

## **Development Plans for Pune City**

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# Development Plans for Pune City

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## Plans for Pune city development

*In Pune city formal planning was introduced after the first town planning Act was passed in 1915.*

### Town Planning Scheme, 1918

This was the first town planning scheme for Shivaji Nagar prepared in 1918 during the British rule.

Since the passing of the Town Planning Act in 1915, Government has sanctioned four town planning schemes in Poona City, covering an area of 1,554 acres<sup>1</sup>. These schemes were prepared by the Town Planning and Valuation Department.

PMC has not executed a single TP scheme since 1976<sup>2</sup>. The non-execution of the TP schemes led to haphazard development of the city and adversely affected the execution of DP. Under a TP scheme, land owners, whose properties are reserved for civic amenity projects, can easily be compensated through allotment of alternative plots in the same TP scheme layout<sup>3</sup>. TP schemes can be undertaken only after the sanction of the final DP.

*Eight town planning schemes were finalized till 1989<sup>4</sup>.*

The following town planning schemes have been sanctioned in the old limits of Pune city<sup>5</sup>.

1. T.P scheme no.1 – Bhamburda Erandwana
2. T.P scheme no.1 suburban - Wakdewadi
3. T.P scheme no.1 – Yerwada
4. T.P scheme no.1 - Sangamwadi
5. T.P scheme no.1 - Hadapsar
6. T.P scheme no.2 - Hadapsar
7. T.P scheme no.2 – Somwar Mangalwar Peth
8. T.P scheme no.3- Parvati Munjeri

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<sup>1</sup>[http://cultural.maharashtra.gov.in/english/gazetteer/Poona/PART%20V/Chap%20\(18\)/Town%20Planning%20And%20Valuation%20Department.htm](http://cultural.maharashtra.gov.in/english/gazetteer/Poona/PART%20V/Chap%20(18)/Town%20Planning%20And%20Valuation%20Department.htm)

<sup>2</sup>[http://articles.timesofindia.indiatimes.com/2003-04-12/pune/27271992\\_1\\_dp-fringe-villages-india-international-infrastructure-engineering](http://articles.timesofindia.indiatimes.com/2003-04-12/pune/27271992_1_dp-fringe-villages-india-international-infrastructure-engineering)

<sup>3</sup>[http://articles.timesofindia.indiatimes.com/2003-03-22/pune/27263208\\_1\\_dp-fringe-villages-pmc-limits](http://articles.timesofindia.indiatimes.com/2003-03-22/pune/27263208_1_dp-fringe-villages-pmc-limits)

<sup>4</sup> Pune Municipal Corporation, Revision of Development Plan sanctioned in 1987, As per MR & TP 1966 Section 38, Strategic Environmental Assessment-Scoping Report, Chapter 1

<sup>5</sup> <http://www.slideshare.net/rgadgi/10-other-related-issues-of-pmc>

## Master Plan, 1952

No details are available. This was specified in the Strategic Environment Assessment's Scoping report undertaken for the revision of the DP that was sanctioned in 1987<sup>6</sup>.

## First Development Plan for Pune, 1966

The formulation of the first DP for Pune started in 1958 for the city under the Bombay Town Planning Act, 1954. The DP was prepared by the *Town Planning and Valuation Department* of the state government. This department had specially been created as urban local bodies did not have the competence to prepare city plans. A Draft Plan was submitted to the state government in 1964. It was sanctioned by the Government under the Government Urban Development and Public Health Department Notification No. TPS-1365-M, dated 7 July 1966 and came into force from *15th August 1966*. This Plan was to be implemented over *10 years till 1976*.

The PMC was able to acquire only 4% of the land earmarked for public amenities.

There is a long period between when the plan is prepared, approved and then sanctioned. For this 10-year plan, it took 6 years to prepare the plan and another 2 years to approve it. By the time it was approved, 80% of the plan duration was already over (8 years of the 10 over which the plan was to be implemented) the end-of-the-plan-period had already been reached. It is no surprise that the plan could not be implemented.

या विकास योजनेमध्ये पश्चिम दक्षिण भागातील नगररचना योजनांचा समावेश होता. त्यामध्ये कोथरुडची टेकडी, पर्वती-धनकवडीच्या टेकड्या, बिबवेवाडी टेकड्या, कोंढवा टेकडी, बेकर्स हिलचा समावेश आहे. या विकास आराखड्यामध्ये या सर्व टेकड्या विकास योजनेच्या प्रस्तावा प्रमाणे हिरव्यागार राहण्यासाठी त्याला हिरवा रंग व येथे कोणतेही बांधकाम अनुज्ञेय नाही असे दाखविले<sup>7</sup>.

These hills however could not be protected and slums proliferated. The drought of 1972 brought a large number of people to the city. However there were no housing facilities provided by the government or by private developers for low income group population. This resulted in encroachment on various hills in the city like Parvati, Bibwevadi, Kothrud<sup>8</sup>.

<sup>6</sup> Pune Municipal Corporation, Revision of Development Plan sanctioned in 1987, As per MR & TP 1966 Section 38, Strategic Environmental Assessment-Scoping Report, Chapter 1

<sup>7</sup> Loksatta, 12 November 2011

<sup>8</sup> Loksatta, 12 November 2011

## Regional Plan, 1976

The Bombay Town Planning Act was repealed and replaced by the Maharashtra Town Planning (MRTP) Act, 1966. After the new MRTP Act came in to operation in 1966, work on preparing a plan for the Pune region was undertaken. Pune region mainly included the area under the jurisdiction of the Pune Municipal Corporation and the industrial development to the north of the city. The Development Plan of Pune was merged into the Regional Plan. This was one of the only instances of a bottom-up planning process.

*Pune Metropolitan Region* was established in 1967 under the MRTP Act 1966, for an area of 1500 sq.km. This included Pune city, Pune and Khadki Cantonments, Pimpri-Chinchwad area, the area under the Pimpri-Chinchwad New Town Development Authority and villages from Pune and Haveli tahsils. A *Regional Planning Board* was constituted for preparation of the Regional Plan.

The Regional Plan for the Pune Metropolitan Region was sanctioned by the government on **17 May 1976**. The important policies laid down in the Regional Plan as they relate to the PMC are as follows<sup>9</sup>:

- Provision of additional area in the industrial zone in the sanctioned DP is not necessary.
- Hills and hill slopes should be preserved for afforestation and creation of recreational amenity in the city.

## Revised Draft Development Plan, 1987 (First Revision)

At least once in 20 years from the date on which a DP has come into operation, and where a DP is sanctioned in parts, then at least once in 20 years from the date on which the last part has come into operation, a Planning Authority may revise the DP.

Thus, DP revision was undertaken in 1976 as per the statutory requirement. City Engineer of the PMC was appointed as Town Planning Officer (TPO) for carrying out the Existing Land Use Survey (ELU) of the areas, preparing an ELU map and formulating proposals for the Revised Draft Development Plan. The ELU map is to be prepared within a period of 6 months from the date of declaration of intention or within the period extended from time to time by the Director of Town Planning, Maharashtra state. ELU map for the entire area within the Municipal Corporation limits was prepared before 30<sup>th</sup> June 1979. *It was submitted to the State government in 1982.*

*The first revision of DP was sanctioned on January 5, 1987.* The planning authority may revise the DP at least once in 10 years from the date on which it came onto operation. So the first sanctioned DP was revised and DP for additional area within the extended Municipal limits prepared. The first revision of the sanctioned 1966 DP and the fresh DP

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<sup>9</sup> Draft Development Plan of Pune (Revised), 1981-1991

for other areas was undertaken as one entity and a revised DP was formulated. The second revision (DP 2008) is now underway.

