

INSTITUTE OF TOWN PLANNERS, INDIA
4-A, Ring Road, I.P. Estate, New Delhi – 110 002

63rd NATIONAL TOWN AND COUNTRY PLANNERS CONGRESS

9th – 11th January, 2015

Venue: Amma Auditorium, A – Block, 12th Street, Shenoy Nagar, Chennai - 30

Theme: High Growth Inclusive Urban Settlements

PROCEEDINGS AND RECOMMENDATIONS

The 63rd National Town and Country Planners Congress was organized by Institute of Town Planners, India during 9th - 11th January 2015 at Chennai on the theme “High Growth Inclusive Urban Settlements”, which was sponsored by Ministry of Urban Development, Government of India and Chennai Metropolitan Development Authority, Tamil Nadu, and Co-sponsored by host of other agencies.

The conference was inaugurated by Chief Guest, Thiru. R. Vaithilingam, Hon’ble Minister for Housing and Urban Development and Chairman, CMDA. On this occasion Thiru. S.P. Velumani, Hon’ble Minister for Municipal Administration and Rural Development, Government of Tamil Nadu was the Guest of Honour.

The Inaugural Session was chaired by Dr. A.N. Sachithandandan, President, ITPI, in which the messages, received from the dignitaries were read by Shri K.S. Akode, Vice-President, ITPI and welcome address was delivered by Prof. (Dr.) Najammuuddin, Secretary General, ITPI and vote of thanks were extended by Dr. S. Rajasekerapandian, ITPI, Council Member from Tamil Nadu and Chief Planner, CMDA.

Plenary Session on “High Growth Inclusive Urban Settlements” was chaired by Dr. A.N. Sachithandandan, President, ITPI, in which Thiru A. Karthik I.A.S., Member-Secretary, CMDA was the Chief Guest and presentations were made by Prof. (Dr.) S.K. Kulshrestha, Prof.(Dr.) Ashok Kumar and Shri K.K. Joadder.

In Workshop - I on the theme “Twin Cities and Satellite Towns”, Thiru. Dharmendra Pratap Yadav, I.A.S., Secretary, Housing and Urban Development Department, Government of Tamil Nadu was the Chief Guest, which was presided over by Shri V. Satyanarayan, Past President, ITPI, in which the presentations were made by Shri Rajeev Malhotra, Shri S. Vishwanath, Shri Ranjan Chattopadhyay and Prof. Sanjukta Bhaduri. Shri S.D. Landge and Prof. P. Padmavathi were the Panelist.

In Workshop - II on the theme “Inclusive Smart Towns”, Shri Vikram Kapur, I.A.S., Commissioner, Corporation of Chennai was the Chief Guest and the Session was chaired by Dr. D.S. Meshram, President Emeritus, ITPI in which the presentations were made by Shri. M.D. Lele, Shri M.L. Chotani, Shri R. Srinivas, Shri A.K. Jain and Shri Ummer Sahib, and Shri N.K. Patel was the panelist

Workshop – III, was chaired by Dr. B. Mahendra, Past Vice-President, ITPI, in which the presentations were made by Prof. N. Sridharan, Shri. B.C. Datta, Dr. S. Chithra and Ms. Shreya Gaddapalli. Prof. (Dr.) K.P. Subramaniam was the panelist.

Recommendations emerged in the Plenary Session and Workshops are given below:

Plenary Session: High Growth Inclusive Urban Settlements

The Congress noted that present planning system in India, so far remained exclusive with 'Top-Down' approach. The benefits of urban planning and development are generally distributed unevenly between rich, middle and poor sections of society within the city. The richer and middle income groups were / are able to have more access and benefits from planning efforts than the urban poor. Urban policy in India, therefore calls for planning for inclusive urban growth. With high growth, the planning for urban centres need to revisit planning policies so as to focus people at the centre of planning for inclusive development. Accordingly, the Congress recommends:

