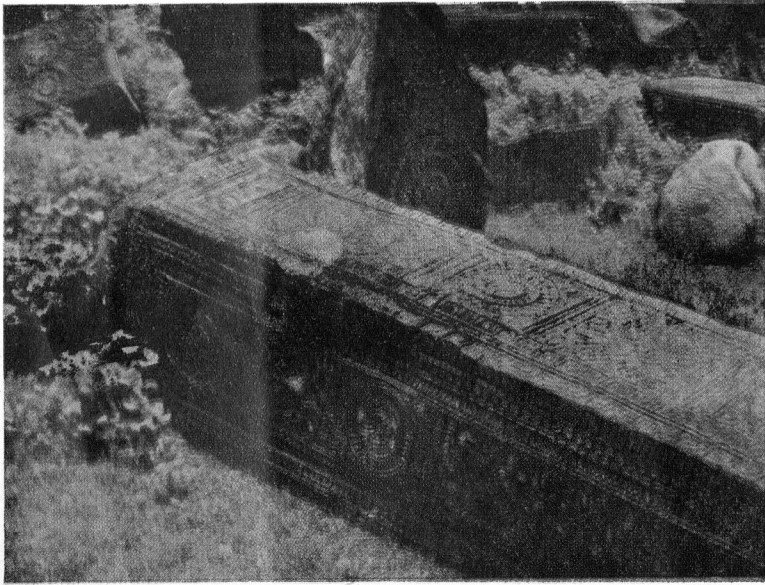
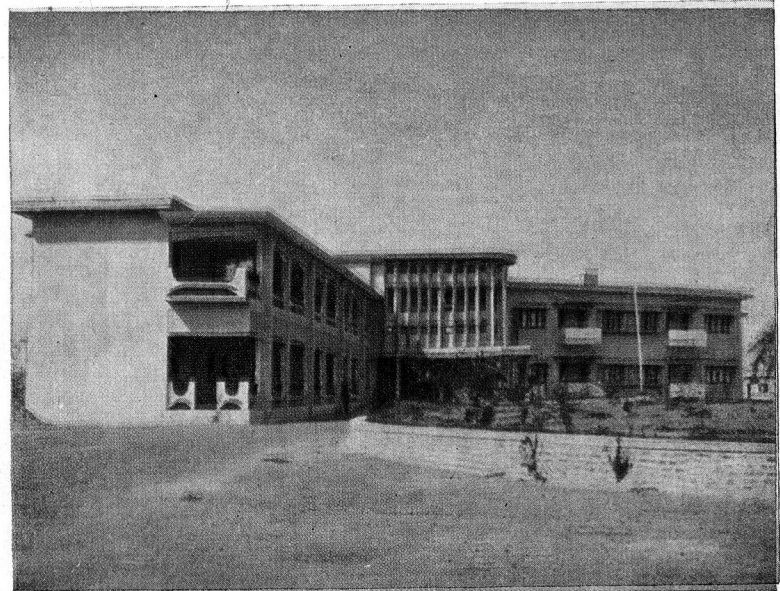


**THE MASTER PLAN
FOR
DIMAPUR**



THE PAST :
Ruins of Kacharis' Capital Complex
revealing its glorious history

CHANGING SCENES OF DIMAPUR



THE PRESENT :
Tourist Lodge — One among
many such modern realities

F237
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THE MASTER PLAN FOR DIMAPUR

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Introduction and General Outlines

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Physical Features and Drainage — Geology and Soil Characteristics —
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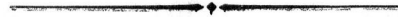
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FOREWARD

The Town Planning Organization is happy to present the Master Plan for Dimapur as one of its first publications. The thinking in bringing out a Comprehensive Developmental Plan for Dimapur town originated as early as 1967. The initial progress of the work was not satisfactory because of non-availability of a workable base map and basic data on socio-economic conditions but the difficulties encountered were, however, gradually overcome. The main burden of the task of preparation of the Plan right from the conduct of physical surveys, collection of relevant data, etc. devolved on Shri Harendra K. Dutta, Additional Town Planner, Dimapur assisted by a few members of the technical staff.

The Master Plan comes at the most opportune time to guide the future pattern of development of the town and its immediate surrounding areas. The text inter-alia deals with all important aspects of land use including plan for traffic circulation. The chapters are all well modulated and the explanations are clear and precise. The existing realities have been analysed and presented point by point so that even a common man may easily and clearly understand the arguments leading to the basic planning policies and suggested proposals. The value of the text is very much enhanced by a number of clear and explanatory maps and diagrams.

I am sure, this Master Plan will receive a warm welcome from the citizens of Dimapur and the various concerned public and semi-public institutions.

I. SASHIMEREN AIER, M.A., I.A.S.
Development Commissioner & Secretary
to the Government of Nagaland,
Planning & Co-ordination Dept.

P R E F A C E

With the growth of Dimapur the development of the town started rather haphazardly and subsequently the complexities of morphology have increased considerably. The town is now beset with a number of problems which have arisen mainly from its very rapid and unplanned expansion during the last decade or so. While population increased considerably, the physical developments following it were mostly unplanned and chaotic. The town sprawled thoughtlessly and squatters' settlements mushroomed. The town's utilities, services, civic amenities, transportation networks and housing could not keep pace with the population growth. As a result, considerable backlogs have piled up.

The need of a Master Plan for Dimapur has been obvious to arrest and rectify the chaotic growth of the town and also to provide guidelines for harmonious development in the future. The Plan has thus been prepared with a view to acquainting the general public as well as the persons who control and guide the developments in the town with the problems which are faced by the people and the manner in which these should be attempted. The proposals embodied in the Plan have been derived after conducting requisite surveys and making proper analysis of the existing physical and socio-economic conditions. The Master Plan would serve as a basic structure on which all the future physical developments are to take place in an economically viable and socially harmonious manner. The Plan allocates adequate land for residential, industrial, commercial, public and other uses. The circulation pattern suggested herein aims to interconnect the different sectors of the old town and the new extensions through a hierarchy of roads of varying specifications so as to make the town carry out its functions efficiently. In the matter of housing, the overall long term objective is to decongest the old market area and to achieve a more even distribution of densities over the entire planning area. With the implementation of the Master Plan proposals, the present chaotic

condition of the town can be moulded for the betterment of the posterity.

It is attempted in this report to explain the implications of various aspects of planning as comprehensively as has been possible. Most of the problems being faced by the people have been explained in the following pages. Nearly all the complex problems of the town have been systematically dealt with and the Master Plan proposals are put up duly supplemented with tables, plans, illustrations, diagrams and charts wherever necessary.

In a text dealing with so broad a field, it is necessary to draw freely on many sources. The preparation of this report has been possible because of generous help received from several Government Departments, Dimapur Town Committee and various other public and semi-public institutions. To these and to all others who offered suggestions, criticisms and any other type of help in the preparation of this report, the Town Planning Organization acknowledges its great indebtedness and its deep appreciation.

I would be failing in my duty if I do not place on record my grateful thanks to the team of the technical personnels and other members of my office staff who assisted me in undertaking extensive studies and carried out a thorough survey of the town in connection with the preparation of this Plan. Last but not the least, I am greatly indebted to the Development Commissioner and the Town Planner who always encouraged me to complete this work as quickly as possible against several odds.

