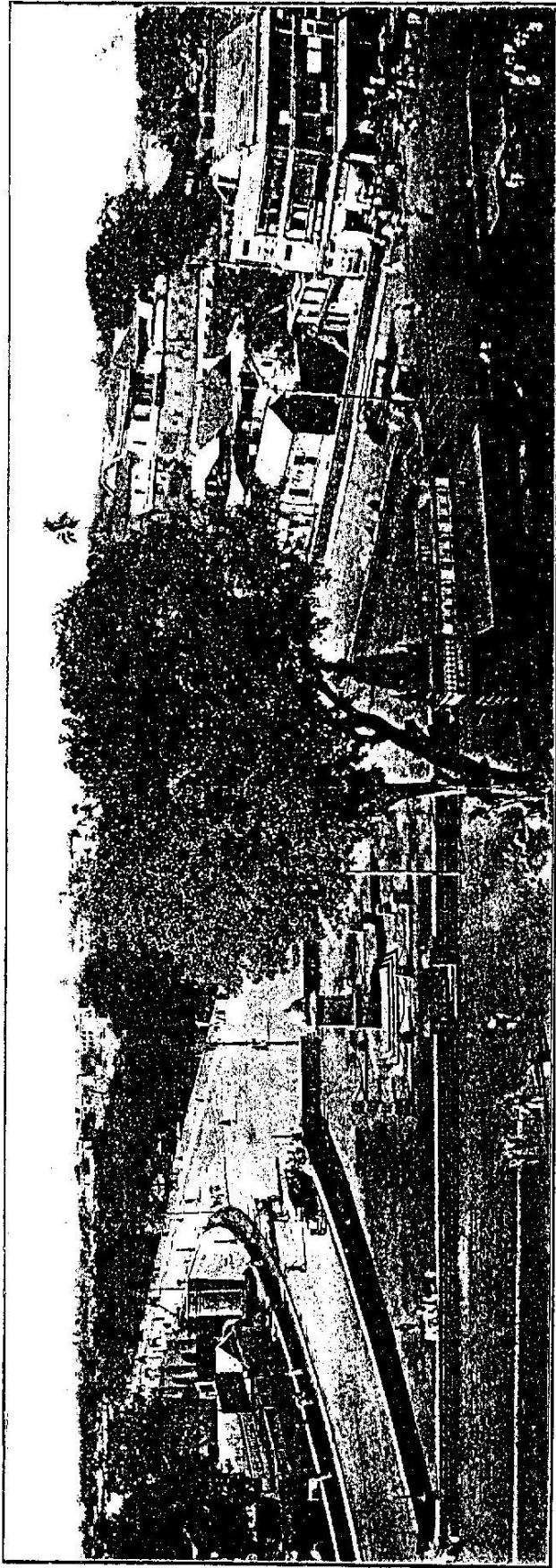


## INDEX

	Pages
Introduction .. .. .	1
Duties of Consulting Surveyor .. .. .	1
<i>Town Planning Schemes under Town Planning Act—</i>	1
Poona No. 1 (Bhamburda) .. .. .	1
Poona Suburban No. 1 .. .. .	2
Garden Quarter Karachi No. II .. .. .	3
Miran Pir—Karachi No. I .. .. .	3
Soldier Bazaar—Karachi .. .. .	3
General improvement in Karachi .. .. .	3
Jamalpur No. 1—Ahmedabad .. .. .	4
Kankaria-Manipur, Ahmedabad .. .. .	4
Kankaria No. 2—Ahmedabad .. .. .	4
Ellis Bridge, Ahmedabad .. .. .	4
City Wall Improvement—Ahmedabad .. .. .	4
Sholapur No. 1 .. .. .	5
Panchgani No. 3 .. .. .	5
Amalner No. 1 .. .. .	5
Ahmednagar Nos. 1 and 2 .. .. .	6
Bagalkot No. 1 .. .. .	6
Shikarpur No. 1 .. .. .	6
Tatta No. 1 .. .. .	6
Dhulia No. 1 .. .. .	6
Dharwar No. 1 .. .. .	6
Godhra No. 2 .. .. .	6
Results achieved under Town Planning Act .. .. .	6
<i>Some of the more important Town Planning and Development Schemes without recourse to Town Planning Act—</i>	8
Bombay—Back Bay Reclamation Scheme .. .. .	8
Bombay—Layout of Colaba land to be relinquished by B. B. & C. I. Railway .. .. .	8
Ahmedabad—Relief Road Scheme .. .. .	8
Karachi—Land Exchange Scheme .. .. .	9
Ahmednagar—Town Extension Scheme .. .. .	9
Sholapur—Gadda Scheme .. .. .	10
Sholapur—Mangalwar Peth Development Scheme .. .. .	10
Sholapur—Layout of Criminal Tribes Settlement .. .. .	10
Poona—East and West Road Scheme .. .. .	10
Guledgud—Town Extension Scheme .. .. .	11
Co-operative Housing .. .. .	11
Village Reconstruction Schemes .. .. .	11
<i>Valuation—</i>	
Acquisition of land under the Land Acquisition Act .. .. .	12
Valuations made for Government information .. .. .	13
Revision of N. A. Assessment .. .. .	14
Tables of Standard rents for Cantonments .. .. .	14
Fixing rents of Government properties .. .. .	14
Rating of Government property in Municipal Boroughs .. .. .	14
Miscellaneous .. .. .	15
Distribution of Staff .. .. .	15
Cost of Establishments .. .. .	15

### APPENDICES

APPENDIX A—Statement showing position of Town Planning Schemes .. .. .	16
APPENDIX B—List of Town Planning and Development Schemes undertaken without recourse to Town Planning Act from 1st January 1926 to 31st March 1930 .. .. .	17



LLOYD BRIDGE (UOGANA) LOOKING TOWARDS BHAMURDA.

# ADMINISTRATION REPORT

## INTRODUCTION.

Early in 1926 a Report covering the work of the Town Planning and Valuation Department from the date of its inauguration up to 31st December 1925 was printed. The period covered by this Report is from 31st December 1925 to March 31st, 1930, and so brings the review of the work of the Department up-to-date.

## DUTIES OF CONSULTING SURVEYOR.

In the Report previously published the duties of the Consulting Surveyor to Government were stated, and a brief note was made on the reasons for Town Planning and for the Town Planning Act, on some of the features of the Act, and on the steps which were taken to bring its provisions to the notice of local authorities. An illustration of the process involved in the preparation of a Town Planning Scheme was also given.

## REPORT DIVIDED INTO FOUR MAIN HEADINGS.

Finally the results of the working of the Department was reviewed under the following headings :—

- (1) Town Planning Schemes made under the provisions of the Town Planning Act.
- (2) Town Planning and Development Schemes made without recourse to the Town Planning Act.
- (3) Valuation.
- (4) Miscellaneous.

I propose in this Report to continue the review under similar headings.

## TOWN PLANNING SCHEMES MADE UNDER THE PROVISIONS OF THE TOWN PLANNING ACT.

At the commencement of the period under review, the bulk of work on current schemes which was accumulating was tending to cause congestion, and endeavour was accordingly made to cope with this work, rather than to undertake any extensive new schemes. Twenty schemes, covering an area of nearly 12,000 acres, were in the hands of the Department, either in their draft form, or for arbitration, or for preparation in their final form, and remained undisposed of. Efforts on the preparation of new schemes were therefore restricted, although a commencement has been made on five new schemes, covering an area of 1,100 acres, and draft schemes in two of these cases have been prepared.

Of the 20 schemes which were in the hands of the Department at the commencement of the period under review, five new draft schemes have been prepared and submitted to Government for sanction. Arbitration proceedings have been completed in 12 cases. Tribunal of Arbitration has given its decision in 12 cases and final schemes have been forwarded to Government for sanction in 10 cases. In one case the scheme has been dropped.

At the present moment there are three schemes, declaration of intention to prepare which has been declared, the draft schemes of which remain uncompleted.

## POONA.

### TOWN PLANNING SCHEME—POONA No. 1 (BHAMBURDA).

Of the various schemes which have passed through the hands of the Department during the last four years, a full list of which is given in appendix A, one of the most extensive, and that in which much difficulty has been encountered, is Poona No. 1 (Bhamburda). The scheme which is a very large one, covers an area of about 1,500 acres, and its career has been a chequered one. The draft scheme was prepared in 1918, and the Consulting Surveyor was appointed Arbitrator in

1920. At that time, various schemes for which land was required for public purposes by Government, were in contemplation, and the entire scheme was recast to make provision for accommodation for them. When the Scheme in its revised form was completed, and arbitration proceedings had been held for more than half the area, further progress on the scheme was stopped, under orders of Government, pending the consideration of a proposal to change the layout entirely, and it remained in abeyance for over two years. At the end of that period orders were received to proceed with it in its original form, but with the exclusion of the reservation of most of the areas which were allocated for public purposes. This entailed the reallocation and reconstitution of plots in nearly half the area of the scheme. Meanwhile the Municipality reintroduced their proposal for the inclusion of drainage and water-supply projects in the scheme. This, of course, meant the revision of the whole of the calculations of land value and increments, and again necessitated a stoppage being put to the scheme, while detailed projects and estimates were prepared. These when completed were put before the owners, who are the parties principally interested in the proposals, and who, under the terms of the Act, must be closely consulted. Several meetings were held, at which the proposals and the manner in which they affected owners both financially and otherwise were discussed, explained, and considered, and each owner was supplied with a statement of the financial effect of the proposals to himself. After nearly a year of preparation and consideration of the project the owners concluded that the financial burden of the proposals was more than they were prepared to accept.

