

The Assam Gazette

EXTRAORDINARY

PUBLISHED BY AUTHORITY

GOVERNMENT OF ASSAM

ORDERS BY THE GOVERNOR
TOWN AND COUNTRY PLANNING DEPARTMENT

NOTIFICATION

The 4th April, 2000

No. TCP. 15/87/68. In exercise of the powers conferred by sub-section (2) of Section 10 of the Assam Town and Country Planning Act, 1959 and the Assam Town and Country Planning (Amendment) Act, 1994 (Assam Act No. XXIII of 1994) and read with the

Assam Town and Country Planning (Publication of Master Plan and Zoning Regulations) (Amendment) Rules, 1995, the Governor of Assam is pleased to publish the following notice regarding the publication of the Final Master Plan and Zoning Regulations of North Lakhimpur.

Notice for publication of the Final Master Plan and Zoning Regulations for North Lakhimpur.

1. It is notified that the Final Master Plan and Zoning Regulations for North Lakhimpur prepared by the Director, Town and Country Planning, Assam and adopted by the State Govt. under Section 10(2) of the Assam Town and Country Planning Act, 1959 (as amended) for the area described in the Schedule below is hereby published.

2. The Final Master Plan and Zoning Regulations together with all relevant papers and maps may be inspected free of cost during office hours at the Office of the Director, Town and Country Planning, Assam, Dispur, Guwahati-6. The Deputy Commissioner, Lakhimpur District, North Lakhimpur, the Sub-Deputy Collector of Circle, North Lakhimpur and in the Office of the Chairman, Municipal Board. The copies of the Final Master Plan & Zoning Regulations are also available at the Office of the Director, Town and Country Planning, Assam, Dispur, Guwahati-6 for sale on payment.

SCHEDULE

A. SITUATION AND AREA :

1. DISTRICT.....LAKHIMPUR
SUB-DIVISION.....NORTH LAKHIMPUR
THANA.....NORTH LAKHIMPUR
STATE.....ASSAM

APPROXIMATE MASTER PLAN AREA-----77.93 SQ. KMS.
(7793.41 HECTORS)

Revenue Areas included in the Final Master Plan for North Lakhimpur:

1. North Lakhimpur Municipal Area.
2. Other Revenue Areas included in the Master Plan for North Lakhimpur:-

<u>Mouzas</u>	<u>Villages</u>	<u>Dag No</u>
(1)	(2)	(3)
Nakari	Chandmari	All dags.
Nakari	Chaukham	-Do-
Nakari	Nalkata	-Do-
-Do-	Chutiakari	-Do-
-Do-	Nalkata Bowalguri	-Do-
-Do-	Sukuliboria	-Do-
-Do-	Chinatolia	-Do-

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<u>Mouzas</u>	<u>Villages</u>	<u>Dag No</u>
(1)	(2)	(3)
Nakari	Serapbhati	All dags.
-Do-	Chaboti Part-I	-Do-
-Do-	Chaboti Part-II	-Do-
-Do-	Maidamia	-Do-
-Do-	Rangajan No. -I	-Do-
-Do-	Putapukhuri No.-I	-Do-
-Do-	Putapukhuri No.-2	-Do-
-Do-	Barimuri	-Do-
-Do-	Borbacha	-Do-
-Do-	Kasipathar	-Do-
-Do-	Bohatia	-Do-
-Do-	Na-pam pathar	-Do-
-Do-	Na-pam Gaon	-Do-
-Do-	Janakpur	-Do-
-Do-	Ujjalpur	-Do-
-Do-	Sonari	-Do-
-Do-	Barpukhuri (A part only)	1,2,3,4,5,6,7,8,9,10,11,12,280.
-Do-	Guburihali No. 1	590,591,592,593,594,595,596,597,598,599, 600,601,602,603,604,605,606,607,608,609, 610,611,612,613,614,615,616,617,618,619, 620,621,622,623,624,625,626,627,628,629, 630,631,633,634,635,636,638,685,686,688, 689,690,691,692,693,694,696,697,698,699, 700,701,702,703,704,705,706,707,708,709, 710,711,712,713,714,715,716,717,718,719, 720,721,722,723,724,726,727,728,729,730, 731,679,678,677,676,680,681,682,683,684.
Kadam	Dhalnoi Chapari	All Dags
-Do-	Charaimaria	-Do-

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<u>Mouzas</u>	<u>Villages</u>	<u>Dag No</u>
(1)	(2)	(3)
Kadam	Bihuapam (A part only)	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19, 20,21,22,23,24,25,26,27,28,29,30,31,32,33,34, 35,36,37,38,39,40,41,42,43,44,45,46,47,48,49, 50,51,52,53,54,55,56,57,58,59,60,61,62,63,64, 65,66,67,68,69,70,71,72,73,74,75,76,78,79,80,81, 82,83,84,85,86,87, 88,89,90,91,92,93,94,95,96, 97,98,99,100,101,102, 103,104,105,106,107,108, 109,110,111,112, 113,114,115,116,117,352,355.
Kadam	Tipukial (A part only)	300,301,299,384,297,296,298,295,294,293,291, 288,287,286,284,285,289,290,292,271,215,221, 278,279,331,280,281,282,183,258,257,256,254, 255,253,249,250,252,220,251,302,247,248,332, 189,199,305,245,246,243,232,234,231,235,236, 237,239,238,339,219,217,218,204,240,241,201, 202,203,199,200,196,197,327,167,195,193,194, 191,190,189,205,216,208,207,206,183,184,185, 186,182,177,176,110,180,181,129,174,122,120, 121,119,118,123,95,341,96,116,124,125,126,127, 128,175,187,188,373,172,170,171,169,130,114, 115,97,98,94,93,76,92,99,101,102,113,131,132, 133,150,161,168,166,165,163,164,162,157,158, 159,136,124,135,111,104,103,140,91,112,77,75, 74,57,56,60,59,58,57,61,65,64,38,69,73,78,90,89, 87,88,135,328,303,308,309,307,306,307,275,273, 272,271,270,269,268,267,266,165,310,311,322, 313,314,315,316,317,318,319,320,321,322,323, 324,325,329,261,262,263,224,259,240,231,232, 233,230,228,227,226,225,220,222,223,224,221, 214,215,213,212,211,210,209.

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<u>Mouzas</u>	<u>Villages</u>	<u>Dag No</u>
(1)	(2)	(3)
Kamalaharia	Hohchowa	All Dags.
-Do-	Khutakatia	-Do-
-Do-	Hatilung	-Do-
-Do-	Pahumara Ujanimiri Gaon (A part only)	Up to the embankment on the West.
-Do-	Rawanapur (A part only)	114,115,116,117,118,119,122,124,123,121,128, 126,127,130,131,113,138,137,132,135,136,129, 120,157,158,453,159,160,161,162,156,155,164, 165,166,183,169,154,168,167,274,273,275,276, 277,178,179,272,
Kamalabaria	Rawanapur (A part only)	271,270,280,171,170,266,267, 268,269,281,282.
Kamalabaria	Rawanapur (A part only)	285,286,287,288,289,210,296,292,291,293,294, 295,296,174,151,152,172,265,264,1,4.
Kamalabaria	Sonari (A part only)	Dag up to the embankment on the South and South West
Lakhimpur	Japisojia	All Dags.
-Do-	AhuchaulKonwara gaon	-Do-
-Do-	Bantow Bengali gaon	-Do-
-Do-	Tinikuria Sonari	-Do-
-Do-	Telia Tinikuria	-Do-
-Do-	Chabukdhara Gohain gaon	-Do-
-Do-	Padumani Lahan	-Do-
-Do-	Bahadur Mout gaon	-Do-
Lakhimpur	Gharmara (A part only)	2,3,4,5,6,7,8,9,10,11,15,16,17,18,19,13,14,20,21 ,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,3 8,39,40,41,42,43,45,46,47,48,49,50,51,52,53,54, 55,56,57,58,59,60,61,62,63,64,65,67,85,86,88,8 9,90,91,92,93,94,95,97,98, 99, 102, 103, 105, 106,107,108,109,110,111,112,113,114,115,116, 117,118,119,120,154,155,527,519,526,528,530, 531,332,507,240.

Sd/-

S. BORUAH

Deputy Secretary to the Govt. of Assam
Town and Country Planning Department

CHAPTER-1

INTRODUCTION

1.1 DEVELOPMENT OF NORTH LAKHIMPUR :

North Lakhimpur town is situated in the north eastern part of Assam in Lakhimpur in the District of Lakhimpur. This town attained the urban status since 1914.

The first town improvement Committee in the undivided district of Lakhimpur was established at Dibrugarh in 1847. There is evidence that some non-statutory town committee was functioning in North Lakhimpur prior to this date which may be described as “the genuine type of local self Government Institution”. In 1887 Government of Assam adopted the Bengal Municipal Act, 1884 and on the basis of the Act, one Union Committee was constituted at North Lakhimpur in 1914 and under this Act, Assam passed its own Municipal Act in 1923 and simultaneously the union committee at North Lakhimpur was converted into a town committee (1923) to enactment of the Assam Municipal Act. 1956. North Lakhimpur Town Committee was raised to the status of a Municipality in mid 1963. As per 1961 census the town had an area of 3.24 sq K.M with a population of 6576. In October, 1971 the new district of Lakhimpur was declared as Headquarter of the new district and with that a new chapter was added to the history of urban development of North Lakhimpur. Meanwhile, additional area was added to the town and the Municipal Area of North Lakhimpur was increased to 10.50 Sq. Km. along with addition of about 5000 persons. According to the census of 1991 the town covers an area of 13.92 sq. kms. with a population of 40,614. It is evident that before 1842 the district Headquarters were at North Lakhimpur and were transferred to Dibrugarh for administrative convenience when the district was enlarged by addition of Matak and Sadiya. From that year Dibrugarh continued to be the district Headquarter of Lakhimpur district till its bifurcation in October, 1971.

As per 1991 Census, North Lakhimpur town has 3.0 p.c. of the total urban area of the State and 5.00 p.c. of the total urban population while it occupies 72 p.c. of the total Sub-Divisional urban area. Like other towns of Assam, the towns of the district are mostly administrative and market town in character. There are 2 numbers of towns in the district and the town North Lakhimpur falls in class-III with population of 40,614 numbers by 1991. There is no any class-I town in the district.

North Lakhimpur town is connected by road, rail and air, the aerodrome being situated at Lilabari. It is the nerve centre of trade and commerce of the present Lakhimpur district.

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In the Socio-economic front too, manifold changes were witnessed. The population composition went into rapid changes and the economic activity become varied and heterogeneous. What was a service category town in 1961 census was placed into functional category of service cum trade and commerce cum industry in 1971 census. With establishment of the district headquarter a number of other district level offices have also come into existence in the town having its administrative and allied functions. Development in Arunachal Pradesh, extension of railway communication etc., have further accelerated the rate of growth of North Lakhimpur town. Road communication facility is extended (North Lakhimpur) Trunk Road is now a National Highway upto Jonai) to meet the needs of the development of the region and this in turn have acted as one of the prime factors for development of the town. North Lakhimpur is also connected by road with Arunachal Pradesh. Thus there has been almost an overnight transformation of the hitherto slow, steady and homogeneous development of North Lakhimpur town into rapid, unbalanced and varied growth.

CHAPTER-2

2. HISTORY AND EXISTING PHYSICAL CHARACTERISTICS

2.1. HISTORY:

Tradition associates the origin of the name of the district of Lakhimpur with one Laksmi. Laksmi was the grand daughter of Samudra, the Minister of the king named Arimatta, who seized the throne on the expulsion of Arimatta's son Ratna Sinha. Laksmi's grand sons settled in a place on the North Bank of Brahmaputra, which came to be known as Lakhimpur.

According to another version, king Lakshminarayana ruled over the area, now included in the eastern part of Lakhimpur district. This king Lakshminarayana is likely to have built a town in his kingdom and named it after him. It is believed that the district took its name from the town of Lakhimpur (later known as North Lakhimpur) originally selected as its headquarter, when Lakhimpur district was first formed in 1838 by the East India Company. After four years i.e. in 1842 the headquarters were transferred to Dibrugarh.

Whatever may be the source materials, historical or legendary, bearing on the origin of the name, reference to Lakhimpur is found mentioned in various accounts prior to the British period of Assam History.

The district was bifurcated from Dibrugarh on October 2, 1971. The Brahmaputra forms the common boundary between the two districts of Lakhimpur and Dibrugarh.

2.2. PHYSICAL FEATURES:

The Lakhimpur district is bounded on the North by Himalayan Foot Hills, covered by Subansiri and Siang district of Arunachal Pradesh on the south by the river Brahmaputra and its channel Lohit on the east by a part of the Lohit district of Arunachal Pradesh and a part of Dibrugarh district and on the west by Sonitpur district.

Within this boundary the district occupies vast agricultural land and forests with alluvial, loamy and sandy Soil. The flat plain of the district has been criss-crossed by turbulent rivers of Himalayan origin exposing the district to the frequent floods during summer season.

The Hills and Monadnocks are important features along the northern boundary of the district over looking the vast green fields. The Beels at places are other important features that occupy the depressions and become the natural sources of fish.

North Lakhimpur town is located at the western middle of the district at a distance of about 20 K.M. from the Arunachal boundary. The entire town and its surrounding areas are located on flat plain with alluvial soil. The general slope of the town is from North to South. Few small rivers pass through the proposed planning area, the river Ranga Nadi being the biggest of them; flow through the western and of the planning area.

North Lakhimpur town is situated at the level of 94.06 metre above the mean the sea level. Its latitude and longitude are 26.75' N and 93.75' E respectively.

2. 3. GEOLOGY :

Geologically the district consists of a vast alluvial tract and geomorphologically represents the eastern end of a big through or "fore deep" of tectonic origin. The floor of this through, now covered by several thousand metres of gravel and alluvium, is apparently the easterly continuation of the Shillong plateau wedged between the Himalayas and the Patkai ranges.

2. 4. CLIMATE :

The climate is characterised by the absence of a dry hot summer season. Highest temperature (more than 51.6) s experienced during the south-west monsoon season along with abundant rains (more than 667 mm a month) and a highly humid atmosphere (about 80 P.C. average) through-out the year. The cold season from December to February is followed by the season of severe thunderstorms from March to May. The S-W monsoon season is from June to beginning of October. October and November constitute the post monsoon season. Winds are generally light through out the year. The average speed being 4.5 K.M. per hour. The prevailing wind direction over the town is from North-East to South West.

CHAPTER-3

3. POPULATION.

3.1 POPULATION IN THE STUDY AREA :

In 1961 total population of the undivided Lakhimpur district was 1,563,842 of which the North Lakhimpur Subdivision had a population of 3,72,503 or roughly 25 percent of the total population. As per census of India report during 1951-61 decade the increase of population in North Lakhimpur Sub-Division was 51.31 percent. In 1971, after formation of the new district Lakhimpur has a total population of 7,08,972. Since early days immigration has been an important factor of population growth in North Bank of Brahmaputra. Wonderful prospects of trade and commerce as well as availability of fertile land have caused influx of people from various places, accelerating the occupational scope in the tertiary sector. Development prospect in the neighbouring Arunachal Pradesh has also greatly contributed to the population growth in the district of Lakhimpur. Obviously growth of population has been concentrated in the urban pockets or around it. On an average during the period 1961-91 the population of the North Lakhimpur Planning Area has, increased as the rate of 2420 persons per year or roughly one family (of 6 persons) per day⁷. This has brought with it a considerable Socio-Economic change.

The population growth of North Lakhimpur Municipal Area from 1921 to 1991 and the percentage of variation are in the Table No. 1.

TABLE NO.-1
POPULATION GROWTH OF NORTH LAKHIMPUR TOWN 1921-81

Year	Total Population	Total increase	P. C. Variation.
1921	1,966		
1931	2,126	154	7.83
1941	2,790	670	31.60
1951	3,094	304	10.90
1961	6,576	3,482	112.54
1971	20,094	13,518	205.56
1981	29,551	9,457	47.06
1991	40,614	11,063	37.43

Source : Census of India, Assam (1961-91) and Town and Country Planning Organisations, Survey 1981

It is observed from the able that the growth of population of North Lakhimpur Town was not significant upto 1951, but after 1961 due to rapid development of economic activity there was an accelerated rate of population growth. In October 1971, the new district of Lakhimpur came into being and North Lakhimpur was declared as the Headquarters of the new district. As a result, its importance as administrative town has increased, with the establishment of new administrative unit of State and Central Government and other institutional facilities. Development prospect in the neighboring Arunachal Pradesh, extension of Railway communication etc. has greatly contributed to the population growth in the district of Lakhimpur.

It is found that the urban area of North Lakhimpur town extends for beyond the Municipal area boundary. As per 1961 census the town had an area of 3.24 Sq. Km. with population of 6576. In 1963 Municipal Board was formed and after a few years the old boundary has been extended with an additional area of 10.5 Sq. Km. along with addition of about 5000 persons.

3.2 POPULATION GROWTH IN THE MASTER PLAN AREA :

The North Lakhimpur planning Area includes 45 villages in addition to the North Lakhimpur Municipal Area and the rural population component accounts for 82.14 p.c. of the total population of the North Lakhimpur planning area as per survey conducted by this organization. The decennial variation of population is shown in Table No. 2

**TABLE No.-2
POPULATION OF NORTH LAKHIMPUR PLANNING AREA.**

Population			P.C. Variation of population.	Population	P.C. Variation of population
Unit	1971	1981	1971-81	1991	1981-91
Total (NLPA*)	39681	55155	39.00	74335	35.00
Urban.	20094	29551	47.66	40614	37.44
Rural	19587	25604	30.72	33721	32.00

* NLPA-North Lakhimpur Planning Area.

