

CHAPTER VII

PLANNING AND DEVELOPMENT

1. Introduction :

Planning of a city needs not only the skill and assistance of engineers and architects, but also the help of geographers. In India, only two types of planning are much stressed upon, namely, scientific and economic. Very little importance is given to the geographical outlook in both these types, whereas in western countries, no planning of a city or a region is considered to be complete without visualizing the geographical realities.

2. Planning and development :

Planning for development has to consider several aspects of a city such as physical, social and cultural, political and economic. When plans are formulated, the local needs of the population as well as the population which would be added with inevitable changes in economic structure in future due to more and more migrations from its surrounding regions should not be ignored. The study of Anand, is focussed around planning for development, on the basis of some principles of planning aspects of Glasson (1978 : 19) and to see its applicability in case of Anand :

1. Sorting of the problems;
2. To identify the possible constraints;
3. To form general goals and measurable objectives in context to the problems;
4. Prediction and projection of the future situation;
5. The generation and evaluation of alternative courses of action, and the production of a preferred plan, which in its generic form may include any policy statement or strategy as well as a definitive plan.

Finally, the type of planning method, which could be considered, for the present study should be highlighted. Therefore, to make a comprehensive plan for Anand with reference to its surrounding region, rational planning categorized as town and country planning, urban planning, developmental planning, social and environmental planning, economic planning etc. have been considered.

3. Anand Municipality – functions and its characteristics :

Approach of corporation and improvement :

The main schemes to be completed were:

- (i) Extensions of residential areas to relieve the congestion in the city.
- (ii) Construction of houses for middle and lower middle class people.
- (iii) Location of industrial suburbs for large and small industries.
- (iv) Laying out of industrial housing areas.
- (v) Improvement and clearance of slums.
- (vi) Improvement of underground drainage system.

Anand is administrated by a municipality which was formed in 1889 and the master plan prepared by them with land use maps. Descriptive materials aims at optimal zoning of urban land indicating intensity of landuse, location of development projects, existing and proposed roads, water supply and drainage, industrial establishments and land for future expansion, public housing, community facilities and private residential and commercial area development. From 1961-62 Town planning committee started permitting construction

activity. And from 1976 by Gujarat Town planning and Urban Development Act, Anand Urban Development Authority was formed to handle various Town planning schemes, construction permission and completion certificate, developing shopping centres, development of roads etc. The first developmental plan was prepared in 1957 and was revised under various T.P. Schemes from time to time. The local plans are translated into site development schemes and involve preparation of layout plans, subdivision of plots, designing of street patterns and other public facilities.

However under Gujarat Municipal Act, 1957, like other municipal towns, Anand municipality was provided with the powers of building control, regulation of public health and enforcement of those controls, conservancy, drainage, sewerage disposal, and sanitary and public health activities are regulated by the Act. Again, the Act provided the municipality with powers to destroy any shed or hut and illegal construction of buildings. It may acquire land for the construction of streets for the surrounding houses.

The municipality administration ordinance extended the scope of some powers stated above, such as those regarding public health, water supply and drainage, trees, parks, and garden management.

Anand municipality performs its duties actively to its full capacity with the funds allocated and from the income generated from various shopping centres and other such sources. However, there may arise some occasional unfavourable snags in its functioning.

The unique performances of the municipality, the dynamic growth of various urban functions, due to substantial interaction with the fringe, periphery and far away urban as well

as rural areas have led Anand to achieve the status of one of the leading towns in the Kheda district and so it is justified that Anand is the State's Municipal headquarters.

To check the future deterioration of the urban environment, and avoid congestion, perspective plans are necessary in the city and fringe areas by applying zoning ordinance or other strategies. In a simple way, Ratcliff (1974 : 13) has illuminated that town planning is "concerned with providing the right site, at the right time, in the right place, for the right people".

