

PLANNING IMPERATIVES FOR CORE AREA (INNERCITY-HYDERABAD)

A DISSERTATION

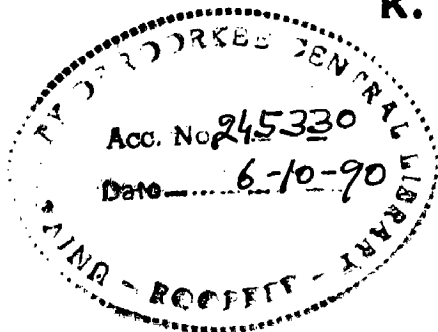
*submitted in partial fulfilment of the
requirements for the award of the degree*

of

MASTER OF URBAN AND RURAL PLANNING

By

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DECLARATION

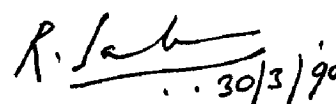
I hereby declare that the work which is being presented in the dissertation entitled 'Planning Imperatives for Core Area (Innercity - Hyderabad)' in partial fulfilment of the requirements for the award of the degree of MASTER OF URBAN AND RURAL PLANNING submitted in the Department of Architecture and Planning, University of Roorkee, Roorkee, is an authentic record of my own work carried out for a period of about nine months from July 1989 to March 1990 under the supervision of Shri Sanjay Arora and Shri R. Shankar, Reader, Department of Architecture and Planning, University of Roorkee, Roorkee (U.P.), India.

The matter embodied in this dissertation had not been submitted by me for the award of any other degree or diploma.

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(K. Srinivas Rao)

This is to certify that the above statement made by the candidate is correct to the best of my knowledge.


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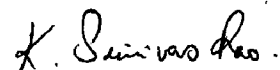
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22 Mar. 1990.


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CHAPTER - I CONCEPT OF INNER CITY AND COMMUNITY

1.1 DEFINITION AND INTERPRETATIONS

The concept of inner city came into being in United Kingdom in Mid sixties of this century. It is defined as a geographic area or set of areas in which the built environment is, on average older than the surrounding urban area and which, by definition, occupies central location.

In the Indian context, the inner city comprises of traditional residential and commercial areas, which have evolved through the ages. More often than not, those areas today face problems of acute urban deprivations. Basically, these areas are a heritage due to their physical formation along with the cultural backdrop. They have grown organically over ages in response to the culture and tradition of the people. Some innercity areas are agglomerations of rural settlements providing agglomeration advantages, while others may have emerged from citadals of power. Despite similarities each innercity is unique in its formation, pattern and problems.

In most Indian historical old towns and cities the development pattern displays a complex morphological structure with an 'old core' and modern crust. The form and functions of these old cities have under gone little changes even though new settlements and land uses developed in response to modern needs. Industrial development for example, clustered around the 'Old core' with out breaking it.

Before the British rule, most Indian cities were either agricultural market towns and centres of small scale cottage and handicraft industries, or in a small number of cases, religious or administrative centres. The British culture slowly but steadily affected the life style of people because of their long rule. These areas underwent continuous changes which were entirely different from the economic, political and socio-cultural factors of the cities and their physical structures.

1.2 CHARACTER OF INNER CITY

The social interaction in the small neighbourhoods of inner city is strong and rooted from past generations. We still see adherence to the old traditional, life styles and psychological attachment to place and property in these people. Old residents, especially owners, experience emotional stability and social equilibrium. They tend to retain their identity, strong beliefs, customs and traditional way of life while trying to imbibe facts of a modern civilization. Over the years these old areas with their immediate surroundings have created a very strong cultural infrastructure, which does not exist in new areas. These old city areas throb with activities of all kinds and never look dull. Various festivals are celebrated with great enthusiasm. The communities in these areas become an identifiable place for the people living, working, visiting or passing through them. As a result they accumulate the memories of times with past memories more sweeter than the present!

The economic and commercial activity in these areas is still seen in light handicraft cottage industries. These industries are labour intensive, at times absorbing all the members of a family. They are often based on hereditary practices for community crafts and skills.

The craftsmen do not have enough capital to renovate old fashioned small scale industries and develop or adapt to modern production processes. Consequently, both traditional handicrafts and modern industries exists side by side.

People living in these core areas are reluctant to move out of the older areas as it is not economically viable. Living in innercity provides inexpensive living, extremely low rents (sharing in crowded rooms), nearness to job and shopping centres in the core area. Moreover, transportation costs are minimised, their daily needs are available at low prices as these core areas contains the main markets of grocery, clothes, fruits, vegetables, grains and other goods and services.

1.3 PROBLEMS OF INNER CITY AREAS (GENERAL)

In the process of urbanisation and development, the concern of planning authorities has been mainly directed towards the new areas, and the older areas have been neglected. As a result many activities and incompatible use have invaded the old city, disturbing the very social fabric and privacy of people.

One kind of invasion is the large scale intrusion of transport and intensive commercial activities into the residential areas. Another is the expansion of wholesale activities and occupancy of the larger structures by official institutions. There is an increase of incompatible land uses along the increasing traffic volume etc., resulting in congestion and displacement of some population to the periphery of the city.

Normally these core areas experience high density, overcrowding of structures, traffic congestion, air pollution, lack of open spaces, fresh air and sunlight which affect the health of the people in an adverse manner. Spilling over of commercial activities on the streets, lack of individual and family privacy, shortage of per capita space, low income, lack of basic amenities etc., cause urban blight. Besides rapid change in the life style of people, consistent with changing needs and development of technology is in contrast to the life style of core areas. Problems arising from these are reflected in the physical, social and economic profiles of the inner city.

These core areas contain historical buildings, street patterns, land scapes and spaces of strong architectural character. They should be preserved and conserved for their immense value. Some of the old city areas still play the important role of a city centre, whose physical structure needs to be upgraded, so that they can continue to function well. Historic monuments depict the architectural and scientific achievements of the period. The disposition of spaces and the use and application techniques, of construction materials and finishes reflect the life style of people of that particular period. Most of these are, unfortunately losing their character under the onslaught of 'modernisation'.

Besides problems associated with maintenance, these historical buildings are facing a great crisis of isolation in the wake of unrelated modern development in the surroundings and the intrusion of non-compatible land uses. The wide avenues that linked these buildings created an environment where the richness of the structure was self evident and provided for proper viewing distances and angles to appreciate their beauty. However, with haphazard development and chaotic traffic assignment, aided by neglect of the authorities, the monuments once famous for its identity and character are today in a pitiable state.

Few development plans have had a sympathetic approach to the treatment of innercity core areas. As such, commercial forces are operating freely and new buildings are replacing old and famous monuments which depict the civilizations glory and splendour may within a few decades, deteriorate to such extent that there will be nothing left to pass on as heritage to the future generations.

In the light of the above it is important to have such an approach to planning, which is directed towards preservation of traditional heritage, community linkages and lifestyle of people of that time, monuments, which are getting lost without new development. Planning should give necessary modification to suit the present day and future needs without much alteration.

1.4 CHARACTER AND IMAGE OF WALLED CITY

In 1591, Muhammad Quli Qutub Shah, the fifth ruler of Golconda, laid the foundation of Hyderabad. Hyderabad was said to be named after a lady called Hydermahal, a mistress of Muhammad Quli, who originally bore the hindu name of Bhagmati. Another version of the founding of Hyderabad is that when Sultan Ibrahim was out hunting one day he chanced upon a large, undulating plain across the river and marked it as the site for a new city.

The walled city, about 6 miles in circumference, and 2.2sq.miles in area, built in a form of parallelogram, surrounded by a stone wall, flanked with bastions. City was planned on a grid iron pattern, with two main roads running East West and North south and at their intersection Muhammad Quli Qutub shah built the Charminar, which marked the centre of the city. The two and half miles long wall had 14 gates and four posterns. Unfortunately, large sections of the wall were damaged by the disastrous floods of the Musi in 1908.

In later years, large sections were demolished as the city developed. Of the 14 gates only the Dabir pura and Furana pul Darwaza exist in their original form. The Furana pul gate stands at the southern end of the Furana pul on the road from Golconda to Charminar. This road was the main thoroughfare of the city in the time of Qutub shahis's and early Asaf Jahis.

For the purpose of description, the city has been divided into five sectors, the Northern sector, the Eastern, the Western, Central and the Southern sector.

One enters the old city, usually from the Nayapul, one of the four bridges connecting North with South Hyderabad. The chief entrance to the city is the Afzal gate (it is no longer there now) which is approached over the Afzal bridge (Nayapul) spanning the river Musi.

THE NORTHERN SECTOR

Not long ago and not far from the bridge, on the left hand side, was the grand old palace of the Salarjung family who were very high in the order of nobles under the Nizam and made famous by Salarjung III, the treasure loving minister. Now, his collection is housed in a new building at the very place where the family's grand old palace existed.

On the right hand side of the bridge, the cuppolas of a pink and grey granite buildings Silhoutte against the sky. This is the city High court and with the river serving as a fore ground, it represents a good example of the synthesis of the Indian and persian architectural style.

As we go into the interior, a comparative broad street is faced which is quite surprising considering the fact that it is a city, 400 years old. Immediately a high four-storeyed structure on the righthand side, hits the eye. This is known as the Madina building, built in typical Indo-Sarcenic architecture and seems to be inspired by 'Jaipur' as its corners are crowned with 'Chattris' in the typical Rajasthan style. The state ofices were located here during the Nizam's time and now is a hotel-cum-residential complex.

Opposite to this building is the Royal Ashurkhana or the house of Mourning. This is the oldest of Ashurkhana's or Imambras in India. The inner hall is in typical Qutub shahi's style and the outer hall with its wooden colour dates from the time of the Asaf Jahi ruler.

Just in the vicinity, is the famed 'Diwan Deodi'. This historic building housed several generations of the Diwans or Prime Ministers of the then Nizams. Today, amidst confusion and choas, the building does not exist and in its place, a commercial complex has come up.

THE CENTRAL SECTOR

Further down the main axis, we come across a continuity of arches in stones on either side of the road. This is the Patthergatti, constructed by the City Improvement Board in the 30's. These two storeyed structures with arcaded verandah for shoppers, have retail shops, mostly dealing in cloth. One huge arch on the right side leads to the Patel market which is fast developing as the biggest in wholesale cloth in Hyderabad. On the opposite of the market is the Nanakram Bhagwandas science college.

The Patthergatti culminates at the 'Charkaman' a Piazza of four sublime arches at cardinal points leading to four different directions of the city. All the four lofty arches still exist and in a way are bottlenecks for the free flow of traffic. In the development of the narrow patthergatti road, city improvement board, in their enthusiasm to beautify the city, resorted to renovation, for no valid reason.

The area is also known as Gulzar Houz, which specialises in jewellery, dominated by the Marwaris who stay in the vicinity.

Crossing the Kamans, we come to the symbol of Hyderabad "The Charminar". It is a magnificent rectangular edifice of granite, built upon four grand arches facing the cardinal point. Each side of the building is 100' wide while the minars rise to a height of 184'. It was declared as protected monument in 1886. Very poorly maintained at present. The oldest mosque Jama Masjid in the north eastern corner of charminar square is hidden by rusted, galvanized iron sheets of shops. Also, the square is used for parking buses, scooters, rickshaws, taxis etc. The Charminar has also been repaired, renovated time and again.

South of Charminar are two more monuments- one on the left hand side is the Osmania Unani Hospital, having a college in Unani medicine in its premises. On the right hand side is the mecca Masjid constructed by Muhammad Quli Qutub shah and completed by Aurangzeb. A grey granite edifice, it is one of the largest mosques in India and can accommodate 10000 worshippers at a time. During Ramzan, the sight is very impressive. With the mosque, the street in front upto Charminar thronged with worshippers in order.

The road on the left is the Laad bazaar - a market traditionally specializing in bridal wear, especially a special kind of stone studded shellac bangles. However, the structures are in a poor state but the business is flourishing.

Beyond the Mecca Masjid, southwards, the area is known as Shalibanda. The area specialises in silver foil making and the sound of the jingling of rickshaw bells mingles with the gentle, rhythmic tapping of the silver beaters mallets. However, the structures here too, are in a dilapidated state and most of the first floor of the two storeyed buildings are uninhabitable. Just adjacent to the street, shielded by a high wall on all four sides, is the enormous enclosure of the Khilewat mahal (Private place) and a group of other palaces built by successively Nizams. The total area of this complex is 270000sq.yards. One-fifteenth of the whole of the city area. The entrance gate is beyond the Laad bazaar on the other side. However, nobody is allowed inside, being a property under the trust and partly under the Nizam's private property.

THE WESTERN SECTOR

This is an area dominated by the Faigah palaces. The "Faigahs" were nobles, very next in order to the Nizam and the three nobles whose palaces exist, the southern most is the palace of Nawab Vikar-Ul-Umra now being neglected, this is a building in typical Hyderabad style with cornices, balconies and chajjas. Further north, is the palace of Nawab Khursheed Jah. It occupies a huge area and is very much influenced by the European style of construction. Now, it houses a Girls Secondary School and is supported by a huge play field. The area is known as Shah Ganj, where recently, there has been a concentration of dyers and printers, specialising in screen printing on silk and cotton.

Further north, is the Asman Jahi's palace and which is the oldest of the palaces in the city. To this palace was added the 'Khana Bagh' in European style, now left to stand on its own merit, it could still be revived through careful renovation and utilization.

The road leads finally to the 'Chowk' and further connects Laad bazaar on the right and Hussaini Alum on the west. The chowk is one of the biggest markets in the city and is flanked by a clock tower in front and a mosque by the side of it. The road connecting Hussaini Alum with Laad bazaar is the oldest part in the city and which formed the trunk road connecting Golconda via., the 'Furanapul' (old bridge) and the walled city. A street branching off from this road on the left, leads to one of the oldest schools in the city - MADRASA-I-NIZAMIA.

THE EASTERN SECTOR

This sector is dominated by the 'Furani Haveli' (Old Palace) built by the first Nizam. This complex of eleven buildings enclosed by high walls, is reputed to have once been the mansion of Mir momin the Peshwa (Prime minister) of Mohammad Quli Qutub shah. It had been handed over to the Mukkarram Jah trust for education and learning, which set upon institution. The complex engulfs a high vacant land which is surrounded by houses of the people of very low economic status. Nevertheless, the area around known as Yakutpura, is famous for small scale and house hold industry, such as perfumes and agarbathi making, tannery etc.

North of Purani Haveli is the Darushifa, a double storeyed hospital during the Quli shahi's. It also served as a residential college for imparting Unani medical education. It is a large place 300'X300' square, built of stone, having a quadrangular courtyard and in the centre there is a dargah and all around are arched chambers - which are not used now, as they are in a dilapidated state. Just in front of the mosque, is the city's municipal corporation Head office and by the side is the Aza-Khana-E-Zehra, built in the same Indo-Sarcenic style as the madina by the last Nizam, in memory of his mother Zehra Begum. It is now used as a religious institution by the Shia section of the Muslim community. Further, down the street on the right hand side is the Mir Alam Mandi. Formerly, this was a parade ground of Mir Alam's batallion and later Mir Alam himself converted it into a market in 1804. Today, it serves as one of the three wholesale vegetable markets in Hyderabad-Secunderabad. The Shamshud-Daula Haveli in the vicinity is a huge palace complex, which is now almost in a dilapidated state. The architecture is a combination of Indo-Sarcenic and European style.

THE SOUTHERN SECTOR

The North-South axis south of Charminar leads to two palaces of Hindu nobles. Sadly, even these two are in very poor condition. The one-Kishen Pershad's Deodi is a huge three storeyed structure and is now partly used as a residential area. But the other, Shamraj's palace is being pulled down. These palaces serve as land marks and focal points in the southern part of the walled city.

1.5 IDENTIFYING PROBLEMS OF INNERCITY OF HYDERABAD

After the formation of Andhra Pradesh state in 1957 Hyderabad as its capital experienced tremendous growth and in course of time it became over-crowded and congested. The walled city lost its importance and as its development was neglected.

According to official records the walled area (Inner city) is known as city Anderan and outer city is known as city Berun. The city Anderan of medieval times is an area in distress and of concern to urban conservationism. The walled city is now the habitat of 8.4 lakh people (according to the 1981 census) who are experiencing all manner of civic disabilities. With the passage of time the walled city lost its importance to the Northern half of the city. The northern half (the city Berun) has grown along with Secunderabad into a throbbing metropolis, while the inner city area has lapsed into decadance and neglect.

With the abolition of Jagirdari system in 1948 this area lost its economic base and despite of possessing all infrastructure ingredient such as roads, water supply, electricity and sewerage which are conducive to development was stagnated. One of the prime factor contributing to its decay is the dis interestedness in its redevelopment by the new comers, they are alien to the social, cultural traditions of the historic core.

The areas in the inner city are traditionally bond areas. Hindus and Muslims who lived for generations in the walled city established their residences there. These people are socially well equipped people, and previously they were in the service of Nizam but now have lost their economic base, they are unable to pay for water supply and electricity etc., to their houses. the dwellings and deodies in which they lived have become dilapidated now.

The rich among the people who lived in the walled city are concentrated mostly towards the north of Charminar. Out of these people, one section of Hindus who dominated the walled city came from Rajasthan, known as Marwadies. They were basically money lenders but also traded in jewellery, food grains and cloth which soon made them extremely rich. They purchased relatively cheap land in this area, with the result the local inhabitants slowly moved to the neighbouring localities. In place of dilapidated traditional dwellings, the new concrete buildings of the rich merchant class have come up which do not at all blend with architectural character of the walled city.

The decay of the walled city has not so much caused only by the change of political role but by introduction of new economic development notably the coming of railways and the use of mechanical power for the factory productions. Moreover principal railway stations are located in the North of Hyderabad, away from the main centre of the walled city, this shift in the focus of economic activities from south (walled city) to north of Hyderabad.

Now if we consider the physical phase of the walled city basically, it is an Islamic feudal city, a density built up area with narrow, winding streets ending in blinds alleys. This structure was designed for a certain era for a particular culture but at present not able to support a modern population with its accompanying economic, social and cultural needs.

The architectural style and building facades of these culture zones are distinctive, as are the life styles of people who occupy these areas. Only a very limited number of arteries were actually planned and provided in the walled city of Hyderabad. Normally in city design the city structure began with the roads but in the medieval islamic city the street system occupies the space left over after allocation of space for houses.

However, the innercity of Hyderabad has a rich cultural heritage, it is invested with great beauty, the medieval, indian, sarcenic, mughal and colonial architecture creating exuberance and richness. It has vast potentiality to develop as a tourist centre. Unfortunately the glory of the past the rich havelies and devidies, the specialised bazaars, the chowks and the market squares, have started showing signs of decay, necessitating reutilization of the historic core.

Following are the major problems in the walled city :

* Densely packed built up character of the inner city with its lack of open spaces and narrow circulatory roads are not suitable for modern development. The existing roads, sewerage lines, water pipes, electricity and play grounds have become old, obsolete and over loaded and are inadequate for the present population. This has led to increasing congestion.

* A majority of the inhabitants of the innercity are economically depressed belonging mostly to the lower income groups. They stay in the inner city either because of cheap rent or because they own their houses over the years the family size of each household has increased, but because of lack of open spaces inability to pay either higher rent or built new structures the only option left is to sub divide the house further to accomodate the growing family or to earn income from rents. Thus the already packed up structures have become further congested. (Refer fig.1)

* The circulatory system in the inner city of a different era and for a different culture except for the primary streets which are 60ft. wide. All the other roads narrow and unsuitable for vehicular traffic. The increased population of the innercity and also the spread of the builtup area southwards has resulted in a lot of vehicular traffic. this is because people going northwards of the new city for work and also people going southwards towards the newer built up areas are both using the roads of the inner city as thoroughfares. Also that the slow moving vehicles like cycles and rickshaws are in use in the innercity, roads have become increasingly congested. (Refer fig.2)

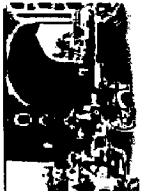
PROBLEMS OF HYDERABAD INNERCITY

TRAFFIC AND TRANSPORTATION

- EXISTING SITUATION OF TRAFFIC AND TRANSPORTATION IS A CHAOS.
- AREA SURROUNDING THE CHARTHAR IS A TRAFFIC BOTTLE NECK AND ORIGIN AND DESTINATION OF INTRACITY TRAFFIC TRANSPORT PROBS.
- ROADS USED FOR REGIONAL AND LOCAL VEHICULAR TRAFFIC.
- NARROW ROADS NOT SUFFICIENT TO CARRY THE PRESENT TRAFFIC.
- NO SEPARATED PEDESTRIAN ROUTES.
- BUSES ARE LOCATED IN HAZARAD MANNER.
- NO PARKING FACILITIES.
- STREET WIDENING SCHEME GIVEN BY HUDA, NO PROPER THOUGHT.
- HIGH SIGN BOARDS CAUSING EYE SORE TO PEOPLE.
- ABSENCE OF SHAPED TREES ON ROADS.
- ENCROACHMENTS REDUCING THE ROAD WIDTHS CREATING TRAFFIC CONGESTION.



VIEW OF CHARTHAR FROM LAMP PAZAR STREET SHOPPING AREA FOR BANGLES, CLOCKS ETC



NO PROPER REGULATIONS FOR TRAFFIC AROUND CHARTHAR CAUSES ENVIRONMENTAL POLLUTION



BUS BAYS ARE LOCATED IN A HAZARAD MANNER



VIEW OF CHARTHAR A TRAFFIC CONGESTION

SOCIO AND ECONOMIC PROFILE

- OVER ALLOCATION OF LAND IN THE AREA OF THE CHARTHAR.
- HIGH DENSITY OF BUILDINGS IN THE AREA OF THE CHARTHAR.
- FACILITIES FOR PUBLIC TRANSPORTATION ARE NOT SUFFICIENT.
- CIVIC AMENITIES NOT AVAILABLE IN THE AREA OF THE CHARTHAR.
- HOUSES ARE NOT BUILT IN THE AREA OF THE CHARTHAR.
- AREA OF THE CHARTHAR IS NOT WELL MAINTAINED.
- PLANNED DEVELOPMENT IS NOT FOLLOWED IN THE AREA OF THE CHARTHAR.
- LARGE NUMBER OF SMALL SHOPS AND STALLS ARE LOCATED IN THE AREA OF THE CHARTHAR.
- ROADS ARE NOT WIDENED IN THE AREA OF THE CHARTHAR.
- OVERCROWDING OF THE AREA OF THE CHARTHAR.
- LACK OF GREEN SPACES IN THE AREA OF THE CHARTHAR.
- INADEQUATE INFRASTRUCTURE IN THE AREA OF THE CHARTHAR.



HIGH DENSITY OF BUILDINGS



INFORMAL SECTIONS ENCROACHMENTS

- COMMERCIAL ACTIVITY IS HIGHLY CONCENTRATED ON MAIN ROADS LEADING FROM CHARTHAR.
- LACK OF ECONOMIC ACTIVITY IN INFORMAL SECTOR.
- SETTING UP OF SHOPS AND STALLS IN SMALL SPACES.
- SHOPS ARE BUILT IN A HAZARAD MANNER IN THE AREA OF THE CHARTHAR.
- LOCAL CENTERS ARE LOCATED IN THE AREA OF THE CHARTHAR.
- ENCROACHMENTS AROUND CHARTHAR.
- ESCROWED LANDS ARE NOT USED FOR THE INTENDED PURPOSE.
- PEOPLE TO SETTLE ON THE

- LACK OF TOURIST FACILITIES AROUND CHARTHAR.
- VIBRATIONS AND NOISE OF TRAFFIC AND ENVIRONMENTAL POLLUTION REDUCE THE LIFE SPAN OF HISTORICAL MONUMENT CHARTHAR.
- HANDLES AND PLOTS FORMER HANDS AND IMPEMENT ARE BARELY MAINTAINED.
- SCHOOLS ARE FUNCTIONING IN PRIVATE RENTED BUILDINGS WITHOUT ADEQUATE FACILITIES.
- NEW CONCRETE BUILDINGS ARE COMING UP IN PLACE OF OLD BUILDINGS WHICH ARE NOT AT ALL BECOMING THE CHARACTER OF OLD AND NEW IN DESIGN ASPECTS.

FIG 1

FIG 2

* Development authorities had taken up road widening scheme and creating social and physical infrastructure. Widening of roads involve destroying the highly ornate buildings which line the primary and secondary roads. Some of them being of great architectural value. Mosques and temples, line most of the roads. Destroying or removing them is impossible considering the communal sensitivity of the inner city.

The walled area requires 'revitalization' rather than 'development schemes'. By creating income and employment for the people in the area. Policies to conserve the cultural heritage by recycling the buildings and other assets to modern uses. New economic activities should be in such a way that it should not draw lot of people and traffic from outside. Fundamental changes in structure is neither possible nor desirable.

1.6 OBJECTIVES, SCOPE AND LIMITATIONS OF THE THESIS PROJECT

OBJECTIVES

The purpose of this study is not only primarily to produce a plan of action for the conservation of the core area of city, but also with the object of throwing light on associated problems which arise when conservation projects are undertaken.

Conservation to re-establish the community linkages form of street patterns, mohallas, linear bazaars and monuments, which are getting lost with out new development planning is imperative. The conservative approach should be aimed at retaining the existing image and characters as well as facilitating necessary modifications to suit the present day and future needs of the inner city.

1. To identify the problems and issues of the inner city with respect to conservation.
2. To analyse the problems and identify the parameters for sustained conservation in the core area.
3. To formulate policy guidelines and strategies for the conservation and development of the inner city.

SCOPE AND LIMITATIONS

The present study is limited to the core area of the inner city. The various aspects that are covered are :

Study of present land use, condition of buildings and their architecture with historic merit, pedestrian shopping area and market pressures for renewal or change.

The planning proposal for conservation is limited, due to practical constraints to the preparation of conceptual plan for proper environment and traffic management schemes for the charminar complex, and formulating guidelines and strategies for future development and conservation.

1.7 CASE STUDY - SHAHJAHANABAD

1.7.1 BACKGROUND AND CHARACTER OF THE AREA

Shahjahanabad is an ancient Islamic city, by nature of its growth reminiscent of the past and expressive of the present.

The Mughal emperor Shahjahan known to be a grand builder during the 17th century built first the enclosing city wall and then a few land marks within the wall : which differentiated the built form with nature. The walled city thus built, imposed little restrictions on building and it often grew organically in a web like pattern within the peripheral wall and towards the landmarks.

The place of worship, Jama Mosque was located on the top of the hill 'Bohja Pahari', with the stipulation that no building should be higher than the plinth of this mosque indicating that god is supreme. The palace together with the seat of administration, 'Quila-e-mullah' or the Redfort, was located next to the river at the foot of this hillock, keeping the fort in view, a square with axis promenade, Chandni chowk was built as dominating axis accommodating the houses of aristocracy, trading the commercial centres. While the multi-purpose winding and narrow lanes of traditional housing areas would lead one invariably to Jama mosque, there were also specialised lanes branching off from Chandni chowk and each was known by its special shopping or trading activity. The closely built residential areas accommodated houses with courtyards opening to a narrow lane.

These narrow lanes linked to wider lanes, roads and streets as well as to different types of squares which were not only used as movement spines but also as activity spines, integrating living and traditional housing areas within the walled city. The terraces provided the opportunity for the use of openspaces both for living and recreation. The physical structure of such a traditional city provided sufficient security, privacy as well as thermal comfort. Since the open spaces within the city remained to be small, the structure of the traditional city was essentially based on a human scale.

1.7.2 EXISTING SITUATION AND PROBLEMS

The intrusion of colonial rule, intervention of activities, after independence and inappropriate technology brought changes which are in confrontation to the walled city. The conflicts and contradictions are created by a changing life style of people in time with contemporary requirements and diversity in the occupational base, and also with the functional requirements of the walled city as a central business district for the metropolitan Delhi. Physical structure remains to be the same ancient but occupation of highly incompatible activities.

Together with the functional changes, certain structural changes became evident and, in course of time, the residential use of buildings was substituted by commercial uses and also to some extent by industrial uses, particularly in those areas which were fronting a street. A number of residential Katras, some of them beautiful and graceful have been converted into commercial markets. At the turn of the last century, a large railway station with railway yards was built almost next to Chandni chowk. Those functional changes together with the structural changes gained momentum in due course.

Both the rents as well as taxes continue to be so low that neither the property owners nor the municipal authorities have any obligations to improve the basic services in the traditional city. As the rents happen to be, by comparison extremely low the buildings within it provide accommodation to those who may not otherwise afford comparable space else where in metropolitan Delhi.

Traditional housing areas and noble 'Havelies' were turned into godowns and ware houses, thus deteriorating further the quality of life for those who have no choice, but to live next to these buildings. The courtyards are now used as storage spaces, and some have altogether disappeared in some buildings. The extension of commercial uses on to the balconies on all street frontages are quite common. A variety of visual disharmony is created by vulgar advertisements mainly along the spines. The ugly hoardings and extentions hide facades of quite delicately detailed architecture.

The entire movement network retained almost its original pattern, but these are now used for contemporary demands of commercial traffic. In past these networks were suitable for slow moving of man or a animal driven vehicles and for the pedestrians. But the present state of confusion is caused by the use of same network for high speed vehicular traffic. None of the commercial premises have off-street parking facility for delivery or loading, therefore the street is used for not only parking but also for loading and unloading of goods.

