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दिल्ली विकास प्राधिकरण
DELHI DEVELOPMENT AUTHORITY

मुख्य योजना -2021 की समीक्षा
Master Plan Review-2021

पंजीकरण फार्म
REGISTRATION FORM

~~Verbal presentation~~
Suggestion copy was
directly handed over
to moderator.

“ओपन हाउस मीट्स”
“OPEN HOUSE MEETS”

Issue Related to Zone P-II

फार्म प्रतिभागी द्वारा भरा जाए
Form to be filled by Participant

नाम Name	COL SURESH CHAND
प्रतिनिधि : Representing : सरकारी विभाग / फेडरेशन / संघ (एसोसिएशन) / आर डब्ल्यू ए / व्यक्तिगत Government Department/ Federation/Association/RWA/ Individual <input checked="" type="checkbox"/>	SELF OFFICE OF THE DIR (Pig.) MPR/TC, D.D.A. N. DELHI-2 Dy.No. 2636 Dated 7/5/12
वर्तमान स्थिति Present Position	LAND LORD
फोन : कार्यालय Phone : Office आवास Residence मोबाइल Mobile	9810046782 E-34 PAVEN SHARMA PAPER
फैक्स : Fax :	
ई-मेल E-mail	colchand36@gmail.com
पता : Address :	E-34 PAVEN SHARMA PAPER
हस्ताक्षर : Signature :	
तिथि : Date :	30.04.12

“अपने पंजीकरण फार्म ओपन हाउस मीट्स के स्थल पर जमा कराएं
“Submit your registration form at the venue of Open House meets.”



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OPEN HOUSE MEETING ZONE P-II

Suresh Chand <colchand36@gmail.com>

Fri, Apr 27, 2012 at 12:05 PM

To: dimnarela@dda.org.in

Dear Mr Das,

It is very thoughtful of you indeed to have invited suggestions for the Development of Delhi. I wish to attend the Open House and am also forwarding some suggestions for your kind consideration.

It will help if some confirmation is communicated.

Regards

Col Chand

3 attachments

HT and LT cables 1 of 2.jpg

306K

HT and LT cables 2 of 2.jpg

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ZONAL PLAN SUGGESTIONS FOR OPEN HOUSE.docx

26K

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OPEN HOUSE MEETING-ZONE P-II

Col Suresh Chand (Retd)

E-34 Panchshila Park
New Delhi 110017.
Tele.No:9810046782; 011-41750129
Dated: 27.04.2012

To,
Shri Amit Das,
Director (Plg)
Zone P-I & P-II
11th Floor
Vikas Minar
New Delhi

Subject: DELHI MASTER PLAN 2021- ZONAL PLAN ZONE P- II -SUGGESTIONS

Dear Sir,

1. Kindly refer to your Advertisement in the Times of India dated 24.04.12 inviting suggestions in an Open House Meet.
2. I may mention, with all humility, that while in service as Colonel in charge Administration of Punjab, Himachal Pradesh and Haryana Area (PH&HP Area), the largest administrative Area of the Army, I was directly responsible for framing the KLPs, lay out plans and execution of three major cantonments in North India besides other major & minor projects. Hence, I have some knowledge of planning at that level. Accordingly, I am forwarding my suggestions in respect of Zone P-II here under for your kind consideration.
3. Development Strategy. In Paragraph 8.2.i) the Plan envisages involvement of private, public & co-operative sectors in planning, development & disposal mechanism as per policy. Unfortunately neither the policy in the matter nor the modalities of acquisition/assembly of land for the Plan have yet been stated whereas the Zonal Plan has been notified. In the present scenario, you will agree that it will be well nigh impossible to acquire any land as none of the projects in the Zone fall in the category of the Public Purpose defined in the Draft LARR Bill. It may be possible to start the assembly of land through the same process that is undertaken during consolidation proceedings of agricultural land by the Revenue Authorities, of course with some modifications. The salient features could be as follows:
 - a) Declare the development areas (excluding villages and recognized/approved construction of the Zone as Development Zone by an Act of the Assembly.
 - b) Prepare a list of ownership with area in sq meters and the exact location as per satellite maps.
 - c) Deduct 10 % as Mujrahi. This will be used for roads, MRTS, and locating essential services.