Various T.P. Schemes :

The Central and State government started a scheme (I.D.S.M.T) from 1979-80 for towns and cities having population from 50,000 to 1,00,000. Under this scheme the government sanctions loans for various town planning schemes for long period of time at a very low interest rates. Anand is one of the 17 towns selected by the Gujarat government. Anand municipality took this opportunity and quickly started formulating various town planning schemes and their implementation as stated below : (Table- 5.1)

On 16-7-64 town planning scheme no. 1 was finalized which included 501 plots in which 37 plots were reserved for future development. The T.P.Scheme no 3 included the development of important roads like Indira Gandhi marg (100 feet), road towards water works and T.P.Scheme no 4 developed the road behind Ganesh Dairy. The Bhalej road and the road connecting Taskend stores to Vyayam shala were broadened under T.P.Schemes no. 3 and 2 respectively. The Bhaikaka marg-road leading to Vallabh Vidhyanagar was made

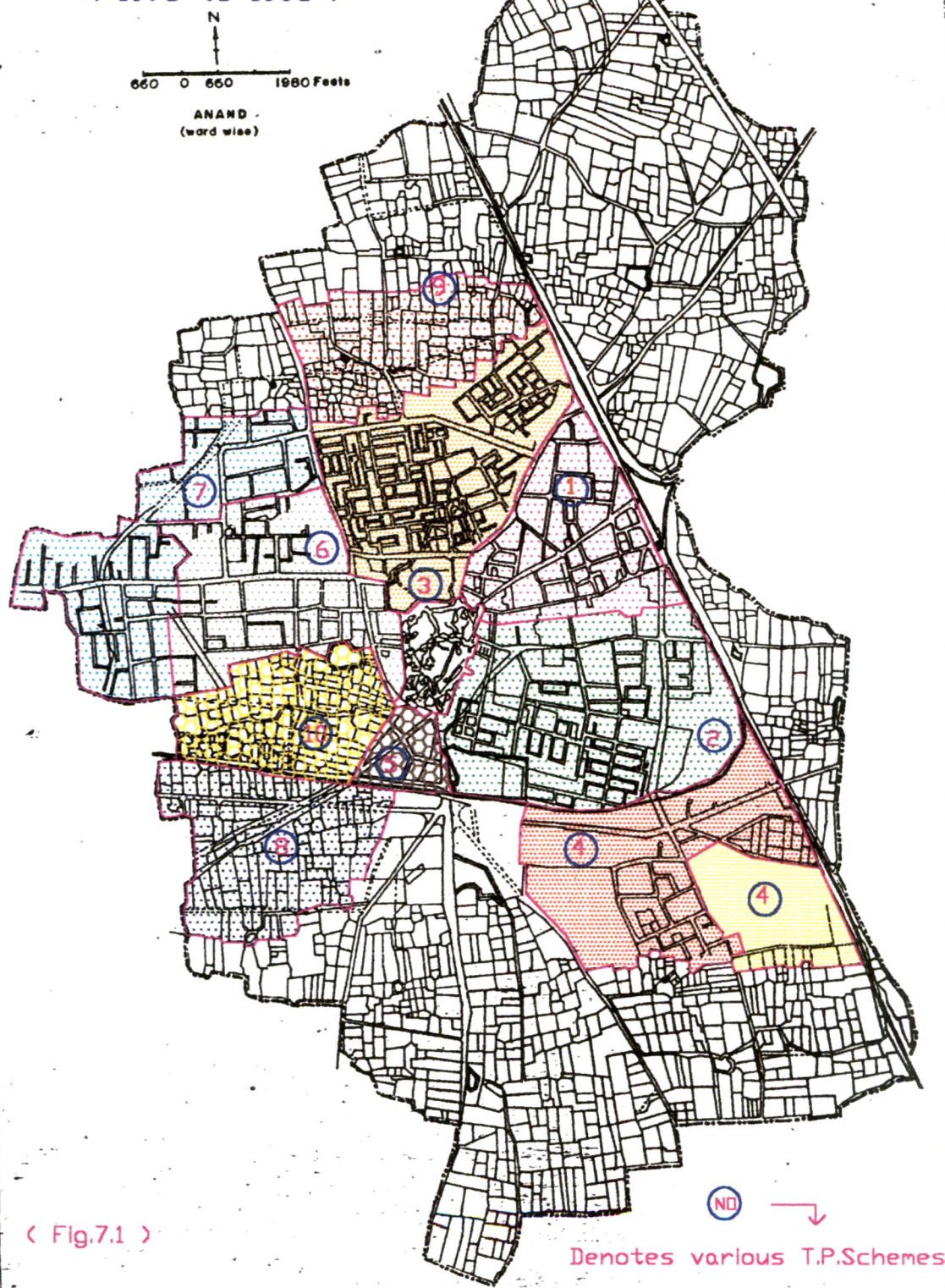
four track two way with present width of 40 feet, was completed under T.P.Schemes no 6 and 7 simultaneously. Housing complexes are built for socially and economically deprived people under the T.P.Schemes no. 5 and 6 so as to reduce the number of slums. A total of 4 shopping complexes were built under T.P.Schemes 1 and 2 out of which one is the main vegetable market near railway station (Juna dadar). Under the T.P.Scheme 9, a slaughter house with latest technology, is set up in the northeast near the National highway no.8 in ward no. XIII. Thus the municipality is benefitted from the income generated through the slaughter house and various shopping centres and vegetable markets which it has set up under the T.P.Schemes as mentioned above.*1 (Fig 7.1)

