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OFFICE OF THE DIR (Plg.)
V.P.R./TC, D.D.A. N. DELHI-2
V.No. 1498 ✓
Dated 25/9/12

2012. 09. 24.

To,

The Chief Secretary,
Government of NCT of Delhi,
Players' Building - New Secretariat,
"A" Wing, 5th Floor,
Indra Prastha Estate,
New Delhi - 110 002.

Director (Plg.) MPR/TC,
D.D.A. Vikas Minar N. DELHI-2
Dy.No. 298
Dated 26/12/12

Sir,

Subject : MASTER PLAN - DELHI NATIONAL CAPITAL REGION.

We thank you for giving the undersigned and our Technical Advisor, an opportunity to participate in the meeting on Regional Plan for Delhi, held under your august chairmanship on 2012. 09. 10, and the patient hearing given to us by you and the other Members present.

The information furnished and the views expounded by the members were very enlightening. We do hope, however, that all the views expressed by Members of the Non-Government Organisations were not only just recorded, but a serious consideration is given thereon, and that this meeting does not become another **exercise in futility**, held for the sake of meeting the norms !

The concept of a Master Plan cannot be divested of its integration with Global, National, Regional and Local Perspectives. While at the NCT level, it may not be possible to influence the Global and National events, or even the Regional Plans, recommendatory actions are indeed possible and therefore most desirable. The tendency of throwing up one's hands in despondency, whenever confronted with seemingly insurmountable hurdles, must be scrupulously avoided.

A. POPULATION EXPLOSION & IMMIGRATION - NATIONAL / INTERNATIONAL

1. The **MOTHER** of all the problems on National Level is **Population Explosion**, compounded further by **Illegal Infiltration** across the International Borders, and unless the same are ruthlessly controlled, much of the efforts in development will go waste, as has been evident over the last 65 years since our Independence. **A NATIONAL POPULATION POLICY ON POPULATION MUST BE ENFORCED WITHOUT DELAY.**
2. The unmindful tendency, emanating from insatiable greed of those in position to influence, to concentrate and monopolise all resources including Manufacturing, Commerce, Governance et al. in small pockets is already proving disastrous causing undue strain on the meagre resources of the Cities / Regions / States. **FORTUNATELY, THE HON'BLE SUPERIOR COURTS HAD COME TO THE RESCUE OF DELHI BY ORDERING ALL POLLUTING INDUSTRIES OUTSIDE OF CITY LIMITS.**
3. Without making a Political issue out of it, the fact remains that NCR (or all **URBAN** areas for that matter) will always be a magnet for illclad, undernourished, unemployed, homeless persons from areas where development work had always taken a backseat, hostage to the self promoting destructive policies of the unscrupulous Politicians. Development of all hinterland **MUST** be taken up on **TOP PRIORITY**, if **urbanization** is to be retarded / reversed.
4. The concentration of the **Government Offices**, and various offshoots thereof, in the **NCR** of Delhi is one of the biggest banes of the City, commenced most regrettably from the time of the **FIRST** National Government and continued, abetted and expanded by the successive regimes.

This issue was discussed
in the MA of "Regional plan for Delhi"
Ad (25/12)

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5. **THOSE GOVERNMENT OFFICES WHICH REQUIRE LARGE TRACTS OF LAND, AND CAN EASILY FUNCTION FROM OTHER LOCATIONS ELSEWHERE IN THE COUNTRY, MUST BE MOVED IMMEDIATELY.** Construction of additional Government Office Buildings in NCR **MUST** be stopped forthwith, and the space relinquished by the Offices moving out, may be utilized for only those of the **NEW** offices, whose presence in NCR is absolutely **ESSENTIAL**.
6. To accommodate the current population, and the expected increases over the next many years, **ALL NEW DEVELOPMENT MUST GO VERTICAL** in view of shortage of land, hemmed in as the NCT is with possessive unyielding neighbouring states. Also, the most congested unmanageable areas / markets, such as Khan Market, Sadar Bazaar, Ram Nagar, Malviya Nagar **etc** must be **demolished** and planned construction undertaken.
7. Multi-Storeyed Multi-Use buildings must be self-contained. Car parking must be provided in basements and Ground Floor ; Shops (for all essential everyday items), Pharmacy, Clinics and offices in the next few floors ; Conference / Party Hall(s) and Primary / Play School in the next levels ; topped by residential flats which may preferentially be allotted to those having shops / offices below. This will obviate the necessity of residents commuting many kilometers everyday. The building must not occupy more than 25 % ground area of the plot, leaving the balance for Green area. Water Harvesting / Water Recycling must be followed. Solar power, generated from Panels fitted on terrace /outer walls, exclusively be used for all common needs.

B. WATER REQUIREMENTS :

1. The failure of the Country in **integrating** National Resources, specially the scarce Water and Power, can not be condoned on any grounds. While the progress of National Power Grid is very welcome the **much touted**, and Long-Awaited, River Garland for sharing of unseasonal surplus waters across the states is a glaring example. The peoples across the borders are reaping advantage of our weaknesses.
2. The acute shortage of **FRESH** water in the River systems and the difficulties of convincing the effected states to equitably share the same with others, restricts the maneuverability. The Citizens of NCR must be educated in conservation of Water.
3. The only source of water for the NCT of Delhi is the River Yamuna, water quantity in which is not only receding year by year, but also the high contamination and pollution level is stretching the resources to purify it-to be potable. The scarce Subsoil source can not be over exploited for fear of subsidence over vast areas in addition to changing the ecology for the worse. The acute Water shortage will necessarily require Mandatory Water Harvesting in all Buildings and Recycling of water from Kitchen and Bath, useful for Gardening, Washing of Cars and Toilets.