None would be happier than myself if this publication inspires the concerned authorities to initiate and adopt concrete and realistic policies towards the growth and development of Dimapur.

HARENDRA K. DUTTA
Additional Town Planner

2nd January, 1975

C O N T E N T S

Foreward

Preface

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INTRODUCTION AND GENERAL OUTLINES

In all communities some changes are continuously taking place whether it be in the domiciles of people, means of transport or land use pattern. Some of these changes lead to new physical developments in land by public or private agencies. It is upon these resultant developments that Town Planning has its immediate role to play. With the help of planning acts and laws, planning authorities exercise control on the future growth of urban centres. In doing so, their aim is to secure planned development, better suited to the public interest than what might have occurred without planning. To achieve this, a planning authority adopts a Master Plan as a guide to the future growth.

1.10 NATURE OF DIMAPUR MASTER PLAN

The Dimapur Master Plan is a framework of proposed land use in the form of a coherent set of proposals for the use of land against which day-to-day developments can be considered. It has been made because it provides a way for formulating a policy which can act as a basis for guiding, controlling or initiating all physical developments. It is expected that as a result of steering developments in accordance with it, the ill-effects of uncoordinated development would be avoided ; the town would be better to work and live in than it might have been without a planning control.

The process of physical developments in Dimapur is very complex and, therefore, the Town Planning Organization has prepared a Master Plan giving a general description of intentions, aims and aspirations. The Master Plan so prepared mainly looks into the

future and by an analysis of growth trends and influences, visualises probable changes and suggests measures to ensure that these changes will be effected with the minimum possible dislocation of economic and social structure of the town and puts forth an ambitious scheme for an overall development of Dimapur. The object of the Master Plan is, therefore, not only to accommodate the additional population in the years to come but also to create a stable economic base for urban activities. This is reflected in the proposed use of land in various sectors of economy for which services and amenities have to be provided. The Plan is not merely to create new extensions ; it aims also to remove disorganized congestion and blight in the older parts of the town through an integrated approach of clearance, conservation and rehabilitation. The challenging task of reconstruction of slums poses social and economic problems which could be tackled only on a long range basis. Besides slum eradication, the Plan provides for basic urban facilities such as schools, hospitals, open spaces, etc. in the existing areas where such facilities are deficient. The plan on the transportation provides a net-work of roads and highways and other traffic amenities and is reasonably comprehensive. So too the plan on public utilities and services. It calls for augmentation of water supply and provision of adequate sewage facilities in the old as well as new areas.

The pre-occupation of the Town Planning Organization in the preparation of Dimapur Master Plan is, therefore, with the definition and equipment of the functional zones of central market area: commercial, industrial and housing areas: the creation of a pattern of open spaces for recreation and general amenities: a solution to the

traffic problems including the definition of the town by a green belt. People of Dimapur are faced with a formidable array of problems: problems of business and commerce — their economic impact and the feasibility of their continuation: the problems of housing, health, education, sanitation, water supply, drainage, recreation and the problems of traffic and transportation. There is an acute shortage of housing resulting in extreme overcrowding, congestion and insanitary conditions. Industry is dotted all over the core area where some of the units are sources of nuisance. There is an undesirable mixing of land-uses almost everywhere in the town. It is not easy to solve these problems, yet they need a speedy solution. Should the present conditions be allowed to overpower Dimapur and for that matter its very existence or should rejuvenation take place in the town's developing sphere for building it up into a powerful business centre?

The Master Plan of Dimapur is the basic structure on which all future developments and urban renewals are to take place and, in fact, the development plans and schemes giving detailed layouts inside the built up areas will commence only after the Master Plan has been adopted.

1.20 DIMAPUR THROUGH THE AGES

The River Dhansiri has governed the ancient pattern of settlement in this region and has conspicuously dominated the economic and social developments of Dimapur. The town is said to have derived its present name on a character in the Mahabharat named Hidimba. Later on, Dimapur became the Capital of Kachari Kingdom which extended upto North Cachar. Even during the 13th Century A.D. Dimapur was a flourishing town. The remains of the old town (Illust. 1) exhibit the level of art and architectural techniques which Kacharis attained and used for the construction of their Capital Town. During the height of Kacharis' empire, there were several industrial activities in textiles, potteries etc. and the products were sent to the neighbouring areas which extended even upto Golaghat.

The capital of Kacharis' kingdom was attacked by Ahoms for more than once; the first being in 1490 A.D. but the invasion was repulsed. The Ahoms made the second and the successful attack in 1536 A.D. and destroyed many important buildings including the capital complex. The ruins of the palace gateways, public buildings, tanks and all that once symbolised the mighty Kachari Kingdom can, however, still be seen scattered all over the site.

Very little is known about the growth and redevelopment of Dimapur town after its destruction by the Ahoms. However, a reference in the historical account of North-Eastern Region mentions clearly that even after its destruction by the invaders, the town again grew as a prosperous centre of administration and culture. Dimapur came on the urban map of India for the first time in 1961 with a population record of 5,753 persons. By the year 1971 the population of the town increased to 15,651 persons. In terms of physical growth, the town expanded beyond the Fullerganj bazar. Maximum developments have taken place in the western sector. Contrary to the physical extension of the town, the jurisdiction of the local urban body remained almost the same.

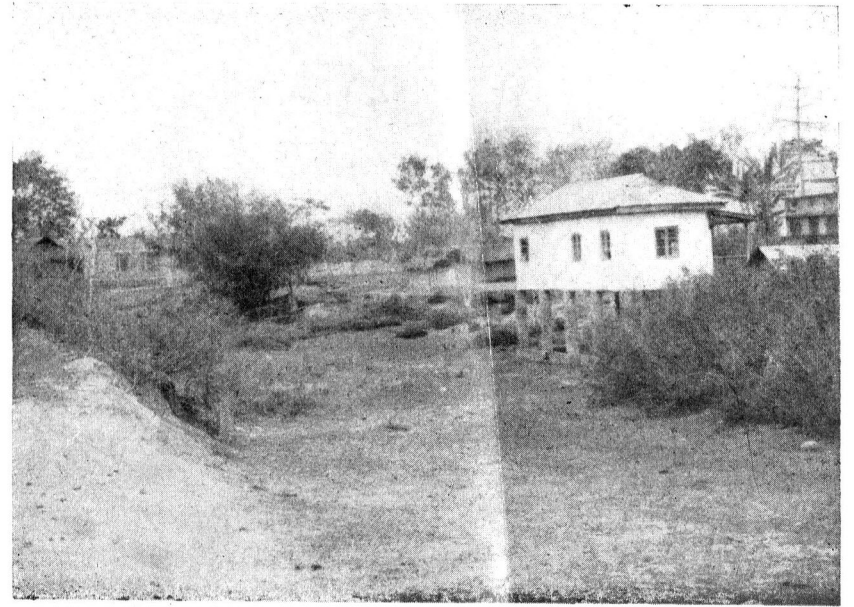
✓The present town of Dimapur occupies a position of great importance not only within the State of Nagaland but also for the adjoining districts of Assam and the State of Manipur. Various regional functions such as collection and distribution of primary and secondary goods and several other regional services are being channelised through Dimapur.