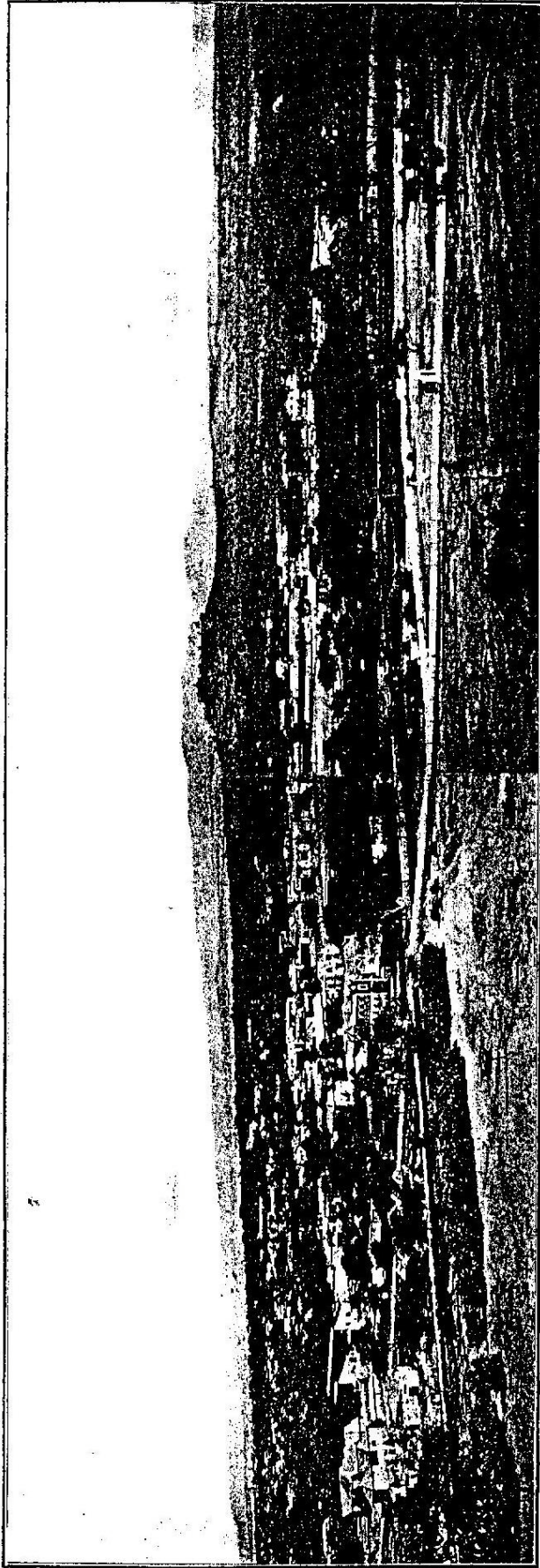
The result was that arbitration proceedings were delayed until 1927, when owing to the numerous alterations in ownerships, areas and boundaries, which had occurred in the meanwhile, proceedings had practically to be commenced *de novo*. The final scheme was completed early last year and sent to Government for sanction. During the long period which elapsed between the preparation of the draft scheme and the completion of the final scheme, the difficulties and delays which occur when extensive alterations are proposed in a draft scheme subsequent to its sanction were fully illustrated, and it was very clearly shown that unless a scheme is well thought out, and its main principles are settled, while it is in the draft stage, so that it is unnecessary to make extensive alterations after the draft scheme is sanctioned, long delays, which are aggravated by alterations of ownerships and plot areas during these delays, will be experienced. Moreover extensive alterations are unfair to owners of lands who purchase after the draft scheme is made, as they buy on the assumption that certain proposals will be carried out, and know approximately their liabilities, and an extensive change in proposals tends to operate unfairly to them, while during the long delay they are unable to deal with, or dispose of, their plots, under any conditions of certainty.

#### TOWN PLANNING SCHEME—POONA SUBURBAN No. 1.

Adjoining Poona Town Planning Scheme No. 1 is the small scheme known as Town Planning Scheme, Poona Suburban No. 1. This scheme was sanctioned in March 1926. The intention of this scheme was to improve traffic facilities from Poona to the Railway, and to layout the area round the new Station at Bhamburda, which is its central feature. The new station was opened in the summer of 1926, and proved most valuable during the first Presidency Agricultural Show, which was held at the Agricultural College in October that year. Most of the goods traffic, and much of the Rail passenger traffic, to the show, came through the new station, which opens out close to the College. Several passenger trains per day now stop at Bhamburda Station, which is connected direct with Poona City by a fine wide road over the Lloyd Bridge.

#### KARACHI.

The Karachi Municipality had some years ago proposals for making certain Town Planning Schemes for the planning of suburban areas, but for many years these hung fire. Under the vigorous administration of the last Municipal Council however a start was made. They appointed a Town Planner and Land Manager, and declared their intention to prepare schemes for the Garden Quarter, the Soldier Bazaar, and for a small area in the Lyari Quarter.



VIEW OF A PART OF THE AREA OF POONA TOWN PLANNING SCHEME No. 1 (BHAMBURDA) FROM THE SERVANTS OF INDIA SOCIETY'S HOME, POONA.

#### GARDEN QUARTER TOWN PLANNING SCHEME.

The scheme for the Garden Quarter is a very large one, covering an area of 1,500 acres, which forms the whole of the northern boundaries of the City and its eastern suburbs. As originally proposed it was ambitious, the estimated cost being Rs. 29 Lakhs spread over a period of years. The Municipality however found it impossible to complete the draft scheme for such an extensive project within the statutory period, and in accordance with Section 10 (2) of the Act it was sent to the Commissioner in Sind to complete the preparation and publication. It had now become obvious that, owing to bad trade and financial depression, the sum of Rs. 29 lakhs was too great a burden to put on the shoulders of the owners, and the Municipality, and in the draft scheme, which was prepared by the Senior Assistant in charge of the Town Planning and Valuation Office at Karachi, under the instructions of the Commissioner in Sind, the cost was reduced to Rs. 12 lakhs. Considerable opposition by the owners, principally on the grounds of expense and the incidence of incremental contribution, has been evinced. It is generally conceded however that a Town Planning Scheme is necessary for the area, which as already pointed out, forms the whole of the suburbs along the northern boundaries of Karachi, and is in the course of development, and therefore the time is now ripe for preparing a plan and controlling the development, rather than leaving it to proceed in its own way, and taking steps when it is too late to control it effectively. Arbitration proceedings, which are being taken up in four stages owing to the magnitude of the scheme, are now in progress, and it is hoped that the cost may be further reduced, and the burden spread over such period as will cause little hardship to contributors, and at the same time the main proposals in the scheme will be kept intact.

#### MIRAN PIR TOWN PLANNING SCHEME.

The small scheme for Miran Pir in the Lyari Quarter is now reaching its final stage, and when this Report is printed the award will have been published. The scheme will open up an area which is at present waste land, and provides for the improvement of the approaches thereto, which are at present through narrow and closely congested slums.

#### SOLDIER BAZAAR TOWN PLANNING SCHEME.

The scheme for Soldier Bazaar, which is an insanitary area which the Municipality has undertaken to improve by arrangement with the Military authorities, aimed at laying out the area adjoining the bazaar, and by rearrangement of plots, straightening out the maze of interests in the locality. It was principally with this point in view, and in order to avoid extensive acquisitions, that recourse to the Town Planning Act was proposed, although improvement to the bazaar itself was also contemplated. Considerable difficulty was however experienced by the Municipality in dealing with the owners, and they failed to prepare the draft scheme within the statutory period. It has therefore lapsed.

#### GENERAL IMPROVEMENT.

Those who have known Karachi for some years will be much struck with the progress which has been made in Town Planning and improvement, except in the Lyari Quarter, during the last few years. The improvements effected in the surfacing of roads, and paving and curbing of foot-paths, the aesthetic effect aimed at in the layout of newly developed areas, and the excellent type of buildings recently constructed in newly developed areas, such as in the Rambaugh Quarter, are most noticeable. Much of the credit for these improvements is due to the President of the Municipality, who personally interests himself in the details of Town Planning and improvement. Karachi today is one of the cleanest and best kept cities I have seen in India.

#### AHMEDABAD.

In Ahmedabad there are five Town Planning Schemes in contemplation :—

Ahmedabad	No. 1 (Jamalpur).
"	No. 2 (Kankaria).
"	No. 3 (Ellis Bridge).
"	No. 4 (Kankaria-Manipur).
"	No. 5 (City Wall).

was sanctioned by Government in June 1927, is now in operation, and I have recently heard from the President of the Municipality that it is proving very successful.

