

## **CHAPTER – VII**

### **REVIEW OF THE EARLIER PLANS**

#### **INTRODUCTION :**

Urban livings cannot be left upon chances, neither stop-gap arrangements are allowed to continue for an indefinite period. Some steps need to be taken on war-footing sometimes, but those steps very soon exhaust their utilities. Long- term planning are made with an eye to meet the future contingencies. These long-term plannings require foresight for the things to come and required expertise from various discipline. These plans are based on extensive data collection from survey work or from statistical projection or from experiences gathered from other similar areas.

In the previous chapter, a thorough discussion is made on different problems of the town. The problems are many but they are not insurmountable. When C.M.P.O undertook a comprehensive survey, it did not limit itself only to Calcutta Corporation areas but undertook areas beyond Calcutta also. This was later known as the “*Greater Calcutta*” and the study area (Barasat) came under its fold. Then C.M.D.A was formed and it had plans both short term and long term. Though different amendments of Municipal Acts, the scope and power of municipalities were expanded. Government sponsored agencies prepared current plans based upon earlier plans as foundation. The town already acquired some of such plans C.M.D.A had under taken survey work of several rural mouzas in part or full, in Barasat, New Barrackpore and Madhyamgram municipalities. It has given special emphasis on the study area as a buffer zone between Calcutta core

area and rural outer peripheral zones. The heavy migration from Bangladesh, the movement from rural to urban areas converged at Barasat and released the pressure of core city area. The next important factor is the position of Barasat as a nodal point for convergence of roads and railways, physical description of which has been provided in the earlier chapters.

The formidable problems of the town had to be answered by collective efforts undertaken by expert bodies, new strategies for development of some stopgaps, some far reaching was taken. Examining these plans, a new strategy for development is suggested in the following chapter.

## **7.1 EARLIER PLANS:**

Taking 1951 as the base year for addressing the civic development problems, the town was over-flooded with waves of population from the East Pakistan (now Bangladesh). The municipality absorbed the population by adding panchayet areas under the municipality. It explains the question of added wards. PWD constructed and improved the roads. But the development plans needed a scheme and this scheme was forth coming. Compared with some other municipal centres, the town did never stagnate for its locational advantage. Important roads were there, a balanced rural area was all around. The drainage system was not worse till 1951. CMPO later CMDA made extensive survey and suggested plans.

### **7.1.1 Annual Block Development Plan (1985-86):**

The plans for Barasat I and II cover the entire town area along with parts of the influence area as delineated earlier. In this plan both problems and resources were studied first and steps were taken to formulate plans. In

the meantime 1977 panchayet election was made for rural Bengal and the onus of development was put upon the people. The same thing was done in ABDP, the panchayet bodies jumped into the task to make same active participation by the target group of people in the planning process.

Under this ABDP the grass root level was involved. In the field of agriculture the aim was to increase the rate of production by 10% annually. The distribution of minikit for small and marginal peasants, increased distribution of fertilizers and insecticides, supplying the knowhow of the preparation of compost, providing irrigation facilities through digging shallow and deep tube wells, excavation and re-excavation of channels, and also providing good drainage system to prevent water logging were some such measures. Moreover, agriculture related activity absorbed a good number of working hands. The plan lent its support for scheme of increased production of milk through setting up of co-operatives. For the veterinary aid centres were established, cows for high-yielding milk were supplied under I.R.D.B (Integral Rural Development Board) schemes. Along with Mother Dairy at *Dankuni* in the Hugli district, Metro Dairy, of Barasat under "*operation flood*" scheme is serving well and now-a-days it processes 1 lac litre of milk per day. Fish production was to be increased by 25% under such a scheme. Animal husbandry and hatcheries have also been considered in these plans.

These schemes also generated employment. Direct intervention was made to create more man-days. Growth centres at *Madhyamgram* area was established. Creation of extra man days through R.L.E.G.P ( Rural Land Employment Generation Plan ), was attempted. Animal husbandry, cottage industry scheme etc. have also been considered in this connection.

Now the question of better marketing facilities arises. The scheme envisages rural marketing outlets by constructing metalled feeder roads from villages to the centre of the town. Thus new constructed roads are directly linked to the hats (outlets for rural produce) e.g. *Madhyamgram* and *Gouripur Hats*; other metalled roads for better communication came into being. Some of the mouzas in the fringe areas had no direct communication with the town. Proposals have been made to cover further 10% of the mouzas to be connected with metalled roads by converting 25% of the Kuccha (unmetalled) road to semi pucca (partly metalled) roads. As for health facilities, the vast areas have enjoyed few dispensaries. Hence, access to modern health facilities was not adequate. Proposals are made to convert the primary health centres (P.H.C) to rural health centres, where possible, and to convert the existing subcentres in to P.H.C. A few more new subcentres are in the pipe line. For the rural components of the town ambulance facilities have also been intended to be provided.

