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অসম ৰাজপত্ৰ

সত্যমেব জয়তে

THE ASSAM GAZETTE

অসাধাৰণ

EXTRAORDINARY

প্ৰাপ্ত কৰ্ত্তৃত্বৰ দ্বাৰা প্ৰকাশিত

PUBLISHED BY THE AUTHORITY

নং 437 দিশপুৰ, শনিবাৰ, 18 জুন, 2022, 28 জেঠ, 1944 (শক)

No. 437 Dispur, Saturday, 18th June, 2022, 28th Jaistha, 1944 (S. E.)

GOVERNMENT OF ASSAM

ORDERS BY THE GOVERNOR

DEPARTMENT OF HOUSING AND URBAN AFFAIRS

NOTIFICATION

The 9th May, 2022

No. UDD(T)194/2022/6. – In exercise of the powers conferred by the Section 9 and Sub-section (1) of Section 10 of the Assam Town & Country Planning Act, 1959 (as amended) and (Assam Act II of 1960) read with sub-rule (1) of Rules 3 of the Assam Town & Country Planning (Publication of Master Plan and Zoning Regulations) Rules 1962, the Governor of Assam is pleased to publish the following notice regarding the publication of the Draft Master Plan for Lala.

Notice for publication of the Draft Master Plan for Lala

1. It is notified that the Draft Master Plan for Lala prepared by the Directorate of Town & Country Planning, Government of Assam, under Section 9 of the Assam Town & Country Planning Act, 1959 (as amended) as described in the schedule below is here by published.
2. Any person or persons affected by the Draft Master Plan may submit their objections or opinions in writing to the Director of Town & Country Planning within two months from the date of publication.
3. The Draft 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. Copy of the Draft Master Plan is available in the office of the Deputy Director, Town & Country Planning, Dist. Office – Silchar for sale on payment.

SCHEDULE

NAME OF THE MASTER PLAN AREA : **LALA**

DISTRICT : **HAILAKANDI**

SUB-DIVISION : **LALA**

AREA : **37.26 SQ.KM**

Parganas and Villages

1. Lala town
2. Lala town part I
3. Lala town part II
4. Umednagar
5. Rajeswarpur-III
6. Rajeswarpur-IV
7. Rajeswarpur-VII
8. Chandrapur-I
9. Chandrapur-II
10. Uttar Jushnabad-I
11. Uttar Jushnabad-II
12. Bhabanipur
13. Jalalpur
14. Dhanipur
15. Niyamatpur
16. Sarbanandapur
17. Niz Vernerpur-I
18. Niz Vernerpur-II
19. Bishnupur

Description of Lala Master Plan Boundaries –

North – Rajeswarpur Pt II , Rajeswarpur Pt V and Purbo Kitterbond Part II,

East – Lalamukh Grant, Rajeswarpur Part IX, Katakhal River

South- Mahamadpur Part I, Abdullapur Part II

West- Behul, Saidpur and Kaiya Grant

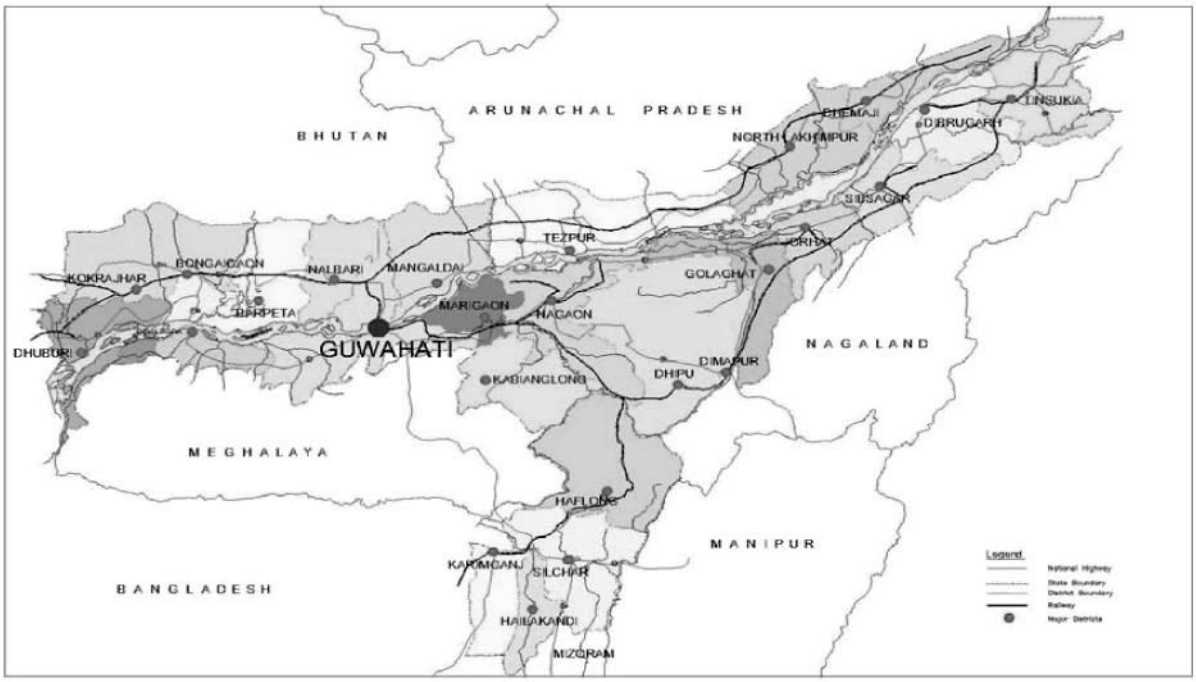
KAVITHA PADMANABHAN,
Commissioner & Secretary to the Government of Assam,
Department of Housing and Urban Affairs,
Dispur, Guwahati-6.