#### AHMEDNAGAR SCHEMES

Two small schemes in Ahmednagar, sanctioned by Government in May 1928, provide for the layout of areas for the Municipal Market, and the grain market, and their surroundings. The Municipal Market has been constructed, and is housed in an up-to-date building effecting a great improvement on the old market, which was conducted practically in the open, and without properly constructed stalls.

#### BAGALKOT SCHEME No. 1

Containing an area of 758 acres, made provision for the improvement of the approaches to the town from the station, the siting of a cotton market with warehouses, and the opening out of areas for Town extension. The final scheme was sanctioned by Government in January 1927.

#### SHIKARPUR SCHEME No. 1

Containing 731 acres was sanctioned by Government in January 1927. This scheme was undertaken to meet with the demand for building plots from people living in the congested areas of the old Town. Over 2,000 applications for plots were received. Owing however to trade depression following the post war boom, and the present state of financial stringency, the scheme as originally undertaken is found to be beyond anticipated requirements. It is therefore being varied by the preparation of a subsequent scheme, in which the works originally contemplated are to be curtailed, and a very considerable saving in cost will thus be effected.

#### TATTA SCHEME No. 1

The final scheme of Tatta No. 1, which was a scheme for a layout of a small area of 11 acres, in the Town, which was destroyed by fire in 1919, was sanctioned by Government in November 1926. Opportunity was taken to layout the area, which was very congested, on more open and modern lines. Some considerable difficulty was experienced in demarcating the original plots many of the boundaries of which had been obliterated by the fire, and by the debris which covered the site.

In addition to the schemes abovementioned, schemes were undertaken at Dhulia, Dharwar and Godhra.

#### DHULIA SCHEME

The Dhulia Scheme, which contained 892 acres, was prepared in its draft form, but the Municipality failed to publish it within the statutory time, and it has now lapsed.

#### DHARWAR SCHEME No. 1

The Dharwar Scheme, which contained 146 acres, was carried through to its final stage. During the intervals between the declaration of intention to prepare the scheme and the completion of the final scheme, proposals for opening a new station were made. This and other circumstances would have a tendency to draw the population away from the area of the proposed scheme, and owing to the decline of demand for land in the area, combined to make its success doubtful. Sanction to the scheme was therefore refused by Government and it has lapsed.

#### GODHRA SCHEME No. 2

The draft scheme of Godhra No. 2 was completed and published in September 1928 and is before Government for sanction.

#### RESULT OF WORKING OF THE TOWN PLANNING ACT.

The result of the working of the Town Planning Act today is that, excluding the schemes undertaken by the Development Department, statistics of which are not included in this Report, the Town Planning Act has been applied in 24 Towns

in the Presidency and Sind, 38 schemes covering an area of nearly 14,000 acres have been undertaken, and 22 final schemes have been prepared and submitted to Government of which 19 schemes have been finally sanctioned so far.

This result may be considered to be quite satisfactory, and may, as a matter of interest, be compared with similar efforts in England, where during a similar period 18 schemes were sanctioned. Town Planning has now been made compulsory in England in urban areas with a population of 20,000 or over, but it is satisfactory to observe that the results obtained in this Presidency, during the period of voluntary effort, compare very favourably with those achieved in England.

A comparison of the effects of Town Planning in mofussil towns in India with those obtained in England, America, and advanced European countries, would hardly be fair to the Town Planner in India. The limitations which are placed on his efforts must be considered, and it must be borne in mind that economic considerations, the social conditions and customs of the country, and methods of building, which the Planner cannot ignore, but must adapt himself to, operate against the production in India of effects, which to the western eye, at any rate, are less pleasing than those obtained in those countries. Moreover Town Planning under the Town Planning Act in the Presidency of Bombay is in many cases self-supporting, while in England, both the State and Local bodies contribute largely towards the costs of improvements and building. Nevertheless it is an undoubted fact that in recent years there has been a marked tendency among the educated Indian, and even among the poorer classes, to improve the conditions and surroundings of his abode, and an endeavour to realise a more aesthetic treatment in the suburban extension of his town. That the Town Planning Act has played an important part in this awakening cannot be denied, as its tenets have been vigorously preached and advocated in every corner of the Presidency and Sind. A start has been made, and I am sure that in course of time the introduction of the Town Planning Act, and the carrying out of the schemes thereunder, will help very considerably a tendency, which is apparent, to draw into more open and pleasant surroundings large numbers of people, who are at present living in congested areas. This will result in improved public health, and the lowering of land values, and opening out of areas in congested parts of Towns, where at present very considerable areas are nothing more or less than slums.

The Town Planning Act has been in operation now for 15 years, and the results achieved under it would point to the conclusion that in its main principles it is sound, and that in its operation, its principles have been equitably applied. Prolonged experience of the preparation of schemes, and consultations both with the Local authorities, and with owners, suggest however the conclusion that although in principle the Act is sound, amendment is desirable in the method of assessing incremental contributions, and that the terms and conditions on which lands may be "allotted and reserved" should be more definitely prescribed. It has further been suggested that the composition of the Tribunals of Arbitration is open to objection, in that the Arbitrator is an ex-officio member. Tribunals of Arbitration have, in the course of their proceedings experienced doubt as to the interpretation which should be put upon the words "public or municipal purpose" in clause 2 (d) and (e), and latterly some of them have come to the conclusion that the only equitable construction to be placed upon the words is that they mean "local public purpose", which view they point out is supported by the preamble to the Act. The Tribunal of Arbitration in the case of Sholapur Town Planning Scheme No. 1 found difficulty in reconciling the finality of the Arbitrator's decision under section 30 (7) with the authority of the Tribunal (section 37 and section 30 (4), to revise proposals of the Arbitrator on questions of increment. It was pointed out that if it happened that the opinion of the Tribunal differed from that of the Arbitrator as to the original value of plots in a particular locality in matters arising under section 30 (4) and those fixed under clause 30 (7), and the Tribunal revised the original values, there could be no finality of the Arbitrator's decision under section 30 (7), as is provided for in section 31. Finally, in order to vary or revoke a scheme, in accordance with section 46 (1), it is necessary to go through the whole process of making a scheme as prescribed in the Act. It is obviously desirable that small amendments required in a Town Planning Scheme which involve no radical alteration in any



of the matters provided for in section 3, and little or no variation of cost of expenditure, could be made by a simpler process.

In these, and other minor matters, it is therefore desirable that the Act should be amended, and proposals are before Government to introduce a bill to amend it.

#### DEVELOPMENT AND TOWN PLANNING SCHEMES WITHOUT RECOURSE TO TOWN PLANNING ACT.

The schemes under this heading are those in which it is not necessary to utilise the Town Planning Act. They are usually prepared for lands which are in one ownership, and are generally of lands owned by Government or Municipalities. They come to this Office under direct instructions from Government, or through Commissioners or Collectors, and as a general rule, include not only the making of plans of layout, but advice as to methods to be adopted in development and disposal of lands, and estimates of cost, and realisations, and the financial prospects of the scheme, which involves detailed estimates of works proposed to be constructed, and valuations of the lands included.

The total number of such schemes, prepared since the year 1926, is 61, covering an area of over 2,400 acres. They embrace town improvement and extension schemes, and layouts, in various towns and villages in the Presidency and are shown in detail in Appendix B.

Some of the more important schemes are described below :

#### BOMBAY

As a result of the financial condition of the Back Bay Reclamation scheme, as revealed by the reports of Committees appointed by Government of Bombay, and Government of India, and of the curtailment of the programme of reclamation, it became necessary to redesign the layout of the Blocks which it was decided to complete, viz., Blocks 1, 2 and 7. The Consulting Surveyor was therefore instructed to prepare layouts for these blocks. The only plans available at that time were on a scale of 400' to an inch and a resurvey was necessary before the plans could be prepared. The layouts were duly prepared and submitted to the Committee appointed by Government under Press Note No. S.B. 1332-D.D. dated 30th July 1927.

The Consulting Surveyor was also instructed to make proposals for the disposal of the area of Colaba Railway and Goods Station, which will be vacated by the removal of the B.B. & C.I. Railway terminus to Grant Road. The lands in the area belong to four public bodies, viz., the B.B. & C.I. Railway, the G.I.P. Railway, the Government of Bombay and the Government of India.

The proposals were to be made subject to the condition that no roads were to be aligned so as to necessitate costly acquisitions or compensations, and that no material disturbance of existing conditions in Wellington Mews or the Tramway Garage were to be contemplated.

The layout was accordingly prepared subject to these limitations.

#### AHMEDABAD

In Ahmedabad a project was prepared some years ago, which contemplates the construction of a main arterial road 60' wide running through the heart of the City from the Lal Darwaja to the Kadiakui, in order to provide further traffic facilities through the City, which are very badly needed.

The proposed alignment was selected after a preliminary survey of a fairly wide area had been made, and the possibilities advantages and drawbacks of several alternative alignments had been explored.