1.30 PHYSICAL FEATURES AND DRAINAGE

Dimapur is situated on the left bank of the river Dhansiri on latitude 25°54'30" degree North and longitude 93°44'15" degree East. It is bounded on the north by the Lengrijan river and Mikir Hills and on the south by the highlands including the Rangapahar Cantonment. On the east, the boundary throughout is formed by



Illust. 1 Historical Remains of the Kachari Kingdom
(See Page — 4)



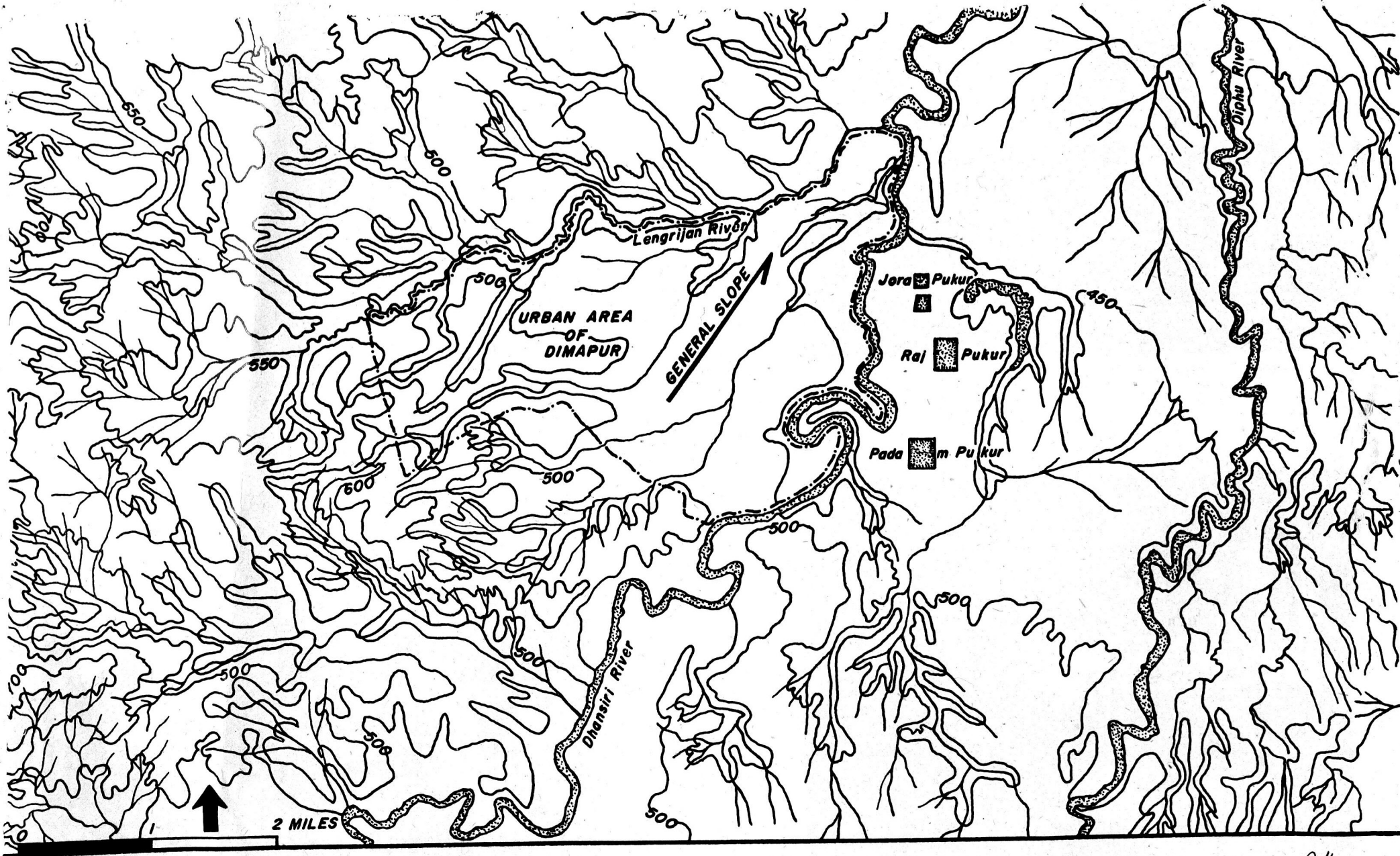
Illust. 2 A View of Micro-Relief within the Town
(See Page — 5)



Illust. 3 Industrial Estate Awaiting Fuller Utilization
(See Page — 29)



Illust. 4 A Town Road without Parking Space and Foot-Paths
(See Page — 29)



TOPOGRAPHY & DRAINAGE

H. K. Dutta
 H. K. DUTTA
 ADDITIONAL TOWN PLANNER
 DIMAPUR, NAGALAND

the river Dhansiri and on the west the town area boundary merges with the hills and the reserve forest. Consequently, the growth of the town is open mainly towards the west and to some extent towards the south and south-east. Within these boundaries, the town occupies an area of about 18.13 square kilometers stretching to a maximum of 3.45 kilometers from north to south and 6.30 kilometers from east to west.

The area covered by the town itself and the surrounding villages is an undulating plain which is characterized by very broken topography. The town is surrounded by hills and highlands on three sides. The micro-relief (Illust. 2) within the town is very important so far as their influences on the physical developments of the town is concerned. A rough idea of the physical characteristics of Dimapur's topography can be had from the following statement.

TABLE—1.1

Broad Land Classification—Physical Features*Source* : Town Planning Organization

Land Classification	Acres	Percentage
Existing Developed Land	1,476.69	32.96
Agricultural Land	620.67	13.85
Water Bodies	325.36	7.28
Undeveloped Land	2,056.99	45.91
Total	4,479.71	100.00

Within the urbanizable limit of Dimapur there are numerous natural water reservoirs in the form of long and narrow channels, ponds and tanks. Some of these water channels have been transformed into fishing ponds by blocking their outlets. The flat lowly-

ing areas between uplands are used for wet paddy cultivation. The general classification of undeveloped land covers land suitable for physical developments as well as land unsuitable for construction purposes.

The town itself is situated on a comparatively high land on the west bank of Dhansiri. The general slope (Fig. 1) and the consequent flow of drainage tend towards the Lengrijan and Dhansiri Rivers. There are numerous rivulets which drain rain water from the southern uplands to the Lengrijan River which in turn discharges the surplus water to the Dhansiri River near the north-east tip of the town. The natural drainage of the town has been disturbed by building and road constructions which did not keep sufficient provision for the drainage of rain water in and around the town. The effect of such indiscriminate blocking of natural channels has resulted in frequent artificial flooding in comparatively low lying areas of the town.

1.40 *GEOLOGY AND SOIL CHARACTERISTICS*

The area covered by the town and surrounding villages is composed of alluvium and presents no features of special geological interest. The eastern portion of the town is covered by the flood plain of the river Dhansiri and the area east of old Golaghat Road is subject to flooding almost every year. A major portion of the area between the road and the Dhansiri river is marshy and water logged. Because of its low level the area is not suitable for developmental activities at its present level. Soil in the lowlying areas of the town is relatively fertile and wet paddy cultivation is practised on all such scattered patches. The upland areas of the town, specially in the western sector, have abundance of brailseries. Brail contains fine grained sand-stones : hard, blueish, grey, thin bedded and flaggy in nature. There is almost a total absence of hard rocks in the geological formation of the top layer soil of Dimapur.

