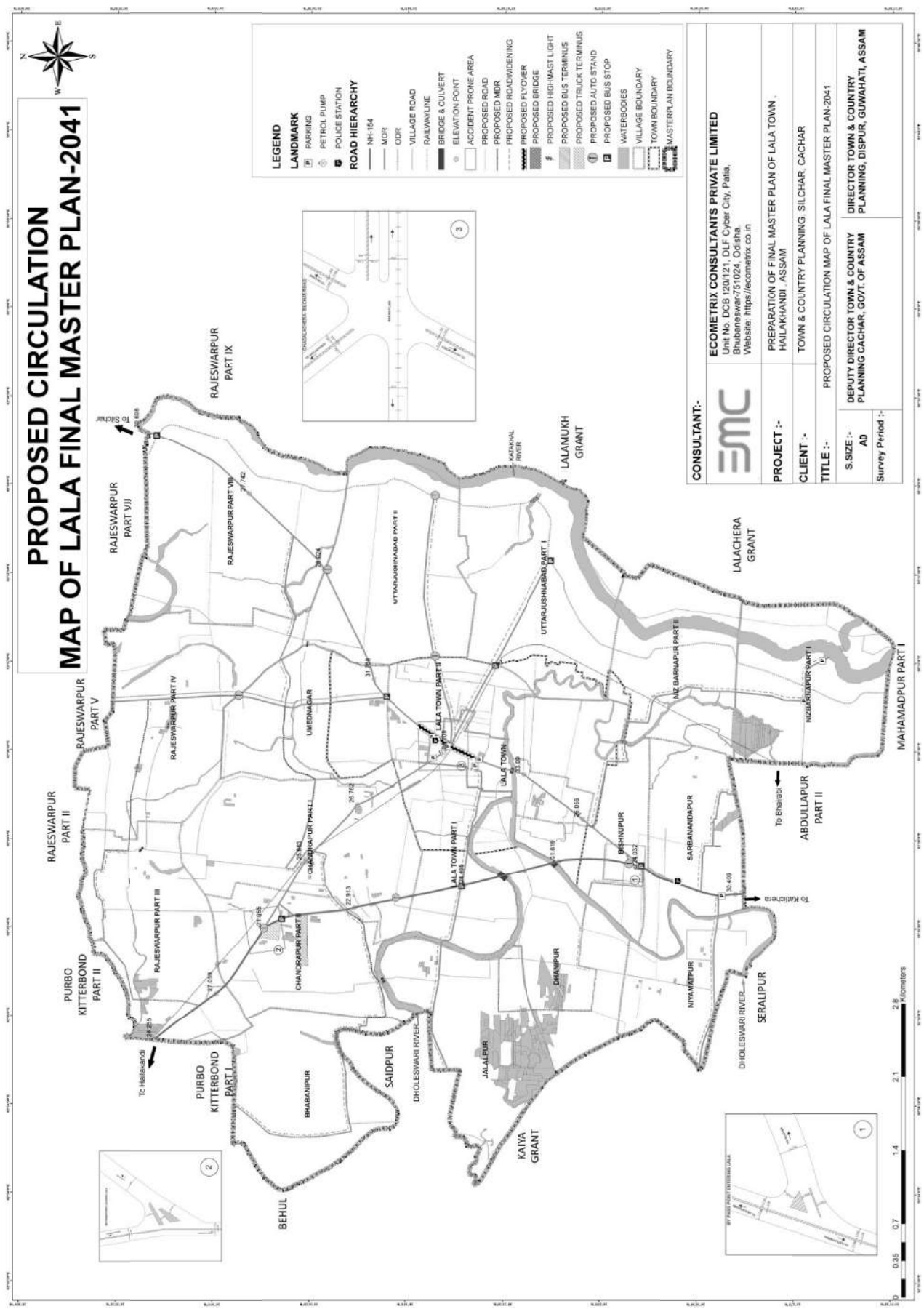
RAJESWARPUR PART VII
RAJESWARPUR PART V
RAJESWARPUR PART II
PURBO KITTERBOND PART II
PURBO KITTERBOND PART I
BEHUL
SAIDPUR
KAIYA GRANT
SERALIPUR
LALAMUKH GRANT
LALACHERA GRANT
ABDULLAPUR PART II
MAHAMADPUR PART I
To Silchar
To Hailakandi
To Karimganj
KATAKHAL RIVER
DHOLESWARI RIVER
Dholeswari River
0 0.5 1 2 3 4 Kilometers


PROPOSED CIRCULATION
MAP OF LALA FINAL MASTER PLAN-2041
LEGEND
LANDMARK
PARKING
PETROL PUMP
POLICE STATION
ROAD HIERARCHY
NH-154
MDR
ODR
VILLAGE ROAD
RAILWAYLINE
BRIDGE & CULVERT
ELEVATION POINT
ACCIDENT PRONE AREA
PROPOSED ROAD
PROPOSED MDR
PROPOSED ROADWIDENING
PROPOSED FLYOVER
PROPOSED BRIDGE
PROPOSED HIGHMAST LIGHT
PROPOSED BUS TERMINUS
PROPOSED TRUCK TERMINUS
PROPOSED AUTO STAND
PROPOSED BUS STOP
WATERBODIES
VILLAGE BOUNDARY
TOWN BOUNDARY
MASTERPLAN BOUNDARY
CONSULTANT:-
ECOMETRIX CONSULTANTS PRIVATE LIMITED
Unit No. DCB 120/121, DLF Cyber City, Patia,
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Website: https://ecometrix.co.in