Table 5.1

| T.P.Scheme Number | Area in acre | Final plot number | Number of Plots reserved for municipality | Date of implementation . |
|-------------------|--------------|-------------------|---|-----------------------------|
| 1 | 204 | 501 | 37 | 11-09-78 |
| 2 | 402 | 683 | 13 | 01-03-76 |
| 3 | 327 | 543 | 37 | 11-07-77 |
| 4 | 370 | 318 | 11 | 11-09-78 |
| 5 | 039 | 041 | 08 | 07-06-82 |
| 6 | 235 | 443 | 19 | 10-12-84 |
| 7 | 272 | --- | --- | 10-12-84 |
| 8 | 248 | --- | --- | Varied |
| 9 | N.A. | --- | --- | 15-07-88 |
| 10 | N.A. | --- | --- | Varied |
| 11 | N.A. | --- | --- | With govt. for varification |

Source : Souvenir, Anand municipality-Shatabdi Mahotsava (1989)

Various T.P.Schemes (1978 to 1998)



4. Anand and Developmental Planning :

In the article on Bogra town on planning aspects, Rangaswamy and Hossain (1990) mention that regional and urban planning should largely focus on the economic and social development of the people inhabiting a particular area. The planning of Anand should not be tackled without understanding its resources and the trend and rate of urbanization and spatial organization, and desires and needs of the people and service areas which are the base of its survival.

City Development Plan :

The Urban Development Authority has prepared the town development plans. The phasewise implementation of the plan covers the period from 1978 to 2000 A.D. The study area covers 21.13 Sq.km. i.e. the municipal area (1980), and 15.26 Sq. km area is covered by town planning schemes. The population of 1971 within the municipal limit and the extension areas were estimated at 59,155 and 74,664 respectively, while that in 1991 was 1,31,104 & 1,74,480 respectively.

There are number of problems and drawbacks of the planning mentioned in the report (1989). The present land use plans only represent proposals (prepared by UDA), and the T.P. Schemes no. 9 and 10 are still subjected to discussion, confirmation, modification and verification by other government agencies.

It is a highly simplified planning approach, aiming only to identify the short term, needs and that it is difficult at present to control private development of land.

Acquisition of private land at the time of implementation of development plan will be very difficult due to price hikes. Moreover many people (NRIs) are buying vacant plots and houses, though they are settled abroad, making it difficult for the municipality to acquire private land. Partial solutions may be available if existing legal and administrative mechanisms are used imaginatively. More complete feasible solutions would, in all likelihood, require legislation.

Finally, all aspects under physical, socio-cultural, economic and political have to be studied in detail and regional analysis in their context, incorporated in the plan will bring good results.

Land use plan :

Urban policies are needed to cope with inequalities and their local environmental expressions, to manage land and the uses to which it is put, to organize flows of traffic and to impose standards and controls on urban development.

The land use survey methods devised by geographers, notably Stamp and Platt, in the 1930s, were ideally suited to the perceived tasks of planning. These involved the mapping of existing land separated non-conforming land uses. This type of physical planning, aimed at creating a better environment, which, it was believed, would in turn create a better society.

Fig : 7.1 depict the existing land requirements of identified public section projects in the periods 1980-2000 A.D.

According to the survey report it was concluded that there is a significant scope for intensification of residential land use in the municipal area, mostly in wards XIV, XIII and XII. In the peripheral areas significant intensification is likely to occur by the year 2000 particularly in wards XII and XIII and thus change their status from semi-urban to urban.