1.50 *CLIMATIC CONDITIONS*

For all practical purposes the year may be regarded as consisting of two seasons: the dry season from October to May, and the wet season from June to September. The dry season may be further subdivided into the cold weather and the hot weather. The hot weather begins in March and continues till the end of June. The mean temperature is usually the highest in the month of May.

The south-west monsoon usually bursts in the second week of June while the heaviest rain-fall occurs in July and August. Owing to heavy rainfall and high humidity the weather becomes oppressive in August which is undoubtedly the most trying and unhealthy month of the year. The second period of the wet season marks the retreat and final disappearance of the monsoon. Generally speaking, the healthiest period is from the middle of January to the middle of March with a temperate winter and clear sky.

SUMMARY OF FINDINGS AND RECOMMENDATIONS

(IMPORTANT EXTRACTS FROM THE TEXT)*

CHAPTER — I

The Dimapur Master Plan is a framework of proposed land use in the form of a coherent set of proposals for the use of land against which day-to-day developments can be considered. It has been made because it provides a way for formulating a policy which can set as a basis for guiding, controlling or initiating all physical developments. *Page 3*

The Master Plan so prepared mainly looks into the future and by an analysis of growth trends and influences, visualises probable changes and suggests measures to ensure that these changes will be effected with the minimum possible dislocation of economic and social structure of the town and puts forth an ambitious scheme for an overall development of Dimapur. *Page 3*

The Master Plan of Dimapur is the basic structure on which all future developments and urban renewals are to take place and, in fact, the development plans and schemes giving detailed layouts inside the built up areas will commence only after the Master Plan has been adopted. *Page 4*

CHAPTER — II

In the largest sense, as a collection and distribution centre, Dimapur's influence extends throughout the States of Nagaland and Manipur and the adjoining areas of Assam. The various functions of regional cultural activities, the regional collection and distribution, and the regional services which are discharged by Dimapur require appropriate links with different parts of this broad hinterland to facilitate the movement of goods and persons. *Page 9*

The centrality which Dimapur has enjoyed is itself a factor which will tend to enhance its future centrality from the transport and communication view points. This enhanced centrality with respect to north-eastern region will result in reinforcement of such fields as wholesale trade, banking, skilled service industries, as well as certain manufacturing industries which are closely associated with these services and some ancillary skilled trades associated with these industries. *Page 10*

The past development and the present economic structure-cum-distribution of the labour force of Dimapur are determined by a number of geographical and socio-structural realities which must be taken into account while analysing the economic base of the town. Dimapur has thus to perform a large number of administrative and other governmental functions for the region as a whole. *Page 11*

In more concrete terms, the working force of Dimapur in 1971 showed that almost 65 percent of the workers were engaged in commerce, transport and services. This heavy concentration of the working force in commerce and related activities, transport and other services is the basis on which the projections concerning the future composition of the working force and structure of the economy of Dimapur must proceed. *Page 12*

The organized modern sector of Dimapur's economy will increase and the non-organized traditional sector will decrease in significance. An attempt has been made to project the occupational pattern based on past and present trends and on analysis of factors governing these trends. It has been assumed that the occupational structure envisaged for 1991 will be substantially realised and although there may be inter-sectoral variations, they will not invalidate the basic pattern. *Page 14*

* For Details Please See Corresponding Pages

CHAPTER — III

The characteristics of the present population, notably its sex and age composition, and its settlement patterns are important factors which influence not only the kind of planning that is required, but also the overall objective and possible means of a plan. *Page 17*

Since 1961 Census, events have occurred which had a powerful influence not only on its growth, but also on its general situation within the structure of the regional urban centres. The Statehood of Nagaland in the year 1963, which brought a flow of immigrants, has been the most important event in the history of Dimapur. The rate of growth of population in the town is very fast specially when one compares the decadal variation in population of the State and of the District with the urban population of Dimapur. *Page 17*

The distribution of population according to age group shows a great deviation from all India and State standards. There is more concentration of population in the age group of between 19 and 55 years wherein the male concentration is abnormal. Workers' group constitutes the major part. Higher age group population however is less than the usual standard. *Page 18*

There is a marked decrease in the female ratio since 1961 because more manual labourers have immigrated to Dimapur after the declaration of the Statehood. The lack of adequate housing has resulted into single-man households and thereby the present state of imbalance has emerged. *Page 18*

The increase in population due to the influx of refugees had been significant since the whole families moved in with the intention of permanent settlement in Dimapur. The migration of people during 1947-63 was mostly because of the refugees from erstwhile East Pakistan in search of permanent settlement whereas migration of manual labourers from northern States during 1963-71 was mainly in search of livelihood and job opportunities. *Page 20*

By 1991 the town is expected to have a total population close to 50 thousands. In other words, the population of Dimapur is expected to grow more than three times the existing population. Although the rate of growth seems to be very high, it should not be forgotten that in the 10 years between 1961-71 the urban population has almost trebled in size. *Page 23*

The result of this population growth will not be merely an increase in the centre of the town, but it will mean an extension of the urbanized area into

the adjoining rural regions. The surrounding villages which adjoin Dimapur, and which even today are predominantly rural, will take on a more urban character. Not only will the urban proportion of this population increase, but even villages will bear the character of non-rural places. *Page 23*

Although the absolute growth of population in Dimapur will be large, it is not expected that there will be major shifts in either the age or sex composition of the population, nor will there be likelihood of large changes in the average household size. *Page 23*

CHAPTER — IV

In the study of urban land uses, all lands of the town are broadly classified to be either 'developed' or 'undeveloped' area. The term 'developed' includes all lands that are being used for purposes that are recognised as urban in character whether public or private in nature, or whether devoted to a recreational open space such as parks or playgrounds, or a site-use such as residence, industry or commerce. Undeveloped land is that which is not given over to any urban use even though it is potentially available for development. *Page 27*

The low percentage of land under residences in relation to the entire town area is chiefly because the town boundary has been extended to the areas where the phase of urbanization has just started. These areas are primarily rural and the density of population per acre is very low. *Page 27*

Dimapur lacks organized residential colonies specially when it is discussed in terms of private residential developments. In fact, it is very difficult to separate residential areas from commercial areas in the heart of the town where the business goes side by side the residential houses. It is not also surprising to see that areas which have primarily been planned recently to accommodate residential houses are being filled-up with commercial type of buildings even though the chances of commerce being attracted there are very remote. This commercial psychology of private developers have created a typical problem and thereby an artificial scarcity of residential accommodation. The ultimate result is the exceptionally high rent of residential accommodation everywhere in the town. *Page 28*

It may not be out of place to mention that there is no organized commercial area which can exclusively be separated from areas under other different activities in the town. One may not just believe that the town which caters to the com-

mercial needs and demands of all types of goods of the State does not have a regular market worth its name. All types of commercial activities, retail and wholesale, godowns and storage, repairing shops and service industries go side by side. *Page 28*

