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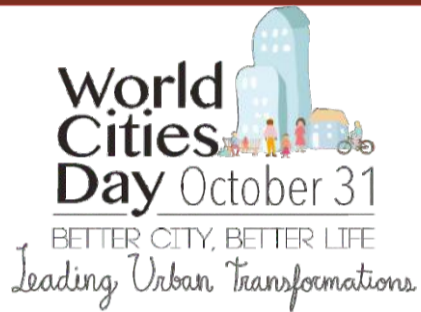
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EDITOR'S NOTE

Hello readers!
With the 3rd edition of NewsPlan we have come to the end of the newsletter series for the year 2016. And what a successful year it's been.

I thank all our contributors and the ever active Associate Editors for caring enough to participate in the preparation of the series. I commend the new colleges for A big thank you to Graphic Designer Dhanshri Jadhav for the design.

In this edition, we have provided information about interesting events that students have attended and the happenings from around the world. In the entire series, we have tried to incorporate informative articles and add new sections to make reading the newsletters more enjoyable. The feedback has been very encouraging and we hope that you enjoyed the series as much as we enjoyed creating it.

The newsletters are over but the year is not. Watch out for the Annual Magazine, coming out this December at the NOSPlan Convention in Amritsar. See you there!

THE OCTOBER NATIONAL COUNCIL MEETING



The NOSPlan National Council Meeting (NCM) is a platform for discussion and exchange of ideas between the representatives of member colleges, the Executive Council and the Advisory Board.

The October NCM took place at Guru Ram Das School of Planning, Guru Nanak Dev University, Amritsar, Punjab on 9th October 2016. GNDU Amritsar will host the XVIII Annual NOSPlan Convention this December. The main agenda of the October NCM is to take decisions regarding the forthcoming Annual Convention and to take a look at the host college campus.

The Meeting began with the discussion about the theme of the Convention - 'City and the Countryside' and the contents of the event brief. The dates of the Convention, the delegation size and fees, marking system, deadlines for various submissions and the content of the Annual Magazine were decided upon.

The meeting was addressed by Prof. Gopal Kumar Johari, Head of Department of Guru Ram Das School of Planning. Prof. Johari was a part of the first ever NOSPlan Convention and was very happy with the progress the organisation has made since and gave valuable suggestions for further growth.

The members of the Executive Council - President, General Secretary, National Treasurer, Web Managing team and Editor-in-chief gave updates on their work since the last NCM, ongoing works and works to be taken up in future. Topics of concern included the National Photography Competition,

participation of member colleges in NOSPlan activities, the national account, Online NCM, new member colleges, the website and blog.



On behalf of everybody who attended the NCM, I thank GNDU for their warm welcome and for being a wonderful host. It was a great experience to visit the beautiful city of Amritsar and hope that the upcoming Convention will be a great experience for everyone.

Karman Kaur Sethi
Amity University, Noida

COEP ORGANISES INDUSTRY ACADEMIA MEET 2016 IN ASSOCIATION WITH NOSPlan AND TEQIP-II

The Town Planning Section, Department of Civil Engineering of COEP organised the first ever Industry Academia Meet 2016 on Saturday, 5th November, 2016, with the aim to bridge the gap between industry and academia and to promote an interaction between the two so that the course curriculum could be streamlined to meet the needs of the industry. The Meet also aimed to create an exposure for the students to the industry to help improve their career prospects. The event was sponsored by Organisation of Students of Planning (NOSPlan) and Technical Education Quality Improvement Programme (TEQIP)-II.

The Chief Guest of the Meet was Ex-Director Town and Country Planning, Govt. of Maharashtra Mr. Vidhyadhar Deshpande. The Meet saw a notable participation of about 35 representatives of renowned organisations such as CIDCO, MRSAC, CRISIL, JLL, Deloitte and IL & FS among others.

The first half of the event consisted of speeches from various dignitaries and college faculty giving their opinions about the department and also stating the curriculum and internships. The second half of the event consisted of presentations by the students about the concepts,



skills and techniques that they have learned during the course of the programme. These included the learnings from theory subjects and the works done in the various studios. Presentations were given on 5 broad fields- Urban and Regional Planning, Traffic and Transportation Planning, Infrastructure Planning, GIS and Housing and Real Estate. A special presentation was given on the role of planners in Smart City Development. Students had also set up an exhibition showcasing the work done in various studios and assignments that took place during the course. A feedback was requested from the industry representatives towards the end of the Meet.

The representatives were impressed with the extensive coverage of the course and

the practical training given to the students and also the software skills the students possessed.

They suggested certain industry-oriented topics that could be introduced at the Bachelors level so as to improve the capabilities of the students.

The programme ended with delegates taking a look at the exhibition and lunch during which students networked with the delegates. The feedback and suggestions given by the industry representatives motivated the students and thus the meet ended on a positive note.

Jay Baviskar
COEP

SMART CITIES TRANSPORTATION



solutions as India works towards an ambitious target of developing nearly a 100 Smart Cities in the next few years. The conference emphasized the question "How important do you think transportation planning is as a component of smart cities development?"

A number of stakeholders including transport planners, urban planners, students, government officials and professionals from industries linked to the topic of discussion attended the conference.

The conference started with a discussion on 'What is smart?' In upcoming projects nowadays a large amount is invested in transportation.



Today the major focus is on widening roads. Is that smart? The answer is NO. Wide roads and flyovers are leading to more accidents, leaving us with lesser space to walk. We work on a perception that everyone uses cars without verifying the facts. The fact is that 34% of Delhi's population only walks or cycles and only 9% use cars in Delhi. There are no footpaths or cycle tracks, people pee on the roads and there are no eyes on the street. We have designed cities where

women get raped and hence, Delhi is termed as the rape capital of the world. Highlighting the famous Nirbhaya case, the driver was able to move signal free for an hour because of the vehicle friendly roads created; there were no eyes on the street, the city is not people friendly, and so it is NOT SAFE.

