MASTER PLAN SAWAI MADHOPUR
Master Plan for Sawai Madhopur 1985-2006

Prepared by:
The Chief Town Planner
Government of Rajasthan, Jaipur under
The Rajasthan Urban Improvement Act, 1959
ACKNOWLEDGEMENT

The following Officers of the Town Planning Organisation rendered assistance in the preparation of this Master Plan for Sawai Madhopur.

Shri B. L. Mehra  Addl. Chief Town Planner
Head Office, Jaipur.

Shri A. M. Sharma  Senior Town Planner,
Kota Zonal Office, Kota.

Dr. A. N. Mishra  Dy. Town Planner (PR)
Head Office, Jaipur.

Shri Mukesh Mittal  Asstt. Town Planner
Kota Zonal Office, Kota.

Shri M. C. Gupta  Research Assistant
Kota Zonal Office, Kota.

The above officers were assisted by Shri G. N. Shringi TPA,
I. D. Saxena & K. C. Chakma Investigator, A. K. Sharma &
Kumawat Tracers, Pitham survey Assitt and Shri S. P. Nama,
K. L. Khatri, I. K. Kanungo for typing the plan document.

C. S. Mehta
Chief Town Planner
Govt. of Rajasthan,
JAIPUR
**LIST OF TABLES**

Table 1: Population Growth Trends—Sawaimadhopur Man Town 1901-1981  
   9

Table 2: Occupational Structure of Sawaimadhopur in 1971-81  
   10

Table 3: Existing Land Use—1985 Sawaimadhopur  
   11

Table 4: Educational Structure—Sawaimadhopur—1985  
   15

Table 5: Population Growth Trends and Projection—Sawaimadhopur—1971-2006 AD.  
   26

Table 6: Occupational Structure—Sawaimadhopur—2006 AD.  
   27

Table 7: Land Use—Sawaimadhopur—1985—2006 AD.  
   31

Table 8: Planning Zones—Sawaimadhopur—2006 AD.  
   32

Table 9: Distribution of Ware-housing and Godowns in Sawaimadhopur  
   37

Table 10: Distribution of Industrial Activities—Sawaimadhopur—2006 AD.  
   38

Table 11: Educational Requirement—Sawaimadhopur—2006 AD.  
   44

Table 12: Road Standard—Sawaimadhopur—2006 AD.  
   47
contents

ACKNOWLEDGEMENT
LIST OF TABLES
1.0 INTRODUCTION
2.0 EXISTING CHARACTERISTICS
   REGIONAL SETTING
   HISTORICAL
   DEMOGRAPHY
   OCCUPATIONAL STRUCTURE
   EXISTING LAND USE
RESIDENTIAL
COMMERCIAL
INDUSTRIAL
GOVERNMENT OFFICES
COMMUNITY FACILITY
EDUCATIONAL
MEDICAL
PARKS AND OPEN SPACES
OTHER COMMUNITY FACILITIES
TOURISM
(a) Ranthambhor Fort
(b) Ranthambhor-Wild Life Sanctuary
CIRCULATION
PUBLIC UTILITIES
Water Supply
Sewerage & Drainage
Power Supply

3.0 PLANNING CONCEPT

PLANNING POLICIES
FUTURE SIZE AND OCCUPATIONAL STRUCTURE

4.0 LAND USE PLAN

URBANISABLE AREA
PLANNING ZONES/DISTRICTS
A. MAN TOWN PLANNING ZONE
B. ALANPUR PLANNING ZONE
C. SAWAIMADHOPUR PLANNING ZONE
D. GREEN BELT/PERIPHERAL CONTROL BELT
GOVERNMENT & SEMI-GOVERNMENT OFFICES
COMMERCIAL
City Centre
Community Centres
Local Shopping Centres
SPECIALISED & WHOLESALE MARKETS
WAREHOUSES & GODOWNS
INDUSTRY

PROPOSED INDUSTRIAL AREA
1. Kherda Industrial Area
2. Ranthambhor Industrial Area
3. Dausa Road Industrial Area (near Warehousing)

SERVICE AND HOUSEHOLD INDUSTRIES
MINING AND EX extractive
RESIDENTIAL
HOUSING
URBAN RENEWAL
KATCHI BASTIES
TOURISM
COMMUNITY FACILITIES
EDUCATIONAL
MEDICAL
OTHER COMMUNITY FACILITIES
PARKS AND OPEN SPACES
PUBLIC UTILITIES
Water Supply
Drainage and Sewerage
Power

CIRCULATION
Proposed Circulation Plan
Truck Stand
Bus Stand
Railway
Aerodrome

PERIPHERAL CONTROL BELT

Plan Implementation
PUBLIC COOPERATION & PARTICIPATION
CONCLUSION

APPENDIX: ONE
Extracts from Rajasthan Urban Improvement Act, 1959, Chapter II Master Plans

APPENDIX: TWO
Government Notification of 1.5.85 & 28.6.85

APPENDIX: THREE
Government Notification of 15.7.87

APPENDIX: FOUR
Government Notification of 9.9.93

APPENDIX: FIVE
Government Notification of 28.1.94
Sawai Madhopur a District Head Quarter, is an important Railway Junction on Delhi-Bombay broad gauge railway line, along with a broad gauge line to Jaipur, the State Capital. It is also well linked with other towns by State Highway No. 29 (Siraska to Bundi) and S. H. No. 30 (Tonk to Sheopur). The famous Ranthambhor fort and Ghana Sanctuary lies very close to the town in the east, which has made this town more significant and important from tourist point of view.

Sawai Madhopur town was established by Maharaja Sawai Madho Singh ji in 1768 AD on a well conceived plan, similar to Jaipur. The town design was laid out on grid iron pattern with streets intersecting each other at right angles. It was
strategically located amid the narrow valley surrounded by hills from all sides, giving full considerations to the defence, which was an important factor during the medieval period. A massive wall was also constructed to provide further protection to the town. The main street running in east-west direction almost bifurcated the town in two parts and was the centre of main commercial and other economic activities.

The earlier developments of the town remained confined within the city wall till 1945, when a new town namely Man Town was established near railway station named after Sawai Man Singh II rural of Jaipur State. Consequently many new State Govt. offices were established in this new town. Due to its location on broad gauge railway line and junction, the town was selected for the establishment of first cement factory in the State in 1948 by Jaipur Udyog Ltd. This acted as great booster to the growth of the town promoting large scale immigration and all round development. The famous Bazaria market was developed near the railway station and a hospital, a degree college, Collectorate and other office buildings along with residential colonies were built. With the result Sawai Madhopur town grew from a small walled town of 11,417 in 1951 to a size of 77,083 in 1991. A number of small scale industrial units have also come up, RIICO is now developing about 290 acres of industrial estate in the town. Thus Sawai Madhopur is at present a fast developing industrial and commercial town of the eastern Rajasthan. Undoubtedly all the recent developments have boosted the economy of the town and accelerated its growth, but lot of problems have also created due to fast development. The old planned town had its limitations in physical development due to hills around. This has resulted into haphazard growth and congestion. The earlier planned roads and streets have been narrowed down due to encroachments. Establishment of Cement
Factory, government offices and RIICO industrial area have made Man Town as a new growth centre and have created a vast voids of un-urbanised lands in between the Man Town and old town. The new Grain Mandi is going to be constructed, on link road to old town. The industrial area on Ranthambhor road is also being developed in isolation, while Khera industrial area is again located to the south of the town. Thus there is lack of proper integration between various pockets of development like cement factory, Man town, industrial areas, Mandi & Old town. This is creating the problems of encroachments and haphazard developments in the vacant areas between them. The State Highway passes through the town and is used for local as well as regional traffic and is subject to traffic congestion and accidents. There is no proper truck stand or automobile repair workshop, hence loading and unloading activities are carried out on the main roads of the city.

Sawai Madhopur is the District head quarter and a fast developing town. It is quite imperative that these emerging problems are tackled immediately otherwise they may grow acute and out of control. Sawai Madhopur town has been blessed with natural scenic beauty of Ranthambhor hills in its immediate surrounding, it is, therefore, more important to save this town from the pressure and woes of rapid urbanisation. It was in this context that the work for the preparation of a Master Plan for Sawai Madhopur town was taken up by the Town Planning Department to work out a strategy for the future development of the town. In view of the above considerations the Government issued a Notification in May, 1985 & June '85 and Jan. '94 under section 3 (i) of Rajasthan Urban Improvement Act, 1959, declaring Urban Area of Sawai Madhopur town comprising of eighteen revenue villages and enjoined upon the Chief Town Planner of Rajasthan to prepare a Master Plan for the said area. A later the Government constituted an Advisory Council for Advising Council the Chief Town Planner for the finalization of Master Plan. The notification may be seen at appendix 3.
With the assistance of the officers and staff of the Town Planning Department various physical and socio-economic surveys were carried out to acquaint the existing situation. On the basis of the studies and assessment for the future need of the town, a Draft of the Master Plan was prepared to serve as guide line for future development of the town. A number of Government departments, Sawai Madhopur Municipal Board and various other agencies were contacted to collect various information and data in course of studies connected with the preparation of the plan. All these agencies extended full cooperation and I wish to express my sincere thanks to all of these. I would also like to record my appreciation for the services rendered by these officers and staff of Town Planning Department who assisted me in the preparation of the Master Plan.

The Draft Master Plan was released for public objections on 20.5.68 as provided under section 5 of U.I. Act, 1959, and 30 days time was allowed for filing objection, suggestions etc. Copy of the Draft Master Plan was sent to all concerned government agencies, village sarpanch, Jila Pramukh, M.L.A. and M.P. etc. The drawings were exhibited in the Municipal Office building and a representative of Town Planning Department was present throughout to explain the Master Plan if a body so desires.

In all 67 objections were received, out of which three were from Government Organisation and 64 from individuals or group of individuals. Site inspection was carried out to examine each representation and personal discussions were held where ever it was considered necessary. The objections from Administrator Municipal Board, Director National Park Ranthambhore and from Additional Secretary environment were mostly regarding the safeguarding of National Park of Ranthambhore. The above views have already been taken into consideration while preparing the Master Plan and no extension of Industrial activity Ranthambhore road has been proposed. Also only non polluting, small scale industrial units have been
suggested for Sawai Madhopur town. As a result of detailed scrutiny of objections/suggestions, a report was prepared containing important points of all the representation along with comments of the department. Only a few minor changes were suggested in the Master Plan mainly due to ground condition and ecological consideration.