Source:-Census of India, Assam (1971, 1991) and Town & Country Planning Organisation, Survey 1981.

3.3 POPULATION DENSITY :

Apart from few pockets of congested localities in the town the Master Plan Area as a whole is thinly populated. The gross density of population of North-Lakhimpur town in 1991 was about 29.17 persons per hectare, while that of the Master plan area was only about 9.54 persons per hectare. The density of population from 1981 to 1991 is shown in the Table No.-3

TABLE No.3
DENSITY OF POPULATION PER HECTARE, 1981-91

1981			1991		
Total	Urban	Rural	Total	Urban	Rural
Master Plan area			Master Plan area		
7.08	21.24	4.00	9.54	29.17	5.26

Source : Census of India, Assam (1991) and Town & Country Planning Organisation, Survey-1981.

3.3 SEX-RATIO :

The over all sex ratio i.e. number of female per thousand male in North Lakhimpur town and its neighboring areas during 1961-72, 1971-81, 1981-91 gives an interesting clue to the composition of population as given in the Table No.4 below.

TABLE NO. -4
SEX-RATIO-NORTH-LAKHIMPUR MASTER PLAN AREA.

Year	Urban Area			Rural Area		
	Male	Female	Female Per thousand Male	Male	Female	Female Per thousand male
1961	4,327	2,249	520	9,139	7,571	823
1971	12,288	7,806	635	10,372	9,215	888

1981	16,615	12,936	778	13,435	12,169	985
1991	22,723	17,891	787	17,520	16,198	924

Source : Census of India, Assam, 1961-71-91, and Town & Country planning Organisation, Survey-1981.

It is found that in urban area sex-ratio is higher than the rural area and which is due to more employment opportunity in the urban areas for the male people.

3.4 AGE-SEX COMPOSITION :

The male population of urban area in the age group of 19-50 is higher than that of rural area. The reason for low female population in the town is mainly due to migration of male people from outside in-search of employment in urban area who leave their families in the villages. Where as, in the rural area the male and female population is almost equal in the same age group. The population above the age 50 is very low both in the urban and rural area. Various sex-wise age-group of population of the North Lakhimpur Master plan Area are showing with percentage the total population for rural and urban areas separately in the Table No.5.

TABLE No. 5
AGE-SEX COMPOSITION-NORTH LAKHIMPUR MASTER PLAN AREA 1981.

Age Group	Urban				Rural			
	Male	P.C. to Total pop ⁿ .	Female	P.C. to Total pop ⁿ .	Male	P.C. to Total pop ⁿ .	Female	P.C. to Total pop ⁿ .
0-18	6885	23.30	6406	21.68	7480	29.21	6788	26.51
19-50	9229	31.24	5929	20.06	5362	20.94	4701	18.36
Above-50	501	1.60	601	203	593	2.32	680	2.65

Source : Town & Country Planning Organisation Survey – 1981.

3.5 MIGRATION :

For decades the population of undivided Lakhimpur district has gone up owing partly to the large scale immigration. In the absence of any official agency or organization for registration of immigrant as and when they arrive, the birth place figures give a clue whether a person is immigrant or not. This process, however, does not reflect the actual movement of people. Because it takes no account of those who come and leave between two census. Whatever, may be the method applied to determine the extent of migration, it has been observed that the undivided Lakhimpur District had in 1951 the largest number of immigrants

among all the district of Assam. As per 1951 census it had 2,79,000 immigrants who roughly constituted one fourth of the total population.

There were about 1,79,000 (one lakh and seventy-nine thousand) labourers working in tea gardens, mines and quarries etc. in 1961. Majority of those persons or their ancestors migrated from various parts of Central India and Northern India and most of them settled permanently. The process of mass immigration from other parts of India to the tea gardens of Lakhimpur slowed down after 1930; even then the percentage of tea garden immigrants' population was as high as 25.7 percent in 1951.

Apart from the scope of development in agricultural and allied sectors there is also vast scope for administrative, industrial, commercial development in this rather unexplored potential area on the North Bank of Brahmaputra. There is also vast scope for influx of population both in the agricultural and non-agricultural sector. Improvement of transport and communication will increase mobility and will likely to add to the urban influx in future.

3.6 OCCUPATION AND EMPLOYMENT STRUCTURE.

The occupational pattern of North Lakhimpur Master plan area (separately for urban and rural area) for 1971-91 is shown in table No. 6

TABLE No. -6
OCCUPATIONAL DISTRIBUTION IN NORTH LAKHIMPUR MASTER PLAN AREA
(1971-91)

Year		Total Popn.	Total worker	Employment Sectors			P.C. of Worker
				Primary	Secondary	Tertiary	
1971	Urban	20,094	6,821	1027 (15.06 %)	1198 (17.56 %)	4596 (67.38%)	33.95 %
	Rural	19,587	4,974	3613 (72.64 %)	172, 3.46 %)	1189 (23.90 %)	25.10 %
	Total Master Plan Area	39,618	11,795	4640 (39.34 %)	1370 (11.62 %.)	5785 (49.05%)	29.72 %
1981	Urban	29,551	9,200	1207 (13.12 %)	1661 (18.05 %)	6332 (68.85%)	31.13 %
	Rural	35,604	7,071	5120 (72.40 %)	251 (3.55 %)	1700 (24.04 %)	27.62 %
	Total Master Plan Area	55,155	1,671	6327 (38.89 %)	1912 (11.75 %)	8032 (49.37 %)	29.50 %
1991	Urban	40,614	12,485	1262.00 (10.11 %)	2630 (21.13 %)	8595 (69.00 %)	30.74 %
	Rural	33,718	9,721	5674 (58.37 %)	886 (9.0 %)	3161 (32.52 %)	28.83 %

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Total Master Plan area	74,332	22,206	69.36 (31.23 %)	35.24 (15.78 %)	11746 (52.29 %)	30.00 %
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Source : Census of India, Assam (1971,, 1991) and Town and Country Planning Organisation survey 1981.

It is observed from the above table that the population of employment in both Agricultural and Industry has not increased as in tertiary sector. This trend is quite natural. The tertiary sector employment always increased with the growth of a town or a city. In case of North Lakhimpur Master Plan area this increase can be in October 1971. Regarding the development of secondary sector the North Lakhimpur Master plan Area has little advantage in establishing large scale industries due to strategic location and communication difficulties.

CHAPTER - 4

4. PHYSICAL GROWTH AND EXISTING LAND USE PATTERN.

4.1. PHYSICAL GROWTH TREND :

Planning area of North Lakhimpur has been demarcated after studying the present trend of growth, the geographical factors of its location and the future growth potentiality of the area. The present trend of growth of the town shows rapid expansion towards North and South directions. The growth towards East and West is slow due to low lying paddy fields existing there. Towards North development possibility is bright due to existence of comparatively high lands.

4.2 EXISTING LAND USE ANALYSIS :

A land use survey for the North Lakhimpur Master plan Area was conducted during 1980-81 to ascertain the existing land use pattern as well as to estimate the present and future need of the planning area. The various uses have been classified into nine broad categories and approximate area under each category is shown in the table No. 7.

ABLE No.7

COMPOSITION OF LAND-USE NORTH LAKHIMPUR PLANNING AREA

Land-Use	Urban		Rural		Total Planning Area		
	Area in Hector	P.c. of urban area	Area in Hectare	P.c. of Rural Area	Area in Hectare	P.c. of Total Plng. Area	P.c. to the total developed Area
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
1. Residential.	240.42	17.25	479.55	7.49	719.97	9.24	51.76
2. Commercial.	12.00	0.86	1.69	0.02	13.60	3.17	0.98
3. Industrial	4.00	0.29	6.00	0.09	10.00	0.18	0.72
4. Public and semi Public.	46.03	2.30	124.13	1.94	170.16	2.14	12.23
5. Roads and Railway.	146.11	10.49	316.91	4.95	463.02	5.95	33.28
6. Recreational	14.36	1.03	--	--	14.36	0.18	1.03
Total Developed Area	462.92	228.19	1391.11	17.85			100.00

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7. Agriculture.						
(a) Paddy field	764.57	54.92	5023.10	78.47	5787.67	74.26
(b) Bamboo cluster	67.30	4.83	182.84	2.86	250.14	3.21
8. Vacant	56.60	4.07	103.64	1.62	160.24	2.62
9. Water Bodies	40.82	2.94	113.43	2.23	204.25	2.62
TOTAL M.P. AREA	1392.21	100.00	6401.00	100.00	7793.41	140.00

Source : Town and Country planning organization Survey-1981.

The total Master plan area is about 7793.41 hectares out of which the North Lakhimpur Municipal area covers about 1392.21 hectares and developed area within the Municipality is only 452.92 hectares approximately, there by constituting 33.25 P.G. of the total Municipal area out of the total developed area of the Municipal area, residential use occupies the maximum which comes to about 240.42 hectares the P.C. being 51.90% The next major uses under developed area are roads / Railway and public and Semi-public which are covering 146.11 hectares and 4603 hectares respectively within the North Lakhimpur Municipal Area.

RESIDENTIAL USE :

Out of the total developed area of 1391.11 hectares within Master plan Area, about 719.97 hectares are used for residential purpose which constitutes 51.76 p.c. of the total developed area. Developed are under residential use within the North Lakhimpur Municipality is 240.42 hectares which constitutes about 51.90 P.C. of the total developed area within the North Lakhimpur Municipal area.

COMMERCIAL USE :

Organised commercial areas are few within the North Lakhimpur Master plan area. The commercial area is located along the main streets of the town. There are altogether about 752 Nos. of retail shops and 4 Nos. of wholesale shops within the Municipal area. There is one Municipal market which is not adequate to cater to the future needs and there is no scope for future expansion. The over all land under commercial use within the Master plan area is 13.60 hectares which is 0.98 P.C. of total developed area.

INDUSTRIAL USE :

Industrial development within the North Lakhimpur Master plan Area is very slow. The Industrial use covers only 10.00 hectares out of the whole Master plan area, which constituted 0.72 P.C. of total developed area.

PUBLIC AND SEMI PUBLIC USE :

The Public and semi-public use consisting of educational institutions, Govt. Offices, Hospital, Mosques and Temples etc. occupies about 170.16 hectares of 12.23 P.C. to the developed area of North Lakhimpur Master plan area. There are altogether 58 Nos. of educational institutions within the North Lakhimpur Master plan area and the area occupied by these institutions is adequate or future expansion. Besides, there are 119 Nos. of Government offices most of which are accommodated in rented buildings in North Lakhimpur town and need to accommodate various Government offices.

RECREATIONAL USE :

Park and play grounds occupy about 14.30 hectares or 1.03 per cent of the total developed area. This comes to 0.26 hectare per 1000 persons which is quite inadequate. North Lakhimpur town has only two children parks of which one is still to fully develop.

AGRICULTURAL USE :

Agriculture is the major use within the Master plan area which covers 5787.67 hectares thereby constituting 74.26 p.c. to the total Master plan area. Even within the urban area agricultural land use covers 54.92 p.c. of the total Municipal area.

WATER BODIES :

Water bodies occupy about 204.25 hectares of 2.62 p.c. of North Lakhimpur Master plan area.

4.3 LAND RESOURCES :

Although there is no sufficient Government land for there is ample scope for development. There is abundant agricultural land within the North Lakhimpur Master plan area which can be used for future development. It is seen from the table No. 7 that out of the total North Lakhimpur Master Plan area of 77.93 sq. kms. (7793.41 hectares), more than 74 p.c. is under cultivation. Water bodies covers 2.62% urban use in the North Lakhimpur Master plan area yet of the total area and another 2.06% is vacant land. Moreover, a large portion of the Master plan area is still covered with bamboo clusters covering high lands. The development cost of such land for urban use is very low. If land for urban requirement is made obtainable only from the land not suitable for cultivation or land unsuitable for pasture land than the cost of farm land/pasture land can be lessened to a large extent. In other words, demand of land for

urban use should first be met from land unfit for cultivation, waste land, jungle land etc. and where such lands are exhausted and are not available then the poor quality of agricultural land may be acquired for urban use. This may raise the development cost of land for urban use but is considered in view of the beneficial effect it will have, by way protecting good quality agricultural land from urban encroachment. Besides, this will also prevent the haphazard urban development and provide for intensive utilization of urban land.

4.4 EXISTING LAND USE PATTERN :

Since there is no organized development and the town grew in an organic way the present pattern of development of the town is haphazard. However, a linear type of settlement is found along the road sides leaving the back sides for paddy and bamboo cultivation. In the rural areas the villages are scattered and are connected by the village roads. The villages are separated from each other by the vast paddy fields with trees and bushes here and there.

CHAPTER-5

5. HOUSING :

5.1. HOUSING ENVIRONMENT :

The housing problem is acute in North Lakhimpur Master plan Area. The qualitative problems are not because the physical conditions of the structures are bad but more so due to lack of proper environmental standard. The grim picture of housing is depicted by the quality of the dwelling units and the existing system of sanitation and essential services are extremely poor. Substantial improvement can be made by improving the environmental conditions. Installation of basic minimum infra-structures such as water supply, drainage, roads, community facilities etc. can be of great help in this respect.

5.2. RESIDENTIAL DENSITY :

The residential area out skirt the Municipality is almost thinly populated. The gross residential density of population in the rural area of North Lakhimpur Master plan Area is 53 persons per hectare while in the Municipal area it is 123 persons per hectare. In 1981 there were approximately 6214 housing units in the North Lakhimpur Municipal Area and 3841 units in the rural area, accommodating 5525 and 3704 household respectively.

5.3. STRUCTURAL CONDITION :

About 54 per cent dwelling units in the Municipal area, 80 per cent dwelling units in the rural area are kutcha structure. Structural condition is more or less uniform in the entire North Lakhimpur Municipal Area. Almost 99 per cent of the buildings are single story. Within Municipal area about 35% houses are of Assam type and 10 per cent are R.C.C. and semi-R.C.C. building.

The qualitative aspect of the present housing condition is not bright. About 3398 Nos. of existing housing units in the Municipal area are in dilapidated condition which means that these houses should be rebuilt as early as possible. The table 8 shown the structural condition of houses in North Lakhimpur Master plan area in 1981 based on wall and roof materials.

TABLE NO. 8
STRUCTURAL CONDITION OF HOUSES, 1981 IN
NORTH LAKHIMPUR MASTER PLAN AREA.

Type	North Lakhimpur Municipal		North Lakhimpur Master Plan Area excluding Municipal		Wall and roof materials used
Type	No. of houses	P.C. to total No. of houses.	No. of houses	P.C. to total No. of houses.	Total
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>
Kutcha	3408	54.84	5097	87.26	Thatch grass or wooden roof with grass leaves reeds or bamboo wall with or without mud plaster.
Assam Type	2194	35.32	580	9.93	G.I./A.C. sheet or tile roof with wooden batten, bamboo reeds brick with mud or cement plaster wall.
Semi R.C.C.	241	5.49	130	2.23	R.C.C. column and R.C.C. roof brick with cement plaster wall for the ground floor and G.I./A.C. sheets with brick with cement plastered wall for the first floor.
R.C.C.	270	4.35	34	0.58	R.C.C. column and R.C.C. roof brick with cement plaster wall.
Total =	6214	100.00	5841	100.00	

5.4 HOUSING SHORTAGE

Shortage of housing is acute in urban areas. It is because of the fact that the construction of new dwelling unites fall far back of the increasing demand arising out of the large scale

migration of rural population to urban center. in the planning areas Housing demand is gradually increasing. The total shortage of housing in the planning areas as per 1981 survey is 976 as per standard 5 persons per dwelling unit.

Public housing achievement at North Lakhimpur is very negligible. In order to assess the problem of housing of Government office Survey was carried out in 1982, it is observed that about 60 percent of the Government offices are now accommodated in rented house panting a large amount of money and most of them do not have adequate floor space. Moreover, only few of the government employees have been provided housing accommodation.

Since the problem of housing is both social and economic in nature, this has to be carefully studied and a long term policy has to be formulated to augment housing both in private and public sectors.

CHAPTER - 6

6. COMMERCE AND INDUSTRIES :

6.1 COMMERCE

North Lakhimpur is the main commercial centre in the district. The trade and commercial activity of the town is in rapid stride for the last few years. At recent commercial activities are growing scattered all over North Lakhimpur Master Plan Area.

6.1.1 COMMERCIAL-CUM-SHOPPING AREAS.

The Major commercial activities are developed along six main streets. There are altogether 752 number of retail shops at North Lakhimpur Town. The only Municipal market does not meet the space need and as a result of which vendors selling vegetables, rice etc. occupy the adjoining roads. Commercial activities occupy about 1360 n the whole Master Plan Area.

6.1.2. WHOLE SALE TRADE.

There are 4(four) numbers of whole sale shops dealing with grocery, cloths and Medicine at North Lakhimpur town. There is no definite centre for whole sale for trade. These shops are scattered within the busy retail trade of the town depends upon the whole sale shops located at Guwahati and out side of Assam.

6.1.3. WORK SHOP AND REPAIR SHOP

There are altogether 64 numbers of workshop and repair shops at North Lakhimpur town which are mainly motor garage, cycle-rickshaw, scooter repairing shops, radio and watch repairing house etc. These are scattered in the town along the major roads and this has created a lots of traffic problem.

6.1.4. TRANSPORT AGENCIES

The transport agencies are mainly located on the D.K. Roads within the North Lakhimpur town there are 9 (nine) numbers of transport agencies, which are playing a vital role in transportation of goods to and from North Lakhimpur. These agencies are connected by roads with other towns of Assam and out side of Assam. Being located in the heart of the town these agencies are facing a lots of problem for loading and unloading. These activities require to be suitably located with in the town to solve problems being faced at present.

