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# **NEW TOWN DEVELOPMENT IN DELHI, MUMBAI AND KOLKATTA (CASE STUDY OF GREATER NOIDA , U.P.)**

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# The <sup>BRIEF.</sup> history of new towns in India.

India has a tradition of town planning mentioned in the religious texts but the modern town planning movement takes off from the Colonial planning influences.

The British established Cantonments and 'civil lines' at safe distance from the existing cities. The 'towns' mainly came up as major housing accommodation centers for Industrial areas (Chittranjan, Modinagar, Dhanbad, Jamshedpur and Bokharo) Some states had their capital cities planned a new capital in Chandigarh, Bhubaneshwar, Gandhi Nagar ,Ranch etc.

Almost all these towns were self financed by the Government. Not all of these became models of successful town planning.

In 1983 a task force was set up on planning and urban development.

In 1988 The National commission on Urbanization was set up

At the end of the fifth Five year plan in 1955 the DDA was set up to monitor the growth of Delhi and the NCR

The master plan was the official regulating instruments for cities.

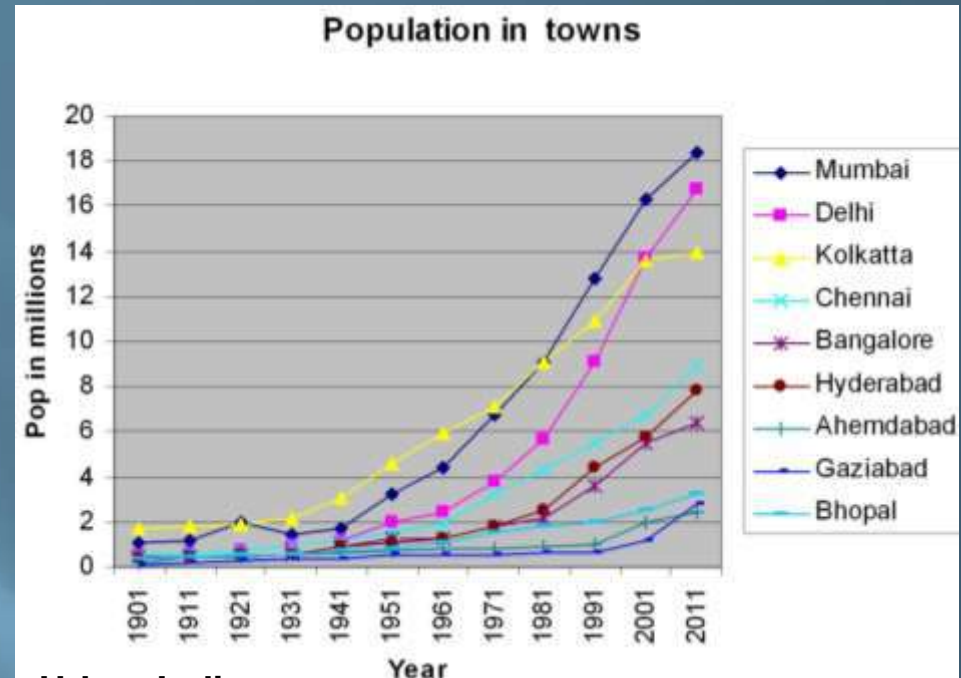
# URBANISATION IN INDIA: NEED FOR NEW CITIES

## INTRODUCTION

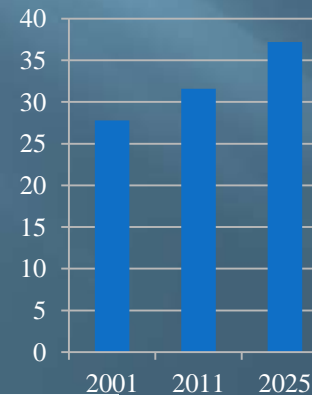
Urbanization is surging ahead in India. Currently India is 30% urban. It took nearly 40 years (1971-2008) for India's urban population to rise by 230 million. It could take only half that time to add the next 250 million. It is of enormous importance that the state of the cities be given a serious thought. Planning for and managing urbanization will have to begin with a belief that we cannot afford to fail. And cities are central to this belief.

Cities are engines of economic growth. The process of globalization brought in a culture of economic liberalization and ushered in winds of change in India in the late 1970s. The dynamism and the contribution of cities in the national GDP having been established, investments in urban areas are becoming available.

India's urban scenario is set to scale new heights. The level of urbanization in India has changed from 27.8% to 31.16% between 2001 and 2011 and it is likely to be 37.2% by 2025.



## Urban India



THE GROWTH OF LARGE METROS IS SLOWING DOWN. SMALL TOWNS ARE GROWING.



THE TRAFFIC IN KOLKATTA



THE CHAOS IN DELHI



THE HIGH RISE AND THE SLUMS OF MUMBAI



# RAJARHAT NEW TOWN:

## Regional Setting:

- Located on the North Eastern part of Kolkata
- 10 km from Kolkata Central Business District.
- Located on the outside of Kolkata Metropolitan Area on the eastern border of Kolkata Airport

## Projected Population :

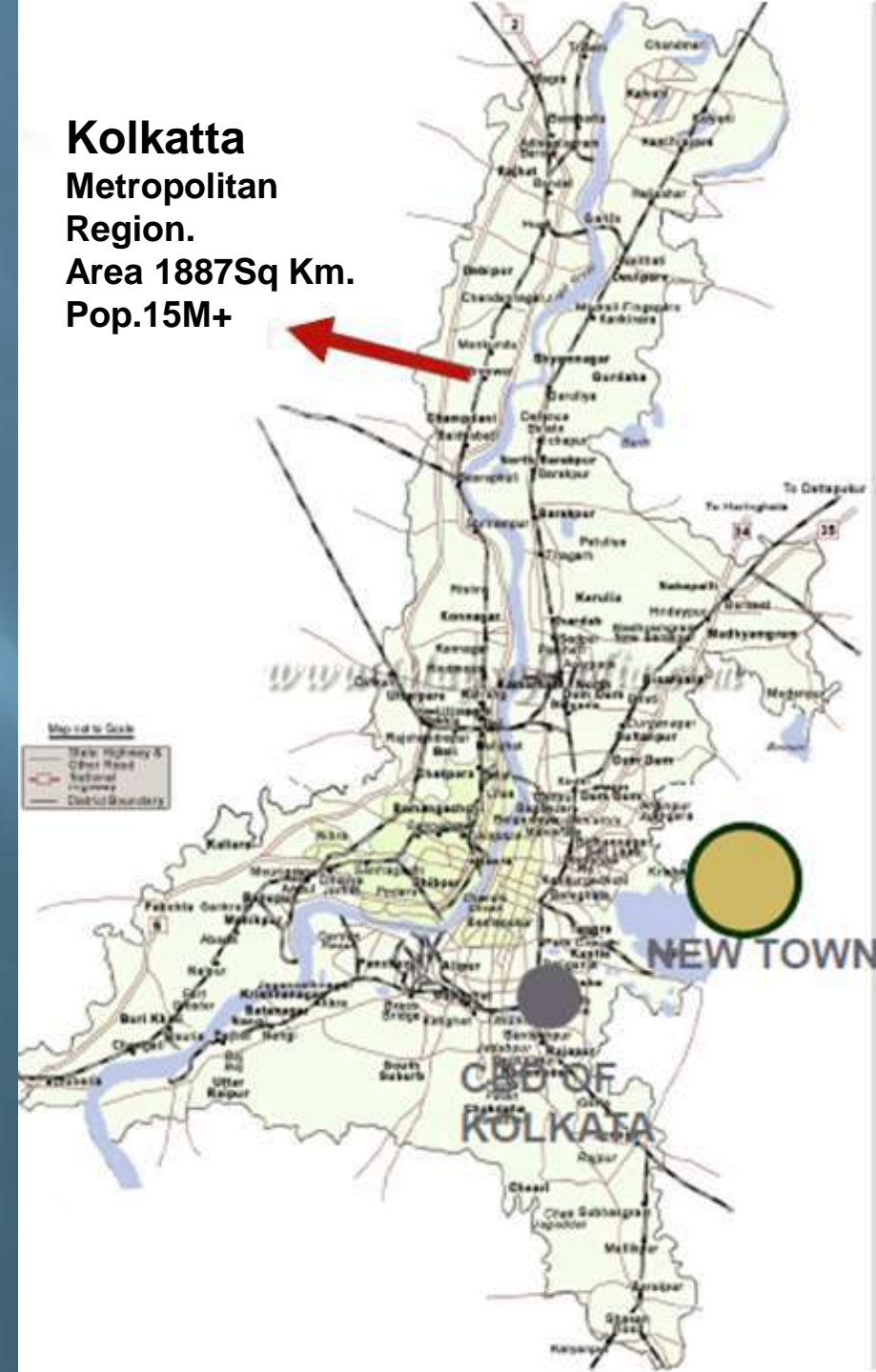
- The new town is planned for a population of 7.5 lakhs.
- Additional floating population of 2.5 lakhs is considered. A total of 1M population

## Brief history of Planning:

- 1994 – Development of concept plan
- 1994- Formation of a Task force comprising of senior officers of Deptt. Of Health (DoH), West Bengal Housing Board, Public Health Engineering Deptt., Irrigation & Water ways Deptt. & other experts
- 1996 – Preparation of Report by Deptt. of Architecture & Regional Planning IIT Kharagpur
- 1997 - Detailed traverse survey by DoH
- 1999 - Preparation of MLUP and detailed sector plan for portion of Township
- 1999 – Formation of West Bengal Housing Infrastructure Development Corporation (WBHIDCO)
- 2000- On-wards Details of Sector Plan and other details.