- The fast-growing settlements do not appear to be inclusive and therefore there is a need to promote mixed land use, providing zones for informal activity, protecting environment and heritage and providing safety to all - women, children and senior citizens for improving the quality of life.
- A comprehensive approach is needed to make the fast-growing cities inclusive so that they serve and provide a good quality of life for all - rich, poor, men, women, children, senior citizens, pedestrians, cyclist besides abled and disabled persons.
- Provision of high quality of basic education and health facilities should take top priority and provisions should be made accordingly. As each year the economic growth rate increases, to make cities inclusive and smart; large and large shares of GDP should not only be allocated for basic health and basic education, but effectively used to make up a long lasting effect.
- High Growth Urban Settlements located in the peri - urban areas of Metro Cities indicate the spread of developmental impulses of mother city and accordingly there is a need to integrate these impulses in Development Plan.
- High Growth Urban Settlements are evolving as clusters, corridors and twin cities, this calls for examining the applicability of such evolving pattern in Regional Planning context.
- Thrust needs be given on development of small and medium towns and also promotion of MSMEs (Micro Small and Medium entrepreneurs) for creating job opportunities for the people migrating to urban areas, so as to strengthen economy of the urban areas and their hinterlands.
- High quality regional connectivity must be established by way of integrated multimodal transport plan which calls for strengthening and up gradation of highways, expressways, logistic hubs and physical integration of various modes at various locations.
- Mixed land use policy should be promoted so as to reduce travel distances, reduce auto-dependency and increasing affordable housing opportunities, in high growth settlements.
- Urban local bodies need to prepare Local Area Plans and also identify, demarcate developed land for urban poor.

- Promote affordable Social and Rental Housing Schemes in high growth settlements. ULBs / State Governments need to earmark 20-25% of developed land for EWS and LIG category.
- In order to arrest migration from rural to urban areas there is a need to enhance employment opportunities in rural areas by promoting micro, small and medium enterprises (MSMEs) in rural areas.
- Urban vision is increasingly getting reduced to a single technology centric vision of the city of future. This restricts the horizon of any possible imaginative planning approaches and limits the creation of alternative solutions.
- System should be in place for continuous monitoring and evaluation of development, so that planning could be proactive than imposing the concepts evolved in western countries.
- Promoting mixed land use by Identifying zones for informal activity; protecting environment and heritage; providing safety to all - women, children and senior citizens; providing social character to the city giving a sense of belonging where everyone feel and say 'it is my city', should be attempted.
- Non-motorized transportation and pedestrian infrastructure should be given dedicated road space and priority since it provides affordable mobility options and encourage hawkers and vendors.

Workshop – I: Twin Cities and Satellite Towns

The Workshop noted that satellite towns and counter-magnets are strategies of the yester year that have not proved to be successful options in India. There are no urban movement for theoretic level that have found alternatives to the mega city in terms of economics and competitiveness. The merits of large cities and super agglomerations far outweigh the deficiencies. Big cities and mega cities are competing with each other. It is the economies of scale that set the pace for development and the thriving of metropolitan areas. In fact, the concept of satellite town has gone a sea change. Instead of satellite town being dependant, it is emerging as independent entity. One size fits all approach cannot be applied for satellite towns and twin cities as each case has to be considered on the basis of functional requirement and level of inter-dependency between the two settlements.

In light of this changing scenario, alternative spatial decentralization strategies need to be explored. Therefore, there is a need to look at regional level hierarchy. Accordingly, workshop suggested for evolving a State Urban Development Strategy, and looking at regional level hierarchy so that Rank-size rule is assured, and the primacy of the mega city is contained, and balanced development takes place. There is also need for encouraging Transit Oriented Development at regional level and sub-regional level so that the 'spread effect' of economic development is ensured.

- Mega cities contribute state's economy and the national economy. Large informal sector can be absorbed only in big cities and specialization, innovations, partial employment, self-employment – various shades of employment available in big cities, and this has a multiplier effect.
- The shortcomings in large cities / mega cities like deficient infrastructure (water, power, solid waste, transportation), housing, problem of informal

settlements, environmental degradation are required to be addressed on a continuous basis and updated / upgraded accordingly.

- The capacities of MPCs and DPCs in overall planning and management needs to be enhanced and built upon to address the above phenomenon of all towns and cities tending to become metro cities, mega cities and super agglomerations.
- Planning agencies should have greater say in enforcement of the plan proposals for achieving the desired results of the Plan.
- Need to provide employment opportunities in Satellite Towns in the form of Model Industrial Estates, IT parks, etc.
- Connectivity of Satellite towns with the Mother City through fast mass commuter public transport such as Regional Rail, Metro, BRTS, etc. is important for their development and to play an effective role.
- Transit Oriented Development (TOD) strategies should be adopted to develop New satellite towns along transport corridors
- There is a need to have holistic regional planning approach for vibrant dynamic development of satellite townships by ensuring balance development in urban and rural areas through effective utilization of natural resources and alternative technologies.
- With reference to the inclusive planning both mother a satellite city and city region should provide authorized spaces for urban poor in Master Plan/ Regional Plan for living, selling, working and connecting at neighborhood, zone, city and regional levels.
- Other than existing metropolitan cities, new growth potential large cities should be identified as future magnet cities and propulsive towns around these magnet cities should be conceived as potential satellite towns.
- The parameters for selection of satellite cities should be base on intensity of functional linkages with the mother cities. In combination with town have potential for economic sustainability, existing road / rail networks, existing and anticipated infrastructure, especially water and power, Strategic location for rural access, Existing social infrastructure and Low environmental impact.
- Satellite towns subsequently exert urban pressure on the green belt left around them; thereby the green belt gradually become brown field rendering the concept of satellite towns in fructuous. There is an urgent need to evolve new model of development.