Most of the land use extension is anticipated to the west of the city in Anand – Vidyanagar, Anand – Vithal Udyognagar and Anand - Mogari. New urban developments are also expected to extend more and more to the Northeast along the National Highway No. 8.

With regards to commercial development the present main commercial area is expected to expand both to the north and south causing a change of land use from residential into commercial. Extending - from Anand railway station to Acme garage along the Amul Dairy road. Similar development patterns are expected to occur along the main access roads within wards II, III and VIII.

Wards VIII and IX are over crowded and the rest of the wards are likely to follow the same development pattern unless the likely process is pre-empted through the strategic location of important new urban development projects such, as industrial estates, service centres, transport terminals and major schools. A well planned street development programme is also needed to provide circulation network connecting the main streets through circular roads which would distribute traffic more evenly in the area and would avoid possible congestion of the main commercial areas. The congestion of the central area is also frequently compounded by the S.T.Bus traffic, which runs through the main market. Hence need arises for the S.T.Bus terminal to be shifted to some other alternate place.

Public service facilities such as service centres, schools and recreational areas have been located in such a way that their accessibility is sufficient without the use of motorized transport. Extension of the municipal and district administration is planned mainly to the west from the main centre where sufficiently large land reserves are available in a central location i.e. near Anand Arts College. Land under predominantly residential use, as a percentage of the total municipal area, is predicted to increase from 32% in 1980, 53% in 1991 to 67 % by 2000. This means that by the end of the planning period, the whole area will be mostly built-up and that it will be necessary to extend the urban infrastructure to cover the study area.

Proposed plan :

The most important work is water supply project with an adequate physical base for a design and development of water supply and drainage systems. Technical training centre, bus and truck terminals, fire brigade, water treatment plants, pumping stations etc. have been constructed. The extension and development of Housing Estate and Industrial Estate could also be mentioned in this regard.

Central bus and truck terminals, which at present are in the centre of Anand near the railway station, can be shifted to a more open area on the Amul dairy road behind Amul dairy so as to remove heavy traffic congestion.

However, it is to be noted that the proposed land use plans for the growing Anand could bring good results though there might arise some problems.

5. Planning Measures :

The Art of Unauthorized construction :

It is an art to make a modern piece look like an antique and escape the experienced eye of an expert. The inquiry in some such areas where you haven't seen any old construction just a few months back, is occupied by new structure, but in all its antique, majesty. You check your memory in case you are wrong, you examine the colour plaster and a brick or two but all in vain to ascertain the age of the structure, because the structure, the walls and bricks of which are treated with smoke and colour wash to put on the convincing shade of "sooty antiqueness" Bijlani H.U. (1977 : 23).

It is therefore, important to ascertain the factors, which contribute to unauthorized constructions. The biggest single reason for which large-scale unlawful activity is that the unscrupulous well to do find that it pays while the poor man is driven to it by the compulsions of the contemporary situation.

Some suggestions :

What is then the way out? The remedies, suggest themselves and are implicit in the defects enumerated as : Firstly, the law much be suitably amended so as to make it possible to demolish an unauthorized structure much more efficiently. Secondly, there must be something to compel the police to render all assistance to the Commissioner when called upon to do so. There must be a suitable provision in the law to leave no alternative to the police but to comply with the requisition of the commissioner. Thirdly, the squad and the

staff engaged on the work of checking and demolishing unauthorized structures should be adequately increased. Fourthly, the zonal staff more particularly the Zonal Assistant Commissioner must be held squarely answerable for what happens in his jurisdiction.

Law of land acquisition :

Uncontrolled settlement growth on public lands spoils the urban landscape and presently the attempts to control their growth are bound to fail. Thus, acquisition of land, creating surplus stock of urban land would be essential not only for future expansion but also for other public uses. One of the most important legal tools available for this purpose is the land Acquisition Act, 1894.

While sanctioning the planning proposals, the inhabitants are assured of good environment and quality of life which is the most essential thing. Keeping this in mind Anand as the possible 'regional centre' in the central-eastern part of Kheda district broad based planning is necessary. The most important thing is to restrict the use of land by private developers in the proposed planned areas. This strategy can be extended beyond the urban limit upto a certain extent to incorporate future expansion. The restriction of unsystematic use of land leading to slum developments and haphazard growth should be given due consideration. However, the people may be given permission to use the land under specific terms and conditions and should purchase the land, which the government does not need directly from owners of the plots.

