

DELHI DEVELOPMENT AUTHORITY.

Minutes of the Second meeting of the Advisory Council of the Delhi Development Authority held on the 28th March 1959, at 10 A.M. in the Committee Room of the Old Secretariat.

Present.

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| (1) | Shri A.D. Pandit, I.C.S.,
Chief Commissioner, Delhi. | President. |
| (2) | " Radha Raman, M.P. | Member. |
| (3) | " K. B. Lal, M.P. | " |
| (4) | " M. L. Mittal. | " |
| (5) | " Brij Kishan Chandiwala | " |
| (6) | " R. L. Batra. | " |
| (7) | " Bhagwan Dutt | " |
| (8) | " Tilak Raj Chachra | " |
| (9) | " Bhiku Ram Jain | " |
| (10) | " Bal Kishan | " |
| (11) | Bawa Bachittar Singh | " |
| (12) | Shri Kan*ti Chaudhuri, I.A.S.,
Director, Military Lands &
Cantonments (Ministry of Defence). | " |
| (13) | " S. K. Joglekar,
Chief Architect,
Central Public Works Department. | " |
| (14) | " H. P. Sinha, I.S.E.,
Consulting Engineer (Roads Develop-
ment), Ministry of Transport and
Communications. | " |
| (15) | " S. G. Pradhan,
Architect,
Municipal Corporation of Delhi. | " |
| (16) | Lt. Col. M. S. Boparai,
Health Officer,
Municipal Corporation of Delhi. | " |
| (17) | Shri S. Raghavachari,
for Dr. K. L. Rao,
Member, Central Water & Power Commission,
(Ministry of Irrigation & Power). | " |
| (18) | " G. Mukharji, I.A.S.,
Vice-Chairman,
Delhi Development Authority. | " |

- (19) Shri Balbir Singh Saigal,
Engineer-Member,
Delhi Development Authority.
- (20) " Bishan Chand, I. A. A. S.,
Finance & Accounts Member,
Delhi Development Authority.
- (21) " Amba Prakash, U.P.C.S.,
Property Manager,
Delhi Development Authority.
- (22) " S. N. Prasad,
Architect Town Planner,
Town Planning Organization.
- (23) " C. S. Gupte,
Architect,
Town Planning Organization.
- (24) " M. L. Gupta,
Secretary,
Delhi Development Authority.

Apart from the confirmation of the minutes of the last meeting of the Advisory Council held on the 28th January 1959, there were the following items on the agenda.

Consideration of the following reports prepared in the Town Planning Organisation:

- (1) Proposals and projects for transport-movement.
 - (2) Summary and statement of the Regions and areas for the plan.
 - (3) Inter-connected prototype projects for Urban Renewal.
 - (4) Study of Utility standards and development costs for (B & C) class development and recommended standards of development for satellite areas.
 - (5) Study of development costs in satellite towns.
 - (6) A note on Master Plan(Delhi) studies.
2. Co-operation and co-ordination between the Delhi Development Authority and the Municipal Corporation of Delhi. Item sent in by Shri Tilak Raj Chachra.

The minutes of the last meeting of the Advisory Council held on the 28th January 1959 were confirmed.

2. The Chief Commissioner addressed the meeting and said that basically the papers put up before the Advisory Council were tentative papers for discussion meant to provoke thought and seek re-actions of various people. The most important papers were (1) summary and statement of the Regions and areas for the plan, and (2) a note on Master Plan(Delhi) studies. The Chief Commissioner observed that the main

point that was to be borne in mind was that the planning of Delhi city had to be integrated with the planning of surrounding areas. On the outskirts of a prosperous city people want to take advantage of the commercial and industrial facilities provided by that city and start putting up buildings and thus the city gets surrounded by slums on a somewhat larger scale. It was, therefore, imperative to pay attention to the immediate surroundings of large cities. As a matter of fact, the distant zone (the Delhi Metropolitan Region), comprising an area of approximately 4500 square miles goes upto Bareilly, Moradabad, etc. Ultimately these towns will have various links with Delhi and it is, therefore, necessary to have some kind of control in that extended area. Whatever, therefore, the constitutional or administrative difficulties there may be, from the purely technical point of view, it was necessary that planning should be on a regional basis and not restricted to one city or state.