The workshop also noted that typically twin cities grow indigenously in two geographically advantageous location providing impact over a large region with shared functions and capacities. At present, individual cities in India have tendencies to grow, unsustainable large with challenges of extending infrastructure and services infinitely. Therefore, workshop recommends:

- Twin cities are historical and social entities having distinct economic base and independent governance systems which have undergone various changes over a period of time due to reasons like large scale industrialization and that has led to shifting of CBDs in some particular direction of partner city.
- Twin Cities, especially the existing ones, should be encouraged to function at par their potentials, for sharing stresses of extending services, facilitating balanced regional development and planned urban growth of cities.

- One or more city functions, for which the twin cities would be mutually dependent should be encouraged to be dominant in each city.
- Planning intervention for development of both cities in the region, by any regional authority (exclusively working for that area) is required so that two cities would continue to function independently.
- An external policy guided monitoring mechanism is required to avoid dominance of one city over another due to disparity in financial condition (income and expenditure pattern) among the cities.
- Combined policy directed programs for vulnerable areas is required to be carried out in both cities to improve the sharing of stakes in common issues.
- Twin cities for their symbiotic growth should share at least one dominant function.

Workshop – II: Inclusive Smart Towns

The workshop noted that for inclusive planning both rural and urban components are required to be planned holistically taking up regional planning approach. Emphasis should be on mixed land use, social and rental housing. Public Transport, NMT and pedestrian development of small and micro enterprises, etc. The workshop has also taken the note of latest initiatives of the central government towards urban development, specifically launching of scheme of development of 100 Smart Cities throughout the country and accordingly recommends:

- In spite of many definitions MoUD has defined smart city or the key feature is the intersect between competitiveness, capital and sustainability. The smart cities should be able to provide good infrastructure such as water, sanitation, reliable utility services, health care, attract investments, transparent processes that make it easy to run commercial activities, simple and online processes for obtaining approvals and various citizen centric services to make citizens feel safe and happy.
- Government of India has adopted the vision of a 'Smart Urban India' which envisages the development of 100 smart cities. The Smart Cities should not be seen in isolation, but have to be integrated with District / Metropolitan Planning framework, which is also mandatory under the 73rd and 74th Constitutional Amendment Acts,
- For success of the development of Smart Cities, there is a need to make planning process also smart through innovative planning, land assembly and infrastructure development. This is a unique opportunity to introduce state of art digital planning, spatial data infrastructure for land management, smart services, especially sanitation, water and energy and recycling, infill housing development and single window plan approvals.
- As it takes huge investments and 50 to 60 years for a new city to develop, the Smart City scheme should start with transforming the existing, developing cities. The focus for next five to ten years should be on the brown-field development, densification, infill development and transit oriented development.
- Under the Smart City Scheme - Cities should be selected based on size of population, geographical representation, visibility value, potential of development, availability of approved Master Plan considering competitiveness, connectivity and quality of life as the focus areas.

- Definition of smart city in Indian Context need to be concretized taking into consideration the ground realities.
- Entire smart city should rely on renewable energy sources, particularly solar energy by taking benefit of Government's existing and new schemes on renewable energy.
- "Swacch Bharat Scheme" should be embedded in the high growth smart cities and technology should be used to fully eradicate manual scavenging from all the cities and also the practice of open defecation.
- Use of ICT (information communication technology) in addition to the physical and social urban infrastructure is necessary to make smart cities.
- The Norms should be evolved of urban development planning and development to make smart city more inclusive.
- For planning of smart cities, there is an urgent need for re-engineering of legal and regulatory framework.
- High Growth Smart Cities must tackle problems of basic infrastructure such as sanitation, potable water, power, effective public transportation before integration of all these infrastructures through ICT and digital technologies as envisaged under the formulation of Smart City Scheme.
- Smart High Growth Cities should be designed as an urban and regional planning policy, which is citizen - centric and even - handed.
- Ends to be achieved are as important as means to achieve them. We need to ask - to what end the concept of high growth smart cities should be deployed. Equity and efficiency should be given equal priority while implementing the policy.
- Housing for low income groups (LIG and EWS) and eradication of slums and settlements of slum dwellers should be fully integrated with the smart city building activities.
- For smart and sustainable development there has to be a proactive planning strategy to put on ground the primary network of infrastructure and the modalities for the same could be worked out.
- Private sector townships are evolving as smart cities but townships provide luxury housing to cater high income population, do not provide safety to women, children and senior citizen and do not appear to respect environment. So these developments do not appear to be inclusive and efforts need to be taken in this respect.
- Inclusive urban planning process should promote wider inclusion of groups by putting people at the centre stage of planning where everyone regardless of their economic conditions, gender, race, ethnicity or religion is enabled and empowered to fully participate in the social, economic and political opportunities that cities have to offer.
- Smart Cities needs to have smart economy, mobility, environment, people, living and governance.
- Three key areas to catalyse progress effective and transparent governance structures and practices, equitable access to basic services and faster connectivity through mobile and internet connection.
- The technological advancement especially in the usage of smart phones could be utilized to have positive effect with special applications in development of smart cities.
- Strict adherence to regulations--"Governance by Incentives rather than Governance by Enforcement".