There was a need to connect the gates of the city wall to important landmarks of elements of urban structure in the walled city. Thus a basic network of five major arterials leading from these gates to different parts of the walled city were built as the spines of major activities. The other streets were of access roads to the residential areas and would not provide through routes, ensuring not only privacy and security but also controlling the volume and movement of traffic.

(Refer fig.3 and fig.4)

CASE STUDY - SHAHJAHANABAD

• SHAHJAHANABAD IS AN ANCIENT ISLAMI CITY BY NATURE OF ITS GROWTH REMINISCENT OF THE PAST AND EXPRESSIVE OF THE PRESENT

• INTRUSION OF COLONIAL RULE, INTERVENTION OF ACTIVITIES AFTER INTERFERENCE AND INAPPROPRIATE TECHNOLOGY BROUGHT CHANGES IN LIFE STYLE OF PEOPLE WITH CONTEMPORARY REQUIREMENTS DIVERSITY IN THE OCCUPATIONAL BASE IN CONTRAST TO THE Walled City

• PHYSICAL STRUCTURE REMAINS TO BE ANCIENT, BUT OCCUPATION INCOMPATIBLE ACTIVITIES WITH FUNCTIONAL AND STRUCTURAL CHANGES

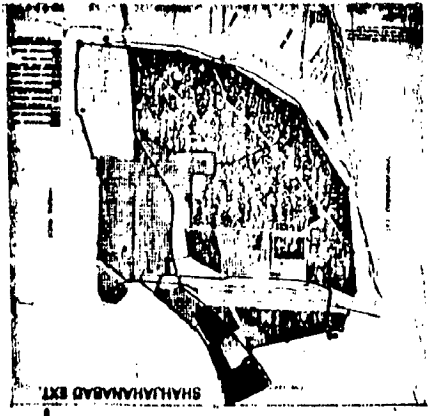
• STRUCTURAL: RESIDENTIAL USE OF BUILDINGS SUBSTITUTED BY COMMERCIAL AND INDUSTRIAL USES
 • FUNCTIONAL: A LARGE RAILWAY STATION WITH RAILWAY YARD WAS BUILT NEXT TO CHANDNI CHOWK



TRAFFIC CONGESTION IN KHARI BAORI



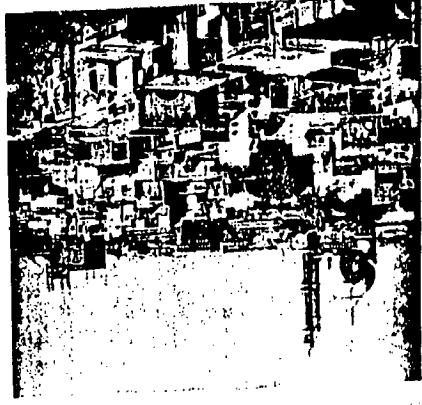
HAUZ KAZI CHOWK



- QUANTITY OF LIFE PETERIORATED WITH THIS CHANGES AND ACTIVITIES
- TRADITIONAL HOUSES AND NOBLE HAVELIES TURNED INTO GODOWNS AND WARE HOUSES COURTYARDS USED AS STORAGE SPACES
- SHELTER FOR LOW INCOME GROUPS AS KENTS AND TAXES ARE LOW
- NETWORKS WHICH WERE SUITABLE FOR SLOW MOVING AND PESS-TRAINS USED FOR VEHICULAR TRAFFIC (CREATING CONFUSION AND ENVIRONMENTAL POLLUTION)
- STREETS WERE USED FOR PARKING, LOADING AND UNLOADING
- COMMERCIAL USES EXTENDED ON BALCONIES AND ON ALL STREET FRONTS
- VULGAR ADVERTISEMENTS ALONG THE SPINES AND FACADES OF DELICATE DETAIL ARE COVERED BY UGLY HOARINGS

MSHJAHAB
 DEPT OF ARCHITECTURE
 UNIVERSITY OF ROORKEE

A VIEW OF SHAHJAHANABAD



A CHEMICAL INDUSTRY IN THE WALLED CITY

ORIGINALLY SHAHZAHNABAD WAS PLANNED ONLY FOR A POPULATION OF 60,000 IN AN AREA OF 600 HECT. AT AN AVERAGE DENSITY OF 100 PERSONS PER HECT OR 40 PPA BUT NOW INCREASED 7 TIMES CHANGES ARE SUMMARISED BASED ON SOME RECENT SURVEYS

1. DECREASE IN RESIDENTIAL POPULATION

IN 1961- 4.2 LAKH 1971- 4.0 LAKH
 1981- 3.5 LAKH 2000 - 2.5 LAKH (EXPECTED)

2. DECREASE IN RESIDENTIAL AREA

ORIGINALLY RESIDENTIAL LAND USE WAS 300 HECT. DECREASED TO 170 HECT IN 1981. EXPECTED TO 100 HECT BY 2000

3. INCREASE IN SHOPS AND COMMERCIAL ESTABLISHMENTS

IN LAST TWO DECADES COMMERCIAL ESTABLISHMENTS INCREASED TO TWO AND HALF TIMES.

YEAR	NO OF ESTABLISHMENTS	
1961 -	62035	1982 - 155000
1972 -	130640	2001 - 200000 (EXPECTED)



CHAOTIC TRAFFIC CONDITIONS.



LIFE IN RUINS OF AN OLD MAHAL.



LIFE IN TYPICAL KATRA.

4. INCREASE IN EMPLOYMENT IN COMMERCIAL SECTOR.

DENSITY OF WORKERS IN COMMERCIAL AREAS HAS INCREASED TWICE, REQUIRES DOUBLE THE PARKING AREAS. INCREASE IN ROADS AND INFRASTRUCTURE.

YEAR	PEOPLE WERE WORKING	
1961 -	62,000	1972 - 1,30,000
1982 -	3,50,000	

5. PERCENTAGE OF COMMERCIAL USE.

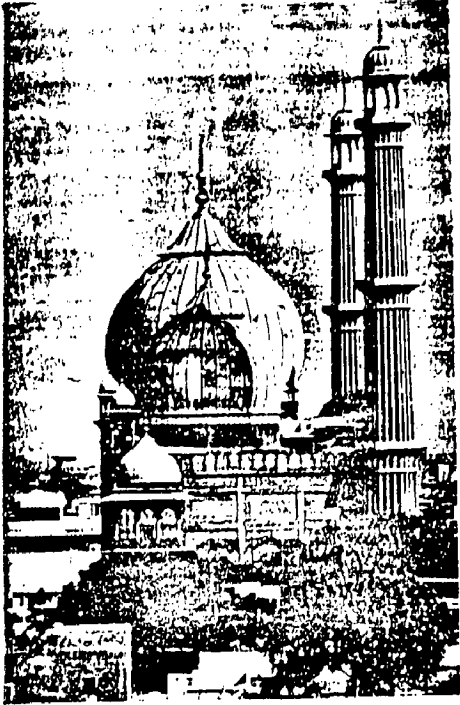
NORMAL STANDARD IN ENTIRE URBAN DELHI AND OTHER CITIES IS 3%. BUT IN WALLED CITY IS 14%.

6. GROSS RESIDENTIAL DENSITIES

MOST OF THE ZONES HAVE A VERY HIGH DENSITY MORE THAN 800 PERSONS PPH. CROWDED BEYOND TOLERANCE AND NEED RELOCATION OF PART OF THE POP. GENERALLY DENSITY VARIES FROM 500 TO 1235 PPH.

7. NOXIOUS AND NUISANCE INDUSTRIAL UNITS

700 INDUSTRIAL UNITS OF DIFFERENT TYPES EXIST NAMELY HOUSEHOLD, NUISANCE AND NOXIOUS.



8. PERCENTAGE OF EXISTING LAND USES

AS PER SURVEYS OF 1982

RESIDENTIAL PURPOSES - 35% COMMERCIAL - 14%

INDUSTRIAL - 14% PARKS, PLAY GROUNDS & OPEN SPACES - 1%

GOVT OFFICES - 4% PUBLIC AND SEMI-PUBLIC BUILDINGS - 3%

BALANCE FOR CIRCULATION BY ROAD AND RAIL - 22.6%

9. QUANTITY OF HOUSING.

(i) ABSENCE OF AMENITIES.

- 70% OF THE HOUSES HAVE NO SEPERATE KITCHEN.

- 55% OF THE HOUSES HAVE NO SEPERATE BATH ROOM.

- 62% OF THE HOUSES HAVE NO FLUSH LATRINES.

- 78% OF THE HOUSES HAVE NO SEPERATE STORE.

- 23% OF THE HOUSES HAVE NO WATER SUPPLY FOR INDIVIDUAL.

(ii) CROWDEDNESS.

CIRCULATION SPACE IS NOT MORE THAN 10%.

- 50% OF THE HOUSES HAVE ONLY ONE ROOM.

- 33% OF THE HOUSES HAVE ONLY TWO ROOMS.

- 17% OF THE HOUSES HAVE THREE AND MORE ROOMS.

STREETS BEING NARROW GET SHADE COMFORTABLE IN HOT SUMMER.

(iii) PERCENTAGE OF TENANCIES.

OWNERS - 45% TENANTS - 55%

(iv) MEAGRE RENT

MOST OF THE HOUSES ARE NOT REPAIRED BY OWNERS

60% OF THEM ARE GETTING A RENT LESS THAN RS 25/PM

5% OF THEM GET A RENT OF RS 100+ MORE PER MONTH.

(v) SOCIO-ECONOMIC PROFILE

50% OF HOUSE HOLDS HAD INCOME LESS THAN RS 100.

48.3% OF HOUSE HOLDS HAD INCOME LESS THAN RS 700.

30% OF HOUSE HOLDS HAD INCOME LESS THAN RS 500.

15% OF POPULATION IS BELOW OR AROUND THE POVERTY LINE

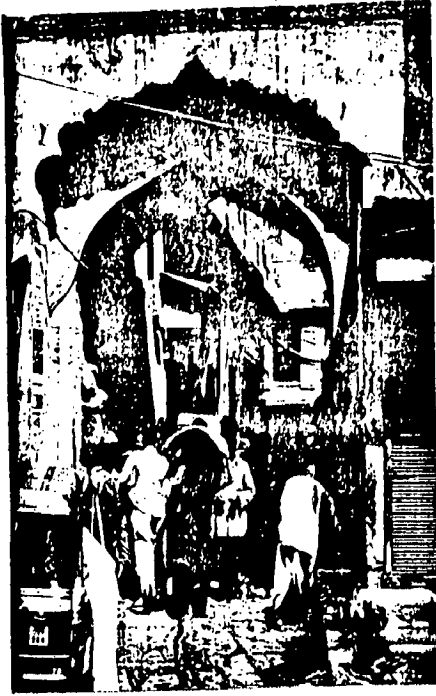
60% OF POPULATION ENGAGED IN OCCUPATION OF TRADE AND INDUSTRY.



A NARROW GAU



25% OF THE CITY IS TAKEN UP
BY PRIVATE INTERNAL COURT YARDS



A LATA IN SHAHJAHANABAD

TRAFFIC CONDITIONS

- EXISTING SITUATION OF TRAFFIC AND TRANSPORTATION IS A CHAOTIC. VEHICLES MOVE AROUND A NET WORK ABOUT 20 HEC.
- MOST OF THE ROUTES ARE COMMERCIAUSED.
- AVERAGE SPEED OF FAST VEHICULAR TRAFFIC IS 5KM PER HOUR. SOME STRECTHES 10KM PH.
- PEAK PERIOD TRAFFIC IN TERMS OF PASSENGER CAR UNITS IS LESS THAN THE CAPACITY OF THE CARRIAGE WAY.
- ENCROACHMENT ON MOST OF THE FOOT PATHS BY VENDORS AND INFORMAL SECTOR.
- PARKING IN NON PARKING AREAS.
- ENCROACHMENTS BY STRUCTURES EVEN OF PUBLIC BODIES.
- PHYSICAL: EXTENSION OF SHOPS.
- LOADING AND UN-LOADING OF GOODS.
- STORAGE OF BUILDING MATERIAL.
- PERCENTAGE OF SLOW MOVING TO TOTAL TRAFFIC IS MORE THAN 50%.
- A SIZEABLE PART OF THE R_L OF THE ROAD IS TAKEN BY THE PERMANENT PARKING OF VEHICLES OF SHOP KEEPERS AND COMMERCIAL ESTABLISHMENTS
- IN FEW PLACES, ROAD IS ALSO USED AS GO DOWNS OF COMMERCIAL ESTABLISHMENTS.

LIFE UNDERMATH OF THE LAYERS OF POWERTY AND CONGESTION



A STREET IN SHAHJAHANABAD



1.7.3 RECOMMENDATIONS AND PROPOSALS GIVEN

Rijit Ghosh had given the following options in the paper presented by him "Improving Quality of Life of Traditional Cities in India" in "A Seminar on Shahjahanabad" which took place in New Delhi, Feb.1980.

"Either we conserve the physical structure and control the incompatible activities within the walled city or change the physical structure and allow these activities to remain".

"A drastic and a large scale redevelopment programme may not be possible in Shahjahanabad as it may lead to destructions of cultural object, social unrest and economic differentials and thereby result in organised resistance by local residents".

"A minimum change in traditional housing areas, fronting the streets should take place consequent to the structural change".

"Those trades which necessitate very large godowns or ware houses like grains, hardwares, sanitary equipments, paper, motor spare parts and electrical goods, should be encouraged to move out of the traditional city to areas in metropolitan Delhi where their relocation may be more justified".

He suggested that a correct perception for the structural change should be developed according to the functional changes of the traditional cities in response to the changing needs of the traditional communities and the environment. He also suggested that the Old Delhi railway station should deal with passengers only.

Dr. Lothar Köttsch had given following option in the paper presented by him "Job-Conserving Urban renewal in Developing Countries" in "A Seminar on Shahjahanabad".

"The purpose of urban renewal is the conservation and improvement of the living conditions of the local population and, in particular, of those directly affected by the planning measures. If the employment opportunities of specific lower income groups are affected adversely by the improvement schemes, these can be only a deterioration of their living conditions".

Sikha Chaudhuri had given following suggestions in the paper presented by her "Shahjahanabad-functional change and Urban Structure" in "A Seminar on Shahjahanabad".

"The lifestyle of people living in Shahjahanabad is affected but it has still the continuity of tradition. This continuity of tradition and the built form retaining the structural frame work together with traditional living areas should be conserved as best as possible. 'Streets' and the 'squares' are fast disappearing with their reconstruction as thoroughfares in Shahjahanabad. The conflicts of routes and modes of transportations should be immediately resolved; 'streets' and the 'squares' should be conserved as such retaining still a major part of Shahjahanabad as pedestrian.

Dr. T. K. Majumdar had given the following comments in the paper presented by him "Improvement of traditional Housing Areas - A Sociological evaluation" in "A Seminar on Shahjahanabad".

"It is not possible to restore the walled city to its historical pattern of the Mughal city of Shahjahanabad. It is a living entity with multi-faceted economic activities providing employment to thousands of people. It still represents the ethos of the traditional pattern of urban living. In giving a firm basis for future actions and a clear awareness of development priorities, a conceptual framework is needed to understand the complex patterns of interaction between diverse variables - social, cultural, economic, environmental including physical and particularly interactions between human beings and their environments.

D.D.A. PROPOSALS

A policy frame for conservation, revitalisation and environmental improvement for walled city of Shahjahanabad has been incorporated in the Draft perspective development plan for Delhi - 2001.

* Shifting of noxious and hazardous industries and trades and elimination of non residential activity eg. industrial units using acids, chemicals and trades like plastic, rexine etc.

* Shifting of wholesale godowns to the wholesale and warehousing areas and dairies to areas in the rural use zone.

* To delimit all activities of trade and industries at their present level, and no new establishment would be permitted.

* Up-grading of physical and social infrastructure.

* Conservation and Restoration of Historical Buildings. Walled city has wide range of feature and characteristics which need to be conserved. Conservation in a manner suited to the existing socio-political climate and the needs of the inhabitants, conservation of historical buildings like the Redfort Jama Masjid, the city wall, entry gates, the visitor of Chandni chowk, the streets scape mohallas and katras which are out burst of life style. Reconstruction of ruins of wall and gates of the walled city.

* Revitalisation of Residential areas and Chandni Chowk. The bazaar of Chandni chowk should be revitalised by eliminating traffic of automobiles and restoring the original state as far as possible.

* Revitalisation of Residential areas should be taken up keeping in view the traditional character and style of the buildings, repair may be permitted within the existing architectural frame work. The katras may be redeveloped to rehabilitate the occupants.

* Any zone where density exceeded 618 persons per hectare, the dilapidated structures were proposed to be demolished by municipal corporation of Delhi under the slum area act. for provision of community facilities.

* The street network should be retained as existing and other characteristics of urban and street scape.

Introducing a system of tram ways and low speed capacity system to replace the existing passenger transportation system.

* Chaotic condition of traffic in commercial areas is mainly due to traffic generated by goods movements, heavy good vehicles meant for loading and unloading purposes should be restricted to certain hours during the night.

* All automobiles, animal-driven goods carries should be restricted to certain nodal points around the walled city with adequately planned parking areas and transit yards.

* Movement of cars, jeeps, taxis and other light vehicles should be restricted to certain points around the wall of the city.

* After introduction of the tramways three wheelers scooters will be prohibited and restricted to parking. Personalised mode of transport would be restricted to two wheeler scooters and cycles.

* Construction of dilapidated buildings permitted with the same materials and architectural features.

1.8 REVIEW OF LITERATURE

1. HISTORIC TOWNS PRESERVATION AND CHANGE

Produced by : Ministry of Housing and local government
London Her Majesty's Stationary Office in
1966.

This book gives an account of how modern technology and incompatible activities and uses are changing the life style of people and their impact on historic centres, and suggests some possible steps to tackle the traffic problem in historic centres.

Most towns are changing rapidly in response to the needs of a fast growing population with rising standards of living and under the impact of motor traffic and it came with unprecedented demands like wider thoroughfares for greater circulation, parking spaces, also felt noise, fumes and visual intrusion. The historic centres are torn by massive schemes of comprehensive re-development and fine grained texture buildings are superceded by standard types of new buildings where steel concrete and glass are used.

It states that conservation is required to preserve the good architectural and other qualities which enrich the towns. Building survey is necessary, which includes groups of buildings of special architectural historic character. Street frontages, squares, proportions and height and alignment, open spaces, trees, focal points, view points, opportunity areas all these have potential scope for visual improvement. The traffic can be reduced by re routing traffic, one way working, strict control and restriction of new development, which is likely to bring more traffic. And where new development is permitted, utmost care will be needed to see that the design is sympathetic to the context and properly related to the surroundings.

2. UNEQUAL CITY

Final report of the Birmingham Inner Area Study by Llewelyn
- Daview Weeks Forestier - Walker and Bor.

This book deals with various types of inner areas and categorises according to their problems. The concept of 'Inner Areas' is described as follows :

"The inner areas are generally understood to be zones of old residential and industrial development which lie between city centre and the nearer suburbs and in which is to be found a high incidence of the range of physical, social and economic problems frequently referred to collectively as 'Urban deprivation'".

It states that form and character of a city's built environment are a manifestation of that city's changing functions and fortunes over time; and the variations within the city's built environment mirror the diversity of activities those changing functions and fortunes promote. It defines the inner areas as those residential zones contiguous to major industrial developments whose form began to take shape some 100 to 150 years ago and which have remained starved of the resources necessary to maintain a level of reinvestment in the built environment and neighbourhood services, these areas are subjected to decay of the physical fabric, rising economic insecurity and a tendency towards greater social instability and breakdown of the structure of community life.

It distinguishes inner areas by two basic types. First the areas of primary deprivation which is roughly equivalent to slums. In this areas citizens are able to exercise least choice in terms of their job, homes and personal consumption and comprehensive redevelopment, it contains the characteristic mixture of industrial plant, ware houses, railway yards high density housing for the manual labour who worked in the factories and yards lie in varying stages of dereliction and blight.

The other one is the areas of secondary deprivation, roughly equivalent to be called 'Zones of transition' which consists of pressures of over crowding. Physical character of these areas may vary considerably and comprise of medium sized large terraced housing, built either for the skilled artisen and lower status, white collar or for the more affluent middle classes. They are much less likely to be scheduled for comprehensive redevelopment.

3. BATH - A STUDY IN CONSERVATION

Report by Colin Buchanan and Partner.

The report was made by a group after a detailed study on conservation on historic town named BATH. Clearly defined possible measures to be adopted in preserving the character of historic towns are the high lights of this book.

It states that purpose of the study should not be primarily to produce a plan of action but with the object of throwing light on all the problems which can be expected to arise in connection with the conservation. It states that survey should be done of the study area by dividing it into series of sub-areas and a record should be made covering the aspects like architectural importance of buildings, spaces of value, visual and environmental problems and the external condition of buildings, with a number of interlocking factors such as immediate hard settings, soft open spaces, character and the atmosphere, historical associations, and the relevance of buildings with their layouts to architectural history and archeology.

It conveys that total value of the surroundings depends on the scale, materials and proportions of all the buildings and soft and hard landscape. Soft landscape elements are parks, gardens, trees and even flower beds. Hard land scapes are spaces between buildings, ground surfaces, street furniture and shop signs which all play a part in the quality of the urban views.

It states that renewal cannot be ruled out at large scale, criteria should be in preserving and enhancing the existing scale and character of buildings and spaces. Positive steps must be initiated and encouraged to halt the processes of decay which includes the public action to remove visual blight and damaging environmental effects, to improve accessibility and anti-environmental effects of traffic. Policy for aesthetic control can be considered under height, scale and size, colour, stone, paint and architectural style. A 'pattern book' should be followed which may contain diagrams and drawings of design elements and treatments which fit well into their surroundings it should be implemented with the help of strong statutory control and by acts.

CHAPTER - II BACKGROUND TO HYDERABAD

2.1 LOCATION AND PHYSICAL BACKGROUND OF HYDERABAD

The city of Hyderabad, founded in the 16th century during the Qutub-shahi-period, is of great historical and architectural importance. Like the other metropolises in the country, it has grown tremendously in extent and population through rapid urbanisation during the past two decades. It is the sixth largest city in the country. The boundaries of the present city occupy an area of 74 sq.miles of which the old city forms a part. (Refer fig.4 and fig.I)

LOCATION

Hyderabad is where the cultures of the North and South meet. It occupies a prominent location in the heart of the Deccan marshland on the plateau between the Godavari and the Krishna rivers.

The location of Hyderabad relative to the other metropolitan cities of the peninsula is indeed a datum of significance from the standpoint of spatial organisational patterns. It is equidistant from all the major metropolis south of Vindhyas- Bombay, Madras, Bangalore, Nagpur, all busy around 400 miles from the city. It is of more than mere academic interest to know the nature of interaction and competition between Hyderabad and between the two larger metropolises, Bombay and Madras and between Bangalore. Hyderabad lies in the border zone of the commercial influence of both Bombay and Madras. However, its linkage with Bombay is stronger than Madras. (Refer fig.5)

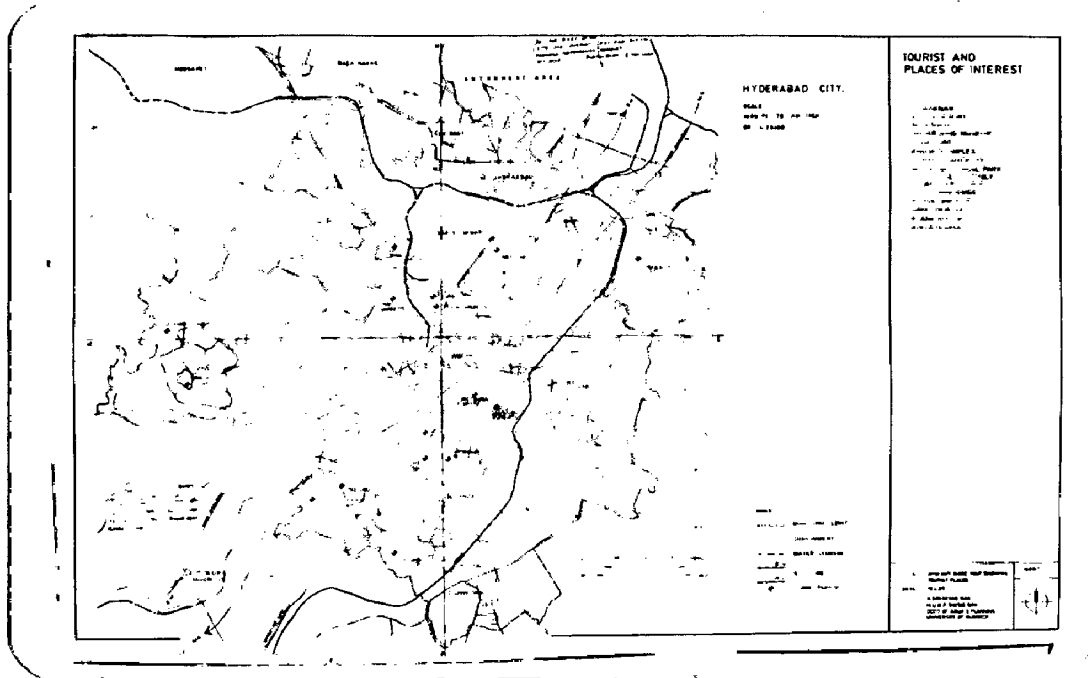


FIG 4

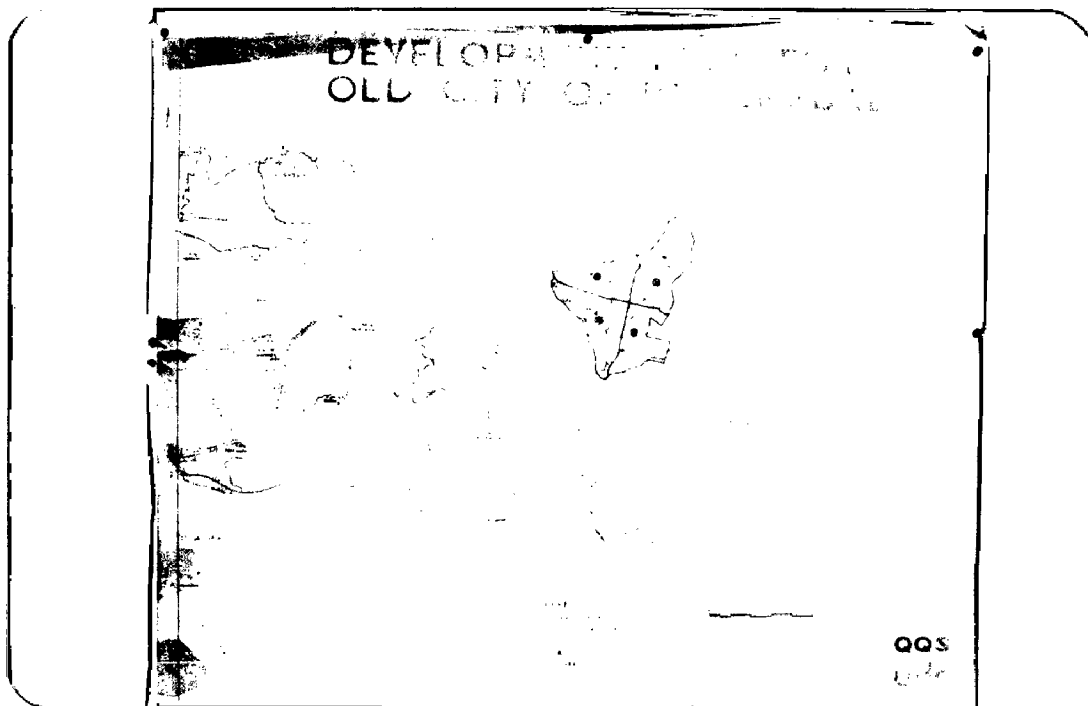


FIG 5

TOURIST AND PLACES OF INTEREST

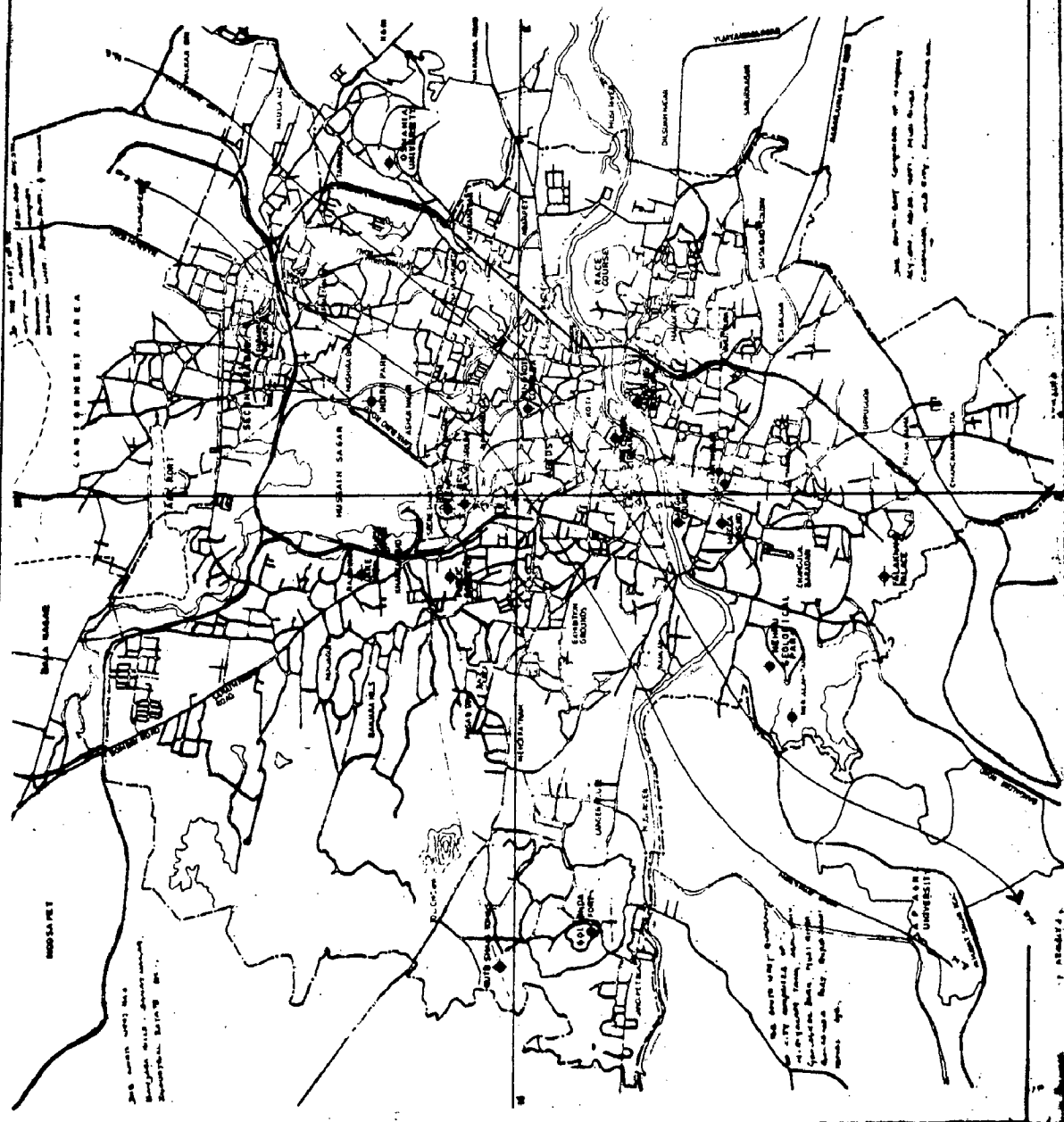
- CHARMINAR
- COLCONDA FORT
- METTA MAJID
- SALAR JUNG MUSEUM
- HIGH COURT
- KING'S HOTEL COMPLEX
- OSMANIA UNIVERSITY
- NEHRU GEOLOGICAL PARK
- LEGISLATIVE ASSEMBLY
- PALAKHANA PALACE
- ZUBI SHAH EDENS
- PUBLIC GARDENS
- LAKE VIEW GUEST
- PLANE BRIDGE
- BIRLA TEMPLE

HYDERABAD CITY.