3. The paper dealing with the standards of urban development indicated three different standards of development, namely A, B and C. Class A is a special development intended for a predominantly industrialised and commercialised town where it is necessary to have the higher per capita rate of development under the heads of water supply, sewage disposal, roads, storm water drains, street lighting etc. The B class development was of a lower type and intended for the development of small satellite towns, e.g. Ghaziabad, Faridabad, etc., where the cost of acquisition of land was not so great. The arrangements for water supply etc. would also have to be at a lower rate. In category C development came in such towns as Gurgaon, Ballabgarh and Narela. It was, however, necessary to have a good transport system between these satellite towns and the main city.

4. The Chief Commissioner announced that as a result of mature consideration it had been decided that the slum clearance work would be transferred to the Corporation. This work consists of removal of congestion, opening out of congested areas and providing better land use there and also building houses for the population displaced in the process of shifting. He also mentioned that the report of the Committee appointed by the Government of India to tackle the problem of people living in Jhuggies and Jhopries had been submitted to Government. There were about 25,000 families squatting on government land in various parts of the city. These consist mostly of building labourers, tongawalas, rickshawalas, peons, chowkidars, small shopkeepers, cobblers, dairy people, etc. It is not possible to turn them out and the only solution is to provide alternative accommodation for these squatters and then to get the land, which is expensive, vacated. The scheme involves an expenditure of about Rs.6 crores which would have to be phased over several years. That work will also be entrusted to the Corporation. The proposal is to provide the squatters with small plots of 100 square yards each and they will be given one sanitary bathroom which will be built on it and a water connection, and will be allowed to build their own structures according to the municipal bye-laws, because Government find it too expensive to build quarters apart from the difficulty of realising rent from the squatters. The recommendation of the Committee is that the plots should be leased out on a nominal rent and the premium realised in easy instalments. It will not be necessary that the houses

to be constructed should conform to a particular type. The set-backs, size of rooms, ventilation etc. will, however, have to be according to the bye-laws. The houses will have broad streets and all services laid on and there will be no restriction about the material to be used. The people could take a loan under the 'Low Income Group Housing Scheme' for the purpose of building.

5. As regards the third item on the agenda, namely co-operation and co-ordination between the Delhi Development Authority and the Municipal Corporation of Delhi, sent in by Shri Tilak Raj Chachra, the Chief Commissioner, pointed out that the Commissioner was a member of the Delhi Development Authority and two members of the Corporation were also members of the Delhi Development Authority.

Shri Tilak Raj Chachra explained that he had written the letter dated the 25th February 1959 for this item to be included in the agenda keeping in view the good of the Advisory Council, the Corporation and the Delhi Development Authority. He stressed that there should be a proper co-operation and co-ordination between the Corporation and the Delhi Development Authority since his own experience was that this co-operation was lacking. He cited in this connection the instance of the proposal to declare certain areas as 'development areas' and the case of Ranjit Nagar too. He said that the Delhi Development Authority was the executing authority and that the existence of two bodies in the city of Delhi was not beneficial and suggested that there should be no divergence of views between the members of the Corporation and the Authority and on the other hand there should be close relation between the two. He suggested that the money for rehousing schemes for slum evictees should be transferred by the Delhi Development Authority to the Corporation as it was hardly necessary to have two authorities engaged in the same task. He also suggested that matters referred to Corporation by Delhi Development Authority should be referred in the first instance to the Advisory Council and vice-versa. The Vice-Chairman of the Authority, Shri G. Mukherji, gave the information that the Delhi Development Authority had decided to transfer all 'development areas' to the Corporation, and that the Delhi Development Authority would henceforth exist only for the making of Master Plan. The decision had already been taken regarding the transference of the slum clearance work to the Corporation and the general development had not been entrusted to the Delhi Development Authority. Thenceforth, therefore, no executive work would remain with the Delhi Development Authority. Shri R.L. Batra observed that so long as the Delhi Development Authority existed there should be co-operation and co-ordination between the two as differences between them were harmful. He suggested that the Delhi Development Authority should execute according to the Advisory Council's recommendations and the Corporation should also accept its advice. He said that controversy was going on regarding Motia Khan being an industrial and commercial centre and that the Delhi Development Authority had written a letter to the Corporation against permission being granted for the construction of buildings and the grant of licences, in consequences of which about 800 people were being put to difficulty. He said that while the Delhi Development Authority has its own plans about Motia Khan, the Corporation wanted something else. The Chief Commissioner explained that this advice had been given to the Corporation because otherwise new workshops would have come up which would have created slum conditions and the demolition thereof would have presented difficulties.