The objections/suggestions, report along with revised Master Plan document was submitted to the Government for approval as required under section 6 (1) of U.I. Act, 1959. This was discussed in the Advisory Council meeting held on 15.7.93 in detail and modifications suggested by the Chief Town Planner were agreed. In the meeting of Advisory Council two more suggestions were agreed; (i) to incorporate new broad gauge railway line and use the abandoned metre gauge track for a major road, which will provide direct access to the railway station. ii) Polytechnic which has been constructed to the west of Lotia Nalla should be incorporated in the Master Plan. The Advisory Council thus approved the Master Plan in the light of above suggestions. Subsequently the Master Plan has also been approved by the Government and notified vide Notification No. 10/3/84 dated 9th September, 1993 (Appendix IV).

In view of the approval of the Master Plan of Sawai Madhopur by the Government, the final Master Plan document has now been prepared and in token thereof I do hereby affix my signature.

Jaipur,
March 24/9/93
Chief Town Planner
Govt. of Rajasthan

This Master Plan has been approved by the Govt. of Rajasthan under section 6 (3) of the Rajasthan Urban Improvement Act, 1959 and was so notified under section 7 of the said Act on 9.9.93. (Refer APPENDIX : 4)
Existing Characteristics

Sawai Madhopur town is located at 26° - 01' North Latitude and 77° - 22' East Longitude at an altitude of 265.785 meters above mean sea level. It is very well connected with Delhi-Bombay broad gauge railway line. A broad gauge railway line also link it with Jaipur. State Highway No. 30 links the town with Tonk while another State Highway No.29 links with Bundi and Siriska. The old town is located in a narrow valley carved out amidst the hill. It is thus surrounded by hills from all sides. Lotia Nalla is the main drainage for the town. Man town is located on a level land near railway station.
The climate of Sawai Madhopur is dry except during the short rainy season. The normal annual rainfall is 887.6 mm which mostly take place during monsoon period. Temperature starts rising from March and May is the hottest month with daily minimum of 41°C and daily minimum of 25°C. During winter daily maximum temperature decreases to 23°C and minimum to about 8°C during January. The dry climate of Sawai Madhopur is characterised with low humidity which is generally 10 to 15% for the year, except during rainy season when it rises to 60%. The winds direction is from westerly to south westerly directions during rainy season and summer respectively. In winter winds are from west and north.

Regional Setting

Due to its nodal location at the junction of Broad gauge lines along with two state highways, Sawai Madhopur is well connected to various towns of State as well as outside areas. It is also the District Head quarter and has to perform various social, economic, cultural, administrative and other functions for the entire District. Sawai Madhopur district covers an area of about 10527 sq km. and inhabited 1,535,870 persons in 1981. District has rich irrigation resources and about 46% of the total area is cultivated. Main crops are wheat, barley, pulses, rape seed mustard, ground nut and sesame. The district is also endowed with a variety of mineral resources like lime stone, lead, copper, silica talse etc. The rich deposits of lime stone have promoted the establishment of cement factory in Sawai Madhopur town.

There are number of religious, historical and tourist places in this District. Besides Ranthambhor Fort and wild life Sanctuary, Sri Mahavirji and Kela Devi are two important pilgrim centres of Jains and Hindus, where large number of pilgrims regularly visit for worship. Mehandipur-ka-Balaji is another important place in the district located near Jaipur-Agra road.
Sawai Madhopur town, though founded in middle of Eighteen century, has a glorious past history. About 12 kms. north-east of the town the famous Ranthambhor Fort is located which is supposed to be constructed in the 10th Century AD. by Chauhan rulers. It has been the capital of Rao Hammira and was the strongest fort of its time. It was at its highest glory during Hammira's rule until it came under the possession of Alauddin Khilji in 1301 AD. The Fort with buildings scattered over the Ranthambhor hill speaks its glorious history. The Fort was passed into the hands of Mughals in 1528 AD. In 1765 the fort of Ranthambhor was assigned to Jaipur Raja by Mugal Emperor, Aurangzeb in order to check the Marathas invasion. There after Maharaja Sawai Madho Singh of Jaipur founded Sawai Madhopur town on grid-iron pattern similar to the Capital city of Jaipur with roads intersecting each other at right angles, choupars etc. The main street bifurcated the town in two parts and market was established along this road. The town is surrounded by hills from all sides. A massive wall was also constructed in some portion to provide further protection to the town. Formerly the town was confined within the walls but the construction of Bombay-Delhi Broadgauge Railway line and Jaipur-Sawai Madhopur Metregauge rail link in first decade of this century provided a new direction of growth in the west. Establishment of the railway station gave impetus to the development arround it and in 1944 Mirza Ismile, the then Prime Minister of Jaipur State started development of Man town named after Sawai Man Singh II. After the merger of the State in 1948 a number of Govt. offices, like, the Colloctrate, Police Line, Irrigation, PWD, PHED etc. were established in Man town. A new market known as "Bajaria" came up along the State Highway near Station.

The establishment of Cement Factory by Jaipur Udyog Ltd. in 1948 was a landmark in the development of the town, as...
The consideration of the growth rates out to 39.5%. The study, however, is only an overall review. However, a more detailed analysis, especially of the growth rates, would be required to fully understand the factors contributing to the growth. During the last decade, the growth rate was about 30-50% per annum. This growth was due to the fact that the town was located in an area with a high density of industrial activity. The town has experienced a growth rate of 36% during 1961-71 compared to 31% in 1951-61. During 1961-71, the town has been experiencing a steady growth in population since 1951. Today, Shrewsbury Park is a busy commercial and industrial town with a number of regional facilities. Today, Shrewsbury Park is a busy commercial and industrial town with a number of regional facilities. The growth of the town has been due to the concentration of industrial activity, which has led to increased employment opportunities. The town has been developing rapidly, with new residential and commercial areas being constructed. The population has increased significantly, and the town has become more diverse in terms of its demographic profile.
The following table shows the growth trends in population since 1901.

**TABLE 1**

<table>
<thead>
<tr>
<th>Year</th>
<th>Man Town Population variation</th>
<th>Sawai Madhopur Population variation</th>
<th>Total Population (Total)</th>
<th>% Variation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1901</td>
<td>—</td>
<td>10,328</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>1911</td>
<td>—</td>
<td>11,166</td>
<td>+ 8.11</td>
<td>+ 8.11</td>
</tr>
<tr>
<td>1921</td>
<td>—</td>
<td>7,450</td>
<td>- 33.28</td>
<td>- 33.28</td>
</tr>
<tr>
<td>1931</td>
<td>—</td>
<td>8,216</td>
<td>+ 10.23</td>
<td>+ 10.23</td>
</tr>
<tr>
<td>1941</td>
<td>—</td>
<td>8,392</td>
<td>+ 2.14</td>
<td>+ 2.14</td>
</tr>
<tr>
<td>1951</td>
<td>—</td>
<td>11,417</td>
<td>+ 36.05</td>
<td>+ 36.05</td>
</tr>
<tr>
<td>1961</td>
<td>—</td>
<td>20,952</td>
<td>+ 83.52</td>
<td>+ 83.52</td>
</tr>
<tr>
<td>1971</td>
<td>22,179</td>
<td>21,105</td>
<td>+ 0.73</td>
<td>+ 106.59*</td>
</tr>
<tr>
<td>1981</td>
<td>30,935 39.48</td>
<td>28,135</td>
<td>+ 33.31</td>
<td>+ 36.50</td>
</tr>
<tr>
<td>1991</td>
<td>77,690 + 31.50</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* The High Growth rate is because Man Town was only included in 1971 Census as a town.

Source: Census of India—1991

Sawai Madhopur is a prosperous economic growth centre. As per 1991 census about 26.3 percent of the population consisted of workers. About 10.3 percent were employed in primary sector i.e. agriculture, mining & quarrying etc., while the remaining 89.7 percent were employed in secondary and tertiary sector. As per 1991 

**OCCUPATIONAL STRUCTURE**
census, about one forth of the total workers were employed in industries and 20 percent in trade and commerce followed by 11 percent in transport. Being a District headquarter, about 28 percent workers were employed under Service sector. The following table gives details of occupational structure of workers in Sawai Madhopur in 1971 & 1991.

**TABLE 2**

**OCCUPATIONAL STRUCTURE OF SAWAIMADHOPUR IN 1971—91**

<table>
<thead>
<tr>
<th>S.No.</th>
<th>Occupation</th>
<th>1971 Persons</th>
<th>%age of Total Workers</th>
<th>1991 Persons</th>
<th>%age of Total Workers</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Agriculture, Mining &amp; allied activities</td>
<td>1220</td>
<td>9.80</td>
<td>2091</td>
<td>10.3</td>
</tr>
<tr>
<td>2.</td>
<td>Industries</td>
<td>4124</td>
<td>33.10</td>
<td>4997</td>
<td>24.5</td>
</tr>
<tr>
<td>3.</td>
<td>Construction</td>
<td>400</td>
<td>3.20</td>
<td>1405</td>
<td>6.9</td>
</tr>
<tr>
<td>4.</td>
<td>Trade &amp; Commerce</td>
<td>1958</td>
<td>15.72</td>
<td>4001</td>
<td>19.6</td>
</tr>
<tr>
<td>5.</td>
<td>Transport &amp; Communication</td>
<td>1377</td>
<td>11.05</td>
<td>2229</td>
<td>10.9</td>
</tr>
<tr>
<td>6.</td>
<td>Other services</td>
<td>3380</td>
<td>27.13</td>
<td>5683</td>
<td>27.8</td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td>12459</td>
<td><strong>100.00</strong></td>
<td>20406</td>
<td><strong>100.00</strong></td>
</tr>
</tbody>
</table>

Source: Census of India and TPO Survey.
Total area within Municipal limits of Sawai Madhopur is 59 sq. kms or 14575 Acres, out of which only 1220 acres is the developed area and the rest consists of water bodies, hills, agricultural lands etc. Out of the total developed area 40.5% is under residential use and 12.8% under Public & Semi Public use. Land under Govt. offices is only 1.2% of the total developed area. About 15.4% of the total developed area is under industrial use which includes large chunk under existing cement factory.

Table No. 3 shows existing land use under various urban uses 1985.