The proposal to construct a relief road of the width and on the alignment proposed, was adopted by the Municipality in 1922 and a detailed report was submitted in 1923. Much opposition was however encountered and it was not until 20th August 1928 that the notification for the acquisition of land required for the project was made.

The project involved the acquisition of land and buildings of over Rs. 50 lakhs in value, and an officer of this Department was appointed Special Land Acquisition Officer for the Scheme.

Objections received under section 5 of the Land Acquisition Act contested the legality of certain proposals included in the scheme, viz. :—

- (1) The acquisition of land to house the dishoused.
- (2) The acquisition of lands not actually required for the construction of houses or curtilages thereof to form the street.
- (3) The adoption of the principle of recoupmnt.
- (4) The proposal to levy betterment charges.

The Scheme will therefore have to be reconsidered, after revision has been made so as to obviate these objections, and some further delay in its progress will thus be occasioned.

#### KARACHI.

The most important Scheme prepared in Karachi without recourse to the Town Planning Act was the revised Scheme known as the Karachi Land Exchange Scheme involving an area of 654 acres.

Karachi is bounded on three sides by natural obstacles, on the South and West by the sea or tidal swamps, and on the North by the Lyari River. The Cantonment stretches across its remaining boundary on the East.

The intention of this Scheme is to remove a portion of the Cantonment and to utilise the area vacated for the extension of Karachi City. A layout of the area was made, and complete estimates of the cost of resiting the Military buildings and of developing the area vacated were prepared, and a detailed estimate of the proceeds likely to be obtained from sales of land was made so that full consideration could be given to the financial aspect. The Scheme was submitted to the principal local bodies for consideration and criticism, and it was generally accepted to be sound financially and to be most desirable for the extension of the town. It is now before Government of Bombay, and Government of India, for further consideration of the cost of resiting the Military buildings.

#### AHMEDNAGAR.

Ahmednagar is an old City originally contained within a fort wall, and in the past its population has been practically confined within the limits of the wall. The streets within the City are narrow and crooked and generally are unsuited to accomodate modern traffic. The advent of the motor car, and particularly the motor bus, large numbers of which ply from Ahmednagar as a centre, and have to wind their way by devious routes to the public motor stand, which is in the centre of the City, has created traffic problems which need remedy without delay.

The growth of population in recent years has created a demand for building plots, which are at present not available owing to physical or artificial restrictions to the extension of the town.

At the instance of the Collector, a survey was undertaken with a view to improving communications in the City itself, and the approaches thereto, and to open out sites for development, for residential, commercial, and Government purposes.

As a result of these investigations plans have been made and estimates prepared for :—

- (a) Opening out new streets in the built up portion of the town to give more direct communication to the centres of the town.
- (b) Providing a new access into the town from the Railway Station and the Poona Road.
- (c) Constructing a ring road round the City :—
  - (1) To give more direct access from the Railway Station to the North of the City.
  - (2) To give direct access to all the entrances to the City without traversing it through the existing narrow streets.

(d) Providing building plots for the general extension of the town on the North by clearing the insanitary areas adjoining the City wall from Delhi Gate to Zandhi Gate, and on the South by resiting the Maharwada, and plotting out the area surrounding the existing site for residential purposes.

The proposals, although they cover the whole of the City, can be undertaken independently as urgency directs and funds permit.

#### SHOLAPUR.

In Sholapur several layouts of small areas, and schemes for improving congested or insanitary areas in the town, have been undertaken, apart from the larger schemes undertaken under the provisions of the Town Planning Act. The following schemes are now in operation or in course of being carried out.

The Gadda Scheme, for a site containing  $8\frac{1}{2}$  acres adjoining the Sidheshwar Tank on its Eastern side near the Collector's Office, is now completed and plots are ready for sale. The site was a very insanitary area covered with irregular mounds of earth about 20' in height, on which were located as many as 300 huts of Mahars, Mangs, and Wadars, and several Municipal latrines, the whole forming a most unpleasant locality. It was particularly desirable to clean up this area as it is here that the Lingayat pilgrims congregate for their annual Makar Sankrant fair, which many thousands from surrounding villages attend.

The area has been levelled and the spoil used for filling the hostel quarry, thus rendering another extensive site available.

The levelled area has been laid out into building plots, the sanitation and appearance of which will be protected by suitable building regulations.

The total cost of clearing and layout of the area was Rs. 1,10,000 which it is expected will be recouped by the sale of the building plots.

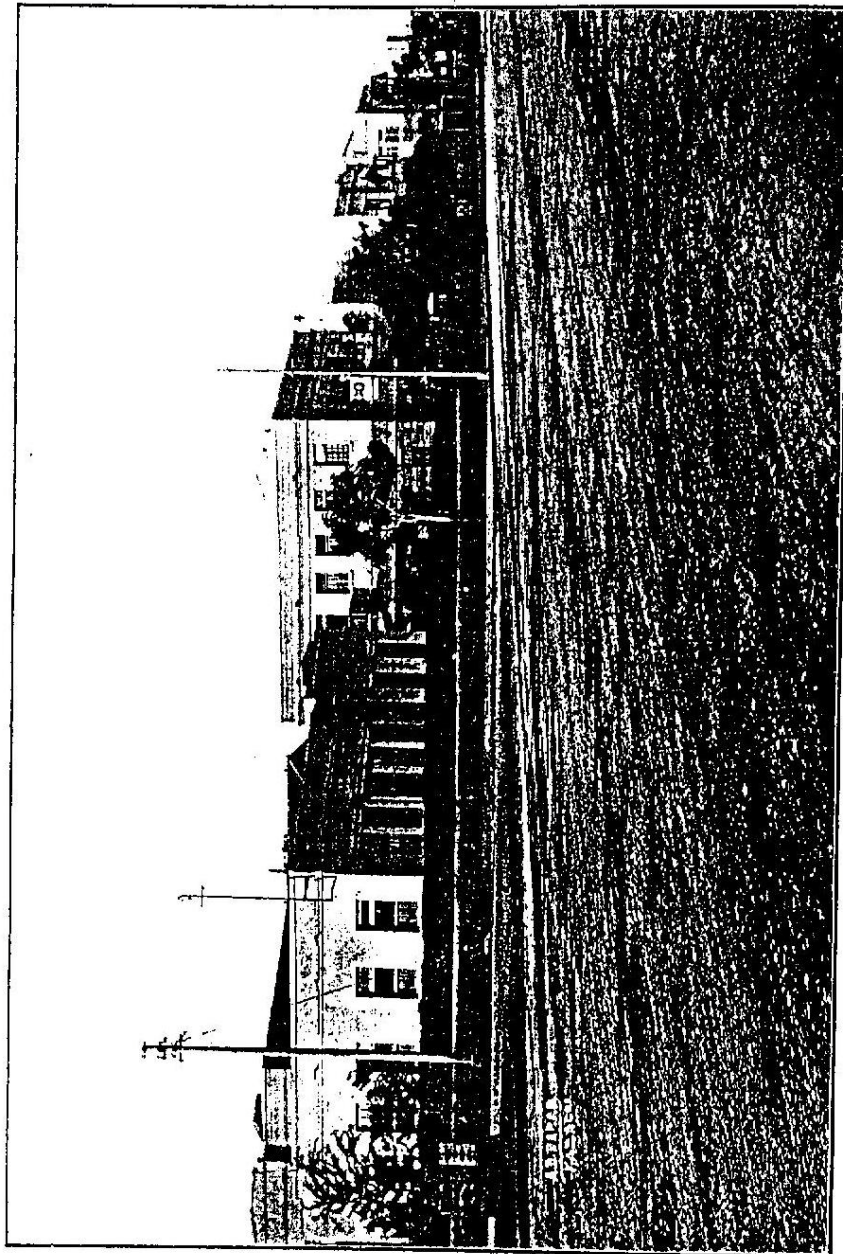
The Mangalwar Peth Development Scheme was undertaken to widen and improve a portion of Mangalwar Peth in very busy and crowded locality in the heart of the City. Several houses and shops were burat down in the main street, and the Municipality took the opportunity to widen and improve the street and adjoining area. The total cost of lands to be acquired is Rs. 1,90,000 and up to the present the Municipality have taken possession of lands worth about Rs. 1 lakh. A layout for shops fronting on to the widened road has been prepared and it is expected that the scheme will be self-supporting.

The Criminal Tribes Settlement, known as the Kalyanpur Settlement, is at present in the Town, and it is proposed to move it to the Umedpur Settlement, which is some distance outside the town. The area contains 13.2 acres, and it is proposed to hand over the existing buildings to the Police, retaining the Jail as a Jail, and to plot out the remainder of the area into 70 building plots, leaving a portion of the existing garden as a public garden.