Only half the civic amenity projects recommended in 1987 DP have been executed over the last 16 years. Some projects were delayed for want of funds and some due to delays in land acquisition process. When the DP was finalized the state government had asked PMC to undertake town planning (TP) schemes in the city for speedy execution of DP. However the PMC has not executed a single TP scheme since 1976<sup>10</sup>.

*A total area of 770.30 hectares was reserved under the DP, but PMC managed to acquire only 244.25 hectares and developed 193.57 hectares. It is estimated that the land use in the sanctioned DP has been implemented to the extent of 28.5% only<sup>11</sup>.*

In this DP, construction was permitted on 4% area of the hill slopes. But since it is expensive to construct on the hill slopes, not many construction projects came up on hill slopes. त्याचबरोबर नगरसेवक आणि काही बांधकाम व्यावसायिकांनी एकत्र येऊन विकास आराखड्यातील अनेक आरक्षित भूखंडांवरील आरक्षण उठवून आणले. हे सुरू असताना काही डोंगर उतारावरील असलेले भूखंडही, तो भाग टेकडीचा नसल्याचे दाखवून सर्वसाधारण भूखंडामध्ये समाविष्ट करण्यात आले. त्यामध्ये १००% बांधकाम करण्यात आले eg buildings on Parvati hill on one side<sup>12</sup>.

In 2004, the ruling Congress and BJP corporators approved a proposal to de-zone for residential construction, 21 hectares of prime land earmarked for a timber market in the 1987 DP<sup>13</sup>. In the same meeting the General Body passed another proposal to de-reserve nearly 7 hectares of land in another part of the city that had been reserved for a variety of public amenities such as a high school, a hospital and a playground. In this case also the state government had directed the PMC to de-reserve the land even though the concerned ward offices of the PMC had recommended that reservations for a high school, a hospital and playground should be retained<sup>14</sup>.

*The first DP of Pune covered a period of 10 years from 1966 to 1976. As statutorily required, it was revised and a Revised Draft Development Plan was submitted to the state government in 1982. The Plan had been prepared taking into account city's needs for a period of 10 years. However, it took 5 years for the state government to give the Draft Plan the final approval. The Plan was to be implemented in 10 years from 1987 to 1997. In 1997, PMC extended this period by another 10 years till 2007.*

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<sup>10</sup> [http://articles.timesofindia.indiatimes.com/2003-04-12/pune/27271992\\_1\\_dp-fringe-villages-india-international-infrastructure-engineering](http://articles.timesofindia.indiatimes.com/2003-04-12/pune/27271992_1_dp-fringe-villages-india-international-infrastructure-engineering), Times of India, April 12, 2003

<sup>11</sup> City Development Plan for Pune City, 2006-2012

<sup>12</sup> Maharashtra Times, 22 November 2011

<sup>13</sup> [http://articles.timesofindia.indiatimes.com/2004-05-21/pune/28347105\\_1\\_bjp-corporators-sena-corporators-sena-bjp](http://articles.timesofindia.indiatimes.com/2004-05-21/pune/28347105_1_bjp-corporators-sena-corporators-sena-bjp) and Understanding Asian Cities - The Case of Pune, India; Meera Bapat, 31 May 2004

<sup>14</sup> [http://articles.timesofindia.indiatimes.com/2004-05-21/pune/28347105\\_1\\_bjp-corporators-sena-corporators-sena-bjp](http://articles.timesofindia.indiatimes.com/2004-05-21/pune/28347105_1_bjp-corporators-sena-corporators-sena-bjp) and Understanding Asian Cities - The Case of Pune, India; Meera Bapat, 31 May 2004  
Understanding Asian Cities - The Case of Pune, India; Meera Bapat, 31 May 2004, page 41

## **Extracts from Understanding Asian Cities - The Case of Pune, India;**

**Meera Bapat, 31 May 2004**

### Modifications suggested by the state government before sanctioning the DP, 1987:

At the time of sanctioning the DP, the government deleted reservation of several plots earmarked for public amenities. Reservation of nearly 75% sites reserved for housing for low income families was deleted. 309 reservations were cancelled out of 814 proposed in the Draft Plan. State government supported its decision by arguing that the capital outlay required for paying compensation to acquire privately owned land was higher in comparison with the PMC's annual budget, which would result in acquisition of small proportion of land in the specified plan period.

In reality, most of these sites were surplus lands under the Urban Land (Ceiling and Regulation) Act of 1976 and could have been acquired by paying minimal compensation at rates stipulated in the Act (Bapat, 1990). Instead, the government chose to delete the reservations and thereby enabling landowners to apply for exemption under (Sections 20 and 21 of) the Urban Land (Ceiling and regulation) Act. This Act is known for the rampant corruption that it has generated. The liberal use of the relevant sections by state governments for granting exemptions had been severely criticised even by The National Commission on Urbanisation appointed by Government of India in 1987 (Bapat, 1987a).

After 1987, even after the Draft Plan was finalised and it became a statutory document, the state government made several changes in the Plan. Example, area earmarked for a garden, school or housing for the poor (termed 'economically weaker section' in government documents) was changed to residential – read real estate – development. From 1987 to 2001, reservation of 29 sites to be used for public purposes was deleted as 'minor modifications'. 15 of the sites were initially reserved for housing for poor. The process of deleting reservations is still continuing. This has affected the planning norms and availability of land for the poor adversely<sup>15</sup>.

### **Draft Regional Plan, 1990-2011**

According to the Maharashtra Regional and Town Planning Act, 1966 a Regional plan may be carried out covering the whole region by a Regional Board, constituted by the State Government. The Regional Plan is the State Level Planning laying down policies and directions of growth for all the lands in the region.

A Regional Planning Board prepared the new *Regional Plan 1990- 2011* which was approved by the Government in *1997*.

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<sup>15</sup> Understanding Asian Cities - The Case of Pune, India; Meera Bapat, 31 May 2004

## 1992 - Sutarwadi DP

No information available, but this plan existed as per Strategic Environment Assessment's Scoping report undertaken for the revision of the DP that was sanctioned in 1987.

## DP for 38 newly merged villages by Institute of Indian Infrastructure Engineering (IIIE), 1999/2000<sup>16</sup>

In mid 1997, 38 fringe villages were merged in the area under the jurisdiction of the PMC. As required by the MRTTP Act the local authority needed to prepare a DP for this area. To facilitate quick preparation of the Plan, PMC awarded the contract to India International Infrastructure Engineering Ltd (IIIE).

Geographic Information System (GIS), Satellite Imaging, etc, was used to prepare the plan. The IIIE team that prepared the Draft Plan had experts from urban and regional planning, economics, demography, urban design, environmental management, infrastructure planning and management. A Steering Committee set up by the PMC comprising Town Planning Experts (from various government bodies) and the Commissioner of Pune was overseeing the plan preparation. IIIE studied the existing conditions in the city, developed suitable planning norms and prepared a Draft plan based on the norms. An implementation strategy based on preparing Town Planning Schemes (that requires landowners to pay betterment charges) was suggested. These were approved by the Steering Committee.