6. 1. 5 CENTRES OF RETAIL TRADE

There is only one major retail trade center which has developed haphazardly along the major roads creating lot of problems. The existing daily bazar occupies the roads causing traffic congestion and inconvenience to the people. In order to facilitate the daily needs of household goods it is necessary to develop retail trade center at convenient locations through out the planning area.

Apart from the major trade center the shops are growing along the major roads of the town.

6.2 INDUSTRIES.

Industrial development is generally recognised as the most important part of economic growth of any area. But present Lakhimpur district is poor in industrial development due to certain bottlenecks like inadequacy of transportation facilities, technical skill, banking facilities and non-availability of raw material and market. More over awing to lack of physical infrastructural facilities entrepreneurs are not much willing to develop industry in this.

Although cottage industrial still play a vital role in the economy of the district, some of the old time industries have suffered stagnation, while some other are now buried under oblivion, the reasons are not far to seek. Dumping of local markets with cheaper machine made

goods imported from outside by the British, universal weakness for more luxurious goods abundantly available in the market as well as establishment of various new industries for production of new goods to replace the old once are some of the factors that retarded the steady growth of cottage industries.

Present Lakhimpur district which is industrially backward has good industrial potentialities. Forest based and agro based industries, are the feasible industries in the district.

6.2.1. GROWTH OF INDUSTRIES

Till 1982 these were 220 Nos. of small and cottage type of industries at North Lakhimpur .There is no any large manufacturing industry in the North Lakhimpur planning area.

According to 1971 Census Report, the total number of persons employed in industries was 1198 which was about 17 percent of the total workers in North Lakhimpur Municipal Areas. An industrial estate of very small nature has been set-up in the outskirts of the town at Mahora Gohain Goan.

Through there is no large scale industry in the North Lakhimpur planning area, yet it is expected that the scope for industrial development will be much brighter in future.

6 .2.2. INDUSTRIAL ESTABLISHMENT BY TYPE:

Industrial survey conducted by the Town and Country Planning Department in 1982 shows that there are about 226 Nos of small and cottage type of industrial establishment in the North Lakhimpur town. Majority of the industries are rice and oil mills, saw mills and few light manufacturing units industrial pattern by type is reflected in the table No. 9 given below:

TABLE NO.- 9
INDUSTRIAL ESTABLISHMENT BY TYPE NORTH LAKHIMPUR
MASTER PLAN AREA .

Sl. No.	Type	No of Units in 1982	P.C.
1.	Processing	19	8.30
2.	Manufacturing	43	19.00
3.	Servicing	164	72.70
	Total=	226	100.00

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Source: Town & County Planning Organisation Survey, 1982

It can be seen from the Table that majority of industries are service oriented. Out of the 226 units 8.30 p.c. are engaged in processing and 19 p.c. are manufacturing industry.

Sylvan resources of the Lakhimpur District are abundant and the forests are richly stocked with bamboos and canes of various descriptions. Bamboo and cane industries are perhaps the most universal of all craft in the district and are practiced by a large number of artisans. It is an important industry of the district and according to the 1961 census report it provides employment of 1133 person of the undivided Lakhimpur district. The cane industry flourishes mainly in the Urban and semi-urban areas and its principal product is the plucking basket, which is in great demand in the tea gardens. A number of units in the urban and semi-urban areas are engaged in the manufacturing of cane furniture and various other cane and bamboo products with distinctive features and typical designs.

There are many important forest based industries in the district. The saw mills are playing an important role in the exploitation of the forest wealth of the district. The production of these saw mills mainly go to meet the demands of the local constructional works, railway sleepers and various other industrial uses outside the state.

CHAPTER-7

7. TRAFIC AND TRANSPORTATION.

7.1 TRANSPORTATION SYSTEM (REGIONAL)

The present low level of development in the North Lakhimpur Master plan area may be attributed to the inadequacy of transportation facilities.

Although this region is connected with the rest of the state by road, rail and air yet no single communication line is inadequate to meet the requirement and during monsoon frequent disruption occurs in these lines.

Road way:- North Lakhimpur is connected with the other urban center of the North Bank by the National Highway No-52 which is running through Lakhimpur town. This N.H.-52 connects North Lakhimpur with Guwahati covering a distance of 396 K. and other urban areas of the Lakhimpur, Sonitpur and Darrang District.

The river Brahmaputra acts as a great physical barrier separating the North Bank from the more developed South Bank towns of Assam. The road connection with the South Bank at present is via Guwahati and Tezpur by N.H.-52. Therefore, the need of bridge on the Brahmaputra connecting North Lakhimpur directly to Jorhat and Dibrugarh is vital not only as a transport link but also as a booster for economic development of the North Bank as a whole. At present there are ferry services operating at Kamalabari and Sonari Ghat connecting North Lakhimpur with Jorhat and Dibrugarh Towns respectively.

Railway : The first railway line in the North Bank in the undivided district of Lakhimpur was opened in 1961-62 only. At the initial stage North Lakhimpur town was connected by a branch meter gauge line with Rangapara of Sonitpur District covering a distance of about 107 miles. this

New Rangapara-North Lakhimpur line was further extended in 1965 connecting North Lakhimpur town with Murkong Sellek. The opening of the Rangapara Murkong Sellek line-via

North Lakhimpur is regarded as a landmark in the history of development of communications in the Lakhimpur District.

It is observed from the available data of 1983 that average 21,700 passengers and average 19,368 quintals of goods are carried by the railway monthly to and from North Lakhimpur. Absence of main line has reduced the importance of movement of passenger trips through railway.

Airways-Lilabari air field which was taken over as a regular air port by the Indian Air lines corporation in 1953, is situated within the planning area at distance of about 5 kms. From the North Lakhimpur town. North Lakhimpur is connected directly to Calcutta, Guwahati, Jorhat, Dibrugarh and Tezpur. In the absence of a bridge over the Brahmaputra the Air service to Jorhat and Dibrugarh provided a vital link.

7.2. CIRCULATION PATTERN

Within the planning area all the movement of people and goods take place by road. There is no established pattern of road net work in North Lakhimpur town. In the central area of the town, motor vehicles, rickshaw, bicycles, hand carts, pedestrians and animal jumble through the same street. Although it is necessary to segregate slow moving traffic from that of fast moving, there is no such scope-due to lack of suitable alternative road. There are numbers of defective road junction which not only retard the speed of the vehicles but also pause as a constant danger for road accident. A hierarchical road system by improving the existing roads and by providing new roads is an urgent need of the town.

The total road length within the North Lakhimpur Master Plan area is about 124.97 K.M. of which about 59% of the roads are kutcha as shown in the Table No. 10 below. The existing width of the road is inadequate for the efficient movement of traffic.

TABLE NO-10

LENGTH OF ROAD IN NORTH LAKHIMPUR MASTER PLAN AREA

Type of Road	Length in K.M	Percentage
(1)	(2)	(3)
1. Pitch	33.85	27.09
2. Gravel	16.96	13.57
3. Kutcha	74.16	59.34

Source: Town & Country Planning Organisation.Survey-1981

7.3 TRAFFIC TERMINAL CENTER

At present sub-urban buses are operating from North Lakhimpur town to important neighbouring places of the district bus there is no bus terminal center, as a result of which buses are parked on the roads. This causes obstacles for smooth running of vehicle as well as passengers traffic in the town. Now altogether 48 Nos. of public buses run daily from North Lakhimpur, as such few bus terminals are long felt demand of this town.

At present, Kamalabari Road Bus Stand near State Transport Colony, N.T Road near Gariajan and N.T road near Court are the three traffic terminal center of the town. Idle trucks are parked on the road all over the business areas and loading and unloading activities takes place mostly on roads. It is therefore, necessary to earmark sites for these activities.

7.4 MODES OF TRANSPORTATION

Traffic carrying capacities of Urban roads are intimately related to the modes of traffic in use along these roads. Mix of traffic modes reduces the traffic carrying capacities of the roads. At present there is no intra town mass transportation system in North Lakhimpur town, but several regional mass transportation agencies are functioning for movement of people from suburbs to the town. Table--11 shows the growth of vehicles in Lakhimpur District from 1977 to 1982.

TABLE NO. - 11
GROWTH OF VEHICLES IN LAKHIMPUR DISTRICT

Year	Bus	Pub. Carrier	Pvt. carrier	Motor cars	Jeep	Motor cycle/scooter	Taxi	Tractor	Trailors	Auto rickshaw	Govt. vehicles	others	Total	Rate of growth
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1977	63	66	102	72	78	175	7	10	30	1	8	--	642	--
1978	67	60	93	83	87	254	2	38	23	1	8	--	806	29.50%
1979	71	79	131	148	159	305	9	57	39	2	17	17	1045	29.60%
1980	76	83	139	151	163	375	9	66	84	3	21	21	1191	14.00%
1981	81	97	143	135	141	425	7	69	86	3	54	54	1295	8.37%
1982	87	126	145	141	147	625	15	71	89	3	77	77	1643	26.87%

Source: District Transport Office, Lakhimpur, 1982.

The number of fast moving vehicles given in the Table pertains to the whole jurisdiction of D.T.O., Lakhimpur. As there is no large urban centres like North Lakhimpur Town in the whole Lakhimpur District the figures in the table reflected the trend of fast moving vehicles in North Lakhimpur town.

7.5 TRAFFIC SURVEY AND PROBLEMS

A conspicuous feature of the vehicular traffic in North Lakhimpur is the high proportion of slow moving vehicles- Cycle and other slow moving vehicle which constitutes about 90% of the total traffic in the morning peak hours (9-30 A. M to 10-30 A.M) at N.T. Road (National Highway-52) which passes the through the town. Kamalabari road is the next busy road which carries about 1351 vehicles per hour during morning peak hour.

The traffic problem in North Lakhimpur is not due to high growth of fast moving vehicles; it is because of the unplanned road network, absence of bus terminus, insufficient parking Space and lack of segregation of pedestrian and vehicles traffic, insufficient traffic control measures and defective road geometries. In addition to these, ignorance of traffic sense of the road users further deteriorates the situation. Therefore, the problems must be tackled simultaneously from all sides.

CHAPTER-8

8. URBAN INFRASTRUCTURE

8.1 WATER SUPPLY

There is no provision for potable piped water supply system in the North Lakhimpur town, while the Railway has their own water supply. The rest of the town population has to depend on private tube wells and the ring wells etc. High iron content in tube well and ring well water makes it unsuitable for consumption.

8.2 DRAINAGE AND SEWERAGE

The problem of drainage in North Lakhimpur is acute particularly in the developed area within North Lakhimpur Municipality. There is no effective drainage system, conversion of low lying areas in to built-up areas without making provision for out let of rain/storm water has resulted water logging in various locations. It is therefore, essential to have a comprehensive drainage net work for the entire Master Plan Area.

There is no underground sewerage system in North Lakhimpur. Pit latrines are still in existence in the town. About 20 P.C of the house hold have sanitary latrine 28 P.C have either pit latrines. All through new houses have individual septic tank, but in due course of time it may give rise to problem of soil and water contamination water discharged from these septic tanks generally percolates underground which affects soil adversely and ultimately contaminates the ground water.

8.3 ELECTRIC POWER:

The source of electric power to North Lakhimpur is the Barapani grid-Arunachal Pradesh (Kimin Point) from which power is supplied, under the supervision and execution of the Assam State Electricity Board. Although electric power is available in North Lakhimpur town and its adjoining areas only, about 36 p.c. of the total house holds of the town have power connection while the rest depend on Kerosine oil lamps. Power generation and supply are quite inadequate in meeting up the consumer's demand at present. The total demand at present in North Lakhimpur town is about 800 K.W.

The supply of power at present is meeting up the demand with peak load restriction from 5 p.m to 10 P.M for the completion of 132 K.W town line with a sub-station at North Lakhimpur it is expected to meet-up the consumer demand fully.

8.4 HEALTH

North Lakhimpur Civil Hospital is located in the central area of the town with 100 beds in total. As per 1981 figures, the average daily out door and indoor patients attend this Hospital are 330 and 120 respectively. The number of Doctors is 12 nos. and 69 other paramedical staff and nurses, pharmacist and Gd. –IV staff in the hospital. With regard to the minimum need based standard of medical facilities, this hospital is too small to cater the need of the people. The hospital is always overcrowded by both the indoor as well as outdoor patients. Moreover, in the present site there is hardly any scope for expansion of the hospital. Meanwhile, a new civil hospital at Saboti is proposed where adequate facilities will be available in future.

8.5 EDUCATION

As per the survey conducted by Town & Country Planning Organisation in 1983, there are 54 educational institutions in North Lakhimpur Master Plan Area of which 30 are within North Lakhimpur Municipal area. The total student enrollment in all these institutions is 17,335.

There are 36 primary schools in North Lakhimpur Master Plan area with student population of 5305; the average enrollment being 152. Out of the 35 primary schools 15 schools are located within Municipal area.

There are 14 high and higher secondary schools in the planning area out of which 9 are located within the urban zones, the average rate of enrollment in each of the school comes to about 452. Apart from there are 5 M.E. and M.V. schools in the planning area.

Most of the primary and high schools are accommodated in dilapidated house within proper service facilities such as play-ground, toilets water supply etc. The immediate need to

improve the condition of these institutions is to provide the basic essential facilities so as to increase their intake capacity.

There are 4 colleges for general education and one law collage within the planning area. The colleges are in difficulties of inadequacy of building space for class room, library and common room etc. Moreover, lack of space is the problem for providing hostel and play-grounds facilities.

There is neither technical institution in North Lakhimpur town nor any college for higher technical education in the whole North Bank of Assam. Table No.-12 shows different education institutions with enrollment in the North Lakhimpur Planning Area for the year 1983

TABLE NO-12
EDUCATION INSTITUTION--NORTH LAKHIMPUR
MASTER PLAN AREA, 1983.

Type of Institution	North Lakhimpur Municipal area			Master plan area(excluding Municipality)			Total Planning Area		
	2	3	4	5	6	7	8	9	10
1 Primary School	15	3037	202	20	2263	113	35	5305	152
2. M E. and M.V.	2	747	373	3	404	134	5	1151	230
3.High and Higher Secondary School	3	5183	576	5	1143	230	14	6331	452
4. College	4	4348	1137	4	4348	1137
Total -	30	13515	2288	28	3820	477	58	17335	1971

Source- Town Country Planning Organisation. Survey-1983

8.6 OTHER UTILITIES AND SERVICES:

(i) POST AND TELEGRAPH OFFICE :

There are five number of post office in North Lakhimpur town, There is one Telephone Exchange functioning in the town operating 325 number of telephone connection.

(ii) POLICE STATION:

There are only one Police Station located at North Lakhimpur town and two police out posts at Lakhimpur Master plan Area.

(iii) FIRE SERVICE STATION:

The only one Fire Service Station Located at North Lakhimpur town maintaining the fire protection service for the whole North Lakhimpur Subdivision, The Indian Air Force has its own fire protection service at Lilabari Airport.

(iv) CREMATION AND BURIAL GROUND:

The location of cremation and burial ground are shown in the existing land use map. There are two cremation ground for Hindus, one at Nakari in Ward No.1 and another at Khelmati near Shiva temple. One burial ground for Muslim at Khelmati in Ward No.14

CHAPTER-9

9. URBAN FUNCTION AND FUTURE URBAN NEEDS:

9.1 MAJOR URBAN FUNCTIONS:

North Lakhimpur planning area comprises North Lakhimpur Municipality area and a galaxy of agricultural village with an agricultural hinterland. North Lakhimpur town is the biggest commercial town of the District. It collects the agricultural surplus commodities and supplies the essential items to its hinterland function in future too.

Further, North Lakhimpur town is the administrative Head Quarter of the District. As such it will continue its administrative function in future also. There is little scope for industrial development in the town due to lack of raw materials and infrastructural facilities. However, there is some scope for industrial function of the town based on agricultural and forest resource in a lower order the primary function being administrative and commercial.

9.2 PLAN PERIOD:

The plan period for North Lakhimpur Master Plan is 1994-2011 spreading for a span of 18 years. During this plan period various proposals is proposed in the Master plan area to be executed in phased Manner. At the time of phasing priorities will have to be given of the immediate need problems and long term and short term measures are to be sorted out based on the problems faced by the planning area.

9.3. FUTURE POPULATION:

Master Plan being a long term guideline for future scientific development including all kinds of amenities for the people, it is important to know the future population resources. For this purpose, the population projection has made.

The population projection of North Lakhimpur Master Plan area is based on the past trend, the graphical analysis is shown as sharp rise of population figure in the North

Lakhimpur, town for the period of 1951-71. However, after 1971, the urban population growth rate has declined after 47.00 p.c. to 37.00 p.c. respectively in 1981 and 1991 as it has neither been developed industrially, nor it has as sound commercial base. On the other hand the rural population growth rate is stabilized. By taking all this into consideration the following projection of population up 2011 A.D has been made as given in table No.13.

TABLE NO.13

Population							
Area	1951	1961	1971	1981	1991	2001	2011
1	2	3	4	5	6	7	
North Lakhimpur Municipal Area	3,094	6,576	20,094	29,551	40,614	59,772	80,392
Rural Area (35 village of NLMPA excluding Municipal area)	--	16,710	19,587	25,604	33,748	45,229	59,250
Total Master Plan area		23,286	39,681	55,155	74,532	1,05,000	1,39,642

Col--2,3,4,6 Govt. of India census.

Col--5 Town and Country Planning estimation.

Col--7-8 Town and Country Planning Department projection.

9.4 HOUSING REQUIREMENT

The housing requirement is more in the urban area than that in the rural areas. Almost all person in rural area have got their own house. As per census 1991 the total requirement of dwelling unit in the planning area is 1493 considering 5 people per dwelling unit. By 2011 A.D additional 12.99 number of dwelling unit will be required in the planning area.