#### POONA.

The East and West Road Scheme was designed to provide a direct way through the heart of the City from the Lakdi Pul to the Camp. The properties for the first three very important sections of the road have been acquired, and a fine road way, 50' in width, has been constructed, with excellent frontages for shops and residences to form the street, which are rapidly being taken up. The total cost of acquisition to date has been Rs. 5,60,000, and in the first section the amounts realised from sales of frontages much exceeded the cost. It was not the desire of the Municipality to profit by the scheme, which was undertaken for the convenience and improvement of the City; and in the second and third sections of the scheme they have, by arrangement with the owners where willing, handed back the frontage lands to the owners on payment of the cost price of the land plus actual expense of improvement. Many owners have availed themselves of this arrangement and have been very satisfied with the bargain.

The road when completed will open out a much needed traffic way, and will provide the City with a fine thoroughfare, and it can safely be said that the increase in value of the frontage lands due to the construction of the road will exceed the cost of the acquisition, and construction of the roadway.



THE PARSEE CO-OPERATIVE HOUSING SOCIETY.  
Building fronting on Bunder Road, Karachi.

## GULEDGUD.

Guledgud is a small Municipal town of about 15,000 people and a big weaving centre in Badami Taluka, Bijapur District. A scheme for the extension of the Town has been prepared.

The area under the scheme is about 165 acres of which only 85 acres is intended for immediate development. The scheme provides for :—

- (a) A 50' road through the middle of the area and a number of cross roads, covering in all about 21 acres. The former will relieve the heavy traffic congestion within the town, while the latter will open up the area for residential purposes.
- (b) About 300 building plots, of different sizes.
- (c) Sites for public purposes such as school and playground and a dispensary, Public garden and open spaces, a vegetable and a meat market, a cart stand, etc., the area of which aggregates to about 15 acres.
- (d) Some simple regulations for controlling building were included such as, proportion of area to be built over, open spaces around building area and height of rooms, number of floors, provision and siting of sanitary conveniences, etc.,

Schemes for town extension or improvement have also been prepared in Thana, Kurduwadi, Pandharpur and Panwel.

## CO-OPERATIVE HOUSING

Several layouts for co-operative Housing societies have been prepared principally in Karachi, Ahmedabad, Sholapur and Hyderabad. In the two former towns a number of these co-operative housing estates are completed and are now thriving colonies. The provision of houses by co-operative effort has done something towards solving the housing difficulties of the middle classes in these towns. It provides for housing in the most popular way, as by this means, communities, or societies of friends, are enabled to form colonies where they may live with congenial neighbours. These Colonies are laid out on modern lines, aesthetic effects being aimed at, and nearly all contain sites for recreation or for social intercourse. They are generally within accessible suburban areas, in an atmosphere in strong contrast to the congestion of the city, where most of the members were condemned to reside prior to the formation of the Co-operative societies.

The extension of Co-operative housing would do much towards solving the housing difficulty and to relieving congestion in the towns.

Its activities have at present been confined to the middle classes, the poorer classes being outside the scope of the movement due to difficulties of organisation and finance. There is however some demand from the poorer classes to improve their housing conditions, and many of them are not content with the accommodation which the congested areas of the cities provide, and would willingly move into better and healthier surroundings if accommodation were available. The problem however is an economic one, and private enterprise seems to be incapable of providing accommodation of a congenial nature for the poorer classes at a rent which they can afford to pay.

It appears to me that much might be done for the housing of the poor by co-operative housing. I believe that public spirited gentlemen, interested in social welfare, could be found to organise and guarantee these Societies if loans at low rates of interest could be obtained.

## VILLAGE RECONSTRUCTION SCHEMES

The siting, sanitation and construction of villages is of great importance to the Rural population which forms the bulk of the population of India. It was a point which was brought out strongly before the Royal Agricultural Commission, and the improvement of village sites is a subject in which the Consulting Surveyor takes every opportunity to assist. When dealing with a village community however, expense which is one of the controlling factors in all improvements, assumes even greater importance, and the provision of the small outlay required for the making of roads and the supply of water may cause much difficulty and delay, and

## APPENDIX "A."

Statement showing the position of Town Planning Schemes in Bombay Presidency and Sind (excluding the Bombay Suburban District) on 31st March 1930.

Serial No.	Name of Town Planning Scheme	Area included in Scheme	Declaration of Intention	Making of Scheme sanctioned	Draft Scheme referred to Arbitrator	Final Scheme sanctioned	Remarks
1	2	3	4	5	6	7	8
<i>Northern Division.</i>							
1	Ahmedabad No. II (Kankaria).	431 Acres	21st Aug. 1924.	7th Jan. 1925.	27th Jan. 1927.	....	Under Arbitration.
2	Ahmedabad No. III (Ellis Bridge).	1,916	5th June 1924.	25th Sept. 1924.	....	....	Draft Scheme before Government.
3	Ahmedabad No. IV (Kankaria-Manipur).	540	14th April 1924.	8th Aug. 1924.	22nd Oct. 1925.	....	Final Scheme submitted to Government.
4	Ahmedabad No. V (City Wall Improvement).	177	18th April 1927.	24th April 1930.	....	....	Making of the Scheme sanctioned.
5	Godhra No. I	..	....	....	....	....	Preliminary survey made in consultation with Local Authority. Town Planning Act applied on 17th May 1926.
6	Godhra No. II	24	20th June 1927.	7th Sept. 1927.	....	....	Draft Scheme before Government.
<i>Central Division.</i>							
7	Poona No. I	1,364	12th Dec. 1916.	10th Dec. 1917.	10th Feb. 1920.	....	Final Scheme submitted to Government.
8	Poona Suburban No. I.	73	3rd Sept. 1917.	11th Dec. 1917.	24th Aug. 1920.	27th May 1926.	Final Scheme sanctioned.
9	Poona Suburban No. II.	738	9th Jan. 1922.	9th June 1922.	20th Aug. 1924.	....	Under Arbitration.
10	Poona Suburban No. III.	106	15th July 1922.	7th Sept. 1922.	....	....	Sanction to the making of the Scheme refused on 14th February 1929.
11	Panchgani No. III	740	26th Sept. 1922.	5th April 1923.	6th Feb. 1925.	....	Final Scheme submitted to Government.
12	Amalner No. I	140	18th July 1920.	2nd Nov. 1920.	4th Dec. 1922.	27th June 1927.	Final Scheme sanctioned.
13	Amalner No. II	..	10th July 1927.	....	....	....	No Scheme prepared.
14	Nasik	480	11th June 1923.	15th Dec. 1923.	....	....	Scheme dropped.
15	Dhulia No. I	802	18th July 1925.	14th Dec. 1925.	....	....	Do.
16	Ahmednagar No. I (Dane Dabra).	18	4th June 1919.	20th Aug. 1919.	6th Oct. 1924.	7th May 1928.	Final Schemes sanctioned.
17	Ahmednagar No. II (Ganj Market).						
18	Sholapur No. I	1,075	20th March 1925.	6th July 1925.	2nd Sept. 1927.	....	Final Scheme being drawn up.
19	Sholapur No. II	900	12th Aug. 1926.	25th Oct. 1927.	....	....	Draft Scheme before Government.
<i>Southern Division.</i>							
20	Bagal Kot No. I	768	4th Dec. 1919.	4th Aug. 1920.	13th July 1922.	10th Jan. 1927.	Final Scheme sanctioned. A variation of the Scheme under Section 46 (1) is in progress.
21	Dharwar No. I	146	15th July 1922.	21st Sept. 1922.	17th June 1924.	....	Sanction to the Draft Scheme refused.
<i>Sind.</i>							
22	Tatta No. I	2	21st Nov. 1918.	20th May 1919.	11th May 1923.	26th Oct. 1926.	Final Scheme sanctioned.
23	Shikarpur No. I	731	16th July 1920.	17th Dec. 1920.	2nd Dec. 1922.	31st Jan. 1927.	Final Scheme sanctioned. A variation of the Scheme under Section 46 (1) is in progress.
24	Karachi No. I (Mirza Pir, Lyari Quarter).	11	15th Dec. 1924.	10th Feb. 1925.	5th April 1923.	....	Award being drawn up.
25	Karachi No. II (Garden Quarter).	1,452	8th June 1925.	1st June 1926.	8th Aug. 1920.	....	Scheme under Arbitration.

## APPENDIX "B."

List of Development Plans and Layouts—outside Town Planning Act—prepared by the Consulting Surveyor to Government (from 1st January 1926 to 31st March 1930).

