

DELHI DEVELOPMENT AUTHORITY

Minutes of an extra-ordinary meeting of the Advisory Council of the Delhi Development Authority held on Friday, the 10th July 1964 at 9.00 a.m. in the Conference Room at Delhi Vikas Bhawan, Indraprastha Estate, New Delhi.

Present:

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| (1) | Shri Dharma Vira,
Chief Commissioner; | President |
| (2) | " Naval Prabhakar, M.P.: | Member |
| (3) | " Piare Lal Kureel, M.P.: | " |
| (4) | " Amar Nath Chawla,
Councillor,
Municipal Corporation of Delhi; | " |
| (5) | " Brij Lal Goswami,
Councillor,
Municipal Corporation of Delhi; | " |
| (6) | " Girdhari Lal,
Councillor,
Municipal Corporation of Delhi; | " |
| (7) | " Ram Singh,
Councillor,
Municipal Corporation of Delhi; | " |
| (8) | " M.L. Mittal,
representing Labour; | " |
| (9) | " C.B. Patel,
Director,
National Buildings Organization; | " |
| (10) | " H.P. Sinha,
Consulting Engineer(Roads Development),
Ministry of Transport & Communication; | " |
| (11) | " Ram Mohan,
representing Shri V. Venogopalan,
Member, Central Water & Power Commission; | " |

Special Invitees:

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| (12) | Shri Brahm Prakash, M.P.; | |
| (13) | Kumari Shanta Vashist, M.P.; | |
| (14) | Shri Bhiku Ram Jain,
Chairman Standing Committee
(of the Municipal Corporation of Delhi); | |
| (15) | " Des Raj Vij,
Councillor & Member, Standing Committee,
Municipal Corporation of Delhi; | |

- (16) Shri Des Raj Chaudhry,
Councillor,
Municipal Corporation of Delhi;
- (17) " Mangat Ram,
Councillor, Member Standing Committee,
Municipal Corporation of Delhi;
- (18) " Narain Singh,
Councillor,
Municipal Corporation of Delhi;
- (19) Dr. Yudhvir Singh,
Chairman,
Industrial Advisory Board,
Delhi Administration;
- (20) Shri Gopi Nath Aman,
Chairman,
Public Relation Committee,
Delhi Administration;
- (21) " J.M. Raina,
Commissioner,
Municipal Corporation of Delhi;
- (22) " Gian Prakash,
Joint Secretary to the Govt. of India,
Ministry of Health and
Chairman, Town and Country Planning Organisation;
- (23) " K. Kishore,
Chief Secretary,
Delhi Administration;
- (24) " K. L. Rathee,
Housing Commissioner,
Delhi Administration;
- (25) " V.R. Vaish,
Additional Chief Engineer (DA),
Central Public Works Department;
- (25)a Prof. L.R. Vagale,
School of Planning and Architecture;
- (26) Shri Balbir Singh Saigal,
Engineer Member,
Delhi Development Authority.
- (27) " S.S. Lal,
Finance & Accounts Member,
Delhi Development Authority.
- (28) " C.S. Gupte,
Architect Planner,
Town & Country Planning Organisation;

- (29) Shri S.G. Bose Mullick,
Deputy Commissioner,
Delhi;
- (30) " Gajraj Singh,
President,
New Delhi Municipal Committee;
- (31) " Mohan Singh,
Sr. Vice-President,
New Delhi Municipal Committee;
- (32) " N.V. Venkataraman,
Secretary (Finance), Delhi Administration
- (33) " R.K. Baweja,
Secretary (Law & Judicial),
Delhi Administration;
- (34) " B.K. Sharma,
Director of Industries,
Delhi Administration;
- (35) " E.B. Reinboth,
Development Commissioner,
Delhi Administration;
- (36) " Jagmohan,
Deputy Housing Commissioner,
Delhi Administration;
- (37) " H.C. Nigam,
Director Public Relations,
Delhi Administration;
- (38) " A.S. Sharma,
Asstt. Public Relations Officer,
Delhi Administration;
- (39) " O.P. Bhambri of
Directorate of Public Relations,
Delhi Administration;
- (40) " D.R. Sawhney,
Chief Accounts Officer,
Delhi Development Authority;
- (41) " Shri Manohar,
Town Planner,
Delhi Development Authority.
- (42) " R.K. Vaish,
Secretary,
Delhi Development Authority;
- (43) " R.R. Dhir,
Executive Officer VI,
Delhi Development Authority;
- (44) " O.S. Bains,
Executive Officer II,
Delhi Development Authority;