Apart from residential housing requirement, there is a shortage of office building. About 60% of the Government offices are now occupying private houses meant for residential purpose paying large amount of rent and most of them without having required floor space. To accommodate those offices an office complex is required for their functioning.

9.5 RESIDENTIAL AREA REQUIREMENT:

The residential area requirement mainly depends on agency of development. In case of Government or Semi Government developing agency some optimum standard can be imposed for the residential plot and this Standard can be adopted 3600 sq. fit (1 K 5 lossas) for each

individual plot. Future the area requirement depend upon the type of development can be minimised depending upon the lay out for the purpose.

In the Rural Area of the NLPA no standard could be enforced as the rural people have got their typical way of living having granary and cowshed apart from residential houses with in the same campus. This social habit can not be ignored and hence, no definite standard could be imposed on the rural component

However, considering these factors on area of about 2250 hectares 28.00% of the NLPA likely be required for residential use by the year 2011 most of which presently to be used for Agricultural purpose.

9.6 TARDE AND COMMERCE:

Present there is only 15.00 hectares of land under commercial use which is only 0.20% of the North Lakhimpur planning area. There is a shortage of organised commercial space with in the North Lakhimpur planning area as a result of which large parts of the almost all roads with in the heart of the town have been used for commercial purpose. To reduce the pressure on the city center and to facilitate the rural component of North Lakhimpur Planning area, Commercial centers are required in the outskirts of the Municipal area for which suitable land have to be earmarked.

All total about 156 hectares (200 of the lane area) of commercial land likely to be required for the NLPA.

9.7 INDUSTRY:

The entire Lakhimpur District is industrial backward. There are very few industries in the NLPA. No city can function well, unless it is supported by industries. As such it is expected to develop some selected industries based on availability of raw materials. For this an area of about 138 hectares of land will be required for this which should be developed different phases till 2011.

6.8 PUBLIC AND SEMI PUBLIC

The North Lakhimpur Planning area needs one office complex for smooth and coordinated functioning of the office and planned development of the NLPA. For this a suitable

area is required to be earmarked to accommodate the different Government and Semi-Government offices.

Apart from this, suitable land for Railway, upgradation of Airport, Institutional area, Medical Institution, Parks and Play Grounds, garbage disposal etc. is to be kept reserved for future development.

About 291 hectares of land (3.74% of the NLPA) is likely to be required for public and semi-public uses by the year 2011.

9.9 TRAFFIC AND TRANSPORTATION :

The existing transportation system is not all adequate. Most of the roads are very narrow and there is no order of roads For plan development of the NLPA a hierachical road system is required to be developed.

At present there is no organized Bus Terminal, Truck Terminal and Taxi stand. These facilities are to be provided at suitable places to avoid congestion at the heart of the town.

For mass transportation circular system of movement of buses is required to be introduced along the ring roads to serve the entire North Lakhimpur Master Plan areas, taking special care to the peak hours.

CHAPTER—10

10. PROPOSED LAND USE PLAN

10.1 AIMS AND OBJECTIVE:

The main aims and objective of the comprehensive Master Plan for greater North Lakhimpur are as Follow:

- (a) Development of a balance and integrated urban structure i n the planning area.
- (b) Development of inter-city transportation and communication net work to discharge regional function with efficiency.
- (c) Hierarchical city structure in terms of self contained planning units and ensure disposition of service and amenities.
- (d) Efficient and judicious unilisation of land
- (e) Gradual removal of existing disorder.

10.2. BASIC CONSIDERATION:

After various survey and analysis for North Lakhimpur town and its adjoining areas the problems as well as prospects for the planning area have come to light, The following consideration are taken into account in preparing the Master Plan for the North Lakhimpur planning area.

- (a) Development of a ‘civic center’ and specific area for social and cultural activities.
- (b) Development of administrative complex to accommodate various public and semi-public offices presently scattered around the town;
- (c) Development of shopping center at suitable places to serve suitable the center planning area;

- d) Provision for suitable circulation pattern with a by-pass to the present National Highway Which passed through passed through the heart of the town;
- (e) Provision for utilities and service in an integrated manner for the entire planning area;
- (f) Development of land for industrial and allocating them in suitable places;
- (g) Encouragement for establishment of small industrial units;
- (h) Development of residential land with infrastructure;
- (i) Effective use of Government land and priorities by putting them to most proper use;
- (j) Rational distribute of residential densities so as to minimise disparities;
- (k) Improvement and clearance of slum by executing environmental improvement schemes;
- (l) Development of parks and play ground at suitable place to enhance the beauty of the town;
- (m) Development of a Stadium to encourage and for development of sport and culture;

10.3 PLAN CONCEPT

The urban growth within the planning area is very limited. Large part of the Municipal Area is even under cultivation. The present growth of the town is mainly along the major roads leaving the rear sides for cultivation. From the present trend of development as well as topology of the area it is assumed that the future development of North Lakhimpur town would take place mainly towards north and finger type of development would take place along the major roads. An attempt has been made to integrate the activities of those areas by providing some unit level center at suitable places.

10.4 LAND USE PATTERN:

The land use pattern for North Lakhimpur has been worked out on the following considerations:

- (a) Mixed land use at the existing town center;
- (b) Minimum dislocation of present land pattern;
- (c) Inter- relation of various land use classification;
- (d) Hierarchical relationship of activity areas; and
- (e) Decentralization of work center.

10. 4.1 PRESIDENTIAL LAND USE:

The matter plan provides about 2250 hectors of land under residential use by the year 2011 which constitutes 28.00 of the planning areas. Keeping in view of the existing trend of development, available of buildable land, projected population etc. the residential areas have been divided in different density zones.

The residential areas are proposed to organise in two neighbourhood units with a population of 10 to 12 thousand leaving the predominantly rural areas to grow in the existing villages in their linear pattern. In each neighbourhood, facilities like primary school, Secondary School, play ground shopping center for day to day needs and other service facilities will be provided.

10.4.2 COMMERCIAL USES

At present commercial activities are confined along the major roads at heart of the town. Apart from organizing the existing commercial areas within the town some new shopping centers will be developed to serve the entire planning area in a phased manner till 2011. All total 156 hectors of land which constitutes 2.00% of the total Master Plan Area has been allotted for commercial purpose. The following shopping centers are proposed for Development:

- (1) At Azad Tin Ali.
- (2) At Station Road near Railway Station.
- (3) At Lilabari areas near Airport.
- (4) At Nakari near Railway crossing.
- (5) At Lilabari Road near proposed Civil Hospital.
- (6) At Charai Maria Gaon on the side of N.T. Road.
- (7) At Hatilung Gaon on the side of N.T. Road.
- (8) At K.B. Road near Buri Nai.
- (9) At. D.K. Road at the neeting point of road to Azzad Road.
- (10) At Chutiakari Gaon near the Road leading to N.T. Road.
- (11) At Nalkata Gaon.
- (12) At Nalkata Bowalguri Gaon.
- (13) At C.D. Road.
- (14) At Japisajia Gaon.

10.4.3. PUBLIC AND SEMI-PUBLIC USES

The total land allotted for public and semi-public use is about 291 hectares which is about 37.4% of the total planning area. This includes land required for educational institutions hospitals Government and semi-Government offices Socio-cultural and religious institutions, cremation and burial ground.

EDUCATION

Considering the standard as for every 1,500 to 2,000 one primary school and for every 5,000 to 6,000 population, one High and Higher Secondary School the requirement of primary and High and Higher Secondary School in the Master plan area will be 69 Nos. and 25 nos. respectively. There are already 41 Nos. of primary schools and 14 Nos. of High or Higher Secondary schools within the Master Plan Area (1991). So 28 of Primary school and 11 Nos. of High or higher Secondary schools are to be established within the planning area by 2011. At present there are 4 Nos. of colleges within the town. Three more colleges and two Technical institutes are proposed to meet the future need of the planning area. The Table No. 14 shows the total requirement of educational Institutions for the master Plan Area.

TABLE NO. 14
PROPOSED EDUCATIONAL INSTITUTIONS IN
NORTH LAKHIMPUR MASTER PLAN AREA, 2011.

SI. No.	Category	Existing number	Proposed number	Total number
1.	Primary School	41	28	69
2.	M.E. and M.V. School	16	3	19
3.	High and Higher Secondary School	14	11	25
4.	College (general)	4	3	7
5.	Technical Institute	Nil	2	2

HEALTH

The general health units available at North Lakhimpur have to serve population of the town but also the entire population of the sub-division. The existing Civil Hospital having 100

Nos. of beds is not at all sufficient even for the present population. A 200 bedded Civil hospital at Saboti is now functioning. The total number of beds required as per standard 3 remaining number of beds are to be increased in the Civil Hospital at the new site in phases.

It is proposed that the residential units with a population of 3,000 to 5,000 should have one Dispensary and a Maternity Centre and where the neighborhood units with a population of 10,000 to 12,300 should have one Health Centre.

GOVERNMENT OFFICES

At present the Government Offices are scattered all over the town and are mostly in rented houses. So it is desirable to organize an office complex in a suitable area. In the heart of the town where the present Court Building is situated has become congested and there is no enough space for construction of more buildings for other offices. As such a suitable area measuring 148 hectors including the existing public semi-public uses near the St. Mary's School at Saboti has been earmarked for public and semi-public uses where an office complex will be developed to accommodate the Government offices and residential quarters for the employees.

RECREATION AND OPEN SPACE

For healthy environment open space is a very important factor. The existing recreation and open space within the town as per standard is inadequate. The standard should be 0.405 hector per thousand populations in the existing town and 1.6 hector per thousand populations for the rest of Master Plan area. For this purpose, total area of 128 hector have been earmarked in suitable locations. A Stadium Complex with an area of about 7.6 hectors has been proposed in the Government land at Sabati.

The Children Park in front of the Circuit House is to be developed by providing all facilities and no further development of any building should be allowed in this area.

CREMATION AND BURIAL GROUND

Apart from existing cremation ground three new cremation grounds have been earmarked in the plan. These area :

- (A) At Pahumara Ujani Miri Gaon on the Bank of the river Ranga Nadi.
- (B) At Chandmari Gaon.

(C) At Baisa Garumaria Gaon.

The proposed cremation grounds and the existing cremation grounds are to be developed suitably by providing all facilities and services.

10.4.4 INDUSTRIAL USES

The potentiality for development of industries in the Master Plan area is not bright mainly due to lack of local raw materials. Except few rice mills, saw mills, service industries, no other industry existed in the area. The existing small and service industries will continue to grow with the increasing demand. Depending upon the local and regional economic factors, availability of raw materials and Government incentive already extended to this industrially backward area, some new industries are likely to come up within the Master Plan area. There is ample scope for development of small and medium industries based on agriculture and forest resources, such as rice and flour mills, oil mill, Jute mill, fruit preservation, areca nut processing, agro-based perfumed oil, leather tanning, wooden and cane furniture making, match factory etc. There are also good prospects for setting up of service and light consumers goods producing industries such as readymade garments, soap making, brick making, agricultural implements, bakery, dairy etc.

Two sites, one at the Serapbhati Gaon near the national Highway by-pass and the other at Japisajia Gaon near the K.B. Road have been earmarked and to be developed providing required infrastructure. The total area provided is about 138 hectares which is about 1.77 p.c. of the total planning area.

10.4.5 PUBLIC UTILITIES AND SERVICES

Sufficient potable water supply, well planned sewerage and drainage system and availability of power are basic needs of urban life. At present there are no drainage and sewerage system and water supply in the planning area. It is therefore, essential to provide these infrastructures in a co-ordinated way by the concern authorities.

WATER SUPPLY

At present there is no adequate drinking water supply in the town. The present of potable water for the North Lakhimpur Municipal area at the rate of 33 Gallons per capital per day is 20,91,985 gallons and for the Master plan area is 4887470 gallons by 2010. Therefore, it is proposed to make necessary arrangements the concerning authority to meet the increasing demand. For this, two sites have been proposed one at Nakari village and the other at ward No.

12 near the sweepers, colony for water treatment plant (water supply Scheme at Nakari village is already started)

DRAINAGE AND SEWERAGE

To solve the drainage sewerage problem comprehensive drainage and sewerage schemes should be taken up on the Master plan area on long term basis. From the hygienic point of view the drainage scheme should be on top priority. In the meantime relief measures like opening up of blocked drains and their proper maintenance should be taken up to avoid further deterioration of drainage condition.

GARBAGE DISPOSAL AND SOLID WASTE MANAGEMENT

The existing garbage disposal site by the side of the N.T. Road at Gariajan should be discontinued. For this purpose two sites are proposed, one near the Gariajan embankment at a suitable distance from the Aziz Baruah L.P. School towards south and the other at Dhalnai of Chapari area. It is also suggested that instead of dumping the garbage openly, the method of incineration or other scientific way disposal of solid wastes be adopted at the proposed sites.

ELECTRICITY :

At present the total demand in the North Lakhimpur town is about 800 K. watt in suburban area it is 300 K.W. The power supply at present is meeting up the demand with peak load restrictions for the industrial consumers. A 132 K.V. tower line Gohpur to North Lakhimpur with a 132 K.V. sub-station, at North Lakhimpur town is under construction. With the completion of 133 k.v. tower line and sub-station it is expected to meet up the consumers demand fully.

10.5 LAND USE DISTRIBUTION :

The distribution of the total urbanisable land into various broad categories of land use have been made keeping in view of the optimum desirable standard of development and functional linkages between them. The table no. 15 shows the land proposed for various major land uses for 2011 for North Lakhimpur Master Plan area.

TABLE NO.15
PROPOSED LAND USE AND LAND ALLOCATION FOR
NORTH LAKHIMPUR PLANNING AREA (2011)

Proposed (2011)

Land use	Area in Hectors	Developed area	Total area	Land allocation per 1000 persons area in Hectors
1. Residential	2250	57.86	28.00	14.29
2. Commercial	156	4.01	2.00	1.33
3. Industrial	138	3.55	1.77	1.31
4. Public & Semi Public	291	7.48	3.74	2.77
5. Recreational	128	3.29	1.64	1.22
6. transportation	926	23.81	11.88	8.82
Total developed area	3889	100.00	49.03	29.74
Green belt.	3700.16	-	48.00	-
Water Bodies	204.25	-	100.00	-
Total area =	7793.41	-	100.00	-

10.6 DENSITY PATTERN

Considering the existing trend of development, availability of buildable land, projected population etc., three density zones have been proposed out of the total land under residential use 25 p.c. will be under high density 35 p.c. will be under medium density and 40 p.c. will be under p.c. will be under residential zone. The gross residential density in each zone is given below:

- Low density : 75 persons per hectors.
- Medium density : 75-150 persons per hector.
- High density : above 150 persons per hectors.

CHAPTER- 11

11. PROPOSED CIRCULATION PLAN:

Circulation plan is the basic consideration for promoting and guiding the future development. Efficient road network system is very much essential for safe, easy and quick movement of people and goods from one place to another. Further, it is very essential for providing public utilities such as drains, water supply, electric and telephone lines, etc.

11.1 CIRCULATION PLAN CONCEPT :

Efficient functioning of the city can be achieved by evolving functionally inter-related land use pattern connected by a circulation net work having minimum travel distance. Apart from this, basic consideration the following issues have been taken into account in preparing the Master Plan for North Lakhimpur.

- (a) Evolution of a hierarchical circulation Pattern within the city with suitable linkages to the regional road net work.
- (b) Segregation of regional and city level traffic.

11.2 REGIONAL LINKAGES

(a) ROAD LINKAGES

The N.T. Road which is now upgraded to N.H.-52 passes through the heart of the town linking the town with the other urban places of the district and Itanagar, the Capital of Arunachal Pradesh. To segregate the through traffic from local traffic a by-pass through the

northern side of the Planning area avoiding the already developed areas has been proposed. The K.B. Road (Kamalabaria Road) links this District via Ferry Ghat at Nimati.

(b) RAIL LINKAGE

The Meter Gauge Railway line running east-west in the Northern side of the town connects the Planning area with the rest of the country. It is proposed that North Lakhimpur should be connected by Broad Gauge, Railway line which should be extended up to Murkong Selek with a view to link up with Tinsukia across the Brahmaputra to have a complete Broad Gauge line circuit with the Guwahati for speedy integrated all round development of the entire region. While making so the Broad Gauge line should not be allowed to enter the existing North Lakhimpur Railway Station and should go direct to the Lilabari Railway Station which is only at a distance of 7 K.M. from the heart of the town.

(c) AIR LINKAGE

The Lilabari Air Field situated in the Northern side of the Planning area. This field also serves the air passengers of the Arunachal Pradesh. From the strategic point of view and growing passenger traffic it is suggested that this field should be upgraded and developed for all kinds of air traffic.

11.3 CITY CIRCULATION PATTERN

With the growth of population and development of new areas there will be corresponding increase of vehicular traffic. Considering this to achieve higher efficiency in circulation system a hierarchy of road network has been proposed under four categories according to their functional importance which are given below.

Sl No.	Type of Road	Right of Way
1	Primary Road	20 M to 24.5 M (65 ft to 80 ft)
2	Secondary Road	15 M to 18 M (50 ft to 60 ft)
3	Tertiary Road	10 M to 14 M (33 ft to 45 ft)
4	Access Road	6 M to 9 M (20 ft to 30 ft)

11.4 GRADE CROSSING

The main Railway line passes across the Lilabari Road. This road is an important road linking the Lilabari Air Field and Tea Gardens with the town. Further the shifting of the Civil Hospital to its new site at Saboti which is now functioning, traffic volume on this road will

increase to a large extent in near future. As such it is proposed to construct one over bridge at the Railway crossing gate at Nakari.

