

INDEXED.

Local & Munl. (1896) Department.

MISCELLANEOUS.

G.O., No. 1843 m.

DATED 30-10-96

[Despatch Abstract.]

Letter
Comm. to the Munl. Council
Ottawa and for remarks with respect
to the Executive Engineers suggestion
in regard to building sites and
quarries near Ottawa.

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

Local & Munl. (1896) Department.

CURRENT No. 2817 M

Order No 1843 he mndy 30-10-96

Communicated to the
Municipal Council, Ootacamund
for remarks with reference to
the Executive Engineer's
suggestions in paras 3 to 9 of
his letter.

From

The Public Works Dept.

No. 2843 W.

1.2
16/10/96

A.L.H.
27/10/96

MS 29 w.e/b

Dated 2-10-96

Received 19-10-96

Registered

Enclosures

Spare copies

SUBJECT.

Awaiting the plans & estimates for the
proposed new road opening out sites to the
north & north-west of Ootacamund & referring
the Executive Engineer's suggestions in
regard to building sites and quarries for
consideration in the Revenue & Local and
Municipal Departments.

To.
The Chairman, M.C., Ootacamund
(this the Coll. of Ootacamund)
Dated 3/11/96

BACK PAPERS

G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.

BUILDINGS AND ROADS.
CIVIL WORKS.

Government { 1896 } of Madras. PUBLIC WORKS.

Recd. 19 OCT. 96

Enclosures.

Regd.

1896.

Spare copies.

G.O., No. 2843 W., 2nd October 1896.

OCTOBER.

Road

Awaiting the plans and estimates for the proposed new — opening out sites to the north and north-west of Ootacamund, and referring the Executive Engineer's suggestions in regard to building sites and quarries for consideration in the Revenue and Local and Municipal Departments.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Buildings and Roads.
Civil Works.

READ—the following paper:—

From F. W. ASHPITEL, Esq., Executive Engineer, Coimbatore Division, to the Superintending Engineer, IV Circle, dated Coimbatore, 2nd September 1896, No. 2909.

In letter No. 456, dated 26th February 1896, the Collector of Nilgiris requested that Church Hill might be divided into building blocks and a survey was made for this purpose. While the survey was in progress, the idea of selling any portion of the Hill was apparently abandoned and a project was started for a new road which will open out sites to the north and north-west of Ootacamund. The plans and estimates are now under preparation, and I have the honour to request that you will obtain the necessary sanction to the various proposals.

2. The line of the proposed road follows the Government House Lane past Clifton Grange and thence by Bandy Shola Lane to St. Stephen's Church. This length only requires improving and repairing in places, as the path is, for a short distance, too steep and impracticable for carriages and some portions have never been metalled. The improvement will not cost much and the road will be great convenience as an alternative route to Government House and Charing Cross from various parts of Ootacamund. From St. Stephen's Church the existing road to Sheddon Hall will be made use of up to Sheddon Lodge (see survey), above which the proposed new trace road will start. The trace crosses Church Hill joining Love Lane near Woodside Lane and with the necessary diversions following the line of the former up to its junction with Marlimund Road; thence through forest reserve to Kandal Cross roads. The total length to be made or improved is from 4 to 5 miles long with a worst grade of 1 in 15, and the complete drive along the north margin of the lake and the proposed road will be about 7 miles. Apart from the numerous building sites which will be opened out, this project will therefore provide a short drive in Ootacamund, along which excellent views of the town and hills can be obtained and which will form an alternative to the only existing short drive round the lake.

3. The trace passes through a small portion of the Honorable Mr. Bliss' property above the church, a small piece of Mr. Winterton's land just above Prospect Lodge, through the Tudor Hall estate and Club Hill, and thence, with the exception of a small piece of land near the Kandal Cross roads, through Government land. The only private estates which will, it is believed, be materially benefited are the Tudor Hall and Club properties, and it is suggested that, if the principle of betterment cannot be adopted, the owners should, at all events, be required to give any land which may be required free of compensation. Arrangements will have to be made with the other owners through whose land the proposed road will pass, and if they require compensation, it is possible that they may be willing to accept other adjoining land in lieu of money.