### TABLE 3

**EXISTING LAND USE—1985 SAIWAIMADHOPUR**

<table>
<thead>
<tr>
<th>S.No.</th>
<th>Use</th>
<th>Area in acres</th>
<th>%age of developed area</th>
<th>%age of urbanized area</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Residential</td>
<td>490</td>
<td>40.5</td>
<td>31.0</td>
</tr>
<tr>
<td>2.</td>
<td>Commercial</td>
<td>50</td>
<td>4.1</td>
<td>3.1</td>
</tr>
<tr>
<td>3.</td>
<td>Industrial</td>
<td>195</td>
<td>15.4</td>
<td>11.9</td>
</tr>
<tr>
<td>4.</td>
<td>Governmental</td>
<td>15</td>
<td>1.2</td>
<td>0.9</td>
</tr>
<tr>
<td>5.</td>
<td>Govt. Reserved</td>
<td>40</td>
<td>3.3</td>
<td>2.5</td>
</tr>
<tr>
<td>6.</td>
<td>Recreational</td>
<td>35</td>
<td>2.9</td>
<td>2.2</td>
</tr>
<tr>
<td>7.</td>
<td>Public &amp; Semi Public</td>
<td>155</td>
<td>12.8</td>
<td>9.8</td>
</tr>
<tr>
<td>8.</td>
<td>Circulation</td>
<td>240</td>
<td>19.3</td>
<td>15.2</td>
</tr>
<tr>
<td></td>
<td>Developed Area</td>
<td>1220</td>
<td>100</td>
<td>76.6</td>
</tr>
<tr>
<td>9.</td>
<td>Agriculture</td>
<td>120</td>
<td>—</td>
<td>7.60</td>
</tr>
<tr>
<td>10.</td>
<td>Water Bodies</td>
<td>20</td>
<td>—</td>
<td>1.26</td>
</tr>
<tr>
<td>11.</td>
<td>Other vacant and undeveloped land</td>
<td>230</td>
<td>—</td>
<td>14.54</td>
</tr>
<tr>
<td></td>
<td>Urbanised Area</td>
<td>1590</td>
<td>—</td>
<td>100.00</td>
</tr>
</tbody>
</table>

11
RESIDENTIAL

The municipal area of Sawaimadhopur has been divided into 30 wards. There are three distinct patterns of residential development in Sawaimadhopur which is closely related to the historical growth of the town. The core of old Sawaimadhopur town have straight roads and chaupars with 2 to 3 storey constructions. This area has old havelis, many temples and traditional market and is therefore densely inhabited with an average residential density of about 200 persons per acre, while the highest density is in ward No. 20 i.e. over 400 ppa. Typical village type organic development is found in Alanpur, Tingla, Jetwara rural villages & in the outgrowth areas around the old town of Sawaimadhopur. These areas have narrow zigzag lanes and are congested having poor Public facilities with residential density of over 150 ppa. Man Town, the newly developed area is planned with wide roads and have mostly single storey residential development with a low residential density of below 100 persons per acre.

COMMERCIAL

The main retail and wholesale business activities of the city are still carried out in the markets of old Sawaimadhopur town. These traditional markets are the principal business areas of the city. Originally planned straight roads in this area have become narrower because of the continuous Chamchahra type encroachment in front of the shops. Bus service and the business allied to transportation is located along Khandar road in this area. The newly developed ‘Bazaria’ is the main market street of Man town where retail and transport oriented business is located. This causes over crowding and congestion on this road, because of intermingling of traffic. There is no parking facility for vehicles in these markets.

The grain mandi is located in the old town in a very congested area. However, now a new site has been identified near village Alanpur along main road. Grain godowns are located at isolated location on Ranthambhor road, and
Sawai Madhopur is a fast developing industrial town of Rajasthan mainly because of its nodal location at the junction of broad gauge railway lines. In 1985 there were about 340 registered industrial units in the town employing about 4160 workers. The city has one large scale unit namely Jaipur Udhyog Cement plant which is located in the north of Main Town. This Factory occupies an area of about 400 acres including its own residential colony. It employs about 3020 workers and has got its own railway sidings etc.

There are two planned industrial areas by RIICO for small scale units. Khera industrial area is located on Tonk road in the west in an area of about 100 acres with 137 plots. Out of which about 70 plots have been allotted and 14 industrial units have already started production, while other are under construction. The other industrial area is located on Ranthambhor road in the east in about 57 acres with 62 plots. This area is still in the process of development. Considerable area in the north east of industrial Estate has been allotted for Gas Filling Plant. The construction of this plant is in progress. Since this area lies near the Games Sanctuary and Fort only nonpolluting industries have to be permitted here.

Besides above there are a number of household industries providing employment to about 10% of the total working force. Toy making and hand-loom weaving are popular cottage industries. Old Sawai Madhopur town has more than 100 small power loom units.
GOVERNMENT OFFICES

Sawaimadhopur is the District Head-Quarter accommodating major District level offices. Collectorate and other district level Govt. offices are located in Man Town area, some of the offices like Education Deptt., Municipal Council etc. offices are still located in old Sawaimadhopur town. The offices of Rajasthan State Electricity Board, Irrigation, Public Health & Engg. Deptt. etc. are also located in Man town area, in their own buildings, but some of the important Govt. offices are still located in rented premises in the buildings meant for residential use. Central Govt. offices such as Post and Telegraph, Life Insurance Corporation are located in Man town near Dak Bungalow. Police line is located on Dausa road having enough land.

COMMUNITY FACILITIES

The development of community facilities have not kept pace with the development of city and newly developed areas are also lacking in these facilities. Some sub standard facilities although are in exisstance but they are not adequate.

EDUCATIONAL

In Sawaimadhopur there are about 30 primary schools, 13 Middle schools and 5 Secondary / Higher Secondary schools. Most of the above schools do not have adequate facilities of play fields. Table below shows the educational facilities prevailing in the town.
<table>
<thead>
<tr>
<th>S. No.</th>
<th>Age Group</th>
<th>Primary School</th>
<th>Middle School</th>
<th>Secondary/Higher Sec.</th>
<th>Enrolment in School</th>
<th>Age Cut-Off</th>
<th>Total School</th>
<th>Age Cut-Off</th>
<th>Total School</th>
<th>Age Cut-Off</th>
<th>Total School</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>5–11</td>
<td>11,910</td>
<td>4,971</td>
<td>3,400</td>
<td>56,000</td>
<td>47.0</td>
<td>70,000</td>
<td>42.0</td>
<td>680</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: Inspector of Schools and T.P. Survey.
As regards higher education there is at present one Degree College providing co-education. There is no separate Girls' college in the town. This town does not have any professional or technical institution also.

**MEDICAL**

Sawai madhopur town has one General hospital situated in between Man Town & old town with 110 beds. T.B. clinic is also attached to this hospital. Five dispensaries are functioning in the town. Besides, one family planning centre is also located in Adarsh Nagar. One Health unit is being run by Western Railway. E. S. I. Dispensary is located near Rest House in Man Town area. Veterinary Hospital is located near General Hospital.

City has an Ayurvedic Hospital functioning in private building in old town area.

**PARKS AND OPEN SPACES**

The city is not well provided with parks and open spaces. Space earmarked for garden infront of Collectorate is also not fully developed. The small park near Latia Nallah in old town area is maintained by Municipal Council. The city has a public open space which is used for Dashehra and other festivals. A new stadium is under construction near the college.

**OTHER COMMUNITY FACILITIES.**

There are three Cinema halls in the city. Two of them are located in Man Town, one in old Khasa Kothi and the other is a newly constructed hall near over bridge called "Prem Mandir". There is only one picture hall in old Sawai madhopur town area. There is one Club in Man Town area known as Officer's Club. The public Library is located in old town area.

**TOURISM**

Sawai Madhopur has a few important places of tourist Interest; namely Ranthambhor Fort and Ranthambhor Nation Park located about 12 Km. east of the Railway
situated in General Girls' professional college being run at the centre of the city.

An annual fair is held in Ranthambhor Fort at the time of Ganesh Chaturthi in Bhadra month. People from various places come to this fair.

(a) Ranthambhor Fort

The famous Ranthambhor Fort is located about 12 Kms. from Rly. Station amidst the well guarded hill ranges from all sides. The fort is said to have derived its name from the two hills Rana and Thambhhor which are very close to each other. The Fort is built on the hill surrounded by a massive wall strengthened by towers and bastions. The Fort thus stands on an isolated hillock of above 480 metres height, and approached through a very narrow and steep mountain pass. It is thus not visible to the visitor until the end of the valley is reached through a series of gateways. Towering high up in the sky, it inspires awe and terror. The grim fortifications its gateways and the position of the Fort are interesting examples of Indian Military art. The main gate of the Fort called Bada Darwaja leads to the valley where Padmala Talab is located. There are number of buildings inside the Fort such as temple of Ganesh ji, Laxmi Narayan, Brahmaji, Raghunathji, Parmeshwarji, Jain temple etc. The other buildings like Hawa Mahal, Suppar Mahal, Badal Mahal Mausoleum of Muslim Pir Sadruddin, Jora Bhoran etc. are also worth seen. There are five big tanks for water supply and an iron pillar called Hamir Ghota.

(b) Ranthambhor-Wild Life Sanctuary

Adjacent to the Ranthambhor Fort, lies the famous game sanctuary. Situated amidst hills and rivers, it is a natural abode of wild life. It is situated at a distance of about 12 km.
north east of Sawai Madhopur railway station. The State Government established this sanctuary in the year 1955 by declaring an area of 415 sq. km. The sanctuary extends over the valleys within the Aravalli hills, with lakes and several hilly foot-paths. The scenic beauty of the sanctuary is enhanced by valleys, namely, Kachinda, Kamal Dhar, Soleshwar Jahpur, Bhakola and lakes like Malik Talao, Padamla Talao, Raj Bagh, Gillal Sagar and Mansarovar. It has become the home of many herbivorous animals. Carnivorous animals also exist in the dense shades of the forest. The sanctuary has no dearth of water because of its streams and springs for drinking purposes. No national or state highway passes through it. Wild animals found here include tigers, panthers, sloth bears, chinkaras, sambhar and deer. Besides, crocodiles, peacocks and neelgai are found in large numbers. Wild dogs and numerous species of birds can be spotted during morning and evening any day.

The State Forest Department has constructed about 120 km long tracks for vehicles to ply and enable visitors to watch wild life from close quarters. Tigers and tigresses with their cubs can be seen in the evening and the early hours of the morning. Jogi Mahal (Forest Inspection bungalow) situated next to the sanctuary and at the foot of the Ranthambhor fort has lodging facilities for visitors. From Jogi Mahal the view across the Talab especially when the lotus flowers are in full bloom, with the Aravalli hill ranges in the background is exceedingly picturesque and beautiful. Natural beauty coupled with a quiet atmosphere has made the Jogi Mahal a favourite picnic spot. Several spots have been earmarked for filming wild animals by tourists and watch towers constructed for spotting animals without danger. Central Government has also included this game sanctuary in the Tiger Project and declared it as National Park. This would mean further enlargement of the area of the sanctuary and increase in the number of wild animals.
preserved here. Ranthambhore Sanctuary is considered the most suitable place for the preservation of wild life in general and of tigers in particular. At present there are about 40 tigers, besides a number of panthers, Hyaena and 80 sloth bears. There are as many as 272 recorded bird species. It is therefore, quite evident that Sawai Madhopur has enough tourist potentiality.

