PREFACE

With the beginning of the 21st century, more people started residing in urban rather than in rural areas. There has been a steady increase in the size and proportion of the urban population as well as the number of urban centers in the country since independence.

Urbanization is a positive indicator of growth and development. Urbanization processes and the urban way of life are intrinsically linked with global environmental change. Cities with their high development dynamics and their growing socio-economic disparities are becoming hotspots and at the same time drivers of global environmental change and are thus posing great challenges for sustainable development strategies.

The City and Industrial Development Corporation of Maharashtra Limited (CIDCO) was incorporated on March 17, 1970, under the Indian Companies Act, 1956. By February 1970, the Government of Maharashtra notified for acquisition of privately owned land covering 86 villages and admeasuring 15,954 ha. within the present limits of Navi Mumbai. Land belonging to further 9 villages, admeasuring 2,870 ha. was additionally designated in August 1973 for inclusion in the project area. In March 1971, CIDCO was designated the New Town Development Authority for the project and in October, 1971 CIDCO undertook to prepare and publish a development plan as required by the Maharashtra Regional and Town Planning Act (1966).

The Corporation started functioning as a company fully owned by the State Government with initial subscribed capital of Rs. 3.95 crores. It was entrusted with developing necessary social and physical infrastructure and was also entitled to recover all cost of development from sale of land and constructed properties.

The CIDCO adopted a polycentric pattern of planning and development of Navi Mumbai. The 14 self-contained nodal townships are strung along the mass rapid
transport corridors, designed to minimize travel time and distance between nodes and neighboring cities.

Navi Mumbai remains a fascination not only to urban planners but also to scholars of social sciences. It is a unique project that has been attempted in recent years in India, both in terms of the magnitude of investments (in spite of being a self-funded project) and also an exercise in Indian government's policy of creating counter-magnet cities in order to deflate the swelling population in mega cities, like Mumbai. The Navi Mumbai project was initiated by Government of Maharashtra in the early 1970s, with the main purpose of creating a twin city aimed at decongesting Mumbai in respect of both population and commercial activities, by shifting industries, market and office activities making the new city sustainable physically, economically and environmentally, for decongesting the city of Mumbai. It was expected to settle two million populations and create about half a million jobs in some twenty-five years of time.

Since the day the project was conceived it swung between hope and despair. Political economy of the main city, overriding priorities of state government, planners' and administrators' own preferences and understandings of the project, general socio-economic formations within and outside the region, and several other factors influenced the evolution of this 'twin city'.

The impact of Navi Mumbai on the growth of Mumbai was reflected in 1980s. The 1991 Census recorded a 10 percent decrease in population growth rate for Greater Mumbai, compared to the previous decade. For the island city (a part of Greater Mumbai) growth in the decade of 1980s was negative for the first time. The reason for this phenomenon can partly be attributed to the growth of extended suburbs, and partly to Navi Mumbai, which provided an alternative path to growth.

Over one million people from different social and economic strata have opted to be in Navi Mumbai. The city is now geared up to accommodate an estimated population of 2 million in next two years with all necessary infrastructure, civic amenities and education facilities of various faculties. What makes it different from other metros is its modern and aesthetically superb architecture as well as 14 nodes
self-sufficient in all spheres of life. It has prepared in Navi Mumbai a nourishing ground to well nurture the next generation.

In the process of developing this city, CIDCO has grown up itself to be the premier infrastructure development agency and earned reputation as the city makers. Besides Navi Mumbai, it is also involved in developing a couple of new townships in the state like New Nashik, New Aurangabad, New Nanded, Waluj, Oros, Vasai, Virar, Meghdoot (Nagpur). It has also put a step ahead in assisting Chhattisgarh State Government in developing its new capital city.

Navi Mumbai has become a unique project by virtue of its pattern of development housing infrastructure, method of finance and futuristic planning. The project also proved to be a testing ground for many new approaches in land use, public-private participation in providing civic amenities and in creating transport infrastructure. The implementation of this project gave rise to multi-dimensional development and has transformed the lives of the residents of Navi Mumbai.

The present study is an attempt to find out the role of CIDCO in the planning and development of Navi Mumbai. CIDCO has played a major role in the urbanization of Navi Mumbai. I hope the findings of this research and the suggestions offered will be useful to CIDCO and other government authorities while formulating future policies.