



Dynamic Planning and Development of Peri Urban Areas: A Case of Faridabad City

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Abstract

This paper examines recent trends in land use transformations taking place in the peri-urban areas of Faridabad city being one of the fastest growing cities and part of the NCR. It demonstrates that urbanization is the key factor for catalyzing changes in land use, land transactions, increased rural-urban migration and the overall transformation of land uses in peri-urban areas. Unregulated peri-urban land development has given rise to complex organic urban structures which is predominantly expanding horizontally. The emerging land use pattern, by and large, indicates a mismatch with the widely cherished planning norms and standards and land value theories which, underpin urban land use planning instruments such as zoning and density distribution and principles like equitable provision of basic services and complementarily in urban land development.

1. INTRODUCTION

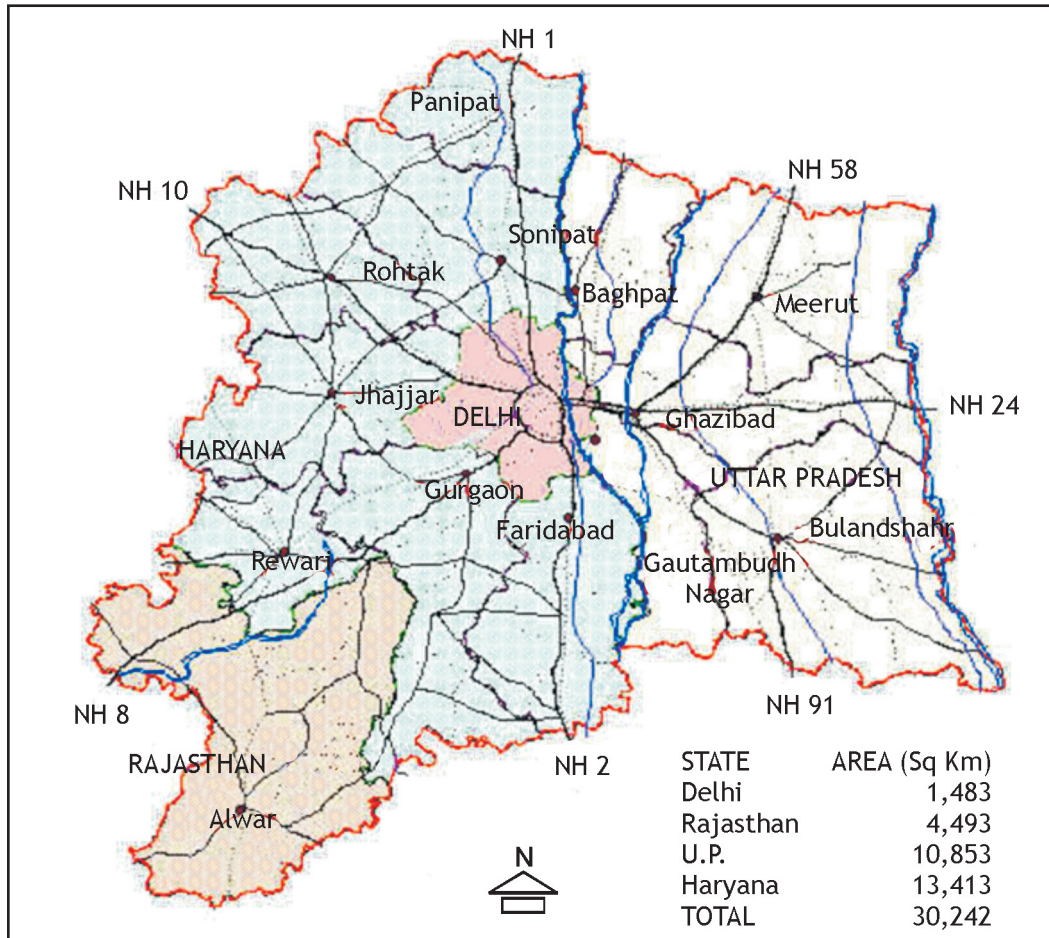
United Nations estimates that within the next five years, more than half of the world's population will be living in urban areas. The global population is rapidly increasing and a majority of this growth is occurring in less developed countries. Combination of explosive urban growth pushing outwards into predominantly rural land has led to a new trend of development on city fringes known as peri-urban areas.