So far as educational facilities are concerned schools of different levels were considered to be upgraded. A few more primary schools have been desired to be opened to meet the new generation of learners, a few one teacher school, according to the scheme, were converted into two teacher school. Adult education centres and a few libraries have been set up. The urban centres all over West Bengal suffer from Unhygienic sanitary condition, so is this town area. But as in the core area of the "*Greater Calcutta*" scheme, the some facility is extended at Barasat. The conversion of service privies into sanitary type of latrine has become mandatory. Considerable progress has been made in this direction. Most of the town are enjoys the facility of drinking water from tube-wells and supplied (piped) water. The village areas are proposed to enjoy from sinking more tube-wells, municipal water supply system is asked to improve the supply, while fringe areas are

not municipal responsibility, water supply system is under taken by C.M.D.A scheme.

For drainage, a portion of *Nowi Basin* Drainage scheme by the Irrigation and Waterways Directorate of the Government of West Bengal has already been constructed with the construction of sluice gate at the junction and Nowi Khal. The complete scheme however could not be completed by the authority due to technical as well as land acquisition problems. Sunit Basin (drainage) scheme has also been prepared by the Waterways Directorate of the Government of West Bengal and awaiting approval of appropriate authority.

A stadium, a prize possession of the municipality is in progress. A super market has also been proposed on a site very near to the Barasat station as well as adjoining to the existing market area. A telephone exchange and a bus terminal are the products of the same.

In fine, the A.B.D.P (Annual Block Development Plan) has under taken the immediate pressing problem. Some needs may wait, their solutions can be postponed for the time being, but some needs immediate attention and the response of these needs or problems serve as the foundation upon which super structure of the urban city life rests.

### **7.1.2 Outline Development Plan:**

Planning in modern sense, is an active intervention by an expert body of specialists (engineers, architects, geographer etc.) on the natural course of events when left to itself, to alter the forces and speed of development. The town awaits some concrete plans and suggestions for future

developments. The town and country (Planning and Development) Act 1971 has a section 31 which undertakes a plan embracing 47 rural mouzas in part or in full, along with Barasat and *New Barrackpore* municipalities and non-municipal urban areas of *Nabapally* and *Madhyamgram*. In 1995 *Madhyamgram* was accorded municipal status. Barasat falls within the Calcutta Metropolitan area (CMA) comprising the eastern part of it at the middle, The area under study is said to be 8805 hectares including 151 hectares of Airport, out of which 3986 hectares fall in urban area and rest have rural character. The town had undergone many administrative changes. The latest one is the establishment of Barasat as the district head quarter of the Uttar 24 pargana. The O.D.P (Out line Development Plan) by CMDA has again identified an influence zone. This includes rest of the Barasat police station (P.S) and the parts of *Amdanga* P.S. and *Habra* P.S. along with entire *Deganga* P.S. The whole district come under the influence of Barasat town.

The CMDA (ODP) plan objectives have formulated keeping in view of the development and general use of land of Barasat area by way of regulatory and control measures without disturbing the equilibrium of the present land use pattern and the economy. With this background idea behind, the objectives of the plan can be broken up into following sections. i) Better utilisation of existing resources. ii) Evolving rationalised land use zoning. iii) The preservation areas. iv) Provision of infrastructures to achieve minimum public health. v) Provision of appropriate level of community facilities vi) Improved accessibility within the study area. vii) Future settlement pattern. Considering the already ongoing or proposed development projects, the outline plan includes the development plan of the study area proper along with the influencing zone. This is treated as a single package.

### **7.1.3 The committed and / or proposed projects:**

The town is very important to serve as transport nodal point and hence some transport projects were proposed. I) Serampore – Barrackpore – Barasat express way, a project under Calcutta Urban Development project III (C.U.D.P). Various socio-economic benefits will be available from the project, in term of the reduction in time, journey length, operation cost, saving in fuel consumption etc. Easier and quicker transportation of industrial goods from 24 parganas and Hugli can help the consumers. Moreover many man-days during and after the construction will be created. It is one of the proposed primary network with Haora Calcutta and the middle of the industrial belt of Barrackpore and then extending to Barasat, the study area, it connects both sides of the Gangas. A bridge is proposed to built on the *R. Ganges* near Serampore, a sub-divisional town of the Hugli district. The proposed express way will meet the Barrackpore –Barasat road just outside the study area on the west of *Nowi Khal* II) The Dum Dum – Barrackpore express way on going project under C.U.D.P – III is an ongoing project. It is planned as the southern extension of the kalyani – Barrackpore express way to meet another on going project i.e. Belgharia express way. It will pass through just outside the study areas to the west of *Nowi Khal* through Khardha P.S. III) Belgharia express way. It is another component of the proposed primary network system running south of the study area in the east-west direction. It will connect Calcutta airport with B.T. road which runs through the conjested industrial part of the C.M.A. on the eastern bank of the river Ganges. It will connect Bally-Uttarpara area through Vivekananda bridge over the R. Ganges iv) Sodepore connecting road connecting to the Sodepore road near New-Barrackpore municipality. It is on progress through P.W.D (Road). Another road is in progress. It originates from just outside

the study area and passes through Belghoria railway station v) A railway goods terminal along with a whole sale-cum-trading centre including a truck terminal was recommended to be located at *Madhyamgram*. The alternate site is at *Mohispota* mouza of Khardaha P.S. This is supposed to join Barasat railway station.

