Chapter 5
LANDUSE

In the year 1943 an advanced and planned process of development that was meant for the growth and prosperity of none other than Kanpurhad started the detailed and thorough preparation of the very first development plan on the part of the
Kanpur Development Board. As the situation of both society as well as economy in Kanpur began change at a rather rapid pace there was a strong urge on the part of industrialists to bring about huge changes in the master plan of this city which had been conceived in colonial times and which now had to be modified in the light of the new issues and development that was faced by the city in the course of its process of getting urbanized into one of India’s largest metropolis’s.

The year 1962 saw a new master plan being assigned the Town and Country Planning Department in the state of Uttar Pradesh, there being only one such department to exist in the first place. This Master Plan of the city of Kanpur went ahead and recognized the functional characteristics of Kanpur as a commercial and industrial town in the Indian state of Uttar Pradesh. A growth was witnessed in the city over an area of 8236 hectares in as early as the later part of the decade of nineteen forties to about 29670 hectares in the year 1962 an area that included the cantonment area as well. The area extended over a widespread area and cut across the famous Ganges River and the Pandu River. In accordance with the Master Plan of 1991, in 1962 as many as 8863.5 hectares of this total area was developed land while the remaining 18235.7 hectares (61.5%) comprised of agricultural land while the open land available for use in Kanpur ran over as much as 2570.8 hectares.

In the years between 1979-98, an increase was seen in the overall metropolis of Kanpur in general, indicating that urbanization at a large scale had begun to take place. Rural as well as urban areas in Kanpur expanded in a considerable manner making it possible for migration to take place from the village to the city in large numbers and vice versa.

Kanpur over a period of time has witnessed a linear development from the east to the west along the Ganga River as well as the G.Troad. Kanpur’s Central Business District lies in the city’s northern and central part. It features mixed commercial as well as transport related activities. Owing to the physical constraints of the river...
inthenorthern part as well as the location of a number of famous battlements in the 
eastern part, industrialization as a process in Kanpur has taken along a western or 
southern direction.

5.2  STRUCTURE OF LAND USE IN KANPUR

The entire landuse structure in the city of Kanpurhasbeenexplained by the 
author onthebasisof the Master Plan that was formulated that was formulated for 
this famous city.

From the years between 1961 and1998, the entire areacoveredunder the 
residentialas well as thecommercialland use patterns saw a massive rise, almost 
twice of the original, from as much as 31.77 leading to as much as 62.93 and from 
1.86 till as much as 3.28 respectively. There has also been a marginal rise 
witnessed in areas of Kanpur that are covered by its major industries right from 
about 6.42% to about 6.93%because of closure ofseverallargescale industries in 
the cityinrecenttimes.All areasunder the publicutilitieshaveincreasedmarginallyfrom about 6.59% to about 6.90%. Land 
use for the purpose of public utility and land use for the purpose of industrialization has 
also seen a marginal rise. An increase of this nature is not fully indicative. One has 
to undertake a detailed survey to know what the full extent of land use in Kanpur 
actually happens to be. When one takes a look at the spatial growth patterns in 
Kanpur, it is evident that the inner core areas are those that are the most congested 
as a result of which the need for de cluttering these places is now at an all time.
DEVELOPMENT/ MASTER PLAN INITIATIVES FOR KANPUR CITY

DEVELOPMENT PLAN OF 1943

The Kanpur Development Board conceived an adequate plan for the urban development of this city sometime in 1943. Owing to changes in the socio-economic condition of the city, a revision of this master plan was seen as necessary.

KANPUR MASTER PLAN 1991

The Town and Country Planning Department of the Indian state of Uttar Pradesh prepared the famous Kanpur Master Plan of the years 968-91 for a 21 lakh population. This plan has been passed in the year of 1970. Following the establishment of the renowned Kanpur Development Authority in the year 1974, the planning of the city as per master plan started to take place. The Kanpur City Master Plan was prepared for an area of 29670 hectare and it was meant to cater to a population of approximately 10 lakhs.

The Kanpur City plan proposed strengthening of the existing commercial center, the shifting of the non-confirming industries entirely towards the eastern and the western parts of Kanpur, establishment of higher education facilities in West Kanpur, provisions for recreational centers situated near the famous Pandu River and in the openspaces situated near the Ganga River, all the dairy farming in the greenbelts as well as in rural areas, the construction of several new roads and the widening of the present road network, the construction of a bypass for easing the traffic movements in the city, the construction of various bridges across the holy river Ganga and the planned development of certain well-identified ring towns, a higher density of residential development in numerous municipal services such as supply...
of water, proper sewerage, facilities, drainage, etc.