- d) The balance of the 90 % area be allowed to be developed directly by the owners as per the approved plan strictly in accordance with the building byelaws. Hence, if the area available to an individual falls short of the minimum he may join up with his neighbor or sell it to the developer.
 - e) Some owners may have to accept location changes (as is also done in consolidation proceedings); these must be allowed after discussions and meeting the requirements of the owners to the extent possible, in a meeting where all concerned will be allowed their say in transparent manner.
 - f) Once this process is complete within a specified time frame, the DDA should finish the development of the entire infrastructure of roads, bridges, parks, greens, play grounds, police post, post office, fire brigade, heliport, electric sub stations, gas power plants(as suggested later) all horticulture plantations etc as per Plan and within a time frame.
 - g) The remaining Zone developed as per Plan by the land owners/developers within a realistic, notified time frame, backed by penalties. Even the so called government buildings, like the exhibition grounds or water works, be allowed to be completed by the land owners (in collaboration with experienced builders/engineers if necessary) as per specifications laid down by the concerned department.
 - h) DDA to monitor all development and other government authorities must ensure development as per specifications.
4. In Paragraph 11.0 of the Zonal Plan for Zone P-II the planners have tried to bring in some unique features in urban design that are commendable. However, the projections fall short of the needs of the future which should be related to our experience of the present problems and projections in the future. Some suggestions, based on facts, are stated herein for your consideration and necessary modifications in the proposed plan, please.
 5. Land is the only limited natural resource. It is getting more and more expensive due to the forces of demand and supply. Hence every bit of this resource has to be utilized judiciously keeping in mind the environment and management problems. The idea of going vertical with no restriction on height is a step in the right direction. But why limit it to the three super tall complexes? This shows certain amount of reticence in creative planning. Further, future extension of the low level multi storied buildings once constructed, is a very difficult and costly proposition. So, plan for the vertical expansion now leaving wide open spaces and green landscaped areas all round. Roads in New Delhi could be widened even 90 years after they were first planned only because of the far sighted approach of the earlier planners; let our plans also cater for three times expansion of roads and have three tier depth in horticulture planning along roads; all trees should be of local varieties that help the local fauna and bird life besides providing some fodder to live stock.
 6. The major management problems of high rise buildings are:
 - Difficulty in fire fighting with existing methods.



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- Problems arising from natural disasters like earth quakes and floods.
 - Additional power needs for lifting men and material to the heights.
 - Management of law and order due to increased response time of policing and security agencies to reach the affected floors/areas.

Helicopters/Helipads for Disaster Management

7. In the future however, besides ferrying of VIPs and business tycoons, there is bound to be greater use of helicopters for the following among other tasks:
 - Fire fighting. With the conventional present day equipment and even with the more advanced system of smoke sensors and automatic sprinklers, it is well nigh impossible to provide water and fire extinguishing chemicals at great heights. (Remember 9/11 and similar instances like the fire in the HT Building on KG Margi) Helicopters can reach necessary succor quickly and efficiently.
 - In case of natural disasters like earth quakes and floods, terrorism related calamities like the 9/11 disaster in America the helicopter will be the best and quickest means of reaching medical relief and for evacuation of the wounded. We have seen that with the traffic congestions, jams and rallies en-route the surface ambulances take up vital time in emergencies leading to loss of life that is avoidable.
 - Helicopters are being used abroad for traffic management, chasing down criminals and controlling mobs.
 - With availability of land for 'sanitary land fills' within the City becoming more and more difficult and carriage over long distances by surface becoming very expensive, helicopters may be used for hauling garbage directly to recycling/composting plants.
 - Helicopters are being used to ferry building materials and large prefabricated cement and steel sections quickly, efficiently without disturbing road traffic.
 - Electronic news gathering and dissemination through helicopters is the latest trend in developed countries.
8. Only some relief can be provided to the three super tall complexes by the helicopters using the helipads planned on the three super tall complexes in Zone P-II. These helicopters will have to revert to their bases for refueling and maintenance thus adding to costs.
9. The future however, demands that we ensure free and safe flight paths and landing and maintenance areas for a large number of helicopters we need HELIPORTS NOW.
10. The new Exhibition Grounds are proposed in the North East corner of the Zone in a sort of cull-de-sack. It has advantages as well shortcomings. The large crowds that visit Pragati Maidan every November cause serious traffic management problems that spill over up to India Gate. In the proposed site with some traffic merging from NH-1, also the situation will be similar. Helicopters will be the best option for traffic control, evacuation and crowd management. However, the 440 and 220 KV-HT Lines coming from UP and Dhirpur will be spoilsport. These must go underground up to Bawana.



