OFFICE OF THE DYE (Plg.)
Dy. No. 2256
Date 4/5/12
अध्यक्ष कार्यालय
डायरी सं० 1543-A
दिनांक 9/5/12
Dy. Dir. T (Plg.) MPD-2021
DDA Vikas Minar
Dy. No. 1882
Date 23-5-12
Dairy No. 1652
Date 2-5-12

मास्टर प्लान - 2011 के संबंध में सुझाव

1. सरकार भूमि अधिग्रहण करने से पहले अधिग्रहण से प्रभावित गाँव/गाँवों का लाल डोरा आवश्यक रूप से बढ़ाने की व्यवस्था करें ।
2. सरकार द्वारा भूमि अधिग्रहण से प्रभावित दिल्ली के गाँव बरवाला में 1953 से गाँव का लाल डोरा विस्तार नहीं किया गया जिसके कारण ग्राम वासियों के समक्ष आवास की विकट समस्या है ।
3. किसी भी गाँव में भूमि अधिग्रहण ग्राम सभा की अनुमति से हो और वहाँ के निवासियों की आवासीय समस्या का समाधान करने के बाद ही किया जाए ।
4. भूमि का मुआवजा उस क्षेत्र के सर्कल रेट से पाँच गुना हो अथवा किसानों के साथ विकसित भूमि में 50-50 प्रतिशत की साझेदारी की जाए ।
5. ग्राम सभा की जमीन का अधिग्रहण नहीं किया जाए । ग्राम सभा की जमीन का इस्तेमाल ग्राम सभा की सहमति से गाँव की उन्नति के लिए किया जाए ।
6. अधिग्रहण से प्रभावित किसानों को मुआवजा, रॉयल्टी, परिवार से एक सदस्य को नौकरी तथा विकसित जमीन का 15 प्रतिशत हिस्सा निःशुल्क तथा गाँव के पास में ही दिया जाए ।
7. प्रभावित किसानों को अगले सौ वर्षों के लिए 25 हजार वार्षिक/प्रति एकड़ रॉयल्टी तथा भूमिहीनों को प्रति परिवार 10 हजार रूपये रॉयल्टी दी जाए क्योंकि वो भी किसानों के साथ वर्षों से खेती से जुड़े रहे हैं और उनकी जीविका का एकमात्र साधन सरकार ने नाममात्र का मुआवजा देकर छीन लिया ।
8. भूमि अधिग्रहण से प्रभावित किसानों और भूमिहीनों को उपरोक्त सुविधाऐं सन् 2000 से दी जाएं ।
9. गाँव को बिल्डिंग बायलॉज़ से मुक्त रखा जाए तथा मिश्रित भू-उपयोग की अनुमति गाँव में दी जाए ।
10. गाँव के चारों तरफ पाँच सौ मीटर के क्षेत्र में हरित पट्टी छोड़ी जाए ।
11. गाँव या क्षेत्र जहाँ भूमि अधिग्रहण होना संभावित है में प्राथमिकता के आधार पर आधारभूत सुविधाएं विकसित की जानी चाहिए ।
12. केन्द्र सरकार/राज्य सरकारों को ऐसे सुधार और उपाय करने चाहिए कि देश में लोगों का पलायन गाँव से शहरों खास कर दिल्ली में कम हो सके जैसा विहार, गुजरात जैसे राज्यों ने किया ।

रविन्द्र कुमार डबास
पुत्र श्री सूरत सिंह
गाँव व डाकघर - बरवाला
दिल्ली - 110039

आयु० (योजना) -II
9/5/12
9/5/2012
AD(RS)I
Dir (MPR)
9/5

INDIAN BUILDINGS CONGRESS

Sector-VI, R.K. Puram, New Delhi-110022
Phone : 26169531, 26170197 Fax : 011-26196391
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Email : info@ibc.org.in

Comm. (Plg.) - II
Dairy No. 1653
Date 2-5-12

No. IBC/MPD/2012/1989.
Dated the 27th April, 2012

To

Shri G.S Patnaik, IAS
Vice Chairman,
Delhi Development Authority
Vikas Sadan, INA,
New Delhi-110023.