The following concepts are being considered for the pre planning outline development of the town and suburb areas. The town is midway between the international border of Bangladesh and Calcutta, the centre of the core area within 41 Kms. The study area is enclosed by surrounding towns like Barrackpore, Bangaon, Basirhat etc. The area is linked to the surrounding areas by rail and road. The National Highway radiates in different directions. Ofcourse there are gaps and missing links to serve the different parts of influence areas. The settlement of the study area spread out in ribbon like patterns along with two National highways with a bulge near Nabapally and Madhyamgram areas. Agricultural lands are to be properly graded; more output per acre is needed – hence, arrangements for improved outputs, irrigation, drainage facilities are needed. For primary sector employment agro-based works are to be developed. The allied schemes like agro-machinery work, their repairing and servicing, conveyance to carry agricultural outputs to the whole sale and retail markets are of much importance. With urbanisation, many occupations are created in the unorganised sectors. These are self-employment generating sectors. Hence skill development through vocational training institutions are necessary. This type of employment is an indication of the health of economy, because they do not depend upon Government subsidy: i) To prevent distress sale of jute sufficient ware-housing facilities are needed to be considered seriously ii) As fisheries are becoming employment generating enterprises in and around Barasat, encouragement for opening fisheries should be made. iii) self

employment sector will pay a major part here it will absorb a high number of working hands. Easy availability of finance is an important aspect for which land development bank, co-operative bank or marketing credit society should be opened iv) Nilgunge area is famous for brick manufacturing units. This should be encouraged for the construction activities. The planners have tried to categorise the existing land into residential, industrial, commercial, public and semi-public and agricultural type. The classification leaves sufficient room for future adjustment.

#### **7.1.4 Categorisation of the existing land by the authority:**

##### **Residential:**

In spite of this town being 100 years old with a municipality of its own, the flavour is rural. Gradually more and more wards have been incorporated. The people are mostly petty workers and engaged in primary and tertiary activities. Such people need not move very far for their living, they stay nearer their work site. For their housing facilities locally available housing materials are useful. Since, these people are self-employed they do not rigidly adhere to fixed working hours. The residential areas should be so developed that daily needed materials are available easily. Local shops, schools, open spaces, health facilities and other community requirements must be there. Apart from these cottage and tiny industries of non-hazardous type may be allowed in the zones as residential. Some residential areas abound with people of tertiary occupational level or secondary occupational level. These people commute to distant places for their work site and living areas may be distant apart. For the people of these areas, shops, cinema halls, trade centres may be situated towards the outer fringe. Plans should be so made that no spacious roads in these areas allow buses

or lorries to pass through. Only rickshaws, two or three wheelers are to be allowed. This ensures less pollution, sound as well as carbon emissions. Small parks must be laid out here.

### **Industrial:**

Industrial zones must be set apart. The town was formed for residential uses only. By no means, the study area had any potential for industrial establishment. The nearby Barrackpore is a traditional base for industrial activity. But every locality should have some base for economic activity. Agricultural alone cannot be the base for economic activity. At least, agro-based industries have some future here. Fruit processing, poultry, dairy industry, can have a planning field. These industries do not required large areas, these are not capital intensive, they do not pollute atmosphere. Land should be set apart towards the out skirts and by the side of the main road for easy availability of raw materials and despatch of finished good. This industrial zone may also have residential houses for the industrial workers. Brick making is an industry by itself. It uses soil as raw material and it is dug out of the once high or agricultural land. The brick field soon exhaust their lives and huge low lands are created with big 'crators' in the area. These 'crators' accumulate rain water, which act as breeding ground for mosquitoes. Hence such brick fields should be situated in the rim areas. Some of the brick fields which are situated on the out skirts of the town are shown in Fig (5.2).