SCALE
 1:100,000 TO AN INCH
 OR 1:25000

- INDEX**
- INTERNATIONAL BOUNDARY
 - CONTINENTAL BOUNDARY
 - RAILROAD
 - RAIL LINE
 - PLACED PLACES

DATE: 1950
 TITLE: HYD CITY MAP AND GUIDE
 MAPS: PLANNED
 AUTHORITY: CENTRAL INTELLIGENCE AGENCY
 OFFICE: WASHINGTON, D.C.



BASE MAP OF HYDERABAD CITY

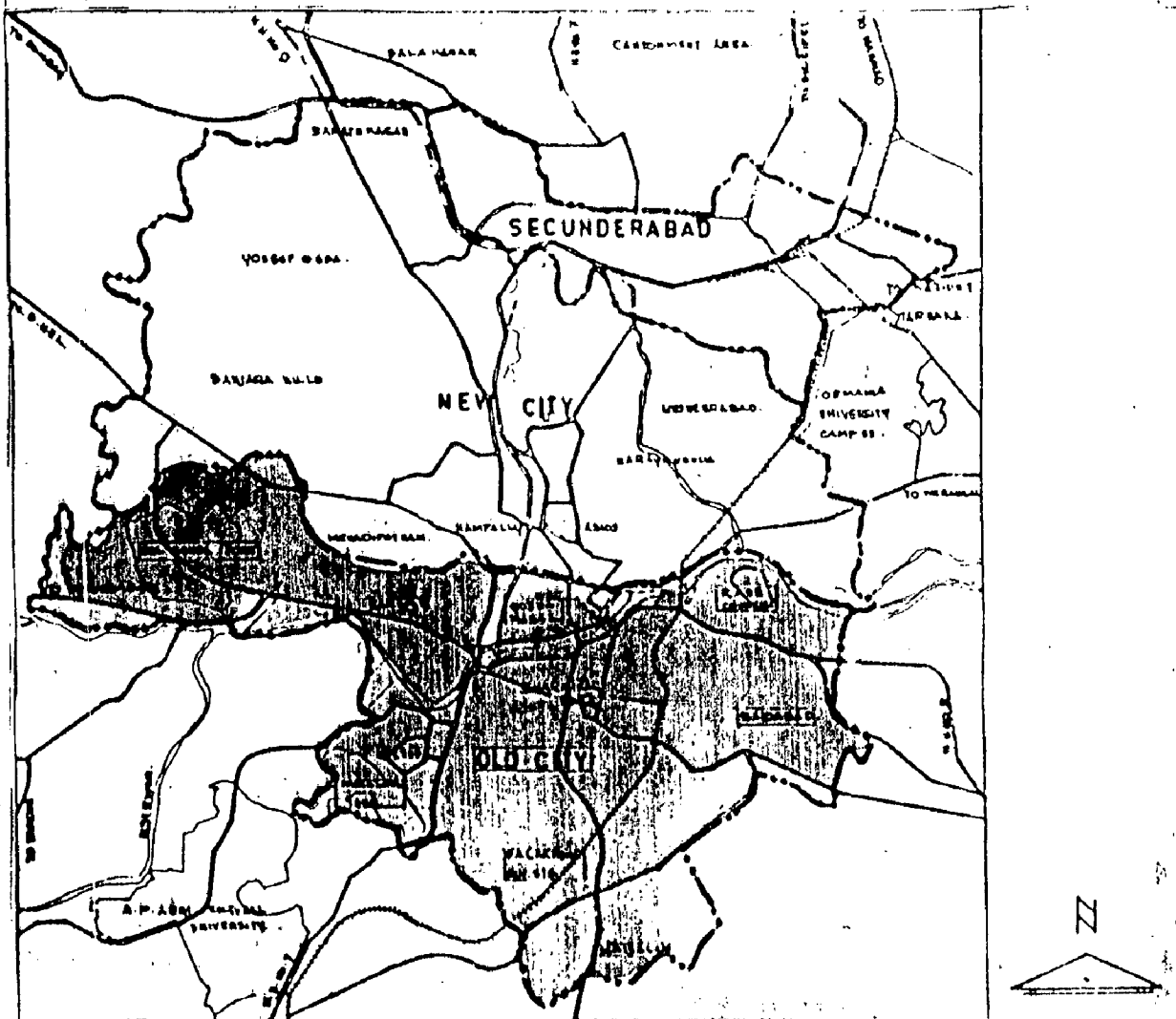


FIG 1 BASEMAP SHOWING OLD AND NEW CITY

PHYSICAL BACKGROUND

The average altitude of the city is 600 mts. above M.S.L. Standing amidst pink and grey granite boulders, the northern most bit of the urban area starts from an altitude of 1900 M.S.L. and gradually dipping southwards upto the river Musi (1500 M.S.L.). From there the level rises again southwards with small mounds here and there. Even from West to East, the level falls creating a trough near the river belt on the Eastern side. Thus, Hyderabad is in a valley dotted with ponds, lakes, the river and the conglomeration of isolated granite rocks 200 to 300 ft. in height. More than half the district is covered by the oldest rocks known as Archeans, the rest is occupied by lava flows known as the Deccan traps. Laterites, Deccan traps, Sandstone, Archean granite, Fragmatite and Quartz veins associated with granites are the chief geological formations and among these the granites provide excellent building material.

The daily maximum temperature varies from a minimum of 83 F in December to a maximum of 103 F during April. The maximum humidity varies from 53% in April to 83% in September and the daily average maximum and minimum are 72% and 47% respectively.

Hyderabad gets its rainfall mainly from S.W. monsoon from May to October, amounting to an average of 25.68 inches, from the N.E. monsoon it gets about 4.3 inches, therefore, the total annual rainfall is about 30 inches.

The wind direction is mainly from the N.W. during March, November, with an average speed of 6.3 mph. During the remaining months from December-February, the wind is mainly from S.E. direction, with an average speed of 3.3 mph.

2.2 HISTORICAL BACKGROUND

Hyderabad city was founded in 1591 A.D. The city passed through several historic phases while it was ruled by Qutub shahis, Mughals and Asif Jahis.

Earlier Golconda was the capital of Qutub shahi kings, which was formerly a small fort constructed by one of the Rajas of the Warangal. This citadel of Golconda, around which sprang up a great city, had a long history before sultan Quli Qutub ; mulk made it the capital of his government under Mohammad Shah Bahmani in 1496.

Briefly there have been 3 periods in the history of the Deccan. In pre-historic times the great Dravidian race occupied the Deccan. The Telugu speaking division of this race constitutes the most numerous section even to the present day.

After the great Mouryan emperor Asoka, the Andhras were the next rulers of the Deccan, their rise to power dates from about 220 B.C. About a century later, the Andhras collapsed and it seems that the Pallavas who ruled south of the Krishna then extended their power in Hyderabad.

The next dynasty of importance was that of the Chalukyas, who rose to power in about 550 A.D. and founded the kingdom spreading over the entire south Indian peninsula for nearly two centuries they ruled over the Deccan. The Chalukyan power fell during the last quarter of the twelfth century to Yadavas.

The Deccan during the last quarter of the 13th century, came under the sovereignty of the Delhi sultans, in the beginning the Khiljis and later the Tuglaqs.

In 1363 A.D., Kannaya Naik, Raja of Warangal, the scion of the Kakatiya dynasty invited Feroz shah Tuglaq to invade the Bahamani Kingdom. Mohammad shah Bahmani-I, retaliated by marching on Warangal, where upon the Naik, realizing the superiority of the odds against him, came to terms by ceding the fortress and district of Golconda to Mohammad shah, which was known after him for quite a long time as Mohammad nagar. Golconda was under the sovereignty of the Bahamanis till the early 16th century.

Sultan Quli Qutub's, a native of Hamadan in Persia, but a man of Turkish origin, was a high ranking military officer under Mohammad shah Bahmani, for his integrity and sincerity he was appointed tarafdar of Telangana in 1495 A.D. with Golconda as its headquarters, at this time his provinces extended as far as Masulipatnam and Kakinada.

With the disintegration of the Bahamani kingdom, in the early 16th century, Sultan Quli assumed virtual independence. Thus sultan Quli laid the foundation of the Qutub shahi dynasty, which ruled in the Deccan till its extinction in 1687 by Aurangazad. He also built a massive citadel on the foundations of the old mud fort. Slowly the center of activity from the Golconda shifted to the more easily accessible city of Hyderabad. The latter soon became the nerve centre of administrative, intellectual, cultural and commercial activities. It grew rapidly until it attained the distinction of being one of the leading cities of the East and won renown for its trade in diamonds and precious stones. Actually the diamonds of Golconda were not mined here, but in the southern part of the kingdom. The fortress city was however, a center for cutting, polishing and trade in the jewel. The trade to other countries was carried through the kingdom's port town of Machilipatnam on the East coast.

The growing prosperity of the city attracted a large population. Soon, the fortress city became over-crowded, all along, the main commercial highway to Machilipatnam from the fort to the river Musi, Caravan series were established to house the visiting merchants, and the area is still known as 'Karawan'.

2.3 GROWTH TRENDS

The evolution of the Hyderabad city be broadly divided into six historic stages which indicate the significant political events, the introduction of new economic factors having a strong influence in the growth of twin cities, Hyderabad and Secunderabad and also their effects on walled city of Hyderabad.

(Refer fig.6)

1. The Qutub shahi stage or first twin city stage (Golconda and Hyderabad) 1591 - 1687 A.D.
2. The transitional phase 1688 - 1725 A.D.
3. The early Asif Jahi period 1725 - 1874 A.D.
4. The second twin city stage Hyderabad and Secunderabad 1799 - 1874 A.D.
5. The railway stage 1875 - 1908.
6. The modern and metropolitan stage from 1908 onwards.

THE QUTUB SHAHI STAGE - FIRST TWIN CITY STAGE - 1591 - 1687 A.D.

The Qutub Shahi dynasty was established by Sultan Quli Qutub Shah in 1512 A.D. after the fall of Bahamanis empire. The capital Golconda developed as walled city expanded during Qutub Shahi period and a second line of defence wall was also developed. He constructed a bridge called Purana pul over Musi river in 1578 A.D. This bridge then connected the road going east towards the eastern part of the citadel. The main purpose of construction was for his visit to Bhagmati, a courteson who resided in the village Chichalam, the place where Charminar is located near Shalibanda. This bridge later influenced in determining the location of the new city.

The new city which came up on the southern bank of Musi river due to overcrowding of the Golconda area, engulfed seven villages. As already mentioned the city was planned on grid iron pattern with the two main axis running North South and East West. It thus formed four quarters. The Northwest was set up for the royal palaces and Northeast quarter for the nobles. Karwan route was the main commercial linking Golconda with the walled city of Hyderabad. As accessibility to increased, the trade and commerce flourished.

THE TRANSITIONAL PHASE 1687-1725 A.D.

In 1687 A.D. the city was annexed by the Mughal empire. The headquarters were shifted from Deccan to Aurangabad. At the end of 1725 Nizam mulk Asif jah founded the Asif Jahi dynasty of Hyderabad which lasted until 1748.

For nearly 130 years after its inception in 1591 A.D. the city of Hyderabad had no protective walls. The Qutub shahis and later the Moghal governors who were militarily powerful and had full faith in the strength of their arms and the citadel of Golconda as against aggression, considered a protective wall superfluous for the city. Golconda posed imminent danger to the Security of the city the Mughal governor or 'subedor' of the Deccan Mubaiz Khan initiated the construction of a wall started in 1724, completed in 1740 which define precisely the limits of the city, provided for the security of the people and thus made possible the return of population which has shifted back to

Golconda in 1687. During the reign of the first Nizam, Nizam-ul-mulk Asif Jah-I, who actually broke away from the Mughals and came with the personal army to defeat Mubaiz Khan and finally appointed himself the king of the Deccan.

The walled city was provided with twelve gates and twelve posterns, except the two gates called 'Dabirpur' and 'Puranapul', all the gates and posterns are dismantled for the sake of road widening schemes.

THE EARLY ASIF JAH I PERIOD 1725-1799

During this period there was a tremendous change in the economic and physical growth of the walled city. According to Dr. Alam, this was a period of Acceleration for the city (1763-98). Nawab Mizam Ali Khan II - was the Viceroy of the Deccan and again the city of Hyderabad was the capital of the Deccan. The entire walled city was given new shape but only after the death of Asaf Jah-I in 1748 and the Anglo-French struggle over Deccan, for during this period, there was no suburban expansion and the mansions of the nobles were deserted and ruined.

With the shift of capital from Aurangabad to Hyderabad. Nobles also shifted which resulted in increase of land value, commerce and city building was greatly stimulated. Within the city wall a phase of Urban renewal started. Old dilapidated structures were replaced by new palaces, havelis, etc. To the East Karwan developed the busy locality of Begum Bazar. It was in 1763 A.D. when the city started sprawling towards the North side of the Musi river.

THE SECOND TWIN CITY STAGE 1798-1874

During this period, Nizam had close links with the East India company in 1798 onwards. The Nizam gave permission for the construction of British Residency on the North side of Musi river. This totally changed the trend of the Hyderabad city. The growth of the British Cantonment was rapid. The cantonment was named Secunderabad in 1806 after the then Nizam, Secunderjah. As Secunderabad developed, it soon caught up with the Hyderabad city. Both the cities were linked by a road and later on by railway track.

Since the Secunderabad city was dominated by Britishers the cultural pattern developed was different from that of the walled city. St. John's church and St. Mary's Cathedral dominated its urban profile.

As the movement from south side of the walled city to northern side increased, more bridges were added across Musi river, one in 1839 (Muslam Juna Bridge) and one in 1857 (Afzal jung bridge). Today this bridge takes the maximum load of traffic for its central location. Recently one more bridge has been added over Musi river named as Imlibun bridge.

THE RAILWAY PERIOD 1874-1908

The British introduced railway line in Hyderabad from Bombay for the transfer of goods etc. As a result commerce was accelerated. These railway lines also connected the twin cities Hyderabad and Secunderabad. The railway line from Bombay to Hyderabad was extended to Madras in 1898.

The railway line made a great impact on the socio-economic profile of the twin cities. It helped to cement them still further and led to a very considerable growth which was mostly oriented to the railway stations. However, the stations were located in North Hyderabad (north of Musi) with the broad gauge terminal at Mampally and Secunderabad and the meter gauge Kachiguda. This accelerated the expansion of Hyderabad in the Northward direction.

Due to the powerful economic pull of Secunderabad, the portion of Hyderabad on the northern side of the river developed rapidly. This resulted in the stagnation of the development of south part of Hyderabad walled city. The increased flow between north and south side of the river resulted in construction of another bridge (Chaderghat bridge).

THE MODERN OR METROPOLITAN STAGE 1908 ONWARDS

In 1908 the walled city of Hyderabad was heavily damaged by a flood. It also inundated many parts of the walled city also adjoining areas of the river. In 1911 there was an out break of a Plague and cholera which resulted in out migration of population. The city improvement board was formed in 1912 to check the cities growth. Soon they constructed two reservoirs, Osman sagar and Himayat sagar, to control the floods. They also lifted the river banks in the city area by about 30 ft. The dwellings close to the river banks were replaced by beautiful gardens and in the background public buildings like High court, City college, Women Hospital, towards the southern bank, in walled city area, Osmania hospital, Asifia library towards the northern bank of the river were constructed.

Osmania University campus and Himayat sagar Agricultural research farm have created two educational suburbs. The water reservoirs areas Osman sagar and Himayat sagar have developed as recreational areas. The partition of India and the integration of Hyderabad state with Indian union and reorganisation of states in 1956 effected the twin cities. Large number of Muslims migrated to Pakistan. The newcomers to Hyderabad city (Andhrians) after the seperation of Andhra-Telangana have developed colonies towards the Northern part and towards the east of the walled city. They had their commercial activities in their own place wherever they settle.

Presently, maximum number of working centres are located in the new city i.e., on the northern side of Musi river which pulls people from the walled city. This is another reason responsible for the decay of the walled city.

2.4 DENSITY PATTERN :

It is observed that there is a tremendous variations in the densities varying from 100-200 ppa in the central area to 10 to 20 ppa in the peripheral areas of the city. About 52% of population is concentrated in the central area of the city and remaining in other parts of the city. The concentration of population and commercial activities in the central area have created problems of transportation.

2.5 LAND USE ANALYSIS

The existing lanuse pattern of the city reflects the spatial growth ofm the city over the years due to various economic, social and physical forces have interacted and influenced the landuse pattern.

Since 1965, the city has experienced rapid economic development, which obviously results in the substantial change in the land utilisation pattern. In 1973, the Indian Institute of Economics (IIE) in the Optimal Development Plan for Hyderabad area by HUDA has given the following figures for the land use categories through their studies.

(Refer table no.12)

About 35% of total land is under residential use. The residential areas are scattered in all the directions. Both planned as well as unplanned development have totally ignored the basic facilities and traffic requirements.

Commercial development is scattered all over the city in most hapazard manner, which is 5% of total area. Substantial and major commercial activities are located in the CBD's of the city. There are two CBD which form the Nucleii of twin cities which are identified by the Master plan. One of it is Abids (in Hyderabad) and other is in Secunderabad. The commercial activities located in Abids are of 35% of total commercial area development of the city and 12% in the Secunderabad.

The predominant location of the industries are concentrated in the planning division-I,III and IV (Kavadiguda, Bhoiguda, Azamabad and Sanathnagar industrial areas). The total industrial development is around 3% of total area. Most of the industrial development is outside Muncipal limits.

Being the state capital, almost all the major administrative and institutions are located in the city, in addition to many central government offices and private establishments. Most of the offices are in and around planning division-VII and scattered in almost all parts of the city, which comes to 5% of the total area of the city. (Refer fig.7)

2.6 POPULATION GROWTH OF HYDERABAD CITY 1901 - 1981

The prerequisite to any planning programme is an insight into the magnitude, character and composition of the population. Since the population is the basis upon which the present and future planning should be based, the study of the past, present and future trends of the same is essential.

(Refer table no.11)

During decade 1901-1911 there was a negative growth due to catastrophic flood of 1908 which dislocated life in Hyderabad. In the decade 1911-1921 the city's population was declined as a consequence of major epidemics plague and cholera which was followed by floods.

The great income was recorded in 1921-31 largely due to incorporation of chaderghat into Hyderabad, and its population was half that of the city's total in 1931. In the two subsequent decades because of rapid industrial development, improved sanitation and hospital facilities and also because of political conditions in the state and country between 1947 and 1951. Slow rates of growth were replaced by high percentages and owing to this rapid rise in population, Hyderabad built up area by 1951 extended beyond the municipal boundary.

During 1951-61 the sudden decrease in population was analysed, it was due to the established and attractive conditions of the surrounding rural and urban areas attracted the population in Hyderabad, which was migrated in past. And decrease was due to police action of 1948 which made feudal elite to fled to Pakistan.

2.7 THE CITY TODAY

After Independence and merger of the Hyderabad state with the Indian union, the twin cities grew and are growing tremendously in all directions, except the southern. Being the state capital of Andhra Pradesh, Hindi and Telugu gained official patronage. Though Hyderabad presents a cosmopolitan picture its pockets could be identified on a linguistic basis.

The historical evolution of Hyderabad has been such that its physical form could not have but acquired certain peculiar features. There is more than one identifiable core in the metropolis in the historic as well as functional sense. There are three distinct city centres of Hyderabad and each possess its own CBD characteristics. They are all high order shopping centres has linear rather than the classified circular forms.

As Mr. Alum observed, "Business in the twin cities is principally a string development". It strengthens at points of traffic intersection and tapers off towards the peripheries.

The CBD of Hyderabad south stretches west and north of Charminar along the main street leading to Hyderabad north. Across the river, the wholesale business sector of the CBD of the Hyderabad north takes over and the retail trade extends beyond Abids upto Bashir Bagh and towards Nampally, Hyderabad's main railway station, on the west side. On the eastern side, it gathers strength near Koti, which has a peculiar character because of the presence of the residency at one time. From there the retail business continues northwards and southwards such that it merges with the CBD of Hyderabad south. The CBD of Secunderabad extends along two principal streets, the Rastrapathi road and the Mahatma Gandhi road, the area in between them contains wholesale business functions.

Each CBD is the chief shopping centre for its area. Never the less, each has specialities of its own, which makes it centre to other city areas for specific services. Thus, for instance for traditional items of bridal wear, for jewellery, the CBD of Hyderabad south has an unrivalled reputation, for government administration and important banking matters, the CBD of Hyderabad North is the centre for all city areas and for engineering goods and automobiles, the CBD of Secunderabad serves the entire metropolis.

The spatial density patterns of Hyderabad are also structured around these three centres. By plotting separate profile for Secunderabad, Hyderabad north and Hyderabad south, it has been shown that the three city areas have quite different pattern. The Secunderabad profile is clearly U-shaped. The north profile shows lower density at the core than in the next ring, then slopes gradually outwards and rises again only slightly near the periphery. The Hyderabad south profile drops in a step like fashion, the first drop being the sharpest.

Surrounding this area, the intermediate zone is a mixture of industrial and rural/agricultural land use. The former use is predominant in the north, north east and north west part of the city fringes. Thus, Sanathnagar, Moula Ali, Kukatpalli etc., and a number of villages fall in this category, slowly this area is getting urbanised.

The outer ring shows natural features dominating in the form of recreational areas such as Osman sagar, Himayat sagar etc., and a series of dormitory towns like Medchal, Shamshabad, Hayatnagar etc., and industrial suburbs like Patancheru, Ramachandrapuram. In this ring falls one major educational centre and one training centre, the Rajendranagar Agricultural University and the National Police academy and the Air force academy.

According to Prof. Alam, Hyderabad socio-economic characteristics can be divided into four categories -

Areas of social escalation

These are the areas where literacy, income level, social status are the higher recorded in the city. Banjara hills, Adarshnagar etc., in Hyderabad north, while Maredpalli in Secunderabad, fall in this category.

Areas of economic transition

Those areas which rank from the social point of view but do not possess high income generating occupation. The walled city of Hyderabad falls in this category.

Areas of Social transition

These areas have a higher proportion of Scheduled caste population, never the less they possess some economic generating activity.

Areas of social depression

Both on social and economic ranks, these areas rank lowest in the city. The southern fringes of the walled city, area Golconda, etc., show such signs of decay.

From 1961 to 1971, Hyderabad registered one of the highest growth among the cities in India. This was a period of heavy industrialisation with massive public sector undertaking industrial areas in Northeast and Northwest part of Hyderabad, viz., Sanathnagar, Maula Ali, Kukatpalli etc., expanded rapidly and this brought problems in housing, traffic circulation and increased distances between residences and workplaces, particularly with reference to south Hyderabad, where employment opportunities were being neglected.

CHAPTER - III ANALYSIS OF SELECTED AREA : PHYSICAL, SOCIAL AND ECONOMICAL ASPECTS

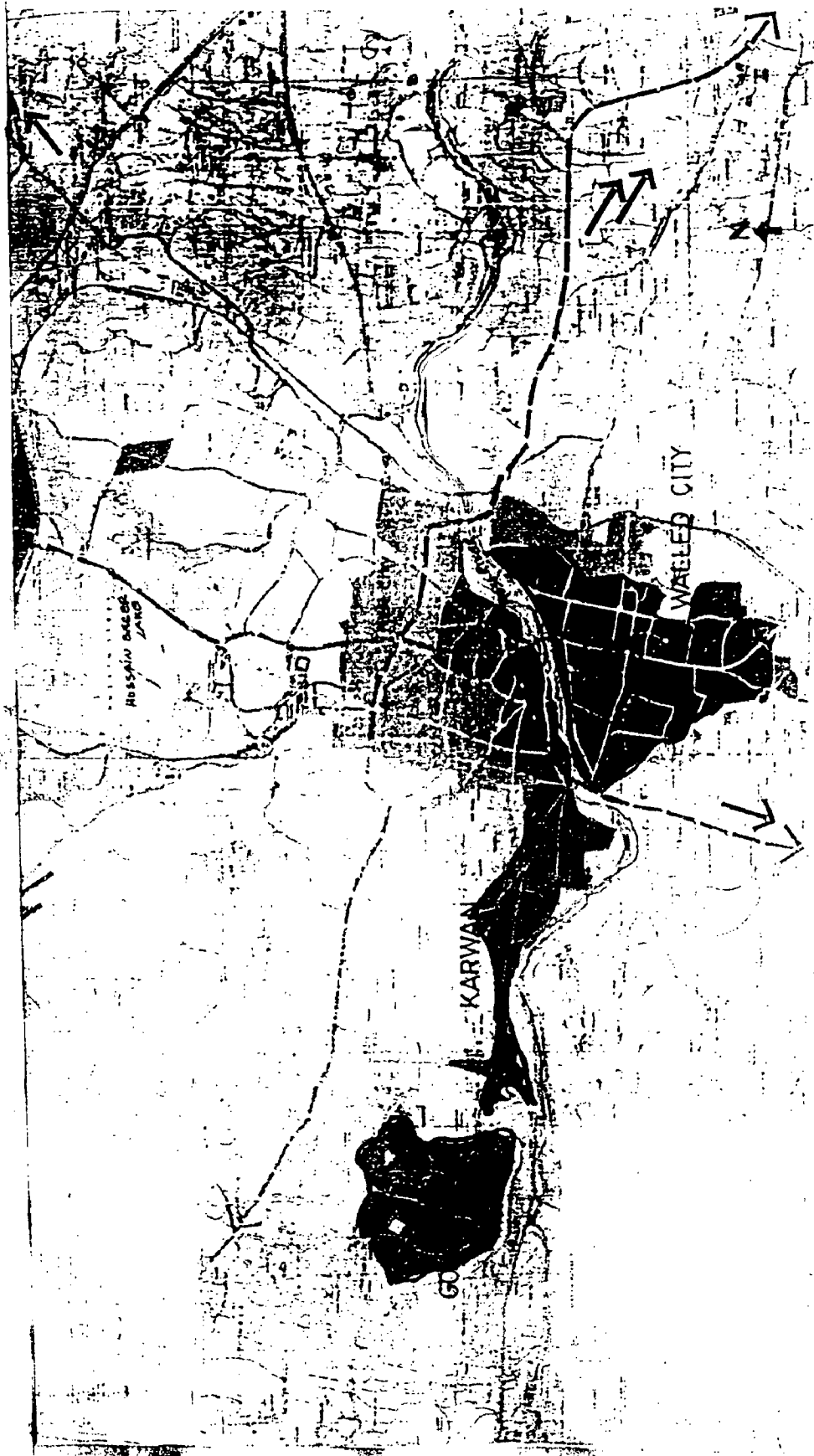
3.1 PHYSICAL STRUCTURE

The old city comprises of wards 9,13,14,15,16,17,18,19,20,21, 22, and 23 of the municipal corporation of Hyderabad. Covering an extent of 62 sq.kms. It covers less than half of the area of the twin cities of Hyderabad and Secunderabad which have an area of 170 sq.kms. (Refer fig.8 and fig.II)

Administratively, the walled city consists of four wards 20,21,22,23. The division of wards correspond to the extent of the wall and the principal axis or cross roads through the Charminar also define the boundary of each ward. (Refer fig.9)

In the course of development in the old city, hillocks have been levelled down, depressions filled in and built over. Stream courses dammed for the city's water supply and their banks raised to protect the city from floods. Despite the transformation in the natural landscape, the old city in its physical growth and ecological structure reflects abundantly the impact of local topography.