1 LAKH=100000  
10 LAKH = 1M  
1CR= 10000000 (10M)

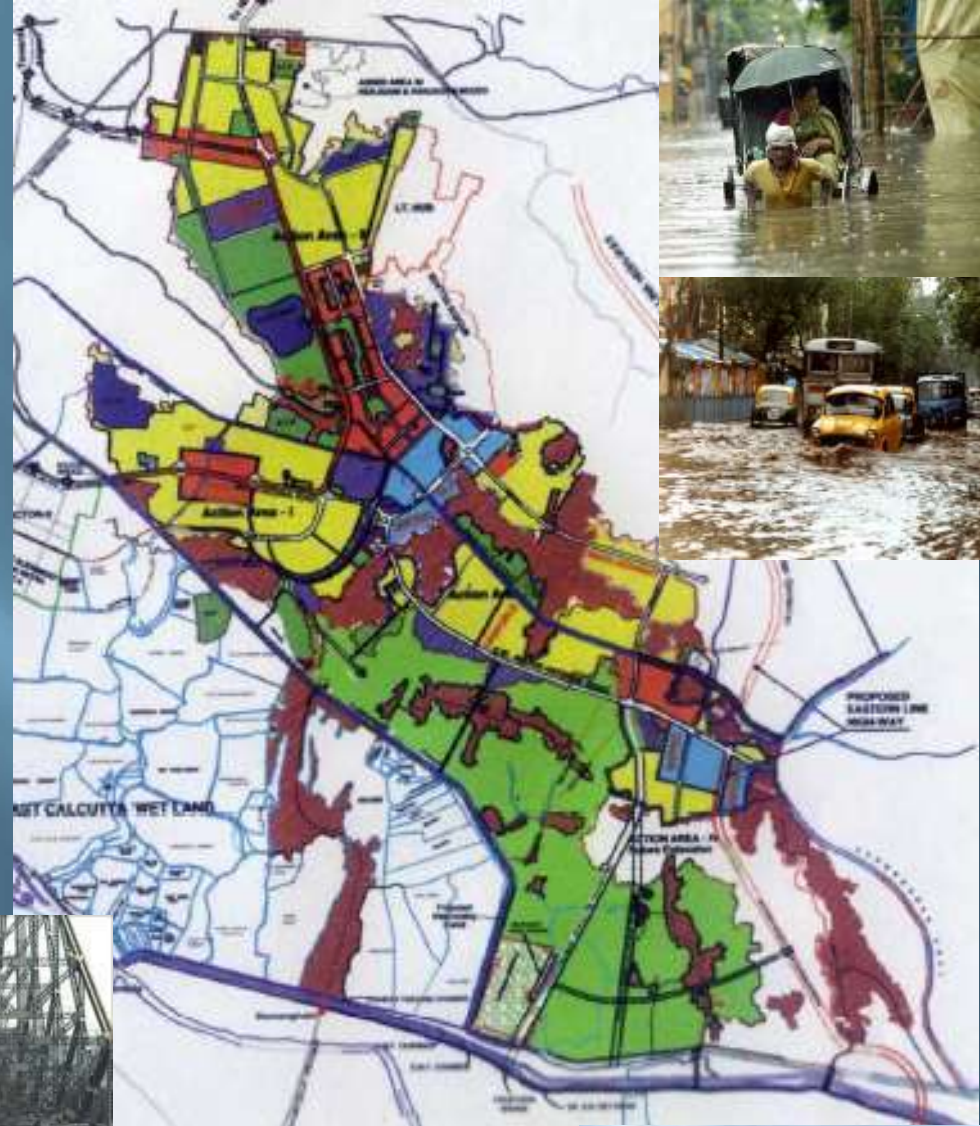
**Kolkatta**  
**Metropolitan**  
**Region.**  
Area 1887Sq Km.  
Pop.15M+





## Funding/Investment scenario:

- West Bengal Housing Infrastructure Development Corporation (WBHIDCO) has already spent Rs 2000 Crs on Infrastructure for development of a self sustainable township
- Rs 5400crs to be spent over the next 5 years for the planned development of Infrastructure to meet the futuristic requirements of New Town, Kolkata
- Present development plans sanction for Rs 15000 Crs by leading Realty Developers, Cooperatives and WBHIDCO joint ventures.
- Total investment in New Town – Rs 2634.0 Cr.



## Problems:

- Rajarhat stands on the vast reclaimed areas of marshy land and threatens to imbalance the natural Drainage pattern of the region leading to Frequent flooding.



## PHASING OF DEVELOPMENT:

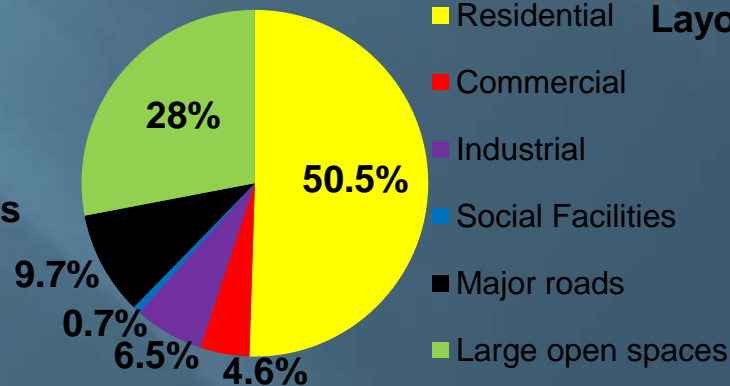
- The whole development is divided into 4 action areas.
- Initiation Phase (Action Area I) spans from 2001 to 2006
- Development Phase (Action Area II & III) spans from 2006 to 2026
- Saturation Phase (Action Area IV) spans from 2016 to 2021

| Sl. No | Action Areas              | Land area (Acres) | Design population (Lakhs) |             |
|--------|---------------------------|-------------------|---------------------------|-------------|
|        |                           |                   | Residential               | Floating    |
| 1      | Action Area I             | 1674              | 2.42                      | 0.70        |
| 2      | Action Area II            | 3237              | 3.02                      | 1.50        |
| 3      | Action Area III           | 1935              | 2.81                      | 0.70        |
| 4      | Action Area IV            | 1149              | 1.20                      | 0.60        |
| 5      | Central Business District | 449               | 0.53                      | 2.00        |
| 6      | Water Treatment Plant     | 111               |                           |             |
| 7      | Garbage Disposal Centre   | 222               |                           |             |
|        | <b>Total</b>              | <b>8777</b>       | <b>9.98</b>               | <b>5.50</b> |



## PROPOSED LAND USE:

- Residential – 50.5 %
- Commercial – 4.6%
- Industrial – 6.5%
- Social Facilities – 0.7%
- Major roads, arterials, sub-arterials etc – 9.7%
- Large open spaces, Green areas, Water bodies – 28%



Layout plan of new town Rajarhat

## WELFARE ACTIVITIES:

- Neighborhood Development
- Resettlement and rehabilitation in new town
- Training and employment opportunities for local people



# **NAYA RAIPUR: New capital of Chattisgarh state.**

## **CONCEPT:**

- 'NAYA RAIPUR' would be developed as an eco-friendly city offering modern conveniences to its citizens and visitors over an area of 8013 Ha.
- It would promote energy efficient technologies and practices and the use of renewable energy.
- It would adopt best practices for water harvesting, waste water recycling, solid waste management and public transportation.

## **REGIONAL SETTING:**

- The Raipur Airport is only 5-7 km from Naya Raipur.
- The National Highway 43 is on the South-Eastern Boundary of Naya Raipur, whereas the NH-6 borders the Northern Boundary of Naya Raipur.

## **DEMOGRAPHIC CHARACTERISTICS:**

- The city is planned for a population of 5.6 lakhs.

## **PLANNING STAGES:**

2000 - Birth of Chhattisgarh as a new State of the Indian Union

- Raipur Becomes Capital

2001 - State Government initiates plans for developing a new capital city.

2002 - Formation of Capital Area Development Authority (CADA) for planned development of the proposed new Capital

2003 - Global bids invited for Consultants for preparation of Development Plan

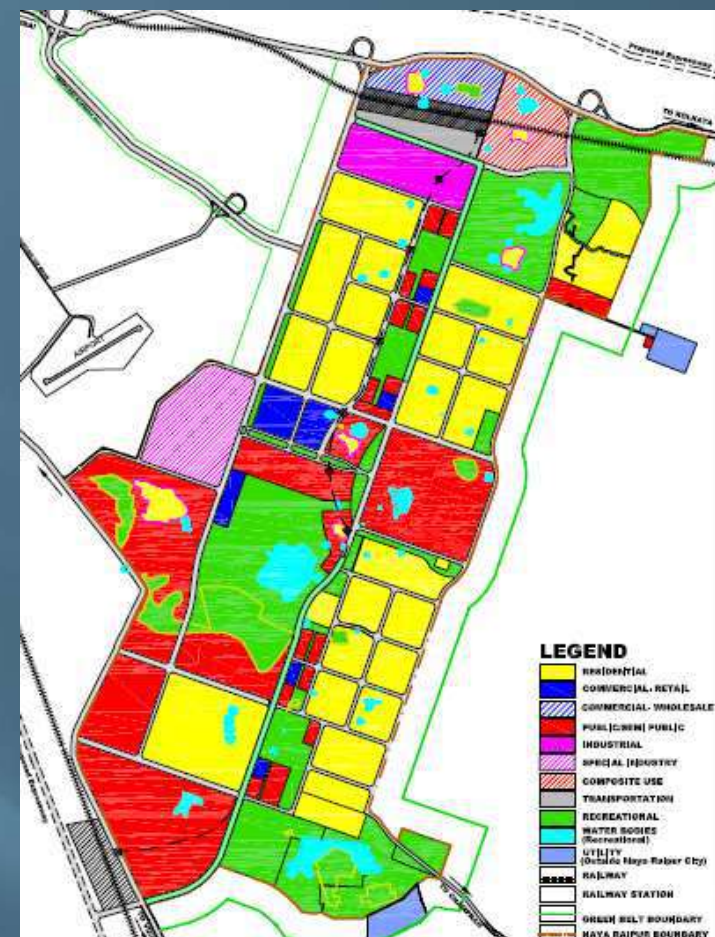
2004 - Preparatory work on Development Plan starts

2007 - 'Naya Raipur' Development Plan finalized

2008 - City Plan for 'Naya Raipur' approved by Government of India under JNNURM.

Construction work on Capital Complex begins

2009 - Plans for Central Business District and Office Complex prepared



Land use plan of Naya Raipur





# JAMSHEDPUR

## CONCEPT:

- Founded by the late Jamshedji Nusserwanji Tata to support the first private Iron and Steel Company in early 20<sup>th</sup> century.
- The city was named Jamshedpur in 1919 by Lord Chelmsford, in honour of its founder

## REGIONAL SETTING:

- Jamshedpur is spread over the villages of Sakchi, Susnigaria, Jugsalai and Beldih that lay in the Dhalbhum Pargana of the East Singhbhum district.
- Jamshedpur is situated at 86.12° E longitude and 22.47° N latitude, on the banks of the rivers Subarnarekha and Kharkai.
- The city is at an altitude of 159 meters above mean sea level.

## DEMOGRAPHIC CHARACTERISTICS:

- The city has a population of 6,29,659 as per census 2011
- It comprises of four major areas- Jamshedpur notified area, Mango notified area, Jugsalai municipality under east Singhbhum district and Adityapur notified area under Saraikela district.

## ADMINISTRATIVE FRAMEWORK:

The civic administration of the city is under multiple hands:

- Jamshedpur Notified Area Committee (JNAC)
- Jamshedpur Utilities and Services Company (JUSCO), a Tata Steel subsidiary
- Mango Notified Area Committee (MNAC)
- Jugsalai Municipality (JMC)
- Adityapur Municipal Council (AMC) and
- Gamahria Nagar Panchayat



# NAVI MUMBAI

## Need:

- To decongest the city of Mumbai
- “Satellite Town” for Mumbai on 344 Sq km.
- To generate 7,50,000 jobs for 2 million population.