Now a days, every town feels the need for milk supply schemes of their own. Durgapur, Krishnanagar, Siliguri have their own milk supply schemes. Gone are the days of Khatal (cow or buffalo sheds). Dairy development schemes, where milk is processed does not need much land, nor do it pollute

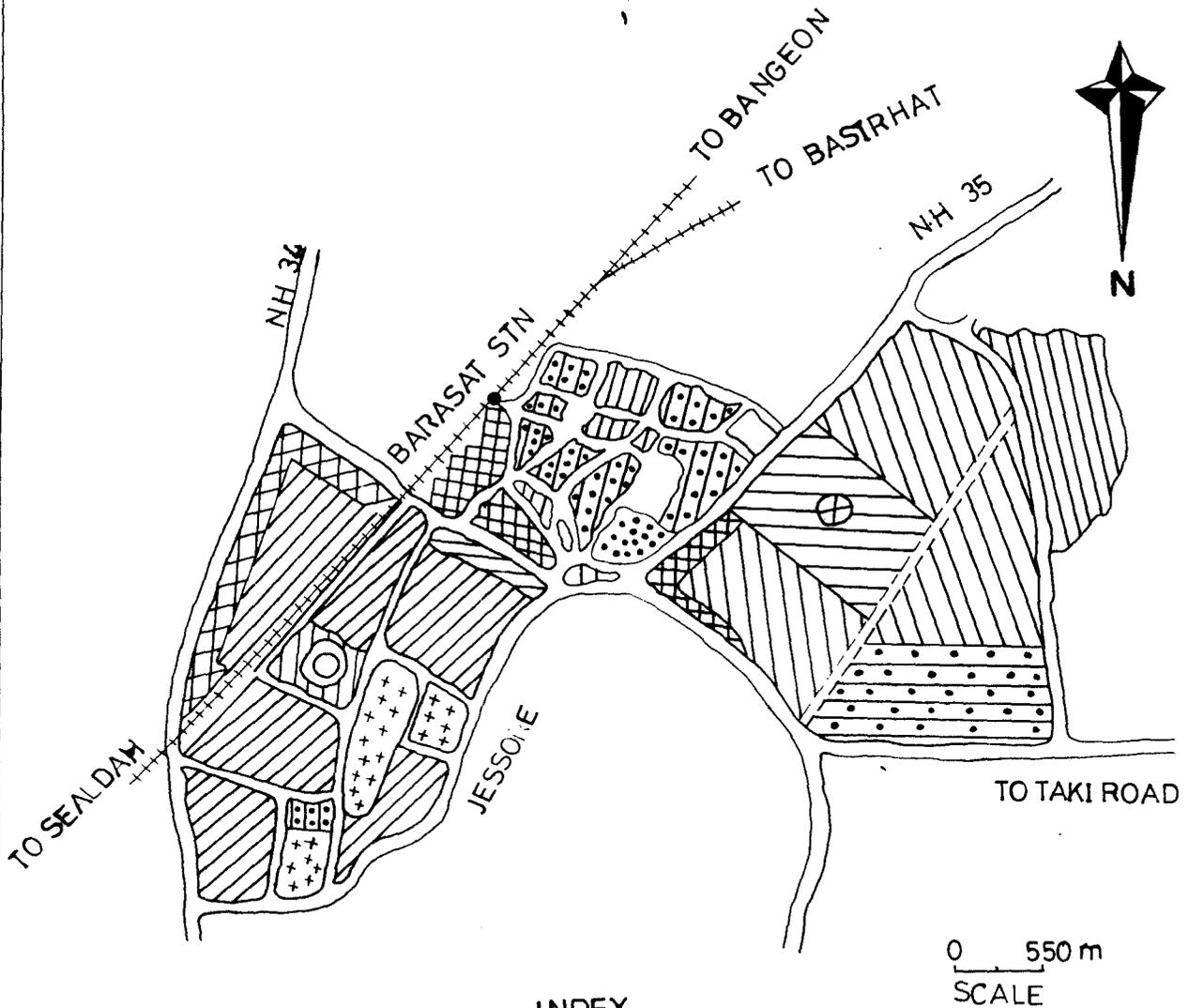
the atmosphere. Nilgunge, situated in the outlying areas of the town, has the Metro Dairy project. It can now process one lac liters of milk. Since Haringhata (Nadia District) is 40 kilometers away, Belgachia is 18 kms away, Mother Dairy 41 kms away, this Metro Dairy does not need expansion any more. In near future, it can produce dried milk, ghee/ice-creams/butter etc. Lands should be allocated (only a few acres) in the same area where the Dairy is located. While the writing of this report is in process, the said Dairy has started producing ghee and ice-cream.

For petty repair works of transports, lands by the side of the principal roads are ideal for serving the purpose but these should be scattered all along the roads. As regards financial institutions, there are twenty branches of commercial banks and branches of co-operative banks which are functioning within the town limits. To ensure maximum service to the people for financial transactions, adequate facilities are yet to be provided.

