HYPOTHESIS

DEVELOPMENT IN INDIA WITH SOCIO-ECONOMIC PROSPERITY & EQUITABLE OPPORTUNITIES

India has to strategically utilise its exceptional resource
Of
Uniformly distributed settlement plan
With
A large number of land holdings.

The existing pattern has to be developed in a manner
That
The variety of members in each family
Can work in any sector of economy
While
Their families utilize a range of institutions & amenities,
With
Little travel time & energy.
In Order to achieve the above objectives India should be developed as a **UNIFIED SETTLEMENT PLAN**
Integrating rural and urban development.

Regional-modules of 600 to 1000sq.km area or about half the size of Delhi, with an average population of four Lakh residents exist all over the country. They utilize most of the area for farming but qualify as urban areas in terms of their population density. These triangular Modules with 100 to 300 villages & about 1000km rural roads have highways or major-roads at their peripheries and towns or cities at their vertices.
REGIONAL MODULES AROUND INDORE

REGIONAL MODULES AROUND BHOJPAL

SOCIAL ASPECTS OF RESILIENT SETTLEMENTS

FAMILY LIFE WITH WORK OPPORTUNITIES

COMMUNITY INTERACTION

SELF GOVERNANCE

ACCESSIBILITY TO INSTITUTIONS, COMMERCIAL AREAS, RECREATIONAL SPACES

SECURITY & DEFENSE

UNIFIED SETTLEMENT PLAN WILL LEAD TO
HIGH VALUE AGRICULTURE

LOW COST OF SERVICES AND RESIDENCES

VIABILITY OF INSTITUTIONS, BUSINESS CENTERS

LOW COST OF HIGH QUALITY INDUSTRIAL PRODUCTION

COMPARABLE WORK OPPORTUNITIES AT ALL LOCATIONS IN ALL SECTORS

UNITED SETTLEMENT PLAN WILL LEAD TO

EFFICIENT PUBLIC TRANSPORT SYSTEM

LARGE SCALE ORCHARD DEVELOPMENT

DE-CENTRALIZED WASTE MANAGEMENT

LOW CONSUMPTION OF NATURAL RESOURCE BY UTILIZING EXISTING STRUCTURES

UNITED SETTLEMENT PLAN WILL LEAD TO
Seven or nine, interconnected city-centers, about 500 acres (area of a large sector in a township) each, located uniformly at 5 to 10 km distance from each other, on the underutilized land in each regional-module. City-centers shall include specialized institutions, business centers & varying sizes of industries.
20-25 Community-centers of about 50 acres each, located on the way from one City-center to another, include spacious institutions (for health-care, education & recreation) and commercial centers, for basic requirements of the residential areas and farmland in their neighborhood. They shall also have some administrative-support and transit-accommodations for newcomers and visitors to the Regional-module.

About 100km long Infrastructure corridor (250m wide land-strips) shall weave between the existing habitations, connecting all the new Urban-centers with each other and with the existing urban-areas along the peripheries & vertices of their Regional-module.
20m wide, Link-roads, as key infrastructure for a rapid public-transport system. The system shall utilize 20-25 existing roads for feeder-service, from the existing villages and the new growth, to the Link-roads at the Community-centers.

The system shall connect most residential areas with new Urban-centers of a Regional-module, in an average travel time of about 30 minutes, for both, passengers & goods.

90m wide horticulture-strips, 10m wide aquaculture channels, 10m wide grazing-strip & 5m wide bio-fencing (all shaded with trees & solar panels) along both sides of the Link-roads. These resources shall be utilized for integrated agriculture activities, skill development & foolproof security.

Service lines for electricity, communication, water, gas, waste disposal etc. for efficient connectivity, through the Smart-network and its 20 to 25 feeder roads, in the entire Regional-module.
Development of 9-12 water-sheds and holding tanks for large-scale rainwater harvesting, through stepped water-channels (10m wide & 50-100m long units) along the edges of the 250m wide & 100km long smart-network in each Regional Module.

Regulated growth of high-quality residences (housing societies or farm houses) as per the requirement over time (for richer locals & reverse-migrants), along the 20-25 feeder-roads to the urban-network, due to the development of urban-centers & efficient public-transport system in each regional-module.