The housing situation in Anand is very good, though improving in the core area, where more than 70% houses are semi-puckka and Katchha. In the main city area mixed structures are found : katchha, semi-puckka and puckka. It is to be noted that construction of houses is beyond the means of low and middle-income groups. Small plots of low cost land in the extension areas and also in the main city are purchased by the low and middle income groups, and a variety of constructions of low quality mushrooms all around creating permanent problems for planning and development. Hence, responsible private builders should be encouraged and supported by the government for proper construction of housing areas. Some multistoried buildings are coming up along the main roads, which come out radially in all directions from the main city centre. However very few of them have proper planning for water, fire safety, parking and parks etc. Apart from these a number of staff quarters should be constructed for the government and semi-government employees at the work site so as to reduce the traffic and to increase the work efficiency.

Since 1950s, industrial entrepreneurship has grown to a satisfactory level. Anand's importance is largely contributed by industrial and commercial development. Most of the industries were setup at the margin of the municipal limit. One industrial estate Vithal Udyognagar has started functioning and it has now expanded within the municipal limits. Different types of industries, particularly small-scale industries, are established at random in the extension and fringe areas. Some more industrial estates should be specified along the major rail and road routes beyond the urban limit so that the entrepreneurs may purchase land in the proposed areas according to the market value if the land is not acquired.

Anand is likely to be the industrial core in the Kheda district. Anand requires a degree of selectivity about the type of industries promoted, which is capable of inducing growth in the area as most of its present small scale industries are agro-based, some key industries or others have to be established, such as steel plants, petro-chemicals industry inclusive of the tyre industry, cycle manufacturing etc. In this agriculturally developed region there is no fertilizer factory, which may be thought of, based on the availability of raw materials. These industries induce further growth and development of other small allied industries. Paper mills can be established as Anand has the highest number of printing presses as well as its importance as an educational centre due to the Agriculture University and the famous S.P.University (of Vallabh Vidyanagar adjacent to the West of Anand) as well as many colleges and schools which are the main markets for paper. Cheap and excess agricultural labour forces and unemployed local literate persons are helpful in the establishment of industries. This will considerably lower down the number of commuters and improve the living standards of local people. Vigorous industrial activities must simultaneously invite other development activities likely to promote Anand as a so-called vital regional centre. Proper industrial policy should therefore be under taken. At the same time the authorities should undertake measures for the revival of a number of sick industries which may function in full swing with improved technology and proper training of employees.

Historical evidences (Chapter II) show that Juna rasta and Gamdi vad were the main business nuclei formed at the cross roads where later on all sorts of commercial and financial establishments flourished and caused congestion in the core area of Anand. This CBA which

houses both retail and wholesale markets encircled on the north, east and southern parts of the core caters not only to the local needs but also to other districts of the region. Due to the highly centralized business functions, more and more multistoried establishments are coming up after demolishing the old structures. So, decentralization of commercial activity is necessary which is also mentioned in the proposed plan. However, the wholesale market 'Sardarganj' can be detached from CBA. Two or three large market centres provided with wholesale and retail facilities may be established in convenient locations towards the east and north near National Highway No. 8 and to the west near Vallabh Vidyanagar. These new centres will stimulate the growth of the surrounding areas; as well as on the other hand they will reduce pressure in terms of traffic and congestion in the present area. To encourage entrepreneurs, some subsidies may be given in terms of reduced rent or low interest loans.

In the congested CBA footpath shops hawkers and vendors along the main streets and the movement of 'Chakda' or rickshaws and trucks through the narrow lanes should be banned.

Railway station, central bus and truck terminals are found in the station road near the "hard core" of the city, obstructing the easy movement of pedestrian and vehicular traffic. These terminals could be shifted towards the east beside the Amul Dairy road. It is the most convenient location for vehicular movement all around. The width of the roads inside the core area is insufficient for the traffic flow and pedestrian movement particularly in wards VIII and IX. So, wherever possible the roads should be widened. Identifying illegal constructions and demolishing those, which are out of law, can do this.

Anand, being an important educational centre in the region, pressure of the people in the region has increased due to its schools, colleges, University and other research institutes for which accommodation facilities for teachers and other staff, and students should be more developed. In the same way proper attention should be given to strengthen the health services.