उपाध्यक्ष कार्यालय
डायरी सं. 1539-A
दिनांक 1/5/12

OFFICE OF THE DIR (Plg.)
MPR/TC, D.D.A., DELHI-2
Dy. No. 2255
Dated 4/5/12

Subject: Review of Delhi Master Plan 2021

Sir,

The matter has been discussed at length in the Technical Committee of Indian Buildings Congress. I am forwarding herewith the attached brief note containing suggestions on the, 'Review of Delhi Master Plan 2021' which has been approved by the Executive Committee of Indian Buildings Congress for consideration and further necessary action please.

DDA Vikas Minar N. Delhi
Dy. No. 1881
Dt. 23-5-12

Encl: As above

Yours sincerely,

(R.C.Kinger)
Executive Director

REVIEW OF DELHI MASTER PLAN-2021

POPULATION GROWTH

YEAR	POPULATION (In Million)	GROWTH RATE %	URBAN POPULATION (in million)	GROWTH RATE in %	AREA (km^2)	DENSITY IN URBAN AREAS (pp sq.Km.)
1941	0.92	44.27	0.69	55.48	174.31	3991
1951	1.74	90.00	1.44	106.58	201.36	7137
1961	2.66	52.44	2.36	64.17	326.55	7225
1971	4.06	52.93	3.65	54.57	446.26	8172
1981	6.22	53.00	5.77	58.16	540.78	10666
1991	9.42	51.45	8.47	48.87	624.28	13570
2001	13.85	47.02	12.90	52.34	896.71	14386
2011	17.70	27.80	16.30	26.35	N. A.	N. A.
2021	23.00 (Proj)	29.94	21.00	28.83 (Proj)	N.A.	N. A.

FROM THE TABLE, IT SHOWS THAT POPULATION GROWTH HAS CONTINUED BOTH IN RURAL AS WELL AS IN URBAN AREAS AT THE SAME PACE OF GROWTH. THE GROWTH IN RURAL AREAS CONTINUED IN THE ABSENCE OF ANY SPATIAL PLANNING EFFORTS. SIMILAR PROBLEMS CAN BE NOTICED IN URBAN VILLAGES BUT, TOTALLY IGNORED FROM SUITABLE SPATIAL PLANNING BOTH BY MCD AND DDA.

A VISION STATEMENT IN THE MASTER PLAN DOCUMENT ASSURED TO MEET THE CHALLENGES OF POPULATION GROWTH AND CONTAIN IMMIGRATION IN DELHI, PROVIDE ADEQUATE HOUSING PARTICULARLY FOR THE WEAKER SECTIONS OF THE SOCIETY DEALING WITH THE ISSUES OF SLUMS. DURING THIS REVIEW, IT IS APPROPRIATE TO UNDERSTAND AS TO WHAT EXTENT THE MASTER PLAN SUCCEEDED OR WHERE IT HAS GONE WRONG.

DELHI-THE NATIONAL CAPITAL OF INDIA PRESENTS ITS BEST AND ALSO THE VERY WORST CHARACTERISTICS OF ITS GROWTH ALTHOUGH, IT SETS AN EXAMPLE FOR INSPIRATION IN SOCIAL, TECHNOLOGICAL AND ARTISTIC INNOVATIONS. IT ALSO HAS CREATED THE ADVERSE CONDITIONS LIKE POLLUTION, FATAL ROAD ACCIDENTS, TRAFFIC CONGESTION, CRIMES LEADING TO URBAN DEGRADATION, DECAY IN URBAN FABRIC DUE TO UNAUTHORIZED CONSTRUCTIONS & UNPLANNED DEVELOPMENT, ENCROACHMENTS ON THE RIGHT OF WAY OF ROADS, FORMATION OF SLUMS IN THE ABSENSE OF AFFORDABLE HOUSING AND THUS, TRANSFORMING THE NATIONAL CAPITAL CITY INTO THE URBAN CHAOS.