#### **Central Function Area:**

In a planned area like Kalyani (Nadia dist.), Durgapur (Bardwan dist.) etc. there are rigid locations of central function areas, from where the administrative functions are carried out through courts, police head quarter, municipality, water supply offices, schools, colleges, hospitals etc. since the town (Barasat) has evolved through one hundred years, the concept of central function area was unheard of then. At present, these establishments are not clustered together. New lands are to be provided. This does not mean that the establishment centers are to be bodily lifted; only additional wings are to be created in the nearby wards. An example is the new location of criminal court and administrative building at Barrackpur. These are newly made near the police training head quarter. In case of Barasat, similar

MAP OF THE CENTRAL AREA  
BARASAT



INDEX

0 550 m  
SCALE

	COMMERCIAL		ADMINISTRATIVE FUNCTION
	PERMISSIBLE ADMINISTRATIVE FUNCTION		ORGANISED OPEN SPACE
	PARKING & TRANSPORTATION		REGIONAL PARK
	INSTITUTIONAL		UTILITY SERVICE
	PUBLIC & SEMIPUBLIC		RESIDENTIAL

Fig - 7.1

approach should be followed. These zones should be identified adjoining the location of the existing similar uses in continuum. Such zones can also contain appropriate level of other compatible uses, like residential buildings, small retail outlets, rickshaw and taxi stands, small repair shops, so that for incidental or emergency needs, the incumbents need not go out of a reasonable distance.

#### **Commercial Zone:**

Commercial zone is the economic hub of any locality. For smaller settlements, only retail outlets are sufficient and such outlets are naturally scattered. But for big town, commercial zone includes whole sale market and big shopping complexes (super markets). In this zone, bus, truck, and rickshaw parking areas should be included. Both the commercial and central function areas are proposed to be located at the focal point of the town. The commercial zone should be so extensive that wholesales centers of all varieties of needs are available at the finger tips. Ware housing facilities and go-down areas are located here. This zone may, however, include other compatible and incidental uses. Commercial zones do never shrink. Storage of space are perennial problems in these areas. These zones remain busy even at the late hours of night. Multipurpose commercial and residential buildings should be encouraged here to ensure that maximum use of time, space and utilities are exploited. Specious roads are of utmost importance since both big and small vehicles play here. A detailed layout of the plan should be attempted.

#### **Agriculture :**

Agriculture is believed to be associated with rural areas, while broad roads, buildings, industries etc. are associated with towns. This is the

general notion. But now-a-days, the concept is much diluted. With the emergence of the "Green movement", emphasis is laid upon the greeneries. The natural order is that the town engulfs the agricultural lands. The environmentalists, the advocates of green movement, now interfere. They say that bricks and mortar must co-exist with agriculture. Orchards must also co-exist with tarmacadam, concrete structures. Both agriculture and orchards support the living of many men. They generate employment, support the source of local-supply of vegetation and fruits. Therefore, in the zoning plan, care must be taken to all of lands for agricultural and orchards. The agricultural lands are usually low lands and usually located on high lands. In the zoning plan, the allotment of the two types of land should be taken care of. Changing the character of land or the nature of land use are usually discouraged. But this can not be strictly enforced. The compulsion of necessities encourages to violate this. For compatible use of housing etc. the zoning plan is being disturbed. As for example, agro-based industries, fruit processing units, poultry, pisciculture etc. create high demand over agricultural lands. Moreover, farm labourers, land-lords, loading and unloading spaces along with housing needs for these workers have made the scheduled areas for agriculture etc. steadily depleting. So necessary arrangements should be made in these zones. The township may expand in future and newer areas can be accommodated, but a strict law should be there that at least 30-40% of land should be reserved for agriculture, orchard and pisciculture. Thus agriculture, orchards etc. may not form a compact zone but care should be taken for their existance. No heavy industry is allowed here.

