

REPORT

72.

OF THE

DELHI TOWN PLANNING COMMITTEE

ON THE

CHOICE OF A SITE FOR THE NEW IMPERIAL
CAPITAL

AT

DELHI.



SIMLA:
GOVERNMENT CENTRAL BRANCH PRESS.

1913.

C. SHD

INDEX OF CONTENTS.

PARAGRAPH.	PAGE.
1. The scope of the present report	I
2. Considerations governing the choice of a site	I
3. Proceedings of the Committee	I
4. A general description of Delhi and its environs	2
5. Size of the site. The limited sites available for consideration	3
6. The land on the eastern bank of the Jumna	4
7. The sites to the north of Delhi on the west bank of the Jumna. The Durbar area.	4
8. The western slope of the hills to the south of Delhi	6
9. The eastern slopes of the hills to the south of Delhi	6
10. Land acquisition	8
11. Future programme	8

Two maps in the envelope at the end of the report.

To

HIS EXCELLENCY THE VICEROY
AND GOVERNOR-GENERAL OF INDIA.

June 13th, 1912.

YOUR EXCELLENCY,

I have the honour to present the report of the Delhi Town-planning
Committee on the choice of a site for the new Imperial Capital.

I have the honour to be,

Your Excellency's obedient servant,

GEORGE S. C. SWINTON, *Captain,*

Chairman, The Delhi Committee.

Report of the Delhi Town-planning Committee on the choice of a Site for the new Imperial Capital at Delhi.

1. *The scope of the present report.*—In accordance with the wishes of His Excellency the Viceroy the Committee have treated the question of the choice of a site for the new Imperial City and Cantonment to be located at Delhi as a separate subject. The present report of the Committee accordingly deals only with the selection of a site and contains no recommendations on the subject of town-planning in regard to which the Committee will present a separate report at a later stage.

2. *Considerations governing the choice of a site.*—The Committee received instructions that in the matter of a site their choice was to be entirely unrestricted. The stones laid by Their Imperial Majesties were to be treated by them as commemorating a momentous change and were not to tie them of necessity to any particular locality. The important point was that the new site must be Delhi—that is an area in close physical and general association with the present city of Delhi and the Delhis of the past.

Apart from the question of locality, in dealing with the choice of a site the Committee have felt that the following considerations were paramount and must receive the closest and most continual attention :—

- (a) Health and sanitation.
- (b) Water-supply and irrigation supply.
- (c) The provision of ample room for expansion.
- (d) An extent of land suitable for the location of buildings of various characters and sizes, and for the provision of spacious parks and recreation grounds :—To be assumed at 10 square miles for the new city and 15 square miles for the Cantonment.
- (e) Cost of land and the cost of executing necessary works on different sites.
- (f) Facility for external and internal communication.
- (g) Civil and Military requirements.

Other points arose and received due weight and consideration; but the points enumerated above were considered to be the chief in importance.

3. *Proceedings of the Committee.*—The Committee arrived in Bombay on April 12th. The next two days were spent in seeing Bombay city and its municipal arrangements, the Bombay Improvement Trust properties and the projects for town-planning and extensions near Salsette.

Delhi was reached on April 15th. The following five weeks were spent in Delhi with the exception of a short visit to Jaipur, where the Committee had the advantage of being shown over the city of Jaipur and its buildings by Colonel Sir Swinton Jacob prior to his departure for Europe, and an expedition to Agra. During this period all the suitable ground within a 10 mile radius of Delhi city was carefully inspected and examined, and the information collected by the special staff attached to the Committee regarding survey, water-supply, drainage, subsoil water, soil, geology, climate, sanitation, health and prices of land was studied and discussed on the spot.

The Committee were shown over Indian houses in Delhi city by Indian gentlemen, and had the advantage of studying the working of the canals, railway systems and conservancy and water-supply arrangements serving the present city of Delhi at first hand, with the assistance of the local officers in charge of these branches of administration.

