

NEW BOMBAY
DRAFT DEVELOPMENT PLAN

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OCTOBER 1973

CITY AND INDUSTRIAL DEVELOPMENT CORPORATION
OF MAHARASHTRA LIMITED

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FOREWORD

The planning of a new city is an immense opportunity for useful creativity - but also, unfortunately, for serious error. And when it is to be a city of the size here contemplated, the planners' task is both challenging and awesome. Challenging because of the chance it gives to attempt sensible solutions to some of our least tractable urban problems. In older cities the constraints that already exist make a number of courses quite impracticable, or impossibly expensive. Freed from these constraints, the new city planner can devise arrangements that prevent or resolve some, at least, of the problems that beset older cities.

And so our planners have addressed themselves to their task with the object of setting up a community of citizens. Their emphasis is on convenience in living and travelling to work, on economy in the use of resources - land, building materials, money or whatever else - and on reducing the glaring disparities that often make urban living in our situation of shortages intolerable, particularly for the vast majority that is under-privileged. With this emphasis, our planners have kept constantly in view the limitation on the resources likely to be available for city building. If there was a temptation to plan a city of architectural grandeur, our planners have steadfastly resisted it. The effort has been to avoid the spectacular, to provide minimally for the affluent few and to promote the convenience of the greatest number. New Bombay, then, will not be another Grand City; it will be a city where the common man would like to live.

This is the orientation the planners have chosen; it is, I believe, a choice that few responsible persons will question. Yet - and this is the awesome side of the planning function for a task of this size - there is so much opportunity for error in the translation of this choice into a land use plan, into a transportation system, into the innumerable other options that the planners have to take in the course of their work. Errors in these options can have disastrous results reaching far into the future, as so many of us who live in cities know to our cost. It is for this reason that this plan proposes to keep as many options open as possible, instead of laying down detailed prescriptions for the entire plan area.

And it is for this reason that, before we begin really extensive activity on the ground, we must place our ideas before the public for comment. From such comment we expect the planning effort will benefit enormously for there are several concepts and policies implicit in this document that call for vigorous debate.

- * There is, for instance, the concept of a basically self contained city, as opposed to one that is either a dormitory for Greater Bombay or simply a work place for residents of Greater Bombay.
- * There is, again, a wide range of decisions and policies for the whole metropolitan region of Bombay that this plan for New Bombay entails;

some of them are new, while others were indicated in the Bombay Metropolitan Regional Plan. The time available for their adoption is slipping past rapidly.

- * Then there are, particularly for the entrepreneur, the findings of our Industrial Location study and the policies that logically flow from it, with so much promise for the State's underdeveloped regions.
- * And there is the heavy emphasis on public transport systems, with private car traffic given less importance. There is the possibility of using buses on reserved tracks (a faster and cheaper mode of transport than buses in mixed traffic, once a particular level of demand has been exceeded), and the possibility of providing special tracks for the exclusive use of cyclists, so that this very cheap mode of transport can be encouraged.
- * The entire urban development is proposed as a series of nodal concentrations strung out along mass transport axes. Each node is to be restricted in size and separated from the next by open spaces. Each node will contain accommodation for the entire range of income groups that can be expected in the city, so that there will not be any specially rich or any specially poor nodes.
- * There will be a system of cross subsidies in housing, so that on middle and higher income accommodation we realise a surplus which will subsidise the lower income groups. Some subsidy for the lower income groups is undoubtedly necessary, but we believe that it cannot be provided in a way that drains resources steadily. The cross subsidy proposal is internally consistent and can be expanded on a large scale without calling for additional sustained financial inputs.
- * There will be a "sites-and-services" type of development, where almost one-third of the city's residents, who cannot afford the smallest pucca construction, even after receiving subsidies, will be provided with developed plots on which they can build temporary dwellings. Since they will have security of tenure on their plots, we look forward to their gradually improving these dwellings over a period of time to a more and more permanent type of construction.
- * Particular stress is laid on the schooling system, which we want to improve considerably

in quality, spending more than twice as much per pupil as is spent in municipal schools in Greater Bombay. We also want this schooling system to be accessible to all residents, regardless of income.

Our comprehensive rehabilitation and village improvement programme is designed to meet the special needs of the locally resident population whose lands are being acquired for the project.

These are a few of the many aspects of this plan that merit serious consideration and discussion by the wider public body. Some of these features are being tried out in the projects chosen for early development, such as the residential estate at Vashi, which is already under construction, and the Belapur node of New Bombay's Central Business District, where work is just beginning. We may therefore be able to assess their utility in practice. But we shall still need comments, advice and guidance in our endeavour. We look forward to a creative and significant interaction between our planners and those outside our organisation who are interested in our project.