River Musi divides the old city into 2 parts, on the southern side of the river there are 8 wards and on the northern side there are 4 wards. It flows placidly over its rocky bed with a mere trickle of water for more than eight months in the year. But in the four monsoon months it is a gushing torrent. Filled up from bank to bank. It is a tributary of river Krishna, is 52 miles long between its source in the Anantagiri hills on the west to the eastern boundary of Hyderabad city. (Refer fig.10 and fig.III)



BASE MAP OF OLD CITY

3.2 POPULATION AND DENSITY

The old city had a population of 9,60,931 as per the 1981 census. This constitutes 38% of the total population in the twin cities.

A hundred years ago in 1881 there lived 1,23,675 people in the walled area which extended to the same 2.5 sq.miles as today. The number of people living there now is 2,40,962 (1982) census. Thus the population has almost doubled in these hundred years with the consequent doubling of density figures. The density was 77 persons per acre in 1881, where as now it is 178 persons per acre.

In 1901-51 the population growth rate in old city had been half that of the city. This is due to the state of regression that set in during this period with the shift in centrality in 1912 from walled city to north of river. The 1908 floods in Musi river caused colossal damage to housing and the congested settlement south of river showed signs of disintegration. The Nizam's persistence moved out of the dynamic northern region and so did the affluent population.

In 1951-61 the growth rate has been minimal in the city, after the political upheaval in 1948, when the Nizam's state was annexed with Indian union and the police action caused havoc in its wake. This resulted in shifting of wealthy muslims to Pakistan, abandoning large palaces and havelies. During 1951 there were 3,19,028 people living in the walled area. Muslims were the majority community consisting of 69% of the population Hindus were 25% and rest of the population were 5%. During 61 due to abolition of Jagirdari system muslim population was reduced from 69% to 55%. Hindus were increased from 25% to 45%. In 1956 formation of Andhra Pradesh state was a turning point again and economy received a sudden stimulus with the dynamic coastal Andhra region spreading their market to the state capital Hyderabad.

In 1961-71 with the onset of second five year plan industry received enormous incentive for development. The population growth in old city was similar to that of city, inspite of its inferior economic status. This implies that growth was well distributed between old and new cities due to low prices and rents and then old city became a dormitory to works.

In 1971-81 the growth rate of old city is lesser than that of the city suggests that the lack of economic incentive, made a worses problem to the new and more affluent migrants. The growth rate of walled city was half that of the old city. This is not just due to decrease in immigration but also due to out migration of residents due to the over crowded conditions.

(Refer to table no:2 and 3)

3.3 HOUSING CONDITIONS

The rate of growth of houses was highest in the old city, the number of houses was 78,057 in 1961 which increased to 1,39,111 in 1981.

(Refer to table no:4)

House has been divided for accomodating more families and for rents. The courtyard became a thorough fare for tenants. As the economy is low the condition of houses is not being improved and the speculation by the land dealers is increasing.

Structural condition

51% have country tile roofs

16% have asbestos or tin roofs

20% have R.C.C. or lime brick motor roof

Floor space

33% of houses have floor space less than 200 sq.ft.

3% have floor space more than 1000 sq.ft.

79.2% of houses have only ground floor

28% of houses are one room tenements

45% of houses are two room tenements

20% of houses are five or more room tenements

3.4 HOUSEHOLD SIZE

Poverty is much greater for the inner city households living below and on the poverty level because of their large household sizes. While the average household size for the entire city is given as 6 by the 1981 census, and for the inner city as 8(7.72).

(Refer to table no:5 and fig.11)

3.5 HOUSEHOLD INCOME

Innercity of Hyderabad experience an overall low level of living in comparison to other parts of developing metropolis. Household incomes are substantially lower than else where in the city regions. This appears due to the lower wage levels which are the result of the semi and unskilled type of occupations largely practiced by the inner city residents. An inadequate incomes are compounded by large household sizes.

(Refer to table no:6 and fig.11)

3.6 OCCUPATIONAL STRUCTURE

In 1951 working population constituted only 30% of the total population. 70% being non-workers (inclusive of children, old folk and housewives and those seeking employment.)

8% belonged to household industry, which include wearing, cloth printing, food preparation, chappal making etc.

70% of the working population belonged to the other services category.

In 1961 increase in working populations from 30% to 40% of total population. Police action in 1948 caused loss of employment who employed in Nizam's administration.

In 1971 it is increased because as streams of population from rural areas filled the old city for search of jobs and migrant workers were attracted by the urbanization and industrialization process, growing informal sector in the inner city. Transport, household industry and other services categories were increased.

In 1981 there is a sudden drop in the proportion of working population from 40% to 31% of the total population. One of the factors responsible for this decline is of increasing scarcity of employment with increasing population, and repeated incidence of communal rioting in the inner city since 1978. Prolonged periods of curfew has caused much damage to business and daily wage workers.

3.7 LITERACY AND LEVEL OF EDUCATION

LITERACY

The social status of people in the area can be judged by the number of literates and the level of literacy in the area. In the old city area, nearly 53.6% are forced to be literate and the rest are illiterates. The all India average of literacy in urban areas was 57.4% in 1981.

(Refer to table no:8)

LEVEL OF EDUCATION

The existence of a perfect co-relation between the economic levels and levels of literacy is a common phenomenon largely observed in urban areas with a result that those who live below the poverty line are illiterate as well.

(Refer to table no:9)

3.8 OWNERSHIP

In the walled city 44.46% are in rented houses. 35.62% own houses and 19.9% have free occupation. As 1/5 of the population neither occur nor pay rents. The revenue to the municipality is very less.

3.9 INFRASTRUCTURE

The inadequate infrastructure is one of the main causes of congestion in the walled city. Due to neglect by local administration the physical infrastructure has not been upgraded.

No latrine	7%
Primitive Khuddi system	11%
Proper latrines	82%

It is also noted that 42% of latrines are shared by 6 to 10 persons (about two households) and 34% of latrines are shared by more than 10 persons.

From 1931 the sewers have not increased and the over load on sewers causes blocking and overflows. Over flowing sewers and open man holes has become a common site in the walled city. Illegal connection of sewerage to storm water drains which open into the Musi river is polluting the river and these conditions may result in spread of diseases.

Drinking water pipes are also over used.

63% of households have pipe water from M.C.H.
 12% of households have wells
 15% of households have no drinking water within their houses
 20% of households does not have electricity as they are not in a position to afford it

The condition of roads is also poor with the increasing vehicular traffic many roads are congested and dangerous to pedestrians. As 40% of the roads are in mud or stone slabs these do not allow easy flow during rains.

50% of the streets have no street lights or they do not work.

3.10 BUSINESS ACTIVITY

According to Prof. Ratna Naidu report business in the inner city was identified at three levels of operation. Household industry, business establishment and self employment.

Household industry - when the product is manufactured in the house by the members of the household with or without the help of hired workers.

Business establishment - when business is transacted in shops, hotels etc. where hired workers are employed.

Self employment - when business is the outcome of individual enterprise, skill and labour.

The predominance of retail and piece work shows that business in the innercity is mostly carried out on a small scale. Thus, the clientele for the goods is mostly local. 60% of the clientele are from within the inner city itself. The household industry units are particularly oriented to the local market, specialising in such products as footwear, handloom lungies, wooden furniture, food preparations etc; which are all locally consumed. 31% of the clientele come from the twin cities for such goods as jewellery, aluminium and enamelled utensils, perfumes etc.,

The scale and extent of business activity in the walled city of Hyderabad is small in comparison with walled city of Shahjahanabad, Old delhi. In Old delhi business activity has developed to such a large scale that residential areas have been completely invaded by commercial establishments, open spaces, courtyards of typical old city houses and the spaces between houses have been enclosed to serve as shops or godowns for storage of goods.

The Hyderabad extent of business activity is limited to areas such as Fathergatti and laad bazaar.

Linking of railways with the old city of Delhi had played a crucial role in converting Old Delhi into a major whole sale market, in the case of the walled city of Hyderabad, it was its exclusion from major railway and trade routes that halted any further growth of economic activity south of the river Musi. The railway line has built up to Secunderabad in 1874 was connected to Madras in 1898 via Warangal. This inevitably accelerated the northward expansion of Hyderabad assisted the industrial development of the new cities, and reinforced the commercial development of Secunderabad. This process of industrial growth, which led to a self-propelling process of urban growth in Hyderabad north of the Musi, was denied to the old city which had the scope of expanding further southwards.

3.11 MIGRATION

The police action of 1948 and the subsequent Jagirdari abolition regulation in 1949 caused the dismantling of the feudal economic base and large number of feudal elite, muslims fled to Pakistan and northern states.

Their relatives and dependents stayed back, languished in poverty hence dislocation and restructuring of the class structure.

Vacuum created by the fleeing elite was filled up by poorer muslims from districts.

Immigrants lacking basic skills and education which is necessary from employment.

Hindus (business men) migrated from Rajasthan, Haryana, Punjab and Gujarat Northern states, as land prices are highly favourable in inner city.

Migrants in majority came in search of a lively hood, reflecting overall low socio-economic status of the migrants.

(Refer fig.12)

CHAPTER - IV ESTABLISHING A CASE FOR CONSERVATION

4.1 PHYSICAL SET UP

Hyderabad city was planned on a grid iron pattern with Charminar as the focal point. The area around Charminar was earmarked for commerce with broad roads culminating at Charminar from the four cardinal directions. Thus were formed the four quadrants of settlements along the four directions of the cross cutting roads. Each quadrant was set apart for a particular social class of the people. The north-western quadrant was occupied by royal palaces and state offices. The north-eastern quadrant was reserved for the nobles, and the southern quadrants were occupied by Jagirdars and other important officials.

Being the political, administrative and cultural centre of the Nizam's dominions the growth pattern of the walled city was a reflection of a feudal economic and social order. The royalty and gentry lived on the agricultural fiedoms, and expended lavish sums within the city on the construction of palaces, mosques and other buildings, as well as on all manner of luxury goods and services.

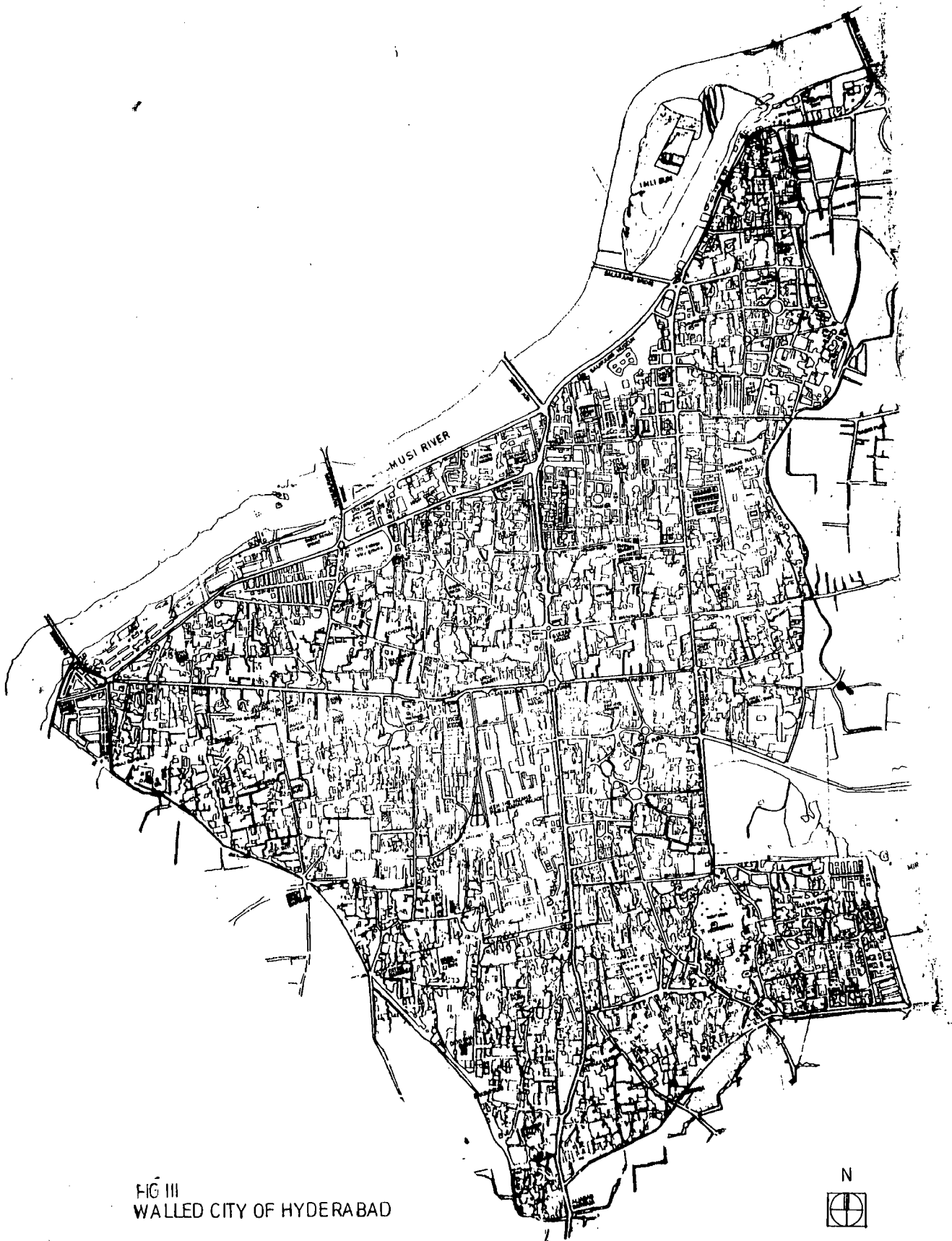


FIG III
WALLED CITY OF HYDERABAD

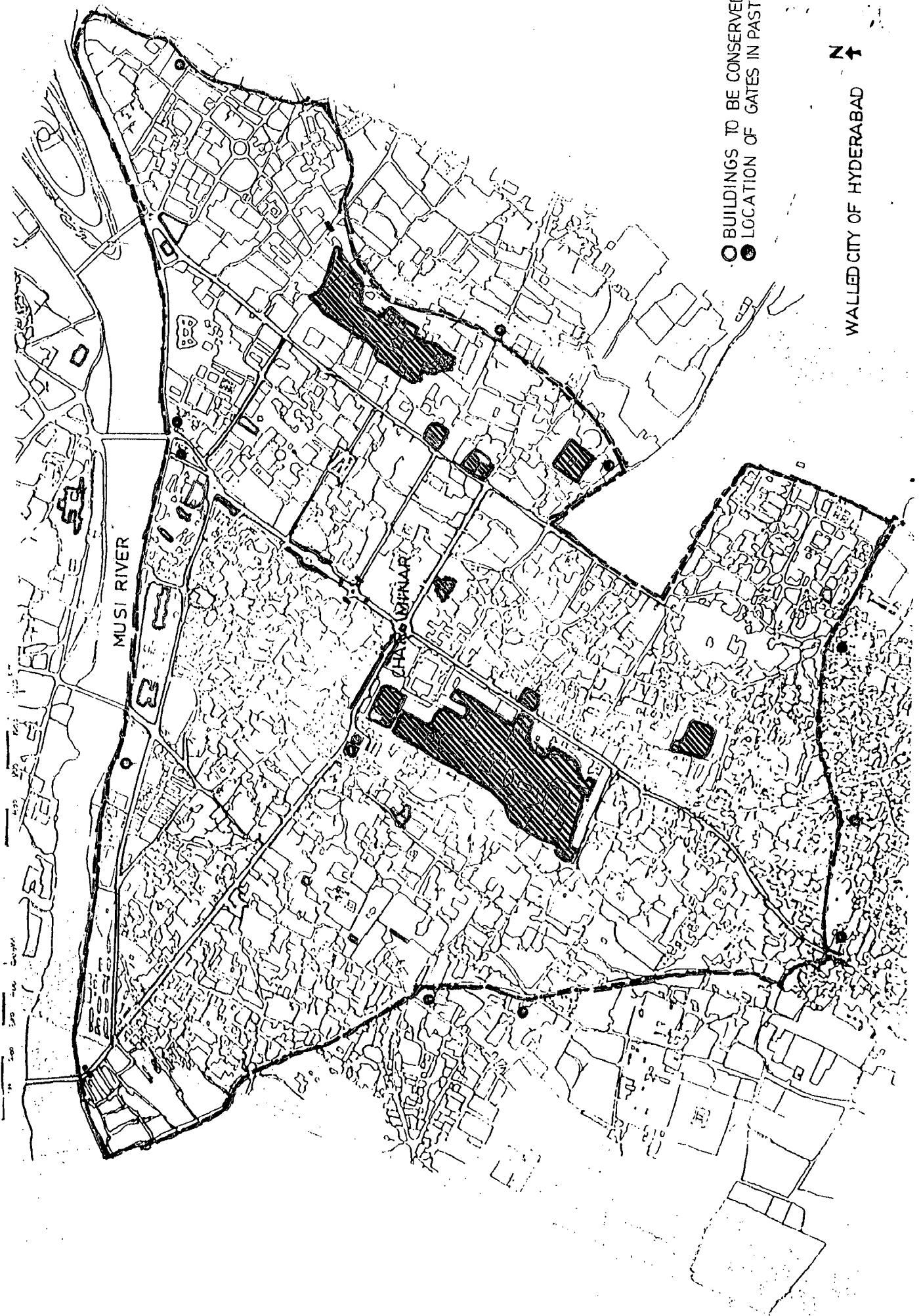
According to Prof. Ratna naidu report, by the middle of the 17th century there were 1200 deodis or palaces in the walled city. A deodi consisted of either a number of separate buildings set in gardens and courtyards, or of a single extensive building made up of successive quadrangles, each containing a courtyard with gardens. Each was surrounded by high walls, and often the outer faces of these walls were let out as shops and dwellings of the common people. In the spaces between the deodis were the Mohallas of the artisans, soldiers with more modest dwellings made of tiles and mud. Today, the palaces are dilapidated and the Mohallas characterised by low rise, densely packed houses.

4.2 WALLS AND GATES OF WALLED CITY

This Islamic city was typically walled built in stone and mortar with 13 gates (darwazas), most of these were built in Qutb Shahi style with some influence from moghuls and Multi foilated arches, the names of the 13 gates were as follows :

- | | |
|------------------------------------|-----------------------------------|
| 1) Afjal Darwaza | 8) Aliabad Darwaza |
| 2) Chaderghat Darwaza | 9) Gazipura Darwaza |
| 3) Dabirpura Darwaza
(existing) | 10) Dudh Bowli Darwaza |
| 4) Yakutpura Darwaza | 11) Purana Pul Darwaza (existing) |
| 5) Mir Jumla Darwaza | 12) Charmahal Darwaza |
| 6) Goulipura Darwaza | 13) Delhi Darwaza |
| 7) Lal Darwaza | |

(Refer fig.13)



- BUILDINGS TO BE CONSERVED
- LOCATION OF GATES IN PAST

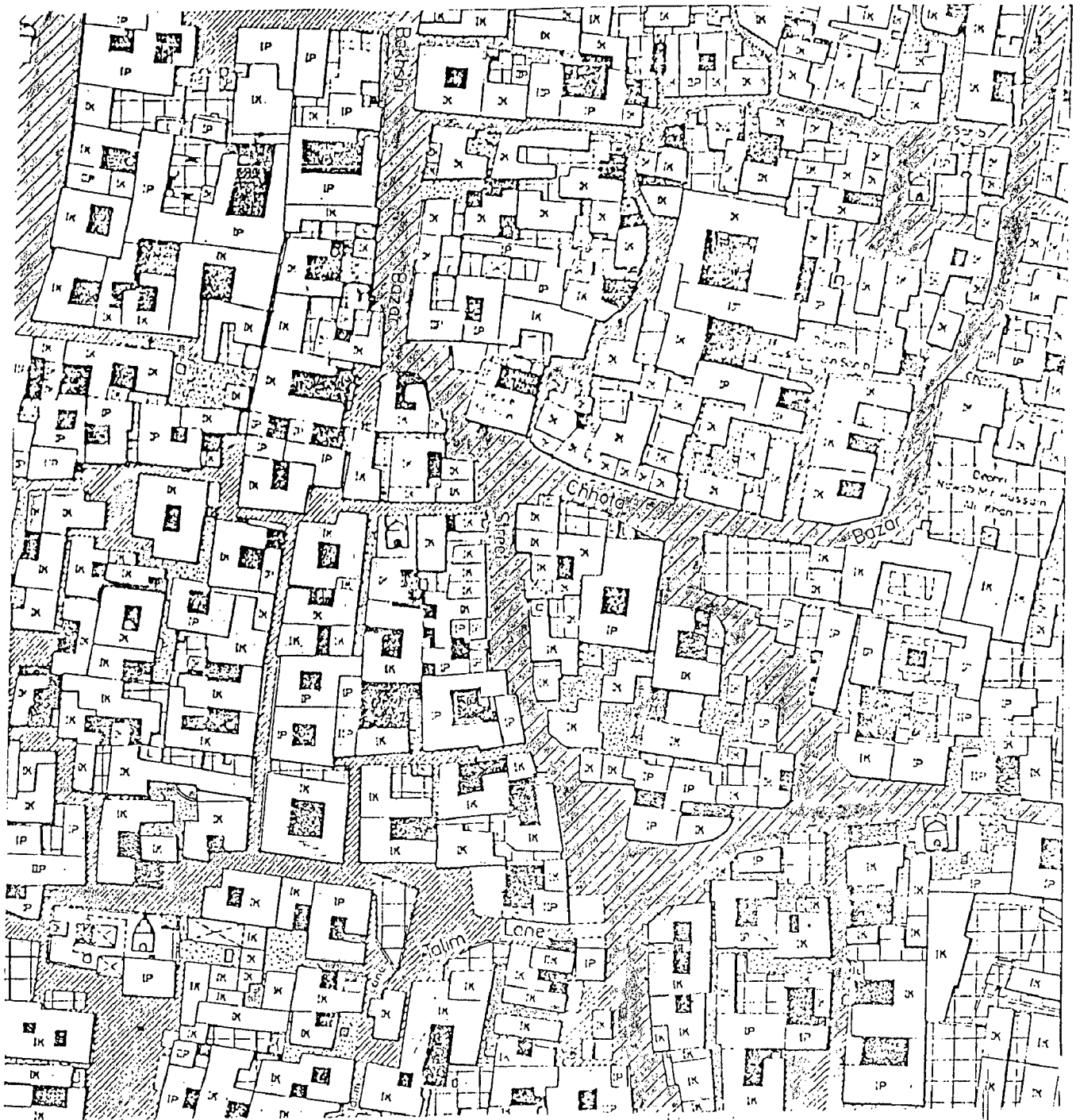


WALLED CITY OF HYDERABAD

4.3 IDENTITY AND CHARACTER

A mohalla is a clearly defined area of residential and commercial activity whose boundary is often nebulous because of the intricate street pattern, bazars of lesser importance which were restricted to the sale of selected articles, situated along the secondary streets. Secondary streets are quite narrow being 20 to 40 ft. in width. Two cars can barely pass each other in these streets. When a secondary street meets with two or more such streets coming from different mohallas a chowk is formed. A chowk belongs to the inhabitants of a group of mohallas, around it there is generally a change in land use, from residential to service or commercial activity. A mosque or a temple is usually found to be found in the vicinity.

From the secondary streets which separate mohallas, the tertiary streets branch into the mohalla interiors. These intricate street patterns are mostly negotiable by foot or bicycle. Some of these tertiary streets terminate as blind alleys which form the approach road to a group of houses, while others are connected to other lanes through gateways or chowks. The blind alleys are often dark, narrow and private. The structure of an Islamic city with its differentiation of public and private space gives the residents the required amount of privacy.



STREET PATTERN IN WALLED CITY

LEGEND

- Secondary Street
- Tertiary Street
- Blind Alley
- Internal Courtyard with Well
- Building of one, two or three Stories
- Pucca House
- Kuccha House

In these areas we find low rise and very densely packed houses with hardly any open space or parks around. But we can see spacious internal courtyards which are an inherent feature of all houses. A comparison of land use in the old and new city of Delhi, we can notice that area under streets, lanes and chowks is only 15% but in the New delhi colonies 25% of the land is under roads. Similarly, 54% of the Old delhi is under built up residential structures. while 24% is in New Delhi, but this lack of open space in Old Delhi is covered by 25% of the area by internal courtyards.

4.4 CONSEQUENCE OF ORGANIC GROWTH

Walled city starts experiencing its scarcity for parks and open spaces due to the developmental changes. With the influx of population, natural growth and technological advancement large scale development takes place. High rise structures replaces linear structures without any care to the character of the area and other complications, such as capacity of the roads, parking facilities etc. This leads to traffic congestion and other circulation difficulties, sometimes rerouting or road widening becomes un avoidable, for this purpose the buildings of conservative values which are not in a good condition are sacrificed or open spaces around monuments are used to cater the demand of more space for circulation.

The addition of such structures are usually not in harmony to the surroundings and spoils the character of the area or town scape in the form of change in skyline, panorama, street scape etc. By permitting such structures on one hand we are sacrificing our cultural heritage and on the other hand such areas loose its identity. Such buildings may also obstruct the view to a land mark, we cannot ignore this changes but these are to be integrated in the urban and economic development programme so that our cultural heritage and traditions are retained.

4.5 FACTORS AFFECTING CONSERVATION

Following aspects may be considered effecting adversely in the effort of conservation

Population Growth

The population of Hyderabad in 1961 is 1.6 lakh with a density of 121 persons/acre, but according to 1981 census 2.4 lakh and a density of 178 persons/acre. The increase in population resulted in tremendous pressure on urban land and already strained urban services. Further the migration of poorer people made the situation for worse which also had a great impact on the traditional character.

Rising Living Standards

Intervention of activities and in appropriate technology which intruded brought changes in confrontation to the walled city. The conflicts and contradictions are created by a changing life style of people in time with contemporary requirements and diversity in the occupational base, change the standard of living conditions and values towards the community life with the result lot of displacement and deterioration takes place. People with better economic status migrate to better places. This brings a social change in the area as it is replaced by people with lower economic status and values.

Change in Landuse Character

There will be rapid extension in the commercial activities and spaces at the cost of residential areas. Large commercial and office complexes results in the deterioration of the character of the area. To coup up the pressure of residential needs, due to the impact of these expansions open spaces are being engulfed by residential areas, illegal occupation, slums, informal sectors etc, changing the open space character of the study area, this creates more congestion in already congested areas.

Technological change

With the advancement of technology urban expansion takes place more rapidly resulting in more demand for urban space and above all traffic and parking space. Increase in motor vehicles had made severe impacts on existing streets, squares and open spaces.

High rise buildings in areas of special character ruins the town scape because of its contrasting nature to the existing structures.

Indiscriminate Building Activity

Alarming rise in land values, cause great threat to our cultural heritage to the existence of such historic buildings. Old but beautiful unmaintained buildings are sometimes pulled down to give way to the rising pressure of new structures which provide larger area of spaces to fulfil the needs of new developments.

Residences will be converted into the offices or working class localities or demolished to provide luxury apartments, prolonged pressure of such demands invites several non-conforming uses.

4.6 A CASE FOR CONSERVATION

Walled city of Hyderabad posses a distinctive character with different architectural styles and traditional life styles. It is loosing character because of rapid growth and transformations due to rapid urbanisation.