## Concept:

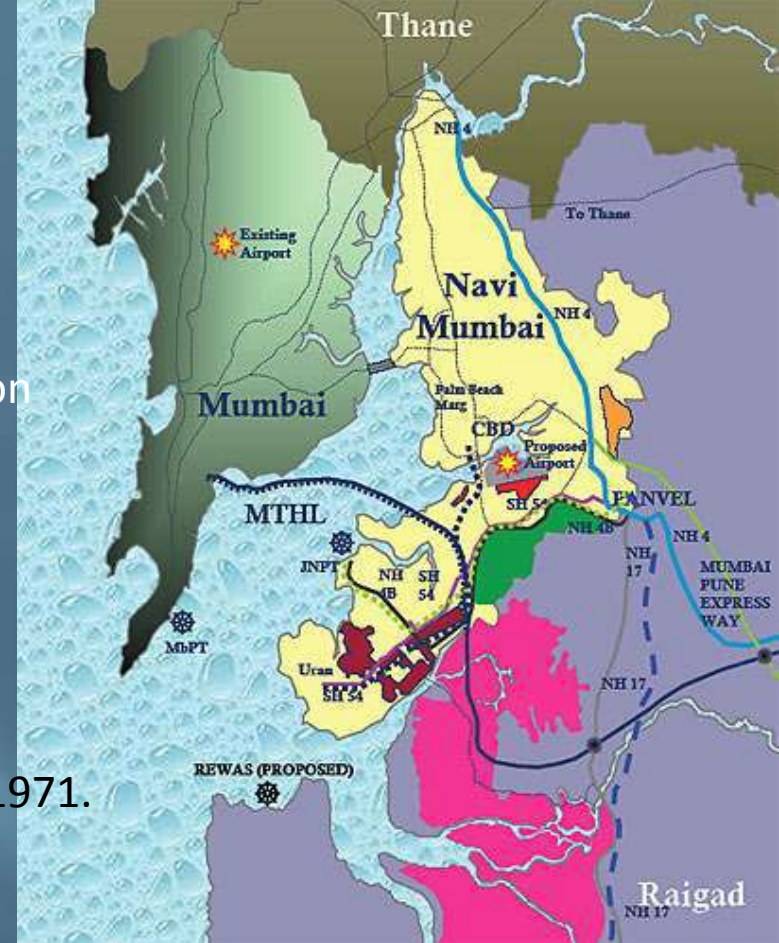
- Decentralization of industries with severe restrictions on further industrial growth in the Bombay region.
- To create a poly-centric development and not a mono-centric development like Mumbai.
- These multi-nucleated settlements are called “Nodes”. Population not more than 2.5 lakh at each node.

## Development Authorities:

- CIDCO (City and Industrial Development Corporation) 1971.
- NMMC (Navi Mumbai Municipal Corporation) 1991.

## Site Condition:

- The project site has peculiar setting - creek on one side - hill ranges on the other side.





# NAVI MUMBAI

## Infrastructure:

- Water: CIDCO + NMMC + Irrigation Dept. – provision: 450mld, required: 330mld
- Sewage: CIDCO
  - STP provision in each Node; recycled water is used for landscaping central gardens
- Power: CIDCO + MSEDCL –
  - Planning, Installation, Operation and Maintenance.
- Bridges: CIDCO –
  - 8 major, 15 medium bridges planned and built.
- Railway: CIDCO + Indian Railways –
  - Life line of Navi Mumbai and Mumbai.
- Housing: CIDCO + Private –
  - To make the land affordable to all income groups.





## Salient Features:


- Area 344 sq. km.
- 45% land reserved for green zones and open-to-sky activities.
- Direct access to any part of the country through road and rail.
- Quick access to Central Business District located in the heart of the city.
- In close proximity to the most modern seaport - Jawaharlal Nehru Port.
- International airport and Special Economic Zone in the offing.
- Only Indian city to have commercial complex above railway stations.
- Asia's biggest wholesale market, APMC, is located here.



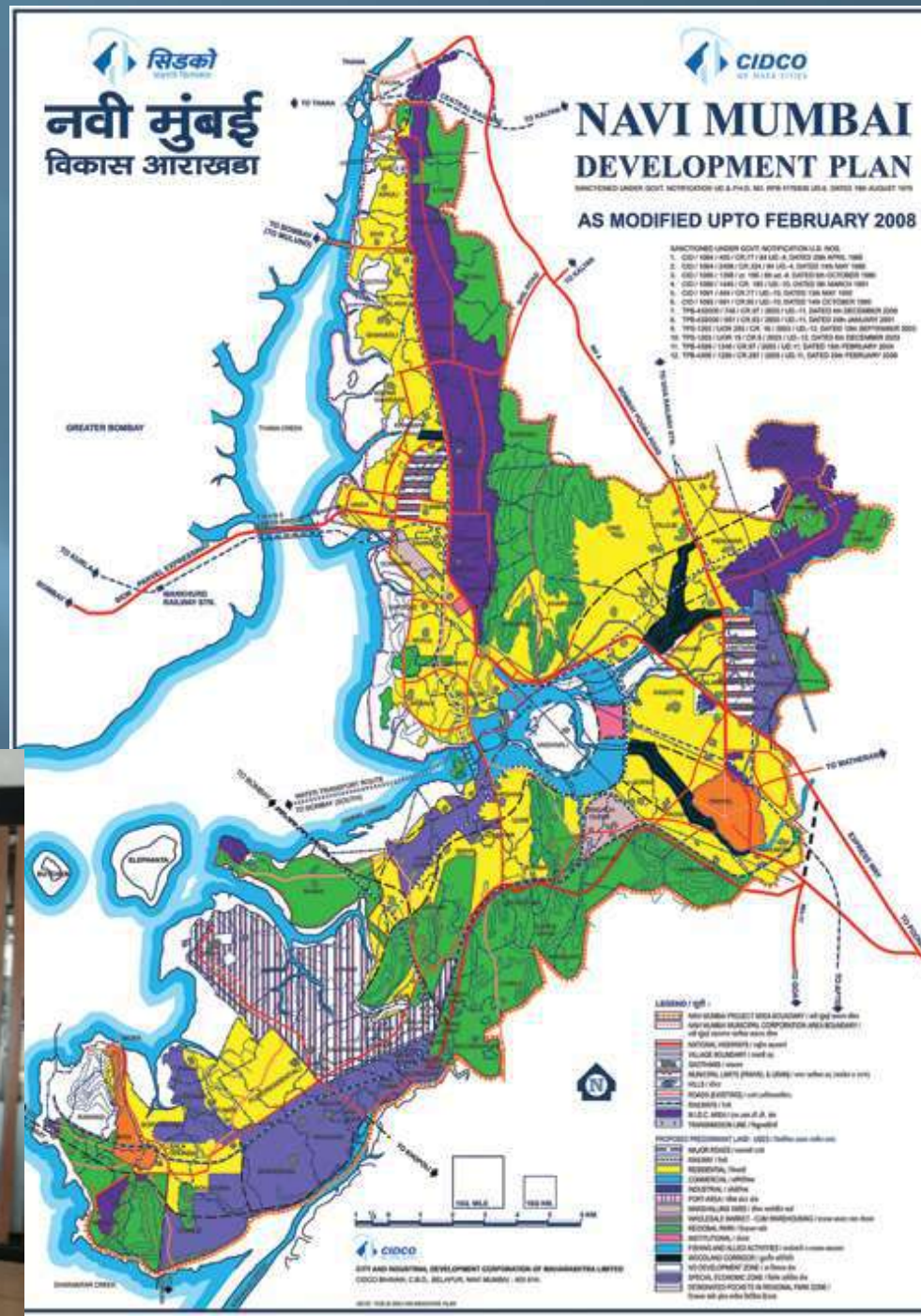


### Success:

- Total Population: 20 lakhs
- 80% own their houses, 20% on rent.
- Average monthly income in Navi Mumbai is Rs 24,686
- Average earner per family in Navi Mumbai is 1.3. Average family size is 3.7
- Of the working population, 68% is employed within the city
- Average travel time for work trip 38 minutes for education trip 20 minutes other trip 15 minutes go by school bus.
- The literacy rate of Navi Mumbai population is 98% and within females it is 97%.
- Average number of graduates in Navi Mumbai is 34%.

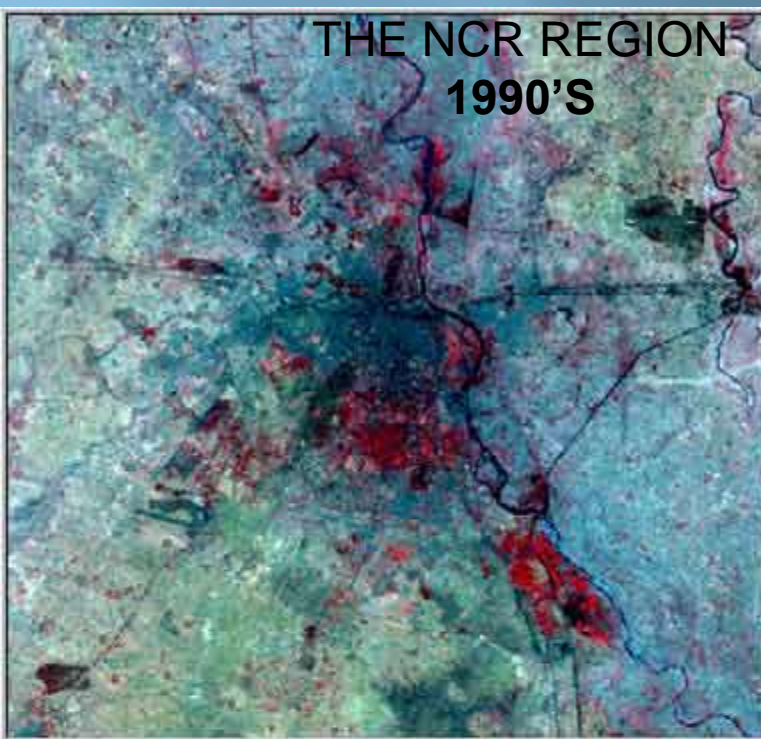


The map illustrates the Navi Mumbai Development Plan, showing the city's layout, major roads, and infrastructure. It includes labels for 'सिडको' (SIDCO) and 'CIDCO' logos, and the title 'NAVI MUMBAI DEVELOPMENT PLAN'. The map is color-coded to show different zones and areas, with a legend on the right side.