A DRAFT CITY MASTER PLAN FOR KANPUR FOR 2021

A proposal for the adequate use of land in Kanpur had never really been made, there was little or no importance given to buildings that were of both commercial and other significance in Kanpur, and in many parts of the city continued to be encroached upon in an illegal fashion, there were very few places meant or designated for the recreation of the people, all of which contributed to the master plan of 1991 not being formally and fully implemented. Kanpur’s planned development did not occur in accordance with the 1991 Master Plan and targets that have been mentioned the plan remain to be met. Mainly because of a growth in the economic and in the industrial activities as well as physical spread, problems related to homestay in Kanpur, the lack of a huge number of community facilities, issues of transport, the environment pollution, the number of slum basties etc. have seen a huge increase. For the purpose of correcting all the imbalances in past development as well to promote a systematic and a planned development of Kanpur, it is essential to revise the Kanpur Masterplan. The country and town planning department that was operating in the city of Kanpur was then entrusted with the task of coming up with a revised draft master plan for the development of the city. This would be a plan that would have having taken into consideration all the requirements of the revised population of 45 hundred thousand. It was to truly reflect the present development related needs of the city rather than being of a utopian nature. Many of the administrative schemes that had been suggested by the housing board of Kanpur were now included in the present revised master plan with all of the schemes that are already under the KDA. This plan entailed outer and inner ring roads that would greatly improve circulation in the city. It entailed the formation of grain and vegetable markets across the length and breadth of the city that would serve the needs of one and all. Some new colonies were now also to be formed and which would be in close proximity to city’s commercial hub in order to decongest the city’s inner core. Additionally, a number of new bus terminals were to be
set up in Kanpur.

In comparison to the UDPFI guidelines for the million plus cities whose formation has been suggested by urban development authorities of the GOI, this proposal with regard to land use stands to be one that is largely inadequate for several activities. It should ideally be about forty-five to fifty percent for residential, four to five percent for commercial, twelve to fifteen percent for public & semi-public, and sixteen to twenty percent for activities associated with the recreation of the city people. At the moment however, the figures stand at 41.6 percent for residential use, 2.6 percent for commercial use, 6 percent for public as well as semipublic use and 9.56 percent meant to be utilized solely for the purpose of recreation. Therefore in all such sectors, the component of land use happens to fall a whole lot short compared to what pre-requisites are.

Fig.5.1 Landuse 1 2021
EMERGING CONCERNS

1. An increase in urban population in Kanpur has managed to create a lot of stress on a number of important services in the city such as pressure over health care institutions, colleges, schools and other educational institutions.

2. One can note a complete absence of open spaces as well as parking areas, the loading and unloading of the platforms in most industrial and commercial areas.
3. The inner city areas of Kanpur also have very few open spaces as a result of which there is a tendency on the part of most to feel rather claustrophobic when moving around in the city?

4. There are commercial setups, medical facilities like nursing homes and a number of small scale industries that are operating in an area that has otherwise been designed only for the construction of residential projects.

5. A chaotic situation in the city is generated due to the presence of huge encroachments on the roads, these in turn also preventing the adequate use of the roads.

6. The master plan proposes a reduction in the designated traffic area of the city. This is not at all feasible as such an arrangement is going to create immense pressure on the existing traffic set up and management over here.

7. Areas in Kanpur that have been designated in the master plan as areas to be used as roads are to be increased in size. Only by doing so, can the city deal with the rise in its traffic volume that appears to be moving steadily in an upward direction.

8. Industries in Kanpur are to be shifted on an immediate basis to the confirming areas from all the non-confirming areas. A number of critical steps need to be executed for this purpose.

9. The master plan that has been drawn up for the development of the city of Kanpur has to be implemented as soon as possible. At present it is awaiting approval on the part of the state government.

10. A reduction has to be brought about in the time span that is normally required to put a development plan for the city into execution. It took as many as seven long years for the present master plan for Kanpur to be conceived and a formal notification for this master plan is yet to be brought about.
11. Good connectivity to the newmarkets as well as terminals is needed for ensuring its success.

12. Affordable houses have to be made available to the urban poor.

13. All the road connectivity towards southern part of Kanpur city is presently in bad state. It needs to be in the form of four lanes.

14. Various steps for the identification of existing cattle rearing areas have to be taken in the outskirts of some land must be identified and developed in order to be able to shift all the cattle colonies in the desired fashion.
An Integrated approach for development planning of urban infrastructure of Kanpur