On the 20th of May the Committee came to Simla in order that they might consult with the various officers of the Government of India regarding essential provision to be made in the choice and development of a site for the new Imperial Capital and Cantonment.

4. *A general description of Delhi and its environs.*—The town of Delhi is situated on the western bank of the Jumna river, practically half way down a narrow strip of country, some 76 miles in length, which forms the administrative district of Delhi. In the Census of 1911 the population of Delhi city was recorded as 252,837 people, of whom half live inside the walled city, and the other half occupy the civil station, on the north, between the city and the Ridge and the irregular suburbs, to the west and south, known by the names of Sabzi Mandi, Sadar Bazar and Paharganj.

The country in the environs of Delhi city falls into four natural divisions, the Delhi hills, the Jumna riverain, the slopes of the hills to the south of Delhi, and the table-land irrigated by the Western Jumna Canal.

The *Delhi hills* consist of a low eminence of quartzite rocks, starting from the village of Wazirabad on the river Jumna, passing to the west of the city walls and pursuing a course with a general direction to the south-west. At the outset the ridge is narrow in character with restricted skirts attaining a maximum height of only 77½ feet above sea level close to the Mutiny Memorial. The Ridge disappears at the point of junction between the suburbs of Sabzi Mandi and Sadar Bazar. To the south-west of the latter suburb the Ridge rises again, broadens out and continues to hold an almost uniformly broad course to the south-west until in the vicinity of the Kutb it divides into two portions, one sweeping in a broad curve to the south-east and the other continuing a southerly course. The highest points in this portion of the Ridge are 865 feet to the west of the garden known as Thal Katora, 825 feet to the west of the village of Aragpur Bagh Mochi, and 915 feet above Mahrauli. The general character is the same throughout—a rugged surface of flat character offering a somewhat uniform sky line with scanty vegetation in occasional pockets of soil. To the south of Delhi, on the west side, considerable outcrops flank and rejoin the main ridge, leaving triangular valleys in the interspaces.

The Jumna Riverain.—The Jumna has the usual characteristic of the rivers of the plains of Northern India, that is a wide sandy bed in a broad valley, subject to flooding and flanked by high banks at its edges. This valley may be generally described as the riverain.

At Delhi itself the sandy bed hugs the high bank formed by the eastern skirt of the Ridge and the high ground occupied by the Fort at Delhi, the riverain here being confined to the east bank only; further north above Wazirabad, the riverain on the west bank extends to the Grand Trunk Road near the village of Balsua Jehangirpur, a distance of about 4 miles. To the east, north of the railway bridge the stretch of the riverain is artificially bounded by the Eastern Jumna Canal and south of the bridge by the embanked training work of the Agra Canal. Opposite the latter on the west bank the riverain is narrow and skirts the Muttra Road.

The whole width of the river at the bridge is half a mile between abutments. The volume of the river varies with the season and greatly also during each season. In the cold weather the volume is ordinarily below 500 cubic feet per second and may fall to 100 cubic feet per second, while at times of winter rains there may be a rise to between 3,000 to 5,000 cubic feet per second. With the advent of the monsoon season normally the volume increases to from 5,000 to 10,000 cubic feet per second, and in ordinary flood the rise is to from 50,000 to 75,000 cubic feet per second. In years of exceptional floods, discharges of one lakh to 1½ lakhs of cubic feet per second have been recorded. The river, as the Committee saw it, was a narrow ribbon of water in a wide sandy bed which becomes covered when a rise of 5,000 to 10,000 cubic feet per second occurs. In years of normal river the creeks intersecting the riverain are filled with water from July till September; but in times of exceptional flood the whole riverian becomes covered with river spill. The records available show that the Barari plain, on which the Durbar review ground and amphitheatre are situated, is liable in four monsoon seasons out of ten to be submerged completely in 5 feet of water. The duration of the flooding of the riverain area varies greatly with the character of the season and lasts from a few days to some weeks, rendering all the land in the Durbar area below the contour of 680 feet unsuitable for permanent occupation. Below the bridge the same conditions obtain in the riverain,

the contour falling with the river from 673 at the bridge to 662 at the Agra Canal weir at Okhla.