State Highway No. 29 and 30 passes through Sawai Madhopur. However, lack of proper road bridges over the rivers along these roads makes movements difficult during rains. Most of the regional traffic flows on the Sawai Madhopur-Mansar road and on Chak Chainpura and Kherda roads which are the portions of State Highways within the city. State Highway No. 29 running through the congested part of old city and State Highway No. 29 in front of the Collectorate causes traffic problems. There is growing congestion on Sadar Bazar and Bazaria roads which are the main commercial streets. There is no regulated truck-stall in Sawai Madhopur, nor there is any organized Bus stand. Roadways Bus stand is operated from the very small area along Bazaria market behind Prem Mandir Cinema, private buses operate from an undeveloped bus stand on Khandar road where idle trucks are also parked. The transport companies are located in Bazaria in Main town and on Kherda road in Old town.

City does not have regular Aerodrome. The narrow airstrip existing along Dausa road opposite Cement Factory is not in use these days.

Water supply to Sawai Madhopur town is mainly from Banas river. Cement factory has got arrangement from tube wells. The water is filtered in the Public Health & Engg. Deptt. campus situated in Main Town. Wells are also taken

CIRCULATION

PUBLIC UTILITIES

Water Supply
in use for water supply purpose. With these sources, 3.5 lakh gallons water is supplied per day from Banas and 2.5 lakh gallons from local wells which gives consumption of about 10 gallons p.c. pd which is quite low.

Sewarage & Drainage

The town does not have under ground sewerage system. The municipal drains are mostly open over flowing Latia Nallah causing problems in rainy season. In old town area even the market are inundated. The water flow is also dirty as entire drainage of city waste flows in it.

Power Supply

A 132 KV Sub grid station on Chambal Hydel & Atomic system situated at Kherda village provides electricity to the town. Earlier Sawai Madhopur and Man town were getting electricity from the Thermal Power Station of Jaipur Udyog Limited located in cement factory campus.
Planning Concept

The city is a living entity and its form is not a matter of chance, but it has a long history behind its development and undergoes vast changes in the course of time. It thus bears the marks of various traditions and cultures of its occupants during different periods of history.

Industrialisation, introduction of high-speed vehicles, railway, medical facilities, water supply, electricity and drainage system in their own way affected the size, shape and environment of the town. The increase in economic activities attracted a large number of immigrants. The result is that the
town, which was a small compact planned town, with scenic natural beauty of hills and free from the hazards is now witnessing the evil effects of sporadic developments. As a result the city today is characterised with new colonies, slums market yards, industrial areas, offices and public buildings. This changing character of the city is also marked with a number of problems, like housing congestion, haphazard development, mixed land uses, environmental conflicts etc. resulting into deterioration in the living environment of the people. The new developments are not in conformity with the traditional character of the town, thus, there is absence of proper integration between old and new town. The aim of planning is, therefore, to minimise these problems and create a healthy living environment with proper work place relationship and easily accessible recreational and community facilities. Industrial activities, public utilities, traffic system etc. are to be provided in such a way that their ill effects are minimised. In order to achieve this objective detailed study of socio-economic structure of the people, physical features of the land available for development, and proper assessment of requirements of various urban functions and thereafter providing for their location in a rational manner in the Land Use Plan. The ‘Planning’ is, therefore, a process of providing various alternatives to a given problem and then choosing the best solutions, after proper study of existing situation in the form of an overall development plan. Step by step, the plan is completed and takes the shape of a Master Plan.

Master Plan is essentially a written statement of Planning Policies and Principles for guiding the future growth of the city accompanied by the Land Use Plan and other maps. Each town has certain special characteristics of its own which should be maintained. Certain assumptions are, therefore, made and objectives are listed. Planning Policies
are formulated in accordance with these objectives. The Master Plan is then prepared on the basis of these 'Planning Policies' and Planning Principles. These steps have been followed in the formulation of Master Plan of Sawai madhopur.

Master Plan provides definite guide-lines for the future development of the city. It is Long Range, because it looks ahead for about 20 years prospective. It is Comprehensive as it deals with the entire range of urban function and activities on city wide basis. It is also General because precise location of every use can not be spotted on such a level and scale. It thus lays down the functional relation of each use, precise location shall be determined in subsequent Area Plans and detailed schemes. Thus Master Plan may also be termed as a Long Range Comprehensive General Plan.

Sawai madhopur is the District head quarter. It shall thus continue to be main regional centre for various socio-economic, cultural and administrative functions in the entire District. It shall also act as an important trade and distribution centre, as it is very well connected by broadgauge rail and roads. Due to Game sanctuary and Ranthambhore Fort this shall also be important tourist centre. Having Cement Plant located in the city, associated with rich natural resources, transport links and due to incentives provided for industrial development it shall become an important industrial centre of Rajasthan State. However, in view of Game Sanctuary and Ranthambhore Fort nearby only small scale non-polluting industries may be permitted in the town.

Based upon the study of existing conditions and above policies certain planning principles have been evolved as the basic guide lines for the Master Plan exercise.
1. Government and Semi Government offices should be in organised complexes and so located that they have adequate land nearby for housing and directly accessible from major thoroughfares.

2. Commercial activities should be distributed so as to avoid the necessity of travelling daily to old city commercial centre. New commercial centres should be developed in right locations to serve new residential areas. This will help in relieving the congestion in old city commercial centre.

3. Since Industrial areas act as the main work centres, these should be developed and located in view of wind direction, so that they are not nuisance to the surrounding environment specially the Game Sanctuary.

4. An hierarchical system be evolved for the circulation pattern so as to make optimum use of different type of roads and streets in the town. Land Use Plan and Transportation Plan should function as complementary to each other. The care should also be taken to avoid mingling of required traffic, and by-pass roads should be provided. While developing new residential areas, proper relationship between the old and new development should be evolved both physically and socially.

5. The old city has a comparatively higher density while the adjoining new developments are thinly populated. Disparities in residential densities should be narrowed down. New residential areas as well as work centres should be developed with proper infrastructure so as to attract people from the old city to settle outside.

Community facilities, public utilities and services should be rationally distributed in the entire Urban Area.
according to the pattern of residential densities and accepted norms and practice. Recreational facilities at the city and local level should be systematically distributed.

6. A Peripheral Control belt should be provided around the urbanisable limits in order to check any haphazard growth on the periphery of the city or ribbon development taking place along the main roads entering the city. Developments in rural settlements within the peripheral control belt should be regulated.

7. The scenic beauty of the hillocks and Ranthambhor National park should be preserved from the evils of future urbanisation. Places of tourist attraction should be properly developed and provided with sufficient facilities.

8. The entire Urban Area should be divided into a number of Planning Zones or Districts, each of which would be more or less self-contained in the matter of work centres, living areas, shopping, educational, medical, recreational and other community facilities. Detailed Plans should then be prepared for each such Planning Zone or District as a follow-up action.

The population estimates for Sawaimadhopur for 2006 AD have been worked out by the component method taking into account the natural increase and migration separately. It has been assumed that due to family welfare programme the present rate of natural increase in population shall decline. But due to greater potentiality for employment generating economic activities, the rate of migration shall be higher in the coming two decades. The population growth factors of the past shall continue to operate in future also because of the growing importance of the town as an administrative,
industrial and commercial centre of the region rich in economic resources. On the above assumption, the population for Sawaimadhopur town works out to about 1.50 lakhs for 2006 AD.

TABLE : 5

POPULATION GROWTH TRENDS AND PROJECTION
SAWAIMADHOPUR 1971—2006 AD.

<table>
<thead>
<tr>
<th>Year</th>
<th>Population</th>
<th>Variation</th>
<th>% variation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1971</td>
<td>43,284</td>
<td>+22332</td>
<td>106.59</td>
</tr>
<tr>
<td>1981</td>
<td>59,083</td>
<td>+15799</td>
<td>36.50</td>
</tr>
<tr>
<td>1991</td>
<td>77,690</td>
<td>+18607</td>
<td>31.66</td>
</tr>
<tr>
<td>2001</td>
<td>1,23,500</td>
<td>+45810</td>
<td>58.97</td>
</tr>
<tr>
<td>2006</td>
<td>1,50,000</td>
<td>+26500</td>
<td>21.46</td>
</tr>
</tbody>
</table>

Past trends indicate that there has been no significant change in the occupational structure of the working force between 1981—91. Due to better employment opportunities the participation rate shall rise in future. The estimates for various sectors of economy have been worked out for 2006 AD on the basis of the past trends and future potentialities of development in various sectors of economy. Thus for next twenty years the participation ratio shall increase. It has been estimated that by 2006 AD the working force shall constitute about 30% of the total population. It is expected that the industry and trade activities will increase further. Being the District headquarter the service sector employment shall also be high. The industrial and commercial activities will have multiplier effect on urban development and shall generate more employment under tertiary sector. The following table gives occupational structure of the town for 2006 AD.
TABLE 6

OCCUPATIONAL STRUCTURE—SAWAIMADHOPUR
2006 AD

<table>
<thead>
<tr>
<th>No.</th>
<th>Occupation</th>
<th>No. of Workers</th>
<th>% age</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Agricultural, Mining &amp;</td>
<td>1575</td>
<td>3.5</td>
</tr>
<tr>
<td></td>
<td>Allied activities</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Industries</td>
<td>16650</td>
<td>37.0</td>
</tr>
<tr>
<td>3</td>
<td>Construction</td>
<td>2025</td>
<td>4.5</td>
</tr>
<tr>
<td>4</td>
<td>Trade &amp; Commerce</td>
<td>8100</td>
<td>18.0</td>
</tr>
<tr>
<td>5</td>
<td>Transport &amp; Communication</td>
<td>4500</td>
<td>10.0</td>
</tr>
<tr>
<td>6</td>
<td>Other Services</td>
<td>12150</td>
<td>27.0</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>45000</td>
<td>100</td>
</tr>
</tbody>
</table>

Source: T.P.O., Estimates.

The Master Plan of Sawaimadhopur has been evolved on the basis of information collected from various physical and socio-economic surveys and study of existing pattern of development, trends in growth rate, economic structure, traffic pattern and directions of growth of the town. These studies provide the basic frame work for the Plan preparation on the basis of which standards have been formulated and strategy for future development has been evolved. The proposals for future pattern of development have been spatially reflected in the Land Use Plan. The base year is 1985 and horizon year is 2006.
Land Use Plan

The Land Use Plan for Urban Area of Sawai Madhopur has been conceived to find appropriate solutions for entire range of inter-related urban problems. It aims at balanced and integrated development of the entire notified Urban Area and provides guidelines for future growth of the town. It has been kept in scale with the socio-economic needs of its citizens and financial resources of the State. The Plan shall thus serve as guideline for the most economic use for selection of specific programmes as well as their phasing for development.
URBANISABLE AREA

Sawai Madhopur is expected to grow from about 77,700 persons in 1991 to about 1.50 lakh persons in 2006 A.D. This shall mean an addition of about 72,000 persons. With desirable planning standards of development it has been estimated that total land envelope of about 3710 acres shall be required to meet the various future requirements like, Housing, Work Places Industries and other Community facilities. While determining the boundaries of land envelope, consideration has been given to the existing development, physical features, economic pull factors and contiguity of development of the town in different directions. As mentioned earlier the development of the old town of Sawai Madhopur was mostly restricted due to hills around, Man town developed because of industries, offices and railway station. Thus undeveloped lands has been left in between the two towns. The present growth direction has been towards old Sawai Madhopur town where new town level facilities like hospital and college came up along the newly constructed roads. Therefore, major future development is proposed in this direction. Govt, lands around the town are located at inconvenient location across Latia Nalla or at far off places in the north of Man town.