✓ There is virtually an absence of manufacturing industries in the whole of the town and whatever remains is insignificant in number. This may be attributed mainly to the non-availability of basic raw materials which require industries based on them to be developed near their source of occurrence. None of the infrastructural facilities for the set-up of heavy industries is available adequately in or around Dimapur. Most of the existing units are agro-based processing industries and are only medium and small in size. *Page 28*

✓ The railway station is located almost in the heart of the town. There is no possibility of any extension of either the railway line or the railway yard within the urban limit of Dimapur since unauthorised constructions have occupied all suitable lands for development on both the sides of the track. *Page 29*

✓ The internal roads are mostly narrow and have no foot-paths or parking lanes on their sides. Many of these service and approach roads still continue to be unmetalled even in the heart of the town. There are numerous steep ups and downs along the main arteries which cause accidents besides the day-to-day problems of traffic movements. *Page 29*

The locational pattern of all these community facilities and services shows that there is a total absence of an urban hierarchy in their distributional patterns in the town. Most of these facilities are centralised in the heart of the town without proportional facilities being provided to their counterparts at lower levels. *Page 30*

About 46 percent of the total urban area of Dimapur is presently vacant and has not so far been put to any use. A big percentage of this land is suitable for development and can be put to urban uses with the expansion of the town. *Page 31*

The undulating terrain together with the artificial blocking of water bodies have resulted into frequent water logging and ultimately creating marshy lands in several lowlying places. This phenomenon is very obvious in the central area of the town where the natural drainage has been disturbed in the process of maximum utilization of space available. *Page 31*

Most of the commercial activities are concentrated in the main market area, and even for day-to-day requirements, the entire population of the town have to depend on this centralised shopping centre. *Page 32*

Though there is a substantial area of land at present under various community facilities and services, the distribution pattern of them is very uneven..... The absence of these facilities in small units for the population in the adjoining smaller settlements on the outskirts of the town negates the character of an urban area. *Page 33*

CHAPTER — V

It is the responsibility of the entire community to provide decent, safe and sanitary housing so that the people of the community must be made aware of the existing situations and accept the responsibility of correcting it. Only then the objectives of the plan will be achieved. *Page 37*

An average household does not earn enough to pay the economic rent of even a single room dwelling unit with kitchen and self contained services. This is apparently the fundamental reason which makes housing development ineffective since housing for at least 91 percent will have to be subsidized by the Government. *Page 37*

The standard of housing in Dimapur may further be judged by the physical conditions of dwelling units as the housing is not merely a provision of living rooms but is invariably a composite of a few other concomitant necessities like kitchen, bathroom, and lavatory. A dwelling without these is an incomplete unit and deprives a family of privacy and independence. Shockingly enough, even these necessities which make a dwelling unit complete do not exist for a large percentage of households. *Page 39*

Most of the households without tap water and electric supply live in the fringe area settlements of the town like Nagarjan, Lengrijan, Duncan and Nutan Basti which are just in the process of urbanization. *Page 40*

Many potential households otherwise remaining dormant are thus bound to emerge as soon as housing conditions become favourable. A true measure of housing deficiency would therefore be the difference between the apparent demand plus the concealed demand and the number of habitable dwelling units that are available. *Page 41*

By the year 1991 the average size of a family under favourable conditions particularly in matter of housing is expected to increase from 3.5 to 4 with more and more people bringing their families and children alongwith them. The increase of population by 1991 will require about 8,750 more residential houses which have to be constructed by various agencies in different sectors of the town. *Page 41*

So far as the Master Plan is concerned, a modest programme for building houses for low income and middle income groups under the subsidized housing scheme has been incorporated.

The proposed housing programme in the plan envisages construction of residential houses in the three major groups: (i) Houses to be built for public by the private sector and co-operative societies, (ii) Houses to be built by the Government and other public agencies for their own employees, and (iii) Houses to be built for rehabilitation of squatters and slum dwellers. *Page 41*

One of the important keys to accelerate implementation of housing programme is the availability of developed land for private investors. It is therefore proposed here to develop the land and release it to the private investors and co-operative societies with a premium equivalent to the cost of land plus marginal profit. This would pave the way for the acquisition and development of land in a phased manner. The development of land should thus be the prime responsibility of the Government and a revolving fund should necessarily be created in the beginning for this purpose. *Page 42*

The programme for the improvement of slums proposed in the housing development programme envisages the provision of services like water supply and electricity, widening and paving of streets and provision for community facilities e.g. parks, playgrounds, educational institutions, community buildings etc. *Page 42*

In the proposed housing programme, an endeavour has been made to rationalise the population density pattern. In distributing the proposed densities, the existing condition has been fully taken into account. Measures for thinning out the over-crowded areas and increasing the density in sparsely populated areas have been envisaged. *Page 43*

One of the main objectives of the Master Plan is to relate residential areas to the centres of employment in Government offices, industrial and commercial areas so that the journeys to places of work and back therefrom are kept to the minimum distance within the bounds of healthy living. With this end in

view, a rational pattern of residential density is proposed which will correct the present disparities and imbalances. *Page 43*

The existing as also the proposed residential areas of the town have been organized as "neighbourhood units" containing as many as possible of the essential features of a self-contained community. Considerations have also been given to the existing schools, shops and other facilities and to the size and character of the various communities having a social cohesion. Neighbourhoods should be related to the relevant income groups and to the physical characteristics of the town. *Page 44*

It has generally been observed that different social and economic groups of people tend to separate in different sectors of a town. This segregation foils the very concept of the neighbourhood integration. An integrated community is socially desirable and the admixture should comprise not only of different income groups but also of households with different cultural and social backgrounds. *Page 45*

CHAPTER — VI

As the only railhead for Nagaland and Manipur, Dimapur's market has assumed a distributive function for these two States. The town serves as a distributor of commodities and consumers' durables in a vast area which includes the whole of these two States and a part of Mikir Hills District of Assam. *Page 49*

Almost all the commercial establishments are located alongside the major roads of the town which is in keeping with the Indian bazar tradition. This particular features of commercial location causes an undesirable mixture of vehicular traffic and shoppers. *Page 50*

In making provisions for the anticipated employment in the commercial and related activities, the most crucial question is the volume of commercial land which will have to be developed in the course of the next twenty years in the urbanized areas and in the central portion of urban Dimapur. *Page 52*

The commercial area available at present is not sufficient to meet the growing needs for the central location of commercial offices and retail trade. Hence it is recommended to extend the commercial area upto Khermahal road junction and the cross junction near the overbridge. No piecemeal commercial development should be allowed in this area as this should be part of an overall detailed plan

to ensure adequate traffic circulation, parking requirements, water drainage, power and other facilities. There is also a need to relocate some of the wholesale markets as it is desirable to separate wholesale trade from retail activity. *Page 53*

With adequate attention given to the problems of decongesting certain areas, and of improving traffic circulation, increased commercial activity can certainly be sustained The redevelopment, which will also involve displacement of many families living in these areas, should form part of the overall redevelopment proposals of the old town. *Page 54*