However, before the Plan was published for citizens' comments, the state government de-linked some of the newly merged villages from PMC limits. 38 fringe villages had been merged in Pune Municipal area in 1997. Out of these 15 villages were completely deleted and 5 villages were partly deleted from the Municipal area. PMC General Body cancelled the Draft DP prepared by IIIE altogether. Around **Rs 1.14 crore** was paid as consultancy fees to IIIE.

### Reasons for cancelling the draft plan

Elected representatives argued that the Plan was irrelevant because the area for which the Draft Plan had been prepared changed (from 38 to 23 villages). The Corporators' had also accused the company planners of meting out injustice to farmers and favoring builders while earmarking the reservations for civic amenities.

The elected representatives were not involved in the planning process at any stage. As a result they could not have got proposals of their interest included in Draft Plan. That is probably why they rejected the Draft Plan giving the excuse of change in area for which it had been prepared.

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<sup>16</sup>[http://articles.timesofindia.indiatimes.com/2002-07-28/pune/27316914\\_1\\_development-plan-pmt-administration-kirloskar-consultants](http://articles.timesofindia.indiatimes.com/2002-07-28/pune/27316914_1_development-plan-pmt-administration-kirloskar-consultants) and Understanding Asian Cities - The Case of Pune, India; Meera Bapat, 31 May 2004

## DP for 23 newly merged villages, 2001

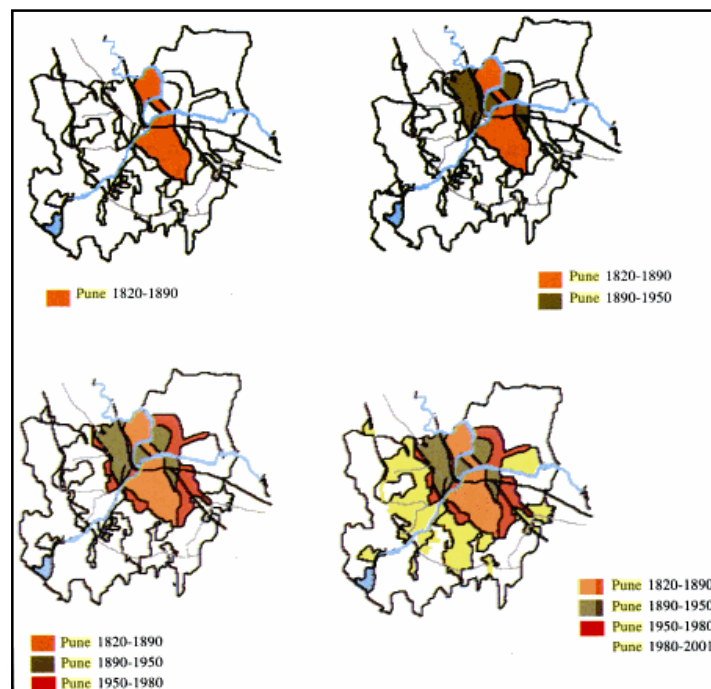
The new and separate DP for the fringe villages was prepared by the *City Engineer* under the direct guidance of the *City Improvement Committee* of the *PMC* composed of *elected members*.

Draft DP was sent to state government for sanctioning on *31 December 2005*.

The DP is divided into 10 planning units, of which planning unit number 1 viz. *Baner-Balewadi unit* has already been *approved by the state govt*. (The date of approval is not known, but it must have been approved due to the Commonwealth Games) Planning units 2-10 are yet to be approved by the state govt. *Road network in 23 villages and sites reserved for water supply and sewage have been approved*.

An attempt was made to integrate the new DP with the sanctioned DP of the old area. The ambition of preparing the green DP was to ensure that urban development does not cause negative effects on the environment. When the DP was published and suggestions from citizens were invited, several citizens supported construction on hill slopes while several objected to it. In the DP areas were marked for a Biodiversity Park (BDP) on hill slopes, but the stand on whether to allow construction on BDP has been changing ever since.

Given below is a diagrammatic representation of Evolution of Pune city<sup>17</sup>



<sup>17</sup> [http://books.google.co.in/books?id=UFaGME0XDBkC&pg=PA81&lpg=PA81&dq=town+planning+and+valuation+department+pune&source=bl&ots=AXFOEYZcnQ&sig=vXw-Pbjja890nWesRAI6FXERsU0&hl=en&ei=-n7YTrGsMcPMrQfyoPWLDA&sa=X&oi=book\\_result&ct=result&resnum=7&ved=0CEUQ6AEwBjge#v=onepage&q=town%20planning%20and%20valuation%20department%20pune&f=true](http://books.google.co.in/books?id=UFaGME0XDBkC&pg=PA81&lpg=PA81&dq=town+planning+and+valuation+department+pune&source=bl&ots=AXFOEYZcnQ&sig=vXw-Pbjja890nWesRAI6FXERsU0&hl=en&ei=-n7YTrGsMcPMrQfyoPWLDA&sa=X&oi=book_result&ct=result&resnum=7&ved=0CEUQ6AEwBjge#v=onepage&q=town%20planning%20and%20valuation%20department%20pune&f=true)



## DP (Second revision), 2007

The *second revision of the 1966 DP is underway*. PMC has taken financial support from the *Swedish International Development Agency (SIDA)*.

This is the revision of the DP of the old PMC limits (prior to merger of 23 villages). Support to the City of Pune for *Sustainable City Planning (SCPP)* with a focus on Mobility/Urban Transport and Land Use is being undertaken by the PMC in collaboration with the Swedish International Development Cooperation Agency (SIDA), which is financially supporting the project. Ramboll Natura AB is leading in this process. The goal of the larger SCPP project is to provide inputs related to economic, environmental and social sustainability into the process of revision of the Development Plan of the old PMC limits. The objectives of the Project are to:

- Strengthening PMC's capacity in the areas of mobility/urban transport, land use planning and integrated city development planning
- Impart to PMC knowledge about and experience from sustainable city planning
- Contribute to PMC's development of investment projects and programs in the areas of mobility/urban transport
- Introduce to PMC innovative systems and technologies to reduce negative ecological, environment and social impact of urban growth and development
- Promote exchange of knowledge and experience between the city of Pune and relevant stakeholders in Sweden<sup>18</sup>.

*Strategic Environment Assessment (SEA)* is a part of the SCPP and it is a tool that is being used by the PMC to integrate environmental, social and economic issues in the DP. SEA is a system of incorporating environmental considerations into policies, plans and programs. Thus this will be carried out for the first time in the city to study the impact of development on environment and the findings will be incorporated in the preparation of new DP.

SEA is not a legislative requirement in India, but it was voluntarily carried out by PMC (probably because it was a condition laid down by SIDA who funded it).

## 2006-2012 City Development Plan (CDP)

City Development Plan (CDP) was introduced under JnNURM.

CDP is an action plan for equitable growth in a city, developed and sustained through public participation to improve quality of life for all citizens<sup>19</sup>. 'CDP is both a perspective and a vision for future development of a city. It presents the current stage of the city's development – *where is the city now?* It sets out directions of change – *where does the city want to go?* It identifies thrust areas — *what does the city need to address on a priority basis?* It also suggests *alternative routes, strategies, and interventions* to bring

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<sup>18</sup> <http://www.rambollnatura.se/projects/viewproject?projectid=F8B529DC-3583-4C76-8967-EA181E08024F>

<sup>19</sup> JnNURM guidelines

about the change – *what interventions should be made in order to attain the vision?* It provides a framework and vision within which projects need to be identified and implemented. It establishes a logical and consistent framework for evaluation of investment decisions.