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. Hailakandi is located in the Southern part of Assam popularly known as the Barak Valley and is the southern-most town of Assam. The district has got inter-state border with Mizoram on its south having a length of 76 km besides inter district border on other sides with Karimganj and Cachar districts. The Hailakandi town is located at 24°41N lattitude and 92°34E longitude to 24.68°N latitude and 92.57°E longitude.



Location of Hailakandi Town in Assam

Regional settings:

Lala being 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 17 km 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. City influence and its characteristics including settlement pattern, rural-urban scenario and expansion of town etc:

(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 03 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 for providing 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 by Incremental Increase Method of past decades since 1991, the population of Lala town may be projected at 13,587 in 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 39938 persons and in 2021 it is estimated to be 47,787 persons and it is projected to be around 57805 persons in 2031 and to be around 69992 persons in 2041. 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 master plan 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 female against 1000 male and 94% respectively.

b) 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 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 17 km. and from Silcha town is 55 kilometres.

2.3 Household density and size:

Household density is mostly thin and scatteredly 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

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

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.

Population projection has been done using these two methods. It is noteworthy to mention that none of the methods is empirical and they are based on probability. Out of these methods, incremental methods have been considered for Lala Master Plan Area.

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. Housing supply is less than the demand leading to few informal slums and kuchcha 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 are 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 Kuchcha house and rest are pucca houses. Considering the existence of informal slum pockets with kuchcha 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 numbers.

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 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. with average 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	Carraigeway 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	Carraigeway 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

5.2 Bus/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 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 10000 sq mts. There are no recognized on street parking area. There are few bus stand and auto-rickshaw stand proposed in this master plan and shown in the Utility map.

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

There is no any specific area 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 terminal for loading and unloading purpose is proposed in the same area of regional level Bus terminus.

5.4 Footpaths (minimum 2 mtre wide) and Bicycle tracks: There is no footpath with a width of 2 meter within the master plan area. Also the bicycle track is yet to be provided in the roads of Lala urban area.

5.5 Parking: 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.

5.6 Areas 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.

5.7 Improvement of Rotary and Junctions:

There is no provision for Rotary in Lala town. A flyover has been proposed in the junction of S.P. Road and Central Road over the railway line.

5.8 Street 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.

5.9 Signage, availability and requirement: There is no signage in the important localities and roads of the townoad . However, appropriate road signages are available NH in Hailakandi to Katlicherra stretch.All the important roads are required to have signage.

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.

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 the major parts 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 storm water 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 Swachch 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 Swachch Bharat Mission.

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	
	Total	5655	

5655 Nos. of IHHL (Individual Household Latrine) have been constructed under SBM(G)-(Swachh Bharat Mission Gramin) till date.

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 ….. with approx area of …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.

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

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 campaing 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 Niz vernapur refer lake of beel category and that in Chandrapur pt I is a huge Auwa water body of river Dhaleswar 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 Niz vernapur 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 activity in Eco zones, in the low lying area have been proposed to be freezed. Restrictive measures on development control has been proposed through imposition of green belt zone. 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.

ii. **Urban agriculture and urban forestry:**
Both are already in existence and shown in proposed land use map. Urban agriculture have 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. **Public 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.