N. M. Wagle
Chairman

5 October 1973.

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GLOSSARY OF TERMS

1. Agarbati - Perfumed smokestick
2. APM - Agricultural Produce Market
3. Bal Wadi - Kindergarten
4. Barve Committee - Study Group on Greater Bombay, set up in 1958, under the Chairmanship of Shri S.G.Barve
5. B & C Department - Buildings and Communications Department
6. B.D.O. - Block Development Officer
7. B.E.S.T. - Bombay Electric Supply and Transport Undertaking
8. B.G. - Broad gauge, 1.68 M the usual gauge for main line railway track in India
9. Bhore Committee - Committee constituted by the Government of India in 1943 to determine standards for Health Services
10. Block - A unit in the Community Development Programme
11. B.M.C. - Bombay Municipal Corporation
12. Bombay Metropolitan Region (B.M.R.) - The region delineated by the State Government covering an area of about 3,965 sq. kms. around Bombay
13. BMRPA - Bombay Metropolitan Regional Planning Area
14. BMRPB - Bombay Metropolitan Regional Planning Board
15. B.P.T. - Bombay Port Trust
16. Busways - Road lines reserved for buses only.
17. CBD - Central Business District
18. CBNM - Central Battery Non-multiple Manual Telephone Exchange
19. CHC - Community Health Centre
20. Churchgate - Southern Terminus of Western Railway for commuter service
21. CPHERI - Central Public Health Engineering Research Institute
22. Crore - 10 million; 10,000,000
23. CWPRS - Central Water & Power Research Station

24. DGCA - Director General of Civil Aviation
25. D.W.T. - Dead Weight Tonne
26. EPZ - Export Processing Zone
27. ESIS - Employees' State Insurance Scheme
28. FSI - Floor Space Index
29. Gadgil Committee - Committee constituted by the State Government, in 1965, to suggest broad strategies for planning of Bombay-Panvel and Poona Regions
30. Gaathan - Village Community
31. GB - Greater Bombay
32. Ghat, Third Ghat - The hill ranges of Sahyadri along the Western Coast of India are known as Ghats and the same word is used for road and railways crossing over these hills. At present only two railroads pass through these Ghats; a third crossing, or Third Ghat, is proposed
33. GP - General Practitioner
34. HT - High Tension
35. HUDCO - Housing and Urban Development Corporation Ltd.
36. IAAI - International Airports Authority of India
37. ICS - Indian Civil Service
38. Is. - Island
39. IS:950/1970 - Indian Standard Specification serial number 950 formulated in 1970
40. ITI - Industrial Training Institute
41. Km., km., - Kilometre
42. K.P.H. - Kilometre per hour
43. Kutaha - Temporary
44. KV - Kilo Volts
45. Lakh, Lac - 0.1 million; 100,000
46. L.I.C. - Life Insurance Corporation of India
47. M - Metre
48. MAFCO - Maharashtra Agricultural Development and Fertilizer Promotion Corporation Ltd.
49. Mahila Mandal - Women's Centre
50. Max II - Main Automatic Telephone Exchange Type II

51.	Max III	-	Main Automatic Telephone Exchange Type III
52.	MB	-	Metropolitan Bombay, comprising Greater Bombay, New Bombay and Thana Town
53.	mgd	-	million gallons per day
54.	M.H.B.	-	Maharashtra Housing Board
55.	M.I.D.C.	-	Maharashtra Industrial Development Corporation
56.	Million	-	1,000,000
57.	M.O.T.	-	Marine Oil Terminal
58.	MRT	-	Mass Rapid Transit
59.	MRTP Act	-	Maharashtra Regional and Town Planning Act (1966)
60.	M.S.E.B.	-	Maharashtra State Electricity Board
61.	M.S.L.	-	Mean Sea Level
62.	M.S.R.T.C.	-	Maharashtra State Road Transport Corporation
63.	MTO (R)	-	Metropolitan Transport Organisation (Railways)
64.	MTP	-	Metropolitan Transport Project
65.	NA	-	Not Available
66.	NB	-	New Bombay
67.	N.E.	-	North East
68.	N.H.	-	National Highway
69.	OPD	-	Out Patients Department
70.	ORG	-	Operations Research Group, Baroda
71.	PCU	-	Passenger Car Units
72.	P & T	-	Post and Telegraph
73.	Pucca	-	Permanent
74.	RCC	-	Reinforced Cement Concrete
75.	Reporting Establishments	-	Establishments in the private sector employing more than 25 employees required to report to the Directorate of Employment. All public sector establishments regardless of their employment are also required to report.
76.	RL	-	Reduced Level
77.	Samaj Mandir	-	Community Centre
78.	Sarvajanik Pujas-	-	Community Religious Ceremonies
79.	S.E.	-	South East
80.	SICOM	-	State Industrial and Investment Corporation of Maharashtra, Ltd.

81. sq.m - square metre
82. Tahsil, Tehsil, Taluka - An administrative unit comprising a number of villages (the hierarchy is District, Tehsil, Village)
83. Tahsildar - A Revenue Officer at Tehsil level
84. TTC - Technical Training Centre
85. UHF - Ultra High Frequency
86. V.T. - Victoria Terminus, Central Railway terminus
87. Wilbur Smith Study - A traffic and transportation study (excluding mass transportation) carried out for Greater Bombay in 1962 by M/s Wilbur Smith and Associates
88. Zopadpatties - Slums