We are creating unfriendly cities. We are making cities for vehicles and not for the people. Smart Cities need safety. We have to learn that the symbol of development is not a Hummer or a BMW but it is a bicycle.

Karman Kaur Sethi
Amity University, Noida

ITPI CONFERENCE ON 21ST CENTURY SMART CITIES

Institute of Town Planners India, Punjab Regional Chapter organised a workshop on the core theme '21st Century Smart Cities' on 3rd September, 2016 which included two sub-themes:

1. Conservation and Restoration of Heritage Sites and Buildings
2. Bus Rapid Transit System

Economic growth all across the globe is mainly triggered by the dynamic entities, the urban settlements. Indian urban settlements are no exceptions, especially when approximately 50 % of India's population shall be living in the urban areas by 2050. But with the elevating population, a number of problems

and challenges are posed on the cities. These are outcomes of the absence of skewed distribution of urban population and non-applicability of policies. The Prime Minister aims to create 100 smart cities and make residents intelligent, provide and utilize world class infrastructure to attain sustainability, reliability, safety and transparency. The goal of the National Urban Transport Policy 2006 is 'Mobility for All' to ensure safe, affordable, quick, comfortable and sustainable access for the growing number of cities. The Government of Punjab has finalized BRTS for 3 smart cities of Punjab-Ludhiana, Amritsar and Jalandhar, to

meet the travel needs of residents. Amritsar pioneered in implementing the proposal of BRTS for being a Smart AMRUT HRIDAY City.

The workshop was conducted to appraise the goals, objectives and proposals under these schemes. The technical session which included conservation had the likes of Prof. Prafulla T Jangbade, Jaydev Namsey, Debashish Naik and Shikha Jain as speakers. The case studies of Ahmedabad and Maharashtra cities clearly defined the importance of conservation of heritage in Smart Cities, and that we can move towards Smart Cities by holding the hands of our rich heritage. The second

technical session was related to transportation and was proceeded by presentation of the thought provoking papers of Mr. Abhijit Lokre and Dr. Ashwini Luthra. The existing scenario of the functionality of BRTS in Ahmedabad was compared with the much awaited BRTS in Amritsar.

ITPI president, Dr. D. S. Meshram presented his words in support of organising such workshops and seminars which acted as a food for thought for the students and professionals involved.

Parul Sharma
GNDU Amritsar

STAKEHOLDERS MEET- A STRATEGY FOR STAKEHOLDER ENGAGEMENT



comprising of all individuals and groups within the community.

To have active public participation, there is a need to form focus groups with representative stakeholders, informal and formal meetings, discussions over maps and pictures, games etc. and should progress to larger meetings and mass communication as the process continues.

Local Area Plans aim at ensuring proper planning and sustainable development of land through a hierarchy of interrelated and complementary plans and policies at national, regional and local levels.

In order to understand public participation, a look at individual meanings of the terms 'Participation' and 'Public' is essential. Participation is the act of sharing in the formulation of policies and proposals. Complete participation can happen only by active involvement throughout the plan making process. The term 'public' refers to the entire community inhabiting an area for which the plan is proposed. One can regard the community as an aggregate

A similar attempt was made to successfully implement the proposals of the Local Area Plan by Third Year Planning students of College of Engineering, Pune. A meeting was arranged which mainly was a mode to interact with the engineers, experts, corporators and stakeholders of ward 35 and 58 of Pune City. The response from the stakeholders and their presence increased the enthusiasm of students.

This meeting focused on the existing conditions and the issues which were observed in the study area. The views of an engineer, a corporator and a planner towards a particular area differs a lot, this difference also gave the students an



experience to give an output which suits the views of all the people involved in the area. The view of the experts and the opinions of stakeholders in the area made it easy for the students to form proposals and policies.

Suggestions from stakeholders improved the scope of the proposals and the inputs in interactive session of the meeting increased discussion between students and the government bodies. After having such a meeting, one realises that the support of local bodies ensures effective implementation of plans at ward level.

Pranjal Chavanke
COEP

DID YOU KNOW?



Did you know about the new President-elect of the USA, Donald J. Trump's interests in Indian realty?

The Trump Organisation is a part of major luxury real-estate projects in Mumbai and Pune. The Trump Organisation is the principle holding company for the real estate ventures and other business interests. These projects are purely commercial decisions to align as the Trump brand value is very high. His name alone has created high demand for the properties what with Rishi Kapoor and Ranbir Kapoor having invested in the apartments.

The win is likely to boost investments further with the Trump Organisation looking to invest in other cities.

Avipsha Mohanty
CET, Bhubaneswar

CONFERENCE ON SMART AND RESILIENT CITIES- INTEGRATING APPROACHES FOR URBAN DEVELOPMENT

The conference was organized by TARU Leading Edge Pvt. Ltd. where various works done by them were presented and many issues were discussed. The various topics were Urban Planning for Smart and Resilient Cities, Urban Development and Climate Change, Smart City Plan process of Bhopal, Surat climate change, issues in implementation of water projects, and Lake Rejuvenation and Conjunctive Water Management in Indore city.

Urban Planning for Smart and Resilient Cities was discussed by Dr. Chetan Vaidya, Director SPA Delhi and he made certain valid points such as that public transport should decide land use, the Development

Plans made are not according to the market needs and hence leads to its incomplete implementation, planning started with the need to improve public health so public health should be linked to planning, a Plan must be made known to the common man by publishing it in the native languages; also planning issues should be highlighted in the local papers, and that planners must incorporate ICT in planning. He also said that planning nowadays is intuition based and not research based; the research being carried out by colleges and universities must be used for plan preparation, and research should be turned to manuals and guidelines for reference. The culture of the city also

should not be lost and planning needs to be done accordingly.

A video was presented on the Lake Rejuvenation Programme by TARU which showed the initiative taken by the organisation to revive the water bodies of Indore city, the programme had a positive impact on the community which started taking care of the water bodies itself.