- (45) Shri B. Sahay,
Accounts Officer II,
Delhi Development Authority;
- (46) " B.C. Sarkar,
Administrative Officer,
Delhi Development Authority;
- (47) " E.A. George Daniel,
Planning Engineer (Housing),
Delhi Administration;
- (48) " G.D. Bahri,
Officer on Special Duty (ISG),
Delhi Administration;
- (49) " P.B. Rai,
Associate Planner,
Town and Country Planning Organisation;
- (50) " S.N. Verma,
Director of Employment Training and
Technical Education, Delhi Administration;
- (51) " A.A. Khawaja,
Secretary to the Chief Commissioner;
- (52) " N. Chakravarti,
Special Engineer (Slum & Housing),
Municipal Corporation of Delhi;
- (53) " V.P. Raori,
Associate Architect,
Delhi Development Authority;
- (54) " Ved Parkash,
Associate Planner,
Delhi Development Authority and
- (55) " M. L. Gupta,
Officer on Special Duty.

The Chief Commissioner, who had gone to attend a conference on "Metropolitan Planning" held in Tokyo from the 7th to the 13th June 1964 and subsequently visited Manila, Hong Kong and Bangkok to study the planning problems of those cities with special reference to the slum clearance and housing projects, gave his impressions of visits to these places.

At that conference, practically, all governments of South East Asia, namely, Japan, South Korea, Thailand, Philippines, Indonesia, Australia, Malaysia, India, Pakistan and Iraq were represented, and the governments

of the United States of America, the United Kingdom and Holland sent observers. The papers of selected countries, namely, India, Japan, Indonesia, Singapur, Philippines and Thailand were taken up for discussion at the seminar. The Chief Commissioner read a paper on Planning problems of rapidly growing cities with special reference to Delhi. This will be found in the Appendix (attached herewith). The Indian Plan was the first to be taken up for discussion. The Chief Commissioner stated that some countries had tried to evolve a master plan for the metropolitan area but that very few had taken practical steps for the implementation of the plan. The main difficulty encountered by them was in the matter of taking possession of the land that was required for execution of the plan and this failure was due to the fact that the vested interests in those countries were so strong that they would not permit planners to acquire the land. The result was that in the areas marked as green in the Master Plan, industries had sprung up and in areas earmarked for industries, residential houses had been built. There was only bye-law control to regulate building activities under the municipal laws but there was no separate law to enforce the implementation of the plan.

JAPAN - Japan has a very large area, about 100 kilometers in radius, as the metropolitan area, and has produced a beautiful plan but it has remained mostly on paper. The authorities there have, however, done excellent work in the construction of roads - sky-ways, high-ways and sub-ways and the work is going on very fast. The City is being developed with a view to attracting tourists from other countries. The Chief Commissioner observed that the road construction programme in Tokyo was being executed in a very orderly manner - sub - ways were being built under roads and sky-ways above the houses but in neither case was the normal traffic ever interrupted. The reason for this was stated to be that their man power was more skilled and devoted to this kind of work and they have also gone in for mechanization in a big way. The result is that while the construction programme goes on, the normal civic life is not disturbed.

The Chief Commissioner stated that the Government housing programme was practically nil. There are no slums in Tokyo of the type we have in Delhi. Only congested localities present the appearance of slums. This work is looked after by private parties and not by organized governmental effort. The old derelict buildings are pulled down and replaced by multi-storeyed tenements. The Metropolitan Govt. is in the hands of an elected Metropolitan Council. All construction work relating to roads in the Metropolitan (counter-part of the Ministry of Works and Housing in the Indian Government) and not by the Metropolitan Council. The Chief Commissioner stated that for the use of more expensive roads, that is sky-ways and high-ways, a toll is levied which depends upon the distances to be travelled and the expenditure incurred on the construction. The income realised from this toll is ploughed back in

City is
being done
by the
Ministry of
Construction

constructing more high-ways and sky-ways. Thus, although, the initial expenditure on the construction of roads comes from the Government revenues, a steady source of income for further construction is created. Tokyo, of course, has plenty of resources.

Singapur - They have a Master Plan closely approximating to the Master Plan for Delhi and also have a strong machinery to deal with its implementation and have tried to take possession of land required to implement their plan. They have done an excellent job of work so far as slum clearance and clearance of squatters is concerned. Large areas have been cleared and people have been moved to multi-storeyed tenements. The Metropolitan Council is constructing about 25,000 houses a year. The private housing efforts is extra. The housing is thus keeping pace with the growth of population. The present population is 2.3 million.