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6. Bawa Bachittar Singh expressed the hope that the Advisory Council would not be merely advisory but that the Delhi Development Authority would give proper weight to the decisions taken by it and if any decision was not accepted by the Authority, reasons therefor would be given.

He took up item No.2(1) on the agenda, namely 'proposals and projects for transport movement'. He stated that the five alternative sites recommended for the International Civil Airport had not been given and wanted the sites to be indicated in the next agenda. As regards forwarding and booking agencies terminal for goods traffic by road, a terminal for goods traffic and outlying parking areas for idle trucks was recommended in the report at Motia Khan and north of Ganda Nala near Red Fort, respectively. He suggested that booking agencies were existing already on the Roshanara Road, B.B. Road and the G.B. Road and that their trade channels should not be disturbed. His suggestion was that after alternative sites are suggested, only the surplus forwarding and booking agencies from these roads should be shifted to the new places. He noted that there were no suggestions for warehouses and godowns as in other big cities like Bombay, Madras and Calcutta. The Chief Commissioner explained that forwarding and booking agencies on Roshanara area not only had their booking offices there but that they asked merchants to bring their goods and load on trucks. In foreign countries the terminal points are outside the city area. Of course the booking offices are inside the city. The actual work of loading and unloading, he said, should not take place at their offices. Bawa Bachittar Singh, however, pleaded that those people who had their own godowns and stored their goods therein and did not misuse the roads and paties, should be allowed to load and unload lorries in the Roshanara area itself and that for this purpose lorries should be allowed to stand there. He said that in western countries motor transport was very much developed. He suggested that only the surplus booking agencies etc. on B.B. Road or G.B. Road which did not have their godowns for the storage of their goods should be shifted to some other place.

As regards the D.T.U. Bus operations, Bawa Bachittar Singh stated that the proposal to stagger office hours was a very good proposal and that we could easily copy Bombay where offices had staggering office hours. He stated that in government offices in Punjab for summer the office hours have been fixed from 7 A.M. to 1-30P.M. As regards tramways, Bawa Bachittar Singh said that only 6 out of 28 tramways were working. He said that the Town Planning Organization had not tackled the problem of tongas, scooters, bullock-carts, cycle-rickshaws, four seater-taxis, hand-carts etc. and suggested that this should also be attended to in some future note.

7. As regards note on the Master Plan Bawa Bachittar Singh suggested that the planners should plan for a city of one crore and that in this planning the fact that 80 per cent of the population in Delhi is urban should be kept in view. He observed that at present the economic life of the city was disturbed by schemes of the Delhi Development Authority. He also suggested that only so much land should be taken which could be developed within a period of five years and stated that development for the last five years had been obstructed. He also suggested that for development the sinking of tube-wells was essential and that tube-wells could very well be started in Narela. Bawa Bachittar Singh

also said that only 860 acres had been earmarked for industries while as a matter of fact 5000 or 10,000 acres were required. He stated that only the Okhla Estate had been accepted for medium industries and suggested the giving of greater facilities for industries and making the industrial estate a 5,000 acre one. The objections raised by the Delhi Development Authority, he said, were injurious to the economy of the state. He also stated that Sonapat should be taken up in the first round of development as it was developing links with Delhi, like Ghaziabad, Faridabad, Ballabgarh, etc.