The function of Dimapur as a regional distribution centre requires sufficient land under warehousing and storage. Land for warehousing and storage has, therefore, been earmarked near the railway station in order to facilitate easy handling of materials. *Page 54*

CHAPTER — VII

The future industrialization in the State will mainly centre round Dimapur due to the possible availability of the basic elements of industrial infra-structure such as transport and communication, power and water supply and facilities of banking, etc. *Page 57*

Since the Independence and specially after the creation of Statehood, industry has rapidly expanded under the stimulus of population growth and extensive construction activities. The result is a continued growth of industrial output in various fields, but most conspicuously in fields of service-industries and construction. *Page 57*

✓ The lack of sufficient space and congenial conditions has arrested the proper growth of the industrial units at their present location. Moreover they do not find it convenient to shift to suitable places due to the lack of developed industrial land, efficient enforcement of factory regulations and absence of zoning laws. *Page 58*

Industries have intruded into the residential and commercial areas of the town creating several environmental problems. The environment of the town has thus been badly affected by the nuisance created by several industries. *Page 58*

The growth of Dimapur is already acting as an impetus to promoting further development of economic activities. The commanding position of the town in

respect of consumer areas and other facilities could be turned into a meaningful shape through organization of consumer-oriented industries. *Page 60*

Both for the convenience of the industrial establishments and for the continued supply of employment opportunities near existing centres of population, it is desirable to establish an intermediate type of factory location. This type of location should break substantially with existing mixed land uses and sub-standard factory conditions and at the same time preclude the relocation of all factory establishments in areas far distant from the central town. *Page 61*

When necessary provision for development of land with essential services is made for industrial expansion, a number of measures should be undertaken which will facilitate the movement of industries. Perhaps the most important of these measures would be the more vigorous enforcement of factory regulations regarding light, health, safety, environmental aspects and the possible promulgation of new regulations. *Page 63*

Developments of large scale industries must have locations away from the main centre of population. This warrants special consideration and steps in order to separate industrial goods traffic from other general traffic. In some cases, buffer strips and landscaping will be needed to insulate the industry from the rest of the community. Obviously all of these features of industrial developments can be brought into play more economically to large blocks of industry than to a single industrial unit. *Page 64*

The primary consideration in industrial land use control should thus include the provision for the best physical environment for the industry and protecting the nearby residential and commercial areas. This involves restrictions so as to eliminate nuisance, dangers to public health and traffic congestion. *Page 64*

CHAPTER — VIII

✓ The trouble with most of the existing roads is not merely their narrowness, but also their poor maintenance. The parking of vehicles carrying goods and passengers is being done on the main town roads which results in traffic congestion and accidents. *Page 69*

✓ The railway station is located almost in the heart of the town where there is no land available for either the expansion of the yard or the railway terminal

facilities. There is frequent encroachment on railway land from all sides and at places this has been extended right upto the railway track. *Page 69*

Sidewalks along all the main roads of the town have almost been totally engulfed by the property owners on both the sides and the available carriage-way is, therefore, used by vehicular as well as pedestrian traffic.

The faulty design of road junctions together with a number of up and down stretches of the road create yet another problem for the traffic movement. The inadequacy of sight distance on road junctions and at places even its total absence, improper curbs and acute angle road junctions result into traffic hazards and bottlenecks besides chances of accidents. *Page 70*

The proposals of the landuse plan can become realistic only if they are linked through an integrated network of roads and highway system and other transportation facilities like terminals, parking and loading and discharging points. It is the purpose of the circulation plan to incorporate and co-ordinate different recommendations relating to the basic pattern of land use and population distribution. *Page 77*

In the Master Plan, attempts to minimize the length and number of trips have been made by proper inter-relationship of various land uses. Integrated neighbourhood development has been aimed at bringing homes, educational institutions and shopping centres closely together. The deconcentration of employment centres has also been considered at length in order to diffuse the traffic load in the central commercial area. *Page 77*

The Traffic Circulation Plan for Dimapur consists of major roads and highway system, bus and truck terminus and improvement of junctions, widening of roads and completion of missing links. It is a plan for location and improvement of primary, secondary and tertiary distributors to permit free flow of traffic within and through the urban area of Dimapur. *Page 78*

The Master Plan aims at developing a well-defined system of arterial roads, 60 feet to 100 feet in width and about half a kilometer apart and properly connected with the proposed link roads at frequent intervals. In developing the above system of traffic distributors, some of the existing roads will have to be widened so that they can fit suitably into the system. *Page 79*

The function of the outer ring road would primarily be to by-pass the

through traffic around Dimapur, while the inner ring road is designed to provide a suitable route for the traffic to circle round the central business area rather than passing through it. *Page 79*

Although the volume and other traffic requirements may not justify at present the need for constructing by-pass roads, yet since the developments after implementation will not leave enough space for such construction, right of ways should now be earmarked for constructing the by-pass roads. Otherwise this will result into costly land acquisition programme when those areas develop. *Page 79*

The approach road to the railway station is proposed to be properly developed and the area next to the railway yard should be cleared of the congested buildings. The entire area between the approach road and the plat-form should be planned and redesigned for smooth handling of passengers and goods traffic. *Page 79*

Importance should be given to the project of levelling three lowlying areas along the Diphu road. The improvement and filling-up of the Dhobinala road junction should be taken up on priority. *Page 79*

In view of the importance of cycle traffic in Dimapur, it is proposed to provide for separate cycle tracks on primary and secondary distributors. *Page 79*

Keeping in view the directional flow of passengers and goods traffic and availability of a suitable site, one composite site of about 48 acres for handling of goods loading and discharge of passengers, luggages and parcels, has been recommended and earmarked on the National highway 39. *Page 80*

Inter-state bus terminals of the Manipur State Transport and depot of the Nagaland State Transport are also proposed to be shifted from their present locations to this composite terminus, making available their existing areas for more productive purposes. Since the Manipur State Transport services operate from and to the east only, the proposed location will be the most convenient. *Page 80*

The importance of Dimapur railway station has never been recognized by the railway administration while allotting the quota of reserved accommodation. It is absolutely necessary to attach a passenger coach in each of the three long distance trains viz. the Assam Mail, the Kamrup Express and the Assam Express,

Besides the accommodation aspect, there should be a provision for a platform on the market side of the town while the existing goods yard and godowns require to be shifted nearby the Westyard colony towards Rangapahar. *Page 81*

Serious consideration should be given to lay a railway line between Dimapur and Chumukedima for running shuttle trains connecting these two places. *Page 81*

Some of the passengers who board the planes at Dimapur are bound for Delhi and a long route via Calcutta and that too with a break cause unnecessary delay and expenditure on the part of the travelling passengers. It is, therefore, recommended that the Indian Airlines may operate at least two direct flights a week from this region to Delhi connecting Gauhati, Dimapur, Jorhat and Tejpur. *Page 81*

The traffic and transportation problems of Dimapur require a continuous solution to a large number of miscellaneous items of inter-section, traffic control, law enforcement, traffic education, pedestrian control, traffic signs and signals, street lighting and other related matters. *Page 82*

CHAPTER — IX

In the face of the socio-economic changes and the growing complexity of life and the urban pattern of development, one cannot be dogmatic or rigid about the standards to be prescribed in the matter of community facilities. *Page 86*