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11. It is therefore strongly suggested that:

- a) There should be no overhead High Tension or Low Tension power transmission lines in the new Zones. The existing lines should also be re-routed or put underground as a prerequisite NOW. This is not an impossible task as even the Bangalore Electricity Authority has started the scheme to put all such lines underground (Report attached). It only requires vision and the will to do the needful. In this particular Zone P-II the underground conduits could be put under the disused canal running North West to South East, Drain No 6 and the Bawana escape (this will avoid land acquisition) and also along-side the proposed new MRTS alignment.
- b) Tall trees like the eucalyptus be avoided or planted on well defined areas like the green belt along highways.
- c) Create a series of helipads and at least one heliport in each Zone, in consultation with DGCA, Fire Department and the National Disaster Management Authority.

12. The above proposal will also allow greater flexibility in land use and planning as building restrictions imposed by the cables and towers will make more land available for use. Aesthetically also the Zone will come out as a beautiful area as planned. It may be noted that the cost of implementing the above proposal may be much less than the cost of land retrieved, the security provided and the accidents avoided. There will be less power break downs due to inclement weather conditions.

Additional Power

13. High rise buildings require additional uninterrupted power supply. Rather than going in for huge power plants to meet the future needs of developing and expanding Delhi as also the need to disperse such establishments due to the new emerging terrorist threat, it may be expedient to plan smaller 10 MW gas based power plants at the rate of one per Sector; to reduce noise pollution the power plants could be placed underground with stacks above ground. This will also ensure greater flexibility in disaster management.

Additional Water

14. The underground water in this Zone is brackish and highly polluted. Being located alongside the R. Yamuna location of two mini water treatment plants to meet the requirements of the Zone such that it is not dependent on the existing supplies. Pipe lines could be laid to bring raw water from the R. Ganges also. In view of the modern purification plants the 20 Hectare area allocated near Mohamedpur is excessive; the balance could be given to the exhibition ground.

Cooking Gas

15. The Draft is looking at 2021. It is high time that we did away with the ancient Kerosene burners that depend upon subsidized fuel, even for the EWS areas. The plan should cater for 100 % PNG. There should be no need for LPG godowns. Imagine lugging gas cylinders up the high rise buildings in lifts or in case of failure, up the stairs. PNG also ensures automatic cut-off in case of accident; hence it is safer.

Exhibition Grounds

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16. This is located in the North-East periphery of the Zone with the R Yamuna to its East and a large residential area to its West. We know that the exhibitions are a regular affair and draw large crowds. These crowds will definitely impinge on the peace, quiet and privacy of the residents close by. It is suggested that the residential area be switched over with the industrial area to the North of the residential areas and a green belt about 50 meters wide be put between the Exhibition grounds and the industrial area. The proposed water treatment plant could be integrated in the layout of the exhibition grounds as fountains can infuse oxygen in the water.
 17. The circulation of traffic in and around the Exhibition grounds needs to be studied and catered for in detail as there are two bottlenecks that can be dangerous. In the present Pragati Grounds the Bhairon Road to its South and the Mathura Rd to its West are inadequate and remain choked. The same mistake is apparently being committed in the proposed Exhibition Grounds when the estimates of population will be doubled and so will the purchasing power of the people; in the future we can expect double crowds if not more.
 18. Please realign the Metro Route to pass through the Exhibition Grounds to avoid unnecessary traffic and transfer points. There should be two Metro stations within the grounds.


Floods

19. People of the area have not forgotten the devastating floods of 6th, 7th Sept 1978 when the whole of this Zone was inundated and the water covered all dwellings in 9 feet deep waters. Exactly the same situation, with additional waters being suddenly released from Tajewala Head-works in Haryana was about to develop last year as well. There was worry and consternation all round. In the future with climate changes the levels of the R Yamuna could increase as also due to the proposed scheme of canalizing the river on the lines of the Thames in London. The plan should cater for raising the level of the bund by at least 2 meters more, firm up the breaker bunds and ensure proper and fast drainage. The Zonal Plan merely mentions floods without necessary backing in infrastructure to counter the danger.

Sewage

20. Over 100 acres of land in Sector VII, was acquired twenty years back for this purpose. Firstly, the area is too much. Secondly, the sewage will have to be pumped in the wrong direction as R Yamuna lies to the East. Thirdly, as per the ruling of the Hon'ble Supreme Court since the land was acquired over five years back and has not been utilized for the purpose for which it was acquired, it may have to be returned. Kindly look in to this aspect.