In addition to the water coming down the river in the monsoon period, the drainage of the country falls through the riverain into the river by the means of creeks whose flow is held back while the river is gorged with Himalayan flood water. An example of these creeks is the artificial cut known as the Najafgarh drain, which, after following the valley of the table-land, intersects the Durbar area and passes through the riverain in a direction contrary to the flow of the river into the Jumna. The blocking of such drainages by flood water accentuates the difficulty of finding suitable areas for permanent occupation in the neighbourhood of riverains.

The slopes of the hills to the south of Delhi.—On the east side the alluvial skirt of the slopes rises from the Jumna riverain in the vicinity of the Muttra road to the hills to the west and south. The centre of the basin formed by the arms of the hills is drained by the important cut which outfalls into the river near the village of Kilokri. The 700 foot contour is reached in the vicinity of the Kutb Road, and the skirt of alluvial soil extends to the hills on the average to a point touching the 750 foot contour. On the west side the alluvial slopes begin as a rule at the 775 foot contour, and fall away to the Najafgarh Jhil drain, which lies in the valley approximately on the 695 foot contour. The slope is broken by an isolated outcrop of rock at the village of Naraiana.

The table-land irrigated by the Western Jumna Canal.—This table-land lies to the north-west and west of Delhi. As far as the area under the observation of the Committee is concerned, it may be described as lying between the Southern Punjab Railway and the Grand Trunk Road. Adjoining Delhi this area is occupied by heavily irrigated gardens. Further north, in a local depression near Wazirpur, water-nuts, rice and sugarcane are grown. The rest of the plain is heavily cropped. The general slope is of one foot in a mile only, except in the immediate vicinity of the Najafgarh drain where it is steeper. The subsoil water in the Delhi gardens and the Wazirpur basin has been raised by abuse of surface irrigation to within 3 to 7 feet of the surface and is generally high throughout the area. In the Delhi gardens the soil is peculiarly retentive and water poured on the land by irrigation or collected after rain drains away slowly.

The climate of Delhi.—The average rainfall of Delhi is 27.52 inches for the period of 1878-1910. The bulk of the rain is received in the monsoon months. The largest fall of rain recorded in 24 hours amounted to 17 inches at Delhi itself in September 1875, while the smallest rainfall recorded for a year was 7.8 inches at Mahrauli 12 miles from Delhi in the year 1886-1887.

Indian tradition divides the seasons at Delhi into three, (a) the dry season, beginning on the 20th of February and ending on the 20th of June, (b) the wet season, beginning on the 20th June and ending on the 20th of October, and (c) the cold season, beginning on the 20th of October and ending on the 20th of February. During the first period the weather increases in heat and dryness and hot west winds should blow. In the second period monsoon winds and plentiful rain are expected, and the close of this season after the rains is unhealthy. In the third period the weather cools down, and the middle of the period is characterised by bleak north-west winds, the temperature dropping to as low as 47 degrees on the average, and occasionally to freezing point.

5. *Size of the site. The limited sites available for consideration.*—It will be seen from this description of Delhi and its environs that the field in which the Committee could look for a site was strictly limited by peculiar physical circumstances. The river, the flooded areas and the hills are all disconnecting factors which make the provision of a sufficiently large area of suitable land in one place, close to the city of Delhi, very difficult. The ground forming the approach to the present city was considerably cut up by artificial features such as the various railways entering at different points, the Western Jumna Canal and the Najafgarh drain. The fact that half the population of the town live outside the walls in irregularly developed suburbs rendered the work of co-ordinating the new Delhi in a balanced perspective with the present city a hard task.