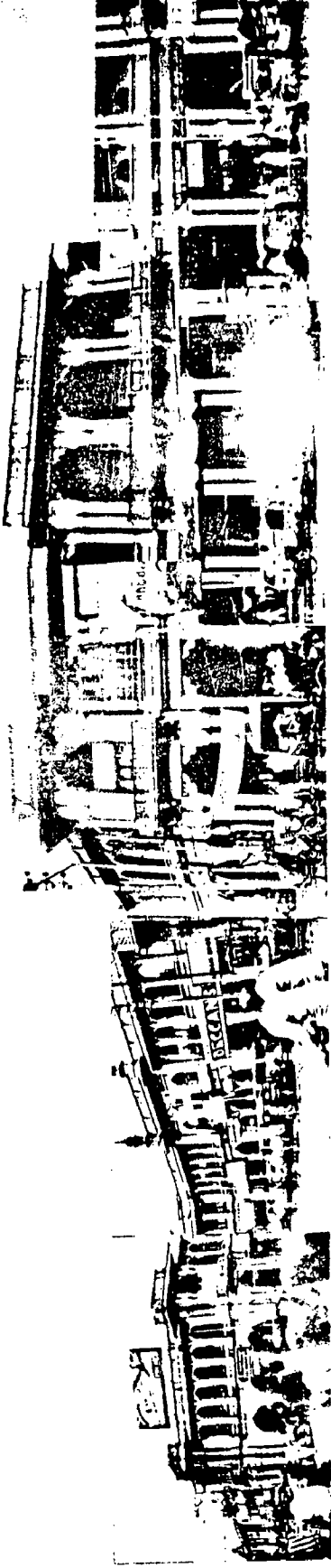
There are number of historically and architecturally important buildings and most of them are put to incompitable use and due to neglect they are not being taken care except the protected monuments and some of them had already demolished.

The city wall had been pulled down by city improvement board for road widening to accommodate more traffic. Among the 13 gates only 2 are existing at present. Many deodis had been pulled down and some of them are dilapidated condition. Raja Kishan prasad deodi is among these lying in a neglected state. As the people are not aware of the value of these buildings they sell off the ornate brackets, windows and door frames, Jalis etc. to the speculators and finally pulling down the building.

Commercialization is one of the causes that is threatening the character of the city. Along the charminar road the facades of the buildings are hidden behind the advertisement boards. The new buildings coming up in this areas are not properly guided and they appear incongruous to the existing character.(REFER FIG 14)

Laad Bazaar is a traditional bazaar from the earlier times. There was a mixed land use, but the commerce was restricted to the ground floor in a linear form. The first floor was meant for the owners residence with a courtyard at the back. But now it had become a total commercial street. The first floor space also had been used for shops and work shops.(Refer fig 15)

The projecting balconies are now closed with glass panes as the relation between the first floor residences is lost. Further the pedestrian bazaar has become a vehicular road carrying buses and trucks also.



PATHERGATTI-ROAD

MAIN COMMERCIAL THROUGHFARE TOWARDS NORTH OF CHARMINAR WITH MONOTONOUS FLOW OF STONE BUILDING ON EITHER SIDE OF THE ROAD WITH ARCADE CORRIDOR SHOWING A COMPOSITE STYLE OF ARCHITECTURE HAVING IONIC COLUMNS, BRACKETS AND CHAJA WITH BEAUTIFUL POINTED ARCHES AND MINARETS. THE CONTINUOUS FLOW OF MONOTONOUS FLOW ENDS NEAR CHARMINAR IN CHAR KAMAN AREA.

IT SHOWS CLOSE SYMMETRY IN THEIR STYLE OF ARCHITECTURE WITH CHAR KAMAN, CHARMINAR AND MECCA MASJID.

VISUAL SEQUENCE IS EXPERIENCED WHEN ONE WALKS FROM NEW BRIDGE FOLLOWING MADINA BUILDING AND PATHERGATTI TOWARDS CHARMINAR WHICH BOND TO SERVE AS A CENTRAL VISTA.

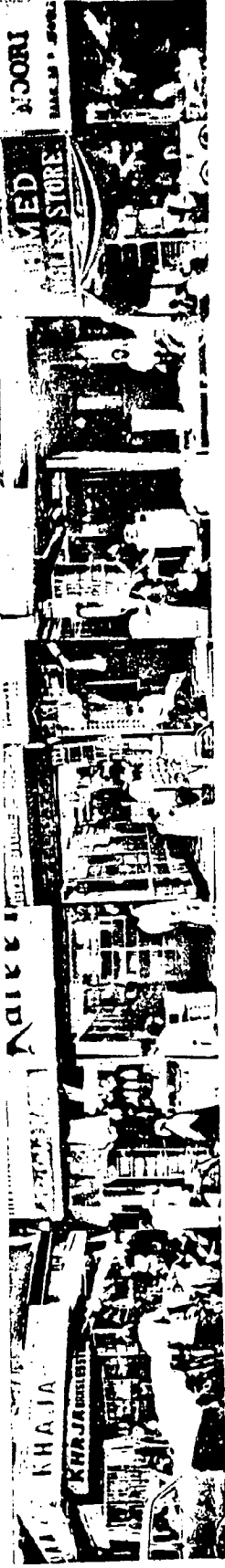
BUT NOW IT IS TAKING HEAVY LOAD OF MIXED TRAFFIC AND FACING PROBLEMS LIKE OVERCROWDED, CONGESTION, DUST, WITH FUMES OF MOTOR TRAFFIC, ENCROACHMENTS, LACK OF PEDESTRIAN WAYS ETC.

BEAUTIFUL ARCHITECTURAL FACADES, DELICATE DETAILS LIKE BRACKETS, CHAJAS AND CARVINGS ARE HIDDEN BY UGLY HOARDINGS AND SIGN BOARDS. SOME ARE ALSO PAINTED WITH UGLY COLOURS FURTHER CREATING AN VISUAL POLLUTION TO VIEWERS WHO PASS BY.



LARD BAZAAR

THE STREET BETWEEN THE CHARMINAR AND THE CHOLK, KNOWN AS THE LARD BAZAAR, IS AN OLD-ESTABLISHED SHOPPING AREA WHICH SPECIALISES TRADITIONALLY IN BRIDAL WARES AND ESPECIALLY A SPECIAL KIND OF STONE STOPPED SHEELAC BANGLES.



THE STRUCTURES ARE IN PHILADELPHATED CONDPITION. BUT THE BUSINESS IS FLOURISHING.



Very few open spaces are left in the walled city many were eaten away by the new developments and squatter settlements. The existing open spaces such as the charminar square, mahaboob chowk have become parking spaces. Mir-Alam-Mandi has become congested because of the whole sale vegetable market. The identity of the open space is lost as the buildings enclosing these spaces have lost their context at present. With the informal sector, parking, crowding in these open spaces coupled with their neglected main terraces these hardly provide recreation to the walled city people. (refer fig. 16)

As majority of the inhabitants of the walled city are economically deprived and lower income groups, the living conditions are poor. The traditional craftsmen with low incomes, exploited by middlemen are not recognized either by co-operatives or the government. The infrastructure laid by the city improvement board in 1920's and 1930's has not been upgraded. Thus, the existing roads, sewage lines, water pipes, electricity, and play grounds are becoming old, obsolete, over loaded and inadequate for the present population. This resulted in poor environment conditions and congestion in the historic areas.

The vehicular traffic has increased because of the commerce in the walled city and people have to travel to north for employment and there is considerable amount of through traffic going from south of walled city to north. The major roads have thus been overloaded while the narrow lanes which were not designed for vehicular traffic have also become congested with traffic. The major generators of traffic within the walled city are the wholesale markets viz., Mir-Alam-Mandi, cloth market, chowk bazaar and poultry market. (refer fig. 17)

The Development plan suggests widening of many important roads to solve this problem. But widening of roads certainly, will not reduce the traffic problems on the contrary it might increase the traffic within the walled city. This also involves destruction of many historically and architecturally important buildings. It is also impossible to remove the mosques and temples along the roads. With the widening of the roads, the character of the walled city knit by mohallas. The inhabitants of the walled city would be hardly benefited by the road widening schemes.

CHAPTER - V CRITERIA FOR CONSERVATION .

5.1 BASIC CRITERIA FOR SELECTION

In order to identify the structure and areas for conservation, the following basic criteria can be selected :

1. Archaeological importance
2. Architectural and visual appreciation
3. Scenic value
4. Socio-cultural
5. Functional

Archaeological importance

It is one of the major factors to establish a case for conservation. Quite a few structures in the walled city qualify under this category as these are connected with either certain events or persons mentioned in the history of the walled city can be studied under

- a. Antiquity b. Visual expression of the community c. Events

Architectural and visual appreciation

Architectural merits will be seen in sequential order from previous period to the recent time having some similarity in design to retain the heritage of building activity in the walled city. It can be studied under :

- a. Design b. Dominance scale c. Material and texture d. Colour
e. Mobility and spatial relationship

Scenic value

At particular points, scenic values deserve attention. To conserve the total character of the walled city, it is necessary to take such areas and spots into consideration can be studied under :

a.Skyline b.Panorama c.Group value d.Harmony with surrounding

Socio-cultural

Historic areas have some buildings and areas which are coming through ages, showing the traditional phase of the community can be studied as under :

a.Communal b.Ancedotes

Functional

In functional aspect buildings and areas can be identified whether they are continuing the same previous functions, when they were formed initially for a specific purpose or they have changed their functions having new uses as per the present requirements, they can be studied as under :

a.Residential b.Trading c.Administrative d.Religious

5.2 ARCHITECTURE OF WALLED CITY

Different styles of architecture that emerged in the walled city are classified below :

Qutb shahi style : The tombs and mosques of Qutb shahi period (1550 A.D.-1687 A.D.) made the evolution of a new architectural form in Deccan. The domes, arches and minars are very distinctive. The dome is bulbous narrow necks placed on a ring of lotus petals. The galleries around the minars and profusion of stucco decoration on minars and arches gives distinction to Qutb shahi architecture. Some buildings still exist in walled city that represent Qutb shahi architecture.

They are Charminar, Charkaman, Jami Masjid, Darushifa, Badshahi Ashurkhana.

Mughal influence : With city's annexion to mughal's in 1687 A.D. mughal influences can be seen in the 17th century. Multi foliated arches, fluted lotus columns, projecting windows are distinctive of mughal architecture in Hyderabad.

They are Diwan deodi, Jilukhana, Khiwat palace, Chowk bazar.

European influences: With effect of subsidiary alliance, british were allowed to stay, this resulted in construction of new city Secunderabad with buildings in European style. Many deodis and palaces were influenced in Gothic classical orders and paleadian models were used in many buildings like salarjung deodi, Iqbal doula deodi, Khurshad jah deodi, Malwala palace etc. Construction of clock towers in public squares like Mahbub chowk and Mir alam mandi.

Indo-Saracenic or Osmanian style : Many buildings were designed by Madras engineers after the flood in 1908. These were built combining European and Indian architectural style. This is known as Indo-Saracenic or Osmanian style. The important buildings of this style in the walled city are High court, City college, Unani hospital, Madina hotel.

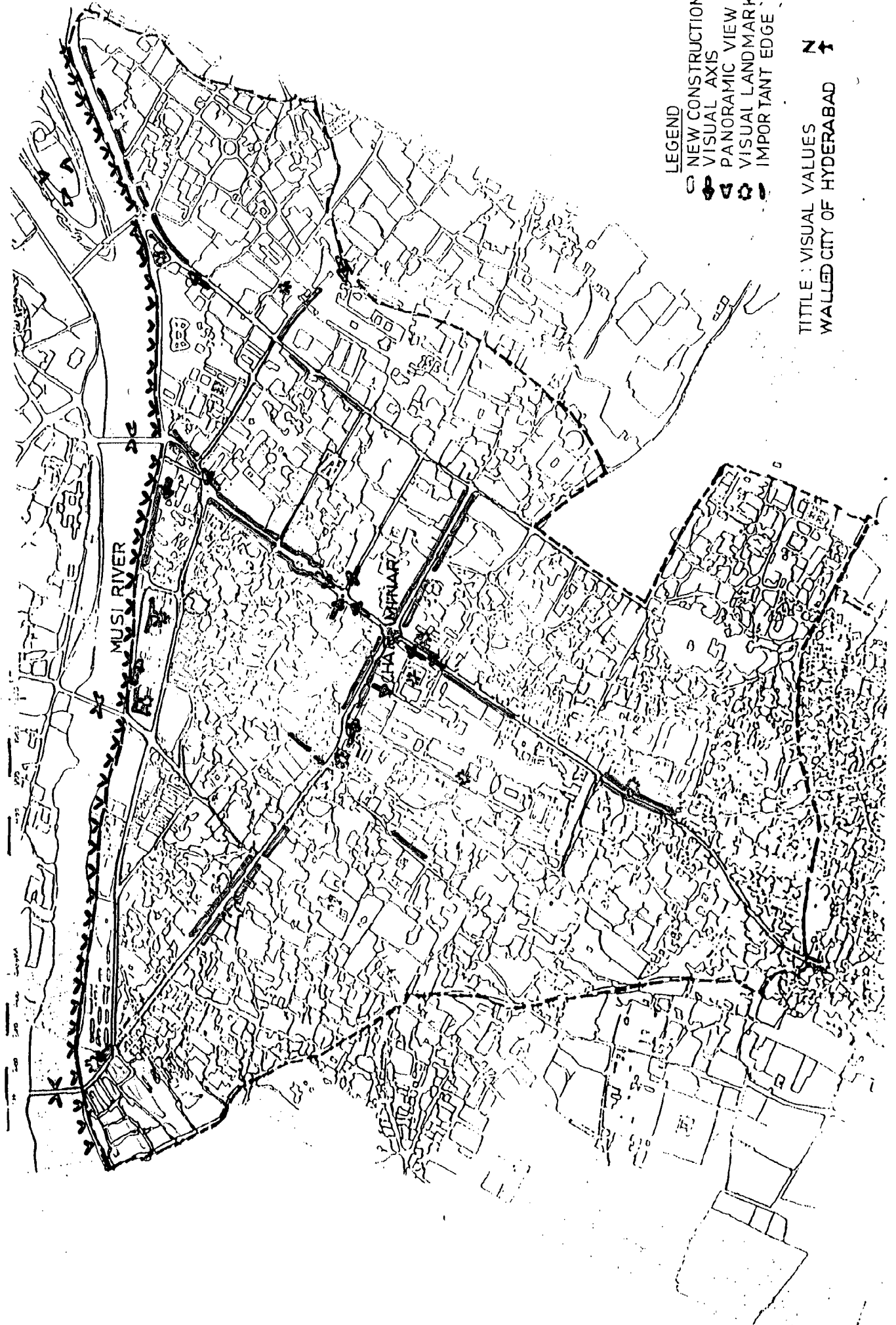
Vernacular style : A mosaic of mughal, european and native styles has resulted in Vernacular architecture of walled city which can be seen in shopping streets and residences. Projecting wooden balconies could with iron or wooden jalis and windows, sloping tile roofs etc.

Modern architecture : R.C.C. became an important buildings material in this century which replaced the jack arches and lime mortar.

Street Pattern : The street pattern in the walled city was developed organically and some streets with conscious planning.

The two major roads laid on north south and east west axis were the public streets provided with series of shops, masjids and other civic function as in many of the Islamic cities. The character of the streets is defined by the plot line and the height of the buildings.

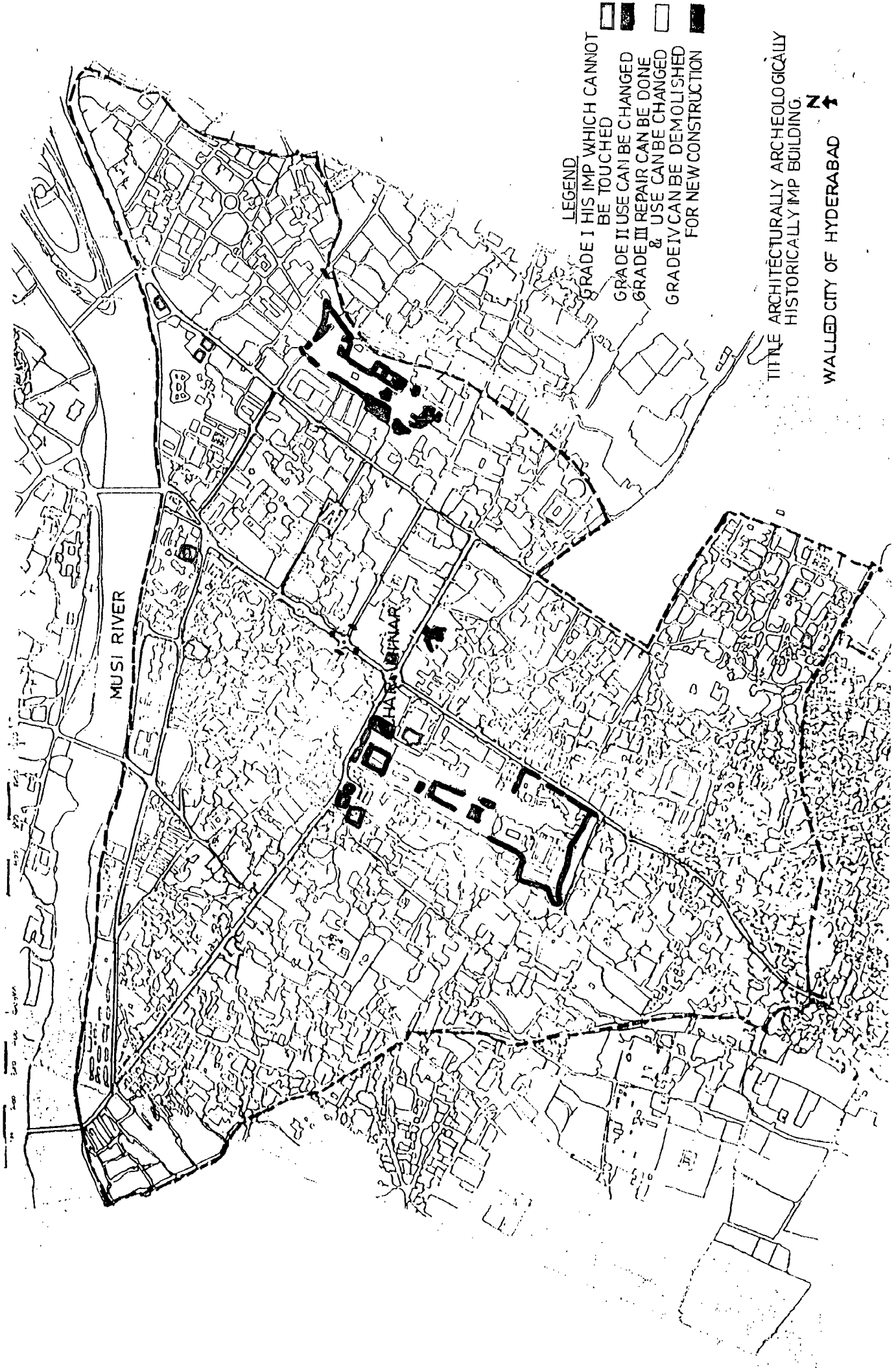
There is a relation between street width and the height of the buildings abutting the streets. for eg., in the Lad bazaar the street width is 30ft. and the buildings are 30ft. high all along the two floors built to very pedestrian scale. Streets of this kind are provided with balconies and continuous facades with arches and jali work.



- LEGEND
- NEW CONSTRUCTIONS
 - VISUAL AXIS
 - PANORAMIC VIEW
 - VISUAL LANDMARK
 - ▭ IMPORTANT EDGE

TITLE : VISUAL VALUES
 WALLED CITY OF HYDERABAD

N ↑



LEGEND

- GRADE I HIS IMP WHICH CANNOT BE TOUCHED
- GRADE II USE CAN BE CHANGED
- GRADE III REPAIR CAN BE DONE & USE CAN BE CHANGED
- GRADE IV CAN BE DEMOLISHED FOR NEW CONSTRUCTION

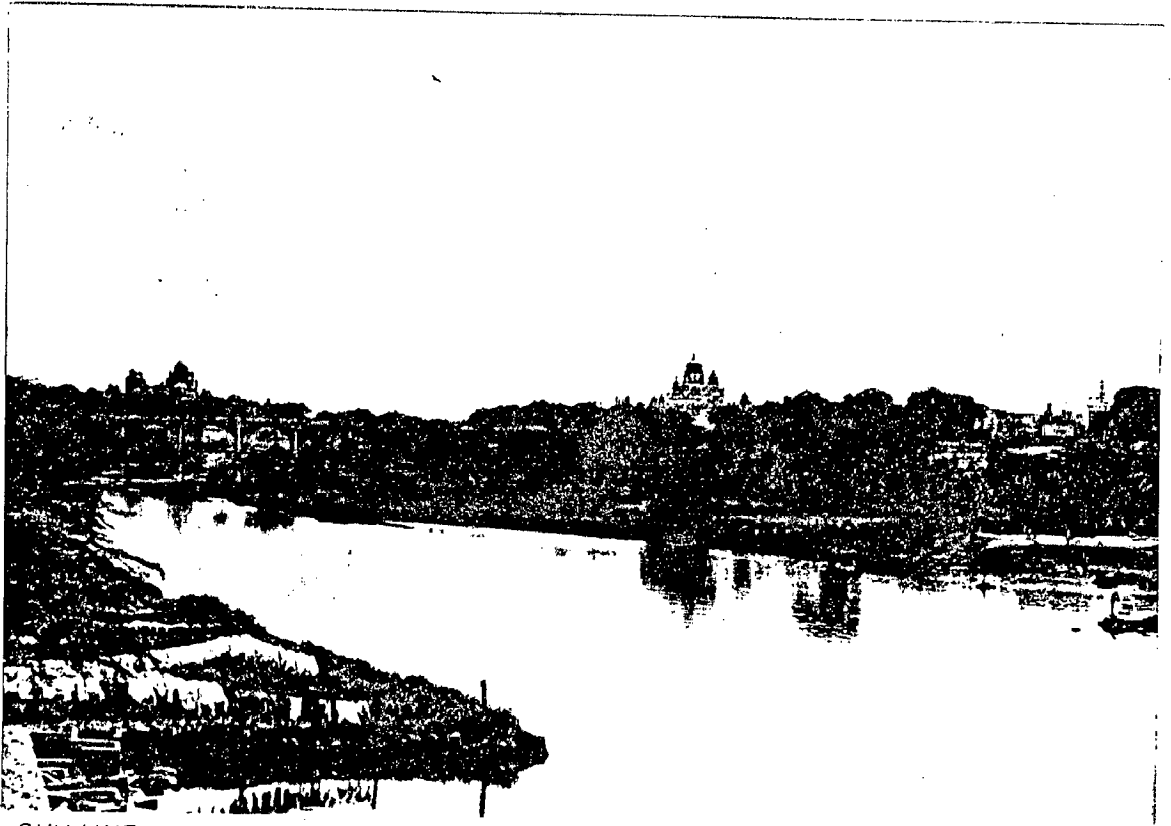
TITLE ARCHITECTURALLY ARCHEOLOGICALLY HISTORICALLY IMP BUILDING



WALLED CITY OF HYDERABAD



VIEW OF HIGH COURT OVER NAYAPUL BRIDGE .



SKY LINE OVER MUSI RIVER TO BE MAIN TAINED.

Chowks : Chowks are the public squares enclosed on three or four sides. These are the important active spaces for socio-cultural needs of the people. The Mahbub chowk and the Mir-Alum-Mandi are two major chowks of walled city.

River front and Bridges : The river front with an embankment built by city improvement board gives an edge to walled city. The greenery along the banks and the flowing water are the natural assets. The four bridges that connect walled city to the other bank are entry points add to the character of the river edge. (refer fig. 18)

Skyline and view points : From the river bank the skyline of the walled city is dominated with the domes of High court and city college. (refer fig. 19)

5.3 TRADITIONAL LIFE STYLE IN THE WALLED CITY

Crafts : Most of the crafts are the outcome of traditional way of living. they are the living examples of the continuous traditions. Hyderabad is famous for diamonds from the Qutb shahi's period. And the jewellery trade is still the major commerce on charminar road. Bangles, zari, perfumes are very famous. Bidra is the inlay work in silver on gunmental. This craft was brought from Bidar with Nizam's encouragement. Lad Bazaar is the most important outlet for bangles perfumes and zari cloth.

TRADITION AND CULTURE

THE INNER CITY OF HYDERABAD HAS A CULTURAL CATCH IN HERITAGE. CORE AREAS CONTINUE TO BE CENTRES OF TRADITIONALLY ESTABLISHED BUSINESS AND A MAJOR SHARE OF THE ECONOMIC ACTIVITY IS IN THE JAMINA SECUR. THESE AREAS HAVE EARNED WIDE FAME FOR THEIR GENUINE CRAFTS, JEWELLERY, LEAD INDUSTRY ETC. AND HAVE BECOME FREQUENT CENTRES FOR THE LOCAL NATIONAL AND INTERNATIONAL TRADES FAIR/EXHIBITS.

THESE TRADITIONAL ECONOMIC ACTIVITIES FACE AN UNCERTAIN FUTURE. DUE TO LACK OF GOVERNMENT RECOGNITION, OVER EXPLOITATION AND POLLUTION AND HIGH PREFERENCE RATES MOST OF THESE TRADITIONAL ECONOMIC ACTIVITIES HELP TO BE REVIVED AS THEY WERE ONCE. SCIENTIFIC AND SAFETY TOOLS ARE BEING USED TO MAKE THESE ACTIVITIES MORE PROFITABLE. THEY ARE BEING USED TO

THE STUDIES OF THE PEOPLE AND CARE TO LOCAL DEMANDS. THE PLANNING PROCESS MUST THEREFORE RECONSIDER THE ECONOMIC PREFERENCES FOR TRADITIONAL ECONOMIC ACTIVITIES. HYDERABAD IS FAMOUS FOR ITS PEANUTS, SILVER FINANCE WORKS, PUNDED THEATRES, NON-DUPATI TOYS OF CAN, PRAGHAI COLOURED MIRROR, PAMMA EMPLOYMENT, CAMEL BY THE PALACE EVERY DAY & PEALING ANIMAL LACQUA/RWARE AND HANDMADE SHIRTS AND FABRICS (TOLMAMMA).



GANGER IMMERSION IN HO JALU OF HINDU DEV FESTIVAL



FAMILY FROM FORTIFIED PALACES OF HIND



FROM HISTORY OF NEW YORK



EXCHANGE OF CLOTHES MARKET



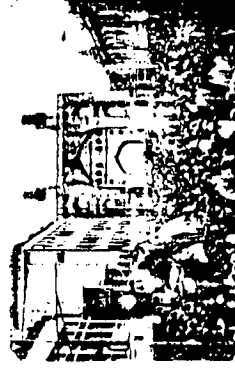
THE NEW YORK MARKET



CONCRETE MARKET



IMPRESSIVE CITY WITH ASSEMBLY HALL



HUMAN CULTURE MOUNTAIN PROCESSION ON FESTIVAL



REAR MARKET



TRADITIONAL SILVER JEWELLERY

DESIGN OF BODILY FINISH AND PATTERN

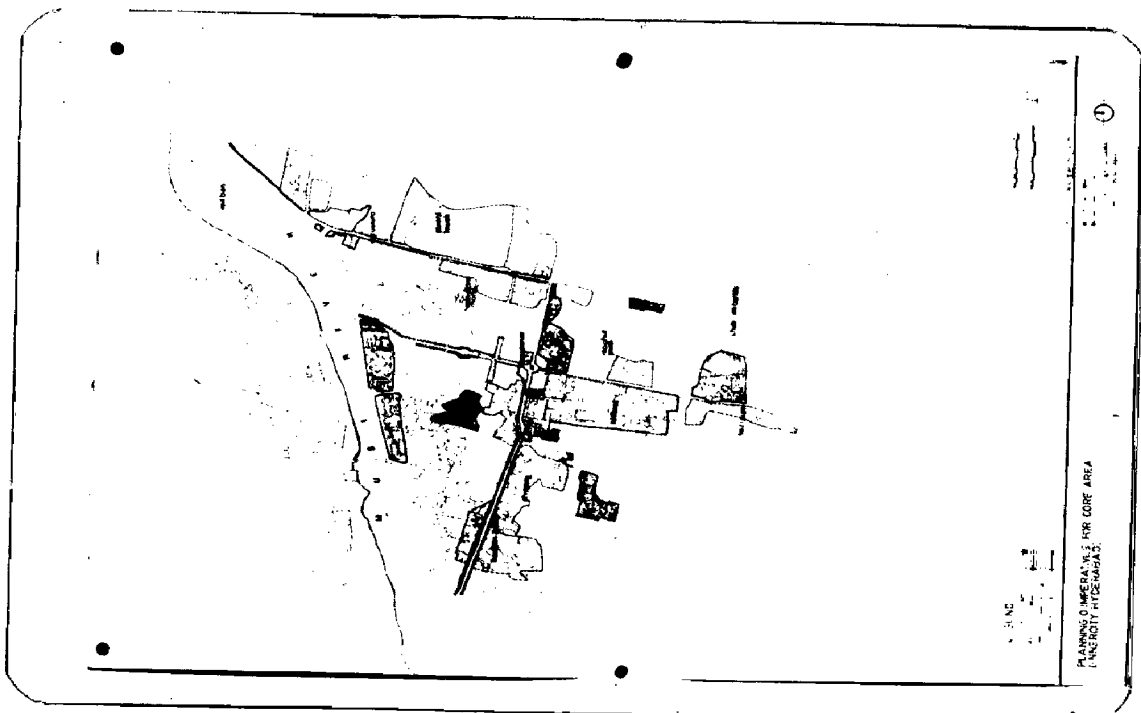


PALACE PLACE & SMALL THEATRE



A PRAISE PALACE OF THE

OUTER FROM HINDU



AREAS TO BE CONSERVED

Following are the traditional crafts that are found in the walled city : Pearls, jewellery, bangles, Bidra work, Silver foil, Zari, wooden screens, ivory work, mattresses, perfumes, confectionary, combs of bones, leather chappals, pottery and toys.(refer fig. 20)

Qalam Kari painting (Painting with pen) is a popular art. Qawwalis and Ghazals are one of the ethnic entertainments.