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 kept 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.

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

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 catagorized as non-developable area. These areas are to be of restrictive use from the environmental and ecological point of view. 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 58790. 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.

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 17.31sq.kms has been proposed for residential use which is 46.46% 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 0.49 sqkm 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.
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 0.37sqkm is allocated for industrial and manufacturing purpose. The surrounding area of Lala town is fertile and the town along with its shrubs produces large quantities of rice and other vegetables
d. ***Public & Semi-public:*** A total area of 0.37 sqkm has been proposed for public and semi public 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.

e. ***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. Lala is connected with other part of the district and state via rail and road directly from the town. The nearest airport is at Kumbhirgram (at Silchar) is 82 kilometres away from Lala town.

f. ***Agriculture:*** In proposed master plan, an area of 14sq kms has been earmarked as Agricultute and Plantation (paddy) area. Major importance has been given to primary sector and maintenance of green field.

g. ***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.

h. ***Water bodies:*** There is river Katakal flowing in the master plan area passing. Apart from this, few prominent natural drainage channel (locally called Khal) are scattered within the master plan area.The total area of water bodies is estimated as 2.37sqkms.

Existing Land uses in tabular form as in 2021.

Land uses	**Area in Sq.km.**	**Area in %age of total area**
Agriculture	20.04	53.79
Commercial	0.19	0.5
Industrial	0.19	0.5
Public/Semi-Public	0.19	0.5
Recreational Spaces	0.19	0.5
Residential	13.68	36.71
Waterbodies	2.37	5.37
Railway	0.31	0.82
Embankment	0.12	0.33
Total	37.26	100

Proposed Land uses for master plan area for 2041:

Land Uses	**Area in Sq. Km.**	**Area in %age of total area**
Agriculture	14	37.58
Commercial	0.49	1.32
Industrial	0.37	1
Public/Semi-Public	0.37	1
Recreational Spaces	0.37	1
Residential	17.32	46.49
Waterbodies	2	5.37
Ecozone	0.375	1
Transport & Railway	1.98	5.24
Total	37.26	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 as elaoborated in sec 74.2 of Assam Notified Urban Areas (other than Guwahati) Building Rules'2014.

Zoning Regulations:

Uniform Zoning Regulations 2000 for all towns of Assam in combination with the Building Rules 2014 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.

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.
- Taking into consideration the projected population up to 2041 probable cost for managing solid waste is calculated as below.
- The per capita investment cost in solid waste management comes out to be Rs 391.
- Therefore for population of 69992 (projected upto 2041) = Rs.391 x 69992

= Rs. 27,366,872/- (Rupees two crore seventy three lakhs sixty six thousand eight hundred & seventy two)

The per capita annual operation and maintenance cost is Rs. 155/-

Therefore for population of 69992 (projected upto 2041) = Rs.155 x 69992

= Rs.10,848,760 /- (Rupees one crore eight lakhs fourty eight thousand seven hundread & sixty) only.

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

As per data supplied 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 approximate amount of fund required = 7x Rs.2* crores = Rs 14 crores.(Rupees fourteen crores) only.

* As per rough estimation, Rs 2.00 crores is the expenditure for installation of additional supply of each 1 MLD

C. Probable cost of Storm water drainage schemes for Hailakandi 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 is no availability of municipal land at Lala.

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 implement 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 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 reclaimed area	Lakhmisahar area and Kalibari raod areas are prone to water logging due to medium to heavy rainfall. Majarbhyia Lane of w/no1 is also affected due to urban flood. The other localities which are affected and vulnerable to water logging and urban floods are –ward no 1,4,6,8,11,12.
Earth Quake	Loss of lives & properties	i) Infrastructure which are not earthquake resistant (Assessment may be needed)	Damage of public & private building in towns and their surroundings. Mostly old & dilapidated buildings are likely to be affected.