Rapid and random expansion of urban centers along their peripheries is a typical phenomenon of urban landscape. All human settlements sustain on land and it is land which constitutes the single most important component of total environment. Any environmentally compatible urban planning must begin with a comprehensive look at the use of land. The emergence of fringe zone with its complex problems of adjustments in between rural and urban ways of life has led to serious land use problems like loss of agricultural land, unauthorized urban sprawl, high land values, speculation in land and related problems and has assumed great topical importance but sadly remained a neglected area in urban research.

In such situation, the pressure increases on the urban area, the demand of land increases, the land prices go up, even the sharing of basic infrastructure like road network, water supply, sewerage, and natural resources like land, ground water increases. Besides, local authority also tries to implement planning framework for guided development with planning controls and regulations. Land markets located in the immediate surrounding areas of urban settlements become more

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Fig. 1: Location of Faridabad as Part of NCR



lucrative for investors and developers as a hub of development. But rural-urban fringe in general is frequently ignored as a specific area within the study of urbanization

2. BACKGROUND OF FARIDABAD

Faridabad is situated on Delhi - Mathura National Highway No. 2 at a distance of 32 km from Delhi. The town is bounded on the north by Delhi, on the east by Agra and Gurgaon canals and on the west by the Aravali Hills. Yamuna River flows very near to the city. As of 2001 Indian census, Faridabad had a population of 1,054,981. Faridabad, is a part of the National Capital Region, so massive growth, migration is taking place because of adequate infrastructure facilities and proper connectivity to nearby growth centers like Delhi, Gurgaon, Noida. People because of higher taxes

Fig. 2: Population Density of Faridabad

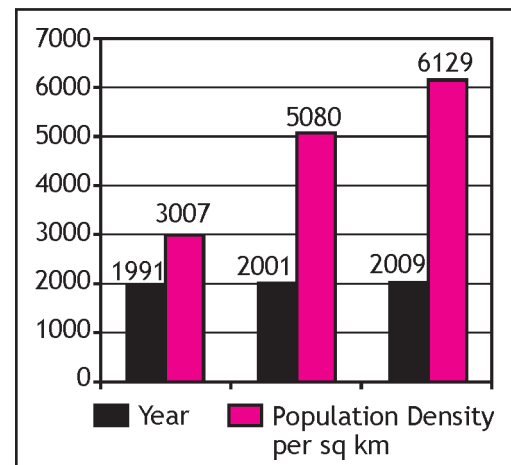
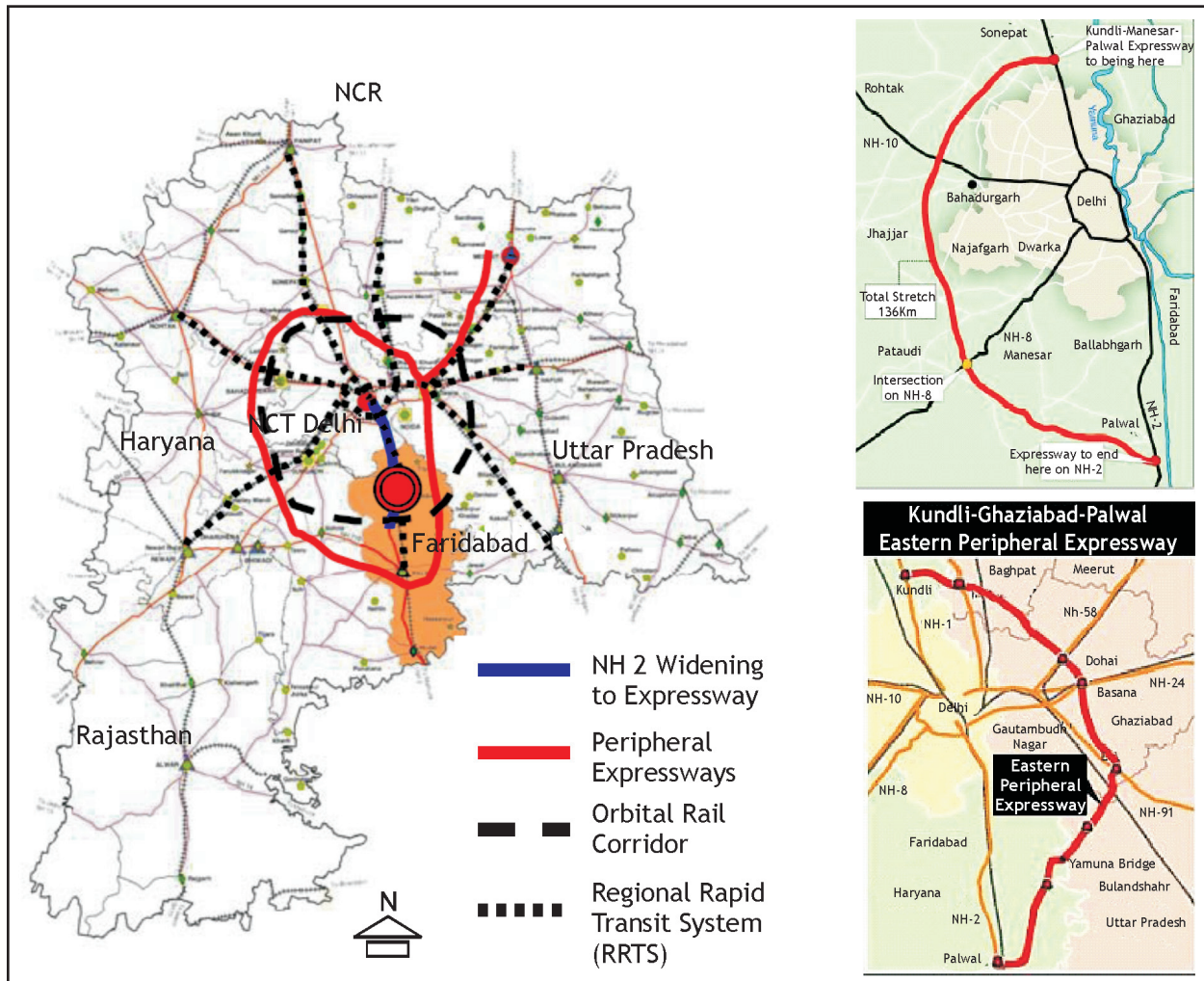