The Bhopal Smart City proposal was also presented and the proposal includes redevelopment of areas of Bhopal unlike other cities including retrofitting. The plan is similar to that of Singapore and is also prepared by same agency as of Singapore. The conference also included discussions on urban development and climate change



taking the example of Surat. The conference was concluded by the director of Environmental Planning and Coordination Organisation (EPCO) concluding the works of TARU and their contributions in the works of EPCO.

Salka Khan
MANIT Bhopal

ONE DAY SYMPOSIUM- A STEP AHEAD TO ASSESS THE PRESENT

21st October 2016.

Leading nodal agencies of Government of Maharashtra and industry delegates from Maharashtra Remote Sensing and Applications Center (MRSAC), Science and Technology Park, Pune University (SPPU), Centre for Development of Advanced Computing (CDAC) were some of the facilitators of the interactions on processing satellite information for promoting smart development in India.

Symposium in its literal sense means 'an interactive talk.' Planning is a field that is now being bolstered through varied use of technologies and the work is enhanced through use of softwares like GIS, ERDAS Imagine and Remote Sensing. Thus, acquaintance of these softwares and their applications in the fields of Urban and Regional Planning, Rural Development, Utilities, Services, Governance and Infrastructure Planning was the theme underlying

this Symposium. With India advancing in fields of technology by leaps and bounds, uses of geo-spatial analysis tools and softwares have become an indispensable part of the field.

The symposium focused on following topics:

- Remote sensing applications and latest technologies
- Satellite Image acquisition, requisite sensor bands for various projects.
- Image Processing and interpretation techniques for its extent of information
- Showcasing of live projects and WebGIS applications, supporting the whole process
- Open source software availability and its inclusion in industry driven projects.

Students, faculty members and delegates from various engineering, architecture and agriculture colleges, across



Maharashtra and adjoining states came together for these discussions. The interdisciplinary nature of this research field and widespread awareness among researchers made the symposium all the more interesting. The Symposium also featured latest software trends and updates and coding. Live project demonstrations of the softwares and their influential role in Urban Planning were the cogent features underlying the Symposium.

Vinita Shinkar
COEP

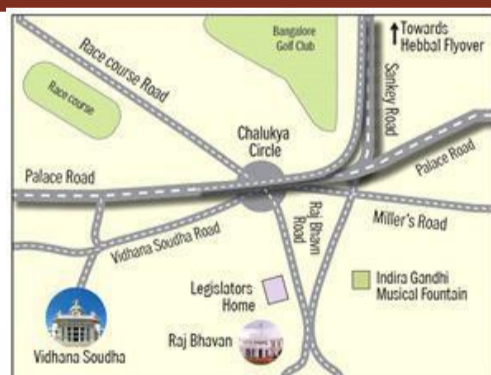
BENGALURU STEEL FLYOVER PROJECT

What is it?

The project corridor (road section between Basaveshwara Circle to Hebbal totalling ~ 6.7 Km) is one of the busiest roads in Bangalore city which is taking traffic from southern, part of south-east and south-west extensions of Bangalore and CBD area towards northern part of Bangalore and beyond. With the shift in Bangalore Airport from HAL to Devanahalli (Kempegowda International Airport (KIAL)), there has been manifold increase in passenger car and bus traffic which is predominant on the project road.

What is the problem?

The construction of proposed elevated road requires about 19,115 sqm of additional land to be acquired. There are about 548 trees



coming within proposed project boundary that need to be cut / shifted. There has been a public outcry against this. The National Green Tribunal has brought a stay of 4 weeks on the project as of now.

A Senior Advocate said, "Our grounds were simply that no environmental clearance has been taken for this project until now. The BDA had taken a superlative view that



Sources: Detailed Project Report of Elevated Report (BDA), The Indian Express & India Today since it is a road, a highway, it does not need environmental clearance. Now that is for them (NGT) to decide," who has been advising petitioner-activists N S Mukunda and V Balasubramanian. Taking into consideration high cost of steel, the feasibility of project is also questioned; for example a tweet by @KirankS said, "India's Mars mission cost was Rs. 450 Crores for a distance

of 78,00,00,000 Km. Bengaluru's "Steel" bridge is Rs. 1850 crores at least for 6.7 Km!"

How is the Government responding?

It insists the decision was well thought-out, and the flyover is essential to ease traffic in the short term along the 6.7 km stretch. "The decision to spend Rs 1,791 crore for development was not taken just like that. It was done after a lot of deliberation," Chief Minister Siddaramaiah said after the Cabinet cleared the project. "When it comes to development of the city there will have to be a compromise on some things. For every tree that is cut, we will compensate with 10-20 saplings. Environmentalists must understand this," he said.

Nayan Deshmukh
MSU Baroda, Vadodara

WORLD CITIES DAY

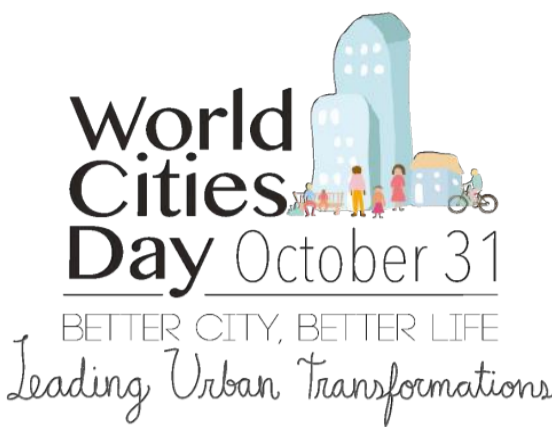
"Cities are increasingly the home of humanity. They are central to climate action, global prosperity, peace and human rights." —Ban Ki-moon, UN Secretary General

More than half of all people live in cities and human settlements, and that proportion is projected to grow to two thirds by 2050. With a rapid increase in urbanisation and sprawl of cities the United Nations decided that it was time urbanisation is celebrated for the benefits it has brought. For this reason, the UN has designated every 31st of October as World Cities Day. The aim is to promote the international community's interest in global urbanisation, push forward cooperation among countries in meeting opportunities and addressing challenges of urbanisation, and contributing to

sustainable urban development around the world.