Serial No.	Name of City or Town	Description of Plan	Area in Acres	Date of preparation	Remarks
<i>Bombay Island.</i>					
1	Bombay	Development of Back Bay in Blocks 1, 2 and 7.	347.98	6th September 1927.	
2	Do.	Development in Colaba Railway Yard and surroundings.	3.75	28th September 1929.	
<i>Northern Division.</i>					
3	Chhadawad	(a) Layout for Brahma Kshatriya Co-operative Housing Society, Ltd.	18.27	10th January 1926.	
		(b) Layout for Brahma Kshatriya Co-operative Society, Ltd. (Supplementary).	0.82	25th January 1930.	
4	Broach	Layout for Broach Co-operative Building and Road Constructions.	0.84	22nd February 1926.	
5	Godhra	Layout for Housing Poor Muhammadans, Sweepers, etc.	7.47	13th May 1926.	
6	Thana	Development of Khartar Land	27.37	31st January 1927.	
7	Do.	Development of Masunda Tank	12.45	1st December 1927.	
8	Dadapur	Layout for new village site of Dadapur	10.77	7th December 1927	Revised 1st August 1929.
9	Thana	Layout of Land to the East of Kopri Park.	23.39	15th March 1928.	
10	Mansingpura	Layout for Mansingpura	12.70	30th March 1928	Revised 1st August 1929.
11	Kochrab	Layout for Shantniketan Co-operative Housing Society, Ltd.	5.85	2nd April 1928.	
12	Chhadawad	Layout for Jain Co-operative Housing Society, Ltd.	13.25	18th June 1928.	
13	Rajpur-Hirpur	Layout for Zoroastrian Co-operative Housing Society, Ltd.	0.30	18th June 1928.	
14	Paldi	Layout for Mahatma Co-operative Housing Society, Ltd.	0.77	28th January 1929.	
15	Do.	Layout for Tolak Co-operative Housing Society, Ltd.	7.57	28th January 1929.	
16	Khokhra-Memendabad.	Internal Development of Final Plot Nos. 118, 121, etc., of Manjpur Town Planning Scheme, Ahmedabad No. IV.	26.75	3rd April 1929.	
17	Acher	Layout of Acher Village	11.82	18th April 1929.	
18	Paldi	Layout for Dasha Porwad Jain Co-operative Housing Society, Ltd.	4.02	7th June 1929.	
19	Changispur	(a) Layout for Mahatma Brahmia Co-operative Housing Society, Ltd.	10.42	26th August 1929.	
		(b) Layout for Mahatma Brahmia Co-operative Housing Society, Ltd. (Supplementary).	3.20	7th March 1930.	
20	Kochrab	Layout of Patidar Co-operative Housing Society, Ltd.	3.91	13th December 1929.	
21	Paldi	Layout of Aruna Co-operative Housing Society, Ltd.	4.80	31st March 1930.	
<i>Central Division.</i>					
22	Sholapur	Layout for Christian Co-operative Housing Society Survey No. 576.	7.00	January 1926.	
23	Do.	Layout for Co-operative Housing Society.	15.30	January 1926.	
24	Do.	Layout of Survey Nos. 583 and 584	45.30	21st January 1926.	
25	Do.	Development of Dhor Galli	3.00	January 1926.	
26	Dhulgaon	Layout of Survey Nos. 553 and 554	3.45	18th February 1926.	
27	Wadgaon Budruk	Layout of new village site of Wadgaon Budruk.	17.73	24th March 1926.	
28	Baramati	Layout for housing accommodation in Survey Nos. 3 and 35.	0.00	23rd November 1926.	
29	Bawda Village (District Poon).	Layout for Survey No. 721	0.00	28th March 1927.	
30	Sholapur	Layout for Criminal Tribes Settlement	13.75	28th July 1927.	
31	Poona	Layout for the Wilson Gardens	0.03	13th September 1927.	
32	Sholapur	Layout for Survey Nos. 205, 206 and 206A	18.40	27th September 1927.	
33	Kopergaon	Development Scheme	216.62	23rd December 1927.	
34	Sholapur	Layout for Survey No. 84	6.26	30th April 1928.	
35	Do.	Layout for Survey Nos. 608 and 600	30.00	May 1928.	
36	Kurdawadi	Development Scheme	240.00	30th June 1928.	
37	Sholapur	Layout for Survey No. 653	4.58	24th April 1929.	

Serial No.	Name of City or Town	Description of Plan	Area in Acres	Date of Preparation	Remarks
<i>Central Division—contd.</i>					
38	Sholapur	Layout for Survey No. 468 ..	2-00	4th May 1929.	
39	Ahmednagar	Road from new cloth Bazar to Ferguson Gate road.	Road widening.	7th August 1929.	
40	Do.	Road from Chowpatil Karanja road to Ayurvedic School and Railway Station side.	Do.	7th August 1929.	
41	Do.	Road from Mangalwar Bazar to Court ..	Do.	7th August 1929.	
42	Do.	Layout for a Mahar Colony in R. S. Nos. 39 and 40 of Malhada.	3-00	10th August 1929.	
43	Do.	Layout of the Mahar Wada near Malhada Gates.	Road widening.	12th August 1929.	
44	Do.	Development between Surjapur and Delhi Gates.	13-71	10th August 1929.	
45	Sholapur	Layout for Survey No. 98 ..	4-45	24th September 1929.	
46	Pandharpur	Layout for Wadar Galli ..	7-45	1st November 1929	Revised.
47	Ahmednagar	Amendments to Circular road ..	10-10	11th November 1929.	
48	Sholapur	Layout for Survey No. 429 ..	20-00	22nd February 1930.	
49	Pandharpur	Layout for area adjoining Padmawati Tank	27-47	April 1930.	
50	Sholapur	Layout for Survey Nos. 639 and 640 (Warad's Estate).	3-34	23rd May 1930.	
<i>Southern Division.</i>					
51	Guledgad	Development Scheme ..	106-00	14th June 1929.	
52	Panvel	Roads proposed under Section, 91A of District Municipal Act.	Whole Panvel City.	9th January 1930.	
<i>Stud.</i>					
53	Karachi	Artillery Maidan ..	....	....	Miscellaneous work.
54	Karachi	Land Exchange Scheme ..	854-00	....	
55	Tando Adam	Extension of Town ..	67-00	6th January 1928.	
56	Larkana	Extension of Town ..	80-00	17th May 1926.	
57	Hyderabad	Revised Layout for Shalimaki area and a scheme for demolition of Fort Wall and reclaiming moat were prepared and advice from time to time given for general development of the town.	....	....	
58	Jacobabad	Thul Town Extension ..	6-00	23rd December 1927.	
59	Hyderabad	Layout for Bhalchand Co-operative Housing Society.	4-00	13th January 1928.	
60	Do.	Layout for Pioneer Anil Co-operative Housing Society.	11-00	10th April 1930	Revised.
<i>Udaipur.</i>					
61	Chhota Udaipur	Layout of the proposed site for new Palace	100-00	7th June 1928.	
Grand total ..			2,411-18		



ADMINISTRATION REPORT OF THE TOWN PLANNING AND  
VALUATION DEPARTMENT FROM 1ST APRIL 1930 TO  
31ST MARCH 1932.

INTRODUCTION.

Owing to the financial difficulties which have been experienced by Government during the period covered by this Report and the consequent reduction in establishment, expansion in certain branches of the work of this Department has not been possible. This is particularly so in the case of Town Planning and Town Development. A definite halt to progress on new schemes, or schemes under consideration, in which the invocation of Town Planning Act was necessary, was called, by orders issued by Government in November 1930, in which the Consulting Surveyor was instructed to undertake no further Town Planning Schemes under the Town Planning Act, and to restrict his other activities as much as possible for a period of two years. At the same time progress on development of lands belonging to Government in Karachi, extensive schemes for the development of which have been prepared by this Department, has been checked owing to lack of funds to put the lands into a marketable condition; and the Karachi Land Exchange Scheme, which provides a large area necessary for the extension of the City, and which after a long period of negotiation with the Government of India had at length reached agreement, has been held in abeyance temporarily, owing to inability, at the present time, to provide the money necessary to resite existing military buildings and to provide for the initial works of development.

The activities of the Department in Town Planning under the Town Planning Act have therefore been confined to furthering progress on, or completing, schemes which were in hand at the commencement of the period under review; it should be understood that this is very far from a cessation of Town Planning work, although a temporary halt in fresh endeavour has been necessitated. In March 1930 there were 9 uncompleted Town Planning Schemes covering an area of 6,700 acres in various stages of progress. These schemes have to be brought to completion, and the office has been busily engaged in making progress towards that end.

Town development or improvement proposals, in which it is not necessary to apply the Act, which have been sent to this office for preparation of development schemes and reports by Government, or by Collectors or Commissioners, are of course dealt with as they arise. The period covered by this Report has not been favourable for the initiation of large schemes requiring much outlay or financial backing by Government, and the schemes dealt with by this office have generally been for comparatively small areas for town improvement or extension.

It is to be hoped that when the period of temporary suspension of work on new Town Planning Schemes, or those which were under investigation, ends, the Department will be able to go ahead again with this work, of which so much remains to be done. Although the times through which we are passing are beset with financial difficulty, towns continue to expand, and it is as important that they should expand methodically in times of depression as it is in more prosperous days.

The tendency, which was remarked on in the last Administration Report, of people in large towns to leave the congested areas of the Cities and move into the more pleasant and open suburban areas, still continues, despite financial depression and is particularly apparent in Karachi, Poona and Ahmedabad; and I believe that the advice and assistance of this Department has been a material factor in helping that movement forward. It is an educative movement that must result in improvement to public health, and it is one that it is desirable to encourage and plan for.