CDP is the crucial link that unites three basic elements of the **Jawaharlal Nehru National Urban Renewal Mission (JNNURM)** - *integrated development of infrastructure, basic services for the poor and adoption of urban sector reforms*, into an integrated whole. It lays the foundation from which would follow Detailed Project Reports (DPRs) not only for the mission period but also for the near future (next decade or so). The quality of CDP is one of the most vital links on which the success of JNNURM would depend. It may also be used by the city to promote itself to potential investors.

In order to implement the strategies in the City Development Plan 2006-2012 (CDP) and to meet the infrastructure requirements of the city, PMC has prepared a **City Investment Plan**, to cater to the infrastructure demands of the city populace by the year 2011 and 2031.

### Infrastructure Development Plan

This report was prepared by *McKinsey & Company in 2002* for the city. The budget for the preparation of the report was around *Rs. 1 crore*.

The status of this report and its implementation is not known.

### Plans for water supply and sanitation

#### Water supply and sewage treatment – Master Plan

In 1997, 38 fringe villages were added to the municipal limits of the city. The 146.11 sq. km area within old PMC Limits has increased to 430 sq.km in the year 1997. There had been a sudden increase of about 40% population load on the available municipal services like water and sanitation. PMC initiated formulation of the Master Plan up to year 2025 of Water Supply and Sewerage services for entire 430 sq.km area. Approximate budget for the Master Plan 2025 for sewerage and sewage treatment was *Rs.523 crores*. Salient features of the master plan are tabulated below.

Phase	Year Projected	Population	Water Supply (MLD)	Sewage Generation (MLD)
I	2005	34,60,875	791	567
II	2015	47,45,800	1074	757
III	2025	66,61,000	1506	1090

15 villages included earlier were excluded from PMC Limits in the year 2001 and the total area under PMC's jurisdiction remained around 243 sq.km.

No other details of this Master Plan such as whether it was finalized or approved and to what extent it was implemented if approved, are available.

## Plans for traffic and transportation

PMC had appointed consultants several times to prepare a plan for traffic and transportation for the city. The following reports have been generated<sup>20</sup>.

1. Cycle Network Project – 1981- Pune City Planning Department
  2. Next – 1984 - Pune City Planning Department
  3. Traffic and Transportation Plan – made for a growing city upto 2001
  4. CRRl-survey of all big cities in India – 1986
  5. CIRT – Pune Traffic study- 1987
  6. High Capacity Mass Transit System-MTP-1988
  7. Pune Action Plan-1991
  8. Deshmukh Committee - 1994
  9. विभागीय आयुक्तांच्या खाली समिती -1994
  10. Pune Traffic 2000 (for parking)- 1996
  11. Mega City of Pune – 1996
  12. Traffic Planning Cell-report on flyovers-1998
  13. Mass Rapid Transit System-RITES report
  14. CIRT report on Inter-city services for between Pune and Pimpri-Chinchwad
- The report on sharing of routes between the two transport undertakings – PMT and PCMT was prepared by Central Institute of Road Transport (CIRT). The contract was jointly awarded by Pune Municipal Transport (PMT) and the Pimpri-Chinchwad Municipal Transport (PCMT) for Rs. 5 lakhs in 2001. The report was however rejected by the PMT administration saying that it favored PCMT<sup>21</sup>.
15. Study in the working of Pune Municipal Transport-CIRT
  16. Road survey/study by CIRT (taking into account economics and finance)

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<sup>20</sup> Reference – Will be given later

<sup>21</sup> [http://articles.timesofindia.indiatimes.com/2002-07-28/pune/27316914\\_1\\_development-plan-pmt-administration-kirloskar-consultants](http://articles.timesofindia.indiatimes.com/2002-07-28/pune/27316914_1_development-plan-pmt-administration-kirloskar-consultants)

17. Aakar Enterprises-2003-Traffic report

18. Span Traverse Morgan – Traffic and Transportation survey report – 2003

Details not known but *Span Traverse Morgan International Limited* had carried out a survey of citizens' demands. The cost of the project was *Rs. 20 lakh*.

19. SES- Traffic system study - 2004

20. ICE – study on high density population areas for cycle tracks

21. Skybus project report-Kokan Railway Corporation- 2004

22. Consult team at Bremen-2005- Tram report / project/survey?

23. CIRT-BRT project

24. Comprehensive Mobility Plan

## News References

### City with a plan, but no planner

Jan 3, 2002, 11.34PM IST TNN [ Rahul Chandawarkar ]

<http://m.timesofindia.com/PDATOI/articleshow/1593925143.cms>

Do not be surprised anymore about Pune city bursting at its seams, with no control over roads and construction activity. The Pune Municipal Corporation (PMC), the civic body responsible for the city's planning and development, has no 'town planning officer' (TPO) in place. This, despite clear provisions in the Maharashtra regional and town planning (MRTP) Act, 1966, making this appointment mandatory. As per relevant sections of the MRTP, the civic body must have a town planning officer to develop and execute development plans for the city. The absence of a TPO has seen the PMC approach external agencies for the preparation of these crucial plans. The 1987 DP, which is still in force, for instance, was developed by the office of the director of town planning, Government of Maharashtra. The recently aborted DP of 1997 was prepared by a private agency, India International Infrastructure Engineers (IIIE) Limited. Ramchandra Gohad, former assistant director, town planning, Government of Maharashtra and a key member of the team that drafted the 1987 DP says, "Pune is heading for big trouble without a TPO in place." according to Gohad, a TPO should be a post graduate engineer with a specialization in town planning, who is able to draft a DP and execute the same. "In a growing city like Pune, you need to plan for 2050 now. Ad-hoc measures do not make any sense." Gohad cites the entire gamut of infrastructural needs like public transportation, educational, health, recreational, shopping, social and civic amenities that need to be addressed in a scientific manner by the TPO for the systematic development of a city. Highlighting the non-implementation of a proposed ring railway system in the city, which had been approved by the railway authorities as part of the 1987 DP, Gohad says, "issues like these can only be addressed and followed by a professionally qualified TPO." Dr Purushottam Palande, who was Pune Municipal Commissioner in 1978, when the PMC approached the Director of Town Planning, to drafting of the 1987 DP says that the state government was approached only because the PMC did not have a TPO in place. But even Palande agrees that this was not the best option. Says the former bureaucrat, "the TPO should ideally be from within the PMC, as he would understand the city best. The provisions in the MRTP must be taken seriously." T.C.Benjamin, present Pune Municipal Commissioner acknowledged that the PMC did not have a full time TPO in place. According to Benjamin, V G Dhadphale, PMC city engineer was doubling up as TPO, assisted by two junior engineers with town planning qualifications. This has seen Benjamin requisition the services of the assistant director, town planning, government of Maharashtra, to assist the PMC City Engineer's team to work on the revised 1997 DP. However, Benjamin promises to make amends. says he, "I fully agree that a growing city like pune definitely requires a TPO with professional qualifications and requisite experience." To prove that he is willing to put his money where is mouth is, Benjamin says he will make provisions for the post of a director, town planning in the April 2002 budget.