Recognizing that urban basic services is a foundation for the overall social and economic development of the world, the UN General Assembly, on December 27, 2013, designated by resolution A/RES/68/239 established World Cities Day.

The UN believes that planned urbanisation maximizes the capacity of cities to generate employment and wealth, and to foster diversity and social cohesion between different classes, cultures, ethnicities and religions. Cities designed to live together create opportunities, enable connection and interaction, and



Leading Urban Transformations

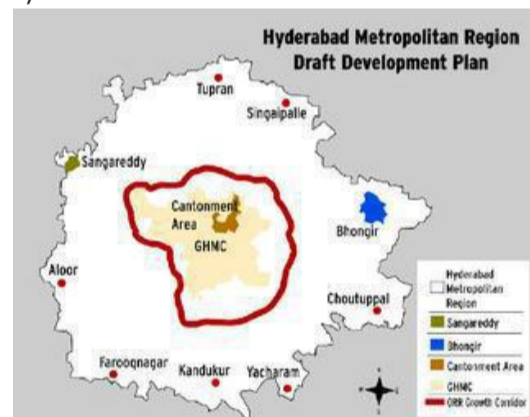
use of shared Sustainable Development, which was formally adopted by the 193 Member States of the UN in September 2015.

The theme of the Day this year is 'Inclusive Cities, World Cities Day is an important and imperative step that Development' is required to promote equality amongst different castes, religions, highlight the important role of race and genders and create a better and more sustainable way to urbanisation in tackle ever growing urbanisation.

Harshit Varshney
SPA Delhi

HYDERABAD REGIONAL RING ROAD

The Hyderabad Metropolitan Development Plan (MDP) has proposed the Regional Ring Road (RRR) as a network to connect the new towns beyond the Outer Ring Road for linking different districts and upcoming towns surrounding Hyderabad.



Major towns connected by RRR are:
Ibrahimpatnam Sanga Reddy
Choutuppal Sankarpally
Bhongir Chevella
Wargal Shabad

Regional Ring Road is a ring road around the city of Hyderabad, Telangana, India. It is a 90-metre-wide (300 Ft.), 288-kilometre-long (179 mi) road, planned to strengthen the existing road network and by adding new stretches wherever linkages were found.

Its main idea is to cut down the major traffic flow into the Hyderabad city and developing the nearby towns.

In a cost case, it may be in hundreds of crores, land acquisition would be a major problem and many farmers may have to lose their fertile lands as already thousands of farmers lost their lands to the construction of the Outer Ring Road.

P. Bhuvaneshwari
JNAFAU Hyderabad

NEW DISTRICTS OF TELANGANA

Telangana state, as an administrative entity came onto the Indian map on June 2, 2014, as the 29th and the youngest state in the Union of India. The Government of Telangana has taken many steps towards its development. The Government of Telangana has reorganised the districts from 10 to 31. The new districts came into existence from October 11, 2016.

After the formation of Telangana state many schemes and programs are being implemented, but insufficient development was seen. After identifying the issues the Government has come to a

conclusion to increase the districts, mandals and revenue divisions under the Telangana Districts Formation Act 2015 (formerly Andhra Pradesh Districts Formation Act 1974). This will lead to easier administration, distribution of services like social and physical infrastructure, and also increase government jobs to serve the public and even development in all the districts. On June 02, the formation day of Telangana, C.M. KCR has officially declared the formation of the new districts. To take care of this, he formed a committee with the four members headed by the C.M.

Initially, there was a proposal that

14 districts were enough, but many public representatives requested that their mandal be made districts. The Government then opened a web portal for the public's suggestions/objections. The portal received more than 1 lakh entries. The final decision was to have a total of 31 districts and administration was started from the October 11. All district collectors, collectorate offices and police division offices started functioning from inauguration day.

G. Manasa
JNAFAU Hyderabad

WHAT GLOBAL ISSUES ARE LEADERS GOING TO PAY ATTENTION TO?

Global issues have sometimes been described as 'a challenge to a single dwelling unit of a country to the whole world' describing the unexpected or spontaneous growth that impacts our sustainable environment. Recently there are a large number of global issues like – climate change, health, air quality, terrorism, long term investments, infrastructure and development, population explosion etc. which leaders are going to pay attention to. These are some of the major global issues which impact all the countries in a hazardous manner.

1) Climate Change- The carbon dioxide in the Earth's atmosphere could create a "greenhouse effect" and increase the temperature of the planet. But on other side of the 20th century it was clear that human actions had significantly increased the production of these gases, and the process of "global warming" was

accelerating. Industries dominated urban development also but due to generation of harmful gases, they affect the ecosystem and lead to increasing climate change. In 2011 the world population reached 7 billion and is expected to grow to 9 billion by 2043, placing high demands on the earth's resources. How can leaders of nations be assured that the efforts of other will keep earth warming levels well below 2 degree Celsius?

Initiatives: To promote more widespread innovations and drive economic transitions around four key areas: climate change solutions, clean energy alliance, global water alliance and circular economy.

2) Long term investment, infrastructure and development- It is facing extraordinary challenges. Achieving Sustainable Development Goals could cost as much \$ 4.5 trillion per year. The investment need for

basic infrastructure is estimated to be nearly \$60 trillion over the next 15 years. Institutional investors still struggle to find viable investment destinations, new markets that could boost the global economy but lack adequate resources to grow, blended finance structures are vital to meet the Sustainable Development Goals by 2030.