- Ensuring Compactness of cities-smart mobility options-integration of transport and land-use.
- Emphasising on decentralisation-waste water and solid waste treatment and even power distribution---provision right at the layout level...precondition especially for any development in future urbanizable areas and green field towns as well.
- Emphasis on bottom up approach—Local Area Plans ,elements of smartness can always be thought of at layout level
- Relaxation of FAR/FSI is to be done as per the city’s requirement and policies towards redevelopment and re-densification with duly considering Carrying Capacity.
- Smart City needs to ensure efficiency and efficacy of service delivery in accordance with the service level benchmarks.
- Cities to be self sustaining optimizing the use of GIS based mapping by way of understand and appreciate the fact the importance of enhancing the financial base.
- T&CP Acts are to be amended taking into consideration the preparation of State Urban Strategy and preparation CMP, CSP and DMP.
- High Growth Smart Cities should be restructured to meet the challenges of increasing levels of urbanization and not only urban restructuring aimed at accumulation of capital.

Workshop – III: Transformation of Cities as Nuclei of Development

The workshop noted that cities are complex and that complexity needs to be explored deeply to make sensible planning decisions. Most urgent concern is to propel city transformation to serve the interest of masses and to achieve sustainable environment development while at the same time ensuring sustained and high economic growth. In fact, the present urban development is developing without much in site about internal city structures there functioning and transformation taking place since last so many decades.

The workshop have also taken the note of “Vision Document – Tamil Nadu 2023” which identify the bottlenecks in development and prioritizing critical areas of development for achieving economic prosperity and employment generation with inclusive growth. Taking all these issues into consideration the workshop recommends:

- Transformation of cities / towns, a softer option than building altogether a new city and should be treated as an inseparable part of urbanization. This calls for a fresh look and should be taken up as a challenge and opportunity in a stipulated time frame.
- The traditional approach of Master Planning needs to be re-oriented focusing on the inclusive, sustainable and participatory planning, so that transformation of cities takes place smoothly.
- The Master Plan needs to be dovetailed with infrastructure Investment Plan, however as the Local Bodies do not have the capacity to prepare the Infrastructure Investment Plan, the Urban Local Bodies should be strengthened with trained man-power, adequately.

- The institutional setup for execution of infrastructure facilities requires to be strengthened. The current multi sectoral infrastructure agency set up, need to be changed and there should be a single agency responsible for planning and execution especially for Metro Cities considering the challenges in provision and upscale of infrastructure facilities.
- Single Metropolitan Budget have to be prepared based on the priorities of Master Plan, instead of individual agencies preparing stand alone budgets.
- Focus on 'Investment Plans' in Cities under Transformation and Linking to Productivity per sq / km.
- Sharing of resources with 'Child City' by the 'Mother City' (with the city under transformation).
- In the context of emerging urbanization and the ministries goal for growth through Urban Development it is necessary to create new / transform urban living environment.
- Transformation being a part of dynamic process of change both at intra city and peri-urban areas opens up opportunities for urban development.
- Transformation as process has many facets namely spatial transformation and transformation through improvement of water supply, sanitation, transport corridor, tourism, environment, e-governance, etc.
- Funding and institutional setup / reforms are important to deal with transformation.
- Transformation is inevitable and hence should be included in planning process.
- Urban mobility to be given importance to avoid migration
- Master Plan to be integrated with the Investment Plan
- Town Planning scheme of land pooling at local level to be encouraged
- Funding of projects through (i) government funding; (ii) PPP; (iii) Co-operative body; and (iv) builder / entrepreneur.
- Preparation of Master Plan for all medium and large cities is a basic need.
- Planning students should be given on the job training as part of internship atleast for 3 months in the Municipality and local agencies to have first hand feel of the local issues and problems.