Fig. 3: Major Transport Corridor in and Around Responsible for Fast Growth of City



and livelihood expenses in the core of Delhi prefer to move to suburban areas of the city, and because of this process Faridabad has become one of the most attractive centers. So due to all these factors Faridabad is growing at higher rate in last ten years which has resulted in city expansion and given rise to fringe area development with various projects and land use transformations.

Faridabad has strong linkages with Delhi. NH 2 from Delhi-Mathura passes through the length of the city and is the central axis of the city of Faridabad. Further, NH 3 and NH 4 also pass through the city. It is connected with Gurgaon by Gurgaon-Faridabad road. As part of the NCR proposals, connectivity is proposed for improvement through the western peripheral expressway (Kundli-Manesar-Palwal or KMP) and eastern peripheral expressway (Kundli-Ghaziabad-Palwal or KGP). The development has become intensive particularly among the major transport corridors, which has led to a form of ribbon development all

along transport routes, lacking in adequate infrastructure facilities and also shelter. Major connectivity and transport corridor forms the growth churning developments leading to the growth of the city at higher frequency and un-managed land development.

3. NATURE OF FRINGE DEVELOPMENT

The city has a clearly defined linear shape due to its evolution along linear and parallel transit corridors. The city is basically growing on one side towards Agra along NH-2 where different sub centre are working on their own pace and activities around them. They have their own functionality and importance with some growth churning developments around, some of the NCR proposals and some are developing with the character of the city core. There are large industrial plots lined up along both sides of these corridors, and other different land uses are coming up on both sides such as party lawns, schools, housing and other different land uses. The area around highway has been acquired by HUDA but they have not done any organized planning in these areas they are just demarcated as a part of the control area. The other area surrounding Agra Canal was agriculturally more productive and survived initially. As the need for housing increased, land has been acquired and planned as a part of master plan with residential, industrial, commercial and recreational sectors. Thus now, the only agricultural land left is located to the east of Agra Canal.