Initiatives: For long term investment, infrastructure and development, the World Economic Forum has developed three key initiatives -

- I. Redesigning Development Finance
- II. Mainstreaming Impact Investing
- III. Accelerating Capital Market

Yash Singh Chandel
Amity University, Manesar

DEVELOPMENT PLAN AND E-DEMOCRACY

Since the end of the 20th century, Development Plan concept has been used by many cities. Development plan is a process of developing a city within a proposed timeline. E-Democracy is something which relates Information and Communication Technology (ICT) with political participation of stakeholders in decision making. There are many misconceptions regarding E-Governance and E-Democracy. E-Governance is specifically related to giving efficient information of government activities to public (like voting counts information, water quality information, online application of birth certificate etc.). E-Democracy is related with distributing control and decision making process.

"E-Governance is about Transparency and E-Democracy is about Directness"

Within a decade this field has got many fancy names like 'E-Participation', 'digital communication', 'responsive democracy' etc. because E-Democracy is a very wide term which includes E-Governance also. Government activities involve preparing Development Plans, Town Planning Schemes, etc. All activities were done with citizen participation before ICT era also. But what else can ICT improve in Democratic process is a major question of 21st century. Government centrality in E-Government policies and practices neglect civic inclusion in political decision making, whereas E-Democracy is enabling citizens to raise their views and suggest alternatives rather than being restricted to topics pre-set by bureaucrats.

E-Democracy is '**VERTICAL EXPRESSION OF HORIZONTAL POLICIES**' (Meaning: policies made by only some group of people can be improvised by adding more groups of citizens in a column). There are three kind of liberty (or say, process) given in any local bodies, Information, Consultation and Participation.

'**Information**' is a one-way relationship where governments produce and distribute information to citizens, such as occurs through websites and e-newsletters. This includes active attempts by governments to increase information dissemination on particular issues and arbitrary citizen access to information available through digital means upon demand.

'**Consultation**' involves a limited two-way process through which citizens can provide feedback

to governments; for instance, via online surveys and petitions. This requires that citizens are provided with the information necessary to make informed decisions, but feedback is restricted to topics predetermined by Governments, which means civic input has a limited capacity to shape political agendas and discourse.

'**Participation**' concerns the development of stronger relationships between citizens and governments, in which citizens are viewed as partners. It includes active involvement of citizens in the policy-making process and may take place through the use of, for example, digital discussions and wikis, where citizens can propose policy options and shape the direction of political dialogue.

Devang Kapadia
SVNIT Surat

HRIDAY

NATIONAL WATERWAYS ACT- 2016

The National Waterways Act 2016 has been formulated to make provisions for existing national waterways, to provide for the declaration of certain inland waterways to be national waterways and also to provide for the regulation and development of the said waterways for the purposes of shipping and navigation and for matters connected therewith or incidental thereto. The Act merges 5 existing Acts which have declared 5 national waterways and proposes 101 additional national waterways. The Act came into force from 12th April 2016.

The provisions stated in the Act are as follows:

- Under Entry 24 of the Union List of the Seventh Schedule of the Constitution, the Central Government can make laws on shipping and navigation on inland waterways which are classified as

national waterways by the Parliament by law.

- The Bill identifies additional 101 waterways as national waterways. The Schedule of the Bill also specifies the extent of development to be undertaken on each waterway.
- The Bill repeals the five Acts that declare the existing national waterways. These five national waterways are now covered under the Bill.
- The Statement of Objects and Reasons of the Bill states that while inland waterways are recognised as a fuel efficient, cost effective and environment friendly mode of transport, it has received lesser investment as compared to roads and railways. Since inland waterways are lagging behind other modes of transport, the Central Government has evolved a policy for integrated

development of inland waterways.

Transportation by waterways currently costs 25 paise per km but Rs.1.50 and Rs.2.50 per km, respectively, by railways and road, according to the Ministry of Shipping. It can potentially provide an alternative form of transporting goods, which at present is dominated by road and rail, and open up economic opportunities to new regions. India channelizes only about 3.4% of its freight and passenger traffic, as against countries such as China, Europe and Korea that channelize more than 40%; this despite it being the most fuel-efficient, cost-effective and eco-friendly form of transport. Thus, transportation through inland waterways can prove to be possessing huge potential.

Parul Sharma
GNDU Amritsar

Ts- iPASS- EASING UP THE PROCESS OF ESTABLISHING INDUSTRY

Cities are growing day by day. And so is the development and economy. It is a much known fact that Industrial sector plays a key role in generating employment which is the major pull factor for a city. Many companies tend to set up near developed or at least developing cities considering parameters like better resources and infrastructure etc. But of course, setting up an industry in a well-established city is a mess with a lot of formalities, moving from office to office and getting files signed etc. What if this process was made a lot easier and entrepreneur / market friendly? So the government of Telangana came up with the

Telangana State - Industrial Project Approval And Self-Certification System (Ts-iPASS) a single window policy, or more beyond that for approval of an industry. This policy for the first time in the world provides the right for timely clearances to an applicant. And it is the first policy in India that provides acceptance of self-certification of the site. But, applicants are liable for action if the self-certificated document is proved wrong. And the great thing is the maximum time limit for approval of a mega project is 15 days and the best part is the provision of penalty if the government delays clearance. There is also no need of different

application forms for each department and they need not roam around offices. A single application form would complete all formalities in a span of less than 15 days. Considering pollution issues the industry is categorised as green, orange red1, red2. Only red 2 clearances are sent to the Central government for clearance. Rest are cleared by state government itself. This policy is standing as an ideal for many states and countries. Such single window policies are no doubt the gateways to development.

S. Vishnu Shashank
JNAFAU Hyderabad

The scheme supports development of core heritage infrastructure projects which shall include revitalization of urban infrastructure for areas around heritage assets identified by the Ministry of Culture, Government of India, and State Governments. These initiatives shall include development of water supply, sanitation, drainage, waste management, approach roads, footpaths, street lights, tourist conveniences, electricity wiring, landscaping and such citizen services.