The amount of land required limited the choice of ground. Fifteen square miles was needed by the Military authorities for a Cantonment which was to be placed in proximity to the Imperial City. The needs of the Imperial Capital itself, though not finally decided, had been estimated to cover 10 square miles, and, besides this, land for isolation zones and future development was needed which would vary with the precise location of the new town. In choosing a site the possibility of using through lines of railway communication for the new city had also to be taken into consideration.

The sites may now be discussed in detail by the Committee.

6. *The land on the eastern bank of the Jumna.*—The land on the east bank of the Jumna is hallowed by no historical associations except for the site of Lord Lake's battle of Delhi which is 6 or 7 miles away from the present city. To be recognised as an integral part of Delhi, a new capital, if located on this side of the river, would have to be placed on the bank immediately opposite the walls of the Fort. After examination of this ground the Committee came to the conclusion that it is altogether unsuitable for the location of the new capital. The banks of the Jumna are flat and liable to encroachment by the river. Large portions of this riverain are subject to flood and are unhealthy. The land behind the riverain is flat and uninteresting with a high subsoil water level. The whole site is cut up by the main line of the East Indian Railway which is in high embankment as it rises to pass over the Jumna bridge. Another bridge across the river would have to be built at great expense if any large settlement is made on this bank. The Committee are of opinion that nothing can be made of this area as a site for a new city.

7. *The sites to the north of Delhi on the west bank of the Jumna. The Durbar area.*—It was in this area that the stones commemorating the change of capital had been laid by Their Imperial Majesties. For every reason this tract deserved and received the most thorough consideration at the hands of the Committee. The Ridge and Civil Lines were identified with and consecrated to the British Raj. In the Barari plain the great Durbar commemorating the accession of King Edward the VIIth had taken place, to be followed in 1911 by the splendid pageant when for the first time in history a King-Emperor announced face to face to his Indian subjects his assumption of the Imperial Crown of India.

There were some general advantages in the site. For example this area is upwind and upstream from the present city of Delhi. The ruins and remains of the Delhis of the past do not cumber the ground. While the external communications might need improvement, the tract is fairly well served by existing railways. Roads and canals and the internal communication could be made convenient without excessive expenditure. A good deal of money has already been spent on the area; some of the objects on which this expenditure took place might conceivably have been worked into service when laying it out for a town. It was close to the main line to the summer Capital of the Government of India. At the northern end water effects could be obtained in the vicinity of the river. But when this site came to be considered in detail, the Committee found many disadvantages and difficulties. The area may be considered in detail.

The land between the Ridge and the Jumna on the side of Delhi city is perhaps a square mile and a quarter in extent. This comprises the Civil Station with some 120 bungalows, the Metcalfe Estate and a tongue of land running up the river bank by the Magazine to Wazirabad. This area in the past has developed in a haphazard fashion. In any town-planning scheme worthy of an Imperial City, it would probably be necessary to purchase all the interests and remodel it *in toto*. From estimates supplied by the Deputy Commissioner of Delhi, it appears that acquisition and treatment of this area would be very costly and would involve a dislocation of all the present European population, the majority of whom represent the business houses of Delhi.

The next area is the Ridge itself, approximately a square mile in extent. This is the only commanding position on the site; but the Committee understands that sentiment will not permit of new buildings being erected on the better half of it. The portion from Flagstaff Tower to Hindu Rao's house and the Mutiny Memorial must remain sacrosanct; the Ridge can therefore never be more than

a rough park garnished with plain but hallowed buildings, while it runs across the best portion of the site and shuts out the view both of old Delhi and the river Jumna.