The establishment of medical college, institutes of job-oriented courses etc. could be considered. Other public institutions (mainly administration) could be grouped zone-wise in particular places. The existing utility services are to some extent satisfactory. Large scale water supply project and laying down new water connections etc is near completion.

The authorities should take care of disposal of night soil and garbage and pay proper attention to other physical aspects of amenities such as underground drainage, supply of water and electricity, improvement of roads in the neighbourhood, recreational arrangements etc keeping pace with the future expansion of the city.

From recreational point of view the city can be made more attractive by developing the two big tanks (one near the Sardar baug and another near Vyayam mandir) as tourist places of interest with the provision of children's park, motor-boats, beautiful gardens, fountains etc.

Unproductive waste or vacant land should be utilised for urban purposes instead of keeping it as reserved. "Minimum space with maximum purposes" should be the aim and planning strategy for every developmental activity, since the agricultural land is very fertile

and scarce. Unplanned and haphazard development should not be allowed, especially in the extension and fringe areas.

Finally the number of lower order rural service centres such as Karamsad, Umreth, Bakrol etc. may form the future suburbs of Anand when Anand would be a full-fledged regional centre or growth pole.

6. Anand and Regional Planning :

Any complete urban planning must be in harmony with regional planning. "Regional planning is sometimes regarded as an extended form of town planning"*2, "Socio-economic planning of a city will be incomplete if it does not attempt to present an integrated development of the city and its region"*3.

Therefore, for making appropriate developmental plans detailed study of the characteristics of the surrounding areas of the city and the pattern of their relationships must be carried out. In Chapter VI Anand's position in the region has been highlighted. Growth of different types of urban functions and rapid development of transport systems has placed Anand in a supreme position in the region.

For convenience and from practical point of view we may consider administrative district as a region and therefore preparation of a physical development plan for each district is a must before preparing development plan for any town. Therefore, this would be 'Town and Country' planning wherein the role of the physical, social and economic set up of the city will be determined. Hence, in the present study, Anand's linkage with distant areas

beyond district limits and even beyond that are observed, so that the extent of planning strategy should be considered on macro-level.

7. Physical Layout and Planning Strategy and Implementation :

We should have clear knowledge about the general topography of the land, role of rivers and pits (depressions of any shape and size), climatic conditions, geological structures, hydrographic, soil structure, land classification and land use classification too.

Kheda district region has a surplus mainly in tobacco, rice, pulses and oilseeds production. West of Anand is highly devoted to tobacco cultivation mixed with little rice and pulses, whereas east and south region produces oilseeds, rice, various types of vegetables and fruits, spices etc. Greater portion of these produces are exported to local factories either for processing or for extraction of oil as in case of oilseeds and then exported to different parts of Kheda and other districts, through the markets of Anand after meeting local demands. For preservation and storage purpose, many cold storage and go-downs along the National Highway No.8, along Vidyanagar road and near railway station are constructed by both public and private sectors, but still these are not sufficient to meet the storage requirements. Many trucks have to form queue and wait for a long time thus delaying the transaction of goods and spoiling and reducing the quality. These waiting trucks (especially near railway station area) are hindrances for easy traffic flows.

Rapid development of irrigation schemes will ensure much production of tobacco, pulses and oilseeds, which are the backbone of the economy. Proper emphasis and attention should also be given to water management and electric supply keeping in mind the ecological balance so that it is not disturbed by continual unregulated withdrawal of groundwater leading to fall in the water table level thus reducing the fertility of the soil and subjecting it to erosion in the long run. Same way, cultivators of vegetables, flowers and fruits should be encouraged to raise the production.

In the recent times the core area of the city is facing water logging and poor drainage during the rainy season because of the pressure caused by multistoried buildings on already small drainage channels. Widening of the drainage lines by proper survey and study can solve this.

Moreover, due to the acute shortage of bullocks for ploughing and milch cows slaughtering of these animals should be banned or limited. As a result, a new environment may be created to grow more vegetables, to produce more milk, and to provide bullocks at lower price to the farmers from which people would be economically benefited and the agro-based industries will get their raw materials still at lower prices.

Finally, the authorities should pay attention towards proper utilization of land. Crops favourable to the region, of high food value to the local people, and guaranteeing good income to the cultivators should only be given priority.