INTACH has been appointed as the HRIDAY city anchor for Varanasi. As the city anchor, INTACH has prepared a city HRIDAY plan for Varanasi and will be advising and supporting the City Mission Directorate in successful implementation of the HRIDAY scheme.

Kartik Srivastava
Amity University, Manesar

AGGLOMERATION OF INFORMAL SECTOR MARKET AT LEHRIPURA GATE, VADODARA

Lehripura Gate, built in 1558, served as the western gateway to the old city in Baroda. A historical towering structure of the Lehripura Gate now serves as a busy market place famous for traditional artifacts, appliances, florist shops etc. It is one of the four gates of the Walled City, namely Lehripura Gate, Champaner Gate, Gendi Gate and Pani Gate, situated near the Court. This place is in one of the busiest places in the city, located close to some of the crowded areas of Vadodara city. The informal market here largely connects different supply chains and market forces. For example the generation old florist business near Nayay Madir has established a link with a nearby wholesale market called Khanderao Market for goods



at lower rates which is then decorated and displayed to serve the customers for various purposes in the vicinity. The Khaderao Market in turn receives commodities from the peri-urban villages around Vadodara such as Padara, Jaspur, Atladara, Bill, etc. Thus the demand for the commodities sold in these markets has generated employment at various levels- for



farmers, suppliers, wholesalers, retailers, decorators and certain kind of customers in and around the city.

The concept of 'natural markets' was developed by self-employment where accessibility and a significant pedestrian flow create commercial opportunity. Public and private spaces have been created in the urban fabric where the street has operated as a

medium between state and society over these spaces. The question of street vendors and public space leads one to explore the essential presence of hawkers in a city requiring a critical understanding of the functioning of public space. Another dimension to the importance of street vendors is that street vendors represent a dialogue and interaction within the city. They represent a linkage between the slums, residences and commercial centres and between the rural and urban areas. They represent the multiple uses of public spaces and the public and open nature of urban interactions.

Pallavi M. Mandale
MSU Baroda, Vadodara

PERI-URBAN AREAS AND RELATED DEVELOPMENT ISSUES

India is the fastest emerging economy in the world and right now developing with a growth rate of 7.5% annually. The recent launch of the Make in India Scheme saw a good response from foreign investors in the manufacturing sector and most importantly this investment is being made in the cities of Mumbai, Pune, Ahmedabad, Delhi, Bengaluru and Chennai. As the core areas in these cities are quite developed, the rapid and exponential growth will take places in peri-urban areas of these cities.

Peri-urban is the transitional

boundary between a sprawling city and its rural surrounding. Boost in manufacturing sector in future, leads to rapid development of these areas. Absence of development regulatory body in such areas makes it challenging to control and check the land development. As a planner, the development of the Peri-urban areas is the concern because of these areas develop just outside the municipal limits and there is no clear distinction between the city and its peri-urban areas.

Peri-urban development issues are generally related to environment,

administration and infrastructure. Degradation of vegetation in such areas and loss of fertile land is a focal environmental issue. Due to substantially low rate of land, there is high concentration of people on less land disturbing the natural habitat and initiating infrastructure related dilemmas in the areas. Unclear administrative boundaries create development disputes in such areas as the development of land is generally addressed in the political context of a city.

These areas are economically dependent on the city and hence

development is essential in such areas. Many organisations- Government, NGOs and private players can jointly develop such areas by providing basic amenities such as road, water supply, sewage and sanitation, etc. The development of peri-urban areas can be carried out by the appropriate expansion of the city limits and making them an integral part of the city so that the land development issues in such areas may be addressed properly.

Dipak Badgajar
COEP

CRACKING THE CRYPTIC CODE OF HAPPY CITIES

After decades of unchecked sprawl, more people than ever are moving back to the city. Dense urban living has been prescribed as a panacea for the environmental and resource crises of our time. But is it better or worse for our happiness?

This is where the perks of being a city planner strike, we can put a smile on our cities through Urban design, and reinforce happiness.

Evidence reveal how the places and systems we build affect the way people move, live, and feel – and ultimately the way they treat each other.

The Sustainable Development Solutions Network's World Happiness Report (Helliwell et al. (2014)), research shows that happiness matters and that there are objective ways to measure how people feel. The question that we should be exploring is how to incorporate happiness into policies. Can the following principles of happiness be incorporated into urban design?

1. It is important to feel more joy than pain
2. It is important to feel secure.
3. It is important to feel healthy.
4. It is important to thrive - wealth matters, but it does not suffice.

5. It is important to feel as though one belongs to a community

6. It is important to have a sense of meaning in life

7. Above all, it is important to have social connections

Hence, a happy city is one where:

- Neighborhoods are dense and connected;
- Mixed-use environments create diversity;
- Short blocks and mobility options foster walking;
- Streets allow for interaction and face-to-face contact;
- Streets have activities taking place.

Citizens in happy cities trust each other. The level of trust directly impacts people's productivity and an economy's overall dynamism. New cities can learn from these principles to reinforce the connection among their citizens and create thriving environments. By spending resources and designing cities in a way that values everyone's experience, we can make cities that help us all get stronger, more resilient, more connected, more active and more free. We just have to decide who our cities are for. And we must believe that they can change.

Fathima Tayyiba
SPA Delhi

REHABILITATION- A CHALLENGE FOR PLANNERS

Rehabilitation has always been difficult in the core parts of cities for Indian planners. In most of the Indian cities growth and development is concentric to the centre of the city; as we go farther from the centre of the city we can see better development of infrastructure. For many Indian cities, new modern outgrowths have been built on the outskirts of the city neglecting the development of old parts that have led to a non-uniform development of those cities. Examples are New Delhi for Delhi, Navi Mumbai for Mumbai, etc.