The actual site of the Durbar camps is some three square miles in extent. Most of this land is flat and featureless, and any view which it has of Delhi is of its worst side. It has already been explained that much of the land here is liable to flooding and the subsoil water stands high. From the health point of view, the vital statistics of the villages in the area show an unhealthy past history, and recent examination of spleen index on the spot confirm the existence of bad malarial conditions. Much of the land is sour and retentive in character, resulting in an undesirable surface after rain and the ponding of water for considerable periods owing to the very finely divided nature of the surface soil. Little of this land is at present fit for permanent occupation. More areas could no doubt be added by a considerable expenditure on drainage and protection from floods; but in the end a considerable portion of the area would have to remain under a ban as far as building is concerned, and the only feature which could be obtained would be artificial water, while it would be costly and possibly dangerous to health to provide even this feature.

It should not be forgotten that if the Imperial Capital is to be favourably situated so as to present an effective appearance, it should, if possible, be approached along a line of rising ground. Here, unfortunately, the opposite is the case, and the approach from Delhi to the new centre of population would necessarily be along a falling line leading towards lowlying land flanked by flooded areas.

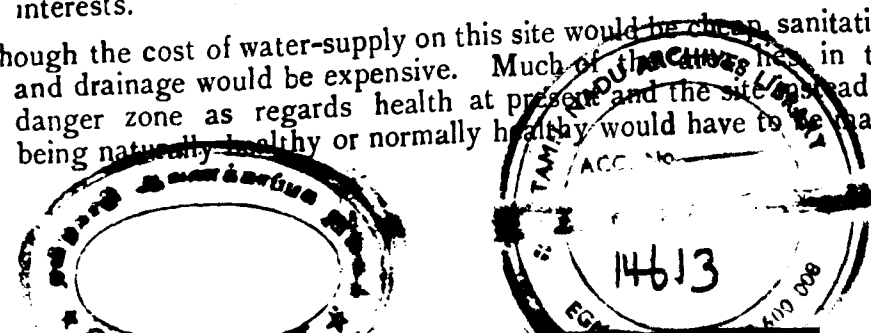
The suburb of Sabzi Mandi comes at one of the best points in the site, where the principle road for communication direct with Delhi would have to be through the break in the ridge. No fine scheme could be put forward for the site by the Committee, which would not entail the removal of this manufacturing suburb. The Deputy Commissioner of Delhi has not had time to work out an estimate of the exact cost of removal of the half square mile of buildings; but he estimates it to be very heavy, and there is the great disadvantage that such a removal would entail the disturbance of mills and the chief manufacturing settlement of Delhi.

The gardens north and west of Sabzi Mandi cover some four square miles. The value of these garden lands is estimated by the Deputy Commissioner at a large sum. The gardens are at present heavily water-logged, the environs of the gardens are unhealthy and the retentive soil does not allow water to drain away quickly. While their present condition could be remedied, the eventual gain, as far as a site for an Imperial City is concerned, would only be some flat country which would have been obtained at a considerable price and only made fit for building at a disproportionate expense. The open country in the direction of Pithampura offers no view of Delhi, and is generally a flat uninteresting country with a high subsoil water-level and mostly lying under the 700 foot contour line. The fall for drainage is very small. This plain would only be suitable for the expansion of the new city. This was not one of the areas which commended itself to the Military authorities for the new cantonments. In all probability, if any of this area was occupied by a large permanent settlement, there would have to be a somewhat expensive diversion of the Najafgarh drain. The whole site, while easy to supply with water is difficult and expensive to drain.

To sum up the points against the Durbar area the Committee consider that:—

- (a) To put forward any scheme worthy of the Imperial Capital would involve the acquisition of the Civil Lines, Sabzi Mandi, and the Delhi gardens, entailing a large expenditure of money on land alone and disturbing important business and manufacturing interests.
- (b) Though the cost of water-supply on this site would be cheap, sanitation and drainage would be expensive. Much of the site lies in the danger zone as regards health at present and the site instead of being naturally healthy or normally healthy would have to be made

C35HD



healthy. Subsoil drainage, river embankment and sewage disposal would be troublesome and expensive items on the site. The natural outfall is near Wazirabad above both the intake of the water works and the present city of Delhi.