Hyderabad is also famous for its spicy foods. The major festivals that are celebrated are Muharrum for muslims and Vinayak Chaturthi for Hindus. For both these festivals processions are taken on all the major roads. These cultural aspects add to the character of the walled city.

We can conclude that the walled city is rich in its heritage which is evident from historic values, architectural values, visual values and traditional values.(Refer fig 21)

5.4 ROYAL PALACES AND PUBLIC BUILDINGS

In the development of the city in Qutb shahi period Mir Momin spiritual advisor a persian influenced the persian architecture in main buildings like royal palaces and public buildings. Persian architects, Artists and scholars were invited and consulted. Among some of them are described below :

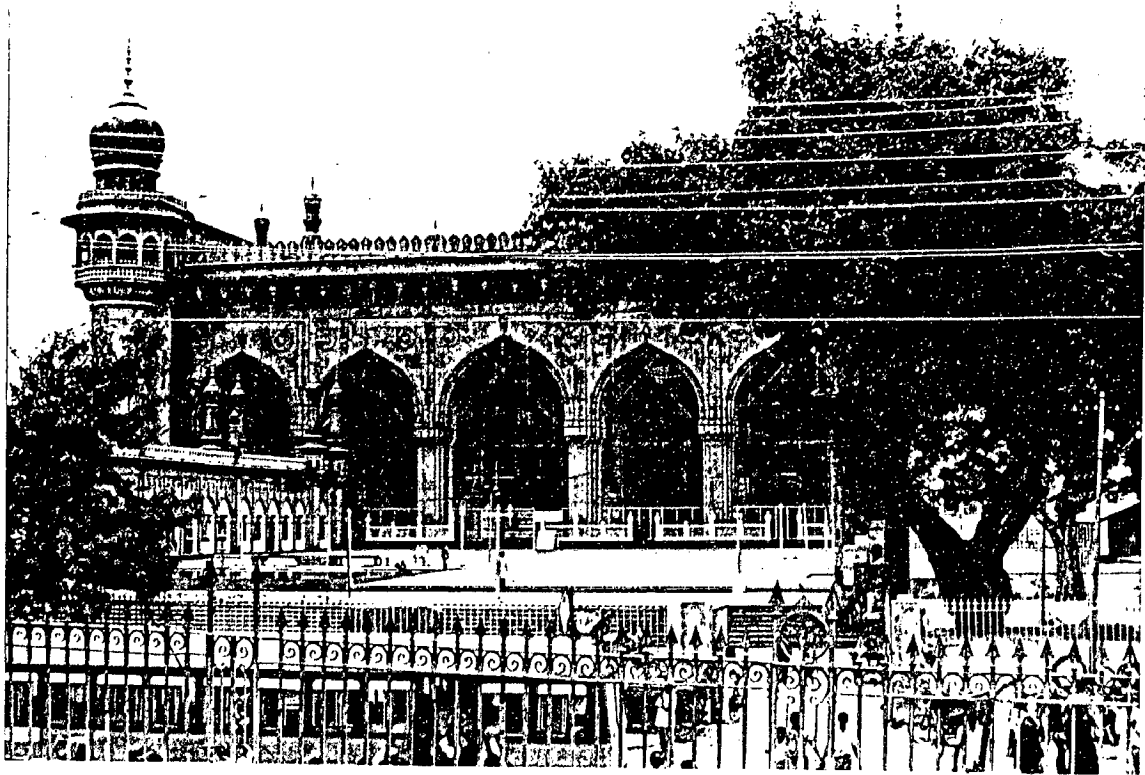
(refer fig. 22)

Macca Masjid (Mosque) : Mecca masjid stands to the immediate south west of the charminar on the main road to the falaknua palace. The construction of the mosque commenced in 1614 and the work was continued right through the reign of the last two Qutb shahis and completed after the occupation of Hyderabad by the emperor Aurangazeed in 1692. He slightly altered the plan of the mosque and its architectural style.

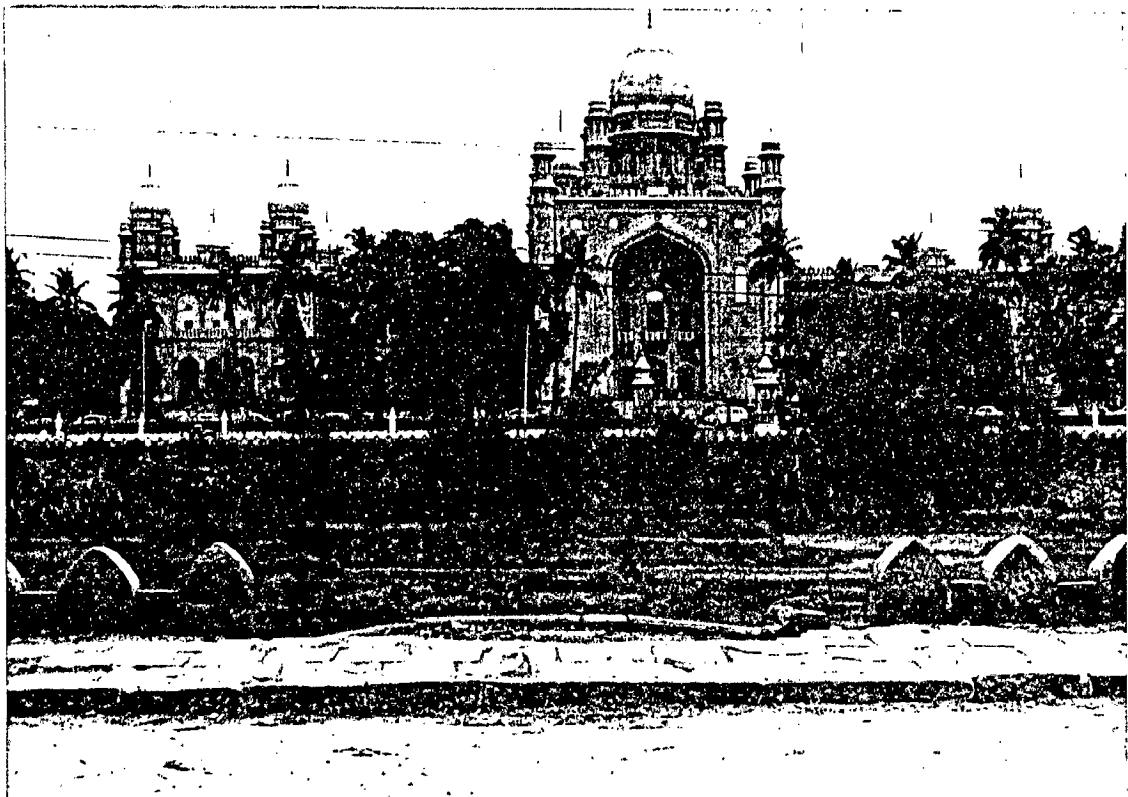
The Macca masjid has triple vestibules measuring 195 ft. by 125 ft. with 15 arches in each row. There are 5 arches in the front. The northern and the southern sides of the mosque are topped with two high symmetrical domes, each rising 100 ft. above the roof. The outer platform of the mosque is square constructed of granite stone and all pillars are made of monolithic of solid rock.

The mosque can accommodate a congregation of over 10 thousand persons. It is considered to be one of the largest mosques in India next only to the Jami Masjid in Delhi and the mosque at Gulbarga.

Charminar : Charminar means the four minars or the four towers of all the notable monuments in Hyderabad. It is one of the most splendid pieces of architecture. Built in 1592 to mark the centre of the new city.



MECCA MASJID A GRAND MOSQUE STANDS TO THE IMMEDIATE SOUTH WEST OF CHARMINAR



HIGH COURT BUILDING LOCATED TO WEST OF THE AFZAL GUNJ BRIDGE

This elegant building with its lofty minarets raising 162 ft. above the ground was constructed in mortar and granite and embellished with fine stocco decorations in the typical Qutb shahi style. It is a square edifice with each side measuring 60 ft. The whole upper structure of the building stands on 4 arches. The apex of each ornamental arch is 30ft. from the ground. Originally, movement through the arches was unobstructed. The platform underneath the minarets is a recent addition. It was said that Charminar was built as a grand gateway to the royal palaces. Spiral stair cases in each of the four minarets lead to the two upper stories of the monument. Charminar was declared as protected monument and clocks were fitted on each of its four sides in 1889. It was used to make proclamations from and to announce the accession of kings to the throne.

Jami Masjid : To northeast of Charminar and a short distance away from it Jami masjid was built, this was the first mosque in the old city built in 1598.

Khiwat Mahal and Chaumahalla Palace : Beyond the laad Bazaar, to the southeast, is the enormous enclosure of the Khilwat mahal and a group of palaces built by successive Nizams. The total area of this complex of palaces is 290000 sq.yards. One-fifteenth of the whole of the city area. The entrance gate(main) is beyond the laad Bazaar on the other side. However, nobody is allowed inside being a property under the trust and partly under the Nizam private property. The enclosure consists of Chau-mahalla palace, the Khilwat mubarak, rang mahal, Afzal mahal, Aftab Mahal, Tahniya mahal, Chandni Begum ki haveli, Majli begum ki haveli, Moti bangla, Sadar bangla, Shadi khana, Tasha Khana etc.,

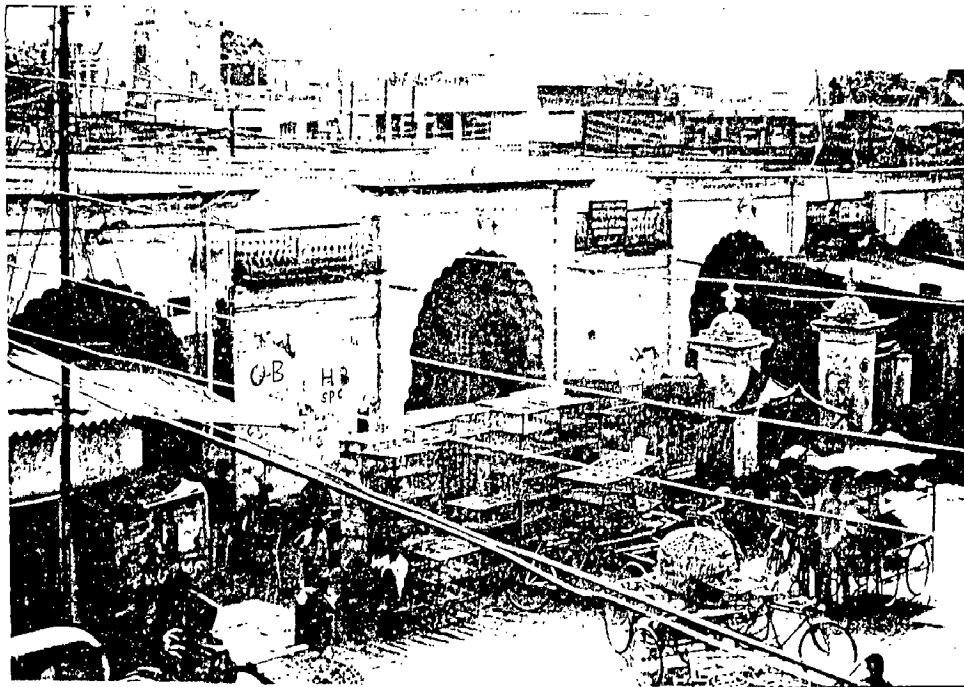
The Jellukhana (Parade ground or palace square) of this complex of palaces is in the north facing the laad bazaar. It is a series of quadrangles with handsome open fronted buildings on either side. The Chaumahalla as the name indicates is a group of four palaces, ranged round a pleasant quadrangular garden with a large marble cistern in the middle. The ministers and the other dignitaries of the state were received in the palace.

(refer fig. 23)

Purani Haveli : A complex of 11 buildings enclosed by high walls built by the first Nizam. It is reputed to have once been the mansion of Mir momin the Peshwa (Prime minister) of Muhammad Quli qutub shah. It is an impressive set of buildings in European style of the late 18th century, and it had been handed over to Mukarram jah trust for education and learning which proposes to set up a college for vocational and religious education.(fig. 24)



SLUM AREA AT BACKSIDE OF MECCA MASJID



POULTRY MARKET AT CHOWK

Charkaman (Four arches) : North of the charminar bounded on all 4 sides by majestic arches is the charkaman area. In its centre equidistant from each of the four arches is a small octagonal cistern. Each of the arches has a name that specifies its associated characteristics. The northern arch is the Machuli Kaman or the fish arch, the eastern arch, originally called Naquar Khanane-shahi, i.e., the house of the royal drums, is now famous as the Kali kaman. The western arch was originally known as the Daulat-khana-e-ali, gateway of the royal residence. It was later called Kaman Shar-e-batil.

The octogonal cistern in the centre of the charkaman piazza, now known as gulzar houz, was originally named Chars-ka-houz or the cistern of four directions. But later it was known as Sukha houz, means dry cistern it was dry for many years.

Chowk : A few furlongs to the west of the Charminar is a square called the chowk dominated by a large mosque and a clock tower. The mosque adds to the appearance of the chowk, stands on a high plinth which shops in the basement. The clock tower was added to the chowk in 1892. Chowk was a community shopping centre selling wares ranging from household goods and articles of daily use to old, and sometimes valuable arabic and persian books. It also has the city's largest poultry market.

CHAPTER - VI DEVELOPMENT IN THE CONTEXT OF MASTER PLAN

6.1 BRIEF BACKGROUND OF DEVELOPMENT AUTHORITY'S ACHIEVEMENTS :

After the devastating floods of 1908 the Nizam government realised the need for planned development of the city and constituted a city Improvement board in the year 1922 for overall development of the city and also to look after the housing problem, it played a vital role in improvement of the walled city.

The river banks have been raised 30 ft. to control the river. the drainage and sewage is planned in 1931. Many congested areas are restructured and improved. Among these are Darushifa slum schemes, Moghulpura, Hussain alam and Sultan shahi improvement. Many civic buildings such as high courts, city college, Unani hospital, victoria zenana hospital and Pather gatti are built.

As the city started growing on major transportation routes with a ribbon development in an unplanned way in order to counteract this situation, Hyderabad Urban Development Authority (H.U.D.A.) was constituted in 1975 by the Government of Andhra Pradesh under the provision of A.P. Urban areas (Development) Act 1975.

Master plan is prepared in the same year and further elaborated into detailed zonal plans. Quli-Qutb Shahi Urban Development Authority (Q.Q.S.U.D.A.) is established in 1980 to meet the specific needs of the old city of 13 wards of which 4 wards exist walled city.

Zone No:10 is a part of the municipal area of Hyderabad city situated south of the Musi river. The zone includes the walled city and some other areas to the south. The notified development plan which was published vide G.O.M.S.No.414 in 1975 suggested only the broad land uses and major circulation pattern. A portion of the proposed loop road meant for decongesting the central core of the city passes through this zone.

6.2 CRITICISM ON DEVELOPMENT AUTHORITY'S PROPOSALS

Due to technological development there is a change in mode of traffic in comparison to earlier times. Previously, these roads were designed for slow moving and pedestrians only. But now the same roads are flooded with fast moving buses, trucks, autorickshaws and motor vehicles. These fast moving vehicles come in conflict with slow moving transport such as bicycles, rickshaws endangering pedestrians and causing congestion on roads. Increase in traffic is because of the wholesale markets located along the charminar road and itibar chowk roads as they are overloaded.

To solve this traffic problems creating major loop roads and road widening schemes are not correct decision. With these kind of proposals traffic will not be reduced but sometimes it may encourage fast traffic. This causes the dismantling of buildings shops, and residences along the roads. There are a number of mosques and tombs (Kabars) on these roads which are difficult to be removed and they will become traffic obstructions if the roads are widened. Many historic buildings will have to be dismantled.

In road widening schemes there are many difficulties in acquiring these shops and land from the owners. Also change the structure of walled city characteristics of narrow mohallas and old buildings.

1. To connect the major work centres with residential areas and major work centres. Master plan proposes a loop road a width of 100 ft. which requires large scale demolition, specially in the walled city. It also brings more traffic into the walled city which is undesirable. It also proposes to have 150 ft. wide inner ring road which will connect the University and industrial areas of the city. An outer ring road is also proposed connecting the ring towns. (Refer fig.23)

2. The master plan proposed to shift the whole sale markets from the walled city and design a new district commercial centre at Mir Jumla tank area. Shifting of whole sale vegetable market like Mir alam mandi is a right decision but creating a commercial centre at low lying area of Mir jumla tank may arise same problems. At present on this site many illegal constructions had already come up. R.C.C. framed structures are visible on the site, illegal occupants themselves had laid Kutcha road from that site. Due to lack of co-operation between M.C.H. and Development Authority these constructions had come up.

3. Development plan proposed to widen the following roads to accommodate free flow of traffic.

ROAD WIDTH

	EXISTING	PROPOSED BY OOSUDA
Charminar to Falak numa	40'	100'
Puranapul road	40'	80'
Charminar to Alizah kotla road	40'	80'
Itbar chowk road	40'	100' (loop road)
Haribouli to Motigali road	30'	60'
Gulzar Hauz to Laad Bazaar	25'	40'
Azakhana Zehra to Mir jumla talab khata	40'	100' (loop road)
City college to Saad cafe	25'	40'

4. A new road had been already laid around Mecca masjid from Shalibanda passing in front of Khilwat mahal and finally it will join the Motigalli and from there it will pass through laad bazaar and connect to Gulzar houz through Gansi bazaar and terminating at Kaman-Shar-e-Batil (This part was not yet started). This road which is passing from front of Khilwat mahal will create same problem which charminar is facing, facades of this building will be spoiled within a short period because of fumes and noise generated by traffic.

5. F.S.I. proposed by Development Authority in the walled city varies from 0.75 : 1 and 1:1. It is a good proposal restricting the floors and heights, but because of proper statutory control and due to negligence of M.C.H. buildings are going up to 2 to 3 floors on road side without any setbacks.

6. The vacant land in Purani Haveli palace is proposed for institution, administrative office and commercial complex which might invite more traffic.

7. Large pockets of vacant land within the Chow Mahalla palace have been proposed for recreational, public and semi public activity along with the utilization of the built spaces. This is a right decision taken up by the development authority by keeping use of the vacant land.

8. Commercial and office cum residential complex at Manjli Begum Haveli : This is proposed to be developed as one of the largest commercial complexes in the city. This will accommodate a large number of shops in the ground and first floor, banks and commercial offices in the second floor and residential flats in the third floor. For this purpose an extent of 31690 sq.mts. of land belonging to Nizams trust is proposed to be acquired. The total floor area of the complex will be 7922 sq.mts. and the capital costs of the scheme is estimated to RS.13.3 crores.

This proposal is highly undesirable as it causes more congestion and invites more traffic and there will be tendency of collecting informal sectors and other shops in the vicinity and also parking problems. It may ultimately lead to change in the land use character.



DEVDI EFFECTED IN ROAD WIDENING SCHEME.



KISHAN PRASAD DEVDI IN DILAPIDATED CONDITION

9. Commercial cum office complex at the slum area adjacent to Mecca Masjid : This site is a waqf property where at present 140 families are settled. This area is used for commercial purpose as well as for residences. At present this area is in deteriorated and insanitary conditions. It is proposed to rehabilitate the families at Phool bagh. The site covers an extent of 2645 sq.mts. It is proposed to construct a 2 storeyed building with a floor area of 3970 sq.mts. at a capital cost of 64.3 lakhs. The shop keepers who will be effected by the widening of Laad Bazaar road will be rehabilitated in this complex.

The proposal will be fruitful if the commercial use of shops is of traditional items which are sold in laad bazaar and hence further improving traditional economic activities and may create additional employment opportunities.

CHAPTER - VII POLICY PROPOSALS FOR CONSERVATION AND STRATEGIC DEVELOPMENT OF INNER CITY AREA

7.1 POLICY STATEMENTS

Hyderabad walled city is characterised by medieval planning with different architectural styles. It is very much necessary to create their lost identity, unless public is not made aware of value of the past it is difficult to establish a context for conservation of buildings and areas. The policies and guidelines are to establish the old buildings and the significance in the present context and to ensure the character of the walled city.

Without the backing of an adequate statutory tool any measures for conservation cannot be successful. Following acts are followed in India for preservation and protection of Archaeological sites and remains are available.

1. The ancient monument preservation Act, 1904.
2. Archaeological sites and remains Act, 1958
3. Ancient monuments and archaeological sites and remains rule 1959.

* Conservation of cultural/Architectural manifestations need be recognised as a planning concern approach should be pertinent to historic values of settlements.

* Development proposals should be based on analysis and methodology that can reflect their unique values and should be distinct from traditional approach to planning practice.

* Existing small scale industrial centres and craft centres in the walled city should be strengthened by improving circulation and providing training centres.

* Providing employment opportunities in traditional handicrafts and training centres employment should be provided in such a way that it exploits the local skill of the people.

* Deodis can be given for tourism development and for tourist hostels. Palaces can be used for museum or for school of dance and drama.

* Musi river front has beautiful institutional buildings with public spaces and distinctive character. With dominating skyline with domes the river front acts as an edge between old and new city. The open spaces along the river front be maintained this area should not be neglected.

* Public Open spaces like chowks are encroached by parking and informal sector and also congested with increasing traffic, they should be cleared from encroachments, and should be designed and maintained for public use.

* Previously the commerce was restricted to 4 main roads which are culminating from Charminar and that too only restricted to Ground floor but now slowly penetrating into the residential areas. The commercial land use should be restricted to the street front and any commerce inside the residential areas should be checked and eliminated. The whole sale markets such as vegetables in the Mir Alam mandi, poultry in Mehabub chowk should be shifted as proposed in the Master plan.

* Tourism has been overlooked in the walled city. No tourist information centres. There are many historical buildings and areas which can improve the tourist economy. Tourist plan is necessary for exploring the possibilities.

* 50% of the occupants are engaged in Informal sectors with low incomes, the earning capacity of the inhabitants should be improved, small scale level employment should be created without disturbing the structure of the walled city. Financial support and incentives should be given.

* Separate bye-laws should be there to guide the new developments and set of guidelines for facade controls and alterations to be prepared which are coming along the important streets.

* Advertisement control scheme along the Pathergatti road to Charminar by M.C.H. to give a face lift to this historic approach and it should also restrict the location, design and height.

* The act should authorise the government to regulate the structural design, appearance, colour and other elements including panels, pillars, shutters, railings, parapet walls, balconies, and the structural components of the buildings in the conserved delineated areas.

* Regulation on size, design and other details regarding the overhead wires, overhead tanks, water mains and erection of hoardings which obstruct the view, Panorama of the monuments or otherwise of buildings which may be of visual hinderance.

* Existing open space and landscape around the monuments must be protected from encroachments and destructions.

* The monuments and sites owned by private owners or trusts can be acquired if they are not maintained properly or subsidised so that they may be maintained properly.

* Vacant land and buildings should be levied heavily so that the owner will either surrender them to the authorities or will start some activity area.

* Restriction of enjoyment of property rights in protected and controlled areas.

* Areas should be declared which comprise of or adjacent to the sides of such monuments as controlled areas.

* Policy to prevent the sale, gift, hypothication etc., of monuments and areas around.

* Policy to

Check on activities creating unacceptable noise, pollution and heavy traffic.

To declare the area for conservation as controlled area after identifying and listing of such areas

To acquire, maintain and regulate development and construction in areas around.

To restrict the construction or removal of buildings which effect the visual aesthetic character of listed monuments and buildings.

* Educational and public awareness programmes need to be initiated. Cultural heritage year, postal stamps, posters, brochures, visual presentation through documents etc., and institutions should take up research and documentation study.

* Adequate administrative set up in town planning department or a separate wing which can take over detailed studies etc.,

7.2 STRATEGIES FOR FUTURE DEVELOPMENT

* Landuse plans in this historical areas should not propose higher density and F.A.R. It will increase the pressure on land and more and more proposals will come up for redevelopment involving the pulling down of the old existing buildings and for new constructions.

* Construction of new roads should be thoroughly analysed otherwise it becomes site for squatters, for new shops, flats, offices, lining the edges of the new roads. Sometimes the new roads simply duplicate the situation that already existed on the new roads. Sometimes loop roads will cause an acceptable destruction to the property.

* Zonal regulations incorporating set backs for building lines for all new developments. There should be different setback criteria for older streets with characteristic street lines.

* Planning policies should not effect the value of land.

* New buildings in the development process which are not in harmony to old areas should not be allowed.

* Landuse in the areas around monuments be specified to maintain its unified character.

* Efforts to maintain the lifestyle of the traditional areas be made by revitalising the residential areas of the old city and redistribution of land use may be considered.

* Building bye-laws should incorporate the area and height restrictions such that the visibility of the monuments is not obstructed.

6. NIZAM PUNJA MAHAL PALACE	Antiquity	Design, form, Scale, colour	Skyline, Harmony to Surroundings.	Associational value, Urban identity.	Residential and Administrative	This place engulfs a huge area in the walled city and some part of the complex is put to Administrative use and major part of it is behind locks.	To be restored and conserved for its character and physical expressions. 1. Alternative uses to be assigned to rejuvenate the functional and qualitative use of the building. 2. Vacant space can be utilised for parks and playgrounds. 3. Builtup area can be used for museums and exhibitions.
7. NIZAM PURANI HAVELI PALACE	Antiquity	Design, scale,	Skyline, Harmony to Surroundings.		Residential and Institutional	Structure is in poor condition, part of the complex is used for educational institution.	Palace complex to be restored and conserved in terms of its design and scale. Alternative use is to be assigned to rejuvenate the functional and qualitative use of building.
8. MAHARAJA KISHAN PRASAD DEVIDI	Antiquity	Design, Location.	-	-	Residential	Structure is in dilapidated condition and affected in road widening scheme.	This Devidi should be conserved for its design and locational value. Demolition to be avoided. Alternative use is to be assigned to rejuvenate functional and qualitative use of the building.
9. MADINA BUILDINGS	-	Design, scale, Location.	Skyline, Harmony to Surroundings, Panoramic.	Group value	Trading and Administrative	Structure is in good condition. Maintenance should be improved.	The building should be conserved and restored for its Design and locational values. This structure gives Harmony to the street scape.
10. HIGH COURT	-	Design, form, Material & texture, Scale, Location.	Skyline, Panoramic, Harmony to Surroundings.	Urban Identity, Group value.	Administrative	Structure is in good condition. Landscape should be improved.	The building has a good skyline with respect to Musi river with dominating form and locational value. 1. Strategy to maintain the landscape around the building. 2. Specification of landuse around the building. 3. Control on F.A.R. on the coming up of new buildings.
11. CITY COLLEGE	-	Design, form, Material & texture, Scale, Location.	Skyline, Panoramic, Harmony to Surroundings.	Urban Identity, Group value.	Educational value	-	The building has a good skyline with respect to Musi river with dominating form and locational value. 1. Strategy to maintain the landscape around the building. 2. Specification of landuse around the building. 3. Control on F.A.R. on the coming up of new buildings.
12. DARUSHIFA	Antiquity	-	-	Community facility, Group value.	Administrative	Structure is in poor condition, not properly maintained.	Conserved and renovated for its group space values. 1. Possible and suitable alternative use to be assigned. 2. Structure should be repaired and maintained.

CONSERVATION STRATEGY AT BUILDING LEVEL

S.NO. NAME	SIGNIFICANCE (KEY WORDS)							PROBLEMS AND ISSUES	PLANNING STRATEGIES
	ARCHEOLOGICAL/HISTORICAL IMPORTANCE	ARCHITECTURAL AND VISUAL APPRECIATION	SCENIC VALUE	SOCIO-CULTURAL	FUNCTIONAL				
1. CHARMINAR	Antiquity, Events	Monumental value, Form, Dominance, Scale, Material & texture, Location.	Skyline, Panoramic, Focal/Nodal values.	Religious, Sentimental value, Associational value, Urban identity, Group value.	Traffic Nodal value, Urban Landmark, Historic Identity.	Then outstanding monument is affected by traffic value, (noise, pollution, smoke, vibration etc.) Congestion, encroachments and Visual Pollution.	Strategy to conserve the historic monument which depict Antiquity and of our heritage which still acts as a main landmark and traffic nodal value to the historic Hyderabad city. It should be safeguarded from pollution noise and vibrations. Solution can be given by, 1. Diverting the traffic from main square 2. Surrounding area should be kept open for pedestrians and tourists.		
2. JAMI MASJID	Antiquity, Visual Expression of the community	Design, Scale.	Harmony to Surroundings.	Religious, Sentimental Group value, Community facility.	Historic identity.	Encroachments and shops had come up in the surroundings hiding the structure which caused visual obstruction.	To conserve the space value of the building (ie., Jami Masjid, to enhance visual expression of design value of the building in relation to the surroundings. 1. Encroachments should be shifted to the local commercial area.		
3. MACCA MASJID	Antiquity, Visual Expression of community.	Monumental value, Form, Design, Scale, Dominance, Material & texture Colour.	Panoramic, Harmony to surroundings.	Religious, Group value, Community facility, Urban Identity, Associational value.	Historic identity, Urban Landmark.	Monument is affected by traffic value.	Strategy to conserve the building to enhance the historic and monumental values. Traffic should be diverted.		
4. OSMANIA UMANI HOSPITAL	Integrated with the Historical complex of the area.	Design, Scale, Form, Dominance.	Skyline, Panoramic, Harmony to surroundings.	Group value, Community facility.	Servicing/Working Hospital, Administrative.	Maintenance should be taken care of.	To be conserved and restored as an integral part of the complex in terms of design/scale and panoramic values.		
5. CHARKAMAN	Antiquity	Design, form Dominance, Scale.	Skyline, Panoramic, Harmony to Surroundings.	-	Circulation	Structure is neglected and is in poor condition. Encroachments and informal sectors occupied the space below the arch and towards the sides	To be conserved and restored to maintain the character of that area which each arch acts as a great entrance to particular social class of people belonging to particular quadrant. 1. Structure should be repaired and restored. 2. Encroachments from the sides of Arch should be cleared.		