Keeping in view the physical barrier provided by Latia Nalla in west and south and the hills in the east and Cement Factory in the north, the proposed urban land envelope mostly encompasses the development which have already taken place, while utilizing the inlying vacant and undeveloped land. Thus the proposed urbanisable Area extends in the south and west upto Latia nalla, in the north upto FCI godowns and in the east upto industrial area on Ranthambhor road. Table below shows the existing and proposed pattern of the land use for 2006 A.D.
TABLE 7

LAND USE SAWAIMADHOPUR 1985—2006 AD

<table>
<thead>
<tr>
<th>No.</th>
<th>Category</th>
<th>Area in 1985</th>
<th>% of developed area</th>
<th>Area in 2006</th>
<th>% of developed area</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Residential</td>
<td>490</td>
<td>40.5</td>
<td>1600</td>
<td>44.08</td>
</tr>
<tr>
<td>2.</td>
<td>Commercial</td>
<td>50</td>
<td>4.1</td>
<td>210</td>
<td>5.80</td>
</tr>
<tr>
<td>3.</td>
<td>Tourist Facilities and Hotels</td>
<td>—</td>
<td>—</td>
<td>45</td>
<td>1.24</td>
</tr>
<tr>
<td>4.</td>
<td>Industrial</td>
<td>195</td>
<td>15.4</td>
<td>540</td>
<td>13.50</td>
</tr>
<tr>
<td>5.</td>
<td>Governmental</td>
<td>15</td>
<td>1.2</td>
<td>45</td>
<td>1.24</td>
</tr>
<tr>
<td>6.</td>
<td>Govt. Reserved</td>
<td>40</td>
<td>3.3</td>
<td>45</td>
<td>1.24</td>
</tr>
<tr>
<td>7.</td>
<td>Public &amp; Semi Public</td>
<td>155</td>
<td>12.8</td>
<td>350</td>
<td>8.80</td>
</tr>
<tr>
<td>8.</td>
<td>Recreational</td>
<td>35</td>
<td>2.9</td>
<td>315</td>
<td>8.70</td>
</tr>
<tr>
<td>9.</td>
<td>Circulation</td>
<td>240</td>
<td>19.8</td>
<td>560</td>
<td>15.40</td>
</tr>
</tbody>
</table>

Developed Area

<table>
<thead>
<tr>
<th></th>
<th>1985</th>
<th>1985</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1220</td>
<td>100.00</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>2006</th>
<th>2006</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>3710</td>
<td>100.00</td>
</tr>
</tbody>
</table>

10. Water Bodies | 20 | 125 |
11. Agricultural and Reservations | 120 | 245 |
12. Other vacant and undeveloped land | 230 | — |

Urbanisable Area | 1590 | 4080 |
The urban area of Sawaimadhopeur has been divided into four Planning zones depending upon the existing pattern of growth, the proposed location of various economic activities and the natural and physical constraints etc. Each of these planning zones will be self-contained community in the matters of housing, shopping, recreation and other community facilities. For detailed planning each of these planning zones shall be further divided into planning areas. The four planning zones along with the gross area encompassed by each has been listed in the table below.

### TABLE 8

<table>
<thead>
<tr>
<th>Planning Zones</th>
<th>Area in Acres</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Man Town Zone</td>
<td>1,920</td>
<td>67,500</td>
</tr>
<tr>
<td>B. Alampur Zone</td>
<td>1,770</td>
<td>40,500</td>
</tr>
<tr>
<td>C. Sawaimadhopeur Town Zone</td>
<td>360</td>
<td>42,000</td>
</tr>
<tr>
<td><strong>Urbanisable Area</strong></td>
<td><strong>4,080</strong></td>
<td><strong>1,50,000</strong></td>
</tr>
<tr>
<td>D. Peripheral Control Belt</td>
<td><strong>16,355</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Notified Urban Area</strong></td>
<td><strong>20,435</strong></td>
<td></td>
</tr>
</tbody>
</table>

The limits of each of the Planning Zones are indicated on the urban area map which also shows the Revenue boundaries of the villages, existing developed area and limits of proposed urban development by 2006 AD. While the first three planning zones cover the total urbanisable area, the last zone represents the peripheral control belt area.
Entire Man Town area west of main railway line with railway property is included in the above zone. This area has been developed with lower residential density and accommodates most of the Govt. offices together with Cement Factory and Kherda Industrial area, Bajaria road is the major commercial spine of the zone. A large scale industrial area has been proposed in this zone towards north along with Truck stand and space for a professional institution. Bus stand is also located in this zone. All proposed Govt. offices have been proposed in this zone.

This Zone lies in between Man Town and old town area where most of the newly developed city level facilities like college, hospital, veterinary hospital, Ranthambhor Industrial area are located. Stadium, Grain mandi and Rajasthan Housing Board schemes are being developed here. An Integrated Tourist Complex, community centre and major recreational areas are proposed in this zone along with residential development.

The old town area east of Bharu Darwaja surrounded by hills has been taken up as one separate zone. This zone has been intensively built-up with high density and accommodates traditional market area. This area has mixed land uses and lacks in proper Community facilities.

Surrounded by hills this Zone does not have scope for future expansion and development; however, looking to the needs some organised open spaces have been proposed in this zone from environmental considerations.

The peripheral control Belt Zone shall cover, all the peripheral areas between the urbanisable limits of 2006 and Urban Area Limits as notified under the Act, covering 18 Revenue villages, Agriculture and allied activities shall be the main economic
base of this zone. The other urban development activities shall however be controlled and restricted.

Sawai madhopur is a District headquarter having various Government offices. The organised office premises of collectorate also accommodates various other important offices and courts, which now is leading towards congestion. No new office complex has been developed so far and thus many offices are scattered all over in rented buildings meant for residential purposes.

Taking cognizance of the above and problem of work place relationship due care has been taken while earmarking the areas for new office complexes. It has been assumed that in future govt. and semi-govt. offices shall henceforth he located in organised office complex with adequate land nearby for housing and other facilities.

In 1986, employment in Government and semi government was about 2250 i.e. 15% of the total working force. Assuming the same percentage of workers total Govt. and Semi Govt. employment will be about 6750 in 2006. Hence additional Land for 4500 Govt. servants shall be required for office use.

Accepting the existing practice of Govt. building design and space standards and assuming that new office building shall generally be two storeyed the gross density works out to about 150 ppa. Thus an additional 25 Acres Land shall be required for Govt. office use. Additional areas have, therefore, been provided near Collectorate Complex extending to over 40 acres to meet the demand for office purposes by 2006 AD.

It is expected that by 2006 AD, 18% of the total working force i.e. about 8,100 workers would be employed in various business and commercial establishment. It is desirable that various commercial facilities are distributed rationally in
conformity with the other uses, so that they are within easy access to the people and are conveniently available. Therefore, an hierarchical pattern of commercial activities have been proposed in the Land Use Plan as mentioned below:

1. City Centre
2. Community Centre
3. Local Shopping Centre

The main commercial areas of the town are within old city and Bazaar in Man Town area, where most of the retail and wholesale business activities are carried out. These markets are thickly built up with no scope for future expansion. These are expected to continue as the main centres and some minor expansion may be taken up within vacant pockets available nearby. However, the present land near the overbridge and partly encroached upon by temporary structures has also been proposed for development of commercial area as extension of main market of Man Town.

Two Community Centres have been proposed in the Master Plan to serve a population of 30,000 to 40,000 each. These centres will have retail shops, service industries, commercial offices, petrol pump, cinema, restaurants, community buildings and other public facilities. Proposed Community Centres of about 6 to 12 acres have been proposed at following locations:

1. Dausa Road Community Centre 6 Acres
2. Alangpur Community Centre 12 Acres

Besides above two Community Centres, the existing commercial areas of old town and Man town shall also continue to serve the population to the large extent.
LOCAL SHOPPING CENTRES

In addition to the above, the local shopping centres shall also be provided while preparing the detailed schema for different residential areas. Their location has therefore, not been shown in the Land Use Plan at present. These centres shall have convenient shops for day to day requirement of the people.

SPECIALISED AND WHOLESALE MARKETS

Whole sale food and grain market in old town is located in a very congested area and thus have to be discontinued. The new Grain mandi near Alappur village is being established. It is proposed to establish a Fruit & Vegetable Market, adjacent to Grain Mandi. It is also proposed to develop organised markets for building materials to the east of Grain Mandi. The following whole sale markets have therefore, been proposed.

1. Grain Mandi 20 Acres
2. Fruit & Vegetable Market 5 Acres
3. Building materials and stone market near grain mandi 10 Acres

WARE HOUSES & GODOWNS

All the three locations of existing ware houses and godown on Ranthambhor road, south of cement factory and near college have been retained.

It is expected that these will meet the future requirement. Table below gives distribution of sites for Ware Housing & Godowns.
TABLE 9

DISTRIBUTION OF WARE HOUSING AND
GODOWNS–SAWAIMADHOPUR

<table>
<thead>
<tr>
<th>S. No.</th>
<th>Location</th>
<th>Area in Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>North of Cement factory</td>
<td>47</td>
</tr>
<tr>
<td>2.</td>
<td>Ranthambhor road</td>
<td>5</td>
</tr>
<tr>
<td>3.</td>
<td>Near College</td>
<td>8</td>
</tr>
<tr>
<td>4.</td>
<td>Others</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td></td>
<td>65</td>
</tr>
</tbody>
</table>

Cement factory is located in an organised complex, the new industries are being located in the planned industrial areas of Kherbad and Ranthambhor road. It has been estimated that by 2006, Sawai Madhopur may have about 37% of its total working force i.e. 16,650 persons engaged in different type of industries. The distribution of total industrial workers into three main categories have been derived after analysing the existing proportion and the future growth pattern in industrial development.

