

Har Gilo:

In August 2004, the Israel Land Administration approved building plans for Har Gilo (established in 1972 on lands belonging to Beit Jala and Al-Walaja) that included 200 housing units as part of phase one



Har Gilo settlement expansion

of an overall plan to build 1,084 new duplex apartments. Construction on 286 (not 200!) housing units, began in April 2005, and was completed in 2008. Phase two - with a further 480 duplex units - is now underway and is expected to be completed by 2012. Likewise plans for a third phase - another 318 duplex apartments are expected soon. Moreover, due to the route of the separation barrier, which is being constructed nearby, additional land will become part of the settlement area.

Gilo:

In late 2007, Israel published tenders for an unspecified number of new construction projects, affecting the Palestinian neighborhoods of Beit Safafa and Sharafat; in addition to this, there are a number of private sector development projects underway in Gilo. On 16 March 2008, tenders for 75 housing units were granted, and by the end of 2008, another 150 units were awaiting submission for public review and a further 850 units were in the planning phase. In early March 2009, the Israeli government announced plans for a huge 2,570-unit housing project in Gilo, with 860 units to be constructed in the first stage.



Gilo settlement
(with the tunnel road in the foreground)

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THE SETTLEMENT ENTERPRISE BEYOND THE MUNICIPAL BOUNDARIES ('GREATER JERUSALEM')

Besides expanding settlements located within the municipal boundaries (with some 190,000 settlers), Israel also continues to pursue the 'Greater Jerusalem' plan (with an additional 96,000 settlers). The plan is a political concept that follows the vision of a metropolitan Jerusalem covering some 30% of the West Bank from Ramallah (north) to Hebron (south) and from Jericho (east) to Bet Shemesh (west). The total area involved amounts to 440 km², of which less than a quarter lies within pre-1967 Israeli borders. Peace Now analyses have shown that there are construction plans that will double the size of settlements in this area, including Givat Ze'ev/Agan Ha'Ayalot, Atarot/Qalandia, Geva Binyamin (Adam), and Ma'ale Adumim/E-I.

◆ Givat Ze'ev - Agan Ha'Ayalot

In 1999, the Agan Ha'Ayalot ('Gazelle Basin') neighborhood west of **Givat Ze'ev** was first approved and the Israel Land Administration began selling plots for 546 housing units. Some of the 11 contractors who won tenders started construction work, but interest was low because the site was too far from Givat Ze'ev, lacked infrastructure, and was accessible only via Route 443, which, apart from being vulnerable to attacks, also led to Modi'in, that was at the time competing for potential buyers. Coupled with this was US pressure to halt the construction and the project was frozen in 2000. Despite this, in 2003 when Palestinians of nearby Beit Surik filed a petition, the State justified planning the route of the separation barrier through the area by referring to the need to protect a new settlement - Agan Ha'Ayalot.



Givat Ze'ev settlement

In March 2008, three months after the Annapolis summit, the Israeli Housing Ministry announced plans for some 2,000 new housing units in settlements, including 750 in Agan Ha'Ayalot, where construction started a month later.

The new neighborhood - some three kilometers from Givat Ze'ev - will effectively become a new satellite settlement that will expand the western border of the overall settlement bloc.



Agan Ha'Ayalot site

◆ Atarot / Qalandia Airport

On 27 February 2007, *Ha'aretz* published a report concerning new Israeli plans to build an Ultra Orthodox settlement with 11,000 units near **Qalandia Airport** and the **Atarot Industrial Zone**. The report also revealed plans to connect that area via a tunnel - passing beneath **Kufr Aqab** and the separation barrier - with the **Kokhav Ya'akov** settlement east of Ramallah. In December 2007, Israel's Housing Minister Ze'ev Boim announced that his ministry "was looking into building a new Jewish neighborhood with 10,000 apartments in Atarot." However, largely due to US pressure - the plan was put "under study". It was not the first time that the area made headlines as a potential site for a new settlement scheme and it is likely that efforts to implement the plan will reemerge. If approved, it would eventually ensure Israel's complete hold on Jerusalem. At the moment, the separation barrier carves out the Atarot industrial zone as part of Israeli Jerusalem, and keeps Qalandia refugee camp and the areas around it, including the Jerusalem neighborhoods of Kufr Aqab and Semiramis, within the Palestinian (West Bank) area. The "Jerusalem 2000" Master Plan recommends Atarot become the main area for traditional industries in East Jerusalem, and calls for the transfer of garages, car repair and body shop businesses from the Wadi Joz to Atarot.