13. AZZA KHANA ZEHRA	-	Design, scale	Skyline	Religious, Sentimental value, Associational value, Urban Identity, Group value.	Historic Identity, Mourning House.	Structure is in good condition. Highly religious area.	The building has a religious and sentimental values. To be conserved for its historic identity and also for - socio-cultural values.
14. CHATTA BAZAAR KAMAN	Visual Expression	Design, scale, Location	-	Associational value.	Circula- -tion	Structure is in poor condition.	To be renovated and conserved for its associational and locational values. Structure should be repaired and restored.
15. JILALU KHANA	Antiquity	Design Location	Harmony to Surround- -dings	Community facility & Festivity	Residen- -tial	Previously used for army parade. Lot of vacant space inside. Its Arch entrance is in poor condition.	Strategy to infuse strong values. A new function can be given to this place for open mela and display area. Strategy for development of open space closer to traditional market area and transfer of some market.
16. GATES & BRIDGES	Antiquity.	Design, scale, Location.	Focal/ Nodal values	Urban Identity	Historic Identity, Circula- -tion, Urban landmark.	These structures are in poor condition and neglected atmosphere around these.	To be restored and conserved for its nodal and locational values and they also act as urban landmarks.

CONSERVATION STRATEGY AT SPACE LEVEL

S.NO. NAME	SIGNIFICANCE (KEYWORDS)					PROBLEMS AND ISSUES	PLANNING STRATEGIES
	ARCHAEOLOGICAL/HISTORICAL IMPORTANCE	ARCHITECTURALLY AND VISUAL APPRECIATION	SCENIC VALUE	SOCIO-CULTURAL	FUNCTIONAL		
1.CHARMINAR AREA	Antiquity, Visual Expression of community, Event.	Design, Scale, Dominance, Location.	Skyline, Panoramic, Focal/Nodal values.	Religious, Sentimental value, Associational value, Urban Identity, Group value.	Historic identity	<p>1.The area surrounding the Charminar is a traffic nodal point. It is a origin and destination of large number of public transport buses.</p> <p>2.Parking and bus bays are located around the monument in a haphazard manner.</p> <p>3.Lack of tourism facilities.</p> <p>4.No segregation of traffic and pedestrians.</p> <p>5.Road sections are narrow for heavy volume of traffic.</p> <p>6.Large chunk of informal sector and sign boards cause eye sore to people who pass by.</p>	<p>Conservation strategy to restore the historic character of the area with its locational values. Solution can be given by:</p> <ol style="list-style-type: none"> 1.Connecting free pedestrian routes from Pathergatti road to Charakaman and from Charakaman to Charminar square. 2.Ban on heavy and fast traffic. 3.Tourist value should be enhanced by creating tourism facilities like hotels hostels etc., 4.Implementation strategy to be assigned by traffic management schemes like control, regulation, and diversion of traffic. 5.Height restrictions and F.S.I. on new buildings coming up in surroundings. 6.Regularisation on size and design of facades ad should be in harmony to the surroundings. 7.Skyline should be safeguarded.
2.CHARKAMAN AREA	Antiquity, Visual expression of community.	Design, scale, dominance, Location.	Skyline, Panoramic, Harmonious Surroundings, Focal point.	Associational value, Urban identity, Group value.	Urban Landmark, Historic identity, Trading and Circulation	<p>Congestion is seen around this area. Encroachments by shop vendors and informal businesses creates physical obstruction, visual pollution added to it.</p>	<p>Conservation strategy to preserve the entire character of the area which was locational, architectural values and Urban design importance. Streetscape has roadwidths in relation to the height of the buildings. Solution can be given by :</p> <ol style="list-style-type: none"> 1.Removing the encroachments caused shopvendors. 2.Shifting of informal business. 3.Control on advertisements.
3.LAAD BAZAAR	Visual Expression.	Location	-	Associational value, Urban Identity, Group value, Community facility.	Trading	<p>Laad bazaar street is in chaotic condition.</p> <ol style="list-style-type: none"> 1.Traffic congestion. 2.Structures are in dilapidated condition. 3.Lot of sign boards which cause visual pollution. 	<p>This street should be conserved for its traditional heritage values, character and tourism importance.</p> <ol style="list-style-type: none"> 1.This traditional bazaar should be revitalized. 2.Provision of employment centres in traditional handicrafts and incentives should be provided. 3.Structures should be repaired,if new structures are allowed in the place of old dilapidated buildings the design & form should be in harmony to old structures and surroundings.

4. CHOWK BAZAAR	Visual expression of community	Design, scale, Location.	-	Community facility, Urban identity.	Trading	It is a public open space encroached by parking and informal sector. City's largest poultry market is functioning creating heavy congestion.	Planning Strategy to maintain its locational value and continuity in community facility. 1. Encroachments should be removed and should be properly designed for shops and maintained for public use. 2. Poultry market should be shifted to local commercial area.
5. PATHER GATTI BAZAAR	Visual expression of community	Design, form Scale, colour material & Texture, Location.	Panoramic, Harmony to Surround- ings.	Community facility, Group value, Urban identity.	Historic identity, Resid- ential and Trading	This area is affected by 1. Traffic congestion (dust, fumes & pollution) 2. Encroachments and informal sectors causing visual obstruction. 3. Beautiful facades, delicate details like brackets and carvings are hidden by ugly hoardings and sign boards.	Conservation strategy to safeguard and preserve its Architectural form and locational values and its dominating visual expressions in facades. 1. Encroachments and informal sectors should be shifted. 2. Advertisement control. 3. Restrictions on the location, design and height of the sign boards.

CHAPTER - VIII CONCEPTUAL PLAN FOR CONSERVATION : CHARMINAR COMPLEX

8.1 ACTION AREA CHOICE AND DELINEATION

The choice and delineation of the action area is based on its centrality and its multi-functional character, with Charminar as a focal point in the walled city. This area has potentiality for tourism with traditional shopping bazaar.

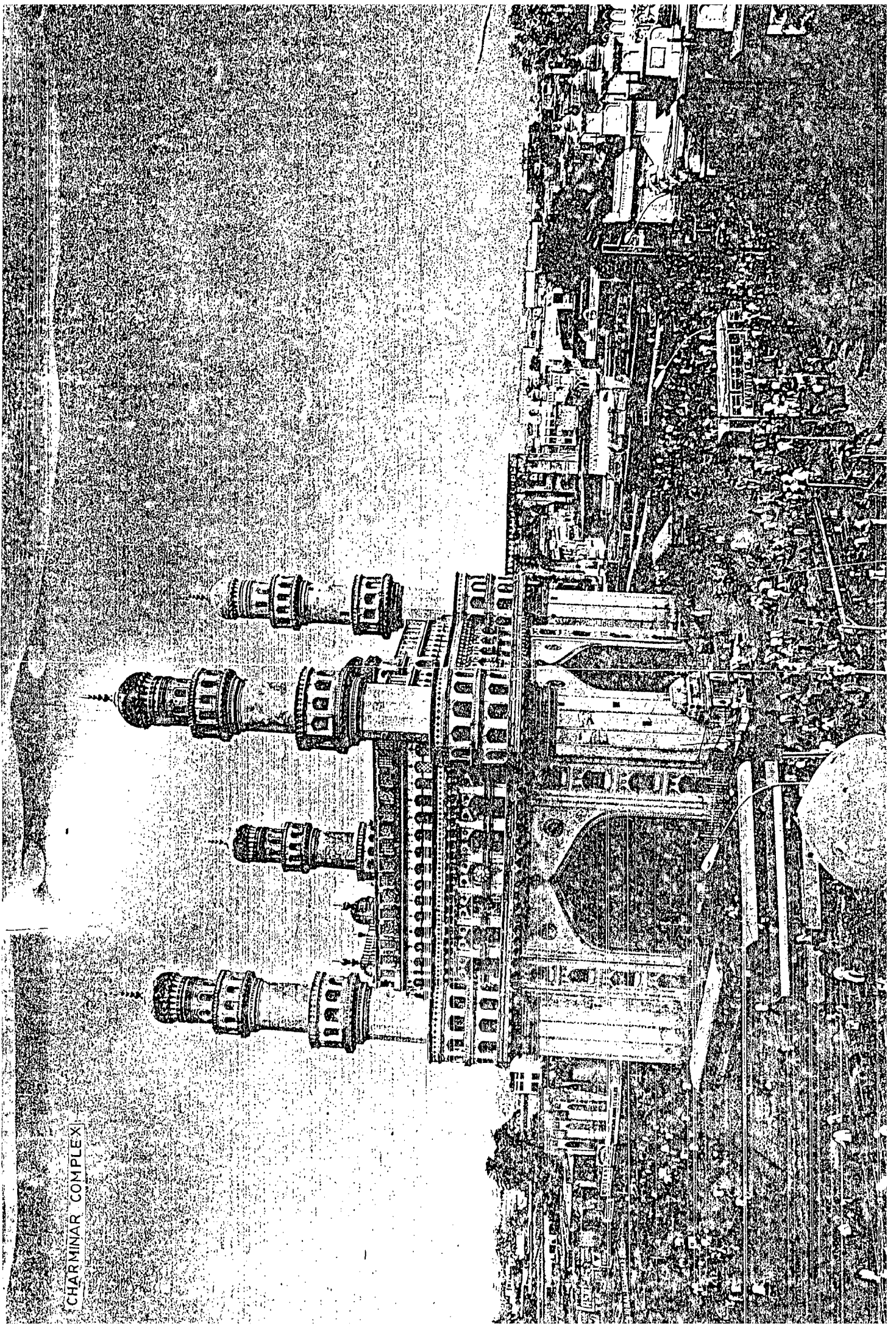
Its physical environment comprises with historical buildings which were constructed in the beginning of Hyderabad city like Charminar, Mecca masjid, Jami masjid, and the four arches vestibule come under this category. Osmania Unani hospital is included under this complex which was constructed after 1912 A.D. This area have its urban profile dominated by domes and minarets and having similarity with the profile Unani hospital was constructed.

The proposal for development suggested with efforts made to retain the old character and essential form of the city and of traditional linear bazaar along main roads and internal spines which also include the preservation of historical buildings and recycling the use of these buildings. (Refer fig.26)

8.2 STUDY AND ANALYSIS OF ACTION AREA

This complex is chosen for conservation proposals with development considering the problems in this area like overcrowding, congestion, encroachments, traffic value, visual pollution etc.

CHARMINAR COMPLEX



This area has a great potential for tourism place with specialised shopping for traditional bridal ware, bangles etc. It is loosing importance because of its poor environmental condition.

Existing situation of traffic and transportation is chaotic.

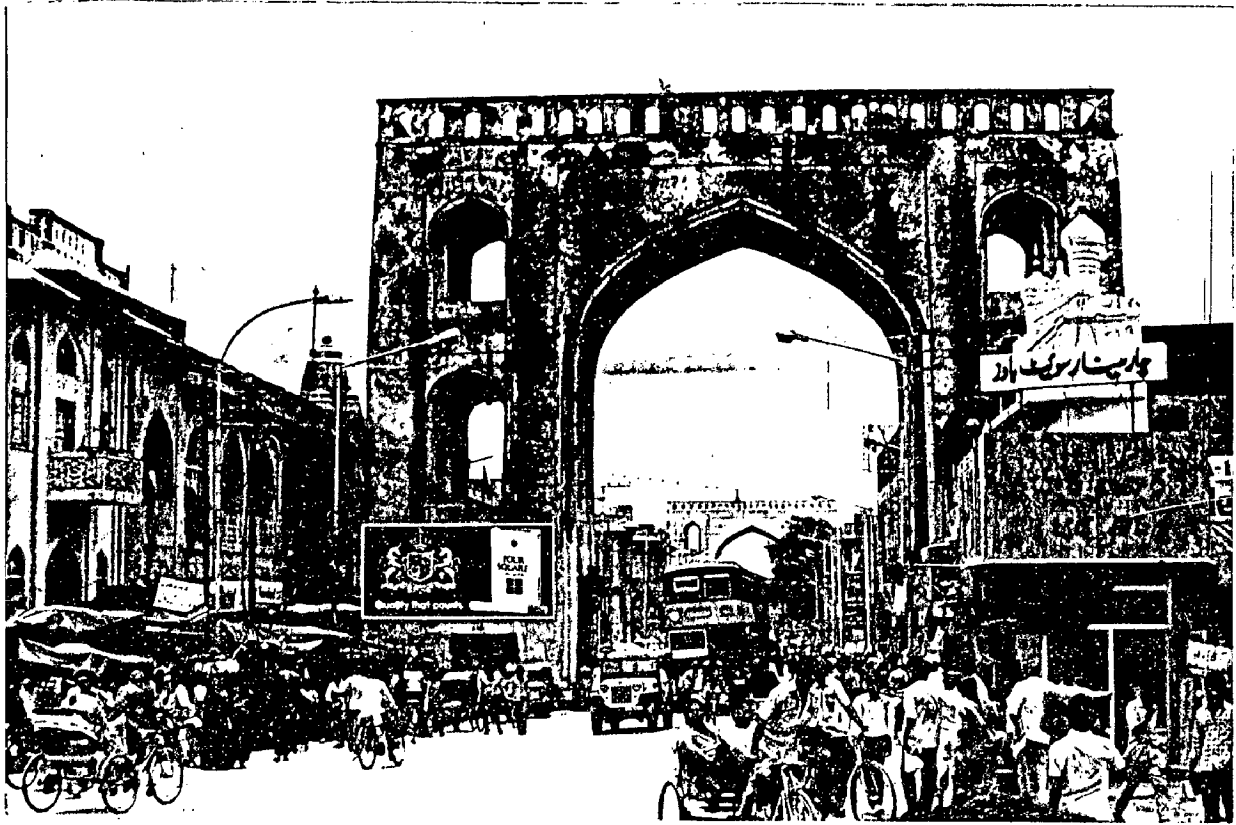
Area surrounding charminar is a traffic nodal point. It is therefore the origin and destination point of a large numbr of intra city public transport buses, total number of bus trips originated from this point per day is more than 1000.

Hyderabad Areas Transport Survey (HATS) indicates that about 5500 vehicles and 1300 pedestrians per hour travel on Charminar road. Public transport further add to the traffic as 50% of the workers commute to the new city. (Refer fig.27, 28, IV, V, VI)

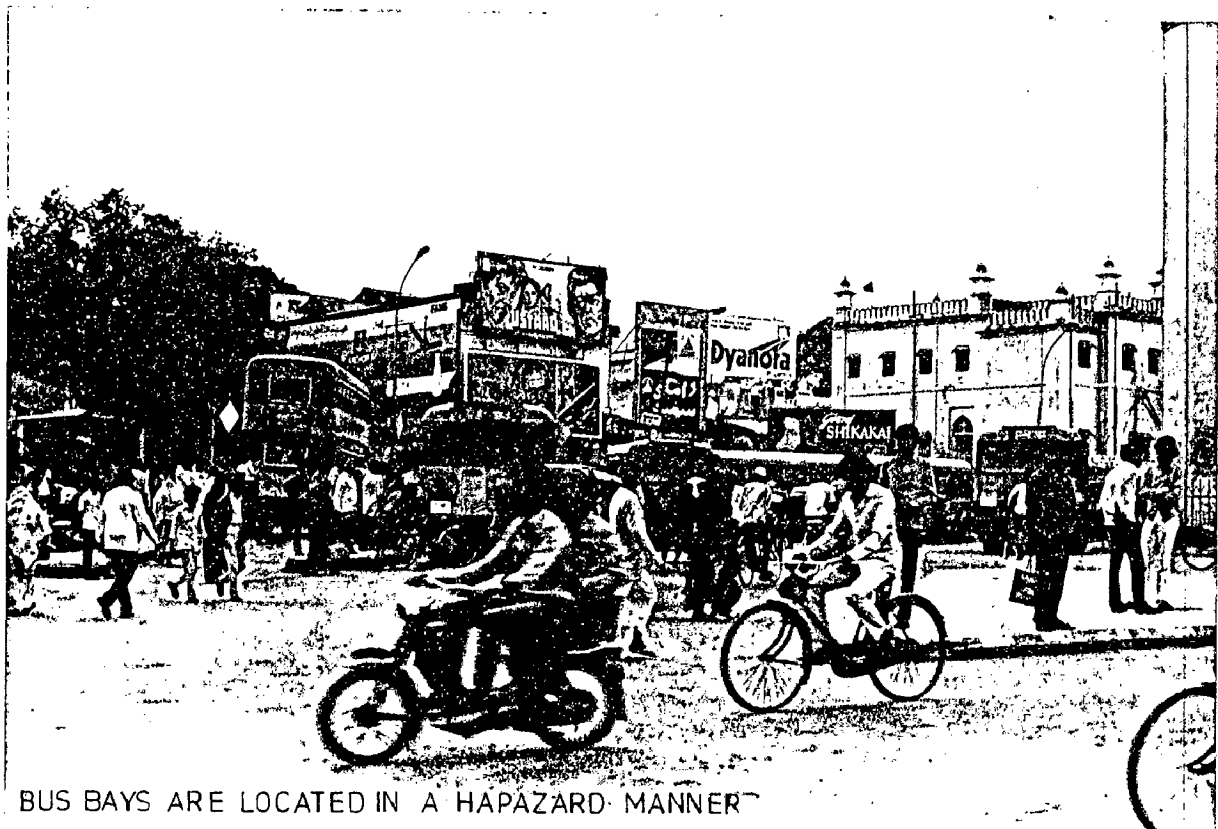
The parking and busbay around charminar are all in a haphazard manner.

No segregation of traffic and fixed pedestrians routs and a visitor has to weave through the heavy traffic to reach his destination.

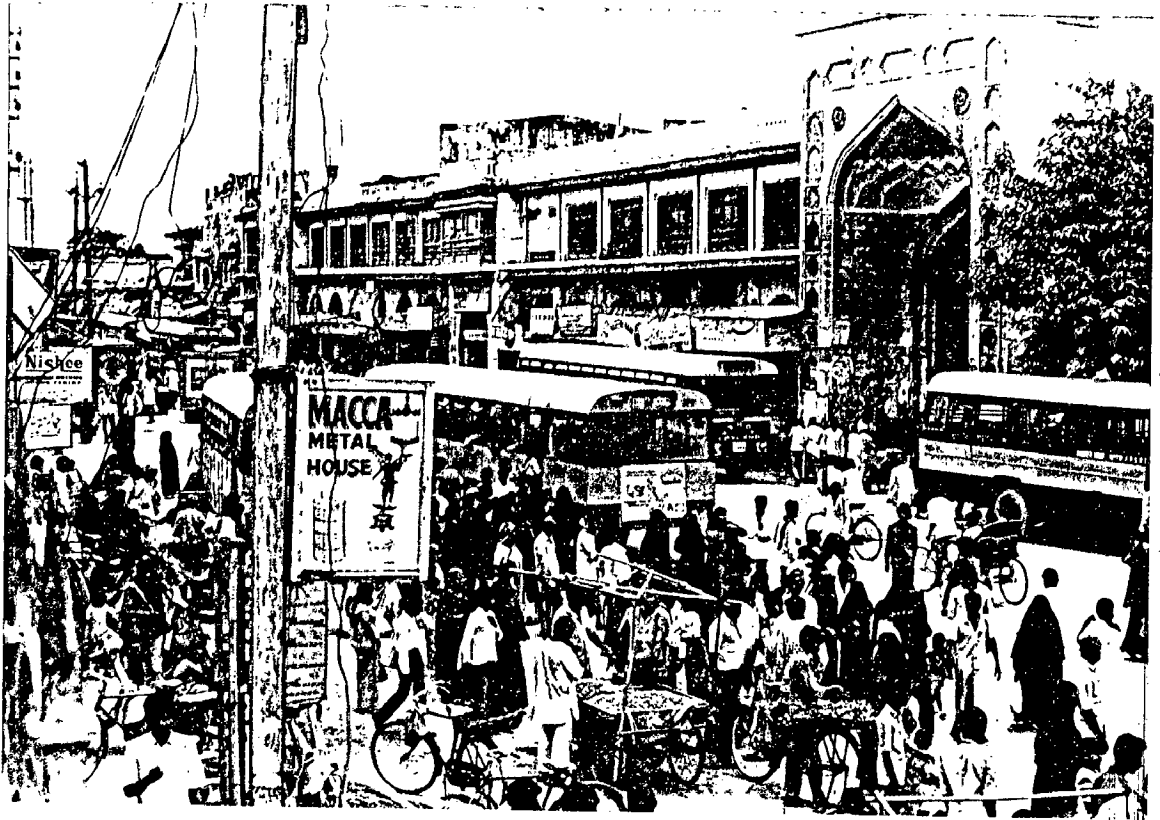
Several road sections are extremely narrow and not sufficient to carry the present heavy volume of traffic. eg. Link roads from Charminar like Laad bazaar rod and Kotla Alizah road.



MIXED TRAFFIC ON CHARMINAR ROAD



BUS BAYS ARE LOCATED IN A HAPAZARD MANNER



BUS STOP ON CHARMINAR ROAD OPPOSITE TO CHARMINAR.



UNANI HOSPITAL BESIDE CHARMINAR

Gradual encroachments have reduced the outstanding historic values style and architecture of the buildings these encroachments are also reducing the road widths creating traffic problems and congestion and also intensity of traffic on Charminar road is high.

Life span of the historical monument Charminar is reducing due to vibrations and noise of traffic and environmental pollution.

Street widening scheme proposed by development authority without adequate thought given to the total form with the widening of the street facades of the buildings will vanish which might have taken years to take shape.

Absence of shaded trees on roads, sign boards in large number are becoming eye sore to people who pass by.

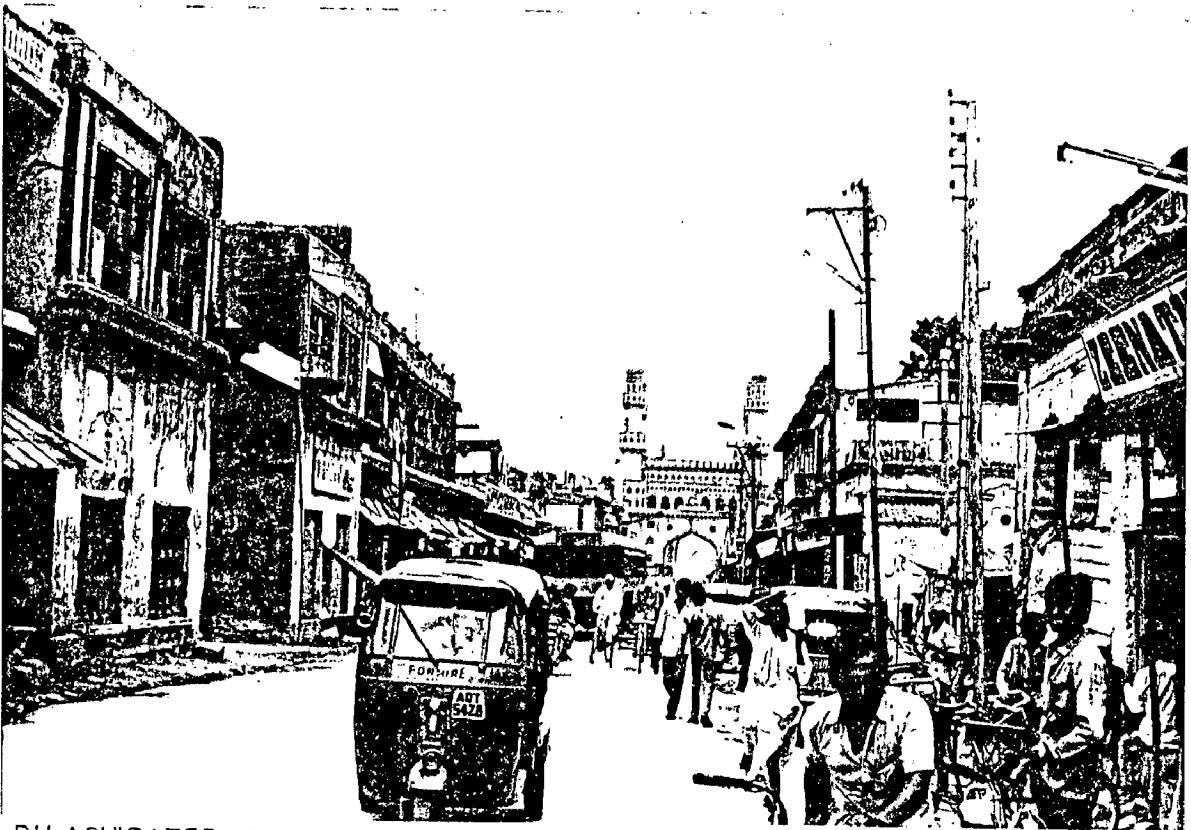
Major chunk of the economic activity is in the informal sector. It reveals that though there is demand for commercial activity that economic capacity of people did not permit them to afford a shop of their own. This led to a serious overcrowding of pavements by these vendors on most of the major streets of the walled city.

Lack of tourism facilities around charminar.

Shop buildings are located in a haphazard manner without adequate setback from the road and some are also unauthorised, selling of goods on foot paths and in small bunks is a common feature.



ENCROACHMENTS NEAR CHARKAMAN



DILAPHDATED STRUCTURES TOWARDS SHALIBANDA ROAD



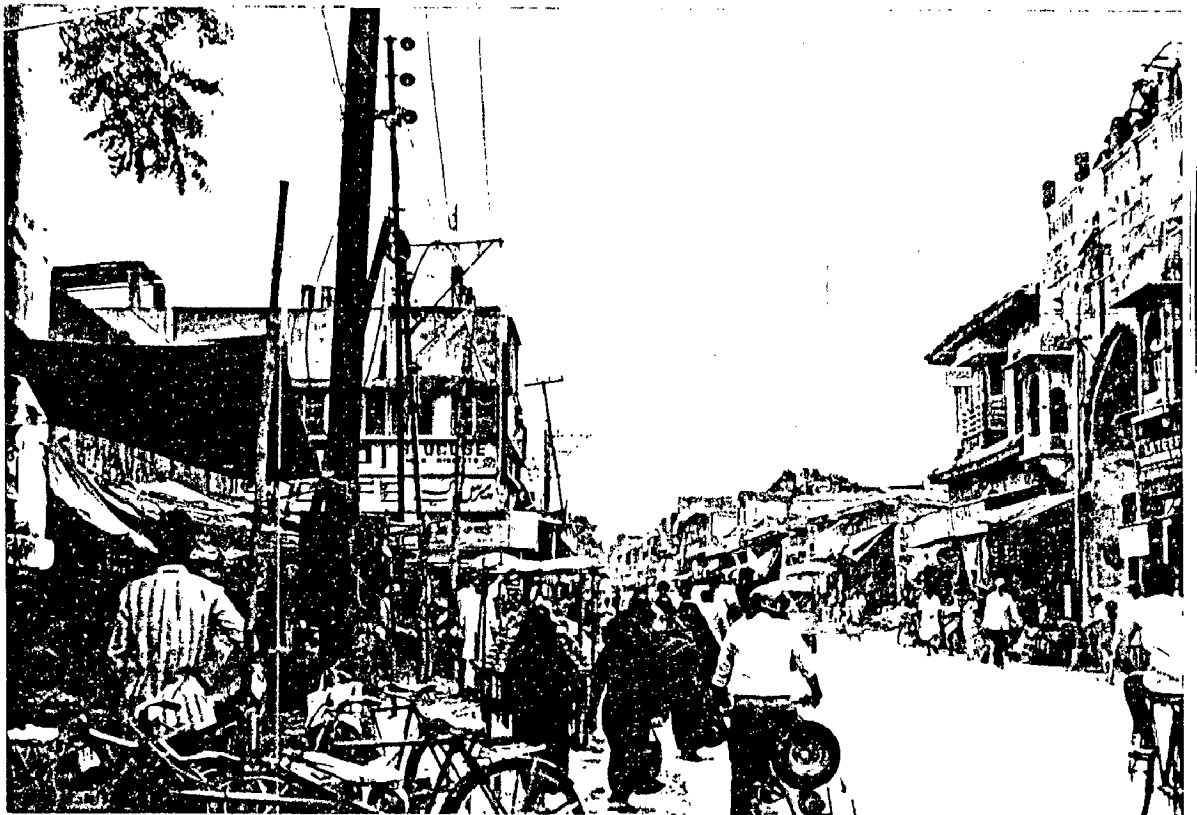
BEGINING OF LAAD BAZAAR STREET TRADITIONAL BAZAAR IN
A CHAOTIC CONDITION



VIEW OF CHARMINAR FROM LAAD BAZAAR STREET



MIR-ALAM-MANDI A WHOLE SALE VEGETABLE MARKET



INFORMAL SECTOR ON CHARMINAR ROAD

Encroachment of temple adjacent to Charminar causing serious obstruction in the flow of pedestrian movement.

