

MASTER PLAN for DELHI

MASTER PLAN FOR DELHI

**PREPARED BY THE DELHI DEVELOPMENT AUTHORITY AND APPROVED
BY THE CENTRAL GOVT. UNDER THE DELHI DEVELOPMENT ACT, 1957**

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MASTER PLAN FOR DELHI

INTRODUCTION

To check the haphazard and unplanned growth of Delhi, following the partition of the country and the phenomenal growth of the city's population, with its sprawling residential colonies, without proper layouts and without the conveniences of life and to guide the growth of the city, the Central Government in November, 1955 set up the Delhi Development (Provisional) Authority. In December, 1955, the Town Planning Organisation was set up by the Government of India, Ministry of Health, and was placed under the administrative control of the Chairman, Delhi Improvement Trust to advise the Authority on all matters relating to planning in the National Capital.

2. The Town Planning Organisation, in September, 1956, produced the Interim General Plan, which was intended to provide an outline for planned development during a period of two to three years, *i.e.* until a comprehensive long range plan was prepared.

3. On the 30th December, 1957, the Delhi Development Authority—an 11-member body with the Administrator of the Union Territory of Delhi as the *ex-officio* chairman, was constituted by an Act of Parliament, called the Delhi Development Act, 1957, to promote and secure the development of Delhi according to plan. The Act required the Authority to carry out a civic survey of, and prepare a Master Plan, for Delhi.

Accordingly, the Authority, with the help of the Town Planning Organisation, and after having had such surveys con-

ducted as were necessary, drew up a draft Master Plan, consisting of numerous maps and plans embodying the studies and proposals and an explanatory text, for an estimated population of about fifty lakhs in 1981, and after seeking the advice of the Advisory Council of the Authority, released it to the public on the 8th July, 1960, for the purpose of inviting objections and suggestions. An outline of the draft plan, in three languages, namely, English, Hindi and Urdu, explaining the broad features of the plan, for the benefit of the public, was also prepared. A period of three months was allowed for filing objections etc., and during this period, adequate publicity was given to the draft plan by displaying the maps and charts to the Press, Members of Parliament and to the general public.

4. Nearly 600 objections and suggestions were received from the public, co-operative house-building societies, associations of industrialists, local bodies, Delhi Administration and various Ministries and Departments of the Government of India. The Authority appointed an *ad-hoc* Board consisting of Kumari Shanta Vashist, M.P., Shri C. K. Nair, M.P., the Commissioner, Municipal Corporation of Delhi and Sarvshri Sikandar Lal, Councillor, Municipal Corporation of Delhi and Balbir Singh Saigal, Engineer-Member and this Board co-opted Shri Brij Kishan Chandiwala and Dr. R. K. Bhardwaj, Members of the Advisory Council of the Authority, to go into these objections. The Board granted a personal hearing to all objectors etc. and also carried out local inspections and made its report to the Authority on the 17th March, 1961.

5. The Authority obtained the advice of the Advisory Council on this report and examined all the proposals in great detail in the course of several meetings. As a result of this scrutiny some of the proposals have been modified and some new ones incorporated.

6. Given below are a few of the important recommendations made in the Master Plan.

It was felt that the redevelopment of the Old City by way of large scale clearance and reconstruction was not immediately practicable, and it has, therefore, been suggested that after assessing the requirements of schools, dispensaries, parks etc., sites of dilapidated houses or of those demolished by the Municipal Corporation of Delhi might be acquired at suitable places for the location of the community facilities. Similarly, as it was not practicable to widen all the roads in the Old City, only the major roads should be widened in the first stage to the minimum extent considered necessary. It has been proposed that the Mata Sundari area should be partly reserved for housing the evictees from the Delhi Ajmere Gate Extension Scheme and also to take the overspill of population from the Old City. To meet the problem of settlement of low income group people—about 70,000 in number, who migrate to Delhi from rural areas every year, the Authority has proposed to earmark suitable sites in several zones where these very low income group people may be able to put up cheap houses but the layouts would have to be according to standards. The squatters in bustis are to be relocated in various parts of the urban area so that they are integrated into the neighbourhood community. It is of the utmost importance that physical plans should avoid stratification on income or occupation basis. The residential density patterns have been functionally related to the work centres, recreation areas and community facilities. Hence, a more rational distribution of densities is proposed by a gradual thinning of the density in the Old City and by increasing the density in New

Delhi and in Civil Lines. An integral part of the plan is the "Sub-division Regulations" which, by laying down standards for streets and community facilities, will guide new development and the "Zoning Regulations" which indicate the land use permissible in the various zones and the density, coverage, floor area ratio and set-backs for various types of development. They also define the period by which incompatible land uses like obnoxious industries are to be relocated.