(c) The site is cut up by the Ridge, the Najafgarh drain, the Eastern Jumna Canal, the Grand Trunk Road, and the Delhi-Ambala-Kalka Railway. Difficult and expensive diversion and realignment would be entailed.

(d) There is a lack of sufficiently good building land near Delhi which could only be met by an extension into more distant and undesirable areas. The physical shortcomings of the riverain and Durbar area sight would push the Imperial City out towards the Pithampur plain into a country naturally flat and featureless and with no view or association with Delhi. The surface drainage of the Pithampur plain is extremely poor; the fall is almost negligible, and great difficulty would be experienced in providing satisfactory drainage here. The site is cramped owing to its peculiar physical condition, and even if, by including some doubtful building land, the city could be built at all in the tract, there would be no suitable area for future expansion and it would be impossible to imagine the growth of a great city at some future date in such a situation. The site is generally flat and uninteresting, and unless striking artificial water effects are permissible, which from the present point of view of health seems unlikely, it would lack all features of scenic beauty.

The indictment against this area is overwhelming, and the Committee feel that it is out of the question for them to advise the Government of India to select this area for the site of the Imperial Capital.

8. *The western slope of the hills to the south of Delhi.*—This area may be alluded to for the sake of convenience as the Naraiana plain. The plain has already been described in paragraph 4 of this report. Its characteristics are a good slope and a skirt of alluvial soil going high up into the hills. It is, in many ways, well suited for the location of a town, and the isolated rock on which Naraiana stand offers fine possibilities for striking building effects. This plain is open to the prevailing winds at Delhi and there is nothing in its past history to make the Committee consider it anything but naturally healthy. It has already gained the informal approbation of the Military authorities as an ideal site for a cantonment, combining a high and healthy location for the cantonment itself with magnificent expanses of grounds for manœuvres in close proximity. There is one reason however which, in the Committee's opinion, puts this tract out of court as a site for the new Imperial Capital. That is that this could not be considered to be Delhi. The plain is destitute of historical associations. The rocky flank of the ridge which runs out towards Rohilla Serai shuts out all view of Delhi, while it permits the smoky chimneys of the Delhi factories to be the sole evidence of where Shahjahan's Delhi lies. The main ridge obstructs all view of the older Delhis of the past. The rocky outcrop on the flank of the ridge at the northern end of the plain is inimical to free communication with Delhi, while the valley which lies between the ridge, its flanks and the city must, almost of necessity, be earmarked for the expansion of the present city. The natural tendency for extension is already in this direction and the presence of the railway enclosing one side of the valley offers a good line for the development of commercial and manufacturing settlements in the future.

This area also must, in the Committee's opinion, be left out of consideration as a site for the Imperial City.

9. *The eastern slopes of the hills to the south of Delhi.*—It is on the fringe of this tract that the Delhis of the past are situated. Standing a little to the Delhi side of the village of Malcha, just below the hills almost in the centre of the site, and looking towards the Jumna, Shahjahan's Delhi on the left fills the space between the ridge and the river. Following down from the present city on the foreshore of the riverain Firoz Shah's Delhi, the site of Indra Prastha, Humayun's fort, Humayun's tomb and Nizamuddin's tomb take the eye in a continuous progress to the rocky eminence on which Ghiyasuddin Tughlak erected

his fortress city. On the right the Lal Kot, the Kutb, the Kila Rai Prithora, Siri and Jahanpanah complete the circle of the monuments of ancient Delhis. The mid space in the foreground is filled by Safdar Jang's Mausoleum and the tombs of the Lodi dynasty, while to the left, towards Delhi, Jey Singh's gnomons and equatorial dials raise their fantastic shapes. With the exception of the settlement near the Kutb the ancient cities of Delhi were placed within easy reach of the river, and water-supply practically dictated the location of each successive city. It is for this reason probably that the land lying between the road to the Kutb and the Ridge was not used for any ancient metropolis.