4. PLANNED FRINGE AREA BY HUDA

HUDA has acquired 22,638 acres of land on west of Agra canal as that area lies in the dominant expansion direction. 20 sectors are planned with the minimum density of 45 people per acre and maximum to 120 people per acre especially sectors lining next to commercial zone. Industrial sectors are planned to serve the purpose of employment. It is bounded by western expressway from Ghaziabad-Noida - Palwal on one side leading to further growth and expansion.

This is a planned development, which has come up on one side of city fringe area. HUDA has planned this area by dividing them into different sectors under residential, industrial, commercial and recreational. Residential and commercial

Fig. 4: Fringe Area on the East of Agra Canal Planned by HUDA

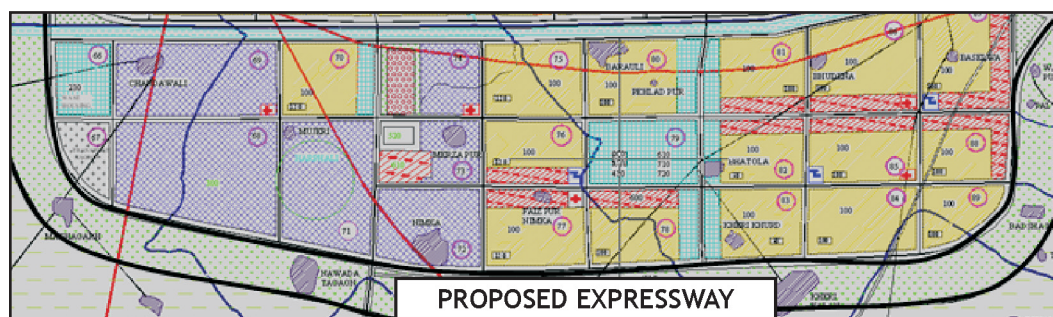
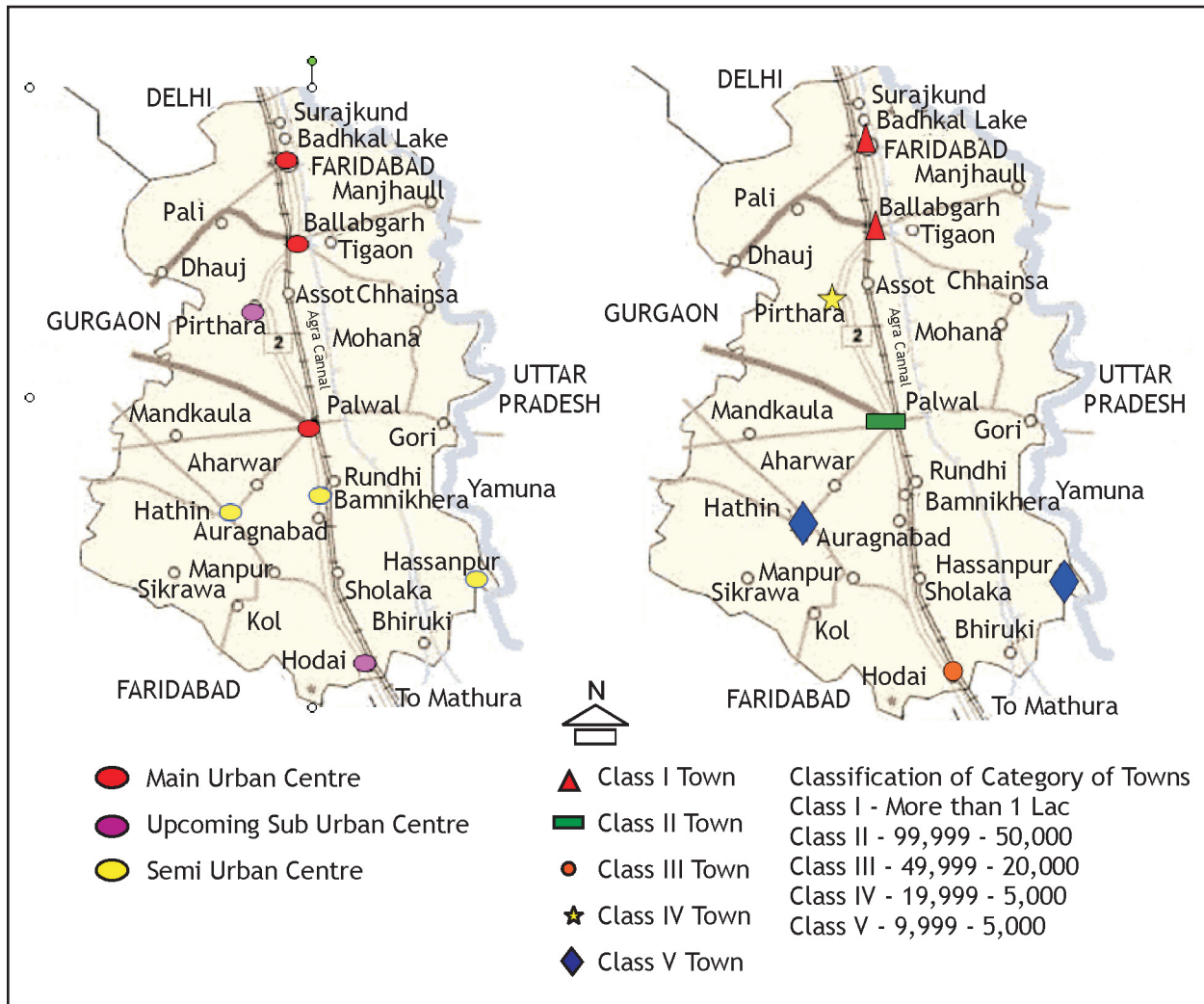