Sawai Madhopur is located at the junction of Broad gauge railway lines. There are also rich mineral deposits like limestone as well as rich agriculture produce in the hinterland. Thus Sawai Madhopur has good potential for industrial development. However, in view of Ranthambhor National Park and fort nearby it is advisable that only small scale industrial units which are non-polluting are established in the town. All future industries to be located as per guide lines issued by Ministry of Environment and provisions under Environmental Protection act.
The proposed distribution of industrial activities in different categories is given below:

**TABLE: 10**

**DISTRIBUTION OF INDUSTRIAL ACTIVITIES:**

**SAWAIMADHOPUR—2006 AD.**

<table>
<thead>
<tr>
<th>S. No.</th>
<th>Type of Industries</th>
<th>Employment</th>
<th>% of total workers</th>
<th>in Area Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>House Hold Industries</td>
<td>2500</td>
<td>15</td>
<td>—</td>
</tr>
<tr>
<td>2.</td>
<td>Small scale &amp; light manufacturing</td>
<td>8325</td>
<td>50</td>
<td>360</td>
</tr>
<tr>
<td>3.</td>
<td>Large scale and Extensive(Cement factory)</td>
<td>5825</td>
<td>35</td>
<td>180</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>16650</td>
<td>100%</td>
<td>540</td>
</tr>
</tbody>
</table>

**PROPOSED (INDUSTRIAL AREA)****

The existing Cement factory has sufficient land within its Complex, hence no additional land has been proposed for its future expansion. But in view of industrial potential of Sawaimadhopur town three organized Industrial areas have been proposed, out of which two are already being developed by RIICO.

<table>
<thead>
<tr>
<th>S.No.</th>
<th>Name</th>
<th>Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Kherda Industrial area</td>
<td>180 acres</td>
</tr>
<tr>
<td>2.</td>
<td>Ranthambhor Industrial area</td>
<td>110 acres</td>
</tr>
<tr>
<td>3.</td>
<td>Dausa road Industrial area</td>
<td>70 acres</td>
</tr>
</tbody>
</table>

1. Kherda Industrial Area

This industrial area is being developed by RIICO, in the south-west to the north of Jaipur railway line. This area is linked by Tonk road also. Most of the development works in this area have been completed. In view of its
location to the west of the town, it is proposed that only small scale industrial units of non-polluting nature free of smoke, dust and odour should be allowed to function in this area.

RIICO is developing another industrial area on Ranthambhor road. A huge gas filling plant has also been established here. The location of this industrial area is of special significance because it falls en route to the fort and wildlife sanctuary. The pollution caused by the industries is bound to affect the above tourist places. In view of this, no further expansion of this area has been proposed. Besides, only small scale and non-polluting industrial units may be permitted here.

A new industrial area has been proposed to the north-east of Cement Plant near Warehousing on Dausa road in about 70 acres. This area may be allowed for the establishment of small-scale industrial units.

Service industries and household industries may be permitted to operate within the commercial and residential areas. These locations shall however be decided on the basis of performance standards so that they do not create nuisance in residential areas.

Existing stone quarries are located near old town along hill slopes. In order to preserve the scenic view and vegetation on the hill slopes towards city, it is proposed that quarrying activity be shifted outside urbanisable area. It is also proposed that brick and lime kilns be located beyond the urbanisable area. The mining and quarrying on Ranthambhor hills should be completely banned in view of preservation of environment.

To promote a healthy environment in residential areas, efforts have been made to keep the residential areas free from industries, wholesale activities and other undesirable uses. Sufficient parks, community facilities and open spaces...
have been provided in these areas. The density pattern has been developed to propose proper ‘Works Centre—Living Area’ relationship. Three ranges of density have been evolved for Sawai madhopur i.e., 50-100, 101-150 and 151-200 persons per acre. Higher density areas shall be developed nearer to the work centres and lower density areas have been proposed on the fringe areas. With the availability of better employment opportunities coupled with better and healthier living environment in the new areas, certain amount of out migration from the walled city & over congested nearby area may take place. It is proposed to divide the entire urban area into relatively self-contained communities at different hierarchical levels. The smallest self-contained community may be ‘Mohalla’ or a Housing cluster consisting of 150 to 200 families. Four to five such clusters grouped together around some focal point such as a Primary school and convenient shops with a small park may form ’Planning Unit’ containing population between 4,000 to 5,000 persons. Three to four such planning units shall form a ‘Planning Area’ with a population of about 15,000 to 20,000 persons. It shall have a secondary school, local shopping centre, a public park etc. It is expected that till 2006 AD about 1850 acres of residential land including the existing one may be required to accommodate the projected population and any future requirement. Extent of residential area in land Use Plan is also taken on higher side to include the existing sporadic residential developments and trends.

**HOUSING**

Group housing or corporate development shall be undertaken for Government servants, labourers and economically weaker sections of society near work centres in the proposed high density residential areas. It is encouraging that Housing Board has already taken-up residential scheme in areas between Man town and old city.

40
Urban renewal programmes shall be undertaken for areas which have irregular and unplanned developments. The unplanned developments on Khandar Road and approach road in old town need immediate attention.

At present there is not much problem of katchi basties in Sawaimadhopur, but with the increase in industrial and other economic activities, this problem is bound to develop. Cheap houses for labour class near industrial areas shall be provided at appropriate time to minimise this problem.

Sawaimadhopur has good potential for tourism due to the location of historic Ranthambhor Fort and National Park near the town. Thousands of tourists visit these places every year. Both the fort as well as game sanctuary have a magnificent natural surrounding comprising hills, water bodies and forest.

Ranthambhor had been one of the strongest Fort of India during medieval period. The massive wall, gates, bastions and palatial buildings represent excellent example of Indian military architecture of that period. But the present condition of the fort is not satisfactory. The buildings are crumbling down and landscape is of wilderness. There are very few scattered trees over the fort. It needs to be developed properly with landscaping, afforestation, pathways, small restaurant and repair of monuments.

Ranthambhor National Park which is located to the east of Sawaimadhopur railway station is the home of many wild animals including tigers, panthers, sloth bears, crocodiles, variety of deers and lizards. Due to its natural environment comprising of hills, valleys, water bodies, and thick forest, it is considered as one of the most suitable place for preservation of wild life. It is really a pleasure to drive in the sanctuary where one is almost sure to have the view of tiger, deers and other variety of animals.
Thus it is quite evident that Sawaimadhopur has great potential for development of tourist industry. But there is lack of proper facilities like accommodation, transportation etc. for the tourist. In order to promote tourism, it is proposed to develop an Integrated Tourist Complex in an area of about 40 acres on Ranthambhor Road. This Complex will have facilities like tourist Hotel, Cottages, Tourist Reception Centre, Restaurants, Parking lots, Site Seeing transport booking facilities etc. This will be located on Ranthambhor road slightly away from the urban area of Sawaimadhopur town.

COMMUNITY FACILITIES

Provision of Community facilities in an organised manner is an essential factor for achieving the objectives of the plan. A systematic distribution of all such facilities has, therefore, been made keeping in view the residential densities, local character of the areas and the possibility for their future expansion. Land shall be earmarked for schools, dispensaries, police out posts, community halls, parks and playgrounds at appropriate locations depending upon the site considerations.

EDUCATIONAL

The Educational requirement for 2006 AD has been estimated for the projected population of 1,50,000 and regional population as well. At present there is a Degree College in Sawaimadhopur located near over bridge. City does not have Girls' college, therefore, a site of 18 acres has been proposed for Girls' college east of proposed Stadium. About 25 acres of land has been earmarked for any other higher academic or technical institute, south of Latia Nalla near Scouting field. A polytechnic college has already been
Another site measuring about 32 acres has been earmarked for ITI or other professional institution towards north of the town near FCI godowns. At present there are 6 secondary/higher secondary schools in Sawai Madhopur including the one in cement factory campus. The Girls' secondary school is located in an open area, for park in the residential scheme of Man town and thus may require suitable alternative accommodation. For future 4 more higher secondary schools have been proposed three in Man town area and one in new residential areas north of Ranthambhore Industrial area and old town area. The educational requirement for the year 2006 is given below:
<table>
<thead>
<tr>
<th>School of Students</th>
<th>Year Group</th>
<th>School Age Population</th>
<th>Age Group</th>
<th>Year Group</th>
<th>School Age</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>6–11</td>
<td>6.612</td>
<td>15–17</td>
<td>6–11</td>
<td>11.197</td>
<td>8.830</td>
</tr>
<tr>
<td>25</td>
<td>12–14</td>
<td>7.700</td>
<td>15–17</td>
<td>6–11</td>
<td>11.197</td>
<td>8.830</td>
</tr>
<tr>
<td>45</td>
<td>15–17</td>
<td>10.077</td>
<td>15–17</td>
<td>6–11</td>
<td>11.197</td>
<td>8.830</td>
</tr>
</tbody>
</table>

**TABLE 11**

**EDUCATIONAL REQUIREMENT—SAWAI MADHOPUR 2006 AD.**
General hospital of Sawaimadhopur having 120 beds is located centrally in between old city and Man town. It does not have adequate campus for future expansion. It is proposed to provide a new hospital site in Man Town area along Daota road. Hence 10 acres of land has been earmarked for another hospital. To make available medical facilities at convenient distance in different areas, health centres, dispensaries etc. are proposed to be provided at appropriate locations. There locations shall be indicated while working out the detailed schemes. The Veterinary Hospital has been retained at its present location.

Police lines have been retained at their existing locations. Facilities like Post & Telegraph office, telephone Exchanges, Fire stations, Police Chowkies, Libraries, Clubs etc. will be provided while preparing detailed schemes.

About 155 acres of land between old town road and Latia nallah has been kept for city level garden because this is full of trees and good fertile land is available here. Stadium on 23 acres is proposed along new link road-East of College located centrally in the proposed urban area and close to the major institutional use. The small local level parks and open spaces shall be provided while preparing detailed schemes.

Earlier earmarked open spaces in front of Collectorate are retained and it is proposed to develop them more intensively as a park. About 500 ft. wide strip along northern and western boundaries of Ranthambhor Industrial area has been kept as tree plantation belt from environment point of view. About 315 acres of land has been kept under open spaces.

Water, sewerage, drainage and power are the essential needs of urban life. Without proper water supply an urban area
can not flourish and without adequate drainage and sewerage system a healthy urban environment can not be achieved.

**Water Supply**

At present main source of water supply to the town is Banas river. In 1980 average daily per capita consumption of water was 10 gallon per day which is low. In 2006 the population of Sawaimadhopur is expected to be double of the population of 1985. Hence water supply from Banas river and local wells will have to be augmented to fulfill the future needs. It is, therefore, recommended that PHED should prepare comprehensive scheme for water supply distribution in conformity with Land Use Plan.

**Drainage and Sewerage**

In the context of the Land Use Plan a comprehensive scheme of sewerage disposal shall be prepared by PHED as a follow-up action of the Master Plan and the location of the sewerage treatment plant then shall be finalised in consultation with PHED.

**Power**

With the increase in town’s population and economic activities, demand for power will also increase. It is expected that Sawaimadhopur will meet out its future power requirements from Chambal Hydel and Atomic Power Station. RSEB should work out a comprehensive scheme in conformity with Land Use Plan. An area of 10 acres has been provided for new RSEB Sub-Station in the north near Dausa road.