continued - 2

SLUM POPULATION

YEAR	TOTAL POPULATION (In Million)	URBAN POPULATION (In Million)	SLUM POPULATION (In Million)	PERCENTAGE
1991	9.42	8.47	1.30	15.34
2001	13.85	12.19	2.32	17.97
2011	17.70	16.30	3.16	19.38
2016	19.90	18.80 (Proj.)	3.70 (Proj.)	19.70
2021	23.00	21.00 (Proj.)	4.23 (Proj.)	21.14

MASTER PLAN 2021 COULD ONLY BE MEANINGFUL HAD THERE BEEN ALL OUT EFFORT TO TACKLE THE ISSUE OF AFFORDABLE HOUSING FOR THE POOR IN A BOLD AND MEANINGFUL MANNER WITHIN THE INCLUSIVE PLANNING FOR THE GROWTH OF DELHI. OVER 50 % POPULATION IS CURRENTLY RESIDING IN SUB-STANDARD HOUSING BECAUSE OF LARGE NUMBER OF UNAUTHORIZED COLONIES AND SQATTER SETTLEMENTS, UNPLANNED GROWTH OF RURAL AREAS BESIDES THE URBAN SLUMS.

MASS HOUSING FOR THE URBAN POOR AND THE RURAL POPULATION SHOULD HAVE BEEN THE KEY FOCUS TO MAKE DELHI A SLUM FREE CITY BUT, UNFORTUNATELY DUE TO THE LACK OF POLITICAL AND ADMINISTRATIVE WILL THE OBJECTIVE OF THE MASTER PLAN COULD NOT BE ACHIEVED.

THERE IS AN URGENT NEED TO ATTRACT PRIVATE SECTOR INVESTMENTS AND INCENTIVIZING WITH HIGHER F.A.R., ALLOWING PARTIAL COMMERCIAL USE OF THE LAND, TRANSFER OF DEVELOPMENT RIGHTS REALIZING THE CITY ECONOMICALLY VIBRANT, EQUITABLE LAND USE PLAN FOR EVERYONE.

BALANCED GROWTH OF N.C.R. REGION

FROM PLANNING AND DEVELOPMENT POINT OF VIEW, IT LOOKS QUITE CONVINCING TO BALANCE THE GROWTH OF THE REGION BUT, PRACTICALLY, THE DEVELOPMENT PROJECTS HAVE NOT BEEN FRAMED COMPREHENSIVELY TO ACHIEVE WHAT HAS BEEN SPELT OUT IN THE N.C.R. PLAN.

THEREFORE, THE DEVELOPMENT OF DELHI HAS TO BE ON ITS OWN GROWTH TREND AS THE OBJECTIVES OF THE SUB-REGIONAL PLAN FOR DELHI SEEMED TO BE NOT WORKABLE WITH REGARD TO THE

LOCATION OF GOVERNMENT AND SEMI-GOVERNMENT OFFICES OR THEIR SHIFTING FROM DELHI, RESTRICTING INDUSTRIAL GROWTH, STRICT ENFORCEMENT OF THE PROVISIONS INCORPORATED IN THE PLAN AND NO WILL FOR OPTIMUM UTILIZATION OF LAND RESOURCE AT ALL LEVELS.

LAND TO URBANIZE DELHI BY 2021

OUT OF 1483 Sq. Kms., 896.71 Sq. Kms. HAVE ALREADY BEEN UTILIZED AS PER 1999 SATELLITE IMAGERY DATA. 31.60 Sq. Kms. IS REQUIRED FOR DISPOSAL OF SOLID WASTES, METRO SERVICES/UTILITIES, AGRICULTURE USE INCLUDING DAIRY FARMING, HORTICULTURE AND GREENBELT ETC. IT WOULD NOT BE WISE ENOUGH TO UTILIZE THE BALANCED 27.62 Sq. Kms. LAND BY THE YEAR 2021. THERE IS A NEED TO UTILIZE LAND ALREADY CONSUMED OPTIMALLY UNDER VARIOUS USES.