11.5 TERMINAL FACILITIES :

(a) BUS TERMINAL :

There is no organized bus terminal within the North Lakhimpur Master Plan Area except one for the Assam State Transport Corporation situated near the Court Building. The N.T. Road has been used as Bus Terminal by the private buses at three places- one near the Court, one on the C.D. Road at Natun Bazar and the other near the Gariyajam bridge. The existing bus terminal on the K.B. Road near the A.S.T.C.'s quarters for the buses playing to and from the south creates traffic congestion on the road.

These road side bus terminals should be removed from their present sites which four bus terminals have been proposed at the following sites:

- (I) By the side of Lilabari road on the North of New Civil Hospital.
- (II) At the junction point of station road and N.T. Road.
- (III) By the side of N.T. Road in ward No-14.
- (IV) At Ajad Tin-Ali.

(b) TRUCK TERMINAL :

As there is no truck terminal, the road side areas are now being used for parking of heavy trucks. This reduces the capacity of the roads and creates congestion within the town. With the increasing activities within the Master Plan area the need of organized truck terminals will be more. For this four truck terminals have been proposed for development. These are :

- (I) At the junction of Joy Hind Road and proposed National Highway -52 by pass.
- (II) At the junction of station road and N.T. Road.
- (III) Near the N.T. Road in ward No- 14
- (IV) At Azad Tin Ali

11.6 MASS TRANSPORTATION :

The circulation pattern of the town has been designed keeping due attention to the requirement of mass transportation facilities, but the present population and special distance of work place from home and other places of activities could not able to sustain city bus system. However the present sub-urban buses should be synchronized and the routes have to be changed slightly to make use of these services till the introduction of the city bus system for the town.

11.7 TAXI STAND :

To serve the town and its surrounding areas by Taxi, few Taxi stands are proposed at suitable place. These are :

- (i) At the Lilabari Road in front of the New Civil Hospital.
- (ii) At junction of N.T. Road and Station Road.
- (iii) At Ahuchaul Gaon near the Statefed Godown.
- (iv) Near D.K. Road at Chabukdhara Gohain Gaon.
- (v) At Azad Tin Ali
- (vi) Near the N.T. Road Ward No. 14
- (vii) On the western side of Gariajan near the N.T. Road.
- (viii) In front of the Police Station.

11.8 PARKING :

At present there is no suitable parking place for vehicles within the town. The road sides are used for parking of the vehicles. Sufficient off street parking place is very much essential at the busy centres of the town. Although the parking problems at present is not so acute, is expected that with the growth of vehicles in future there will be problem for parking space. Considering this, the following off street parking places have been proposed for development as parking space.

- (i) Space in front of the Range Office, back of Settlement Office.
- (ii) Space near the western side of the Bazar road close to the Daily Bazar.
- (iii) Space near the New Civil Hospital.
- (iv) Space near the Girl's High School.

Apart from these places street parking places will be worked out at the time of detailing the road development schemes.

11.9 TRAFFIC ENGINEERING AND MANAGEMENT MEASURES

With the increase of vehicular traffic in future new links to avoid congestion at the busy centres will be needed. To solve this problem modern technique and management measures will be required. For this traffic survey will be carried out and required measures will be taken in time.

CHAPTER -12

12. PLAN IMPLEMENTATION AND ENFORCEMENT :

12.1 ZONING PLAN

The Method of accomplishing the best arrangement of the different components of a town or a city or in other words land uses is known as zoning. It is a part and parcel of the over all plan but does not mean any rigid arrangement. The essence of good zoning is utilization of the available land to the right use and the current location of each zone so that there will be no contest and no nuisance.

The future development will be controlled by the various use areas as depicted in the Master Plan and the Zoning Regulation. Zoning defines the use, height, bulk and density of any structure to be build on any land. The main zones will be residential, business and commercial, industrial, public and semi-public, open spaces shown as the respective uses areas in the Master Plan Zoning Regulations are formulated to direct the development of recommended land uses in certain areas and precludes the objectionable and non-conforming land use from such zones. In absence of such zoning regulations, infiltration of different types of buildings put to various uses will take place at random and public at large will experience the all effects of such hotchpotch mixture of land uses.

In order to achieve the desired goals and objectives of the Master plan a Zoning Plan is prepared earmarking broad use areas with definable boundaries (Map. No-7). This Zoning Plan should be read in conjunction with the proposed Land Use Plan and prescribed Zoning Regulation given in Chapter – 13.

12.2 IMPLEMENTATION :

The Master Plan presented here contains plans and policies for the improvement and development and of North Lakhimpur Master Plan upto 2011. For implementation of the plan, preparation of development schemes in conformity with the Master plan Area absolutely necessary.

The details of the development proposals for different areas will be worked out at the time of preparation of development schemes. This includes the various improvement and schemes for residential, commercial, public and semi-public areas and including street schemes etc. The successful implementation of the proposal of the Master plan required efficient administrative set up active technical guidance, sufficient financial resources and strong legal backing. Apart from these, public participation is a vital aspect in implementation of the Master plan.

All the above mentioned aspect will be taken into account at the time of taking the Master Plan for implementation. The execution of the Master Plan will be carried out within the framework of the Assam Town and Country Planning Act, 1959 and as amended from time and the Assam Slum Areas (clearance and improvement) Act, 1959.

It is seen in practice that the provisions laid in the Assam Town and Country Planning Act are not sufficient to guide the Master Plan which are being executed for other towns. To face the problems boldly sufficient powers should be entrusted to the executing authorities. As such it is suggested that the Assam Town and Country Planning Act should be amended suitably.

A co-ordinated development of the Master Plan Areas is very essential. Although the Master plan will be implemented by an agency as desired by Government many development works may be done within the Master Plan Area by different Government and Semi-Government Departments as a part of their routine works. If these agencies carry out their works following the guidelines given in the Master Plan, the problem of financing of the development schemes will be greatly solved. As such, it is suggested that effective direction should be give by the Government to the agencies to follow the Master Plan in implementing their different schemes.

The most important tools in connection with private department are Zoning Regulation. To check the haphazard growth and to channelise the different activities within the Master Plan Area the Zoning Regulation are to be followed very carefully. If these rules are followed properly the town will take and organized shape as per plan in course of time. The different zones of the Master Plan Area are shown clearly in the Plan and the Zoning Regulations are given at the end of this Report.

To achieve the desired goal the development schemes will be implemented in a phased manner in order of priority. The proposed schemes will have to be reviewed from time to time as per changing needs. And it is suggested that the priorities should be fixed at the time of reviewing and implementation should be done accordingly.

12.3 PUBLIC PARTICIPATION

Public participation in town and city planning is a vital aspect. No plan can achieve it desired goal unless it is supported by citizens' participation. For the speedy realization of the Master Plan objectives, it is important to have the fullest co-operation of the citizens. Public consciousness is thus necessary to ensure clean city administration and development of healthy traditions for public conduct, such as house construction, their maintenance, the preservation of public property, cultivation of good habits etc. This alone may ensure healthy neighbourhoods

and social and cultural life of the city. As such, it desired that the people of North Lakhimpur will extend their healthy co-operation to the measures taken up for successful implementation of the Master Plan.

12.4 CONCLUSION

Lack of planning for physical development leads to various problems which are already experienced in almost all other towns and cities. A healthy town or city with planned development always stimulates the generation of many activities by becoming a seat of administration and containing many central function of economic, social, intellectual and cultural importance. As such, it is now quite urgent to apply new principles of urban planning in order to achieve good living and working environment where the needs of housing, employment, transportation, recreational activities etc. of the whole community are suitably provided with the optimum utilization of the available resources.

The Master Plan presented here is a broad guideline for orderly development of North Lakhimpur as a growing urban centre. It has been evolved after considering the town's current problems and needs. It is an effort to draw up a list of priorities and opportunities for future needs of North Lakhimpur. In this plan only moderate level of facilities and services have been proposed.

CHAPTER -13

ZONING REGULATION

Zoning Regulations play a very important role in controlling and promoting urban development on rational lines. They are also useful in limiting urban growth and in a broader sense can also be useful for laying down broad directions of growth in a regional plan. Zoning Regulation forms an integral part of any Master Plan. These have been used extensively to control development of urban areas.

Zoning Regulations have been widely accepted as legal instrument of control and promotion of development and in fact it is the Zoning Regulation that an ordinary developer come into contact with while undertaking the development within the framework of an Master Plan. Thus, these regulations can do a great service in correctly portraying the intention of the Master Plan and promoting its objectives.

Zoning Regulation also helps in controlling density of development and land use in ensuring light and ventilation standards and in providing scope for future development in each zone in an orderly manner.

ZONING REGULATIONS FOR NORTH LAKHIMPUR MASTER PLAN AREA

1. SCOPE :

- 1.1 The Schedule lays down regulations for the use of land and building built thereon, consistent with maintaining minimum 'standards of density of building' protection of open space, sanitation and environmental hygiene.
- 1.2 The Zoning regulations should be read in conjunction with zones proposed in the Master plan.

2. DEFINITIONS:

For the purpose of these regulations the following definitions shall apply.

2.1 Words used in the present tense shall include the future, the singular number also include the plural and the plural also the singular.

2.2 "Agriculture" includes horticulture, farming, growing of crops, fruits, vegetables, flowers, grass fodder trees of any kind of cultivation of soil breeding and keeping of livestock including cattle, horses, donkey, mules pigs, fish, poultry and bees, the use of land which is ancillary to the farming of land or any other agricultural purposes, but shall not include the use of any land attached to the building or the purpose of a garden to be used along with such building and Agricultural purposes, but shall not include the use of any land attached to the building of the purpose of a garden to be used along with such building and "Agriculture" shall be construed accordingly.

2.3 "Authority shall mean local regional or any other authority appointed by the State Government for the purpose of Administering the Act unless otherwise appointed by the State Government, the Authority in case of Municipal area constituted under the Assam Municipal Act.1956 (Assam Act, XA of 1957).

2.4 “Basement” shall mean the lowest floor of a building with maximum ceiling height of 2.50 mtr with a maximum height of 1.50 mtr from ground level. Basement can be used for parking and such other use of the building for installation of electrical equipments, pump house etc. but not for habitation or any commercial/industrial use.

2.5 “Boarding House” means a building or part of a building in which, carried on wholly or principally the business of supply of means to the public or a class of the public for consumption on the premises.

2.6 “Building” means any construction for whatsoever purpose and whatsoever materials constructed and every part thereof whether used in human habitation or not and include foundation, plinth walls, chimneys, drainage work fixed platform, varandah, balcony or projection, part of a building or anything affixed thereto or any wall enclosing or intended to enclose any land or space.

2.7 “Building of Accessory use” means a subordinate building, use of which is incidental to that of a principal building on the same plot such as garage, coal or woodshed, guard room, power installation, pump house etc.

2.8 “Building, Height of “ means the vertical distance measured in the case of flat roof from the average level of the center. Line of the adjoining street to the highest point of the building adjacent to the wall and in the case of pitched roof up to the point where the external surface of the outer wall inter acts the finished surface of the slopping roof and in the case of gable facing the road, the mid point between the caves level and the ridge. Architectural features serving no other function except that of decoration shall be excluded for the purpose of taking excluded heights, **if the building does not above on a street the height shall be measured above the level on ground continuous to the building.**

2.9 “Building Set Back” means the distance by which any building or structure shall be separated from the boundary lines of the plot.

2.10 “Commerce” means carrying on any trade, business or profession, sale exchange of goods of any type whatsoever and includes the running of with a view to make profit, nursing homes, vocational educational institutions and also **includes hostels, restaurants boarding house not attached to any educational institutions and “Commercial” shall be constructed accordingly.**

2.11 “Commercial Use” includes the use of any land or building or part thereof, for purpose of commerce as defined or for storage of goods, or as an office, where attached to industry or otherwise.

2.12 “Coverage” is the percentage ratio of the plinth area of the main and accessory building to the total area of plot.

2.13 “Customary home occupation” means occupation other than that of an eating or drinking place offering services to the general public carried on by a member of the family residing on the premises and in accordance with which there is no display that will indicate from the exterior that the building is being utilized in whole or in part of any purpose other than that as a dwelling and in connection with which no article or service is sold or held up for sale except that produced by a member of the family residing on the premises and no mechanical equipment is used as it customary for purely domestic or household purpose.

2.14 “Development” means the carrying out of building, engineering, mining or other operation in, on or over the level, making any material change in the use of any building or of land. Provided that following operations or used of land shall not be deemed for the purposes of this regulation to mean development of the land that is to say.

a). The carrying out of works for the maintenance, improvement or other alternative of any building which effect only the interior of the building or which do not materially effect the use and the external appearance of the building.

b). The carrying out by a Local Authority any works required for the maintenance improvement or roads works carried out on land within the boundaries of the road.

c). The carrying out by a Local Authority any works for the purposes of inspecting renewing any sewers, main pipes or cables or other apparatus including the breaking open of any street or other land for that purposes.

d). The use of any building or other land within the cartilage of a dwelling house for any purpose incidental to the enjoyment of the dwelling house as such.

2.15 “Development scheme means” a development scheme and include a plan together with the descriptive matter if any relating to such a scheme.

2.16 “Dwelling” means a building or a portion thereof, which is designed or used wholly or principally for residential purposes. This shall not include boarding or rooming houses, tents, tourist’s camps, hostels, **or other structure** designed or used primarily for transit residents.

2.17 “Floor Area Ratio (FAR)” means the quotient obtained by dividing the total covered area (plinth area) of all floors and 100 by the area of the plot.
$$\text{FAR} = \frac{\text{Total covered area all floor} \times 100}{\text{total plot area}}$$

2.18 “Green Belt Zone” means the area in the periphery of the Master Plan area to restrict normal urban expansion.

2.19 “Ground Level” means the height of the central line of the adjoining developed road.

2.20 “Hotel” means a building or part of a building used for boarding and lodging purposes.

2.21 “Industry” includes the carrying of any manufacturing process as defined in Factories Act, 1948 and “Industrial” shall be construed accordingly.

- (i) “Industrial Use” includes the use of any land or building or part thereof for industry as defined.
- (ii) “Industry clean” means industries, which do not throw out any smoke, noise, offensive odour or harmful wastes and employing not more than 25 workers with or without power. However, subcommittee may consider such industries employees up to 40 workers considering the performance of the industry.
- (iii) “Industry Light” means industries which do not throw excessive smoke, offensive odour or harmful wastes, employing not more than 100 workers and using power of not more than 100 HP. Such industries except in the case of foundries and smithies do not consume any solid fuel.

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- (iv) "Industries Medium" includes industries, which employ more than 100 workers and may use any kind of motive powers or fuel subject of course to noxious features, factories which are classified as heavy industries under the Factories Act, 1948 do not come under this category.
- (v) "Industry Service" means industries which are not engaged in the manufacture of goods or articles, but are mainly concerned with repairs, maintenance, servicing and for other jobbing work.
- (vi) "Industry Obnoxious" are those industries, which are associated with such feature as excessive smoke, noise, vibration stench, unpleasant or injurious fumes, effluents, explosives, inflammable industries etc. and not such other, which are hazardous to health and safety of the community.

2.22 "Mezzanine " means an intermediate floor above ground level having maximum height of 2.20 Mtr, and minimum height of 180 Mtr. From the floor and having proper access to it from the lower floor. A mezzanine floor must not cover more **than one-third floor area of the Ground Floor.**

2.23 "Non conforming building or use" includes a building, structure or use of any land existing at the time of commencement of those regulations and which do not conform to the regulations pertaining to the zone in which it is situated.

2.24 "Occupier includes: -

- a. a tenant.
- b. an owner in occupation of or otherwise using his land.
- c). a rent free tenant of any land;
- d). a license in occupation of any land, and
- e). any person who is liable to pay to the owner damages for the use and occupation of any land.

2.25. "Open space" means any land whether enclose or not of which not more than one twentieth part is covered with building and whole of the remainder has been laid out as public garden or used for purpose of recreation or lies waste and unoccupied.

2.26. "Owner" includes a mortgage in possession a person who for the time being is receiving or is entitled to receive, the rent or premium for any land whether on his own account of or on behalf or for the benefit to any other person or as an agent, guardian or for any other person or for any religious or charitable institution, or who would so receive the rent or premium if the land were let to a tenant; and includes the head of a Government Department, General Manager of a Railway, the Secretary or other Principal Officer of a Local Authority, Statutory Authority or Company, in respect of properties under their respective control.

2.27. "Parking Space" means an area enclosed or unenclosed sufficient in size to store an automobile or any other conveyance together with a drive way connecting the parking space with a street or alley and permitting ingress or egress to all such conveyances.

2.28. "Plinth" means the portion of a structure between the surface of the surrounding ground and surface of the floor, immediately above the ground.

2.29. "Plot" means a piece of land occupied or intended to occupy by a main building or use together with its accessory building and use customary and incidental to it, including the open space required by those regulations and having frontage upon a private way that has officially being approved by competent Authority.

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2.30. "Prescribed" means prescribed by rules and regulations under the Assam Town and Country Planning Act, 1959 (as amended).

2.31. "Prescribed Street Line" means the line on one or both sides of any road or street prescribed in the master plan or by the Authority showing the proposed site limits of the road or street.

2.32. "Public and Semi Public Place" means any place or building which is opened to use and enjoyment of the public, whether it is actually used or enjoyed by the public or not, and whether the entry is regulated by any charge or not.

2.33. "Repairs" mean any renovation applied to any structure which does not in anyway change the specification of the structure but saves the structure from further deterioration.

2.34. "Residence" includes the use for habitation of any land or building or part thereof, includes garden, grounds, garage stables and out houses, if any appertaining to such building and residential shall be construed accordingly.