8. Social aspects of Planning :

Presently like other areas, all rural service centers surrounding Anand provide services to their surrounding areas according to their capacities. However they are in one way or the other linked with Anand particularly for commercial, educational purposes or service industries.

If these rural centres are provided with basic infrastructure like transport, electricity, banking etc., they will develop rapidly promoting more integration with service centres and villages. On the other hand, interaction with Anand will also be accelerated, as is the present situation. Thus, if the rural people get benefits even upto a certain extent, the pressure on different urban facilities at Anand will be lessened. However, for special purposes like higher education, better medical facilities, communication network etc, the local people's dependence on Anand would be very high. Increasing urban facilities creating job opportunities in rural areas will reduce the number of permanent migrants towards Anand. No doubt, large-scale movement of population will take place due to developing transport systems and high increase in population growth in the rural areas.

Family planning projects in rural areas are not upto the mark. This consequently increases the unemployment rates in the rural areas and lowers the family income resulting into migration to the city thus increasing tremendous pressures on the socio-economic structure. Thus the authorities and elite group must educate the people and make them aware of the benefits of small families.

9. Transport and Communication aspects of Planning :

A new emphasis on flows and their relationships with land-use arrangements and urban structure occurred contemporaneously with the growth of spatial analysis in geography, with its twin foci on spatial patterns and interactions. Again, therefore, it seemed that urban geographers could play an important role in the development of models of urban systems, which linked movement and land use and allowed prediction of the impact of changes in the latter on the former.

This type of survey furnishes information regarding villages without proper means of communication and obstruction to the flow of traffic on account of the absence of proper overhead bridges on railway lines and rivers if any. Traffic data helps in finding out the number of bus services, roads required to be extended to new areas. Besides, the evaluation of railway services the possibility or viability of establishment of aerodrome can be judged. As Anand desperately requires an aerodrome since the highest number of Air-India tickets sold in Gujarat is booked from Anand. The development of transport system in Kheda District in context with Anand has been discussed in chapters V and VI.

At present the role of railways is limited only to long distance journey. The use of fast moving motor vehicles with increased frequency of services is more in practice and demand for its door to door services.

Construction work is going on for circular routes within and outside municipal limits. The most important thing is to construct a fly-over at the railway crossing near Acme garage

so as to avoid traffic jams and delays and to ensure smooth traffic flow, which may reduce noise and air pollution to its minimum. The construction of the bridge should be taken upon priority basis, which definitely would bring in great development of the entire region.

10. Other Economic aspects:

Different types of small-scale manufacturing and processing units, depending on the local raw materials, should be wide spread in the central places of rural areas. On the other hand the development of Anand got momentum, due to which there is a rapid increase of migrated people from all areas of the region to Anand which gave rise to slums. Here if there are district centres it will lessen the congestion of the growth pole and absorb a great deal of migrants from rural areas, thus reducing the rate of increase in slum population. Furthermore, these centres will act as a focal point for trade relations between the rural area and the growth pole.

The authorities should therefore take immediate steps to implement proper planning keeping in view the present and future requirements of the city dwellers, before further deterioration of urban environment or complication of existing problems. Citizens of Anand should be involved in the planning body and their participation by way of suggestions and proposals should be given due weightage.

All organizations must cooperate and coordinate to the best of their abilities so as to offer the urbanites an optimum living environment.

The high rate of urbanization and increasing problems, both in the urban and rural areas has a wide gap of differences in its social and economic aspects. Thus many urban centres are nothing but over grown villages. Lack of proper urban planning and lack of implementation of urbanization policy would lead to unlimited population growth without enough infrastructure facilities and quality of urban life. So in a region, where there is unbalanced growth of urban areas, regional level planning should lay emphasis on the growth of small and medium cities. Developmental activities in these cities should be with respect to the needs of the people, by not only concentrating on city alone but should cover the region as a whole, because the city and region cannot be separated. Therefore, integrated rural-urban planning would necessarily and inherently help to promote urban growth to a greater extent.

As Anand is the most accessible place for all districts of the Central and Southern Gujarat the benefits of making it a regional centre by offering central functions is to be considered. At the same time, the dependence on Nadiad, Vadodara or Ahmedabad for many purposes could reduce so that the people of the region would get services from Anand with 'least effort' principle. Therefore, considering Anand a future vital regional centre, appropriate perspective plan has to be undertaken.

11. References:

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