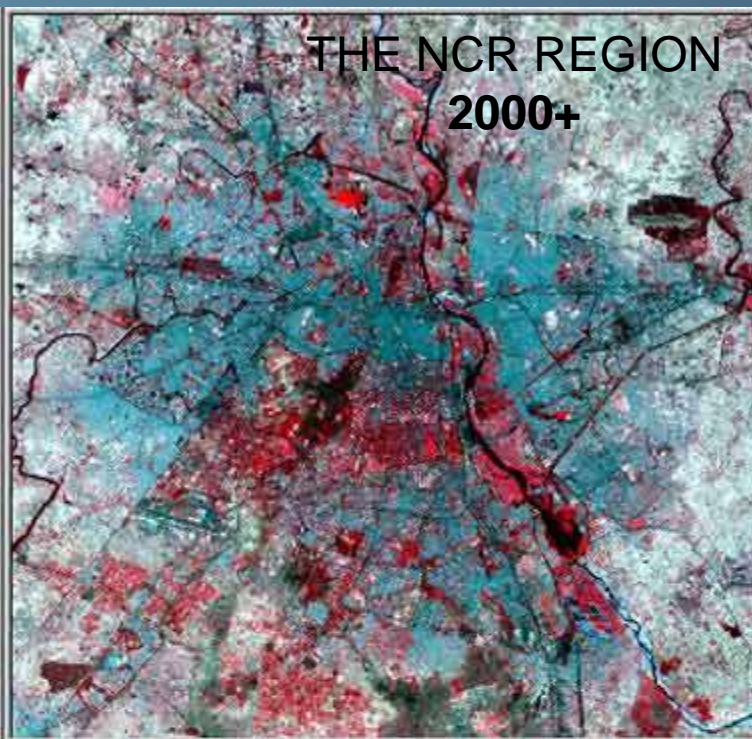




**THE NCR REGION  
1990'S**

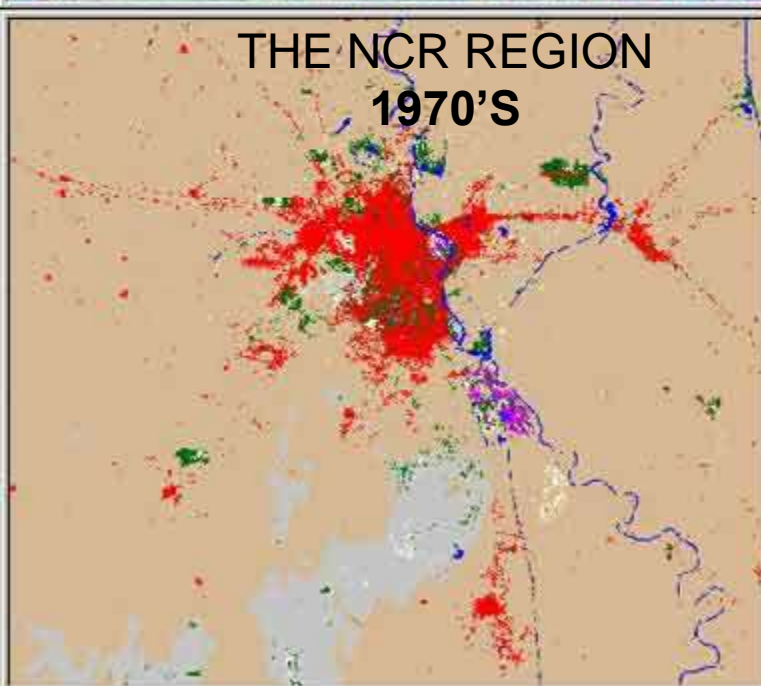


**THE NCR REGION  
2000+**

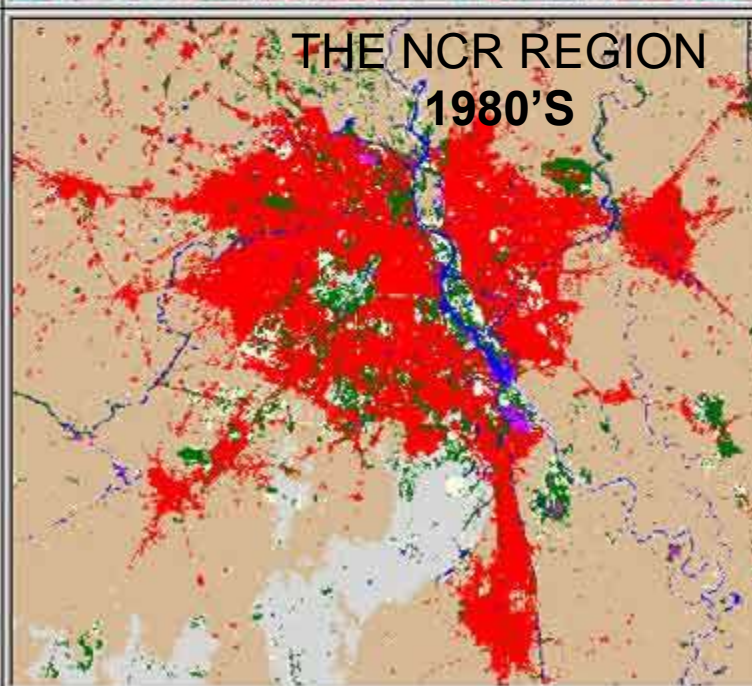


**The growth of  
Delhi**

**THE NCR REGION  
1970'S**



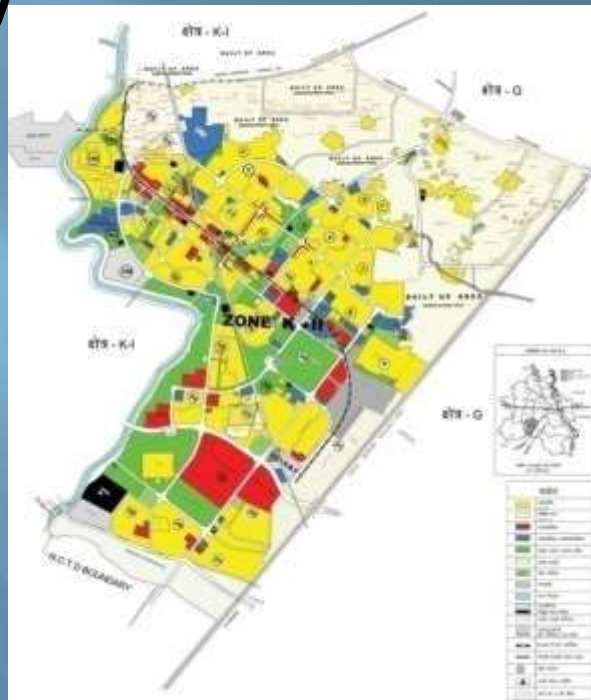
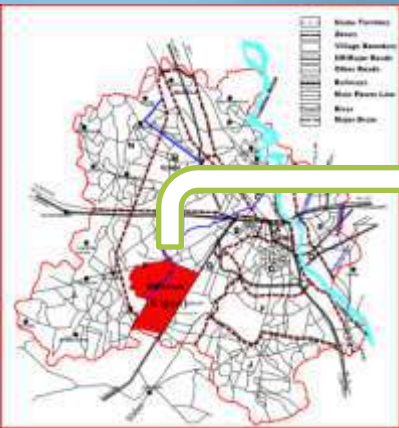
**THE NCR REGION  
1980'S**



**A mix of poverty  
and effluence.**



# Dwarka sub city



- Population - 10 lakhs
- Total area - 5648 ha.
- Area (Phase - I) - 1964 ha.
- Area (Phase - II) - 1996 ha.
- Existing built up - 1688 ha.
- Dwarka project is planned with 29 sectors.
- The land use distribution of Dwarka follows a distinct hierarchical pattern from sub-city level to sector level.

## The Landuse map of Dwarka

### Planning concept

- Each residential sector is a community of 30,000 population.
- Area of each sector is about 81 ha (900m X 900m)
- Each sector is bounded on all sides arterial roads of 45 m and 60m wide.
- All sectors are proposed to have a mix of housing of various socio economic groups.

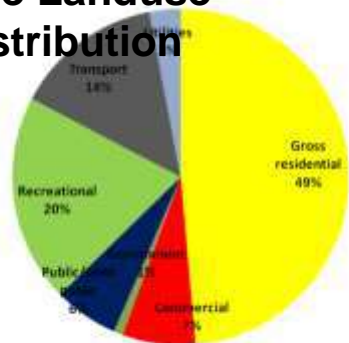
- Dwarka was developed under the 'Urban Expansion Projects' of the Delhi Development Authority (DDA) to provide new and affordable housing for the increasing population of Delhi
- Delhi development Authority was the executing agency .
- Development of the Dwarka involved Land assembly which required large-scale acquisition of land, development and disposal on perpetual lease.
- The MPD 2021 aims to accommodate 17 lakh population in Dwarka by 2021 up from the existing 10 lakhs.

### Major Issues

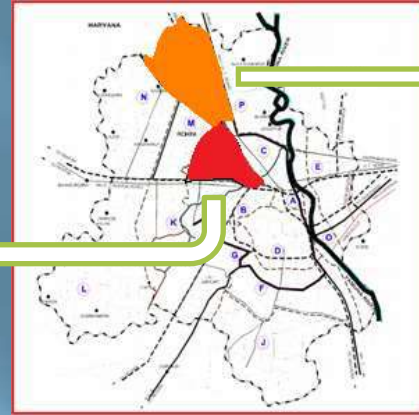
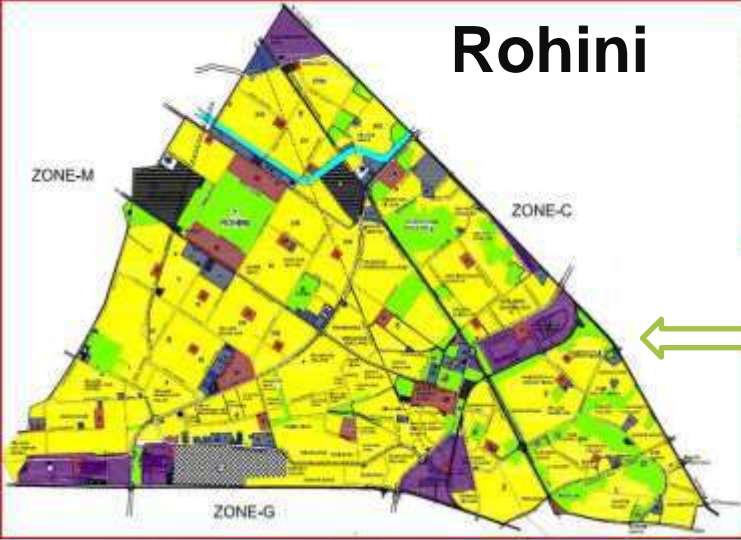
- Inadequate water supply- As per the information contained in the 55th PAC Report, there is shortage of 7 MGD water in Dwarka.
- Inadequate public transportation
- Inadequate health facilities
- Transport Linkage with Delhi is weak