### **Water Bodies:**

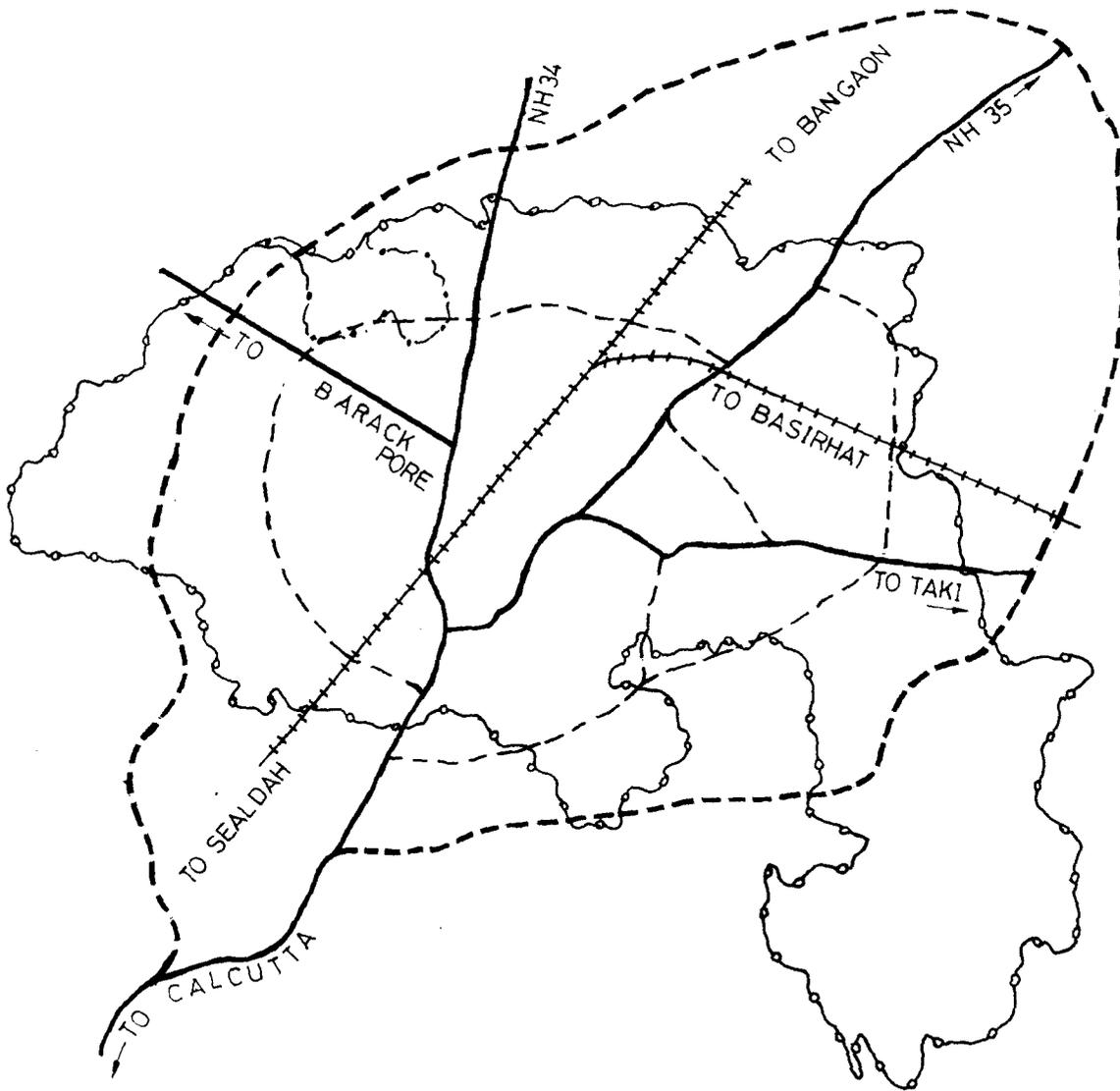
Low-lying large water bodies available in the town do play an important role for the purpose of drainage. Hence, such areas have also been demarcated in the zoning plan which shall be preserved. Moreover, some low-lying areas (water bodies ) have been created in the abandoned areas of the brick fields. Re-use of them for pisciculture may be thought of. Therefore, in the proposed industrial area around Nilgunge, these waterbodies (with renovation) may exist side by side. Usually the term landuse means how to use the available land mass (including water bodies) for the maximum benefit of life (mankind, animal, vegetation etc.). The zoning as proposed or delineated above is arrived at after considerable thoughts. The zoning that is suggested works smoothly if the accessibility of the zoning areas are usefully served through a good transport network and an improvement of the drainage system.

### **Road:**

For road development, some practical consideration have to be kept in mind. First, the bye pass routes of the National Highways are to be so selected that i) minimum acquisition is needed, ii) minimum demolition is involved and iii) existing roads and/or ongoing proposed road alignment can be continued. Secondly, existing regional or state roads are to be improved through widening. Thirdly, an improved system of regional road should be evolved so that a better linkage with the neighboring influencing areas can be created.

The CMDA has proposed (O.D.P) that the National Highways shall have 45 metre width and the regional roads shall have a 30metre width. The roads within the urban area are proposed to have a hierarchial road system.

# ROAD NETWORK OF BARASAT TOWN



0 1200 m  
SCALE



### INDEX

++++	RAIL LINE
—	EXISTING ROAD
--	PROPOSED ROAD

Fig.— 7.2

In this system, it has been considered that the existing congested parts of the National Highways and regional roads will form the arterial system of roads along with some more new proposals, all of which shall have right of the way on width of 30m. Again, within the proposal urban settlements, the next level of roads has been considered to be sub-arterial road width a 18 m. width right of the way. Only transit bus route services shall be operated through these two levels of roads. Next level roads will be the collector streets (14m. right of the way), local streets (9 m. right of the way), and pedestrian pathway (6 m. right of the way).

Again, the rural areas shall be accessible by way of laying metalled roads. The roads will run such an way that the activity centre of the mouzas within the town area is within 1 km. from such roads. Again, within the mouzas, the linkage of such activity areas will be made by semi pucca (partly metalled) type roads. The drainage system is proposed to be improved by re-excavation of the Nowi and the Sunti rivers as well as the Banikanta khal as shown in Plate (No. 1 and 47). The Kora Beel is to protected so that it can be used as a collector of surface runoff from the surrounding area and is to be connected with the Nowi Khal with a led channel. A suitable arrangement should be made for this.