Although there is not much progress in new fields in Town Planning under the Town Planning Act to report, and the efforts of this office in that direction have been restricted, there has been an increase in the activities of this Department in other directions which are more directly of importance to Government, inasmuch as they are revenue producing. The volume of valuation for the purpose of acquisition of land under the Land Acquisition Act has been less than the normal

difficulties have delayed the progress of the works, which together with lack of police protection in a somewhat isolated locality has hindered development. Steps are however being taken to construct the works through a suitable agency, and when the road access to the area is completed, and police protection is provided, development should continue at a more rapid pace ;

(c) KANKARIA TOWN PLANNING SCHEME—AHMEDABAD No. 2

containing 431 acres is in the neighbourhood of the ancient Kankaria Tank which forms a very attractive feature, and is resorted to in the evenings as a place of recreation. The Scheme preserves the surrounding high ground as a park, a contribution towards the layout of which is provided. The scheme has passed through all the stages required by the Act and is now practically completed, and will be forwarded to Government for sanction shortly ;

(d) ELLIS BRIDGE TOWN PLANNING SCHEME—AHMEDABAD No. 3

contains an area of 1,916 acres on the west bank of the Sabarmati River approached by the Ellis Bridge. There has been considerable development in the area, and a large number of good high class and middle class suburban residences have been erected, often by means of co-operative housing. The draft scheme was completed in 1926 but it has remained in that stage, and progress on the scheme has remained in abeyance pending the consideration by the Municipality of the provision of funds to construct another bridge over the river to open out the northern area of the scheme. It is of course desirable that such an important subject, which will involve the expenditure of a large sum of money, should receive due consideration. Meanwhile, however, development is proceeding rapidly under the assumption that the scheme will be completed, and according to the provisions of the scheme. Much uncertainty as to the ultimate course of layout and development must therefore arise when property is to be dealt with, or buildings are to be erected ; while, in cases where plots are to be reconstituted, problems as to how to deal with the land before the final scheme is sanctioned are experienced, which must delay development and render transactions in land difficult. These difficulties added to the fact that while uncertainty exists Municipal administration in the area becomes more and more complicated, render it desirable that as little further delay as possible should be made in coming to a decision, getting an Arbitrator appointed and completing the scheme ;

(e) CITY WALL IMPROVEMENT SCHEME—TOWN PLANNING SCHEME—  
AHMEDABAD No. 5

provides for the demolition of portions of the City wall on the east and south of the City, and the construction of a ring road, and the opening out of building frontages. The scheme was delayed for many years by opposition from a section of the public, and doubt as to the legality of including portions of the built over areas in the scheme.

The opposition has, however, to some extent been overcome, and the legal point decided, and in consequence Government sanctioned the making of a draft scheme for a modified area. The draft scheme was completed last year, and objections under section 13 of the Act are under consideration of the Municipality prior to forwarding it to Government for sanction.

KARACHI.

There are two Town Planning Schemes in Karachi, viz., that in the Garden Quarter which covers an area of 1,500 acres and forms practically the entire Northern boundary of the City, and that for a small area in the Lyari Quarter known as the Miran Pir Town Planning Scheme.

(a) THE MIRAN PIR TOWN PLANNING SCHEME—KARACHI No. 1

undertaken in order to develop a small area in the poorer part of the town, and improve the approaches thereto through the existing narrow and congested slums, was sanctioned by Government on 1st September 1931 to take effect from 15th October 1931, and the improvements contemplated in the scheme are now in the course of execution.

## (b) THE GARDEN QUARTER TOWN PLANNING SCHEME No. 2

is a very large one, and includes about 1,400 owners. It provides for the opening out of wide thoroughfares giving egress from the City through its northern boundaries, opening up and developing areas which are at present back lands, improving the alignment of roads, and providing further access to plots, and lays down a programme for the metalling of roads, and regulates the development of this important area, which up to the present has been somewhat neglected.

The draft scheme was sanctioned in August 1929 and the Arbitrator commenced his duties in February 1930. A preliminary discussion with the owners and the Municipality made it evident that, owing to the financial depression which the City was experiencing, it was desirable to curtail the cost of the scheme as much as possible. Consideration was, therefore, given to the means by which this could be effected while keeping intact the essential provisions of the scheme. As a result it was found possible to reduce the cost from Rs. 12,22,000 to Rs. 7,40,000; and a very considerable relief to the owners in the burden of contribution was effected. Owing to the extent of the scheme and the large number of owners involved, it was impossible to complete arbitration in one continuous sitting. The arbitration proceedings were, therefore, carried out in 4 sections.

The award was published in March 1931. The Tribunal of Arbitration met in February last and made their decisions, and the final scheme is now being drawn up and will shortly be sent to Government for sanction.

## POONA TOWN PLANNING SCHEME No. 1.

This scheme received final sanction of Government last year. It is a very large scheme containing 1,360 acres, and covers practically the whole of Bhamburda, and a large area of Yerandavna. Progress is now being made with the road-making programme, and the other improvements contemplated in the scheme. The area, which slopes down to the River Mutha, is very attractively situated, and provides by far the most suitable site for the expansion of Poona City. It is close to the heart of Poona from which it is separated by the River, and is served by the new Station at Bhamburda which was opened about 5 years ago. Prior to the introduction of the Town Planning Scheme the only means of access to the area were the roundabout route over the narrow Lakdi Bridge, and the fair weather crossing over the Dagdi Pul which was impassable in the monsoon. Owing to its bad approaches, and the impossibility of providing access for buildings to interior lands without co-operation or costly acquisitions, the area which is in every way the most suitable one for the expansion of Poona City remained practically undeveloped. The opening out of the Lloyd Bridge which brought Bhamburda Gaathan within a few hundred yards of the centre of Poona City, the widening of the Lakdi Bridge, the provision of two more fair weather crossings, the construction of main arteries, and the removal of the difficulties of access into interior lands by the processes provided in the Town Planning Act, will however remove those disabilities, and already development is proceeding rapidly. The new Judicial Courts, the Office of the Meteorological Department of the Government of India and the Shivaji Memorial have been erected in the area of the Town Planning Scheme, and a large number of residential buildings have been constructed in recent years, and the process of erection of new buildings is going on apace. One excellent feature of this scheme is the reservation of practically the whole of the river frontage between the Lloyd Bridge and the Lakdi Bridge for a riverside park, skirted by a wide road overlooking the River. The undertaking of this scheme has provided Poona with a very attractive suburb, and the demand for building sites shows that it is already being appreciated. As time goes on the advantages which the reservation of lands for parks and open spaces provided in the scheme, and the methodical development laid down therein, will become more and more apparent.

## POONA SUBURBAN SCHEME No. I.

This scheme which adjoins Poona Scheme No. 1, provided for the development of the area adjoining the new Bhamburda station. The final scheme was sanctioned some years ago and the works contemplated therein have all been carried out.

## APPENDIX "A".

Statement showing the position on 31st March 1932 of Town Planning Schemes under the Town Planning Act in Bombay Presidency and Sind excluding the Bombay Suburban Area.

Serial No.	Name of Town Planning Scheme.	Area included in Scheme Acres.	Declaration of intention.	Making of Scheme sanctioned.	Draft Scheme referred to Arbitrator.	Final Scheme sanctioned.	Remarks.
1	2	3	4	5	6	7	8
<b>NORTHERN DIVISION.</b>							
1	Ahmedabad No. I (Jamalpur).	227	18th Mar. 1918.	26th June 1918.	21st Sept. 1920.	16th July 1925.	Final Scheme sanctioned.
2	Ahmedabad No. II (Kankaria).	431	21st Aug. 1924.	7th Jan. 1925.	27th Jan. 1927.	....	Final Scheme being drawn up.
3	Ahmedabad No. III (Ellis Bridge).	1,916	5th June 1924.	23th Sept. 1924.	....	....	Draft Scheme before Government.
4	Ahmedabad No. IV (Manipur).	540	14th April 1924.	6th Aug. 1924.	22nd Oct. 1925.	27th April 1931.	Final Scheme sanctioned.
5	Ahmedabad No. V (City Wall Improvement).	177	18th April 1927.	24th April 1930.	....	....	Draft Scheme published on 16th April 1931.
6	Godhra No. I	..	....	....	....	....	Preliminary survey made in consultation with Local Authority. Town Planning Act applied on 17th May 1929.
7	Godhra No. II (Now changed to No. I).	24	20th June 1927.	7th Sept. 1927.	16th July 1931.	....	Arbitration proceedings completed.
<b>CENTRAL DIVISION.</b>							
8	Poona No. I	1,354	12th Dec. 1916.	10th Dec. 1917.	10th Feb. 1920.	17th Jan. 1931.	Final Scheme sanctioned.
9	Poona Suburban No. I.	73	3rd Sept. 1917.	11th Dec. 1917.	24th Aug. 1920.	27th May 1926.	Final Scheme sanctioned.
10	Poona Suburban No. II.	738	9th Jan. 1922.	9th June 1922.	26th Aug. 1924.	....	Under Arbitration.
11	Poona Suburban No. III.	106	16th July 1922.	7th Sept. 1922.	....	....	Sanction to the making of the Scheme refused on 14th February 1929.
12	Panchgani No. I	67	10th April 1918.	8th July 1920.	4th Aug. 1920.	22nd Jan. 1929.	Final Scheme sanctioned.
13	Panchgani No. II	75	6th Sept. 1921.	12th Nov. 1921.	10th May 1923.	26th May 1925.	Final Scheme sanctioned.
14	Panchgani No. III	749	26th Sept. 1922.	5th April 1923.	6th Feb. 1925.	....	Final Scheme referred back to Arbitrator for correction.
15	Amalner No. I	140	18th July 1920.	2nd Nov. 1920.	4th Dec. 1922.	27th June 1927.	Final Scheme sanctioned.
16	Amalner No. II	..	16th July 1927.	....	....	....	No scheme prepared.
17	Nasik	480	11th June 1923.	15th Dec. 1923.	....	....	Scheme dropped.
18	Dhulia No. I	892	18th July 1925.	14th Dec. 1925.	....	....	Scheme dropped.
19	Ahmednagar No. I (Dane Dabra).	18	4th June 1919.	20th Aug. 1919.	6th Oct. 1924.	7th May 1928.	Final Scheme sanctioned.
20	Ahmednagar No. II (Ganj Market).						
21	Sholapur No. I	1,075	23th March 1925.	6th July 1926.	2nd Sept. 1927.	....	Final Scheme submitted to Government.
22	Sholapur No. II	900	12th Aug. 1926.	25th Oct. 1927.	31st July 1930.	....	Award being drawn up.
<b>SOUTHERN DIVISION.</b>							
23	Bagalkot No. I	758	4th Dec. 1919.	4th Aug. 1920.	13th July 1920.	10th Jan. 1927.	Final scheme sanctioned.
24	Bagalkot No. I. (Final varied scheme—Section 46 (1)).	26	11th Dec. 1920.	7th July 1930.	....	....	A variation under Section 46 (1) is in progress. Draft varied scheme published on 24th March 1932.
25	Dharwar No. I	148	15th July 1922.	21st Sept. 1922.	17th June 1924.	....	Sanction to the Draft scheme refused.