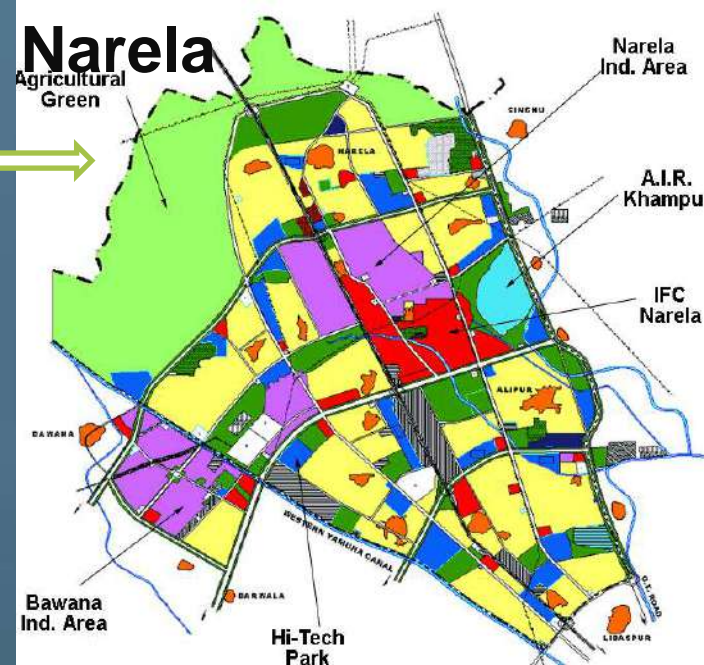
### The Landuse distribution



# Rohini



# Narela



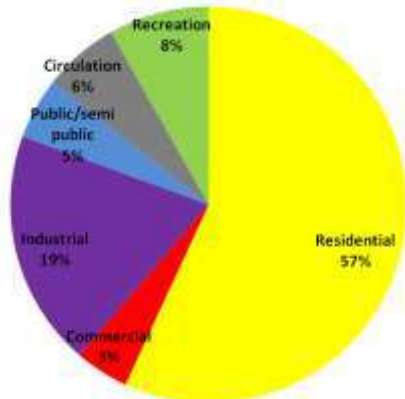
- Total project
- Area -9866 ha.
- Area for Urban
- Development i-7365 ha.
- Green belt area – 2501 ha
- Proposed population planned - One million-plus.
- Planned in 1989.
- Issues of, lack of accessibility, distance from the city centre and inadequate social infrastructure.
- About 1000 ha land already acquired by DDA.
- Sub-city planned with the provision of major specialized activities such as Integrated Freight Complex, Metropolitan Passenger Terminal, including an ISBT, social infrastructure facilities

Rohini Scheme was launched in 1980s to provide housing for the composite society, consisting all income groups. However major percentage was given for EWS and LIG categories.

The scheme was initially divided into two phases: (Phase I and Phase II)

which is a part of Zone 'H' Rohini. Phase I and Phase II consist of 19 sectors i.e. Sector-1 to Sector 19 (17 residential and two Commercial Sectors).

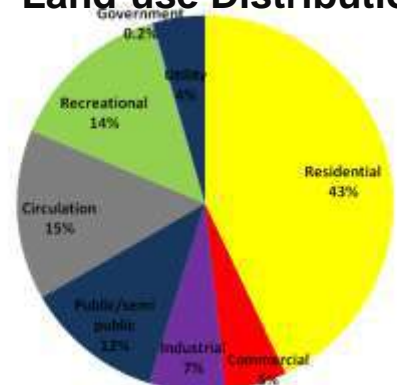
## Land-use Distribution



- Population – 8.5 Lac
- Total DDA housing – 25100 units
- No..of residential Plots – 35026
- CGHS DUs – 23000 unit

1 LAKH=100000  
10 LAKH = 1M  
1CR= 10000000 (10M)

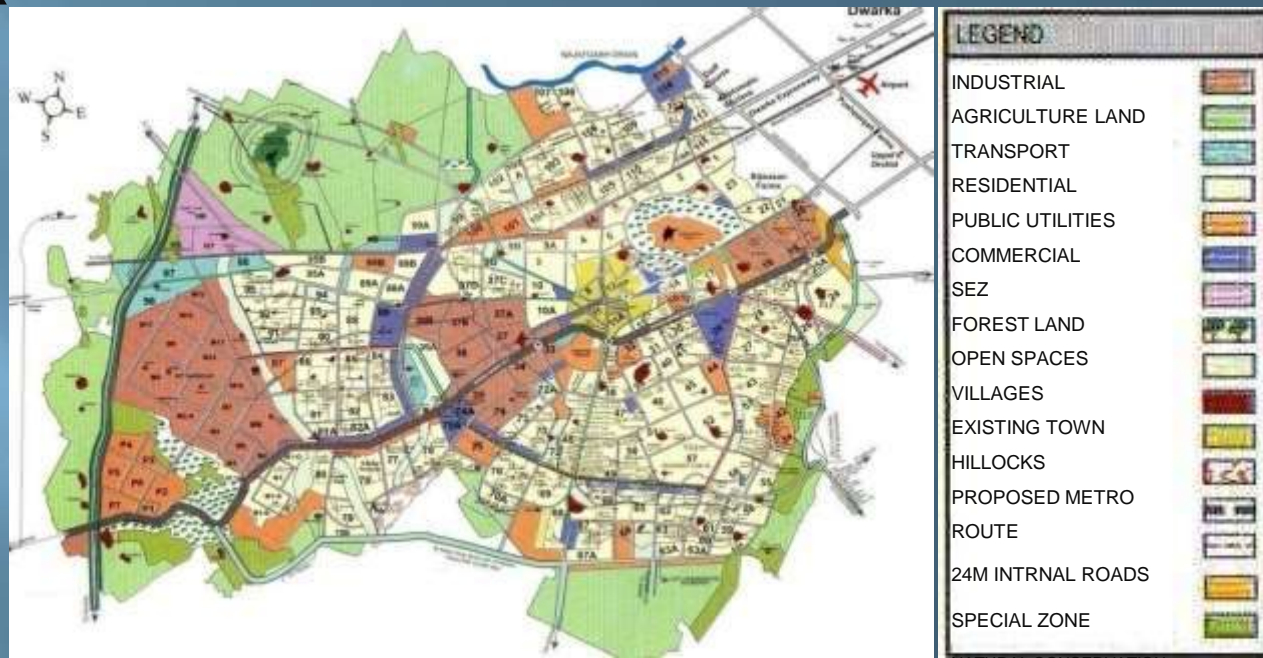
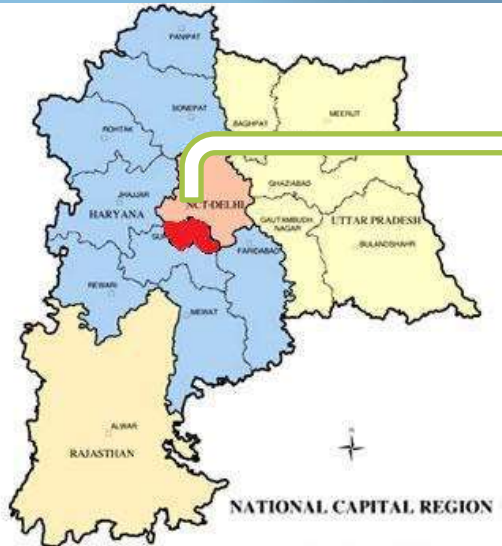
## Land-use Distribution





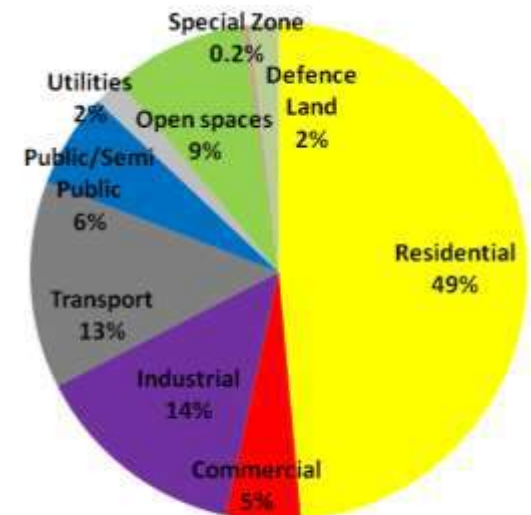
# GURGAON- MANESAR GURGAON- MANESAR MASTER PLAN 2031

## URBAN COMPLEX



- Gurgaon along with Manesar has an existing **population of about 9.75 lakh. (Nearly 1 M)**
- Gurgaon used to be a small village. Its proximity to National capital prompted DLF Ltd., a real estate company to acquired vast stretches of land in the city and develop new residential townships and office space.
- Service sector industries like business process outsourcing (BPO) and Information Technology, form the economic base of the Gurgaon.
- Manesar is primarily an industrial town with upcoming offices, new hotels and educational institutions..
- The new Master Plan approved by the Town and Country Planning Department of the Haryana Govt. has projected a **population of 42.5 lakh and a total urbanizable area of 32,988 hectares by 2031.**
- The residential areas proposed would be developed along the neighbourhood concept with adequate provision of community facilities and services within sectors.

## Land use Distribution





### THE NATIONAL 'GOLDEN' HIGHWAY QUADRANGLE

MAJOR ROAD NETWORK

GOLDEN QUADRILATERAL

N-S/E-W CORRIDOR



# THE IMPORTANCE OF THE GNOIDA REGION, DIMC



Greater Noida was not among the original Ring towns identified around Delhi to decongest it. It was a response of the UP government to cash in on the proximity of Delhi, provide an Industrial investment opportunity, sites for institutions and to provide a quality living environment.

THE GENESIS OF THE IDEA OF GNIDA LIES IN THE TWO MAJOR HIGHWAYS INTERSECTING AT DADRI ,NORTH OF GNIDA. THE GOLDEN QUADRILATRAL WILL OPEN THIS REGION TO THE WHOLE COUNTRY. ALSO THE DELHI MUMBAI INVESTMENT CORRIDOR (DMIC) PROMISES A HUGE FRIEGHT MOVEMENT IN AND AROUND GNIDA.