C. INTER-CITY & INTRA-CITY TRAVEL AND TRANSPORT INFRASTRUCTURE :

1. For a large, and /or Growing, City the planning of Commuting by people and its Transport Infrastructure is a very crucial requirement. Very often, the City is allowed to develop in a most haphazard manner, under one influence or the other, some of it being due to Politically destructive actions. The development of Transport facilities, following the Unplanned Growth, is then **reactive** only and not Integrated in detail.
2. All carriageways for **Polluting Vehicles** (the fuel-guzzling motorized transport) must be **Above Ground** preferably flanked by Green belts, which will not only absorb the gases, but also reduce **NOISE** level for the adjoining Residential / Commercial / Office buildings.
3. Likewise, all Non-Polluting Vehicles (like the **METRO** Network) must be located **Under-**

Ground, for saving scarce surface area and for better integration with the other Vehicular Transport. The hideous above ground Metro stations shouldn't have been permitted ab-initio.

4. All Metro stations must have adequate Car parking space to encourage more Car Owners to avail Metro service. Frequently run surface Public Transport Vehicles and easy availability of Taxi / Autorickshaw facilities, willing to ply to and fro all destinations there from must be ensured for the convenience of general commuters.
5. The Metro system must grow from **inside-out** in a City to decongest the more crowded areas at the earliest, instead of connecting long-distance colonies in the first instance, which encourages mushrooming of more unplanned unauthorized colonies on the fringes of the City, destroying the concept of Planned Development.
6. Roads must be properly designed / constructed with provision of constructing **MULTI-LAYER** carriageways to meet the future needs. The current practice of **SHORT** and / or **HALF** Flyovers, just to be able to count the large numbers, is a blinkered approach which must be decried and discarded forthwith.
7. The Service Roads adjacent to the Main Roads must be **One-Way** with the traffic allowed to move in **CONTRA** direction only to that on the Main Road. The Service Roads must not be allowed to become Race Tracks for the irresponsible. The access / exit points from the Service Roads must not be located at the **crossings** of the Main Roads, which must be eliminated.
8. The concept of locating the Train and Bus Termini at the fringes of the City for the long distances services to and fro places geographically located in those directions, betrays the total lack of application of mind by the concerned authorities towards Town Planning, as also complete disdain, or awareness and sensitivity, to the comforts of the long-distance passengers.
9. The erroneous concept does not take into consideration the problems, **and costs**, associated with the changeover and the Intracity travel of such passengers, particularly the aged and those accompanied by small Children, which is an additional load on the Road /Metro Transport capacity. These Decision Makers are **GUILTY** of shirking their own responsibility by transferring the onus on others. Connectivity between such Termini must be provided, by **extending** the Train Services (**underground**) and the Bus Services (on **overland** routes).

D. WASTE DISPOSAL :

1. Any large City, particularly Metropolitan Towns, generates huge volumes of Waste, and face enormous problems in its disposal. The erstwhile, and existing in most cases, practice of heaping the Garbage on Dumps cannot be possible in the near future. Alternate methods, and possibly profitable alternate means must be deployed.
2. Most surveys have come to the conclusion that approximately 40 % (forty percent) of all Waste generated in our Cities is DRY Waste, the balance being Green Waste. The Green Waste could very easily be converted into high quality manure, and fed back to Mother Nature.
3. The Dry Waste must be meticulously segregated, and all useful materials be extracted and recycled. Only the Building Material Waste would require to be dumped on Filling Grounds.
4. The Waste Disposal Project could most profitably be undertaken in the PPP (Public-Private-Partnership) model, where the collection from Garbage Dhalaos etc be carried on as current by the Civic agencies, and the processing of the Garbage of Different categories be undertaken by the Private agencies on Profit sharing basis.

E. LAND ACQUISITION :

1. For the above proposals to be put to fruition, large tracts of Land under the Possession / Control of different people and agencies, will have to be acquired. Suitable Populace-Friendly Acts and Rules will have to be formulated, free from the influences of small pressure groups, and the unscrupulous Politicians fishing in troubled waters.
2. On the one hand all those deprived of home and hearth must be suitably compensated and rehabilitated, the **ESSENTIAL** development work can not be held **HOSTAGE** to such impediments and / or extraneous considerations.
3. It is extremely important that for an All-Round and Equitable development of the City-State, the best policies must be implemented without fear or favour. We have enough honest Legal Luminaries to come out with the desired Acts and Rules.

F. ENCROACHMENTS :

1. All the pious well meaning efforts will come to a nought, if unfettered **ENCROACHMENTS** are tolerated and allowed to continue.
2. The Enforcement agencies must be geared not only to ruthlessly **prevent** any attempt to encroach any **NEW** area, but also to **remove** all **EXISTING** encroachments which are inimical to a planned development of the City. The policy of wanton regularization of illegal colonies, with an eye on Vote-Bank politics must be discarded lock-stock-and-barrel.
3. The **IMMUNITY** enjoyed by places of Religious **Worship**, emanating from **NOT** so **IMPARTIAL** decisions, or the lack of application of mind by the Religious Committee, be withdrawn forthwith.

This is the time that we must catch the bull by its horn. Regrettably our Politicians and Bureaucrats, the formulators and implementers of Forward Policy are busy looking elsewhere in order to line their own pockets with the Loot, and are unmindful of the Conveniences of Citizens of Tomorrow.

Thanking you,
Yours truly,



(Baldev Raj)
General Secretary.

- cc :
1. Hon'ble Minister for Urban Development,
Government of Union of India,
Nirman Bhawan,
New Delhi - 110 011.
 2. The Vice-Chairman,
Delhi Development Authority,
Vikas Sadan, **INA,**
NEW Delhi - 110 023.
 3. ✓ The Director (Planning), MPR & TC,
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