2.35. "Road and Street" means any Highway, Street, pathway Alley, stairway, passageway, carriageway, footway, square place or bridge, whether a thoroughfare or not over which the public have a right or passage or access or have passed and had access uninterruptedly for a specified period, whether existing or proposed in any scheme and includes all bunds, channels, ditches, storm water drains, culverts sidewalk, traffic, island, roadside tree and hedges, retaining walls, trenches, barriers and railway, within the road line.

2.36. "Shop Line" means shops when allowed irrespective of any zone in between the space of the prescribed street line and line drawn parallel to the street, which is demarcated as shop line. The maximum depth of shop line should not be more then 6 meter.

2.37. "Site" of a building includes not only the land actually covered by building but also the spaces around the building required under this rules.

2.38. "Storey" the portion of a building included between the surface of a floor and the surface of the floor next above it or if there is no floor above it then the space between any floor and ceiling next above it, when measured, the height of a habitable basement extending at least 5 feet above ground level or a habitable attic shall be counted as storey.

2.39. "Structure" means any combination of material including building constructed or erected, the use of which requires location the ground including among other things, signboards, fences and wall that are more than three feet high.

2.40. "To Abut" means to abut on a road such that any portion of the building is on the road boundary.

2.41. "To construct" means to create, re-create make material alternation.

2.42. "To create" means to construct a building for the first time or to reconstruct existing building after demolishing it according to some fresh or revised plans.

2.43. "Total Floor Area" means the area of all Floors of a building including habitable attics.

2.44. "To make material alternation" means to make any modification in any existing building by way of an addition or alternation or any other change in the roof, window and door, compound, sanitary and drainage system in any respect whatsoever. Opening of a window and providing inter communication door shall not be considered as materials alteration. Similarly modification in respect of gardening and white washing, painting, retailing and other decorative works shall not be deemed to be materials. (it further includes) :

- (a) Conversion of a building or a part thereof for human habitation as one dwelling house into more than one dwelling house and vice versa.
- (b) Conversion of building or apart thereof suitable for human habitation into dwelling house or vice versa.
- (c) Conversion of dwelling house or a part thereof into a shop warehouse or factory or vice versa; and
- (d) Conversion of building used or intended to be used for one purpose such as shop warehouse, or factory etc. into one or another purpose.

2.45. "To re-erect" means to construct for a second time or subsequent times a building or a part of building after demolishing it on the same plan as has been previously mentioned.

2.46. "Water Course" means a natural channel or an artificial one formed by draining or diversion of a natural channel means for carrying storm water either from a single property or several properties draining thereto in combination.

2.47. "Warehouse" means a building, the whole or substantial part of which is used or intended to use storage of goods whether for keeping or for sale for any similar purpose but does not include storeroom attached to and used for the proper functioning of a shop.

2.48. "Yard" means an open space on ground level between a building and the adjoining boundary line of the plot unoccupied and unobstructed except by encroachments or structures specifically permitted by those bye laws on the same plot with a building. All yards measurements shall be the minimum distance between the front, rear and side yard and plot boundaries, as the case may be and the nearest point of the building including enclosed and covered porches. Every part of the every yard shall be accessible from every other part of the same yard.

2.49. "Yard Front" means a yard extending across a front of a plot between the side yards lines and being the minimum horizontal distance between the street line and the main building and any projection thereof other than steps, unenclosed balconies and unenclosed porches.

2.50. "Yard rear" means a yard extending across the rear of a plot boundary and being the minimum horizontal distance between the rear plot boundaries and the rear of the building or any other projection, other than steps, unclosed balconies and unenclosed porches. In a corner plot rear yard shall be considered as paralld to the street upon which the plot faces and the rear yard shall be at the opposite and of the plot from the front yard.

2.51. "Yard side" means a yard between the building and the side line of the plot and extending from the front line to the rear line of the plot and being the minimum horizontal distance between the said boundary line and the side of a building or any other projection other than steps.

2.52. The definition of the term, which are not covered by this regulation, shall be covered by the definition prescribed by the Assam Town and Country Planning Act and the rules framed there under.

3. GENERAL REGULATIONS.

3.1. The requirements of this Regulation within each zone shall be the minimum requirement and shall apply uniformly to each class and each kind or structure or land except as herein and after provided.

3.2. No building, structure and land shall hereinafter be used or occupied and no building or Structure or part of the building or structure or part of the building shall hereinafter be erected, re-erected or materially altered unless in conformity with all of the regulations herein specified for the zone in which it is located.

3.3. No building or any other structure shall hereafter be erected or materially altered;

(a) to exceed the height:

(b) to accommodate or a house a greater number of families:

(c) to occupy a greater percentage of plot area :

(d) to have narrower or smaller rear yard, front, yards, side yards, other open space than herein required or in any other manner contrary to provision of, this regulations.

3.4. Non-conforming plots non-conforming use of land non-conforming structure and non-conforming use of structure and premises.

3.4.1. Within the zones established by these regulations or amendments that may later be adopted therein, existing plot structure and use of land and structure which were lawful before these regulations came in force or were amended, but which would be prohibited, regulated, or restricted, under the terms of these regulations or future amendments, shall be permitted to continue until they are removed, Such uses are declared by these regulations to be incompatible with permitted uses in zone.

3.4.2. A non conforming use of a structure, non conforming use of land or of a non conforming use of a structure and land shall not be extended or enlarged after coming in the force of this regulations by attachment on a building premises, of additional sign intended to be seen from the premises or by the addition of the other uses of a nature which would be prohibited generally in the zone involved.

3.4.3. Nothing in those regulations shall be deemed to require a change in the plan, construction, or designated use of any building on which actual construction was lawfully began prior to the coming in to the force of this regulation has been differently carried on. Actual construction hereby defined to include the placing of construction materials in permanent position and fastened in a permanent manner; except that where demolition or removal shall be deemed to be actual construction provided that work shall be diligently carried on until completion of the building involved.

3.4.4 Non conforming uses of land where, on the date of coming into force of these regulation or amendments, thereto lawful use of land exists that is made no longer permissible under the terms of these regulations as enacted or amended, such use may be continued, so long as it remains otherwise lawful, subject to the following provisions:

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(a) No such non conforming use shall be enlarged, or extended to occupy a greater area of land than was occupied on the date of coming into force of those regulation or amendments thereto.

(b) No such conforming use shall be moved in whole or in part to any other portion of the lot or parcel occupied by such use on the date of coming in to force of these regulations or amendments thereto.

(c) If any non-conforming use of land ceases for any reason for a period of more than 30 days, any subsequent use of such land shall conform to the requirements specified by these regulations for the zone in which such land is located.

3.4.5. Non conforming structure where a lawful structure exists on the date of coming in to force of these regulations or amendments thereto, that could not be built under the terms of these regulations by reasons of restrictions on area, plot coverage, height, yards or other characteristics of structure of its location on the plot, such structure may be continued so long as it remains otherwise lawful, subjects to the following provisions.

(a) No such structure may be enlarged or altered in a way in which it is non-conforming. (b) Should such structure be destroyed by any means to an extent of more than 50 percent of its replacement cost at the time of destruction, it shall not be reconstructed except in conformity with the provisions of these regulations.

(c) should such a structure be move for any reason any distance whatsoever, it small thereafter conform to the requirements for the zones in which it is located after it is moved.

3.4.6. Non conforming uses of structure if a lawful use of a structure, or of structure and premises in combination, exist on the date thereto, of coming in to force of these regulations or amendments that would not be allowed in the zone under the terms of these regulations, the lawful use may be continued so long as it remains otherwise lawful, subject to the following provisions.

(a) No existing structure devoted to a use not permitted by these regulations to the zone in which it is located shall be enlarged, extended, constructed, reconstructed moved or structurally altered except in changing the use of the structure to the use permitted in the zone in which it is located;

(b) No such non-conforming use shall be enlarged or increased or extended to occupy a greater area of the building than occupied by use such at the time of the coming in the force of those regulations of amendments to.

(c) Any structure, or structure and land in combination, in which a non-conforming use is superseded by, a permitted use, shall thereafter conforms to the requirements of these regulations for the zone in which such structure is located, and the non conforming use may not thereafter be resumed; when a conforming use of structure, or structure and premises in combination, is discontinued or abandoned for a six consecutive months or for a 18 months during any three years period, the structure and premises in combination, shall not thereafter be used except in conformance with the regulations of the zone in which it is located.

(d) Where non-conforming use status applies to a structure and premises in combination, removal and destruction of the structure shall eliminate the non-conforming status of the land.

3.4.7. Repairs and maintenance of any building devoted in whole or in part to any non conforming use, work may be done in any period of 12 consecutive months for ordinary repairs, or on repairs or replacement of on load bearing walls, fixtures wiring or plumbing, to an extent for exceeding 10 per cent of current replacement value of the building, provided that the cubic contents of the building as it existed at the time of coming into force of these regulations or amendments thereto shall not be increased.

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Nothing in these shall be deemed or prevent or strengthening or rescuing to a safe condition of any building or part thereof declared to be unsafe by any official charged with protecting the public safety upon order of such official.

3.4.8. Uses under exception provisions not non-conforming uses, any use for which a special exception is permitted as provided in this regulations shall not be deemed a non- conforming use, but shall without further action be deemed a conforming use, in the zones which it is permitted.

3.5 "Accessory Use" the term accessory use shall not include:

- (a) Any use on the same plot, with the use to which it is accessory, unless authorized by the Authority.
- (b) Any use not customarily incident to a permitted use,
- (c) Any use detrimental to the neighborhood by reason of emission of smoke, noise, odour, vibration, dust or fume,
- (d) Storage of more than two automobiles except on an agricultural piece of land,
- (e) A secondary dwelling on the same plot with a main dwelling, unless each building shall have at least open space and plot size as required under these regulations,
- (f) Advertising sign excepting signs not more than 10 sq. ft. or 0.9 sq. mtr. in total area pertaining to the lease, sale or use of a plot or building on which they are placed. On the plot occupied by a dwelling there shall not be more than two signs with a total area of 2 square feet or 0.18 meter per sign for each family house.
- (g) Electric transformer room and security/sentry room.
- (h) 30% of the front and rear open yard may be used for accessory use of single storey construction.

3.6. Yards and open spaces:

- (a) Each structure hereafter erected, re-erected or materially altered shall be provided with the front side or rear yard as specified with zoning regulation.
- (b) No open space of plot required for building of structure shall during its life be occupied or counted as open space for another building of structure,
- (c) On plot occupied by building only not exceeding 30 per cent of the rear yard may be occupied by one storeyed building as accessory use.
- d) Special type of buildings, subject to the requirement of the set back from prescribed street lines and side and rear yards under the respective rules no building used for theatres, cinema hall, concert or assembly halls, stadium, building intended for religious worship, hospital, dispensary building, market, exhibition halls or museum and other such building shall have an open space of not less than 25 ft. or (7.5m) from the front boundary and 15 ft. (4.5 mtr.) from the side and rear boundaries of the plot on which such are constructed.

3.7. Visibility at Intersection in Residential Zone:

On a corner plot in any residential zone, nothing shall be erected placed, planted or allowed to grow in such a manner as materially to impede vision between height two and half feet and 10 feet (0.75 M and 3 M) above the center lines of such plot and the joining points along the said lines 20 ft. or 6.0 meter minimum from the point of the intersection.

3.8. Building abutting two or more streets: When a building abuts two or more streets the setback from the street shall be such as if the building was fronting each such street.

3.9. Means of access:

- (a) No building shall be constructed on any plot for any use where there is no means of access to such plot.
- (b) Notwithstanding anything prescribed in the Master Plan, the width of such access or lanes, road etc. to one individual plot or plots whether private or public shall be prescribed by the Authority.

3.10. The Authority may prescribe a line on one or both sides of any public or private road or street and no person shall construct, re-construct or materially alter any portion or any portion of any building or any structure on land within such prescribed street line.

3.11. If any building or structure or part of a building or structure abutting on a public or private road or street is within such line "of the street, the authority may require such building or structure to be set back beyond such prescribed line to a distance as prescribed in these regulations whenever it is proposed.

- (a) To build such building or structure or to take down such building or structure.
- (b) To re-construct or to make any addition to or structural alteration in any portion of such building or structure which is within such regular prescribed line of the street.

3.12. When any building or structure or any part thereof within such prescribed line of the street fall down or is burnt or is taken down, the authority may at once take possession of portion of land within the prescribed line of the street previously occupied by the said building or structure and if necessary clear the same under the provision of the Assam Town and Country Planning Act, 1959 (as amended).

3.13. Land sub-division and layout except as otherwise provided, no land will be developed or sub-divided and no layout of the land shall be prepared, altered and executed unless in conformity with this regulation therein specified for the zones in which the land is located.

3.14. Fences, Walls and Hedges:

- (a) Notwithstanding and other provisions in this regulations, Fences, Walls and Hedges may be permitted in any required yard or along the edge of any yard provided that no fence, walls or hedge along side or front edge of any front yard shall not be over 1.5 m in height from the central line of the nearest developed road.
- (b) Provided in Commercial Zone the height of the fences, walls hedges along the front boundary and up to 3 meter along the side boundary from the edge of the road or from the prescribed street line shall not exceed 3'.0" or 0.9 m.
- (c) Provided in Industrial building or any other public building requiring special security protection, 2.7 mtr or 9' -0" grills or wire fencing.

3.15 Off -street parking space for motor vehicles, scooter cycle etc.

- (a) Off street parking shall be provided on any plot on which any structure is proposed as specified in the table-I and hereafter established and such parking space shall be provided with the adequate vehicular access to a street,
- (b) Each off-street parking space provided shall not be less than of (2.7m x 5.4m), (2.5m x 1.0 m) and (2.0m x 0.5m) for car, scooter and cycle respectively. The area of drivers, aisles and such other provisions required for adequate access shall not be counted as part of the parking space.
- (c) Off street parking space provided shall be not less than requirement specified in the Table-I for each type of use.

(d) If a vehicle parking space required by these regulations is provided in parking areas by a group of property owners by their mutual benefit, the Board of Zoning appeal may construe such use of this space as meeting the off street parking requirement of these Regulations.

(e) If off-street vehicle parking space can not be reasonably provided in the same plot on which the principal use is conducted, the Authority may permit such space to be provided on their off street property, provided such space lies within 400 feet or 120 meters of the main entrance to such principal use. Such vehicle parking space shall be deemed to be required open space associated with the permitted use and shall not therefore be reduced or encroached upon in any manner.

4. PERMISSION:

4.1. Written permission for development works and sub division of land.

No person shall use any land, sub divide any land or develop any land or set up any new structure on any land or create, re-create, or materially alter or change the existing structure of any building or land within the limit of the Master Plan area without the written permission of the Authority, as defined in the section 13 of the Assam Town and Country - Planning Act, 1959 (as amended).

4.2. Manner of obtaining permission:

4.2.1. For the purpose of obtaining permission for the erection, re-erection, renovation and material alteration of any building or structure the applicant shall submit the following plans, in triplicate and documents together with an application as prescribed by the Authority.

(a) A block plan of such building or structure and site, which shall be drawn to the scale of largest revenue survey maps at the time in existence for the locality and shall be shown the position and appurtenances of properties, if any immediate adjoining streets and the means of access, Dag No., Patta No., name of village.

(b) (i) a site plan of 1 inch to 16 ft. (1cm to 2 mtr.) scale indicating the plot boundaries, and position of the existing structure if any, line plan of the proposed structure with its location, set back, side yard projection dimensions.

(ii) For special type of building such as Cinema Hall, Apartment Buildings, Nursing Home, Market, commercial Building etc. parking layout plan and service plan in detail must be submitted.

(c) The detail floor plans for each floor on 1 inch to 8 ft. or 1 cm. to 1 mt. scale with projection if any, showing the use of every room or portion of the building or structure and full and detail dimensions of the structure, height, plinth above and below the ground level and each floor and or roof over the staircase.

(d) All the plans and sections shall be signed by the applicant.

(e) Any other information's, documents, required by the Authority.

4.2.2. In case of plans pertaining erection, re-erection, renovation and material alteration of any building or structure the Authority may either grant or refuse the approvals of the plans if it is not conformity with the Master Plan or Zoning Regulations and shall communicate its decision to the applicant giving the notice within a period of one month from the receipt of the application or such other information as may be called for by the Authority.

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4.2.3. For the purpose of obtaining permission for Sub-division of any plot of land, the applicant shall submit following plans in triplicate together with necessary statement to the Authority.

(a) A block plan of such land which shall be drawn to the scale of largest revenue survey map at the time of existence for the locality showing location of the land, boundaries of the proposed land, shown on the map and sufficient description to define the same location, name and present width of the adjacent road and lanes and major physical characteristics of the land proposed to be sub divided, including topography, the location and width of any water course and location of any areas subject to inundation or flood and north line.

(b) A plan of such land which shall be drawn to suitable scale showing the complete layout of the proposed subdivision including location and width of all the proposed streets, dimensions, uses of all plot, location of all drains, sewers and other utilities, building line permissible and north line

(c) A key plan drawn on a suitable scale including north line.

(d) Any other items or information, which may be required by the Authority from time to time.

(e) All the plans shall be signed by the applicant (the seller) and the buyer.

4.2.4. In case of plans pertaining to sub division of land, the Authority may either grant or refuse the approval of plans or may approve them with such modifications as it may deem fit and thereupon, shall communicate its decision to the applicant giving the notice within two months from the date of submission of the plans to the Authority.

Classifications and Establishment of Zones.

1. The following land use zones have been prescribed for the Dergaon Master Plan Area.

(i) Residential Zone

(a) Low density

(b) Medium density

(c) High density

(ii) Commercial Zone

(a) Retail Commercial

(b) Wholesale commercial

(iii) Industrial Zone

(a) Light Industry

(b) Medium Industry

(c) Obnoxious Industry

(iv) Public and Semi Public Zone

(v) Recreational and open space zone.