Fig. 5: Seven Different Sub-Centers on the Stretch of NH-2 which Lies in Faridabad Control Area Boundary with Different Character, Population and Growth Pattern



areas are allotted to different private builders with the given conditions of byelaws and density principles. So these sectors are being developed by them. The key player in this area is BPTP which have acquired 1,500 acres of land, and is developing with different patterns of plotted, high density occupancy. But as we review the whole area, it does not have much new implications and the repeated planning norms are being followed which does not suit the present scenario of population growth and infrastructure facilities. Provision of industrial sectors without self-sustaining township will give rise to centripetal and centrifugal forces leading to densification and slum development, and it will have its own spread effect around. Planning of residential sectors will not give relaxation or buffer to any section of society except high income groups. Lack of open spaces and greens has resulted in loss of visual quality of space.



4.1 Unplanned Fringe Area under Control Boundary

The fringe area which is demarcated under the Faridabad control area boundary is a stretch from town Palwal to Hodal where 7 different sub-centers are located with different activities and character. This stretch is partially planned in isolation but a comprehensive plan is not prepared; so it has different growth pattern and impacts which give different direction to growth in the area with new issues and challenges. This kind of land use structure is different and unorganized.

This stretch experiences mixed land use growth including land use transformations from agricultural to commercial land use. National highway has different guidelines but these are also not followed. Huge different kinds of uses are getting located on both sides of the highway. Developments around the nodal point guide their direction of growth and they have their own pattern of growth. Ballabhgarh - Industrial Hub, Prithla - Dry port of the NCR, Palwal are declared as district and eastern and western expressways. So every centre is growing in isolation without integrating the growth with other nearby centers. Mixed land use along NH-2 has its own direction and influence leading to haphazard growth with neglected spatial planning.

5. CONCLUSIONS

Peri-urban interface has been described as a space crying out for attention. Peri-urban areas pose special challenges which are particularly hard to address. Haphazard development creates more chaotic situation leading to huge migration from villages to fringe areas and creates more pressure on urban cores. Unorganized infrastructure facilities lead to depletion of natural resources and degradation of environment. They also lead to traffic congestion problems because of huge mobility and influx of people. Improper integration of planning activities with the main city core wreaks havoc. Dispersed development is unable to fully utilize land completely. Private developers have been exploiting this situation, most for their own interest by creating multiple nodes.

Growth of potential along major national highways is not tapped. There is a lot of population pressure on green belt. Permanent agriculture belt is used for development. One prominent challenge in peri-urban areas is linked to land use changes. While such land is traditionally used for agricultural activities, demand for other uses is rising including for urbanization and industrialization. To meet this demand, without compromising questions of social equity, is a major challenge for planning processes and institutional arrangements in these areas. As planners it should be our prime concern to plan these most neglected areas in order to give a new start for further development, which will result in comprehensive and integrated development.