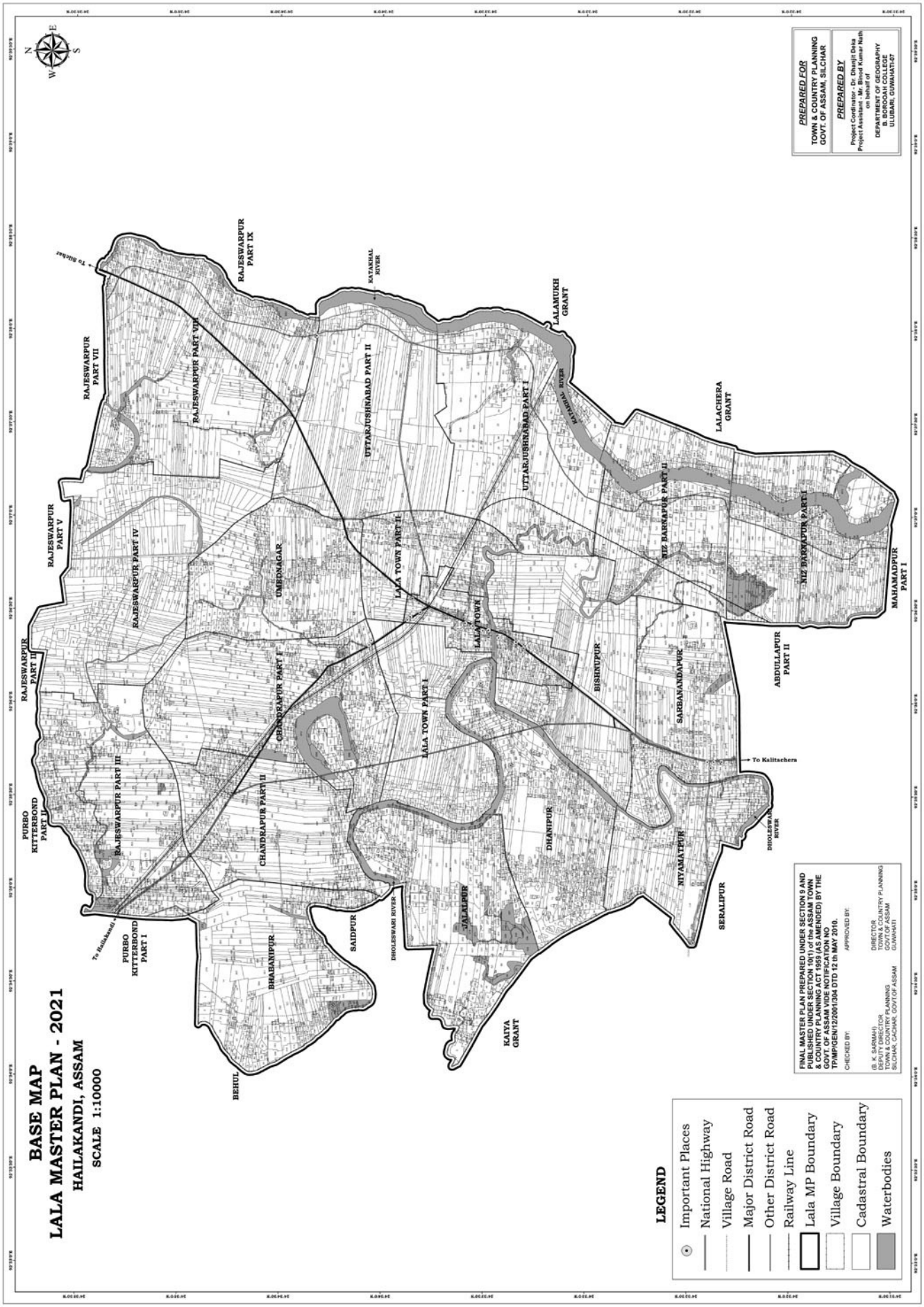
10.4. <u>Standard Operational Process (SOP) on Disaster</u>: Pre-disaster, During and Post disaster SOP under district Town and Country Planning office has been prepared which is also applicable for Lala Master Plan area.

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.