IT MAY ALSO BE UNDESIRABLE TO BLINDLY GO AHEAD FOR HIGH RISE HIGH DENSITY FOR ALL SECTIONS OF THE SOCIETY BUT, EVOLVE A STRATEGY FOR GROUP HOUSING WITH THE FOCUS MAINLY ON AFFORDABILITY, HIGHER F.A.R., ALLOWING FIVE FLOORS TO CUT THE COST OF DWELLING UNIT AND INCREASE THE HOUSING STOCK.

POPULATION, EMPLOYMENT AND HOLDING CAPACITY

THERE IS A NEED TO CONTROL AND MONITOR IN-MIGRATION OF UNSKILLED LABOUR FORCE WHO DIRECTLY OR INDIRECTLY PROLIFERATE UNAUTHORIZEDLY INTO INDUSTRIAL ACTIVITIES IN THE UNPLANNED AREAS WHICH MUST BE CHECKED BY THE FIELD STAFF INCLUDING THE POLICE. THE WORKFORCE PARTICIPATION IN HOUSEHOLD INDUSTRIES AND OTHER SERVICE SECTOR NEED TO BE CHECKED WITH RESTRICTIONS ON EMPLOYMENT GENERATION.

POPULATION HOLDING CAPACITY DEPENDS UPON WATER, POWER, RE-DENSIFICATION OF BUILT UP AREAS, REDEVELOPMENT OF SLUMS, RESETTLEMENT COLONIES WITH HIGHER F.A.R., VERTICAL DEVELOPMENT, REVISED BUILDING REGULATIONS ETC.

LAND BEING VERY LIMITED IN DELHI TERRITORY, ADOPTION OF NEW PLANNING TECHNIQUES LIKE LAND POOLING, REAL ESTATE DEVELOPMENT, HIGH RISE HIGH DENSITY ALONG METRO CORRIDORS AND MAJOR TRANSPORT CORRIDORS, MODIFIED DEVELOPMENT CONTROL RULES AND BUILDING REGULATIONS.

SHELTER PROGRAMME

MASTER PLAN HAS PROPOSED HOUSING PROGRAMME OVER ALL THE ZONES TO MEET THE REQUIREMENTS CONSIDERING 50-55 % OF HOUSING FOR THE POOR BUT, SO FAR THIS HAS BEEN A NONSTARTER. THE HOUSING SHORTAGE OF 2.4 MILLION DWELLING UNITS AND NEARLY 1.00 MILLION DWELLING UNITS FOR THE SLUM DWELLERS WILL HAVE TO BE CONSTRUCTED BY 2021. THE PROGRESS IN THIS SECTOR HAD BEEN VERY DISMAL AND HENCE NEEDS AN IMMEDIATE ATTENTION.

IT MAY ALSO BE NECESSARY TO BAN NEW PLOTTED DEVELOPMENT RATHER, ON THE EXISTINIG PLOTTED AREAS REDUCED SIZE OF DWELLING UNITS ARE NEEDED WITH HIGHER F.A.R. AND DENSITY, HEIGHT FOR FIVE FLOORS TO CREATE MORE HOUSING STOCK WITHIN THE EXISTING BUILT UP AREAS OF DELHI. PHYSICAL, SOCIAL INFRASTRUCTURE NEEDS TO BE REWORKED TO MEET THE REQUIREMENTS.

FOR E.W.S. AND L.I.G. CATEGORY THE HEIGHT SHOULD BE PERMITTED UPTO FIVE FLOORS BUT FOR M.I.G. AND H.I.G. HOUSING THE HEIGHT CAN BE PERMITTED UPTO 42-45 METERS WITH HIGHER F.A.R. BUT LESSER GROUND COVERAGE TO GAIN MORE GREENARY, SPACE FOR PARKING AND FREE MOBILITY OF RESIDENTS .

FARM HOUSES

THE ENTIRE AREA OF FARM HOUSES COMES UNDER URBANIZATION ZONE AND HENCE, SHOULD BE REGULARIZED WITH CERTAIN CONDITIONS AND BY PERMITTING ONLY 5 % OF THE PLOT AREA PER FLOOR SUBJECT TO MAXIMUM OF TWO FLOORS WITH HEIGHT OF 7 METERS AND LIMITTING THE PLOT SIZE TO THE MAXIMUM OF ONE HECTARE.