To meet the increasing need of commercial space in central areas, it is recommended that the Connaught Place commercial area be extended upto Keeling Road and the proposed over-bridge over the railway. It is also proposed to have 15 district shopping centres to decentralise commercial activity and to make each Division of the City self-contained. New sites for location of Government offices have also been proposed in the various Planning Divisions into which the City has been divided. Several new areas are proposed for industrial development and the total area of the land earmarked for this purpose is about 5800 acres. This would include flatted factories, which are multi-storeyed structures located near residential areas, for the use of small-scale non-nuisance industries.

In addition to Subzimandi, two wholesale fruit and vegetable markets have been recommended, one near the Okhla Railway Station and the other near the Daya Basti Railway Station near Sarai Rohilla. Godowns for the storage of foodgrains will be located in areas marked for the purpose, and only the offices of whole salers and retail foodgrain shops would be allowed in the two congested areas of Naya Bazar and G.B. Road. Similarly, godowns for timber will be located in ware-housing areas and the presently congested areas of Teliwara and Deshbandhu Gupta Road will deal only in retail timber trade. A 15 acre site on the Mehrauli Road near the intersection of this road with the railway line has been proposed for a general market. Additional land for oil storage depots, which are at present located on

Rohtak Road, and will continue there, has been earmarked near Nangloi Railway Station and also near Palam Railway Station, and in Shahdara.

A university centre in the south near the junction of Kitchner Road and Ring Road has been proposed. Twenty-two new colleges, each covering an area of about 15 acres and 5 additional university centres of about 30 to 40 acres each to serve a group of 4 or 5 colleges, have been earmarked in the Plan. Twenty additional 500-bed hospitals each 15 to 25 acres have also been proposed. An area of about 600 acres has been reserved south-west of the new engineering college, for a new university and for social and cultural institutions. A 45 acre site in the neighbourhood of Siri village area has been earmarked for an all-India cultural centre. This is in addition to the areas earmarked on the Central Vista east of Janpath, near Sapru House and in the proposed Civic Centre which will serve as social and cultural institutions for Delhi. District parks for recreation, local open spaces for play-grounds and community centres and local shopping areas to serve each neighbourhood have been recommended in the plan.

In view of the large scale development proposed for Shahdara, which is expected to have a population of about 7½ lakhs in 1981, the plan provides a large commercial area and four road bridges in addition to the existing road-cum-railway bridge. Two more major road links between Old Delhi and New Delhi have been recommended as over passes over the railway line—one connecting Circular Road to Parliament Street and the other connecting Mathura Road to College Road and Ferozeshah Road. An Inner Ring Road and a Ring Railway have been recommended to avoid traffic congestion and facilitate quick flow of traffic in the urban core in addition to the Ring Road which has already been constructed. Reservations for new railway stations on the Ring Railway, expansion of the existing railway stations, widening of major arterial roads, improvement

of road intersections and grade separations, arterial cycle tracks separate from the carriageway are some of the recommendations to make a good traffic circulation system. Bus stations are proposed to be located in different parts of the city. The central bus station which is at present located at the Delhi Main Railway Station would be shifted to a 10 acre site near Kashmeri Gate. An idle parking area of about 20 acres is earmarked east of Bela Road and north of the sanitary drain, for inter-state buses and trucks. Parking and servicing stations are proposed to be located near Id Gah on Id Gah Road and in Shahdara with several idle parking and servicing areas for trucks.

The plan recommends an inviolable green belt approximately one mile in depth around the 1981 urbanisable limits and has proposed the setting up of "urban villages" to strengthen the rural economy.

The plan has also assessed the needs of the Capital in power, water supply and sewerage and has made provisions for location of water works, power houses and sewage treatment plants.

7. The Authority takes this opportunity of acknowledging the very valuable help rendered by the Town Planning Organisation which conducted comprehensive surveys to collect the factual data and also prepared a draft of the Master Plan for submission to the Authority. They assisted both the Screening Board and the Delhi Development Authority with their technical advice and have given a final shape to the plan in accordance with the decisions of the Authority.

The Authority also gratefully acknowledges the help and guidance received from the team of consultants made available by the Ford Foundation in conducting the surveys, tabulation of data and in the preparation of the draft Master Plan.

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9. The Authority also gratefully acknowledges the contribution made by the former chairman of the Authority Shri A. D. Pandit.

10. The plan has been prepared finally today by the Delhi Development Authority *vide* their Resolution No. 387 for submission to the Government of India, and in token thereof we, the members of the Authority do hereby affix our signatures hereunder:—

Chairman

1. Bhagwan Sahay

Vice-Chairman.

2. G. Mukharji

Members

3. Kumari Shanta Vashisht
4. C. Krishnan Nair
5. Sikandar Lal
6. Shiv Charan
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8. A. R. Malhotra
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Delhi Development Authority,

Regal Buildings,

New Delhi, 30th November 1961.

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