APPENDIX "A"—*contd.*

Serial No.	Name of Town Planning Scheme.	Area included in Scheme Acres.	Declaration of intention.	Making of Scheme sanctioned.	Draft Scheme referred to Arbitrator.	Final Scheme sanctioned.	Remarks.
1	2	3	4	5	6	7	8
	SIND.						
26	Shikarpur No. I ..	731	16th July 1920..	17th Dec. 1922..	2nd Dec. 1922 ..	31st Jan. 1927..	Final Scheme sanctioned.
27	Shikarpur No. I (Final) Varied Scheme—Section 46 (1).	700	22nd Sept. 1920	20th June 1930 ..	....	....	Draft Scheme submitted to Government for sanction.
28	Tatta No. I ..	2	21st Nov. 1918..	20th May 1919..	11th May 1923..	20th Oct. 1926..	Final Scheme sanctioned.
29	Karachi No. I (Miran Pur, Lyari Quarter).	11	15th Dec. 1924..	10th Feb. 1925..	5th April 1928..	15th Oct. 1931..	Final Scheme sanctioned.
30	Karachi No. II (Gardou Quarter).	1,250	8th June 1925 ..	1st June 1925 ..	8th Aug. 1929 ..	....	Final Scheme being drawn up.
31	Karachi Soldier Bazar.	160	15th Dec. 1924..	1st April 1925 ..	....	....	Scheme postponed sine die.

was sanctioned by Government in June 1927, is now in operation, and I have recently heard from the President of the Municipality that it is proving very successful.

#### AHMEDNAGAR SCHEMES

Two small schemes in Ahmednagar, sanctioned by Government in May 1928, provide for the layout of areas for the Municipal Market, and the grain market, and their surroundings. The Municipal Market has been constructed, and is housed in an up-to-date building effecting a great improvement on the old market, which was conducted practically in the open, and without properly constructed stalls.

#### BAGALKOT SCHEME No. 1

Containing an area of 758 acres, made provision for the improvement of the approaches to the town from the station, the siting of a cotton market with warehouses, and the opening out of areas for Town extension. The final scheme was sanctioned by Government in January 1927.

#### SHIKARPUR SCHEME No. 1

Containing 731 acres was sanctioned by Government in January 1927. This scheme was undertaken to meet with the demand for building plots from people living in the congested areas of the old Town. Over 2,000 applications for plots were received. Owing however to trade depression following the post war boom, and the present state of financial stringency, the scheme as originally undertaken is found to be beyond anticipated requirements. It is therefore being varied by the preparation of a subsequent scheme, in which the works originally contemplated are to be curtailed, and a very considerable saving in cost will thus be effected.

#### TATTA SCHEME No. 1

The final scheme of Tatta No. 1, which was a scheme for a layout of a small area of 11 acres, in the Town, which was destroyed by fire in 1919, was sanctioned by Government in November 1926. Opportunity was taken to layout the area, which was very congested, on more open and modern lines. Some considerable difficulty was experienced in demarcating the original plots many of the boundaries of which had been obliterated by the fire, and by the debris which covered the site.

In addition to the schemes abovementioned, schemes were undertaken at Dhulia, Dharwar and Godhra.

#### DHULIA SCHEME

The Dhulia Scheme, which contained 892 acres, was prepared in its draft form, but the Municipality failed to publish it within the statutory time, and it has now lapsed.

#### DHARWAR SCHEME No. 1

The Dharwar Scheme, which contained 146 acres, was carried through to its final stage. During the intervals between the declaration of intention to prepare the scheme and the completion of the final scheme, proposals for opening a new station were made. This and other circumstances would have a tendency to draw the population away from the area of the proposed scheme, and owing to the decline of demand for land in the area, combined to make its success doubtful. Sanction to the scheme was therefore refused by Government and it has lapsed.

#### GODHRA SCHEME No. 2

The draft scheme of Godhra No. 2 was completed and published in September 1928 and is before Government for sanction.

#### RESULT OF WORKING OF THE TOWN PLANNING ACT.

The result of the working of the Town Planning Act today is that, excluding the schemes undertaken by the Development Department, statistics of which are not included in this Report, the Town Planning Act has been applied in 24 Towns

of the matters provided for in section 3, and little or no variation of cost of expenditure, could be made by a simpler process.

In these, and other minor matters, it is therefore desirable that the Act should be amended, and proposals are before Government to introduce a bill to amend it.

#### DEVELOPMENT AND TOWN PLANNING SCHEMES WITHOUT RECOURSE TO TOWN PLANNING ACT.

The schemes under this heading are those in which it is not necessary to utilise the Town Planning Act. They are usually prepared for lands which are in one ownership, and are generally of lands owned by Government or Municipalities. They come to this Office under direct instructions from Government, or through Commissioners, or Collectors, and as a general rule, include not only the making of plans of layout, but advice as to methods to be adopted in development and disposal of lands, and estimates of cost, and realisations, and the financial prospects of the scheme, which involves detailed estimates of works proposed to be constructed, and valuations of the lands included.

The total number of such schemes, prepared since the year 1926, is 61, covering an area of over 2,400 acres. They embrace town improvement and extension schemes, and layouts, in various towns and villages in the Presidency and are shown in detail in Appendix B.

Some of the more important schemes are described below :

#### BOMBAY

As a result of the financial condition of the Back Bay Reclamation scheme, as revealed by the reports of Committees appointed by Government of Bombay, and Government of India, and of the curtailment of the programme of reclamation, it became necessary to redesign the layout of the Blocks which it was decided to complete, viz., Blocks 1, 2 and 7. The Consulting Surveyor was therefore instructed to prepare layouts for these blocks. The only plans available at that time were on a scale of 400' to an inch and a resurvey was necessary before the plans could be prepared. The layouts were duly prepared and submitted to the Committee appointed by Government under Press Note No. S.B. 1332-D.D. dated 30th July 1927.

The Consulting Surveyor was also instructed to make proposals for the disposal of the area of Colaba Railway and Goods Station, which will be vacated by the removal of the B.B. & C.I. Railway terminus to Grant Road. The lands in the area belong to four public bodies, viz., the B.B. & C.I. Railway, the G.I.P. Railway, the Government of Bombay and the Government of India.

The proposals were to be made subject to the condition that no roads were to be aligned so as to necessitate costly acquisitions or compensations, and that no material disturbance of existing conditions in Wellington Mews or the Tramway Garage were to be contemplated.

The layout was accordingly prepared subject to these limitations.

#### AHMEDABAD

In Ahmedabad a project was prepared some years ago, which contemplates the construction of a main arterial road 60' wide running through the heart of the City from the Lal Darwaja to the Kadiakui, in order to provide further traffic facilities through the City, which are very badly needed.

The proposed alignment was selected after a preliminary survey of a fairly wide area had been made, and the possibilities advantages and drawbacks of several alternative alignments had been explored.

The proposal to construct a relief road of the width and on the alignment proposed, was adopted by the Municipality in 1922 and a detailed report was submitted in 1923. Much opposition was however encountered and it was not until 20th August 1928 that the notification for the acquisition of land required for the project was made.