TRADE AND COMMERCE

TWO CATEGORIES ARE MAINLY WHOLESALE TRADE AND OTHER COMMERCIAL ACTIVITIES. UNDER COMMERCIAL ACTIVITIES AFTER THE CENTRAL BUSINESS DISTRICT, DISTRICT CENTRES ARE SUGGESTED AT ZONAL LEVEL WHICH HAVE VERY IMPORTANT ROLE PROVIDING INTERNATIONAL CITY WITH GLOBAL LEVEL FUCTIONAL ACTIVITIES LIKE INTERNATIONAL STANDARD FACILITIES, SERVICES CATERING BUSINESS, SOCIO-CULTURAL SERVICES, CONVENTION CENTRE, HOTELS, SPECIALIZED CONSULTANCY SERVICES, TOURISM RELATED RETAIL SHOPS ETC.

OTHER HIERARCHY OF COMMERCIAL ACTIVITIES NEXT TO DISTRICT CENTRES SHOULD BE DEVELOPED MAINLY FOR DOMESTIC CONSUMER GOODS. THE PROVISION FOR INFORMAL SECTOR SHOULD ALSO BE MADE INTEGRATING WITH THE DEVELOPMENT OF PROJECTS.

SUGGESTIONS

1. CONCEPTUALLY, THE CITY'S DEVELOPMENT HAS TO BE VERY COMPACT WITH VERTICAL GROWTH EXCEPT L.I.G. AND E.W.S. HOUSING IN ORDER TO KEEP IT WITHIN AFFORDABILITY AND REDUCE THE COST OF INFRASTRUCTURE PROVISION AS FAR AS POSSIBLE.

2. THE LAWS NEED TO BE USER FRIENDLY WITH A VIEW TO HAVE VAST ACCEPTABILITY. ONCE SUCH LAWS ARE ENACTED THESE NEED TO BE ENFORCED WITH STRICT ENFORCEMENT MACHINERY.

3. N.C.R. PLANNING BOARD SHOULD BE PROVIDED WITH ADEQUATE FUNDS BOTH BY THE CENTRE AND STATE TO IMPLEMENT THE INFRASTRUCTURE PROJECTS IN N.C.R. TOWNS. APPROPRIATE BUDGETARY PROVISIONS ARE NECESSARY IN THIS REGARD. ALSO A FUND BANK NEEDS TO BE CREATED BY ALLOWING INCREASED FSI AS SALABLE COMMODITY. IN CERTAIN DEVELOPED POCKETS, THIS WILL YIELD HIGH RETURN ESPECIALLY ON THE TRANSPORT CORRIDORS.

4. SEPARATE BUILDING CODE/REGULATIONS ARE NEEDED IMMEDIATELY FOR DIFFERENT AREAS OF DELHI, VIZ, WALLED CITY, BUNGLOW AREA, URBAN VILLAGES, RESETTLEMENT AND JJ COLONIES, SLUM POCKETS ETC. IN ORDER TO TACKLE THE PROBLEMS BEING FACED BY THE RESIDENTS IN THESE AREAS AND THESE CAN BE PUBLISHED ACCORDINGLY.

5. RESPECTIVE AGENCIES LIKE DDA SHOULD PREPARE ZONAL PLANS, PLANS FOR URBAN VILLAGES, UNAUTHORISED, RESETTLEMENT AND JJ COLONIES, ALL CENSUS TOWNS, AND PREPARE PROJECT PLANS, MCD SHOULD PREPARE WARD AND AREA PLANS INCLUDING THE PLANS FOR SLUM AREAS ON DIGITAL DATA BASE AND MAKE THEM AVAILABLE TO THE PUBLIC, ALL CONCERNED AGENCIES INVOLVED IN THE PLAN IMPLEMENTATION PROCESS. MINISTRY OF URBAN DEVELOPMENT MUST MAKE THE FUNDS AVAILABLE IN A TIME BOUND MANNER AND GET THE PROJECTS COMPLETED AS PER THE TIME SCHEDULE.