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## PMC loses Rs 1 crore over development plan

Abhijit Atre, TNN Jul 28, 2002, 01.04am IST

[http://articles.timesofindia.indiatimes.com/2002-07-28/pune/27316914\\_1\\_development-plan-pmt-administration-kirloskar-consultants](http://articles.timesofindia.indiatimes.com/2002-07-28/pune/27316914_1_development-plan-pmt-administration-kirloskar-consultants)

PUNE: The civic standing committee is all set to pump in **Rs 1 crore** to get global consultants **McKinsey and Company** to prepare an **infrastructure development plan** for the city.

But the shocking reality is that at least half a dozen similar reports, commissioned for similar sums, have been scrapped by the Pune municipal corporation (PMC) in the recent past.

All this at the tax-payers' cost as fees paid to these consultants has gone down the drain after reports tabled by them were rejected outright by the civic body for one reason or another.

Two years ago, the PMC had appointed the Institute of Indian Infrastructure Engineering (IIIE), a Bangalore-based company, to prepare a development plan (DP) for 38 villages on the fringes of Pune.

The **draft DP prepared by the company was scrapped by the civic body with Corporators' accusing the company planners of meting out injustice to farmers and favoring builders while earmarking the reservations for civic amenities.**

Around **Rs 1.14 crore was paid as consultancy fees to IIIE.** PMC officials are now busy preparing a fresh DP!

In 2001, the Pune Municipal Transport (PMT) and the Pimri-Chinchwad Municipal Transport (PCMT) had jointly awarded **Rs 5-lakh contract to the Central Institute of Road Transport (CIRT) for preparing a report on sharing of routes between the two transport undertakings.** However, the report was rejected last year, with the PMT administration saying it favoured PCMT.

In **1995-96, Rs 1-crore contract was awarded to Kirloskar Consultants to prepare a plan for augmentation of water and sewage system in Pune.** After the consultants tabled a Rs 750-crore project report — and the PMC floated tenders for executing it — Corporators' accused the consultants of inflating the project cost.

The civic body then scrapped the Kirloskar project, appointed Corporators on committees and came up with the present Rs 344-crore plan.

## Civic contracts to consultants criticized by Corporators'

TNN Oct 24, 2002, 12.27am IST

[http://articles.timesofindia.indiatimes.com/2002-10-24/pune/27317656\\_1\\_bjp-corporators-india-international-infrastructure-engineering-fringe-villages](http://articles.timesofindia.indiatimes.com/2002-10-24/pune/27317656_1_bjp-corporators-india-international-infrastructure-engineering-fringe-villages)

PUNE: The civic administration's move to award a Rs 20-lakh contract to Span Traverse Morgan International Limited for preparing a traffic and transportation plan for Pune city came in for sharp criticism from the opposition members on Tuesday.

Led by the leader of the opposition, Vijay Kale, BJP corporators grilled the administration over the issue and even questioned the need to prepare such a plan when similar plans and proposals, prepared earlier, were still to be executed.

Speaking at the general body meeting, corporator Vikas Mathkari said the PMC had failed to execute the vital recommendations made by the state government-appointed K.G. Paranjape committee.

The committee, which had prepared the Pune Action Plan in 1991, had recommended the merger of Pune Municipal Transport and Pimpri-Chinchwad Municipal Transport (PCMT). Mathkari also brought to the notice of the administration that the civic standing committee had set aside Rs 1 crore in the current fiscal as fees for the global consultants McKinsey and Company for preparing an overall plan for the city. As per the presentation made by the consultants, traffic and transportation will be a part of their overall plan too.

In a serious allegation, corporator Ujwal Keskar claimed that the India International Infrastructure Engineering (IIIE), which was awarded the Rs 1.43 crore contract for preparing the Development Plan (DP) for 38 fringe villages, was also expected to prepare a traffic and transportation plan for Pune city. "They have not prepared the traffic plan despite a specific condition to this effect in the agreement and yet we have paid them the fee of Rs 1.43 crore," he alleged.

City engineer V.G. Dhadphale claimed that the IIIE had prepared a traffic and transportation plan for the city, but, it was for a "limited" purpose of recommending transportation facilities between Pune and the fringe villages. "It was not an exhaustive traffic and transportation plan," he argued.

This agitated the BJP corporators, with Kale seeking to know why public funds were being squandered on preparing new plans and why could not the PMC's traffic planning wing, which is in possession of the required data and "limited" plans, prepare a holistic plan on its own.

Traffic planner Shrinivas Bonala, however, refuted the charges and claimed that the corporators who had doubts about the tendering process can inspect the documents. Additional municipal commissioner Shirish Karle assured Kale that the administration would send him the copy of the government order, based on which the administration had prepared the terms of reference (ToR) for awarding the contract to Span.

Meanwhile, replying to a question raised by BJP's Anil Shirole, Bonala assured that all the speed breakers in the city here after will be of identical size and as per the specifications of Indian Road Congress (IRC). They will be painted with thermo-plastic paint before November 22, he added.

Shirole had sought to know why the speedbreakers in the city vary in sizes. Also, painting the non-standard size speed breakers would be a waste of public funds as sooner or later the administration will have to standardise them, he said. Karle claimed that of the 1,088 speed breakers in the city, 823 were as per the IRC guidelines while the rest would be standardised before being painted.

### **Municipal commissioner's Pune plan**

TNN Dec 7, 2002, 01.29am IST

[http://articles.timesofindia.indiatimes.com/2002-12-07/pune/27326990\\_1\\_fringe-villages-zones-india-international-infrastructure-engineering](http://articles.timesofindia.indiatimes.com/2002-12-07/pune/27326990_1_fringe-villages-zones-india-international-infrastructure-engineering)

Pune: Municipal commissioner TC Benjamin has pooh-poohed the suggestion that exclusion of hill-top hill-slope zones in the recently published draft development plan (DP) for the city's 23 fringe villages will hamper construction activity.

"On the contrary, the move to replace these zones by afforestation zones, will lead to the protection of hills and improvement of tree cover," Benjamin said. He was speaking exclusively to TNN about the various policies and rules outlined by city engineer V.G. Dhadphale while framing the draft DP.

"Dhadphale and his team need to be congratulated for the environment-friendly draft DP. I strongly feel this is a model DP and I am hopeful that it will be approved by the general body," Benjamin said. The hill-top hill-slope zones, the civic chief pointed out, allowed plot owners to use four per cent of plot area for recreational facilities.

This led to the construction of club houses and farm houses on hill tops and slopes. Under the proposed afforestation too, four per cent of plot area can be developed, but this time, for residential purposes. Also, it will be mandatory for plot owners to plant trees around such residential structures! Benjamin rattled off statistics to prove why Dhadphale's draft was better than the one prepared by India International Infrastructure Engineering (IIIE), in terms of controlling the growth of constructions in the fringe areas.

Making allowances for the fact that IIE's draft was for 38 fringe villages, 15 out of which have since been delinked, Benjamin said, IIIE had reserved 782 hectares of land under the hill-top hill slope category. The latest draft has, however, reserved 851 hectares under afforestation.

IIIE showed 488 hectares of agricultural land as a "low density zone", while the draft DP of administration shows it as a "green zone", meaning no construction will be allowed in this zone.



The total FSI generated in the 23 villages, after the execution of the IIIE plan, would have been 7,568 hectares, while as per the administration's DP, it will be 6,305 hectares. "We will thus achieve a 16.68 per cent reduction in FSI generation through the new draft," Benjamin said.