(vi) Green belt zone

(vii) Circulation

(viii) Government land

Note – No regulation is required to be specify in these zones, only in land use and zoning maps, these zones be specify.

2. The zone designed under 6.1 above may be further divided into sub-zones by the Authority where it deems it expedient, the designations of such sub-zones being dependant on the special use to which each such sub-zones is being utilized.

3. Boundaries of zones: The boundaries of each zone shall be as established in the Master Plan and a copy of the plan shall be kept on record at the official premises of the Authority. Unless otherwise shown on the master plan, the boundary line of the zone shall be plot lines, the centre

line of the streets or such lines extended, the Railway right of way lines or corporate limit lines, as it exists at the time of enactments of the regulations.

5.3.1. All the disputes and differences with respect to the exact boundaries of the zone shall be referred to the Director of Town and country Planning, whose decision shall be final and binding.

6. REGULATION FOR DIFFERENT ZONES:

6.1. Regulations for different zones regarding size of plots, minimum set back of the building or structure from the prescribed street line, minimum yard width, maximum height and maximum coverage shall be according to the Table -II.

6.2. Regulations for different zones regarding use prohibited shall be as following. All other use not specifically mentioned herein shall be permissible in respective zones.

6.2.1. REGULATIONS FOR RESIDENTIAL ZONE:

Use prohibited:

- (a) Cinema Theatre.
- (b) All industries not covered by Annexure- I.
- (c) Sanatoria treating contagious diseases or mental patients.
- (d) Petrol filling station having a plot area less than 1340 sq. mtr. (1 bigha).
- (e) 'Show room for motor vehicles and machineries.
- (f) Coal. wood and timber depots.
- (g) Motor repairing garage.
- (h) Manufacturing unit using more than 5 HP and employing more than 5 persons.
- (i) Godowns and warehouses.
- (j) Bus/truck parking area.
- (k) Wholesale shops.
- (l) Mechanical workshop/welding shop.
- (m) Industries creating noise, smoke, odour, vibration and pollution.
- (n) Saw Mills.
- (o) Dairy farming and milk processing.
- (p) Printing press (However, modem offset Printing press etc. using less than 5 HP may be allowed).
- (q) Storage of petroleum and other inflammable materials.
- (r) Bakeries and confectioneries using power other than electricity.
- (s) Stone crusher and quarrying.
- (t) Storage and drying of fertilizers and pesticides.
- (u) Burial ground and cemetery.
- (v) Junk yards.

6.2.2. REGULATIONS FOR GENERAL COMMERCIAL ZONE:

Use prohibited:

- (a) Sanatoria treating contagious diseases or mental patients.
- (b) Coal, wood and timber depots.
- (c) Manufacturing unit using more than 5 HP and employing more than 5 persons.
- (d) Wholesale godowns and warehouses.
- (e) Bus and truck parking area.
- (f) Wholesale shops.

- (g) Mechanical workshop/welding shop with motive power more than 15 HP.
- (h) Industries creating noise, smoke, odour, vibration and pollution.
- (i) Saw Mills.
- j) Dairy farming and milk processing.
- (k) Printing press (however, modern offset printing press etc. using less than 5 HP may be allowed)
- (l) Storage of petroleum and other inflammable materials.
- (m) Bakeries and confectioneries using power other than electricity.
- (n) Stone crusher and quarrying.
- (o) Storage and drying of fertilizers and pesticides.
- (p) Burial ground and cemetery.
- (q) Junk yards.

6.2.3 REGULATIONS FOR WHOLESALE COMMERCIAL ZONE.

Uses prohibited:

- (a) Hospital and sanatoria treating contagious diseases or mental patients.
- (b) Manufacturing unit using more than 15 HP and employing more than 15 persons.
- (c) Bus parking area.
- (d) Mechanical workshop/welding shop with motive power more than 15 HP.
- (e) Industries creating noise, smoke, odour, vibration and pollution.
- (f) Saw mills.
- (g) Dairy farming and milk processing.
- (h) Stone crusher and quarrying.
- (i) Burial ground and cemetery.
- j) Junk yards.

6.2.4. REGULATIONS FOR LIGHT INDUSTRIAL ZONE

Use Prohibited:

- (a) Sanatoria treating contagious disease or mental patients.
- (b) Mechanical workshop/welding shop with motive power more than 75 HP.
- (c) Industries creating pollution.
- (d) Burial ground and cemetery.

6.2.5. REGULATIONS FOR MEDIUM INDUSTRIAL ZONE:

Use Prohibited:

- (a) Sanatoria treating contagious diseases or mental patients.
- (b) Industries creating noise, smoke, odour, vibration and pollution.
- (c) Burial ground and cemetery.

Note: - Industry Department norms may be followed.

6.2.6. REGULATIONS FOR PUBLIC & SEMI PUBLIC ZONE:

Use Prohibited:

- (a) Cinema, Theatre.
- (b) All industries not covered by Annexure -I.
- (c) Sanatoria, treating contagious diseases or mental patients.
- (d) Petrol filling station having a plot area less than 1340 sq.mtr. (1 bigha). 1"
- (e) Show room for motor vehicles and machineries.
- (f) Coal, wood and timber depots.
- (g) Motor repairing garage.
- (h) Manufacturing unit using more than 5 HP and employing more than 5 persons.
- (i) Godowns and warehouses.
- j) Wholesale shops.
- (k) Storage of building materials.
- (l) Mechanical workshop/welding shop with motive power more than 5 HP.
- (m) Industries creating noise, smoke, odour, vibration and pollution.
- (n) Saw mills.
- (o) Dairy farming and milk processing.
- (p) Printing press (However, modern offset printing press etc. using less than 5 HP may be allowed).
- (q) Storage of petroleum and other inflammable materials.
- (r) Bakeries and confectioneries using power other than electricity.
- (s) Stone crusher and quarrying.
- (t) Storage and drying of fertilizers and pesticides.
- (u) Burial ground and cemetery.
- (v) Junk yards.

6.2.7. REGULATIONS FOR RECREATIONAL AND OPEN SPACE ZONE:

Use Prohibited:

- (a) All industries not covered by Annexure -I.
- (b) Hospital, Nursing Homes, and Sanatoria treating contagious diseases or mental patient.
- (c) Show room for motor vehicles and machineries.
- (d) Coal, wood and timber depots.
- (e) Motor repairing garage.
- (f) Manufacturing unit using more than 5 HP and employing more than 5 persons.
- (g) Godowns and warehouses.
- (h) Wholesale shops.
- (i) Storage of building materials.
- (j) Mechanical workshop/welding shop with motive power more than 5 HP.
- (k) Industries creating noise, smoke, odour, vibration and pollution.
- (l) Saw mills.
- (m) Stone crusher and quarrying.
- (n) Storage and drying of fertilizers and pesticides.

6.2.8. REGULATION FOR GREEN BELT ZONE:

Use Prohibited

- (a) All the industries other than cottage industries, Horticulture/Agriculture industries and Dairy fanning and milk processing industries.
- (b) Manufacturing unit using more than 5 HP and employing more than 5 persons.
- (c) Godowns and warehouses.
- (d) Wholesale shops
- (e) Mechanical workshop/welding shop with motive power more than 5 HP.
- (f) Industries creating noise, smoke, odour, vibration and any other pollution.
- (g) Urban Housing and residences. However, rural residence in existing villages with its normal extension is allowed with condition given in 6.2.8. (h).
- (h) When any development is allowed in this zone this should be limited to 35% coverage and 100 FAR with maximum height of 4 mtr. with minimum plot size of 2.5 Katha (567 sq.m.)

6.2.9. REGULATIONS FOR AGRICULTURE ZONE:

Use prohibited :

- (a) Cinema, Theatre.
- (b) All industries not covered by Annexure-1
- (c) Showrooms for motor vehicles and machineries.
- (d) Motor repairing garage.
- (e) Manufacturing unit using more than 5 H.P. and employing more than 5 persons.
- (f) Godowns and warehouses.
- (g) Wholesale shops.
- (h) Mechanical workshop/welding shop.
- (i) Industries creating noise, smoke, odour vibration and pollution.
- (j) Printing press.
- (k) Storage of Petroleum and other inflammable materials.
- (l) Stone crusher and quarrying
- (m) Junk Yard.

7. EXCEPTION:

7.1. Exception to height, yard and set back limits: -

7.1.1. The height limitations of these regulations should not apply to churches, schools, hospitals and other public and semi-public buildings provided that the minimum depth of front and rear yards and minimum widths of the side yard required in the zone are increased by one ft. or 304.8 mm per feet or meter by which the height of such public and semi public structure exceeds the height limits in the feet or meter prescribed for the structure, other structure in the zone.

7.1.2. Chimneys, elevators, poles, spires, overhead water tanks and other such projections not used for human occupations are allowed to a height not more than 1.5 meter from the minimum permissible height of a building in a particular zone.

7.1.3. Steps, gallery or balcony, weather frame, sun breaker cornice, eaves, windowsills, or other ornamental projections may project into any yard provided such projections are not more than 0.6 meter from plinth of a building.

7.1.4. In any zone, on plots less than 60 ft. or 18 meter deep, the rear yard may be reduced by 1% for each feet or 304.8 mm. if the plot depth is less than 60 ft. or 18 meter.

7.1.5. Notwithstanding anything contained in this regulation, the front set back in any zone can be prescribed by the Authority **in pursuance of any street schemes.**

7.1.6. Height of compound walls of any zone modified in these regulations shall not exceed 5.6 ft. or 1.65 meter from the ground level.

7.2. Group Projects:

7.2.1. In case group housing projects containing of a group of twenty or more buildings, notwithstanding anything contained in the regulations, the Authority may prescribe special requirements in harmony with the character of zone.

7.3. Plinth Height and finished Ground level;

7.3.1. The maximum and minimum height of plinth of any structure shall be 2'-6" or 0.75 mtr. and 1'6" or 0.45 mtr. respectively from the nearest developed road.

7.3.2. The maximum height of finished ground level must not exceed 9" or 0.23 mtr. from the nearest developed road.

7.4. Boundary wall/compound wall.

(a) Except with the special permission of the Authority the maximum height of the compound wall shall be 1.5 m. above the center line of the front street compound wall up to 2.4 m. height may be permitted if the top 0.9 m. is of open type construction of a design to be approved by the Authority.

(b) In case of a corner plot the height of the boundary wall shall be restricted to 0.75 m. for a length of 10m on the front and side of the intersections and balance height of 0.75m if required in accordance with (a) may be made up of open type construction (through railing) and of design to be approved by the Authority.

(c) The provisions of (a) are not applicable to boundary walls of jails, in industrial buildings, electric sub-stations transformer stations, institutional buildings like sanatoria, hospital, industrial buildings like workshop, factories and educational buildings like school, colleges, including the hostels and other uses of public utility undertakings and height up to 2.4m may be permitted by the Authority;

(d) Compound gate should open entirely inside the property and shall not open any access/path ways/roads/ street.

8. SUB COMMITTEE ON ZONING APPEALS:

8.1. Sub Committee shall be constituted from out of the members of the Authority by the chairman, and if no Authority is constituted, in such cases by the director of Town and Country Planning, which shall be called the "Sub Committee on Zoning Appeals".

8.2. The Sub Committee shall consist of at least five members. The Chairman of the Authority, Director of Town and Country Planning or his nominee, the Town Planning Officer and two other members of whom one representing the local Authority and other member representing Commerce and industry (private sector) shall be the members subject to the approval of the Government, when the Authority is superseded, the Administrator, or when no Authority is constituted the Deputy Commissioner/Sub-Divisional Officer or his nominee, and the Director of Town and country Planning or his nominee, the Town Planning Officer of the Authority and two other member one of whom representing the Local Authority and the other presenting commerce and industry (private sector) to be nominated by the State Government shall be the members.

8.3 The Chairman, Administrator, Deputy Commissioner/Sub-Divisional Officer or his nominee or in his absence, Director of the Town and Country Planning or his nominee shall preside over such meeting and the quorum shall consist of at least three members.

8.4. The Chairman or the Administrator or when no Authority is constituted the Director of the Town and Country Planning or his nominee shall convene such meetings or the Sub Committee of zoning which will normally meet once in a month to consider any cases of Zoning Appeals.

8.5. The Sub-Committee shall have the power to grant variance with respect to front rear or side yard or building height and area requirements. If at the time of adoption of these regulations a plot of land is smaller than the minimum size specified for the land in which it is located and compliance with front rear side yard and height and area regulation is not feasible because of topography or other special consideration, the case may be brought before the sub committee on zoning appeals. This Sub-Committee can grant variance and permission given with such modifications as are necessary but should conform as closely as possible to the requirements specified for the zone in which the plot is located. In all cases the particulars reasons for the variance should be recorded by the Sub-Committee.

8.6. The Sub-Committee on zoning appeals shall not have the power, however to grant use variance, where a change of use other than that specified in the zone in such the plot located is permitted.

9. PENALTIES:

9.1 Appellate Authority: Any person, firm, body or corporation aggrieved on the order of the Authority may appeal to the Appellate Authority as provided in the Assam Town and Country Planning Act, 1959 and as amended.

9.2. Penalties to be revised for violation of provision of Master Plan/Zoning Plan Regulations and Byelaws.

9.2.1. All provision of Zoning Regulations except items given below shall not be compounded/regularized and shall have to be rectified by alterations/demolition at the risk and cost of owner.

Compoundable item:

1. Coverage -Maximum of 15%.
2. FAR -Maximum of 10%.
3. Set back -up to 2' -6"
4. Open space - Maximum 10% reduction.
5. Total height of building 1.5%

Non-compoundable items:

1. Use of building
2. Addition of extra floor.
3. Parking norms.
4. Projection/encroachment of public land.

9.2.2. Rate for building constructed prior to approval of this regulation:

1. Rs. 25.00 per sq. mts. of area constructed unauthorisedly for residential building up to 110 sq. mts. Also for all public and semi public and utility building religious institution and educational building.
2. Rs. 100.00 per sq. mtr. of area constructed unauthorisely for residential building above 110 sq. mtr. Group Housing and apartment building etc.
3. Rs. 500.00 per sq. mtr. of area constructed unauthorisely for commercial building (Office, Hotel, Shop etc.) Industrial, Cinema, Petrol Pumps etc. The building not specially covered under above categories shall be compounded as decided by the Authority considering the merit of each case individually.

9.2.3. For building constructed after the approval date of this regulation the rates will be double the rates given in 9.2.2.

9.2.4. Additional penalties will be levied for infringe of set backs as per the rates in addition to the penalties proposed in CL (ii) & (iii)

Residential & Non residential buildings :

- (i) Up to 0.15 mtr. - No penalty.
- (ii) Above 0.15 mtr. - to 0.30 mtr. Rs 10.00 per sq.mtr.
- (iii) Above 0.30 mtr - to 0.75 mtr Rs. 20.00 per sq.mtr.

Note: - Considering the local of the towns the fines proposal in the zoning Regulations may be suitably adjusted & modify by the sub-committee on zoning Appeals with approval of the Authority concerned who will be implementing the zoning Regulations.

10. The minimum floor area ratio (FAR) for residential, commercial, institutional and other industrial building according to plot size abutting road width from 12 m and above and special norms for plotted development for **minimum size of residential plots will be governed by the local condition of the town.** And accordingly the Zoning regulation for the particular town should incorporate their provision over and above the requirement given in this Regulation it is deemed required by local Authority.

**TABLE – I
MINIMUM OFF STREET PARKING SPACE**

Type of use	One parking space shall be provided for every		
	Car (Sq. Mtr/Sq.Ft.)	Scooter (Sq. Mtr/Sq.Ft.)	Bicycle (Sq. Mtr/Sq.Ft.)
(a) Residential Building	93 Sq. mtr (1000 Sq. ft) of Floor Area	-	-
(b) Group Housing	Each dwelling unit or Part thereof	-	-
(c) Theatres & Auditorium and Marriage Hall	40 seats of Accommodation	25 seats of Accommodation	25 seats of Accommodation
(d) Retail Business	93 Sq. mtr (1000 Sq. ft) of Floor Area	46 Sq. mtr. (500 sq.ft.) of floor area	9 sq. mtr. (100 sq. ft.) of floor area
(e) Office Building	93 Sq. mtr (1000 Sq. ft) of Floor Area	46 Sq. mtr. (500 sq.ft.) of floor area	9 sq. mtr. (100 sq. ft.) of floor area
(f) Hospital	30 beds of accommodation	20 beds of accommodation	10 beds of accommodation
(g) Hotel	93 Sq. mtr (1000 Sq. ft) of Floor Area	46 Sq. mtr. (500 sq.ft.) of floor area	9 sq. mtr. (100 sq. ft.) of floor area
(h) Restaurant	30 seats of accommodation	10 seats of accommodation	-
(i) Industrial Building	Considering the type of Industry the parking space requirement will be determined by the Authority.		
(j) Wholesale & Warehouses	93 Sq. mtr (1000 Sq. ft) of Floor Area	46 Sq. mtr. (500 sq.ft.) of floor area	9 sq. mtr. (100 sq. ft.) of floor area
(k) Nursing Homes	46 Sq. mtr. (500 sq.ft.) of floor area	46 Sq. mtr. (500 sq.ft.) of floor area	9 sq. mtr. (100 sq. ft.) of floor area
(l) Any other special type of building	Considering the type of building to be determined by the Authority.		

Note: One Car parking space shall normally mean 3.0 x 6.0m (10'.0" x 20'.0")

The parking space to be provided in the Building shall be as per the details given in the Table-I. In providing the car parking it has to be taken that 50% of the open space is left for landscaping and not counted for the parking calculations. At least 25% of the open space reserved as organized open space, which should be clearly shown in the service plan.