6. THE LAND USE PLAN SHOULD BE RESTRUCTURED BY DDA CONSIDERING THE DMRC METRO CORRIDORS, MAJOR ROADS FOR COMMERCIALIZATION, HIGHER F.A.R. AND HEIGHT AND INTEGRATE THE SPATIAL PLANS WITH THE MASTER PLAN LAND USE. DDA CAN IMPOSE

THE CONVERSION CHARGES ON THE PROPERTY OWNERS AND ALSO WORK OUT THE INFRASTRUCTURE REQUIREMENTS TO ACCOMMODATE HIGHER DENSITY AND HIGH RISE STRUCTURES.

7. ALL MAJOR ROADS HAVING MINIMUM 18 METER AND ABOVE RIGHT OF WAY AND ARE DECLARED AS COMMERCIAL STREETS; THE FRONT SET BACK AREA MUST BE MERGED WITH CARRIAGEWAY SO THAT, SOME PARKING SPACE CAN BE PROVIDED IN FRONT OF COMMERCIAL AREA AND THE CARRIAGEWAY IS KEPT FREE FOR VEHICULAR TRAFFIC.

8. THE OTHER ROADS BELOW 18 METER RIGHT OF WAY SHOULD NOT BE ALLOWED FOR ROAD SIDE PARKING EXCEPT RESIDENTIAL AREA WHERE VEHICULAR TRAFFIC IS NOT MUCH. IT MUST BE ENSURED THAT IN EACH ZONE THERE IS AN ADEQUATE PARKING SPACE OR MULTISTORIED CAR PARKING NEARER TO THE COMMERCIAL AREA.

9. ALL ROADS HAVING RIGHT OF WAY OF 45 METER AND ABOVE MUST HAVE SERVICE ROADS PROVIDING ACCESS TO THE PROPERTIES. WHEREVER LAND COULD BE MANAGED. FOOTPATHS AND CYCLE TRACKS MUST BE FREE FROM ANY ENCROACHMENT OR HAVE ANY KIND OF INSTALLATION / HURDLES. THE ENTIRE DEVELOPED AREA MUST BE BARRIER FREE AND ACCESSIBLE TO SPECIALLY CHALLENGED PEOPLE.

10. AS PER THE POLICY OF MASTER PLAN THE PRIVATE SECTOR SHOULD PARTICIPATE IN THE DEVELOPMENT PROCESS, UNDERTAKE DEVELOPMENT PROJECTS AS DDA's INHERENT PLANNING AND DEVELOPMENT CAPACITY HAS NOT KEPT PACE WITH THE CHANGING REQUIREMENTS OF THE CITY AND THE POPULATION GROWTH. THIS CAN BE PART OF THE DEVELOPMENT AND EXECUTION OF THE PROJECT, ON PPP BASIS OR OTHER MODE ASSIGNED TO PRIVATE DEVELOPERS, WITH AN OVERVIEW BY MoUD AS NODAL AGENCY.

11. THERE CAN NOT BE A SOLE MONOPOLY OF DDA AS A SINGLE AGENCY AS FAR AS PLANNING, DEVELOPMENT AND ENFORCEMENT OF THE PLAN IS CONCERNED BUT, THIS SHOULD ALSO BE ASSIGNED TO DIFFERENT AGENCIES BY THE MINISTRY OF URBAN DEVELOPMENT BEING THE CONTROLLING AUTHORITY FOR THE OVER ALL DEVELOPMENT OF THE NATIONAL CAPITAL CITY-DELHI.

12. THE LAND ACQUIRED BY DDA AND NOT UTILIZED IN THE LAST 10 YEARS BECAUSE OF NOT BEING CAPABLE OF HANDLING THE PROJECTS SHOULD BE ALLOTTED TO THE PRIVATE DEVELOPERS, CO-OPERATIVE SOCIETIES, COLONIZERS TO ACHIEVE THE TARGETS AS SET IN THE MONITORING FRAMEWORK FOR IMPLEMENTATION OF THE

MASTER PLAN. THIS CAN OTHERWISE BE IMPLEMENTED WITHIN THE PRESENT FRAME WORK BY THE GOVERNMENT BY WAY OF AUCTION / INVITING BIDS AND BY ALLOWING HIGHER FSI / FAR TO GENERATE FUNDS.