PROJECT :- PREPARATION OF FINAL MASTER PLAN OF LALA TOWN , HAILAKHANDI , ASSAM
CLIENT :- TOWN & COUNTRY PLANNING, SILCHAR, CACHAR
TITLE :- PROPOSED CIRCULATION MAP OF LALA FINAL MASTER PLAN-2041
S.SIZE :- A0
Survey Period :-
DEPUTY DIRECTOR TOWN & COUNTRY PLANNING CACHAR, GOVT. OF ASSAM
DIRECTOR TOWN & COUNTRY PLANNING, DISPUR, GUWAHATI, ASSAM
RAJESWARPUR PART IX
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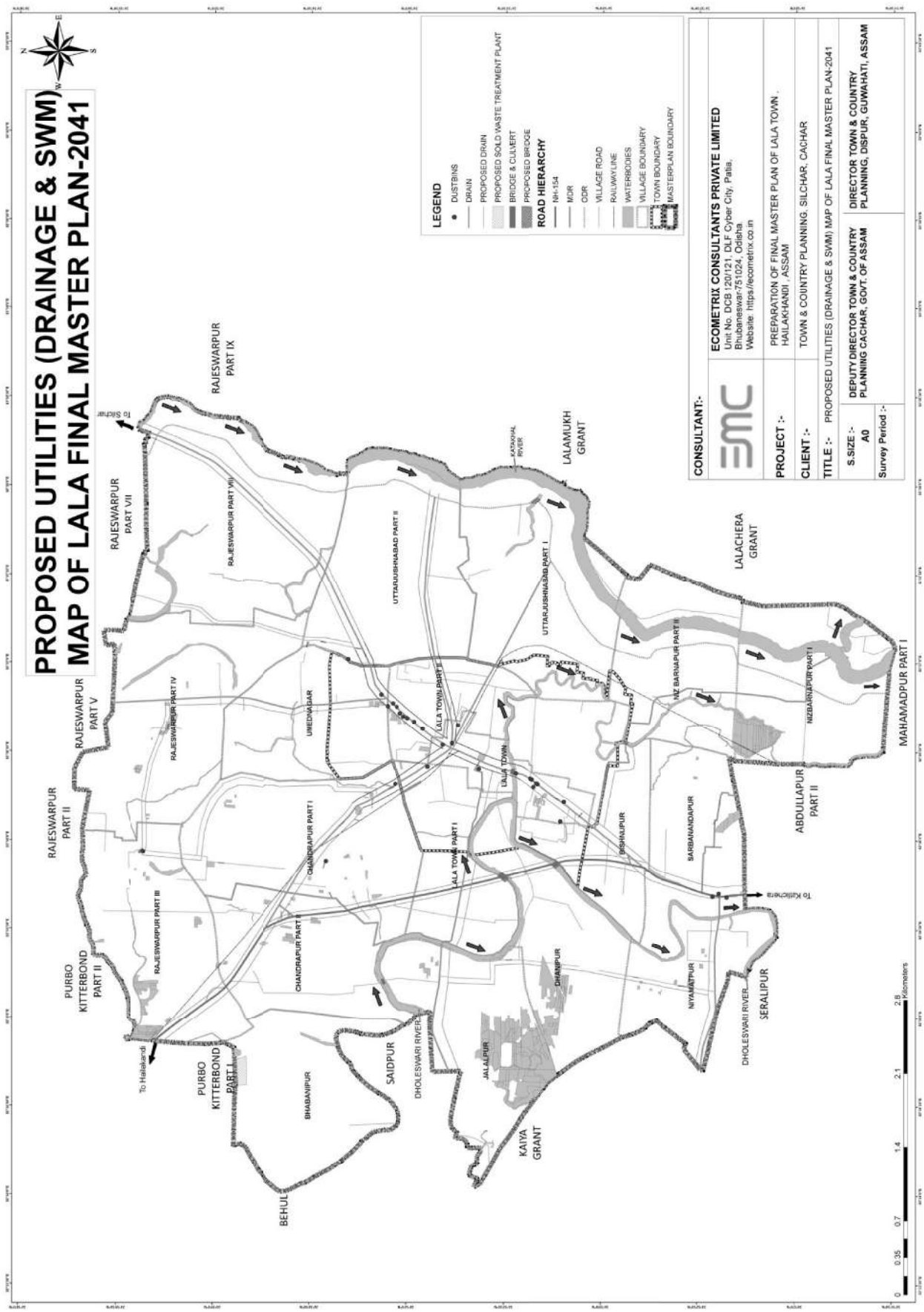
RAJESWARPUR PART II
PURBO KITTERBOND PART II
PURBO KITTERBOND PART I
BEHUL
BHABANIPUR
SAIDPUR
DHOLESWARI RIVER
JALALPUR
KAIYA GRANT
DHANIPUR
NIYAMATPUR
SERALIPUR
DHOLESWARI RIVER
SARBANANDAPUR
DISHNUPUR
ABDULLAPUR PART II
MAHAMADPUR PART I
LALACHERA GRANT
LALAMUKH GRANT
KATAKHAL RIVER
UTTARJUSHNABAD PART II
UTTARJUSHNABAD PART I
UMEDNAGAR
LALA TOWN PART II
LALA TOWN PART I
LALA TOWN
CHANDRAPUR PART I
RAJESWARPUR PART VIII
RAJESWARPUR PART IV
RAJESWARPUR PART III
NIZ BARNAPUR PART II
NIZBARNAPUR PART I
To Silchar
To Hailakandi
To Bhalaidi
To Katlichera
Kilometers



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