BASE MAP
LALA MASTER PLAN - 2021
HAILAKANDI, ASSAM
SCALE 1:10000
PREPARED FOR
TOWN & COUNTRY PLANNING
GOVT. OF ASSAM, SILCHAR
PREPARED BY
Project Cordinator - Dr. Dhanjit Deka
Project Assistant - Mr. Binod Kumar Nath
on behalf of
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ULUBARI, GUWAHATI-07
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Village Road
Major District Road
Other District Road
Railway Line
Lala MP Boundary
Village Boundary
Cadastral Boundary
Waterbodies
To Silchar
To Hailakandi
To Kalitachera
RAJESWARPUR PART VII
RAJESWARPUR PART IX
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PURBO KITTERBOND PART II
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CHANDRAPUR PART I
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BHABANIPUR
BEHUL
SAIDPUR
JALALPUR
KAIYA GRANT
DHANIPUR
NIYAMATPUR
SERALIPUR
LALA TOWN PART II
LALA TOWN PART I
LALA TOWN
UTTARJUSHNABAD PART II
UTTARJUSHNABAD PART I
BISHNUPUR
SARBANANDAPUR
LALAMUKH GRANT
LALACHERA GRANT
NIZ BARNAPUR PART II
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MAHAMADPUR PART I
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DHOLESWARI RIVER
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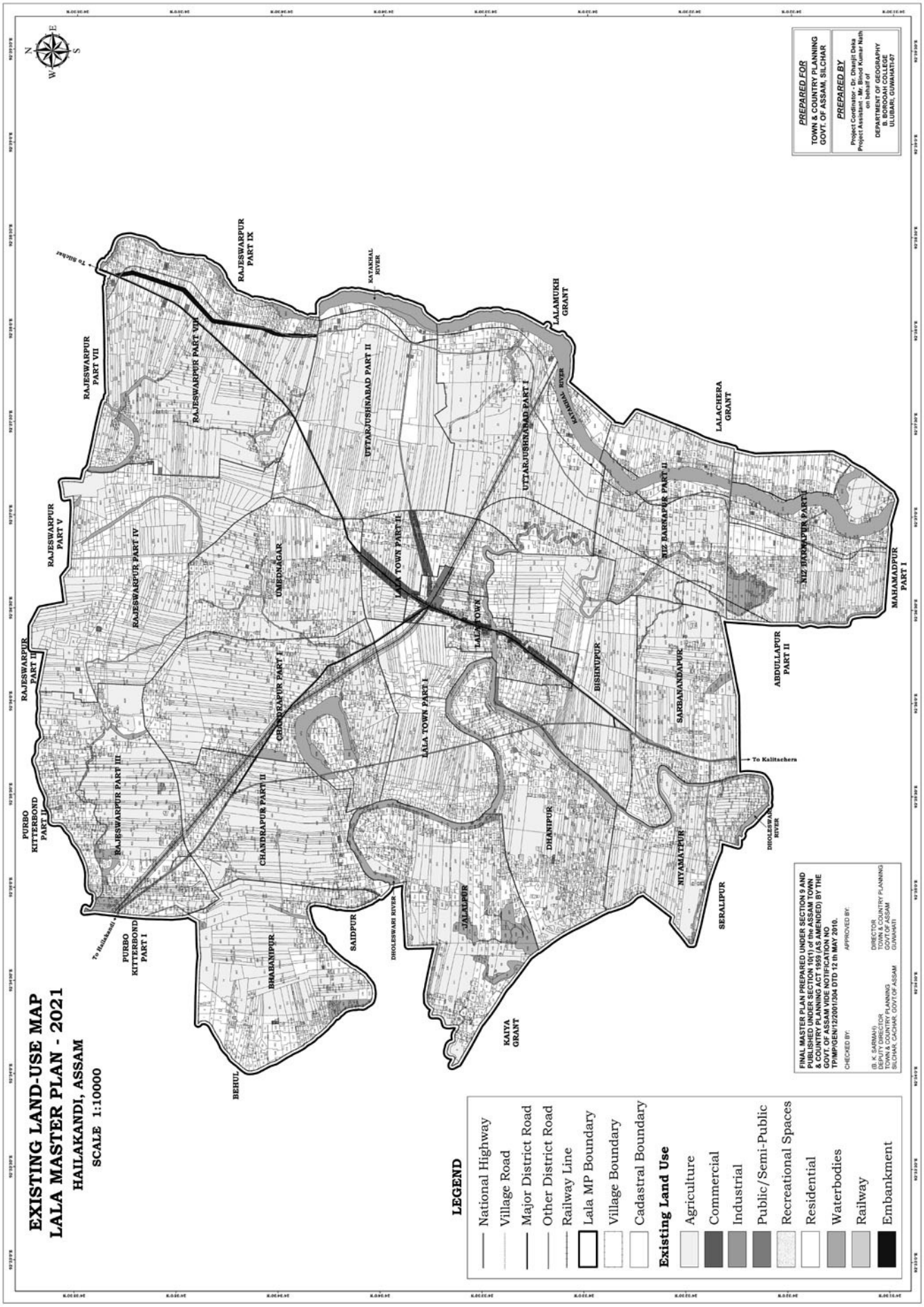