For calculation of car space the following shall be considered:

Area of each Car space:

- (i) Basement parking - 30 sq. mtr.
- (ii) Stilt - 25 sq. mtr.
- (iii) Open parking - 20 sq. mtr.

TABLE – II

REGULATIONS FOR DIFFERENT ZONES

Requirement	Residential Zone (Dimensions are indicated as M/F)	Wholesale commercial zone	Commercial Zone
<p>1. Minimum set back of the Building or Structure from the edge of the road/prescribed Street line for plots with minimum size.</p> <p>No posts, walls or any other projections of the building or structure shall be allowed within the set back line for Ground floor of a building or structure which is permitted for shop, any projection or canopy from it may however be allowed up to 1.50 M(5'-0") from the edge of the road/prescribed street line. But no post, pillar or any supporting column of any type will be allowed for such projection. But for all upper floors the minimum set back prescribed must be maintained</p> <p>The range of density may be as follows: Low density :- below 75 P.P.H. Medium density :- 75-150 P.P.H. High density :-Above 150 P.P.H.</p>	<p>Low density :-3.70/12'.0" Medium density:-3.00/10'.0" High density :-3.00/10'.0"</p>	<p>6.00/20'.0" Cantilever projection of the ground floor & upper floors may be allowed leaving 45 M. (15'.0") clear to sky over front open yard.</p>	<p>3.00/10'.0" for corner plots plinth set back on both roads. Cantilever projection of Ground floors may be allowed leaving 1.50 mtr. (5'.0") clear to sky over front open yard. For construction of buildings meant for residential uses in the commercial zone, the requirements shall be same as that of High Density Residential Zone</p>

Note: -Maximum Height of building:

Building shall not exceed three storey or a height of 10.70 mtr. (35'.0") without the following additional provisions for open spaces all around the building.

- (a) The side and rear set back should be increased by 0.30 mtr. (1'.0") for every 1.50 mtr. (5'.0") of additional height of the building in addition to the set back already prescribed in these rules.
- (b) Building shall not exceed 1.5 times the width of the road plus front open space.

Special requirements of High Buildings:

- (a) When a building is erected or raised to a height greater than four storey (Maximum height of 16.0mtr. or 52'.6") at least one lift should be made available.
- (b) When a building is erected or raised to a height greater than four storey (Maximum height of 16.0 mtr. or 52'.6") the following requirements shall be completed with.
 - (1) The requirement for fire prevention and fire fighting shall be carried out a No Objection Certificate from Fire Services to be furnished with the application.
 - (2) Water storage tanks and pumps of approved size shall be provided and maintained in working condition.
 - (3) A Service plan indicating the following shall have to be furnished with the application.
 - (i) Solid waste/waste water disposal system and internal drainage.
 - (ii) Source of water.
 - (iii) Location of septic Tank. Soak pit etc.

Requirement for special types of buildings:

(a) The following shall apply for special types of building viz. Cinema House, Nursing Homes etc.

- (1) The requirement for fire prevention and fire fighting shall be carried out a No Objection Certificate from Fire Services to be furnished with the application.
- (2) Water storage tanks and pumps of approved size shall be provided and maintained in working condition.
- (3) A service plan indicating the following shall have to be furnished with the application.
 - (i) Solid waste/waste water disposal system and internal drainage.
 - (ii) Source of water.
 - (iii) Location of Septic Tank, Soak pit etc.

(b) For Petrol filling stations:

- (1) The minimum area of plot shall be 2 K. 10 L.
- (3) The minimum distance between underground tank and outlet point must not be less than 10 mtrs. and yard requirements shall be as per the requirements for Light Industrial Zone.

(c) Electric High Tension Line:

For areas over which electric high tension line passes the norms specified by ASEB from to time to be followed.

(d) Special regulations for construction in hilly areas:

- (i) The authority may ask for detailed topographic survey map of the site, showing the proposed ground levels of the plot and the remedial conservation measures to check the un- desired erosion that may affect the adjoining areas. The Authority may also give special direction for framing the proposal in such a way, which involves least disturbance to the natural terrain and keeping of bare land, which is not allowed.
- (ii) If Terrace cutting is done for Building constructed on hill the depth and slope of the cut should be restricted according to the soil characteristic of the area.

(iii) Adequate drainage provision should be kept to the satisfaction of Authority so that rainwater and wastewater can drain out from the plot without causing soil erosion.

(e) Set back line, yard width, coverage and other particulars will be according to the standards as below:-

E.1. MINIMUM PLOT SIZE FOR RESIDENTIAL USE:

Density	Plot Size	Far	Coverage
(a) High	15 Lessa i.e.200 sq. ft.	225	60%
(b) Medium	01 Katha i.e.268 sq.ft.	175	60%
(c) Low	01 K-05 L. i.e.335 sq.mt.	125	55%

E.2 MINIMUM WIDTH OF PLOT :

- (a) Up to 15 Lessa i.e. 200 sq.mt - 7.5 mtrs.
- (b) 15 Lessa to 1 L-10L i.e. 400 sq. m - 10 mtrs.
- (c) 1 K-III to 2 K-I0L i.e.600 sq. mt. - 11.5 mtrs.
- (d) More than 2 K-10L i.e. 670 sq. mt. - 12 mtrs.

E.3. SET BACK REGULATIONS

(a) Minimum set back of the building or the structure from the prescribed street line.

(i) FRONT SET BACK

Every building fronting a street shall have a front space from the prescribed street line forming an integral part of the site as below:-

Width of street fronting the plot	Minimum front open space for building	
	Below height of 11.5 M.	Above the height of 11.5 M or three storeyed
Up to 6.6 meters	3.0 mtrs.	3.0 mtrs
Up to 15 mtrs	3.0 mtrs	4.5 mtrs.
Above 15 meters	3.0 mtrs	6.0 mtrs

The **proposed width of the street** will be taken as street width for consideration of these set backs.

In case of building abutting two or more streets the **wider street** shall be considered for determining front set back.

(ii) SIDE SET BACK :

For high-density zones side setbacks shall be 1.5 meters.

For medium density zones side setback shall be 1.5 meters.

(iii) Rear setback for all density zones shall be 3.0 meters.

E.4. REGULATIONS FOR APARTMENT BUILDINGS:

Minimum plot size	: 803 sq. mtr. – 3 Katha in high& medium density zone and 1338 sq.mt. 1 bigha for low-density zone.
Maximum coverage	: 35%
Minimum front set back	: 4.5 meters.
Minimum rear set back	: 4.5 meters.
Minimum side set back	: 2.4 meters.

A plot abutting a street with a width of above 15 meters, the front set back shall be calculated according to the width of the abutting street as given in the clause No. E.3.

E.5. REGULATIONS FOR COMMERCIAL USE IN COMMERCIAL ZONE:

Minimum plot size	: - 167.4 sq.mtr. (12.5L)
(i) Set back up to the height of 11.5 mtr	
Minimum width of the plot	: - 5.0mtr..
Minimum front set back	: - 1.5 mtr
Side set back	: -A minimum of 1.0 mtr. Has to be maintained in each side which can be relaxed to only one side if the adjoining plot owner agrees to have a common wall with his buildings.

Minimum rear set back:

Up to plot depth of 18 mtrs. : 1.5 mtrs.

Above plot depth of 18 mtrs.: 3.0 mtrs. with maximum 1.5 mtrs.

Projection on the Upper floors.

If any part of the ground floor or any other upper floor is used for residential purpose or for human habitation the side set back of the building shall be as per the **high-density residential zones**.

A plot abutting a street with a width of above 15 mtrs, the front set back shall be calculated according to the width of the abutting street as given in the clause No. E.3. For commercial zone the maximum FAR shall be 320 and maximum coverage shall be 80%. But for a building mixed use in this zone the maximum FAR should be limited to 275 in this zone.

(ii) Additional setback for a building with a height of above 11.5 meters.

<u>Height Rear Setback</u>	<u>Side Setback</u>
Up to 11.5 meters	1.5 meters
Up to 15 meters	24 meters
Above 15 meters	---

Side and rear setback should be increased by 0.3 meters for every 1.5 mtrs of additional height of the building in addition to the setback already prescribed for a building of 1 mtrs height up to a maximum - - - mtrs of additional setback on both rear and sides.

E.6. REGULATIONS FOR WHOLESALE COMMERCIAL ZONE AND FOR WHOLESALE USE:

Minimum plot size	- 670 sq. mtrs
Minimum plot width	- 15 mtrs
Minimum coverage	- 55%
Minimum front set back	- 6 mtrs.
Maximum height	- (a) 15.0 mtr for building of wholesale use. (b) for other building the height will be given as per Table - II
Minimum side set back	- 1.8 mtrs. On one side and the setback on the other side will be 3.6 mtr.
Rear side set back	- 3.0 mtr.
F.A.R.	- 175 for building of Wholesale use.

E.7. REGULATIONS FOR PUBLIC AND SEMI PUBLIC ZONE AND PUBLIC AND SEMI PUBLIC USE :

Minimum plot size	- 400 sq. mtrs
Maximum coverage	- 45%
Minimum set back	-
Front setback	- 6.0 mtrs.
Side and rear	- 3.0 mtr.
F.A.R.	- 175 for building of public and semi public use.

E.8. REGULATION FOR INDUSTRIAL ZONE:

Requirements	Light Industry are in sq. mtrs.	width in mtrs	Medium Industry Area in sq. mtrs.	width in mtrs
1. Minimum size of plot	744.00 ...	15.5	1800.00 ...	27.5
2. Minimum setback of the building or the structure from the prescribed street line.	All structure ...	6.00	All structure ...	9.0
3. Minimum width	Rear ...	6.0	Rear ...	6.0
	Side ...	3.0	Side ...	6.0
	If any structure or building is permitted for human habitation under the provisions of these rules the yard conditions shall be same as prescribed for medium density residential zone.		If any structure of building is permitted for human habitation under the provisions of these rules the yard conditions shall be same as prescribed for medium density residential zone	
4. Maximum height	15 meter		15 meter	
5. Maximum coverage	50%		50%	

E.9. REQUIREMENTS FOR SPECIAL TYPES OF BUILDINGS:

(To be applicable for all zones where the particular use is permissible)

(A) NURSING HOMES/HOSPITALS:

(In all zones where it is permitted/permissible on appeal)

Minimum plot size	- 1000 sq. mtrs i.e.0.75 Bigha
Minimum coverage	- 45%
Minimum set back	-
(a) Front setback	- 7.5 mtrs.
(b) Rear and Side	- 4.5 mtr.
(c)F.A.R.	- 200

(B) PLACE OF WORSHIP:

(Applicable for new proposals)

Minimum plot size	- 804 sq. mtrs i.e. 3K
Maximum coverage	- 50%
Minimum set back	-
(a) Front setback	- 7.5 mtrs.
(b) Rear and Side	- 5.0 mtr.
(c)F.A.R.	- 3.0

(C) CINEMA HALL AND AUDITORIUM:

Minimum plot size	- 1860 sq. mtrs i.e. 1B-3K-9L
Maximum coverage	- 40%
Minimum set back	-
Front setback	- 9.0 mtrs.
Rear and Side	- 4.5 mtr.
F.A.R.	- 125

(D) FILLING STATION:

(a) Minimum plot size	- 31 mtr. X 17 mtrs.
(b) Petrol filling station with servicing bed	
Minimum plot size	- 37 mtrs. X 31 mtrs.

(E) SCHOOL BUILDING:

Type of School	Minimum plot size	Maximum coverage	Minimum front setback	Minimum side setback	Minimum rear setback
(a) Pre-Nursery/ Nursery	535 sq. mtr. 02 Katha	50%	6.0 mtr.	3.0 mtr.	3.0 mtr.
(b) Primary	804 sq. mtr. 03 Katha	50%	7.5 mtr.	3.0 mtr.	3.0 mtr.
(c) High School	2677 sq. mtr. 02 Bigha	50%	7.5 mtr.	3.0 mtr.	3.0 mtr.
(d) College	4015 sq. mtr. 03 Bigha	50%	7.5 mtr.	3.0 mtr.	3.0 mtr.

Organized parking - 20 % of the total plot area.

Organized recreation - 20 % of the total plot area of open space.

For Government institutions regulations adopted by education Department will be followed.

E.10.1 MEZZANINE TO THE EXTENT OF 33% OF PLINTH AREA SHALL NOT BE COUNTED FOR F.A.R. CALCULATION:

The height of the mezzanine shall not be less than 2.2 mtr. and not more than 2.7 mtr.

E.10.2 BASEMENT SHALL NOT BE COUNTED FOR F.A.R. CALCULATION FOR FOLLOWING USES:

- (i) Storage of household goods of non-inflammable materials.
- (ii) Dark rooms, strong rooms and bank cellars etc.
- (iii) Air conditioning and other machines used for services and utilities of the building.
- (iv) Parking places and garages.
- (v) Stock rooms and libraries.

If the basement is used for office or commercial purpose it shall be counted in F.A.R.

E.10.3 (A) PARTIAL UNENCLOSED BALCONY PROJECTIONS FOR A LENGTH 1/4TH OF THE BUILDING

Length /breadth in upper floors up to a minimum setback line of 1.5 mtr. from plot boundary will be allowed subject to a maximum width of 1.5 mtr.

(b) The projection of cantilever or cupboard or shelve up to 0.75 mtr in depth shall be permitted and exempted from covered area calculation. This will be allowed only from the first floor and shall not exceed 20 mtr. per habitable room and cupboard under windows.

(c) A canopy not exceeding 4.5 mtr. in length and 2.5 mtr. in width in the form of unenclosed cantilever over the main entrance with a clear height of 2.2 mtr. below the canopy shall be allowed.

(d) Light and Ventilation:-When any habitable room excepting bath, W.C.store room Kitchen and dining are not abutting on either the front side or rear open space it shall about in an interior open space where minimum width will be 3 mtr.

For ventilation the spaces for W.C. bath store, kitchen and dining if not opening or any open space shall open on the ventilation shaft the size which is given below:

		Height of Building	Minimum area of shaft	Minimum width of shaft
(1) W.C. & Bath& Store	(a) Up to	18 m	4 sq.m	2m.
	(b) Above	18 m	6.25 sq.m	2.5m.
(2) Kitchen & dining	(a) Up to	18 m	6.25 sq.m	2.5 m
	(b) Above	18 m	9 sq.m	3 m

E.10.4. The parking space to be provided in the building shall be as per the details given in the appendix-I in providing the parking, care has to be taken that 50% of the open space is left for landscaping and not counted for in the parking calculations. At least 25% of the open space reserved

as organized open space which should be clearly shown in the service plan.

For Calculation of car space the following shall be considered:

Area of each car space –

- (i) basement Parking – 30 sq.mtr.
- (ii) Stilt -- 25 sq. mtr.
- (iii) Open parking -- 20 sq. mtr.

E.11. ADDITIONAL REQUIREMENTS FOR MULTISTOREYED AND SPECIAL TYPE OF BUILDING:

(A) Service plan showing the following details private water sewerage disposal system and detail of building services where required by the Authority shall be made available on a scale not less than 1:100 and it should also include the following.

(a) For outlet from the soak pit to municipal drain if provided an intermediate treatment chamber should be installed, details of which is to be shown in service plan subject to approval of Authority.

(b) Garbage Vet.

(c) Organized open **space as specified by clause 2.25** Details of building services include –

(i) Air conditioning system, if any

(ii) Details of exits including provisions of ramps, etc. for hospital and special risk building

(iii) Location of generator, transformer and switchgear.

(iv) Smoke exhauster system and fire alarm system, if any.

(v) Location of centralized control of all fire alarm system, if any.

(vi) Location and dimension of static water storage and pump house.

(vii) Location of fire protection installation sprinklers, wet risers, etc. if any.

N.B. These should generally be as per specifications of national building code.

(viii) Size (Width) of main and alternate staircase along with balcony approach, corridor and ventilated lobby approach

(ix) In case of nursing homes and hospitals detail of incinerator for treatment of hospital waste is to be submitted and clearance from appropriate Authority under Assam Health Establishment Act 1993 and 1995 will be required before its clearance by Dev. Authority.

(x) The height of the ground level and the plinth level from the nearest developed road level.

(B) **NOC** from the State Fire Service shall be required for building above the height of 15.8 M.

(C) **Specifications:** - General specifications of the proposed construction giving type and grade of materials for public use along with soil testing report and structural details duly signed by architect/engineer/supervisor/group should accompany the application for building above three storey.

(D) **Supervision:** Applications shall be further accompanied by a certificate of supervision by the licensed architect engineer groups as the case may be.

E.12. For the hazardous and industrial building Authority may ask for NOC from the **State Pollution Control Board**.

E.13. All other regulations not specifically mentioned here will be applicable as per the provision of zoning regulations.

E.14. Authority may ask for any other information considering special nature of building and location of the plot.

E.15. Penal action for violation of Master Plan & its zoning Regulations and Bye Laws. The Authority under provision of T. & C.P. Act, 1959 shall take penal action for violations of Master Plan/zoning Regulations or Bye laws which may include stoppage of construction activity, demolition/alteration and in paying fine and by having penalties as given in the Act.

E.16. The structural design, construction standard etc. of all multi storied buildings are required to be supervised during construction at three stages at (1) foundation, (2) Plinth/Ground floor, (3) upper floor in the manner described below.

(i) The individual promoter so required to get their construction checked as mentioned in three stages of construction through licensed technical firms of Authority before proceeding with next stage of construction failing which the Authority may revoke the permission.

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E.17. Any dispute arises about the interpretation of any definitions or provisions of these rules, the decision of the Authority shall be final. However, aggrieved persons may appeal to the Appellate Authority against such decisions and the decisions of the Appellate Authority shall be final and binding to all concerned.