The increase of population in central parts of cities leads to congestion and occupation of natural bodies like lakes, drains, green spaces etc. The Greater Hyderabad Municipal Corporation (GHMC) has demolished many structures built on drains due to the recent floods in the city in September 2016. Instead of taking action as a result of damage the government should take initiatives for the renewal of urban areas to avoid such damage and make them more useful and innovative. There are many innovative urban renewal projects in the world where irregularly

grown old areas and downtowns have been renewed into planned innovative projects for residence, business and recreational purposes such as Metro Tech Centre in New York City, Downtown Dallas in Dallas (Texas) both in the United States, etc.

In India, people are emotionally attached to their land and residences; it is not easy to do such urban renewal projects without their complete cooperation. So, the people should be made aware about such development projects and should cooperate for urban renewal projects. The recently launched stream of schemes by the Ministry of Urban Development (MoUD) such as the Smart Cities Mission and AMRUT should be implemented for the development and innovative utilization of central parts of cities.

V. Sai Sesidhar
JNAFAU Hyderabad

'WRITINGS ON THE WALL'

In 1845 the French social reformer Victor Considerant wrote - "Paris is an immense workshop of putrefaction, where misery, pestilence and sickness work in concert, where sunlight and air rarely penetrate. Paris is a terrible place where plants shrivel and perish, and where, of seven small infants, four die during the course of the year."

One of the widely studied phenomenon in the literature of Physical Planning was when Emperor Napoleon III, with the help of his minister Persigny decreed Eugene Haussmann to carry out city wide redevelopment in order to correct and beautify central city space by building extravagant boulevards running through the centre of the city, demolishing unhealthy and medieval neighbourhoods, constructing wide avenues, city parks and squares, sewer networks, fountains, etc. The Paris known today is mostly the zeitgeist of Haussmann's Era. Not much later, his work drew public flak which ultimately led to his dismissal in 1920, though his works continued till 1927.

The need to draw such age old analogy is to highlight the reticence which is leading to inhabitability of our cities. The growing population, lack of facilities and inefficient space designing is resulting in inorganic and unplanned expansion of cities which, if not contained, would exacerbate the already worsened situation. Delhi

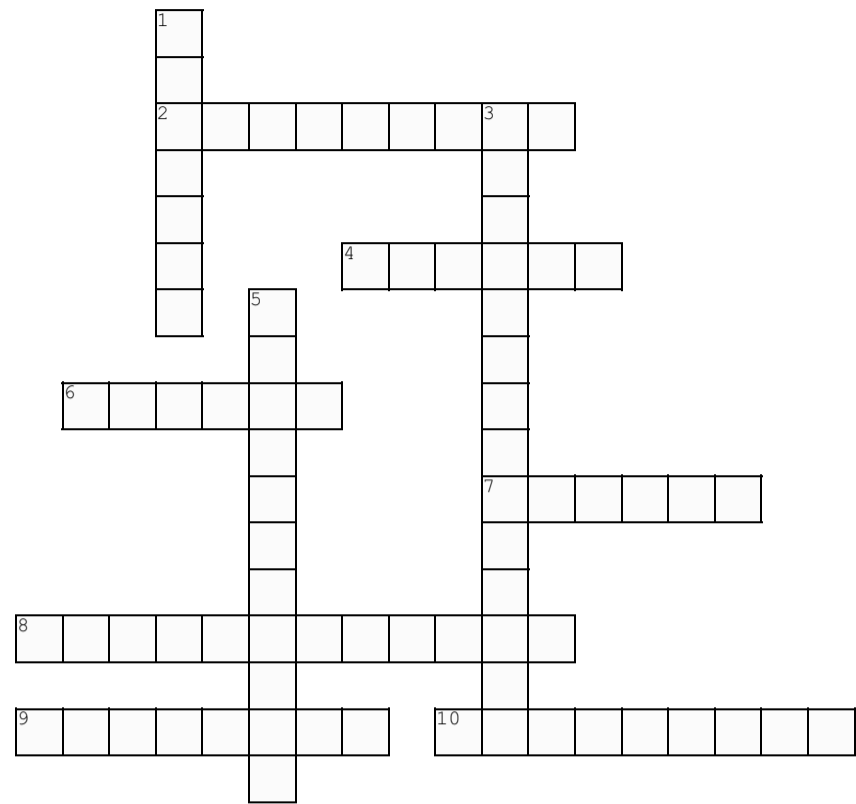
alone hosts over 80 lakh registered vehicles and Bangalore has over 64 lakhs registered vehicles, as a corollary these cities often witness jam-packed roads and over spilling of traffic on the roads. Delhi has reduced its per capita habitable space from 100 sq. ft. (1962) to 12 sq. ft. in the 2025 Master Plan of Delhi. The recent news is about the over flooding of streets due to inefficient drainage in Delhi NCR as a result of uncontrolled urban expansion and ill-managed drainage systems in the city. Chennai and Mumbai were badly struck during recent monsoons in 2015 and 2016 respectively as annual phenomenon of inundation eventually turned to indigenously catalysed natural disasters. The recent problem to hit the news has been the rising pollution in cities; according to the WHO 13 of the 20 most polluted cities in the world are in India, Delhi recorded high pollutions figures last winter with PM levels hitting 6-8 times the prescribed limits.

The need for robust planning intervention is more than ever before we lose cities to ourselves. It is imperative that the current trend be contained so as to disallow history to record another Hassmannisation in the name of creative destruction.

Anunay Chowdhary
SPA Delhi

CROSSWORD

Complete the crossword below



Created with TheTeachersCorner.net [Crossword Puzzle Generator](#)

Across

2. The twenty-second session of the Conference of the Parties (COP 22) will be held here.
4. The first open Defecation Free City in India with a population of one million or more
6. In 2010, X was declared the first smoke-free state in India. Identify X
7. These events are associated with the warming of central and eastern tropical Pacific, responsible for droughts in India.
8. He planned New Delhi along with Edwin Lutyens
9. The combined road and rail bridge in the Dibrugarh district (Assam) which will become longest of its kind in India
10. Development and growth are essential elements of Y development. Identify Y.