8. Shri H.P. Sinha was of the opinion that land usages should be declared within a specified time, that arterial routes should be demarcated, that the planners should guard against the putting up of satellite towns with the main town for this will not be possible unless they prescribed the land usages, that it may not be necessary to insist on the immediate clearance of the city, for the people would themselves get out when accommodation for them was available elsewhere and that the planners should first develop the outskirts. As regards satellite towns he said that the most important question was that of water supply. He stated that the Government had been experimenting with tube-wells on the west of Jumna but that the experiments had not been helpful and that at Faridabad the tube-wells had been abandoned. He wanted the reasons for this failure to be given. He suggested that we should be sure of water supply and that until the Gurgaon Canal came there would be difficulties.

As regards parking places for transport vehicles for passenger and goods he suggested having more than one parking place, as one point in the city would generate traffic through the city. He also suggested the fixation of the width of the arterial routes within the town and not to allow buildings to be constructed within a certain distance. He observed that improving the railway service to Meerut would not help and that it would be more helpful if the roads were widened. Shahdara, he said, was very low lying area and its development should be done very judiciously for it was very difficult to protect buildings from floods. Low lying areas were ideal for keeping unbuilt areas like the Maidan of Calcutta. Shri Sinha expressed the opinion that the cost of road development was likely to be more than was envisaged by the town planners. He suggested that the roads must be much thicker than at present and, therefore, the cost will be much greater.

9. Shri Brij Kishan Chandiwala stated that although the Bharat Sewak Samaj had been engaged in the work of slum clearance for years but it had not achieved any notable success. The town planners, he said, were drawing up their own plan. He suggested the fixation of land usages as early as possible. He said that one of the difficulties in the way of slum clearance hitherto was the multiplicity of authorities, but now this work has been entrusted to the Corporation. He said that the work of clearance of slums was also impeded because mostly the members kept in view not the good of the city but wanted to keep their voters in good humour and, therefore, put difficulties in the way. He also said that unauthorised houses, without even the building plans being passed by the Corporation, were being constructed on account of which the slum clearance would be difficult. He also observed that the rehousing colonies were being constructed at distant places, although considerable land was lying inside the city itself which could be used for the purpose. In this connection, he stated, that by the re-development of

Motia Khan, Paharganj, Qadam Sharif, these areas could accommodate one and a half times more population than was contained in them at present. Inside the city there were a lot of khokhas by clearance of which sufficient land could be made available. He also suggested that the iron market and the stone market should be taken out of the city. He said that in Serai Rohilla alone about 300 acres of land was available and similarly in Subzimandi area too land was available. He also suggested the Mata Sundri area and the Civil Lines area to be included in the plan. He further suggested that the property in the charge of the Custodian of Evacuee Property should not be sold unless an enquiry was made from the Town Planning Organisation that they did not require this land, for otherwise this very land will have to be acquired. He said that there were about 1700 slums in the city and of these about 450 were in Paharganj and 450 in Subzimandi, which were the property of the Custodian. Until the land usages were laid down and the plans for these areas were prepared, he suggested, that these should not be sold. He also suggested that Sarai Khalil which adjoins the Idgah could be developed into a big mandi. He suggested that this Sarai as well as several katras should be saved from being sold. The subsidised houses, he said, should be given only to these people for whom they are meant. He complained, however, that in these subsidised houses non-entitled persons were living who were not paying even the full economic rent. As regards the problem of Jhuggies and Jhopries, he wanted to know to which place these people would be removed. In this connection he suggested immediate registration of squatters and the recovery of damages from those who were sitting on government land.