EXISTING LAND-USE MAP
LALA MASTER PLAN - 2021
HAILAKANDI, ASSAM
SCALE 1:10000
LEGEND
National Highway
Village Road
Major District Road
Other District Road
Railway Line
Lala MP Boundary
Village Boundary
Cadastral Boundary
Existing Land Use
Agriculture
Commercial
Industrial
Public/Semi-Public
Recreational Spaces
Residential
Waterbodies
Railway
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To Silchar
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To Kalitachera
RAJESWARPUR PART IX
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RAJESWARPUR PART V
RAJESWARPUR PART IV
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PURBO KITTERBOND PART II
PURBO KITTERBOND PART I
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UTTARJUSHRABAD PART I
LALAMUKH GRANT
LALACHERA GRANT
KATAKHAL RIVER
LAMBAJAN RIVER
UMEDNAGAR
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CHANDRAPUR PART I
CHANDRAPUR PART II
BISHNUPUR
SARBANANDAPUR
NIZ BARKAPUR PART II
NIZ BARKAPUR PART I
MAHAMADPUR PART I
ABDULLAPUR PART II
DHANIPUR
NIYAMATPUR
SERALIPUR
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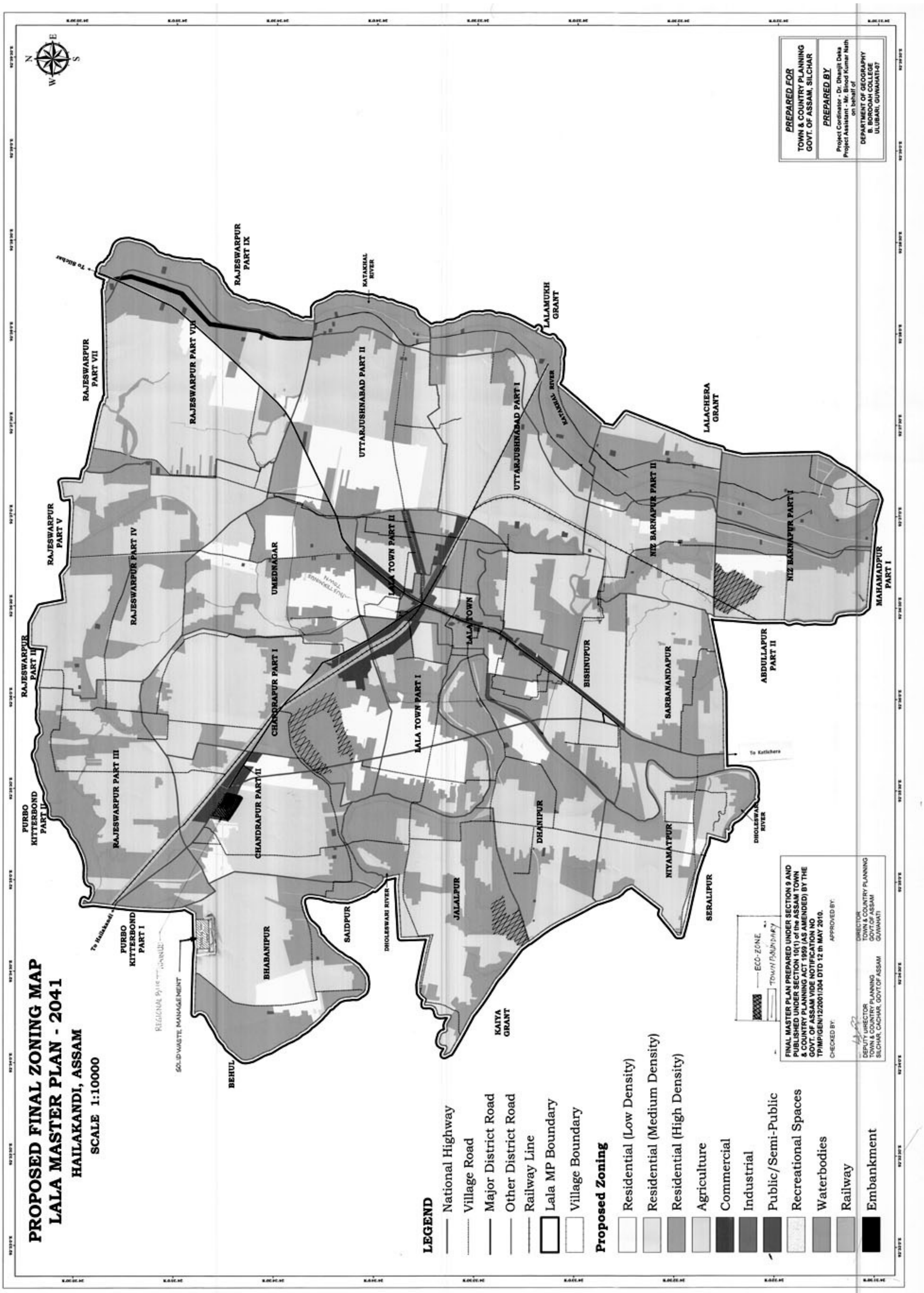
JALALPUR
SAIDPUR
BHABANIPUR
BEHOL
KAIYA GRANT