The slopes are thus divided into two portions—the portion fringing the Muttra road together with the narrow riverain in which the ancient cities lay, and the portion adjoining the Kutb road and stretching up to the hills. In the direction of the Delhi Gate the former portion offers some building areas; but as the Muttra road advances to the south the land on the right adjoining the road becomes covered with tombs, and the triangle of country which has Nizamuddin's tomb as its apex and the Kutb and Tughlakabad as the points of its base, is thickly studded with ruins and remains. The difficulties of dealing with such an area are considerable and, incidentally, the drainage does not offer the same striking advantages as that of the area nearer the Ridge. The latter area, however, is completely free from these drawbacks.

It was therefore to the latter area that the attention of the Committee was particularly drawn. The land in between the neighbourhood of the Kutb road and the Ridge lies generally above the 700 foot contour and has excellent levels for drainage purposes; and indeed the fact that storm water and drainage of all kinds can have a rapid fall and be given an outfall above flood level makes the area stand alone in regard to one of the most important factors which influenced the Committee in the choice of a site. The investigations of the sanitary officers prove that the villages in this area have the healthiest past history of any of the areas under the consideration of the Committee. Lying 25 to 50 feet higher than most of the tracts observed, it is entirely removed from possibilities of flood. The good natural drainage and the low level of the subsoil water obviate the dangers of water-logging.

The site is not manworn. The monuments and remains of older Delhis, while they add to the attractions of the view from the site, lie in the lower land outside or to the east side of the site itself. Thus a free hand is gained in developing the site and the ground is not cumbered with monuments and tombs needing reverent treatment. Most of the soil is good and in continuous agricultural use. In the subsoil shallow beds of pea kankar occur; but they offer no obstacle to the treatment of the area. What appears to the Committee a point of extreme importance is that this site offers practically unlimited area for expansion over land suitable for building purposes. The site itself contains good points for the effective location of buildings of all characters and sizes, and offers opportunities of securing good views of the historical and archæological remains of the ancient cities.

The site is near the present centre of the town of Delhi and there will be no difficulty in making a fine approach from good points in the old city, as well as other notable avenues. A new city located on the site would be served with direct communication, to the centre of the present city and its ends abutting on the Civil Station at one extremity and the Delhi Gate at the other.

It has already been stated that the Military authorities have informally approved of the Naraiana plan on the other side of the Ridge with its wide expanses stretching towards Palam as a good site for a cantonment. The relation of this site to such a cantonment is almost ideal. The access to the Naraiana plain at points near the centre of the site is easy to secure. The cantonment would be near but not too near the Imperial City. Amenities such as clubs, race courses, golf courses, polo, tennis, cricket, football and hockey grounds could be arranged for at a place where they could be made use of jointly by soldiers and civilians throughout the year. Railway communications can, it is understood, be easily afforded, and there would be little difficulty in combining a single line of communications to meet the needs of the settlements on each side of the ridge.

The site contains nothing useful or valuable which would have to disappear. While new communications by road both internal and external offer no obstacles, no existing road of importance would need to be interfered with seriously. The important communications in this direction are the Muttra road, which would remain unaltered, and the Gurgaon road. The diversion of the latter will form an indispensable service road for the new Capital with no serious inconvenience to through traffic. Connections with the Kutb and the village in its vicinity will be provided for by a road along the eastern boundary of the site connecting directly with the Delhi Gate.

Acquisition of land for this site will displace no business centre or manufacturing interests, nor interfere with the legitimate expansion of the present city into areas in which its natural extension is to be anticipated. Incidentally the land which will be acquired for this site is extremely cheap, and while no consideration of expense should, in the Committee's opinion, limit the acquisition of land both for the new city, its parks, gardens, future expansion and for the isolation zones around it, it is a fortunate circumstance that the moderate price of land in this part of the Delhi district will render it impossible to entertain even a thought of such limitation.