10. Shri Radha Raman said that co-operation between the Delhi Development Authority and the Corporation was essential and that some way should be found out to ensure this. He said that the transfer of the slum clearance work to the Corporation would be welcome to the Corporation. He observed, however, that the slum clearance work and the 'development areas' should have been transferred to the Corporation two years previously. He said that every member of the Corporation should bear in mind the revenue of government and deal properly with unauthorised constructions. He advised that the clearance of slums and jhopries should be accelerated for the huts were increasing in number. He welcomed the development of satellite towns but sounded a note of caution that the availability of financial resources should always be kept in view lest the schemes remain schemes on paper only. He suggested that only those schemes should be prepared which were immediately capable of execution in terms of the finances available. He observed that Delhi should not be developed on the type of Washington and that katras inside the city should be re-built and it should be ascertained as to how many people could be accommodated on the land lying within the city itself.

11. Shri K. B. Lal said that there were still several authorities responsible for development and that the old difficulties still continued. All work, he said, should be entrusted to the Corporation as divided authority was harmful. He said that there had been a tremendous increase in population since 1947 and that if obstructions were placed in the way of development of colonies the only result would be unauthorised constructions. He said that the schemes should be practical and should take into account the natural growth

of population which would be very rapid and accommodation should be arranged for it. He observed that important recommendations of the Delhi Improvement Trust Enquiry Committee had still not been implemented. He suggested that the difficulty of water supply could be got over by installing water pumps and that building plans should not be obstructed on that account otherwise there would be haphazard growth of buildings.

12. Shri Bhiku Ram Jain welcomed the reduction in the multiplicity of authorities and suggested that planning should be according to the present conditions. He stated that the population of Delhi was increasing because of the opportunities for employment here, and even though water, electricity and land were not available, squatters were still continuing coming. He suggested that the schemes must be prepared for them. He endorsed the idea of satellite towns but suggested that attention should also be paid to economic factors. He also suggested that for the removal of timber and iron markets new markets should first be constructed and then the existing markets should be shifted. As regards the construction of new markets, he suggested that the financial implications should always be kept in view and it should be seen whether the schemes were capable of execution within one or two years. As regards the problem of Jhuggies, he stated that it would not be possible to construct residential houses on 50 sq. yds. of land as the Corporation did not allow construction on less than 150 sq. yds. He stated that financial considerations were not mentioned as to whether the Government of India will provide the necessary funds for the rehousing of people living in jhuggies. Shri Bhiku Ram Jain also observed that the bus transport was an essential item in the economic life of the people and suggested that there should be ten or fifteen terminal points for passenger and good transport. The tramways, he said, were running at a loss and they should either be modernised or scrapped and suggested that the matter should be discussed at the Central Government level.

13. Shri Tilak Raj stated that the pace of development work was slow. He said that the Delhi Development Authority was acquiring land in rural areas and that in some villages where land had been acquired the zamindars, harijans, etc. had not been paid the compensation so far as a result of which they had become helpless and they come to Delhi and squat in jhuggies. He said that attention should be paid to these persons in planning.

14. Shri R. L. Batra suggested registration of people living in huts so that their eligibility for alternative accommodation could be checked. The Chief Commissioner pointed out that the census would be conducted on one day and would be done as soon as possible. Shri Batra stated that in the matter of slum clearance fresh hurdles could come in the way of the Corporation, namely the question of expense and the allotment of alternative accommodation. He suggested that wholesale markets should be outside the congested city. The density of population in Qadam Sharif, Paharganj, Subzi-
mandi was very great and he supported what Shri Brij Krishan Chandiwala had said about slums. He also desired that there should be only one authority for the purpose.

15. Shri Mukharji said that the discussion that had taken place was of a general nature. He requested the members to pass on their comments and suggestions regarding circulating system etc. direct to him. Considerable discussion took place on the point whether the Advisory Council should pass resolutions on the matters referred to it. The Chief

Commissioner pointed out, however, that a definite resolutions on all the suggestions made by individual members were not possible, and ultimately it was decided that if a member felt strongly about particular point, he would bring forward a resolution at the next meeting.

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15/4/59.

Aslan M
27/2/59
President,
Advisory Council of the
Delhi Development Authority.