Green Area

21. Paragraph 10 gives the land use plan that seems to contradict the statement in paragraph 9 (iv) “.. limited availability of land and increased requirement of housing...”, in that the total green belt covers an area of 1924 Hact i.e. is about 23.5%
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of the gross area. But as per the MPD 2021 norms only 30 to 35 % coverage will be allowed in residential and other areas. Even if one takes 50 % coverage then we still get an additional 3135 Hact as landscaped and open areas. Thus making a total of 5059 Hact of green i.e. 61.70%. The Zonal Plan makes no mention of the area of the forests in the Zone. In this scenario it is not advisable to add to this green by having wide belts around the existing villages other than those on the border as per MPD 2021. Further, since the MPD is a part of the larger NCR PLAN the NCT of Delhi and DDA must insist on similar green belt being left by the bordering states!

Ground Realities

22. The Zonal Plan should be based on realistic and everyday situations projected over the next two decades. It is reiterated that land can not be stretched. So we should consider its optimum utilization as envisaged in the MPD 2021, with future aspirations of the people in mind. For this the planners should first put on paper the exact areas that are available and then plan their development.
23. The present Plan appears to be an academic, paper exercise in that a plan has been put on paper without knowing as to what is already available in terms of utilities and services, how much more will be required in 2021 and where and how much land can be made available such that the life of the citizens has a sustainable qualitative improvement for times to come. Please also don't forget that all farm lands in Delhi have been declared as urbanizable and the farmers will not part with their holdings easily. In fact due to non implementation of the Plan a large number of illegally authorised structures have come up all along the influence zone of the National Highway No. 1. It will be impractical to assume that the said land is available for the Plan.
24. Public Purpose. The exact public purpose has to be defined before land can be acquired at market rates. Hence, acquisition of land should not be taken for granted and the Plan modified accordingly taking available infrastructure and land in mind. The Plan makes no mention of the land that is already in possession of various government agencies.
25. It is hoped that the foregoing suggestions will be considered in the spirit in which they are being made. Also, I may kindly be permitted to attend the Open House.

Thanking you.

Yours faithfully,



Col Suresh Chand

THE HINDU

Date: 03/07/2007 URL:

<http://www.thehindu.com/2007/07/03/stories/2007070352700300.htm>

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Karnataka - Bangalore

Bangalore city may switch over to underground power cables in five years

Special Correspondent

*City has about 6,950 km of high tension lines and 14,000 km of low tension lines**Overhead lines will reduce number of interruptions in power supply*

BANGALORE: Bangalore city may become free from the overhead electric lines which not only spoil the aesthetics by criss-crossing the aerial space, but also pose a threat to the safety of people.

The Rural Electrification Corporation (REC) on Monday volunteered to provide loan assistance to the Bangalore Electricity Supply Company and the Karnataka Power Transmission Corporation Limited (KPTCL) to lay underground power cables. The KPTCL has expressed interest in taking up the project, which is estimated to cost about Rs 5,000 crore and require about five years for implementation.

Addressing presspersons here on Monday, REC Chairman and Managing Director Anil Kumar Lakhina said he had told Chief Minister H.D. Kumaraswamy and Energy Minister H.D. Revanna that his organisation was ready to provide the necessary funding if a project was taken up to replace overhead power lines with the underground cables in the city.

He said the REC would immediately consider if the KPTCL forwarded a proposal in this regard to it. KPTCL Managing Director and chairman of Energy supplying companies Bharatlal Meena said a proposal would be sent to the REC soon.

While the exact cost of the project was yet to be worked out, it was likely to cost about Rs 5,000 crore, he said and noted that it could be implemented in about five years. To begin with the high tension lines would be replaced with underground cables.

Power supply

Mr. Meena said that replacing overhead power lines would result in reducing the number of interruptions in power supply due to falling of trees, overturning of poles and snapping of power conductors. Such a step would go a long way in improving the electrical safety and reducing electrocutions.

Mr. Lakhina said that it was possible to reduce the energy losses by switching over to underground cables. However, sources in the KPTCL argued that the scope for further reduction of energy losses was not huge in Bangalore as the city's energy loss of 9 per cent was the least in the country. 128

Sources said that Bangalore had about 6,950 km of high tension lines and about 14,000 km of low tension lines.

Nearly 40 per cent of the HT lines and 500 km of LT lines had been replaced by underground cables.

It would cost about Rs. 35 lakh for laying a km of HT underground cable and Rs. 18 lakh for a km of LT line.

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