PROPOSED FINAL ZONING MAP
LALA MASTER PLAN - 2041
HAILAKANDI, ASSAM
SCALE 1:10000
LEGEND
National Highway
Village Road
Major District Road
Other District Road
Railway Line
Lala MP Boundary
Village Boundary
Proposed Zoning
Residential (Low Density)
Residential (Medium Density)
Residential (High Density)
Agriculture
Commercial
Industrial
Public/Semi-Public
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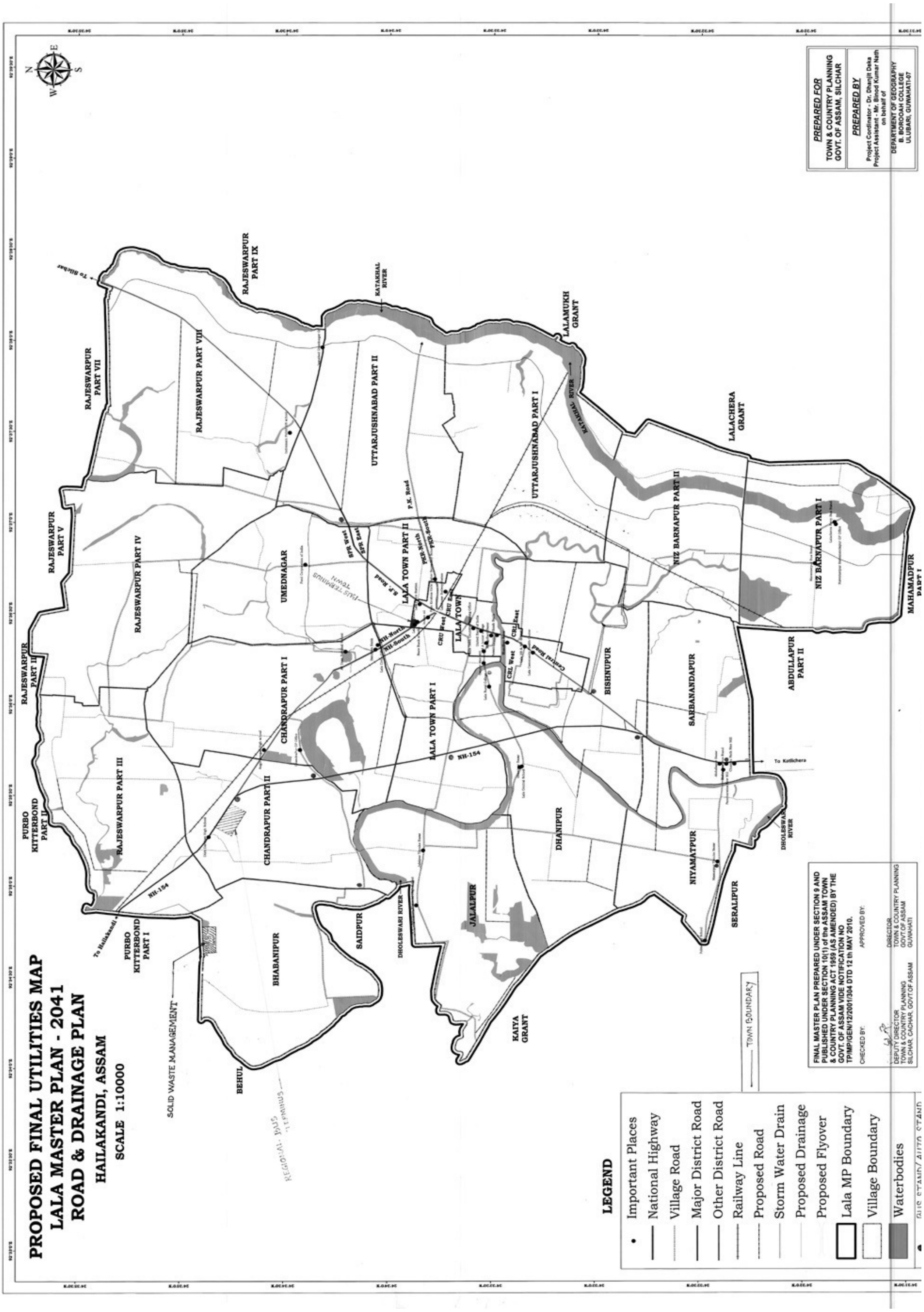