# Location of GNIDA -Delhi

To Karnal

To Muzaffarnagar

Existing Expressways

Proposed Expressways

Railway Network

Proposed DFC

To Lucknow

To Kolkata

To Agra





**THE SUCCESS OF GNIDA MAY BE ATTRIBUTED TO THE  
STRATEGIC LOCATION OF GNIDA AS AN INVESTMENT REGION  
W.R.T RAIL,ROADS, SEZ ,FRIEGHT CORRIDORS AND CANALS-  
BESIDES THE PROXIMITY TO DELHI**

### **Rail links**

DELHI-AGRA Line

GHAZIABAD-ALIGARH. Line

LUCKNOW-ALIGARH Line

### **Road links**

NH 58

NH 24

NOIDA-GNOIDA Expressway

WESTERN DFC

EASTERN DFC

YAMUNA EXPRESSWAY

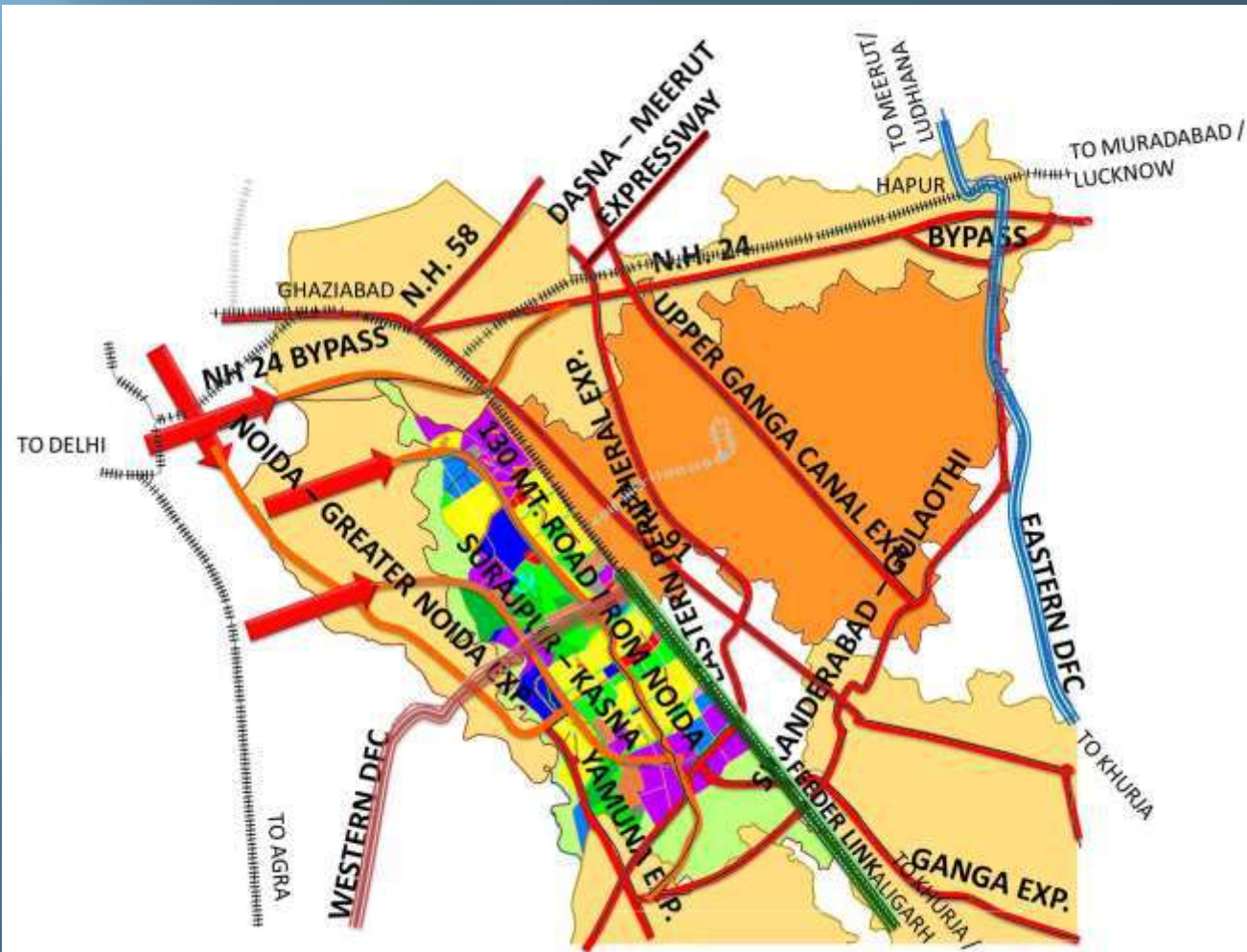
GANGA EXPRESSWAY

DASNA –MEERUT

Expressway

SIKANDRABAD-GULAOTHI

Expressway





NOIDA was planned by notifying an area of 36 revenue villages, under the UP Industrial Development Act, 1976 . A statutory body called the NEW OKHLA INDUSTRIAL DEVELOPMENT AUTHORITY was constituted and the Master Plan for NOIDA was drawn up. This did not stop the haphazard and unplanned development on the fringe of Delhi. Then in Jan 1991 the GREATER NOIDA INDUSTRIAL DEVELOPEMNT AUTHORITY was formed.



Set-up in January 1991 under the UP Industrial Area Development Act 1976 , provided the basic enabling framework for developing an efficient and integrated modern city with high service and delivery standards.

**This new town provides for Planning, Developing, Regulating and Operations under a Single Authority – GNIDA. This planning authority is expected to function like a Municipal Corporation office-only that it is not an elected body.**

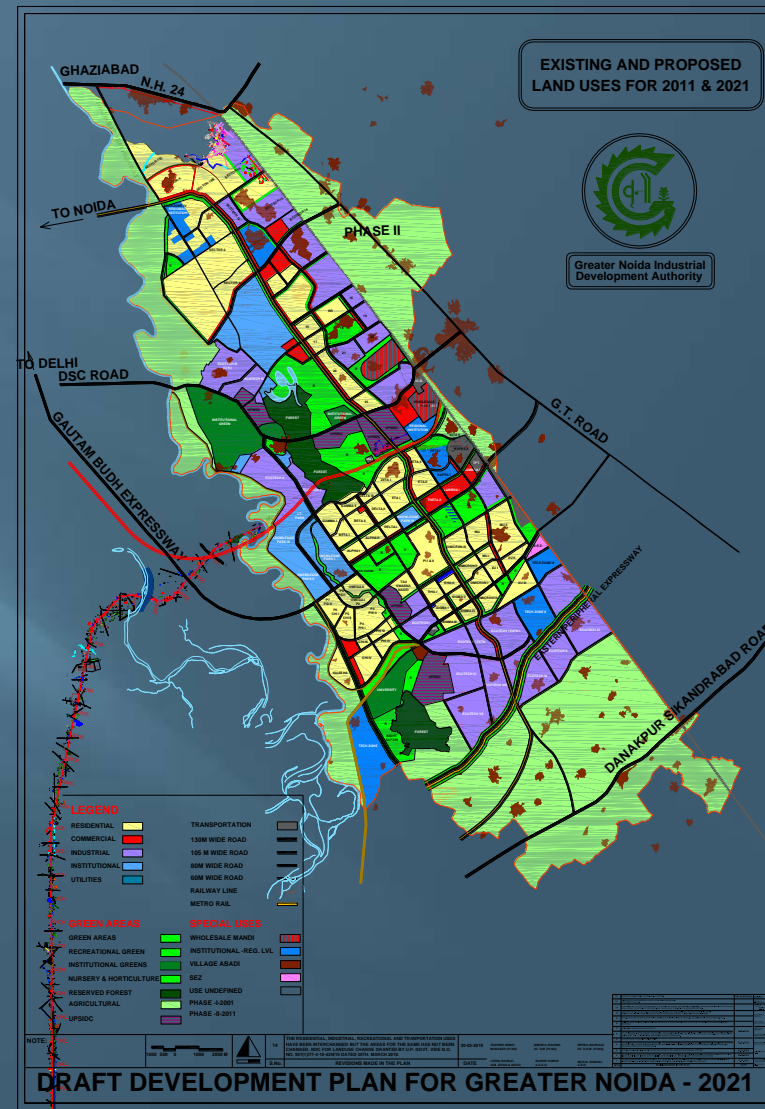
- Presently total number of villages notified with GNIDA and its expansion area are 293 after a few modifications as done by U.P. State Government.





# Land use existing/projected

| Land use       | 2001(ha )   | %age       | 2011(ha )    | %age       | 2021(ha)     | %age       |
|----------------|-------------|------------|--------------|------------|--------------|------------|
| Residential    | 1310        | 25.8       | 3000         | 22.10      | 5000         | 22.36      |
| Industrial     | 1596.9      | 31.5       | 3027.3       | 22.3       | 4201.23      | 18.88      |
| Commercial     | 99.74       | 2          | 720          | 5.30       | 1200         | 5.39       |
| Institutional  | 570.63      | 11.2       | 2502.7       | 18.4       | 3473.99      | 15.51      |
| Green areas    | 1361.9      | 26.8       | 3000         | 22.10      | 5000         | 22.36      |
| Transportation | 137.32      | 2.7        | 1280         | 9.45       | 3339.78      | 15.01      |
| SEZ            |             |            | 40           | 0.3        | 40           | 0.78       |
| <b>Total</b>   | <b>5075</b> | <b>100</b> | <b>13570</b> | <b>100</b> | <b>22255</b> | <b>100</b> |



## Brief statistics

- Greater NOIDA Notified Area - 38000 Ha  
Comprising of  
124 villages.
- First Master Plan-2011 prepared in 1992.
- Outline Development Plan 2001 Approved by  
NCR

### Planning Board in 1996

- 2 Sub-regional Centers Surajpur and Kasna
- Total Population 3.00 Lakh  
population (1.5 lakh each)
- Total urbanisable area - 5075 Ha.  
(including UPSIDC area).

LAND USE ANALYSIS. Final expansion

|                |     |
|----------------|-----|
| Residential    | 25% |
| Commercial     | 6%  |
| Industrial     | 19% |
| Pub./Semi pub  | 12% |
| Recreational   | 25% |
| Transportation | 13% |

Projected population of 1.2 m TO 1.7 m

## AREA DEVELOPMENT SCHEDULE FOR GNOIDA

Phase I 2001

**5075.0 HA.**

Phase II, 2011

**13,570.0 HA.**

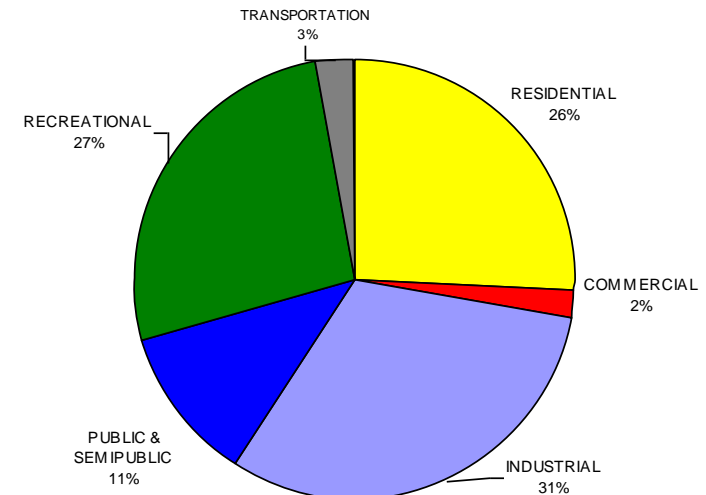
Phase III, 2021

**22,255.0 HA.**

## Outline Development Plan Approved by NCRPB

### INTEGRATED TOWNSHIP

TOTAL DEVELOPMENT AREA=5075HA





## □ GREEN Interventions

- About 22.36% area reserved for Greenery along with Interlinked green spaces – continuous lung space.
- Green belts along internal roads to control development, improve aesthetics and environment and reduce pollution.
- The concept of Institutional green areas introduced.
- City Park of 10 Ha already developed.
- A 29 hole golf course operative.
- Bird Sanctuary developed at Khodna Khurd Forest Block.
- Reserved forest area of 1110 hectares.