The intent of this plan is to earmark adequate lands for various community facilities which are expected to attain a somewhat optimum size by 1991. Hence it will not be necessary in the first stage to dilate on the maximum of each of the facilities like schools, hospitals, etc. *Page 86*

By any standard, the existing schools are acutely congested with only a few exceptions. The environmental condition of most of these schools according to a departmental survey by the Town Planning Organization reveals only a dismal feature and in any event is not congenial. The scarcity of land and buildings as well as dearth of properly trained teaching staff create the problem of providing an adequate education. *Page 87*

The future programme for the expansion of educational facilities is based on the proposed three level schooling, i.e. pre-primary (nursery) schools for children aged 3 to 6, primary schools with 5 standards from I to V for boys and

girls aged 6 to 11, and post-primary (high) schools with 5 standards from VI to X for boys and girls aged 11 to 16. *Page 89*

There should be one college to provide facilities for studies in Arts, Science and Commerce. Land measuring about 15 acres, as has been proposed, will suffice for the college buildings, staff quarters and a playground leaving some surplus land for future utilization. *Page 91*

The utter inadequacy of medical facilities vis-a-vis the population calls for an immediate attention. In accordance with the population of the town and of the surrounding rural areas as per 1971 census, the ratio of beds to the population works out to about 1.25 beds per 1,000 population. Moreover, there is no separate hospital for infectious diseases and it would be really difficult to cope with such cases in periods of an epidemic break-out. *Page 92*

At the town level there should be a central 300 bedded hospital. The hospital requirements of the town and of the immediate surrounding rural areas have been estimated at the rate of a minimum of 3 beds per 1,000 population. *Page 92*

At the residential planning area level containing a population of 12 to 15 thousands, there should be a multi-purpose 15 bedded health centre. Such a health centre will cater to the needs for treatment of general diseases. *Page 92*

✓ People have never actually considered the necessity and usefulness of recreational places. Even now, many citizens of the town do not feel the usefulness for parks and playgrounds in the same way as they consider other land uses. The local authorities are also indifferent to this aspect of facilities since, unlike other investments, no tangible economic returns and benefits result from open space programmes. *Page 93*

The existence of Dhansiri river can be utilized to provide ample scope for water-based recreation in Dimapur. For this purpose, the water front of the river can be suitably developed to meet the above end. *Page 94*

In addition to the organized places of recreation in terms of parks and playgrounds, it is equally important to have continuous open spaces linking various residential areas of the town in the form of greenways for pedestrians and cyclists. The lowlying areas which are unsuitable for building construction have been proposed for conversion into greenways in the land use plan. *Page 95*

A firm control is necessary to prevent the spillover of urban areas as also the encroachment by any form of constructional developments. Such control must also extend along the main highways radiating from Dimapur in order to prevent ribbon development. *Page 95*

It is possible to have many types of social centres, but it is recommended here to construct a multi-purpose community centre which could serve all age groups suiting different aptitudes..... It is suggested that such community buildings should have an open court-yard for outdoor functions as well as a hall for meetings and organized social and cultural activities. *Page 95*

It is proposed that the existing post office at its present site may continue to be the main post office at the town level to serve as the top of hierarchy of the postal services. At the residential planning area level, there should also be a branch or sub-post office with all the postal facilities available. *Page 96*

✓All the burial grounds in future should be developed in the area reserved for the green belt. The present system of burning of dead bodies in open should be converted into the electric crematoria to avoid smoke and foul odour. *Page 96*

The plan for the town is such that new additions at any stage is possible without causing the least dislocation and interruption of the town's functions and activities. Because of such flexibility in the plan, an immediate total investment will not be needed for all the community facilities required by the town in the year 1991 when it grows to full maturity. *Page 96*

CHAPTER — X

Adequate water, electricity, drainage and sewerage facilities are the basic needs of an urban community. The main objective of the planning for public utilities and services is, therefore, to create a healthy environment and to foster conveniences and comforts of living. *Page 99*

While the urban area of Dimapur is sprawling on the fringes without any control, the Government and the urban administration have not been able to provide essential utilities and services to meet the growing demands..... Although the water supply position tended to improve and investment on the water supply also showed an upward trend, the present level of supply remains deplorably low. *Page 99*

In the absence of any sewage system for the whole town, the lowlying pockets have become mosquito breeding ground and a visit to the back yards of the premises specially in the central built-up area will reveal the deplorable condition in which the population of the town is living.

✓Waste collection in the main market area and its disposal are done regularly by the Town Committee. But there is no arrangement for collection and disposal of domestic and other wastes for the built-up areas beyond the Town Committee's boundary. *Page 100*

With a large number of floating population and with the proposed sewerage system, a per capita supply of 40 gallons per day may be considered as an ideal goal which should be attained by 1991 in the context of the available sources of water. *Page 102*

The existing arrangements of distribution system and the diameters of the mains cannot supply the requisite quantity of water to the consumers. In most of the areas where either the flow is less or the pressure is inadequate, the distribution system has to be either duplicated or the sizes of the mains enlarged to carry the increased flow. *Page 103*

Besides the perennial rivers, the water requirements of Dimapur can at least partially be met with by sinking a few 8 inches diameter deep tube-wells within the town limits. The tube-well sources do not need much treatment as supply therefrom is expected to be qualitatively more palatable. It has, however, been established that quality of underground water of Dimapur area is not very satisfactory being hard and containing high iron contents beyond their permissible limits. Provision has, therefore, to be made to install aeration iron-elimination to reduce the iron content to permissible limits. *Page 103*

There is a need for an immediate provision of adequate under ground sewerage and sewage disposal for the existing as well as new areas to be urbanized. Otherwise the entire town with its immediate surroundings will fall under the clutches of substandard development. *Page 104*

A provision is proposed to be made for complete treatment of sewage with the help of super rate trickling filters. This method is simple in construction and requires less technical skill for maintenance and has a lower cost of construction for equal performance compared with other methods of treatment. *Page 105*

The sewage from the entire town can be gravitated to the treatment plant near the confluence point of Dhansiri and Lengrijan rivers In conformity with the modern practice, the solid waste accumulated at the treatment plant may be disposed of as a valuable organic manure. *Page 105*

The reclamation in certain areas in the past was done in a very haphazard manner as a result of which an obstruction to the present natural drainage arrangements is taking place. In this context selfish motives and individual benefits should make room for the greater interest of the town. *Page 105*

In Dimapur, a simple and economic method of disposal of waste would be that of sanitary filling. This method, besides obviating bulk transportation of wastes over long distances, provides for an economical method of disposal whereby considerable amount of lowlying urban land which can be put to intense use could be reclaimed. *Page 106*

Community latrines should be built on a liberal scale wherever people of the low income group live and their co-operation sought for maintaining them properly. These community services and responsibility of their maintenance should devolve on the local urban body. *Page 107*

The Town and Country Planning Act recommends integration of utilities, services and community facilities within the frame-work of a comprehensive development plan It is also important to entrust to an effective authority or agency to cope with the vital problems of enforcement and implementation of these aspects in the Master Plan.