The supply of water to this site for irrigation can be arranged, but will be more expensive than a gravitation supply. This is counterbalanced by the fact that if any other site in the vicinity of Delhi had been chosen, drainage, sanitation and protective works against floods would also have involved great expense.

Among the limited sites available the Committee have no hesitation in advising the Government of India to select this site and consider the physical, sanitary, æsthetic and general consideration in its favour overwhelming.

10. *Land acquisition.*—With regard to the area of land which should be acquired, the Committee recommend that all the land shown on the map, accompanying this report, in red, should be purchased. This area includes the land required for the site of the Imperial City and cantonments as well as a margin for expansion and isolation zones.

The Committee further recommend that the area coloured green on the map should be acquired for the extension of the present city of Delhi and the Civil Station and for the purpose of sanitary measures in the interest of the health of Delhi and indirectly of the new Capital. In developing schemes for communication or for the improvement of the old city, much of this area will probably have to be acquired in any case. The land will increase in value and, as it is certain to be needed in the future, it would be a short-sighted policy not to acquire it now.

The area coloured blue on the map will form the environs of the new Capital. From the point of view of sanitation and general administration it would be necessary to have a firm control over this area. The Committee are of opinion that such a control should be secured by legislation, or, failing legislation, that this area should also be purchased.

The area coloured brown represents the portion of Delhi and its suburbs which have already been developed. The acquisition of this area is not advocated. The only suburb of Delhi, where acquisitions will, under this scheme, take place, is Paharganj.

11. *Future programme.*—Having now completed the first section of their work and recommended a site for the new Capital, and having proposed a number of preliminary schemes in outline for the laying out of this selected area, the question of further procedure arises.

It is understood that the Government of India will reside in Delhi from October to April, during the cold weather months; but this Committee have not seen the site at that time of year, as they did not reach Delhi until the middle of April when the hot weather had set in.

They feel that before submitting their final plan and recommendations it is of great importance that they should have an opportunity of examining the site and surroundings under the conditions which prevail when the Government of India will occupy their winter capital.

On the other hand the selection by the Committee of the southern site with its higher land, superior surface fall and favourable conditions for drainage, and the rejection of the northern site with its liability to flood and water-logging, makes it unnecessary for them to carry out their original intention and observe this ground during the rainy season.

They, therefore, propose to return to England at this stage and to come out again to Delhi in the cold weather months in order to complete their plan and to submit their final recommendations.

Such a course has considerable advantages. It will give time to the Government of India to acquire the land needed for the site of the new city and cantonments and to complete the collection of the more fully detailed information required with regard to the southern site which could only be put in hand after it was chosen.

It will also enable the Committee during their absence, to consider more fully and mature the details of their proposals for the creation of a worthy city.

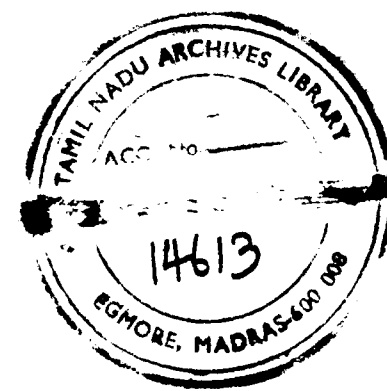
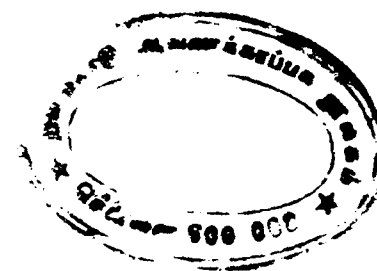
G. S. C. SWINTON, *Chairman.*

JOHN A. BRODIE, } *Members.*

EDWIN L. LUTYENS, }

HOLCOMBE, SIMLA; }

13th June 1912. }



NB 251 N13 t
N13