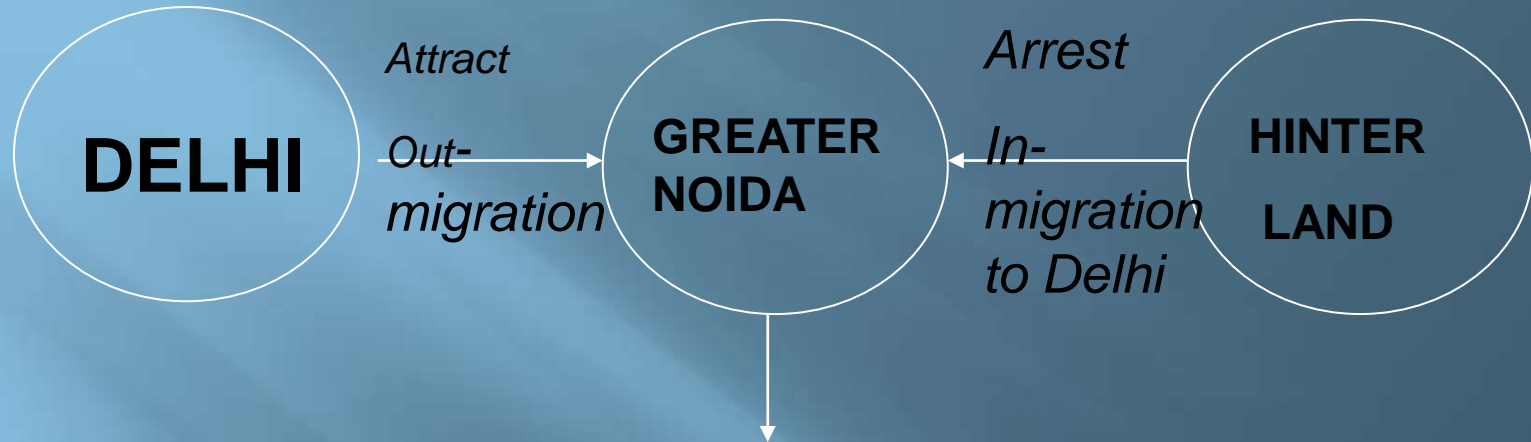


# Objective of Master Plan

- In Greater Noida, focus is on controlled planning, development, regulating unplanned development and efficient maintenance of the city infrastructure.
- Plan has been prepared with vision that Greater Noida City acts as Regional Institutional and Industrial Centre and takes urbanisation pressure of Delhi.
- The new town promises to deliver a very conducive living-working environment.
- To develop as an institutional town with focus on educational facilities.
- To provide for a lucrative investment location for future industrial growth.
- To provide world class infrastructure for residents and users.



# Objective of Plan Preparation



- Futuristic, Holistic Plan for all issues on urbanisation.
- Modern, composite efficient city of International standards.
  - Infrastructure
  - Urban Design
  - Quality of Life.
  - Land of Plenty.
- City with an ambience
  - Marked by green landscapes.
  - Characterized by greenery,
  - flowers and fountains.



# Developmental status of Greater Noida

- 5,075 Ha. already urbanized in Phase I
- Urbanizable area of 22,255 Ha. by year 2021
- City planned for a population of
  - 0.7 million by year 2011
  - 1.2 million by year 2021
- Industry led development - 4201 Ha. to be developed by 2021
- Residential development – 5000 Ha. to be developed by 2021

1 LAKH=100000  
10 LAKH = 1M  
1CR= 10000000 (10M)





# Regional, local concerns and incentives

- Strong Regional Linkages
- Linear City, with Central Spine
- Grid Iron Pattern
- National / Regional Activities on periphery
- Industrial Area located on Periphery
- Well distributed Commercial / Institutional
- Interlinked Greens
- Ecologically Sensitive Areas
- Ground Water Recharge Areas
- Population density control at 60 ppHa (net residential density)
- Integration of the informal sector.
- Integration of the existing villages
- INCENTIVES in terms of land rates for industries who start production within a stipulated time.
- UP Government sales tax exemptions.
- Single window clearance system.
- Grievance /queries cell for customers
- E Governance
- Incentives for setting up eco parks.



# SPECIAL PLANNING FEATURES: Urban design harmony

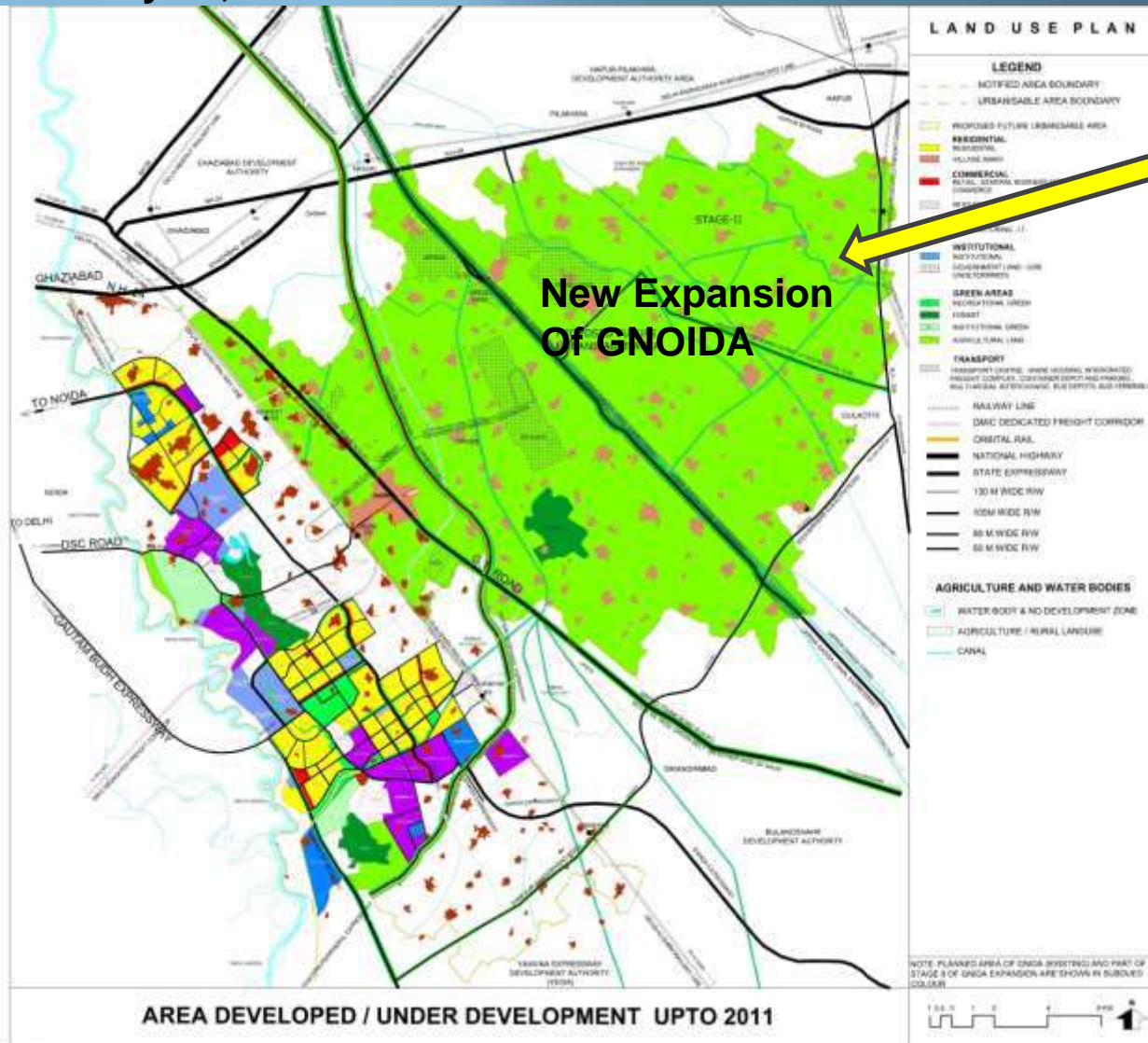
- Norms defined for ramps, design / height of boundary walls, plantation, plinth height
- Predefined Color Scheme for buildings on main roads
- Controlled Signage's and Display Boards
- Building Lines Specified through detailed Zonal Plan