#### **7.1.5 Development control guide line (1986):**

By 1986, C.M.D.A. had drafted an Outline Development Plan henceforth referred to as Outline Development plan for the Barasat area. Through out the draft, a development control guideline was prepared in detail. The guideline pinpoints some of the do's and some of the do n'ts. At first, it adopting a zoning plan i) One such zone is agricultural zone. The O.D.P. categorically states that nothing that is prejudiced to agriculture can

be allowed in agricultural zones. However, allied activities, (primary) like poultry, cattle-rearing, farming and pisciculture may be permitted under special circumstances, a 1977 act (Town and Country Planning and Development) of Government of West Bengal has earmarked agriculture, pisciculture etc. as preservation and conservation areas. **ii)** Development along National Highways and regional roads may be allowed 25 metres and 16.5 metres respectively away from the center line on either side. No direct encroachment on the roads will be allowed. **iii)** No Development/construction within 50 meters from railway line on either side will be allowed. Outside the limit, development can be allowed if the width exceeds 100 meters **iv)** Sunti river. Banikanta khal, Nowi khal are the principal drainage channels. No development within 16.5 meters from the centre of the channels will be allowed. **v)** Changing the character of the land should be allowed by the District Magistrate **vi)** For cases of development of residential, industrial, commercial, central function area etc. Clearance by the committee, constituted by the State Government will be verified and checked. **vii)** No new roads, less than 10 meters wide shall be made. **viii)** In the already built up areas, development can be allowed after leaving at least 3 metres from the center line of the existing roads on either side. **ix)** Streets/roads should intersect at right angles or as near to a right angle. Where impossible; roads/streets may intersect, but not at less than 30 angle. **x)** In case of plot areas, a public open space measuring not less than 8% of the total area shall be provided. **xi)** In case of plot areas between 5001 square metre to 20,000 sq. metre in addition to public open space, separate land of public utility services should be provided. Public utility services mean power sub-station, pump houses, public transport stand, garbage vats, etc. At least 3% of the total area shall be kept reserved for institutional uses. **xii)** No tank having an area of 500 m<sup>2</sup> shall be permitted to be filled up without proper approval. **xiii)** No new large or medium size industry shall be permitted to be set up, nor

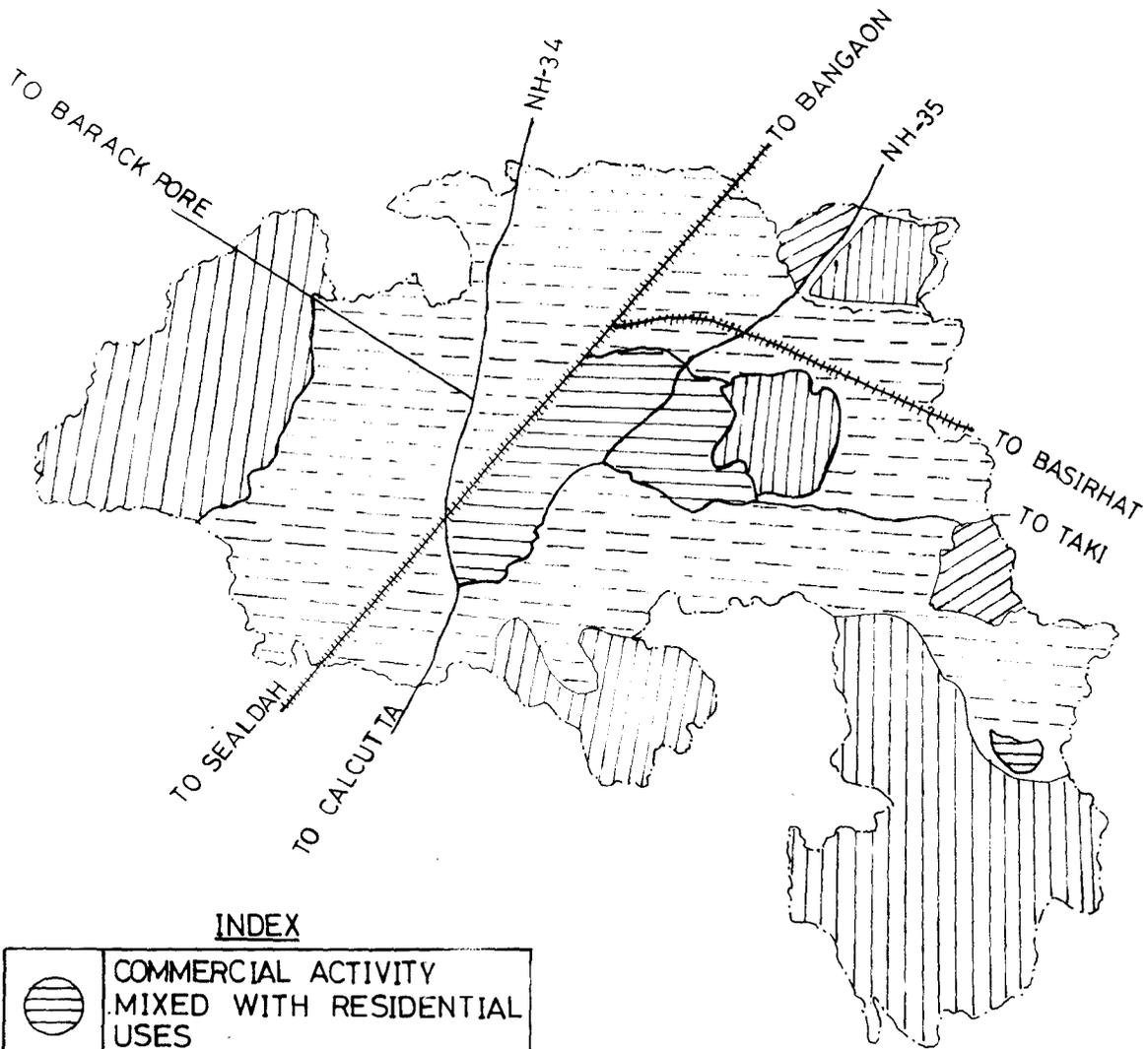
any expansion shall be allowed. xiv) Small ancillary industry can be established within the industrial zone alone. In all cases of permission of industries, the following guidelines must be obeyed. a) Urban Land Ceiling Act, 1976, b) Water and Air Pollution Control Act, 1984. c) West Bengal Fire Service Act, 1950. d) Smoke Nuisance Act.