In a bid to stop the commercial exploitation of 'transfer of development rights' (TDR), the administration's DP recommends that TDR generated from a particular zone will have to be utilized in the same zone. In contrast, TDR from an upper zone in city areas is being used in lower zones.

The fringe villages have now been divided in ten zones from D1 to D10. The TDR consumption limit has been fixed at 0.4 FSI, leaving no ambiguity for the builders who have been demanding 0.8 FSI.

### PMC pays and pays for contract

TNN Mar 22, 2003, 12.59am IST

[http://articles.timesofindia.indiatimes.com/2003-03-22/pune/27263208\\_1\\_dp-fringe-villages-pmc-limits](http://articles.timesofindia.indiatimes.com/2003-03-22/pune/27263208_1_dp-fringe-villages-pmc-limits)

PUNE: While the Pune municipal corporation (PMC) recently allotted a **Rs 20-lakh contract to Span Traverse Limited** for preparing a "traffic and transportation plan" for Pune city, it has come to light that the civic administration had awarded a similar job to another company three years ago, but the plan was not readied despite money being paid.

BJP Corporator Ujwal Keskar on Friday stunned the PMC general body when he grilled officials on the issue and exposed how they had "squandered" tax-payers' money.

Replying to a spate of questions by Keskar, development planning wing in-charge Vivek Kharvadkar admitted that the **PMC had awarded a Rs 1.44-crore contract to India International Infrastructure Engineering (IIIE)** three years ago for the development plan (DP) of Pune.

As per the agreement, the company was expected to prepare a **DP for the fringe villages merged** in PMC limits, **revise the 1987 DP for Pune city** and prepare a **traffic and transportation plan for the fringe villages as well as the city**. Kharvadkar admitted that the IIIE only completed the work of preparing the DP for the fringe villages.

Even after admitting this, Kharvadkar maintained that the IIIE had "nearly completed" the assignment commissioned to it.

Elaborating, he said the **main task entrusted to the company was to prepare the DP for the fringe villages**. The civic administration did not want the company to revise the entire DP for the main city (the 1987 DP), but only wanted it to carry out a land-use survey of agricultural zones in the city.

While admitting that the company **had not prepared the traffic and transportation plan**, Kharvadkar pointed out that the **PMC had paid Rs 1.13 crore to IIIE** while withholding the balance of Rs 11 lakh.

Keskar contended that this was a clear case of fraud. Pointing out that the PMC's agreement did not have any bifurcation of fees to be paid for each of the three jobs, he wondered how the administration could pay a fee of Rs 1.13 crore to the company for preparing the DP for the fringe villages and stop the payment of just Rs 11 lakh for not doing the remaining two tasks.

"And who gave you the right to ask the company to carry out just a land-use survey of the agricultural zones in the city? The **agreement, approved by the general body, clearly states that the IIIE should revise the entire old DP**," he said.

The civic administration refused to divulge any further information on the issue, saying that the entire matter was sub judice. The commissioner too did not intervene, despite the demand made by Keskar.

### **Pawar does a U-turn on DP**

TNN Apr 1, 2003, 12.34am IST

[http://articles.timesofindia.indiatimes.com/2003-04-01/pune/27282227\\_1\\_ncp-zone-status-rajlaxmi-bhosale](http://articles.timesofindia.indiatimes.com/2003-04-01/pune/27282227_1_ncp-zone-status-rajlaxmi-bhosale)

PUNE: Nationalist Congress Party president Sharad Pawar on Monday delivered a virtual blow to the ruling Congress in the Pune municipal corporation (PMC) by directing his partymen to oppose the contentious policy changes in the development plan (DP) for the 23 fringe villages.

The "volte-face" by the NCP comes as a rude shock for the Congress, which was hoping to push through the plan with the NCP's help. However, for the 65,000 citizens who had filed objections to the DP, the sudden change in NCP's stand should come as a victory.

According to political observers, the stand taken by the NCP will have far-reaching repercussions in political circles. It has also put a question mark on the possible alignment between Pawar and Rajya Sabha member Suresh Kalmadi. Pawar, who was in the city on Monday, held an hour-long meeting with 22 party corporators at the Baramati hostel to thrash out the party's stand on the DP.

Briefing reporters, the party's PMC unit chief Rajlaxmi Bhosale said the NCP had resolved to press for retaining all the hill top hill slopes (HT and HS) listed in the regional plan of Pune, except for the 142 hectares of HT and HS zone, which has been de-zoned because some constructions have already come up there.

However, even these 142 hectares of HT and HS will not be thrown into the residential zone as recommended by the Congress. The NCP has decided that "existing constructions approved by grampanchayats" on these 142 hectares should be regulated.

"The vacant portion of the 142 hectares should be accorded HT and HS zone status," Bhosale said. The NCP has also stated that the HT and HS identified by the India International Infrastructure Engineering (IIIE) through satellite images be also included in the HT and HS. However, the most significant decision taken at the meeting was to press for the acquisition of all HT and HS.

"We will demand the PMC to carry out this acquisition by granting transfer of development rights to the plot-owners on HT and HS. The quantum of TDR in such cases should be decided by the general body," Bhosale said.

During the meeting, Pawar also directed that 'D' zone status accorded by the administration to the 23 villages for utilisation of TDR should not be changed to 'C'. The general body had ruled that the 660 hectares of agricultural land in the 23 villages should be thrown open for residential constructions, without any provision for reservations.

The NCP has decided to press for reservations. Three months ago, the NCP had joined hands with the Congress to grant preliminary sanction to the contentious DP. The PMC has recently completed the process of seeking suggestions and objections to the plan, which will now be reviewed by planning authority committee (PAC).

The DP will then be tabled before the civic general body for ratification. The BJP and the Shiv Sena have already decided to oppose the contentious changes in DP. It is on this backdrop the NCP's stand assumes significance.

### **'No excuse for dismal execution of DP'**

TNN Apr 12, 2003, 02.22am IST

[http://articles.timesofindia.indiatimes.com/2003-04-12/pune/27271992\\_1\\_dp-fringe-villages-india-international-infrastructure-engineering](http://articles.timesofindia.indiatimes.com/2003-04-12/pune/27271992_1_dp-fringe-villages-india-international-infrastructure-engineering)

PUNE: Curbs on construction activity in the vicinity of the Lohegaon air force station, discrepancies in the identification of the hilltop hill-slope (HT and HS) zones in 23 fringe villages and issues pertaining to the development of the city have been topics of hot debates over the past months.

Abhijit Atre spoke to former assistant director of town planning Ramchandra Gohad about the issues. Gohad had framed the city's 1987 development plan (DP) and also headed the task force which carried out a detailed land use survey of the city from 1978 to 1983.

Excerpts.

**What do you think of the air force's proposed ban on new constructions within 900 m of the "existing boundary" of the airport?**

First of all, we need to realize that the Lohegaon airbase is a strategic facility, built after a state-wide survey of sites (surrounded by hills). So the question of moving the base

doesn't arise. However, the air force authorities should explain the basis of their ban proposal.

This is so because, while framing the 1987 DP, we (the planners) had held elaborate discussions with the air force authorities. According to the 1987 DP the construction within a 900-m radius from the "reference point", located close to the existing air force strip, have been banned. The ban is not from the existing boundary of the airport.