4. Besides the advantages previously mentioned, the construction of the proposed road may open out gravel and stone quarries which might be extremely valuable and would indirectly help to compensate Government and the Municipality for any expenditure incurred. Government and the Municipality would benefit by being able to obtain cheaper materials for the repair of roads, and if the quarries are declared to be forest reserve, an additional revenue might be obtained. It would, however, be necessary either to prevent the use of the road for the conveyance of materials from private quarries or to levy a toll on each bandy-load.

5. The bulk of the work to be done in connection with this project does not appear to fall on the Public Works Department which has merely to make a road. The Survey Department is now making a detailed survey of Ootacamund. Mr. Walch is preparing a scheme for water-supply, and the question regarding building sites and quarries concerns the Revenue and Forest Departments and the Municipality.

6. It is suggested, therefore, that the Revenue and Forest Departments should, in communication with Survey Department, demarcate the building sites and the land which should be reserved for quarries and should also reserve, as far as possible, all natural sholas along the line of road. So soon as the sites for buildings have been selected, Mr. Walch may be asked to report on the water-supply, and the sanitary authorities on the facilities for drainage.

7. It is also suggested that if, as is anticipated, the town of Ootacamund increases in this direction, it is not advisable to allow owners to build when and how they please; and, above all things, to take effective steps to prevent the formation of straggling native villages which can never be drained or supplied with water at a reasonable cost: in other words another metucherry is not desirable.

8. The Municipality has, it is believed, power to force owners to build with due regard to sanitary conditions, and as some sort of bazaar will eventually be a necessity, convenient sites for this purpose should, it is thought, be reserved in the first instance. Other building sites might be sold or let on long leases with conditions as to the class of house which may be constructed. Ootacamund has suffered considerably from the indiscriminate construction of houses without the slightest reference to sanitary conditions, and it would be a great pity if one of the results of the proposed scheme was to increase the area of insanitary Ootacamund.

9. It appears to be a question whether a Municipality without an Engineer or even an overseer, and which looks to Government for funds for drainage and water-supply, should be allowed to deal with applications for permission to erect new buildings which may afterwards prove defective in design, difficult to drain or supply with water. This difficulty might, of course, be overcome if permission to build was only given on condition that owners agree to connect houses with the municipal drain and water-pipes, or to make such other arrangements as are approved by the Municipality and the Sanitary Board. The state of affairs at Ootacamund appears to differ from that in other Municipalities, as the tendency is to construct detached houses for European and Native gentlemen, while the only native huts, likely to be erected, are bazaars and servants' quarters in connection with those houses. For sanitary purposes, it therefore seems advisable to concentrate these huts in places where they can easily be drained and supplied with drinking-water, and it might be as well, when selling the building sites, to sell with each block a plot of land in the special reserve for the necessary servants' quarters and to make it a condition of sale that suitable buildings shall be erected on it.

10. The estimate will provide for a road with a worst grade 1 in 15, 18 feet wide, gravelled 6 inch thick for a width of 12 feet, and for the necessary drains. The road is not designed for heavy traffic, and it is believed to be unnecessary to make it suitable for such traffic. The probable cost will be about Rs. 25,000.

11. This report has been submitted by order of His Excellency the Governor before the project has been completely investigated. The sketch-map shows the line of the proposed road and a possible connection between Bandy Shola Lane and Snowdon Road which would probably be extremely useful. No proposals have been made for cross roads, as these can be constructed when required.

No. 2843 W., 2ND OCTOBER 1896.

No. 448 W.

Copy submitted to the Chief Engineer, Public Works Department, for favour of orders.

8th September 1896.

(Signed) J. HANNAN,
Suptg. Engineer, IV Circle.

ORDER—No. 2843 W., dated 2nd October 1896.

The plans and estimates for the proposed new road will be awaited.
2. The suggestions in paragraphs 3 to 9 of the Executive Engineer's letter will be considered in the Revenue and Local and Municipal Departments.

(True Extract.)

J. Hannan
Under Secretary to Government.

To the Superintending Engineer, IV Circle.
" Revenue Department.
" Local and Municipal Department.

Given for copying
Copied
Examined
Signed

AGAIN G.O., No.
189

DATED

SENT No.

LOSURES TO C. No.

OF GOVERNMENT

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Summary
Cero 1680h

897 22/4/97

for 680-2592 hrs

897 21/7/97

Station from 18th April 1896.