PROPOSED FINAL UTILITIES MAP
LALA MASTER PLAN - 2041
ROAD & DRAINAGE PLAN
HAILAKANDI, ASSAM
SCALE 1:10000
LEGEND
Important Places
National Highway
Village Road
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Other District Road
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Storm Water Drain
Proposed Drainage
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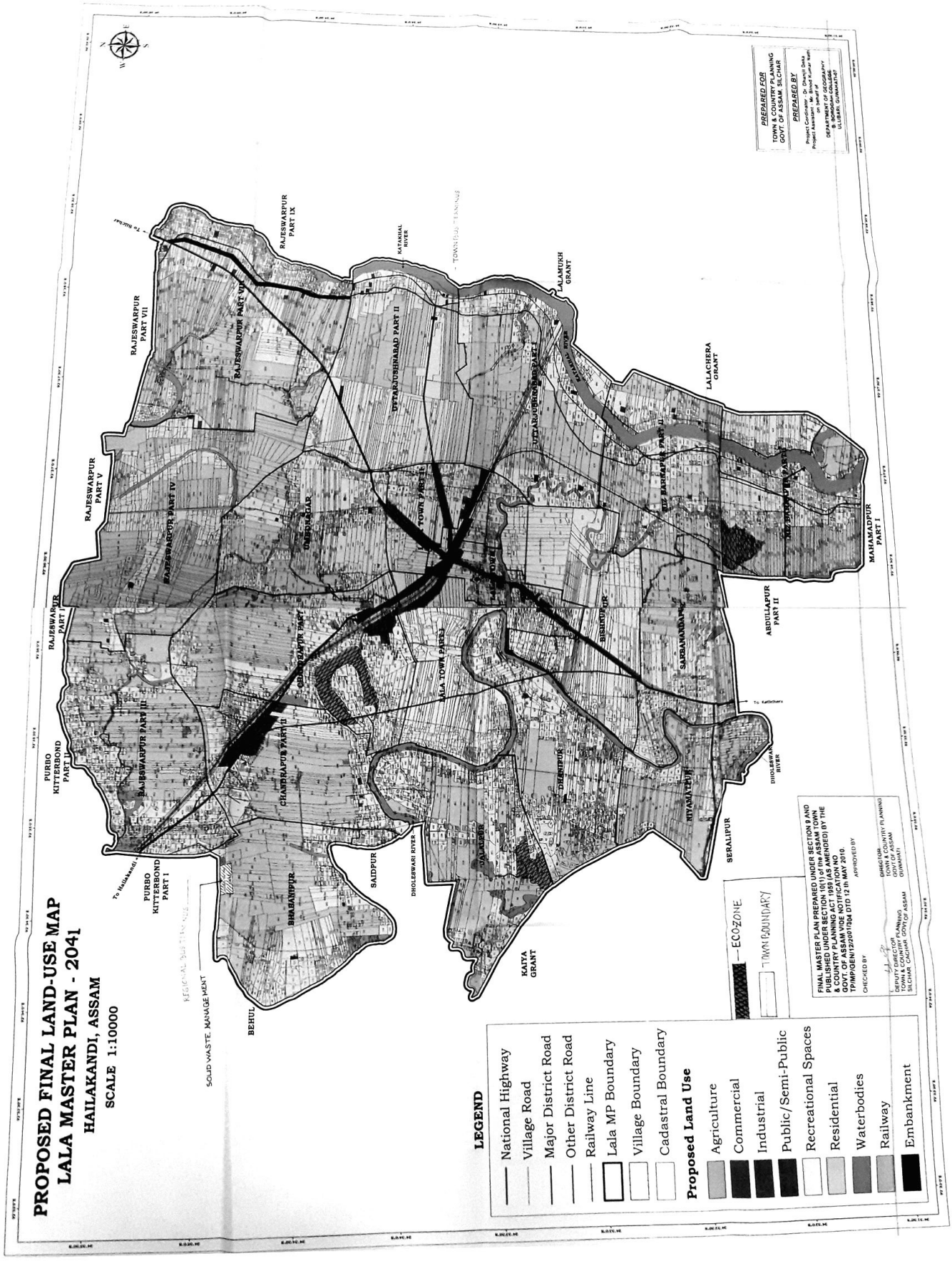

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