Notably, the air force had not objected to constructions in Vimanagar even at that time. It had only demanded that height restrictions be incorporated in the development control (DC) rules for neighboring areas. Unfortunately, the explicit 12-m height restriction in DC rules and the need for acquiring a no-objection certificate have been flouted. The Air Force is, therefore, demanding the ban now.

**There is a dispute about the exact area under the HT and HS zone in the 23 fringe villages as the findings of the Regional Plan (RP) and the report from India International Infrastructure Engineering (IIIE) differ. How come?**

There is a need to carry out a fresh land survey, at least in disputed parts. The IIIE had apparently used satellite imagery, while the framers of the RP had carried out actual ground surveys. The fresh survey could take up to six months.

The PMC had declared the "intention" to revise the 1987 DP for city areas while preparing the DP for the 23 fringe villages. While the former is ready, the latter is still to be revised. A group of BJP corporators have now moved court against the PMC's failure to work as per "declared intentions".

According to the state government's 1994 notification, the time span for executing the 1987 DP of Pune has been extended from the initial 10 years to 20 years. The 1987 DP will, therefore, be in force till 2007. The PMC should be congratulated for declaring its intention to revise the DP. There is nothing wrong if the revision begins in 2004 or 2005.

The 23 fringe villages had no DP to regulate the construction activity and ensure planned development. Hence, the PMC's move to prepare a DP for the fringe villages on first priority is lawful and I do not feel that it can be challenged. The PMC has never stated that it will not revise the DP for the main city. Such phased execution of "intentions" has been carried out in Mumbai too.

**Only half the civic amenity projects recommended in 1987 DP have been executed over the last 16 years. Paucity of funds is the common excuse given for the same. Please comment.**

I agree that some projects were delayed for want of funds and some due to delays in the land acquisition process. But, this cannot be a justification for the dismal execution of the DP. No sooner was the DP finalized than the state government had asked the PMC to undertake town planning (TP) schemes in Pune for speedy execution of the DP.

Under a TP scheme, land owners, whose properties are reserved for civic amenity projects, can easily be compensated through allotment of alternative plots in the same TP scheme layout.

However, the PMC has not executed a single TP scheme since 1976. The non- execution of the TP schemes led to the haphazard development of the city and adversely affected the execution of the DP. Ramchandra Gohad makes a point.

### **More one-ways coming our way**

**TNN** May 10, 2003, 01.32am IST

[http://articles.timesofindia.indiatimes.com/2003-05-10/pune/27286907\\_1\\_laxmi-road-mobility-committee-traffic-police](http://articles.timesofindia.indiatimes.com/2003-05-10/pune/27286907_1_laxmi-road-mobility-committee-traffic-police)

PUNE: Within weeks of the controversial one-way traffic plan being introduced on Tilak road, the municipal traffic wing has mooted a proposal to introduce one-way traffic on Fergusson college (F.C.) and Apte roads.

The civic administration tabled the proposal at the traffic mobility committee meeting on Friday and sought the opinion of the traffic police. The latter have, however, asked for time to respond to the proposal.

The Pune Municipal Corporation's (PMC) traffic planner, Shrinivas Bonala, told TNN that he had received requests from some corporators and traffic experts for the introduction of one-way traffic on F.C. road.

"However, we have not taken any decision in this regard. The decision will be executed only after due sanctions from the mobility committee and the corporators," Bonala clarified.

Interestingly, the corporators are yet to clear an earlier proposal mooted by the traffic police, recommending the introduction of pay-and-park schemes on F.C. road and Laxmi road.

Bonala has also proposed an alternating-day parking system for the two sides of Laxmi road. Currently, two-wheelers are parked on either side of the road on all days, thus eat into its narrow carriage width. The traffic wing, in a recent survey, found that on an average day, as many as 1,800 vehicles were parked along Laxmi road, of which 1,200 belonged to shop-keepers and their staff.

During the meeting, Bonala also submitted that **M/s Span Traverse Morgan International Limited**, consultants to the PMC for the preparation of a traffic and transportation plan, have completed a survey of citizens' demands.

The results of the survey will soon be displayed on the PMC's website ([www.punemahanagarpalika.com](http://www.punemahanagarpalika.com)). The PMC will, thereafter, invite suggestions and

objections from the citizens. The PMC will also appoint an advisory committee to verify the survey results and the objections.

In another important decision, the civic administration has decided to hand over the work of constructing the Shanipar subway on Bajirao road to the Maharashtra State Road Development Corporation (MSRDC).

Earlier, the PMC had decided to construct the subway on its own and even made a budgetary allocation. However, the MSRDC has expressed willingness to construct the subway, which is expected to bring much relief to pedestrians.

### **C-DAC to make fresh land-use maps**

TNN May 28, 2003, 02.52am IST

[http://articles.timesofindia.indiatimes.com/2003-05-28/pune/27260932\\_1\\_dp-fringe-villages-c-dac](http://articles.timesofindia.indiatimes.com/2003-05-28/pune/27260932_1_dp-fringe-villages-c-dac)

PUNE: In a significant decision, the civic standing committee on Tuesday resolved to award a contract to the **Centre for Development of Advance Computing (C-DAC)** for preparing fresh land-use maps, including new maps of hill-top and hill-slope zones (HT and HS), of the area in 23 fringe villages.

The committee has sanctioned **Rs 14.80 lakh** for preparing the maps, which it claims will be "error-free" and will help the administration in identifying the exact area under the HT and HS zone.

However, this confirms that the funds spent by the Pune Municipal Corporation (PMC) on preparing the land-use maps earlier have gone down the drain.

Also, the administration and the standing committee has rejected the demand for conducting a "physical survey" of the land to decide the land-use and has opted to depend on aerial photographic images.

About three years ago, the PMC had awarded a contract to India International Infrastructure Engineering (IIIE) Pvt Ltd for conducting a land-use survey of 38 villages around Pune and then prepare a development plan (DP) for them.

The IIIE had prepared the maps with the help of satellite images. However, the IIIE draft DP was rejected by the civic body as 15 of the 38 villages were delinked. The general body had then asked the PMC city engineer's office to prepare a fresh DP for the 23 fringe villages which were left in the PMC limits.

The city engineer's office combined the findings of the land-use maps of the IIIE and the land-use maps of the regional plan (RP) while preparing the draft DP.

The general body, however, relied on the RP maps while sanctioning the draft DP. As the exact area under HT and HS zones, as shown in the RP, differed when compared with the area shown in the IIIE maps, civic activists and hundreds of citizens challenged the DP.

Following this, BJP corporators had tabled a proposal demanding that the administration carry out a fresh land-use survey through "physical verification".

In his proposal, city engineer V.G. Dhadphale has argued that there was no need for physical survey as the C-DAC has the machinery to prepare error-free land-use survey maps, which can give details of the HT and HS zone.

According to the C-DAC's proposal, tabled by its team co-ordinator (geomatic group) Shirish Ravan, it will be procuring aerial photographic studio images of Pune from the National Remote Sensing Agency (NSRA), Hyderabad. Then, it will procure computerised counter maps of Pune from the Survey of India.

"A combination of these two, with mathematical calculations and computerised analysis, will help C-DAC come out with error-free land-use maps," Dhadphale has said.