# Existing and Projected Development in Year 2011

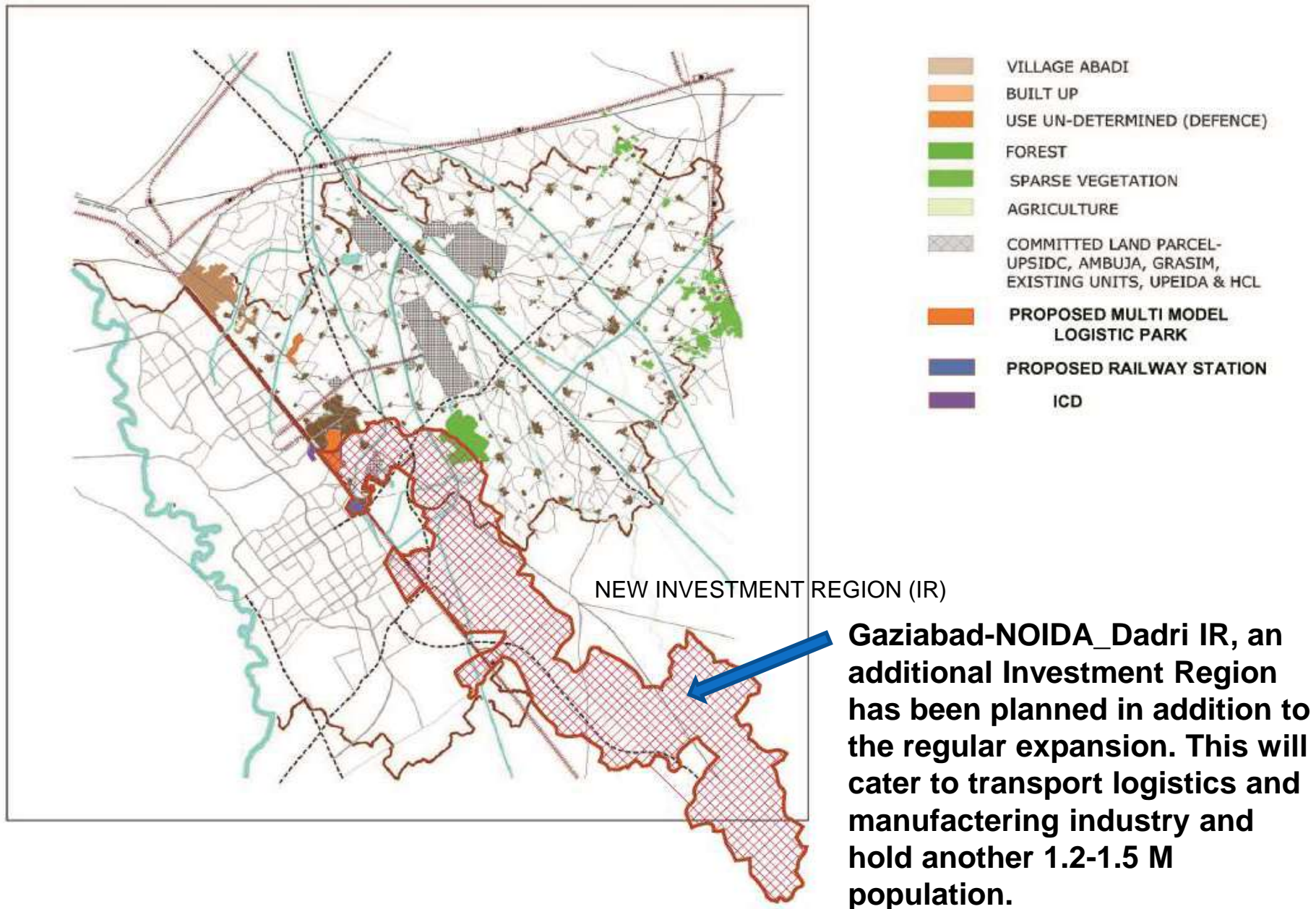
In the light of the possible haphazard development in the periphery of the existing GNoida  
And to ensure the planned development in response to the economic boost in the near future, an extensive plan has been drawn up for the extension of the town on the NE of nearly 50,400Ha



Of the 50400 Ha only 24000 ha is urbanisable. The remaining is to be left green. This area is mainly for large industries. A residential population of aprox 1.2-2.5 M is envisaged to be accomodated here.



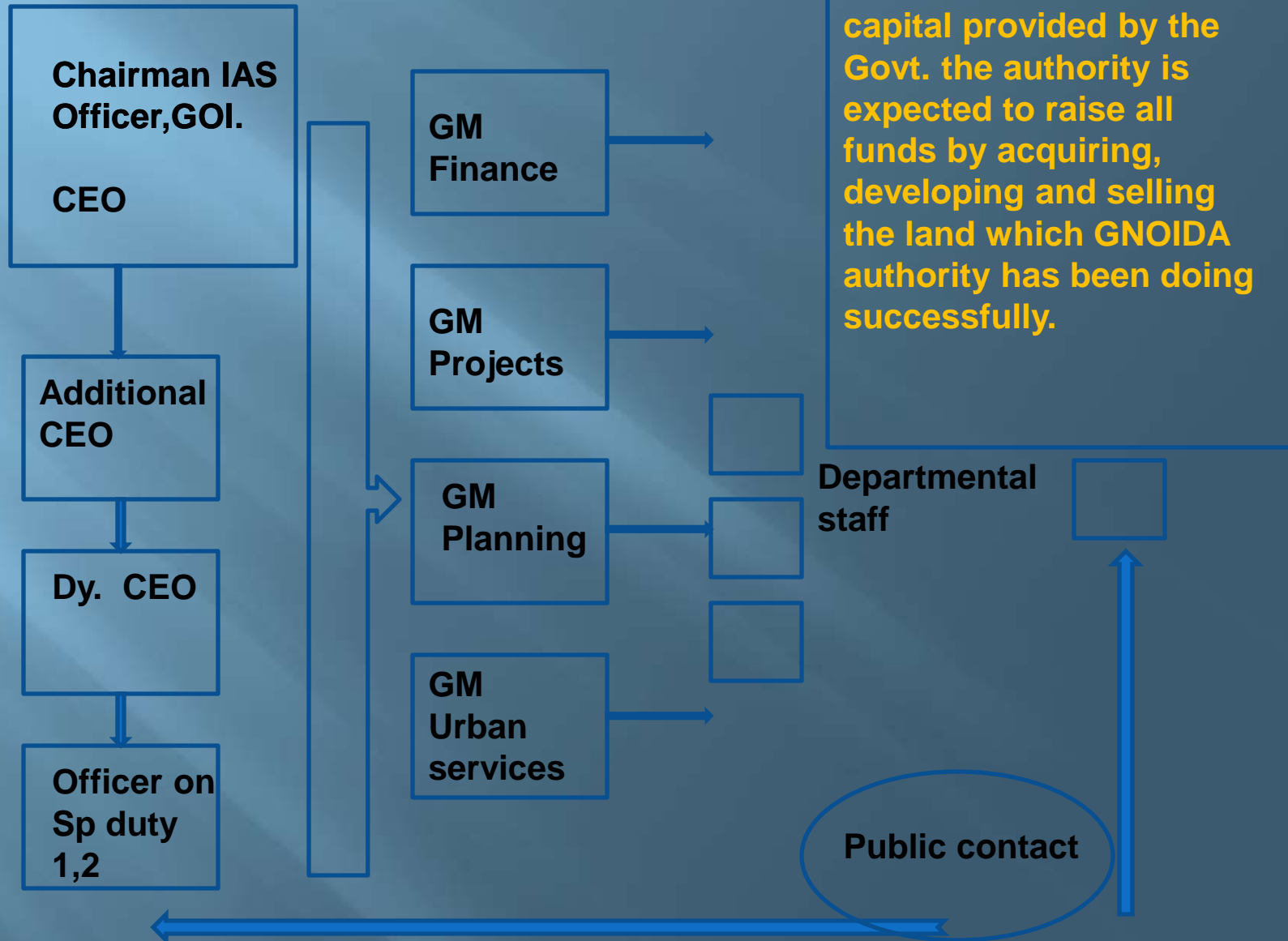
## LAND UTILISATION PATTERN FOR EXTENSION 50,400 Ha





# The Administrative structure of GNIDA authority.

Principal  
Secretary,  
Govt of UP.



# The progress so far.....GNOWDA has been growing as a model of a new town in India

- 130 M WIDE ROAD
  - TOTAL LENGTH PROPOSED – 28.20 KMS
  - TOTAL LENGTH CONSTRUCTED- 20.83 KMS
  - TOTAL LENGTH UNDER CONSTRUCTION– 4.5 KMS .
- 105 M WIDE ROAD
  - TOTAL LENGTH PROPOSED UPTO HAPUR – 23.0 KMS
  - TOTAL LENGTH PROPOSED UPTO RAILWAY LINE – 8.5 KMS
  - TOTAL LENGTH CONSTRUCTED– 6.5 KMS
  - TOTAL LENGTH UNDER CONSTRUCTION– 2.0 KMS .
- 80 M WIDE ROAD
  - TOTAL LENGTH CONSTRUCTED– 19.69 KMS
  - TOTAL LENGTH UNDER CONSTRUCTION– 3.54 KMS
- 60 M WIDE ROAD
  - TOTAL LENGTH CONSTRUCTED– 61.09 KMS
  - TOTAL LENGTH UNDER CONSTRUCTION– 5.25 KMS
- OTHER PROVISIONS
  - PLANNING OF SEGREGATION OF SLOW MOVING AND FAST MOVING VEHICLES, STREET FURNITURE ETC. ON GOING.
  - DEDICATED BUS LANES PROVIDED ON 130 M WIDE ROAD AND 105 M WIDE ROAD





# Existing Industrial Development

**HONDA SEIL CARS**



**VEDIOCON**



**VECTRA WORKS**



**VIDEOCON**



**BAYER & BAYER**



**CAPARO ENG.**



**NEW HOLLAND TRACTORS**



**HINDUSTAN TIMES**



# Existing Institutional Development

KAILASH INSTITUTE



DELHI PUBLIC SCHOOL



SHARDA UNIVERSITY



CAMBRIDGE SCHOOL



IEC COLLEGE OF ENGINEERING & TECHNOLOGY



INDUS BUSINESS SCHOOL



**BY THE END OF YEAR 2021, THE ENTIRE CONGLOMERATION OF GNIDA ALONG WITH THE PROPOSED EXTENSIONS AND IRS IS EXPECTED TO ACCOMMODATE A POPULATION BETWEEN 6 TO 7 M**



# Existing Institutional Development



GAUTAM BUDHA UNIVERSITY



GNOIDA is poised to emerge as a nodal education centre in North India

# New Initiatives

## Exposition Mart :-

- Proposed by Export Promotion Council for Handicrafts, Ministry of Textiles, Govt. of India for the promotion of the exports of handicrafts from India.

## Taj Expressway :-

- Taj Expressway, Industrial Development Authority was constituted on 20.04.2001. The Taj Expressway would provide direct access to the Taj Economic Zone, International Airport and Aviation Hub proposed to be constructed along the Taj Expressway

- The Taj Mahal would be just 100 minutes from the Taj International Airport near Greater Noida through this Expressway

## Formula 1 :-

- The Buddh International Circuit is an Indian motor circuit in Greater Noida 40km from Delhi. Which was first hosted on 30 October 2011. The track was officially inaugurated on 18 October 2011.





## Socio Cultural Centre:-

- Caparo Group Limited is setting up a unique socio-cultural center in Greater Noida. Land worth 20 acre has already been approved and allotted for this initiative.

## Transport Hub

- Greater Noida Authority intends to develop an integrated transportation Hub in the city spread across approx 600 acres.
- The proposed transport Hub will provide services for such as State Bus Terminus and a Railway Station It will function as a major transfer point for bus and rail transit operations

## Night Safari

- GNIDA is planning to develop a Night Safari in the city in order to create awareness about environment & ecology ,to provide a source for recreation to residents and to spur tourism in Greater Noida .

## Taj International Airport

- International Airport hub has been planned close to Greater Noida city. to facilitate tourism, cargo, aviation and non-aviation facilities.



**THANK YOU**