In the tremendous task of raising the standard of existing utilities and services and providing new ones where they do not exist, the local resources in terms of finance should and will come forth, but this alone will not suffice. The State Government will have to bear the initial expenditure for providing most of the basic services in the town. *Page 107*

CHAPTER — XI

A more rational distribution of densities is proposed for a gradual thinning of the density in the old town and by increasing the density in the newly developed areas. An integrated part of the plan is the sub-division regulations which will guide new developments, while the zoning regulations will indicate the land use permissible in the various zones together with the density, coverage and setbacks for various types of development. *Page 111*

As it is not practicable to widen all the roads in the old town, only the major roads should be widened in the first stage to the minimum extent as considered necessary. *Page 111*

The existing new residential areas that have a healthy pattern of development must be conserved by protecting them from encroachment of undesirable land uses. There are certain other areas which may be improved by reconstructing their deteriorated pockets which will open up areas for providing open spaces and community facilities. Demolition of unusable buildings and constructing new ones according to an improved layout may be resorted to in the redevelopment areas. *Page 112*

Just as residential areas are protected from the harmful effects of industries, the latter in turn should be free from non-industrial and other non-conforming land uses and should have enough space for future expansion. *Page 112*

To avoid a ribbon pattern of commercial development and to serve the large increasing population, four residential planning area shopping centres have been proposed so as to be within easy reach of each community. There should be other convenient shopping at lower levels to cater for day-to-day needs of the people. *Page 112*

A programme of development has to be launched in a big way to meet the large deficit in housing. There should be an increasing number of houses built for government employees and developed land should be made available for both low and high income people. To counteract against squatting, it is proposed to earmark reasonable areas in several zones for the low income group people who migrate to Dimapur from rural areas. *Page 113*

The ownership of land by Government makes planning and the implementation of plans easier. Such ownership by Government is imperative if slum clearance, redevelopment, subsidized housing and provision of community facilities according to accepted standards are to be undertaken in a determined way. *Page 113*

Considering the many departments, agencies and organizations (Central, State and Local) operating at the town level, it is desirable to have a single agency for formulating a well co-ordinated and jointly agreed town development programme. *Page 113*

Pursuing a rational price policy alongwith a differential treatment towards the weaker section—a policy which does treat the economically weaker and vulnerable sections of the society sympathetically, and others on the basis of competitive market prices—should be one of the best methods of creating resources for implementing the town development programmes. *Page 113*

The plan is general but by the nature of the legislation under which it has been prepared it carries legal sanctions and has a certain amount of rigidity. There is a provision to revise the plan when considered necessary after publication and public hearings. Zoning and Sub-Division Regulations should be strictly enforced in regard to each kind of development and the proposals in this report are subject to these stipulations. *Page 114*

While for various reasons, large scale clearance and reconstruction may not be possible in the immediate future, available vacant plots as well as dilapidated structures will have to be acquired and the minimum of community facilities like schools, parks, health centres, etc., will have to be built. Persons displaced as a result of this will also have to be resettled. *Page 115*

Save and except where modifications or developments have been suggested, the existing Government residential colonies as well as recent private residential developments need conservation measures to preserve their good residential character. *Page 116*

It is proposed to develop four commercial centres in the outlying residential planning areas in order to decentralize commercial activities. These business centres will provide (within easy travelling distance) nearly all the facilities for every 12 to 15 thousands of population. *Page 116*

There is a need to relocate some of the wholesale markets in the context of separating wholesaling from retailing. The wholesale markets must be well planned to avoid the chaotic traffic conditions now prevailing in the existing market area. The wholesale grain godowns, vegetable godowns and chicken, ducks and dry fish shops have to be shifted to appropriate locations. *Page 117*

The Industrial land required at present at proper locations is totally inadequate and the manner of their present use in some cases highly objectionable. The proposed industrial areas must be developed and the non-conforming units in densely populated areas speedily relocated in those planned industrial zones. *Page 117*

Industries which have to be re-located, either because they are non-conforming in their present sites or for some other reasons, should be allowed to establish themselves in any area meant for light and extensive industries, provided they are not obnoxious. Those which are obnoxious will have to be located in areas specifically designated for the purpose. *Page 117*

Apart from the regional recreation centre which will serve not only the town but also the region as a whole, appropriate open spaces are proposed to be established in each residential area to serve as the children's parks, adult's playgrounds, and civic centres. *Page 118*

In order to control effectively such developments in the peripheral areas, Dimapur Development Authority should have control over this green belt and necessary co-operation of the District administration of Mikir Hills in Assam should be sought. It is also necessary for the Authority to have effective control over the areas on both sides of the National highway upto Chumukedima. *Page 118*

The town will continue to grow even after 1991. Many things are bound to happen and many unforeseen developments may take place during this period. The plan will, therefore, require a constant review so as to keep pace with the rapidly changing pattern of growth. *Page 120*

CHAPTER — XII

A Development Authority should be constituted to act as an overseeing agency for plan implementation on behalf of the State Government. It may here be mentioned that the local authority, i.e. the Town Committee, overburdened with routine works and ridden with politics, will hardly be able to cope with this task. *Page 123*

The programme of land disposal envisages that land released to parties other than the public authorities would be given only on lease-hold basis. Obviously, the programme would generate considerable revenue from premium and ground rent. While the premium would meet the cost of acquisition and development of land, the additional premium and recurring ground rents would increase the finance for subsequent developmental works. *Page 124*

The old town area of Dimapur is spotted with slums. By its very nature, the problem of redevelopment of the old and congested parts of the town is

complex. The success of this project would depend to a large extent on the reaction of the public in moving to new areas as per the plan to get themselves rehoused and to the extent of their active co-operation to move out of the slum areas.

Page 125

The proposals in the Master plan also visualise a degree of control on the use of land in the adjoining rural areas. In the absence of restrictions, people will definitely be tempted to build houses in the rural areas in an indiscriminate way which would not only spoil the rural character of the surrounding region but would also lead to haphazard urban sprawl and premature growth outside the urbanizable area, thereby defeating the basis objective of organized urban development.

Page 126

Not all the programmes carry the same priority. Some are to be tackled without much delay while others can be taken up later on. However, while rating the priorities for this purpose, the projects which have less to do with the basic functions of urban living, e.g., civic design, ornamentation, recreational luxuries, etc., have been given a lower priority.

Page 126

The expenditure for developments are inherent in the growth of the town

itself, and without a plan these expenditures will be untimely and wasteful. The method of planning channelises, by and large, these costs hitherto unknown otherwise and brings them to the surface. The proper focus for cost will therefore reveal the difference between the cost of development according to the Master Plan as against the cost of unplanned development.

Page 127

Unfortunately Nagaland is one of the few States in India which has no building bye-laws, sub-division and zoning regulations and land use control act. But the State has enacted the Town & Country Planning Act in the year 1966.

The recommendations of the plan can be translated into precise policies when a zoning ordinance is passed. The building bye-laws should be passed and applied immediately. The bye-laws will specifically mention the plot size, height and ratio between plot size and built-up areas.

Page 127

Planning is not only a single stage of activity viz. the preparation of plans. It also involves sanctioning and implementation. Planning is therefore a continuous process which does not end with the publication and adoption of a plan. It is dynamic and as such a seamless process of preparation, sanctioning and implementation.

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