**CIRCULATION**

For the success of Land Use Plan of a town, effective transport system is necessary this is all the more necessary for the town with its region so rich in agriculture live stock, forest and mineral resources and having places of tourist interest.

**PROPOSED CIRCULATION PLAN**

Existing regional traffic at present flows on the inlying city roads. State Highway No. 30 from Tonk to Pali and State
Highway No. 29 from Dausa to Bundi pass through the town. Therefore, outer peripheral roads are proposed to minimise the traffic on the inner roads. A by-pass of 200' has been proposed from overbridge to North of Chack-Chainpura village along Latia Nallah to eliminate regional traffic of Dausa road. Another by-pass road is also proposed for Tonk-Pali State highway using existing track which have level crossing on main railway line, South of Bambori village which will link Pali road near hospital. This proposed by-pass road will provide short link from Tonk to Pali bound traffic and will connect grain mandi by outer peripheral road. A new Sub-Arterial road running north south has been proposed to link Ranthambhor Industrial area and Grain Mandi with the old town. Ranthambhor Road, Alanpura Road present Dausa Road shall be the main Arterial Roads, with standard Right-of-way. Besides a No. of sub-Arterial Roads have been proposed such as Collectorate Road, Cement Factory Road, Alanpura to Scouting ground (Housing Board) etc.

It is also proposed to provide direct access to railway station from south by improving old track north of hotel on Ranthambhor road with the provision of foot bridge over railway lines. Above access will provide easy approach to railway station from southern area without going through the overbridge.

A new major road has been proposed over the abandoned old track of metre gauge railway line, which will provide direct connection to railway station.

The sub-arterial and major roads within urbanisable area shall provide direct linkages to park between different functional and residential areas. All these shall form part of major circulation system. There shall be feeder and other roads of different width which will be shown while preparing the scheme plans.

The standard right of way for the various roads in hierarchy of the circulation plan are given below in the table:

<table>
<thead>
<tr>
<th>ROAD STANDARD —SAWAIMADHOPUR—2005 A.D.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. State Highway/Bye’ pass Road</td>
</tr>
<tr>
<td>2. Arterial Roads</td>
</tr>
<tr>
<td>3. Sub-Arterial Road</td>
</tr>
<tr>
<td>4. Major Roads</td>
</tr>
<tr>
<td>5. Other Important Roads</td>
</tr>
</tbody>
</table>

A 100’ wide environmental Plantation Belt has been provided on either side of State Highway, Byepass Road and Ranthambhor Road. In addition to the right-of-way of the roads, where no construction shall be allowed. In this belt only trees and shrubs shall be planted.
Road widening and improvement programme to achieve the standard right-of-way as detailed in the above table will be taken-up with minimum dislocation as and when land becomes available.

**TRUCK STAND**

As the city does not have any organised truck-stand and thus to meet the requirements one truck stand is proposed on Dausa road where 13 acres of land has been earmarked for truck stand. The existing truck stand site in old city has however been retained.

It is proposed that the planning programme be chalked out to accommodate transport activities from the congested parts of the city to the proposed site.

**BUS STAND**

The existing Bus stand terminal with in Bajaria behind Prem Mandir cinema is inadequate, therefore, site for Bus stand is provided in the Plan on Bye-pass road west of over bridge, this will also be close to railway station, Govt. offices and commercial areas of Man town. About 13 acres of land has been earmarked for Bus stand-cum-Depot.

**RAILWAY**

Over Bridge on railway lines provides necessary facilities to vehicles, however the absence of proper foot bridges over railway lines and improper access to railway station causes great inconvenience to large pedestrian traffic to railway station from Man Town and old town areas. Railway authorities should prepare schemes to avoid hardships to pedestrians.

**AERODROME**

To promote tourist traffic to Ranthambhor Fort and National Park around, it is necessary that city has proper Aerodrome facility. Suitable location for the same will be decided after detailed surveys and in consultation with Civil Aviation authorities.

**PERIPHERAL CONTROL BELT**

To control undesirable growth around the proposed urban area of the land use plan and to ensure orderly land
Road widening and improvement programme to achieve the standard right-of-way as detailed in the above table will be taken-up with minimum dislocation as and when land becomes available.

**TRUCK STAND**

As the city does not have any organised truck-stand and thus to meet the requirements one truck stand is proposed on Dausa road where 13 acres of land has been earmarked for truck stand. The existing truck stand site in old city has however been retained.

It is proposed that the planning programme be chalked out to accommodate transport activities from the congested parts of the city to the proposed site.

**BUS STAND**

The existing Bus stand terminal with in Bajaria behind Prem Mandir cinema is inadequate, therefore, site for Bus stand is provided in the Plan on By-pass road west of over bridge. This will also be close to railway station, Govt. offices and commercial areas of Man town. About 13 acres of land has been earmarked for Bus stand-cum-Depot.

**RAILWAY**

Over Bridge on railway lines provides necessary facilities to vehicles, however the absence of proper foot bridges over railway lines and improper access to railway station causes great inconvenience to large pedestrian traffic to railway station from Man Town and old town areas. Railway authorities should prepare schemes to avoid hardships to pedestrians.

**AERODROME**

To promote tourist traffic to Ranthambhor Fort and National Park area, it is necessary that city has proper Aerodrome facility. Suitable location for the same will be decided after detailed surveys and in consultation with Civil Aviation authorities.

**PERIPHERAL CONTROL BELT**

To control undesirable growth around the proposed urban area of the land use plan and to ensure orderly land
homogeneous development a peripheral control belt has been proposed around the proposed urbanisable area of 2006 AD. Land within this belt may be used for agricultural, forestry and their allied activities and for limited mining and quarrying. The Belt shall be 1/2 mile to 7 miles in depth. The notified Urban Area shall therefore include the proposed development area (Urbanisable Area) of 2006 AD as well as the peripheral control belt.

The villages lying within the peripheral control belt but outside the urbanisable area of 2006 shall have to be developed under rural development programme. The area covered under Ranthambore National Park shall however have the restricted use as provided under wildlife and forest protection Act.
Plan Implementation

Preparation of a plan for Sawai Madhopur town, is not the end of the Planning process. It is rather the beginning of an effort to make the city a better place to live and work. The best way to make the Plan realistic is to make a forceful attempt to translate the plan into practice. Most of the plans have failed, not because they were non-realistic, but because no conscious attempt was made to implement them with instant faith in the ultimate realisation. Plan implementation involves activities that translate the plan into action, that execute rather than conceive. It involves all acts and actions by Public Authorities and private agencies, which are required to yield in definite form, the results which the sanctioned plan contemplates.
EXISTING FRAME WORK

It requires both regulatory and developmental activities. Successful implementation depends upon legal provisions, administrative organisation, technical guidance and financial resources backed by active participation, and support of the citizens, who must make conscious effort in making Sawai Madhopur town more attractive for living and working.

The existing local authority, i.e. the Sawai Madhopur Municipal Board has been constituted under Rajasthan Municipal Act, 1959. This act does not provide adequate powers to the local body to regulate effectively development works in the entire Urban area. There are a number of other public agencies in Sawai Madhopur which undertake development in the areas under their jurisdiction but according to their own rules, regulations and standards. Municipal Board, Railways, Rajasthan Public Works Department, Public Health Department, Rajasthan Industrial & Investment Corporation & Rajasthan Agricultural & Marketing Board are some of the important development agencies in Sawai Madhopur town which need better coordination. This piecemeal fragmented development creates serious problems in planning for integrated development, thus the coordination both during planning as well as implementation stage is vital for the success of any development plan. If there is a single authority acting as a coordinating body to look after all development activities and provide proper guidelines for the various departments, it shall not only facilitate organised development of the city according to the overall plan but also help the various development agencies in their respective works. This coordinating authority should however, remain in constant touch with all development agencies.

Sporadic developments and some important site locations in between Man Town and old town area are the result of uncoordinated efforts in urban land use decision.
It is, therefore, imperative that one unified authority be entrusted to regulate, enforce and coordinate all development works in Sawaimadhopur, be it private Municipal or Governmental. The jurisdiction of the proposed Authority must necessarily extend over the entire Urban Area of Sawaimadhopur. This should include the proposed urbanisable area as well as the Peripheral Control Belt. The objects of the Authority should be to promote and secure the development of Sawaimadhopur town, according to the provisions of the Plan and, therefore, it should be the principal body for the entire Urban Area. This will also enable the citizens to express their views in an effective manner. The authority should be coordinating body having perpetual succession with powers to plan and develop any area under its jurisdictions and acquire, hold and dispose off property both moveable & immovable. The authority shall be responsible for formulation, coordination and supervision of the execution of all planning and development works. The Authority should have the powers to:

(a) Acquire, hold, manage property necessary for the purpose of any of its responsibilities and functions and lease, sell and otherwise transfer any property held by it.

(b) Take-up development works for implementation of the various schemes.

(c) Levy development charges.

(d) Enter into and execute contracts for the performance of its responsibilities and functions.

(e) Direct various local authorities and Government Dept. with regard to the implementation of any development project.
(f) Perform such other functions as may be prescribed by the State Government from time to time.

(g) Exercise supervision to ensure that development projects are in accordance with the Master Plan.

(h) Implement schemes of Local Bodies in case of their failure to implement such schemes according to the Master Plan.

Development of a city in the ultimate analysis, depends on the hopes and aspirations of the people. For the speedy realisation of the Master Plan objectives, it is important to have the fullest cooperation of the citizens. No plan can ever be successful without the active participation of the people for whose benefit and well being it is evolved.

CONCLUSION

A Master Plan is only a picture of likely opportunities for developing a city and can be realised provided energetic efforts are made to implement it. A rational or practical approach has been evolved while preparing the Master Plan of Sawai Madhopur. Minimum dislocation of the existing uses had been aimed at. Moderate level of facilities and services, which are considered just sufficient, have been sought to be provided for. The plan has been prepared with the express desire for the betterment of town facilities, increasing public amenities and making Sawai Madhopur a healthier place for living.
APPENDIX ONE

The Rajasthan Urban Improvement Act, 1939.

CHAPTER II

MASTER PLANS

3. Power of State Government to order preparation of Master Plan:

(1) The State Government may, by order direct that in respect of land for any urban area in the State specified in the order, a civic survey shall be carried out and a Master Plan shall be prepared, by such officer or authority as the State Government may appoint for the purpose.

(2) For the purpose of advising the officer or authority appointed under sub-section (1) on the preparation of the Master Plan, the State Government may constitute an Advisory Council consisting of a Chairman and such number of other members as the State Government may deem fit.

4. Contents of Master Plan—The Master Plan shall—

(a) define the various zones into which the urban area for which the plan has been prepared may be divided for the purposes of its improvement and indicate the
manner in which the land in each zone is proposed to be used, and

(b) serve as basic pattern of framework within which the improvement scheme of the various zones may be prepared.