In industrial zones, adequate parking facility of trucks and cars, loading and unloading facilities of products, drive ways, etc. shall be checked and ensured before such permission given. Norms of Calcutta Municipal Corporation Act should be generally followed in cases of location of petrol filling stations, automobile workshops, repairing shops, etc. These are broad policies but laid down according to the up-to-date development theory. Such ideal outlines may not be available everywhere, but these policies are laid down to control sporadic unorganized and illegal developments. The Barasat Municipal Authorities work under the shadow of this development policy guideline.

#### **7.1.6 Development control zones of Barasat municipal area (1997):**

In continuation of the idea of the zoning system, C.M.D.A in 1997 made the following control zones of Barasat Municipal area as shows in fig 7.3. Development control zones "C" :- It comprises the areas intensively for commercial activities mixed with residential and other uses. ii) Development control zone "C<sub>1</sub>" :- It comprises the areas that are used primarily for industrial purposes mixed with other uses but are likely to be used in future for intense commercial activities. iii) Control zone "Ag" comprises the areas that are principally used for agricultural purposes but mixed with residential and other uses in certain pockets. iv) Development control zone "R" :- It comprises the areas that are predominantly used for residential purposes.

# LAND USE AND DEVELOPMENT CONTROL PLAN FOR BARASAT TOWN



### INDEX

	COMMERCIAL ACTIVITY MIXED WITH RESIDENTIAL USES
	INDUSTRIAL USES
	AGRICULTURAL PURPOSES
	RESIDENTIAL PURPOSES

0      1200m  
SCALE



SOURCE-CMDA

Fig- 7-3

This control plan is formulated as a check for unauthorised, unplanned, unregulated, haphazard growth of the city area and the coming of pollutant industries which plague Calcutta and many other industrial centres.

### **CONCLUSION :**

To conclude, Barasat is all along receiving attention of the experts. Its onward journey from a tiny hamlet to a District Headquarter has seen many changes. The population swelled but it was absorbed without any explosion. But the next stage of population growth resembles the global pattern, the village people move towards cities. Alongwith this, the questions of housing, sanitation, drinking water and, avenues of employment raised their heads. This is thought beforehand. The C.M.D.A outlined the development plans in different areas. Those plans are becoming a reality and the economic, social and cultural lives are enjoying the fruits of development. The various tables as reproduced in previous sections show how the municipal authority has woken up in fighting the problems.

In the present chapter, the investigator has gone through the annual Block Development Plan, Outline Development Plan and Development Control Plan, which are for future guidelines. The plight of Calcutta for its unplanned, unauthorised, unchecked development, the mashroom growth of bustees, the coming of pollutant industries had disturbed the slumber of the city dwellers. The C.M.P.O./C.M.D.A. are the results of this belated awakening. The town reaps the fruit of C.M.P.O./C.M.D.A study. A total approach in all areas is under taken. Land zoning is an example. Care is taken to increase the capacity of primary and secondary sectors. A substantial area of agriculture is earmarked. Pisciculture, dairy farming etc. have developed. No industry is allowed to be developed within the

residential area. There is no acute shortage of drinking water. Keeping eyes for the future, a good network of roads are contemplated. These roads are passing through the rim areas and through the heart of the city. The fig 7.3 shows that the rail route passes through the middle of the town. Thus the fruits of development can be equally distributed on both sides of the railways. It is an example of planned development with assistance from CMDA/CMPO etc. The geographical location is also a factor to be reckoned with. The next chapter will devote attention to suggestions for future development.