13. FOR PRACTICAL REASONS IT MAY NOT BE DESIRABLE TO GO AHEAD WITH LARGE SCALE DEMOLITIONS ON THE GROUND OF VOILATIONS OF RELEVANT BUILDING CODE, THE REGULATORY AUTHORITY MoUD SHOULD EVOLVE THE MODALITIES TO DEAL WITH SUCH VOILATIONS IN GENERAL OR ON CASE TO CASE BASIS.

14. THE MINISTRY OF URBAN DEVELOPMENT SHOULD APPOINT A REGULATORY AUTHORITY CONSISTING OF RETIRED JUDGE, URBAN PLANNER, CIVIL ENGINEER, A REPRESENTATIVE OF INDIAN BUILDINGS CONGRESS, LEGAL ADVISOR, FINANCIAL ADVISOR AND ADMINISTRATIVE OFFICER AND EMPOWERED TO TAKE STRICT ACTION AGAINST THE VOILATORS OF THE REGULATIONS, BUILDING CODES AND THE CIVIL SUITS BE FILED IN THE COURT OF LAW FOR WHICH SPECIAL FAST TRACK COURT SHOULD BE ESTABLISHED WITHIN THE REGULATORY AUTHORITY. TERMS OF REFERENCE FOR THE REGULATORY AUTHORITY NEED TO BE WORKED OUT.

15. THE CONCERNED AUTHORITY OFFICIALS FROM DDA, MCD, THE POLICE BEING ENFORCING AGENCIES SHOULD BE MADE ACCOUNTABLE FOR NOT INITIATING ACTIONS AGAINST THE VOILATORS OF THE REGULATIONS AND HENCE, THE CASES MUST BE REFERRED TO REGULATORY AUTHORITY MENTIONED IN ITEM NO 14 ABOVE.

16. MONITORING UNIT COMPRISING ADMINISTRATOR, URBAN PLANNER, CIVIL ENGINEER, TRANSPORT PLANNER, ECONOMIC PLANNER, SYSTEM ANALYST SHOULD BE SET UP IN THE MINISTRY OF URBAN DEVELOPMENT TO MONITOR THE IMPLEMENTATION OF THE MASTER PLAN IN A TIME BOUND MANNER AS PER THE PROGRAMME FINALIZED IN THE MASTER PLAN. INSTEAD OF MID-TERM REVIEW, IT SHOULD BE DONE AT EVERY FIVE YEAR INTERVAL BY THE MONITORING UNIT SO THAT THE CHANGES CAN BE INCORPORATED IN THE PLAN. THE MONITORING UNIT MAY WORK UNDER A NODAL AGENCY SO APPOINTED BY THE MoUD

17. ALL THE PENDING CASES WITH DDA REGARDING THE APPROVAL OF THE BUILDING PLANS OR ALLOTMENTS OR ANY MATTER RELATED TO MASTER PLAN, THREE MEMBER TRIBUNAL OR APPELATE AUTHORITY CONSISTING OF RETIRED JUDGE, URBAN PLANNER AND CIVIL ENGINEER SHOULD BE SET UP WITHIN DDA BY THE MINISTRY OF URBAN DEVELOPMENT FOR SETTLEMENT OF THE CASES AS WELL AS THE GRIEVANCES OF THE CITIZENS IN RESPECT OF PLANNING AND

DEVELOPMENT ACTIVITIES. THE AUTHORITY COMPETENT TO REFER SUCH PENDING CASES TO APPELLATE AUTHORITY NEEDS TO BE IDENTIFIED AND CLEAR GUIDELINES EVOLVED FOR REFERRING SUCH CASED TO THE SAID AUTHORITY.

18. THE REGULATORY AUTHORITY AS WELL AS THE MONITORING UNIT MAY INVOLVE THE CONCERNED DEPARTMENTS AS AND WHEN REQUIRED WHILE DEALING WITH SPECIFIC ASPECTS OF THE MASTER PLAN AND TAKE THEIR INPUT FOR BETTERMENT OF THE SOCIETY.