5. Procedure to be followed:

(1) Before preparing any Master Plan officially the officer or authority appointed to prepare it shall publish a draft of the Master Plan by making a copy thereof available for inspection and publishing a notice in such form and manner as may be prescribed by rules made in this behalf inviting objections and suggestions from every person with respect to the draft Master Plan before such date as may be specified in the notice.

(2) Such officer or authority shall also give reasonable opportunity to every local authority within whose local limits any land touched by the Master Plan is situated to make any representation with respect to the Master Plan.

(3) After considering all objections, suggestions and representations that may have been received, such officer or authority shall finally prepare the Master Plan.

(4) Provisions may be made by rules made in this behalf with respect to the form and contents of a Master Plan and with respect to the procedure to be followed and any other matter in connection with the preparation of the Master Plan.

6. Submission of Master Plan to Government:

(1) Every Master Plan shall, as soon as may be after its preparation, be submitted to the State Government for approval in the prescribed manner.
(2) The State Govt. may direct the officer of authority appointed for the preparation of a Master Plan to furnish such information as it may require for the purpose of approving any Master Plan submitted to it under this section.

(3) The State Govt. may either approve the Master Plan without modifications or with such modifications as it may consider necessary or reject it with directions for the preparation of a fresh Master Plan.

7. Date of Operation of Master Plan:
Immediately after a Master Plan has been approved by the State Govt., it shall publish in the prescribed manner a notice stating that the Master Plan has been approved and naming a place where a copy of the same may be inspected during office hours; and upon the date of the first publication of the aforesaid notice the Master Plan shall come into operation.
APPENDIX TWO

राजस्थान सरकार

नगरीय विकास एवं प्रशासन विभाग

कर्मकांड : पं. 10(3) गविया/3/84

दिनांक : 1.5.85

अविष्करण

राजस्थान विधेयक संख्या 35 तथा 1959 का धारा 3 की उपधारा (1) के प्रवर्तक प्रबंध अंशों का अनुशासन करते हुए राजस्थान सरकार मुख्य विभाग, राजस्थान अयोध्या की सरकारी साइबरपुर वाहर के निम्न विभाग नवरीश अंश में सिभिक रूप से करने एवं साहित्य प्रान पुलेन्द्रित करने हेतु निर्देश दिए हुए हैं।

<table>
<thead>
<tr>
<th>क्र. सं.</th>
<th>ग्राम का नाम</th>
<th>क्र. सं.</th>
<th>ग्राम का नाम</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>चाँदगंगा पुर</td>
<td>11.</td>
<td>नरेंद्रपुर</td>
</tr>
<tr>
<td>2.</td>
<td>शायलपुर</td>
<td>12.</td>
<td>शायलसिद्धपुर</td>
</tr>
<tr>
<td>3.</td>
<td>लेरवा</td>
<td>13.</td>
<td>हरिवंतपुर</td>
</tr>
<tr>
<td>4.</td>
<td>अल्मोदी</td>
<td>14.</td>
<td>कुलतपुर, जाटान</td>
</tr>
<tr>
<td>5.</td>
<td>जीरपुर</td>
<td>15.</td>
<td>लटपुर</td>
</tr>
<tr>
<td>6.</td>
<td>लोरक</td>
<td>16.</td>
<td>रामसिद्धपुर</td>
</tr>
<tr>
<td>7.</td>
<td>बक रतनपुर</td>
<td>17.</td>
<td>किलाना रतनमोहर</td>
</tr>
<tr>
<td>8.</td>
<td>जतराली-टीकला</td>
<td>18.</td>
<td>बोसीपुर</td>
</tr>
<tr>
<td>9.</td>
<td>सहीकला</td>
<td>19.</td>
<td>नामिया खूं</td>
</tr>
<tr>
<td>10.</td>
<td>करमोहा</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

राजस्थान की गविया में,

हस्ताक्षर

(भू. एस. बिश्नु)

उप गविया सचिव
APPENDIX TWO

राजस्थान सरकार

नगरीय विकास एवं प्राविधिक (पृ.-3) विभाग

क्रमांक : प. 10 (3) नविडा/3/84

जयपुर, दिनांक 28-6-85

शुक्र-प्रवार

इस विभाग की समस्त स्थान, दुर्घटनाओं का दिनांक 1.5.85 बी. सवाईमाधोपुर, नगरीय लोज का मास्टर फ्लान बनाये गए रजिस्ट्रल हैं के पैदा नम्बर एक बी. पंक्ति

प्रदेश बार में “सिंधिया सर्क” के स्थान पर “सिंधिया सर्क” एवं प्रांगण के लायक की सुबंध में क्रम संख्या 6 पर “बोरोक” के स्थान पर “बोरोक” एवं क्रम संख्या 15 पर “बोरुरा” के स्थान पर “बोरुरा” पढ़ा जाये।

प्रारंभ है

( बी. एल. गिलूर )
उपशासक सहित

प्रतिलिपि निम्नलिखित को सूचनाएं एवं प्राविधिक कार्यवाही हेतु प्रदियत हैं:

1. ग्रामीण, राजस्थान के क्षेत्र मुद्रणालय, जयपुर की निकाय निदेशन हैं कि इस विभाग की पूर्व समस्त स्थान, पंक्ति 15.85 के अन्तर्गत धारे प्रमाण एवं प्रमाण तहत होने से रह जाये। इनका उपरोक्त शुक्र प्रवार राजस्थान के नगरीय लोजार भाषारंभ धार के प्रकाशित कर कर की एक प्रति इस विभाग की व्यवस्था के बांटिए करें।

2. मुख्य नगर निदेशक, राजस्थान, जयपुर।

3. जिला निदेशक, सवाईमाधोपुर।

4. ग्रामीण, नगर पंचायत, सवाईमाधोपुर।

5. वृत्त-5

6. राक्षस प्रशासन।

उपनगर नियोजक
APPENDIX THREE

राजस्थान तर्कार

नगरीय विकास एवं बागानन विभाग

(पृष्ठ-3)

लम्बा प. 10(3) संख्या/3/84

जयपुर, दिनांक : 15.7.87

श्रवणसूचना

राजस्थान नगर सुपा धर्मतिम व धर्मतिम संस्करण 1959 (राजस्थान धर्मतिम संस्करण 35 संस्करण 1959) की शरा 3 की उपमारा (2) इन्हें प्रवत दांतियों के प्रयोग में नारायणधर्म समस्त वास्तव में राज्य सरकार नगर वास्तव में नारायणधर्म समस्त वास्तव के लिए लाइन देते हैं तर नारायणधर्म समस्त वास्तव का गठन करती है।

1. राज्य मनोकृत, नगरीय विकास एवं बागानन विभाग
2. संभव, नगरीय विकास एवं बागानन विभाग
3. विभाग, उद्योग विभाग
4. मुख्य नगर संस्करण, राजस्थान
5. मुख्य अभियान, सर्वव्यापी निरीक्षण विभाग (रोडवे)
6. मुख्य अभियान, जन स्वास्थ्य गर्भावस्था विभाग
7. प्रतिनिधित्व भाषा, राज्य विभाग भाषा मंडल (स्थान विभाग के स्तर का हो)
8. विभाग, नगर संस्करण, जयपुर
9. मुख्य अभियान, संग्रह प्रवर्धक, जयपुर माझे-पुर
10. विभाग, राजस्थान, पश्चिमवर्ती, जयपुर
11. विभाग, नगर संस्करण, जयपुर
12. मुख्य नगर नियोजक, राजस्थान

राजस्थान के प्रदेश से,

हरसाहरी

(भी. एस. गुप्ता)

कर शासन संचाल
राजस्थान सरकार
परियोजना विभाग एवं प्रशासन विभाग

प्रमाण/प. 10 (3) न. दि. घ/84
अल्पुर, दिनांक : 9-9-1993

अभिसूचना

राजस्थान नगर शुष्का धर्मिनियम, 1959 के अधिनियम ग्राम राजस्थान नगर शुष्का (राजनगर) नियम, 1962 के नियम 4 के साथ पश्चिम ग्रामिण नियम की धारा 7 के पनस्थापन में इसके द्वारा यह नोटिस दिया जाता है कि राज्य सरकार निर्मिति शोध के बारे में केवल इसी मास्टर तत्त्व का घोषणा कर दिया है:—

श्रेष्ठ का नाम

"इस विषय की समस्तता परिसूचना दिनांक 1-5-1985 एवं 28-6-89 के द्वारा यथा परिसूचित सनाईगानपुर नगरीय शहर।"

इस मास्टर तत्त्व की प्रति का निरोधण, नगर पालिका, सनाईगानपुर के कार्यालय में किसी त्रिन दिवस का कार्यालय समय में किया जा सकता है।

राज्यपाल के अद्वेठ हैं,

(सी. एम. विराहम)

(द्वारकासन, न. दि. घा)
APPENDIX FIVE

राजस्थान सरकार
नगरीय विकास एवं प्रायोगिक विभाग

क्रमांक/प. 10 (3) न. वि. या/3/84
बयुपुर, विभाग : 28-1-1994

विषय:

इस विभाग की प्रतिवेदन भविष्यवाणी विनोद 1-5-1985 के द्वारा रवाईयापुर की नगरीय क्षेत्र मोड़ा जाया गया था। उस भविष्यवाणी में निम्न संशोधन किया जाता है।

संशोधन:

कम संवेदा 17 पर भविष्यवाणी राजस्थान नियात किया रणनीतिक को वह भविष्यवाणी नगरीय क्षेत्र से हटाया जाता है।

इसी विषय पर एवं भविष्यवाणी राजस्थान नियात किया रणनीतिक को वह भविष्यवाणी नगरीय क्षेत्र से हटाया जाता है।

ह/-

(भी. एक्ट. संदर्भ)
राजस्थान नियात;

प्रतिलिपि निम्नलिखित को सुनामार्थ एवं भविष्यवाणी कार्यालय हेतु प्रविष्ट है:-

1. राजस्थान नियात, बुधगढ़ एवं लोक सामग्री विभाग को प्राप्त कर निवेदित है कि इस भविष्यवाणी को रणनीति के पदार्पण घोष में प्रकाशित करवाने को स्वीकार करें।
2. राजस्थान नियात, राजस्थान नियात, बयुपुर।
3. संभासीय राजस्थान, बयुपुर।
4. गुप्त नगर नियोजक, राज, बयुपुर।
5. निवेदन, राजस्थान नियात, बयुपुर।
6. राजस्थान उप सचिव, एवं निवेदन, मूल्य कल्पनाराज, राजस्थान नियात, बयुपुर।
7. बिबिका बलराम रवाईयापुर।
8. राजस्थान नगर विभाग सबराईयापुर।

(भी. के. बालबेड़ी)
उप नगर नियोजक