Jakarta (Indonesia)- In Jakarta, there is actually no planning as such and nothing very much in the way of planning has been done in the city. They have, however, a very ambitious scheme for draining out water of the metropolitan area by foreign assistance. They have also constructed some peripheral roads and a big hotel and some buildings and national monuments. They have an excellent school of planning. There is, however, no planned scheme for the future development of Jakarta. The foreign assistance money for development purposes was stated to be drying up.

Manila (Philippines) - They have a very detailed Master Plan and are confronted with the problem of clearing a large squatter population, removal of slums and development of roads. They have built multi-storeyed tenements for slum evictees and have made adequate housing provision for them.

For resettling squatters, they have selected an area about 40 kilometers from Manila. There is, however, no water supply nor any roads. A cement factory nearby provides employment to some of these people. There is a regular bus service to Manila and back and the return journey bus fare (for a distance of 40 kilometers each way) is only 80 cents or 75 paise, so that people from the squatter colony can have cheap facilities to go to and come back from their western Manila. The Chief Commissioner observed that one of the lessons to be learnt from this was that when people were taken out on the periphery of the town in pursuance of slum clearance and jhuggi jhonpri schemes, it was necessary to provide a proper transport service and to keep the bus fares at a reasonable level by providing an element of subsidy in the fares. This is the normal practice in all the metropolitan cities and the example he suggested could with advantage be followed in this country also. They have built some good roads. The traffic congestion is, however, much greater than at Delhi. The country is faced with the problem of widening existing roads and constructing roads that do not pass

through the metropolitan area.

The Metropolitan Govt. is in the hands of the Mayor, who is also entrusted with the maintenance of law and order. A Rice Research Institute has been established outside Manila with financial assistance from the Ford Foundation and this institute is engaged on experimenting on a big farm to evolve a perfect rice seed.

Bangkok (Thailand) - There is no problem of squatting here, as the area is large but there is considerable congestion and practically nothing is being done to remove it. So far as the transport system - roads - is concerned, a lot has been done. They have barrelled the canals and made the roads broader by taking them over the top of canals. The result is that 200 - 300 ft. roads are found going through the City. There is no Metropolitan Council. The Government has all development work done through the agency of paid servants.

Hong Kong - Hong Kong has a very big squatter problem. It is a small area inhabited by about 3 million people. The slum problem is also there. The authorities have carved out space from rocks and constructed multi-storeyed tenements. The tenements have been provided by the Housing Board. Living space at 35 sq. ft. per person is provided and for a family of 5 persons 170 sq. ft. space is given - one room with a small kitchen attached. Both rooms and lavatories are on a community basis. The people are left to carve out the rooms in this space of 170 sq. ft. as they like. In sum of these rooms people have made as many as three tiers of beds to accommodate their family. Most of the people are Chinese. Some have made beautiful rooms. As many as one thousand eight hundred persons have been accommodated on one acre of land. In one block, 36,000 - 40,000 people were living. A small market has also been provided. Some blocks have been built on stilts. No perishable articles - fruits or vegetables - are allowed to be sold in the market of the residential blocks. The blocks provide for a number of primary schools run by private parties and not by the Housing Board of the Metropolitan Council. Housing for squatters - multi-storeyed accommodation - is provided by Government. In areas occupied by squatters, a number of industries had come up. The authorities have taken them to the flatted factories. These flatted factories are 4 or 5 storeys high with no lifts but are provided with stairs and ramps and small and big factories can be looked after according to requirements. The Chief Commissioner felt that the sooner such flatted factories were built in Delhi for taking out the industries from the congested areas, the better it would be.

2, The Chief Commissioner was presented with the keys of the cities of Tokyo and Manila and an emblem of Bangkok - Indra on an elephant. These souvenirs were exhibited at the meeting.

3. The Chief Commissioner stated that the delegates at the conference were unanimously of the view that no planning was possible except by taking possession of land, as had been done at Delhi. They felt that this achievement at Delhi was due to the fact that a democratic government elected by the people could take possession of private properties. It was considered very essential that physical possession of land should be taken for proper planning.

The delegates were also impressed with the executive machinery set up at Delhi for implementing the Master Plan. This is much stronger than in any of the areas referred to above. The planning at Delhi was considered to be the best in Asia because of its special features.

The Chief Commissioner expressed his appreciation of the work done by the Delhi Development Authority and its staff in preparing the material for the conference.

4. The Advisory Council resolved to recommend that early steps should be taken to construct flatted factories at Delhi to relieve congestion in the congested areas of Delhi.

It was further resolved that the Chief Commissioner be authorised to send appropriate souvenirs to the countries he had visited on behalf of the Delhi Development Authority.

Quaid

Secretary,
Delhi Development Authority.

President, 17/11/64
Advisory Council
of the Delhi Development Authority