19. THE DIRECTIVES ISSUED BY THE MINISTRY OF URBAN DEVELOPMENT FROM TIME TO TIME WITH RESPECT TO FLAGRANT VOILATIONS OF VARIOUS LAWS INCLUDING MUNICIPAL LAWS, MASTER PLAN AND OTHER PLANS HAVE BEEN ENGAGING ATTENTION OF THE COURTS AND THE ORDERS WERE PASSED FOR NUMBER OF YEARS TO PROTECT THE FUNDAMENTAL RIGHTS OF THE CITIZENS BUT NONE OF THE ENFORCEMENT AGENCIES PUT THESE ON BOARD FOR NECESSARY ACTION IN ORDER TO PREVENT THE VOILATIONS OF VARIOUS NATURE. THIS MUST BE SEEN SERIOUSLY.

20 a) PEDESTRIAN SPACES AND SHOPS, PARKINGS NOT OVERFLOWING INTO THE PAVEMENT ARE BIG ESSENTIALS FOR INCORPORATION INTO REDEVELOPMENT PLANS. THIS NECESSITATES A GREATER COVERAGE OF THE SUBJECT OF REDEVELOPMENT / REGENERATION OF THE CITY IN THE MASTER PLAN.

b) ENERGY AUDITS, NON CONVENTIONAL ENERGY USE LIKE SOLAR (USAGE IN KARNATKA IS WIDE SPREAD), RECYCLING WATER ARE PROVISION TO BE LEGISLATED. RETROFITTING FOR EARTHQUACK PROOFING NEEDS TO BE LEGISLATED TOO.

c) DISASTER MANAGEMENT PLANNING SHOULD BE BUILT ALONG WITH APPROPRIATE PLANNING ENSURING REDUCED COLLATERAL DAMAGE.

21 a) TO REDUCE TRAFFIC CONGESTION AND BETTER CONNECTIVITY, MONORAIL SYSTEM SHOULD BE DEVELOPED.

b) PROVIDING UNDER GROUND PARKING SHOULD BE MADE MANDATORY IN VIEW OF THE INCREASING NUMBER OF VEHICLES IN DELHI.

c) THERE IS A NEED TO DEVELOP EFFICIENT SUSTAINABLE & SAFE TRANSPORTATION SYSTEM BY INTEGRATING TRANSPORT NETWORK

LINKING REGIONAL AND LOCAL NET WORK WHILE SEGREGATING TWO KINDS OF TRAFFIC.

d) NETWORK OF ROADS WITHIN DELHI SHOULD BE DEVELOPED MATCHING WITH PROPOSED EXPRESSWAYS NECESSITATING INTERCITY SEAMLESS NETWORK AT 3 -5 KM INTERVALS.

e) TO TAKE UP URBAN RENEWAL, LAND USE RESTRUCTURING & TRANSIT ORIENTED DEVLEOLPMENT ALONG TRANSPORT NETWORK CORRIDORS BY BRT DEVELOPMENT & INTEGRATION WITH RING RAILWAY , METROS & HIGHWAYS.

f) GIVE INCENTIVE TO PROPERTY OWNERS, PRIVATE & GOVT., CPWD, DIMTS, DTC AND RAILWAYS) BY PERMITTING HIGHER FAR, GROUND COVERAGE AND HEIGHTS.

g) WASTE LAND & MAJOR DRAINS BE CONSIDERED FOR NEW CORRIDORS.

h) THERE IS A NEED FOR AN INTEGRATED MULTI-MODAL TRANSPORT SYSTEM KEEPING IN VIEW ZONAL PLANS FOR URBAN EXTENSIONS / MPD -2021 / EXISTING NETWORK AND LAND AVAILABILITY.

IT IS NEEDLESS TO EMPHASIS THAT ALL SERVICES LIKE WATER SUPPLY, SEWERAGE & ELECTRIFICATIONS HAVE ALSO TO BE THE IMPROVED IN VIEW OF THE ABOVE, WHICH MAY BE COVERED UNDER JnNRUM SCHEME IF POSSIBLE.

R. C. Kinger
Executive Director
J. B. C