Down

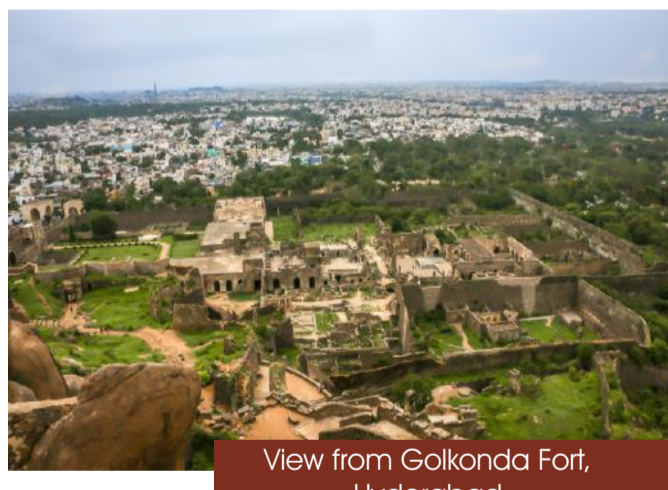
1. India's Remote, High-Altitude Station to study and quantify the Himalayan glacier responses towards the climate change
3. Originally a stream, this modern public recreation space in Seoul (South Korea) was restored by demolition of a flyover on it.
5. The first BRT system in the world was a brainchild of the mayor in a city in Brazil. Name the Mayor.

Jay Baviskar, Dipak Badgujar
COEP

SNAPS



Taken at Hyderabad



View from Golkonda Fort, Hyderabad



Taken at Delhi



Taken at Allepey Waters, Kerala
By Aditya Upadhyayula
JNAFAU Hyderabad



Taken at Delhi
By Yash Singh Chandel
Amity Manesar

STUDY TRIP TO NAVI MUMBAI

SPA Bhopal has always been active in making the students appreciate reality and learn a ton of skills from the projects which have already been completed. October 2016 started afresh with the wind of mind blowing projects of Navi Mumbai which were analysed by the students of 2nd Year Bachelors in Planning, under the Neighbourhood and Site Plan studio.



of making them travel to Mumbai for the same. All I can remember from the first day of our stay is the elite conference room meeting with CIDCO planners which had truly set our minds to explore the built form specially designed for various income groups. On all four days of the trip, we came across various affordable housing projects like

Charles Correa's Artist Village, Raj Rewal's Income Colony, Uttam Jain's projects and many more undertaken by CIDCO. For me, it was not only a study tour, but an all new experience to be an analyst in a newly designed city which doesn't seem to belong to India. I really appreciated the way walkability is being given importance in the city; be it shopping areas, food joints or the much crowded railway stations, all of which were in close proximity to the ITPI Guest House (the place we resided in). The connectivity to Mumbai via local train and highways is excellent, making lives of people easier there.

All these plus points of the city set it apart from the rest of the cities in our

country which has inspired us to be sensitive in our profession to improve the quality of life of the residents of any area we plan for.

This trip has been one of the most memorable trips of my life as it has helped me understand the importance of working in groups and also helped me interact with my fellow mates better.



Dharna Dang
SPA Bhopal

ACHIEVEMENTS

STUDENTS OF SPA BHOPAL WIN BIG AT SMART CITY COMPETITIONS

As the game of Smart Cities in India progresses, it is time for some user-based interventions in the design process (or stakeholder participation). One of these interventions asked Smart City Corporations of individual cities to hold design based competitions primarily focused on letting citizens design. Each smart city must hold a set of total 10 – 12 competitions in two phases, each competition will focus only on design of junctions, parks, streets or complexes.



From Left to Right: Pulkit Singal, Zinnia Saha, Gaurab Mahapatra and Udit Sarkar.

Students from School of Planning & Architecture, Bhopal won the First Prize in a competition to design a park. This contest received around 30 proposals from students, professionals and local citizens. A jury comprising smart city corporation officials and local distinguished professionals judged the entries. The team from SPA Bhopal comprised of 4 students, Pulkit Singal (3rd Yr. Planning), Gaurab Mahapatra (2nd Yr. Masters in Planning UR) and two students of 1st Yr. Region), Zinnia Saha & Udit Sarkar.

The design philosophy for this smart park was basically focused upon inclusivity. This entry was supported by an economic model for

revenue generation which was appreciated by the jury; this economic model was carried out to offer a detailed analysis of functions which have been assigned to the park.

For planning students, these are a series of great competitions as they can work out their design and see these being implemented in the near future. There are more smart city competitions to come up which will provide ample opportunity to everyone. It is now up to us as students, how we make use of our skills and eradicate issues in the urban areas.

Pulkit Singal
SPA Bhopal

PURI- THE PURE LAND

Where the sea is serene and the sand extends like an elastic band,
Where the lake is so immense as compared to any urban land,
Where the temples are unparallel as if blessed with his own hands,
Where the craftsmanship is distinctive with a unique blend,
This is the city of Puri, one of the four pure lands.

Ashish Pandey
SVNIT Surat



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PAPER PRESENTATION

Dr. S. Brintha Lakshmi, Associate Professor, Department of Architecture, The Maharaja Sayajirao University of Baroda, Vadodara and **Dr. L.S. Ganesh**, IIT Madras- Published a paper titled '**Privitization of Human Settlements – A Case for Sustainability**' in the International Conference on '**Transforming Emerging Economies through Sustainability and Innovations in Businesses**', November 8 and 9, 2016.

Hosted by **Institute of Management, Christ University, Bengaluru, India** in collaboration with **Master Sustainable Development and Organizations, Paris-Dauphine University, Paris, France**

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Answers to the Crossword:

Across: 2. Marrakech 4. Mysore 6. Smoke 7. El Nino 8. Herbert Baker 9. Bogibeel 10. Inclusive; **Down:** 1. Himansh 3. Cheonggyecheon 5. Jaime Lerner