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### **PMC seeks ministry nod for McKinsey deal**

**TNN** Jul 27, 2003, 01.36am IST

[http://articles.timesofindia.indiatimes.com/2003-07-27/pune/27179416\\_1\\_suresh-kalmadi-mckinsey-ministry-nod](http://articles.timesofindia.indiatimes.com/2003-07-27/pune/27179416_1_suresh-kalmadi-mckinsey-ministry-nod)

PUNE: The PMC has sought the urban development (UD) department's approval to appoint global consultants McKinsey & Company to prepare the 'Pune Vision' plan. This was disclosed by Suresh Kalmadi at a meeting of Pune Vyaspeeth, a forum patronised by the Rajya Sabha member, on Saturday.

The decision to seek the department's approval was taken by the ruling Congress in the Pune municipal corporation (PMC) as the opposition had questioned the allocation of a multi-crore-rupee contract to McKinsey without calling tenders, Kalmadi said. He claimed that even the Prime Minister's Office and the UD department were planning to seek the services of McKinsey.

"However, as objections have been raised, we have decided to seek the UD department's advice," he added. At the meeting, Kalmadi directed mayor Dipti Chaudhari to further strengthen ties with Pune's sister cities, Bremen, San Jose and Kawasaki, so that new business avenues open up for Pune-based industries.

He said he was planning to invite the prime minister of Bremen for the concluding session of the Pune IT and BT (information and biotechnology) convention to be held from November 21 to 23. While lauding Kalmadi for promoting IT and BT sectors, Sushil Gupta,



director of the Hinjewadi software technology park, pointed out that there was no land left in Hinjewadi for new IT firms.

"Almost all plots in the park have been booked," he said. Pointing out that the chief minister had next week called a meeting of elected members from the city to discuss issues pertaining to the city's development, Kalmadi promised Gupta that he will urge the government to release more land for the park.

### Cong, BJP 'sell' land to builders

TNN May 21, 2004, 01.14am IST

[http://articles.timesofindia.indiatimes.com/2004-05-21/pune/28347105\\_1\\_bjp-corporators-sena-corporators-sena-bjp](http://articles.timesofindia.indiatimes.com/2004-05-21/pune/28347105_1_bjp-corporators-sena-corporators-sena-bjp)

In Troubled Land
• 21 hectares of land in Bibve-wadi reserved for the timber market from Bhavani Peth
• Market value of the proposed residential complex estimated around Rs 300 crore
• Municipal commissioner opposes de-zoning proposal

PUNE: Joint efforts by the Shiv Sena and the NCP corporators in scuttling the Congress-BJP move to throw open a prime plot of land in Bibvewadi for residential constructions failed on Thursday.

The ruling Congress and BJP corporators approved the proposal to de-zone 21 hectares of the land — reserved for a timber market in the 1987 Development Plan (DP) of Pune — for residential constructions.

The proposal was approved, with 57 Congress-BJP votes in favour, while 18 Sena-BJP votes against. While the Sena corporators gave a strong fight against the Congressmen's move to push through the proposal, the behaviour of their colleagues in the BJP came as a shock to them.

Not a single BJP corporator dared to open his mouth when the vital issue was being discussed in the PMC general body meeting for nearly two hours.

All senior BJP corporators, including the leader of the opposition, Ujwal Keskar, city party chief Vijay Kale and former city BJP chief Anil Shirole kept mum while the proposal was being passed.

Another senior BJP corporator, Vikas Mathkari, was conspicuous by his absence. The same was the case with Congress corporator and former Pune mayor Vandana Chavan.

In an oblique reference to Mathkari and Chavan's absence, NCP's Rajlaxmi Bhosale questioned: "Where are the top guns who often make a show about their commitment to the city?"

Why are they absent today, when they know that this proposal is on the agenda? After the Bibvewadi land de-zoning proposal was approved, another proposal to de-zone a plot in Yerwada was tabled at the general body meeting.

Ironically, the BJP joined hands with the Shiv Sena to oppose the Yerwada proposal. The party corporators even made speeches against de-zoning of land in Pune!

### McKinsey finally gets PMC push

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[http://articles.timesofindia.indiatimes.com/2004-10-30/pune/27150895\\_1\\_mckinsey-pmc-tenders](http://articles.timesofindia.indiatimes.com/2004-10-30/pune/27150895_1_mckinsey-pmc-tenders)

PUNE: Bowing to pressure from the state government, Congress-NCP and city MP Suresh Kalmadi, the civic administration on Friday forwarded a proposal for granting a contract to **McKinsey and Company for preparing a report on the city's development.**

**The four-year-old controversial proposal mooted by Kalmadi to award the contract to the global consultancy firm without floating tenders** had been opposed by the Shiv Sena-BJP.

In the proposal to the standing committee on Friday, Pune Municipal Commissioner (PMC) commissioner Nitin Kareer sought the committee's permission to award the contract to McKinsey without calling tenders, provide **Rs 1.18 crore** as cost towards the first phase, and to inform the state government about the decision before the work actually began.

Outgoing **chief minister Sushilkumar Shinde** had directed the PMC to award the contract to the international consultancy firm without calling for tenders.

The proposal is expected to be passed in the standing committee and the general body as the Congress-NCP enjoys a majority there.

The urban development department (UDD) had in May directed the PMC to seek the civic standing committee's approval if it wanted to award a contract to McKinsey.

The government had earlier directed the PMC to call for tenders and evaluate the issue, considering the costs and the quality of work, and later asked it to take the decision at the PMC level after due considerations.

The issue achieves significance given that former municipal commissioners T.C. Benjamin and Sanjay Kumar had objected to the move to issue a direct contract to McKinsey.

Despite Kalmadi's repeated demands that a specific provision be made in the municipal budget, Benjamin and Kumar had refused to issue the contract to McKinsey without floating a global tender.

The opposition BJP-Shiv Sena had demanded that a consultant should be appointed only after calling tenders.

They had pointed out that the PMC was governed as per the provisions of the Bombay Provincial Municipal corporation Act, which makes it mandatory for the civic body to call tenders for any job estimated to cost more than Rs 3000.

The ruling Congress and Kalmadi had then pointed out that the Prime Minister's office - when BJP's A.B. Vajpayee was the prime minister - had issued such direct contract to McKinsey.

The civic activists in Pune had opposed the very idea of preparing yet another plan irrespective of whether tenders are called or not.

## 1987 DP

**Land use:** The first revision of DP was sanctioned on January 5, 1987. According to the City Development Plan 2006-2012, a total area of 770.30 hectares was reserved under the DP, but PMC managed to acquire only 244.25 hectares and developed 193.57 hectares. It is estimated that the land use in the sanctioned DP has been implemented to the extent of 28.5% only. PAGE 30 (86) SCPP report

**Commercial and Industrial Areas:** Plan to create a multi-nucleated structure for the city through planned dispersal of commercial and tertiary sector job centres. District centres proposed at APMC yard, Kothrud, Chaturshringi, Aundh, Nagar road and Solapur Road. Draft plan had proposed these sites as “reservations” so that PMC could play a leading role in proper planning & development of these centres. However, while sanctioning the plan, these reservations were changed to zoning with the expectation that private participation would take place and bring about the desired development. But, this did not happen.- SCPP and also mentioned in CDP

**Slum rehabilitation:** Several plots have been reserved for Economically Weaker Section (EWS) housing. Some have been used to build low cost housing. Over the years, several have been de-reserved by circular resolutions of PMC, or converted into Accommodation Reservation. Under this, PMC invites the owner to build

15% of the area into low cost housing and the rest is developed commercially. Thus for several EWS plots, only 15% area has actually been used for low cost housing. Other slum rehabilitation projects exist as well.