The city corporation has set up flood lights around Charminar which never function and have become an eyesore for the passers by.

Type of trade carried in shops facing Purnanapool road (Laad bazaar) is already discussed.

Local craftsman are loosing their importance because of advance technology, sophistication etc. further deteriorating the economic condition of the people.

In the Mitti Ka Sher area mattresses are prepared in the slums besides mecca masjid, actually they are bed-repairers but later on extended their business to manufacturing mattresses.

Palace complexes like Kilwat and Chaumahalla with its formal courtyard richly decorated structures which add to the city's cultural values engulfs a huge area, still a major part is behind the locks.

8.3 DESIGN CONCEPT AND SOLUTION FOR PROPER ENVIRONMENT AND CONSERVATION

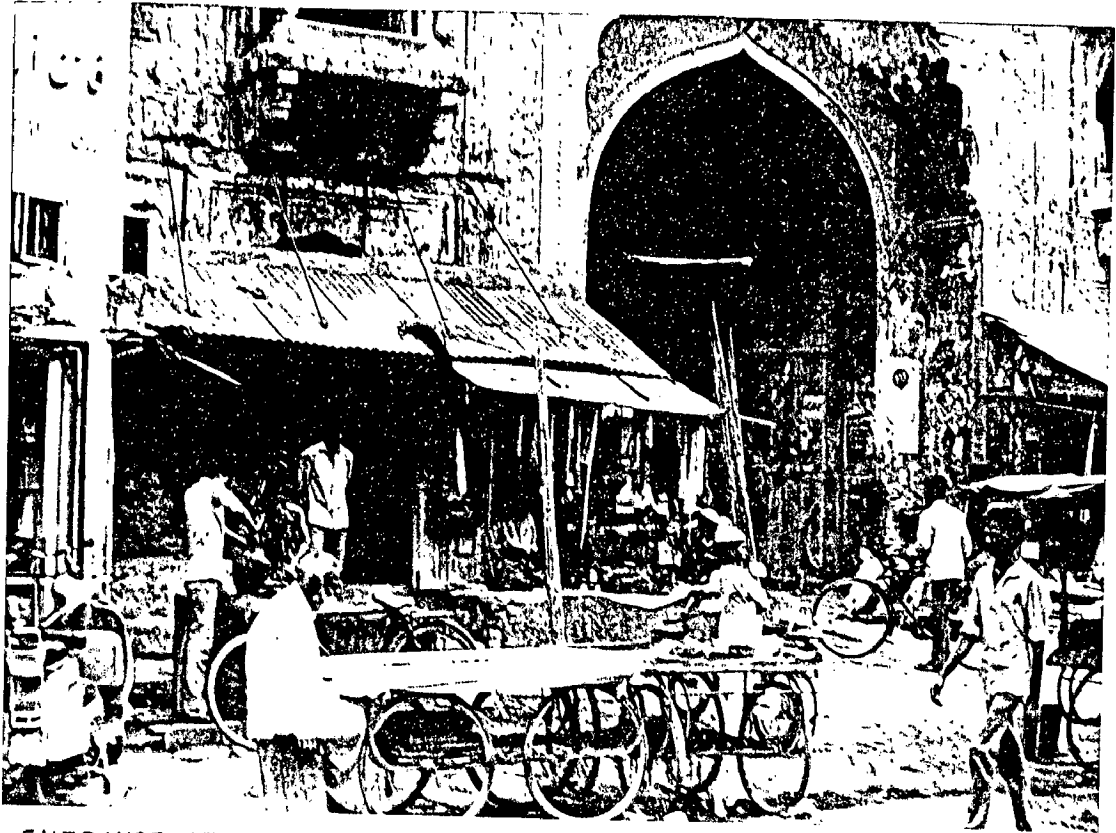
The main objective is to retain the historic character of the area by connecting free pedestrian routes from Pathergatti road to Charkaman, Charkaman to Charminar and from Charminar to Palace complex through Laad bazaar area. Vehicular and pedestrian routes should be adopted such that free flow of pedestrians from one end to another by keeping vehicular traffic on periphery.

Complete ban on heavy and fast traffic from Charkaman to Charminar square allowing only pedestrians and two wheelers.

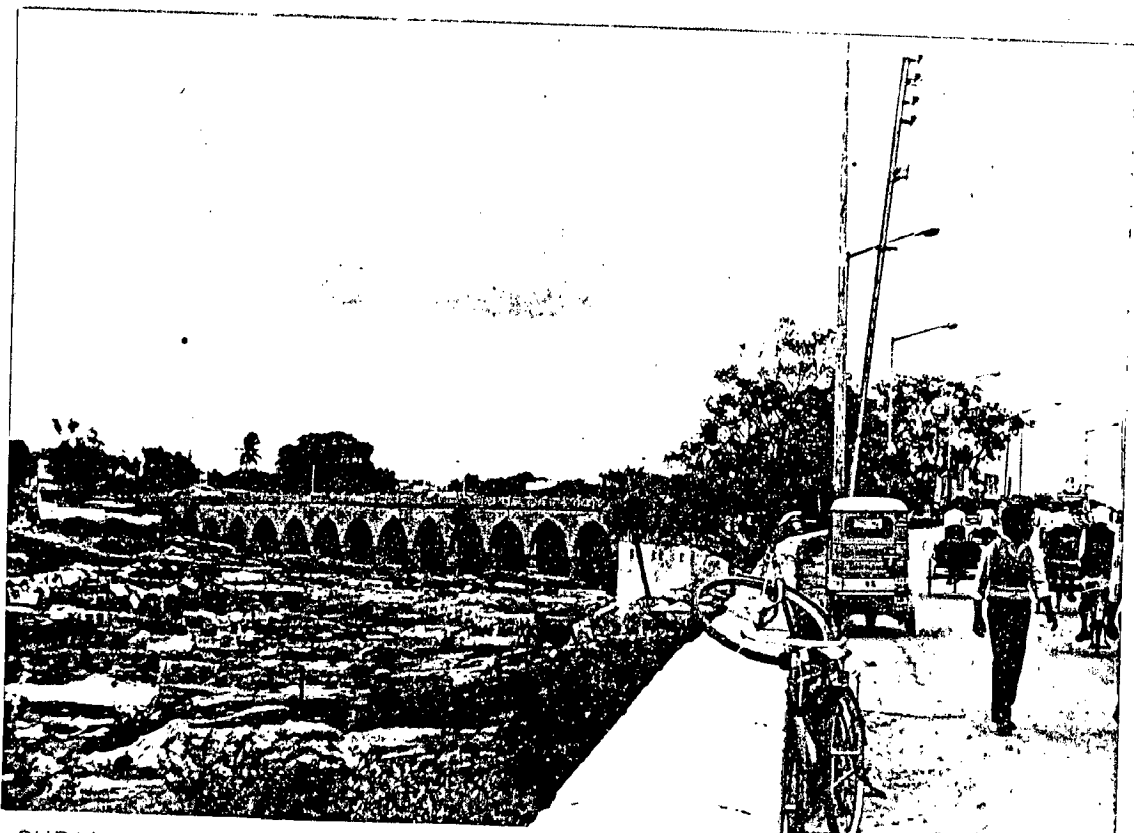
The shops dealing with tourist oriented items and traditional goods should be provided along the pedestrian routes connecting the palace complex. Within the palace complexes the Chaumahalla and Khilwat can serve as museums, depicting Hyderabad cultural heritage and can also exhibit Nizam's treasures.

From the Laad Bazaar side, the Jilalu-Khana a large enclosure which is now vacant can be used as a government handicrafts emporium, displaying the various handicrafts. Shops can be provided around this enclosure. In this emporium what ever is manufactured on a small scale can be exhibited here. The units can be designed in such a way that the shop keepers can manufacture goods and sell them at the same place, thus eliminating the middle men. This will provide additional employment opportunities for the local people who are skilful in this field of operation.

Units of work cum living centres, with shops in front and residences at the rear can be designed in such a way that they, enclose an internal courtyard to correspond with the traditional courtyard housing. These work cum living centres can revive the traditional handicrafts and other industry, a training centre can also be proposed. Demand for commerce is also being catered by these work cum living centres.



ENTRANCE OF JILALU KANA ON LAAD BAZAAR ROAD



PURANAPUL BRIDGE THE FIRST BRIDGE OVER MUSI RIVER

Chaumuhalla palace and purani haveli palace can become part of the proposed tourist commercial complex and vacant space can be exploited for parks and playgrounds, hotels, hostels and dormitories can be provided along the pedestrianised routes for tourists.

People are moving out of the area as they are getting richer and some structures are no longer habitable and these can be pulled down and should be acquired, because the economic forces are such that they are giving way for commerce in a predominant residential area, these spaces can be utilised for community facilities.

8.4 PROPOSED CIRCULATION PATTERN AND TRAFFIC MANAGEMENT SCHEME

Management of traffic to meet the needs of the people and pedestrians as well as to conserve the architectural heritage.

Diverting traffic from main squares safe guarding the monument from pollution and vibrations. Monuments are threatened by traffic mainly in two ways by exhaust pollution and by vibrations due to heavy traffic.

Recommendations can be given for short range and immediate range schemes, like rerouting the buses, restrictions on timings, and alternate one way routing etc.

TRAFFIC CHARACTER

Vehicular traffic that is present on the Charminar road consists of

- * vehicles of people residing around Charminar
- * Tourists coming to see Charminar , Mecca Masjid etc.,
- * Shoppers from other areas coming to do shopping in Laad bazaar and Pattergatti.
- * Patients and others visiting the Unani Hospital.
- * People visiting police station.
- * People visiting Mecca Masjid and Jami masjid for prayers.
- * People arriving at the charminar point to board buses.
- * The buses coming and going from the bus terminal
- * A large number of vehicles passing through Charminar, in order to mover north-south and east-west without having any business around Charminar.

Creating a loop road around Charminar to release major thorough traffic connecting North and South of the city. Three loop roads are given mainly to reduce the traffic from the main charminar square and especially to divert the traffic which is passing through this square.

Loop road I

This road starts from Gulzar houz and passes through Khokhariwari street crossing the Laad bazaar street and connects the new road which is passing behind Khilwat and finally joins the Shalibanda road.

Loop road II

This road starts from Gulzar houz and passes through Kuche fatheullah baig road and crossing the Kotla Alija road and joins the loop road III.

Loop road III

This road starts from Kotla Alija road passing through Mogal pura joins the main corridor charminar road which goes through Shali banda.

By creating these loop roads the four roads crossing the Charminar will be pedestrianised.

- 1.Charminar to Gulzarhouz it spans around 600 ft. length.
- 2.Charminar to Kotla Aliza road it spans around 800 ft. length
- 3.Charminar to Laad bazaar it spans around 1000 ft. length
- 4.Charminar to end of Mecca masjid it spans around 800ft. length.

Only two wheelers like scooters, mopeds and three wheelers like rickshaws (man driven) are allowed on this pedestrianised roads, there should be clear cut segregation between slow moving and fast moving, and pedestrianised ways. Arcade corridors can be used for pedestrians and encroachments by shopkeepers and vendors should be strictly prohibited.

Traffic which is coming from North side and Afzal gunj bridge which goes towards the south direction towards Shalibanda road can be taken from Kuche fatelluah baig road, through eastern arch called Naquer Khana-e-Shahi kaman then turns towards Mogal pura by loop road II crossing the Kotla Alijah road, passing from mogul pura it joins the Shalibanda road towards south. This is an one way route starting from Gulzar houz.

Traffic which is coming from north side where destination ends at mogalpura passes through the Kotla Alijah road and joins the Mogalpura through loop road II. This is an one way route coming from North.

Traffic which is coming from Laldarwaza and Shalibanda going towards north towards Afzal gunz bridge will take a new turn instead of passing through new road passing from Khilwat. It can take another loop road adjacent to it crossing the laad bazaar road. Passing through loop road I and Khokhar wari area through western arch Kaman-Sher-e-batil joins the Gulzar houz, and passes through main corridor charminar road. This is also an one way route.

Through this loop roads only cars, two wheelers, and tourist buses are allowed and three wheelers (autos) and no other traffic like trucks, general buses are not allowed.

Adequate parking locations are given at junctions of these loop roads and starting of pedestrian routes. Such that people visiting the Charminar, shopping are, Unani hospital and people coming for prayers at Mecca Masjid can park their vehicles in these parking spaces.

Traffic coming to Unani hospital be allowed from backside and can dissipate from another loop road with the main loop road no III.

Person coming from north side to attend the hospital can pass through loop road II as it is one way he can go back through the road Azakhana-zehra road.

People from Shalibanda to attend hospital can pass through Mogal pura.

People coming from Hussain Alam to attend hospital can pass through Kokherwari and loop road I then joins the loop II.

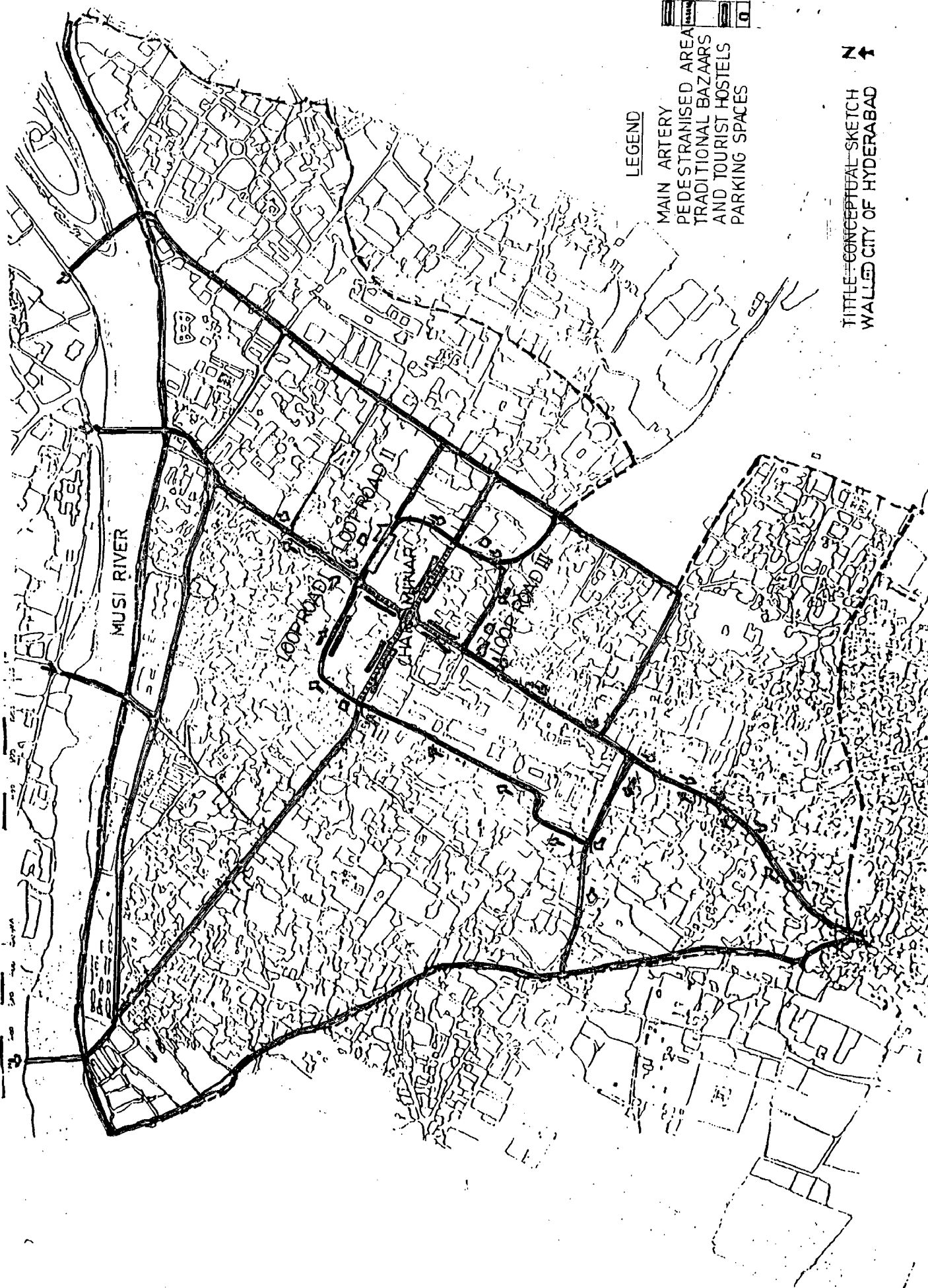
People attending for prayers in Mecca masjid on important occasions their won't be any interruption by traffic.

Vehicular goods which come for supply to these linear traditional bazaars will have access from backside.

Mini tourist buses can be allowed on this pedestrianised ways.

A thorough traffic flow analysis should be made on the Charminar road.

Various street furniture like lamp posts, paving pattern, flower pots, kiosks etc., should correspond to a basic form with the base of Charminar or should depict Chattries of the Khilwat palace.



LEGEND

- MAIN ARTERY
- PEDESTRIANISED AREA
- TRADITIONAL BAZAARS
- AND TOURIST HOSTELS
- PARKING SPACES

TITLE CONCEPTUAL SKETCH
 WALLED CITY OF HYDERABAD



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APPENDIX

Conservation as visualised

Lord Kennet has given the following definition for the conservation in the report of conservation study of Bath town.

Conservation to preserve and enhance the architectural and historical character of the area in order to maintain its life. Preserving buildings not for the sake of preservation, cherishing all the features from buildings to atmosphere which will give historic town its value and which continues as a lively centre of urban life. Identifying the buildings, street patterns, scenes and spaces which is deserved to preserve reasons of choice and suitability.

Conservation study should be with number of interlocking factors like the buildings for their intrinsic architectural merit, their immediate hard settings, the soft open spaces character and atmosphere, historical associations and the relevance of buildings and their layouts to architectural history and archalogy.

Sir John Marshall has given the following definition for the monument in a conservation manual.

Ancient monument means any structure, erection or monument or any tumulus or place of interment, or any cave, rock sculpture, inscription or monolith which is of historical, archaeological or artistic interest, or any emains there of and includes.

Selection of monuments on individual merits of the monument to be weighted its historic importance, architectural value or any features which it may possess of peculiar interest for the social, religious or artistic history of the country. Then its comparative merits in relation to other monuments in its immediate vicinity must be taken into account.

A monument can be a striking token of continuity. IF its main significance is to recall a person, an event, a stage of civilization. It is more than just the construction itself, and is effected by its setting and its relations with that setting are intrinsic to its artistic value. Even when standing alone, with no other constructions near, it always forms part of a larger composition, natural or man made. At the same time, architectural monuments are not merely works of art, they belong by right to a sphere of more complex values, and cannot be judged by aesthetic and historical criteria only. They alone of all works of art, have to meet the practical test of utility which in many cases determines their artistic form. Architecture reflects mans needs in a way no other form of art does and it thus the most complete and accurate witness to the material and spiritual conditions of the age.

Sir Piero Gazzalo defined Architectural heritage in the following manner :

Architectural heritage is an appreciation of some external and certain unknown factors demands a profound knowledge of history, a true understanding of the present and an ability to anticipate the future, architecture at its best represents a balance in disoluble symbiosis of the aesthetic values peculiar to works of art and the material requirements of practical utility.

Cultural heritage : To different people culture had meant different things. Culture is the cumulative effect of what man has created from very early times till today from his aesthetic and philosophic urges. It is the only thing man leaves behind to testify to the path he has covered on this earth. National culture is not something which is created by one man or by one generation. It is the endeavour of many people and many periods and covers the entire nation.

Cultural property : It would include almost all kinds of material objects associated with cultural traditions, is gradually coming into common usage can be classified as :

1. Movable works of art : Books, manuscripts, other objects of artistic, historic or archeological origin, including scientific collections.
2. Immovable monuments of architecture, art or history, archaeological sites and buildings of historic or artistic interest.

L I S T E D M O N U M E N T S A N D B U I L D I N G S

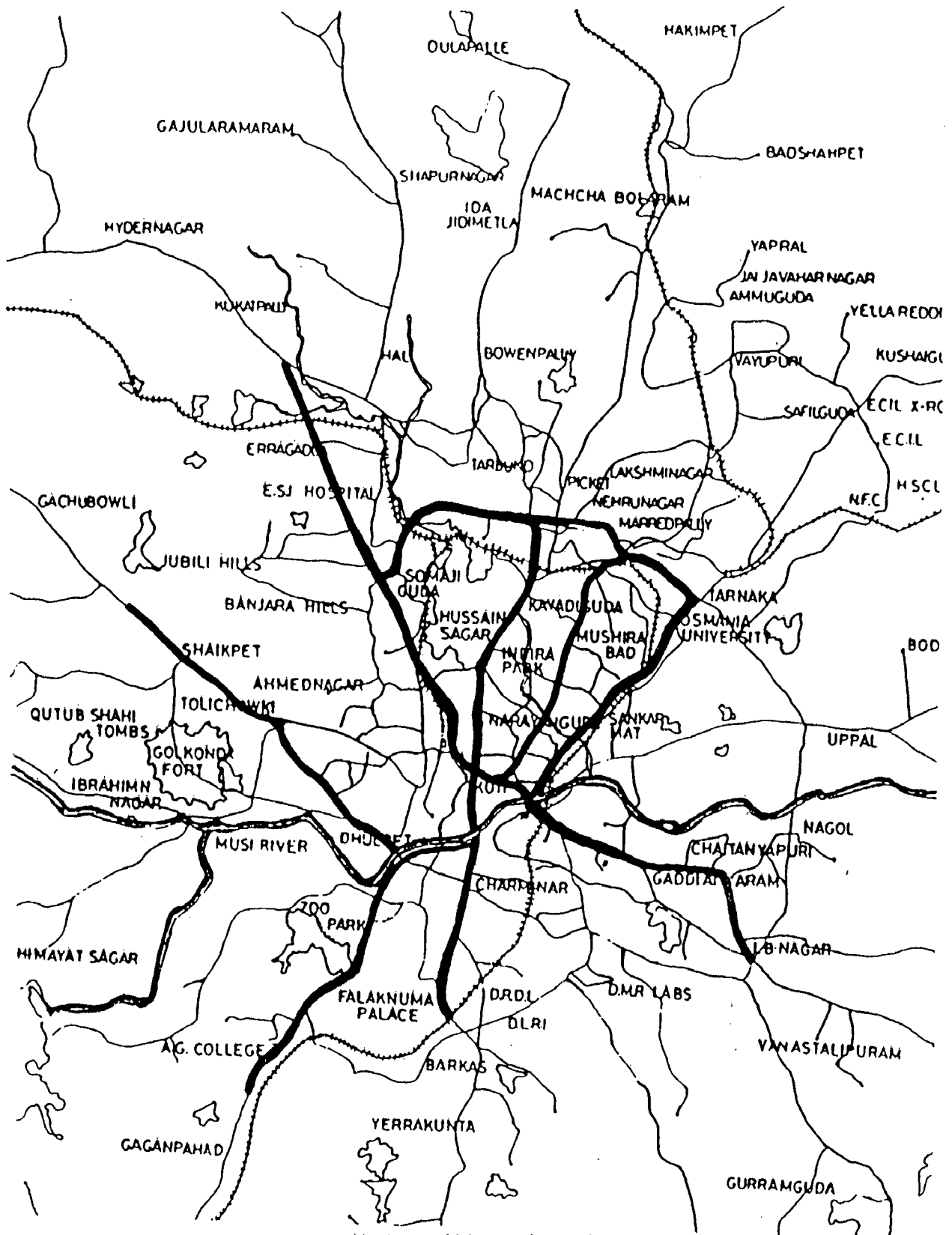
Name of Building/ Monument classified by Typology	Ownership	Arch. style	Age in years (app.)	Present use of building	Use proposed in the M.P.	Structural Condition	Condition of Surrounding	Plot Area sq.mts.	Built Area sq.mts.	Location
RELIGIOUS BUILDINGS										
Mughal-pura tombs	pvt.	QS	350	Public	Public	fair	poor	800	139	Mughal-pura
Jama Masjid	Wakf	QS	366	Public	Public	fair	fair	2638	278	Charminar
Mahboob chowk Mosque	Wakf	NQS	167	Public	Special reservation	good	fair	1000	485	Mehboob chowk
Darush Shifa & Mosque	pvt.	QS	389	Public	Special reservation	poor	good	4570	1720	Darush Shifa
Azha Khan-e-Zehara	pvt.	CIB	52	Public	Special reservation	fair	fair	4073	1709	Barush Shifa
MONUMENTAL STRUCTURES										
Gate portion Devan Devdi	pvt.	RMV	230	Public	Commercial	poor	poor	--	--	Opp.Madina Rlnge
Kaman Chatta-Bazaar	pvt.	Q.S	300	Public	Circulation	fair	poor	--	--	Chatta Bazaar
Charkaman	pvt.	QS	392	Public	Circulation	poor	poor	--	--	Gulzar Houz
Machilli Kaman	pvt.	QS	392	Public	Circulation	poor	poor	--	--	Gulzar Houz
Kali Kaman	pvt.	Q.S	392	Public	Circulation	poor	poor	--	--	Gulzar Houz
Sher-e-Batil Kaman	pvt.	QS	392	Public	Circulation	poor	poor	--	--	Gulzar Houz
Gate portion Shahi jilu khana	pvt.	RMU	250	Public	Commercial	poor	poor	--	--	Lead Bazaar
Clock tower Mahboob chowk	MCH	IE	92	Public	Special reservation	fair	fair	--	--	Mahboob chowk
Alisabad Sarai	pvt.	NQS	244	Public	Circulation	poor	poor	--	--	Alisabad
Puranasapul Bridge	Govt.	QS	406	Circulation	Circulation	fair	fair	--	--	Puranasapul
PALACES & COMPLEXES										
Purani haveli complex	pvt.	ES	200	Public	Special reservation	fair	fair	36622	13613	Purani Haveli
Shahi Khilwat Khana	pvt.	IE	200	Vacant	-do-	fair	poor	23039	4710	Khilwat
Chow Mahalla palace	pvt.	E	125	Vacant	-do-	fair	poor	44428	9581	Khilwat
Khurshheed Jah Bahaur	pvt.	ES	100	Public	-do-	fair	poor	21892	1255	Shah gunj
Jahanuma Palace	pvt.	ES	116	Vacant	-do-	poor	poor	82975	3699	Jahanuma
Palaknuma palace	pvt.	ES	100	Vacant	-do-	fair	poor	140600	22584	Palaknuma
Devdi Iqbal doula	pvt.	IE	100	Public	-do-	poor	poor	16583	4878	Shah gunj

BUILDINGS WITH INTERNAL COURTYARDS

City College	Govt.	CLB	63	Public	Special reservation						
INDIVIDUAL BUILDINGS											
Devdi Asman Jah	pvt.	E	99	Residential	-do-	poor	4140	2420	Shahgunj		
Manjli Begum ki Haveli	pvt.	IE	200	Public	-do-	fair	4182	2421	Shali Banda road		
Victoria Maternity Hospital	Govt.	CLB	70	Public	-do-	fair	22882	3114	Asif Jahi road		
High Court	Govt.	CLB	65	Public	-do-	good	35669	6373	Asif Jahi road		
Govt. Unani Hospital	Govt.	CLB	55	Public	-do-	fair	16534	5143	Charminar		
Devdi Nawab Shamsheer Jung Bahadur	Govt.	E	100	Public	-do-	fair	2183	1313	Yakutpura		
Devdi Maharaja Kishen Prasad	Govt.	E	180	Public	Residence	fair	980	411	Shali Banda road		
Old N.C.H. Office	Govt.	E	100	Public	Residence	fair	925	882	Harush Shifa		
BUILDINGS WITH INTERNAL COURTYARDS											
City College	Govt.	CLB	63	Public	Special reservation	fair	17022	4477	City college road		
Malwala Palace	pvt.	RMU	139	Public	-do-	poor	12300	2400	Charminar		

ARCHITECTURAL STYLES
 QS - QUTUB SHAHI STYLE
 RMV - REGIONAL VARIATION (MOGHAL)
 IE - INDO EUROPEAN STYLE
 NQS - NEO QUTUB SHAHI STYLE
 E - EUROPEAN STYLE
 CIB - CITY IMPROVEMENT BOARD STYLE

Source : Report on "WALLED CITY OF HYDERABAD" - By FORD FOUNDATION.



MAJOR TRAFFIC CORRIDORS

SOURCE: H.A.T.S. REPORT, HUDA.

CORRIDOR STUDY

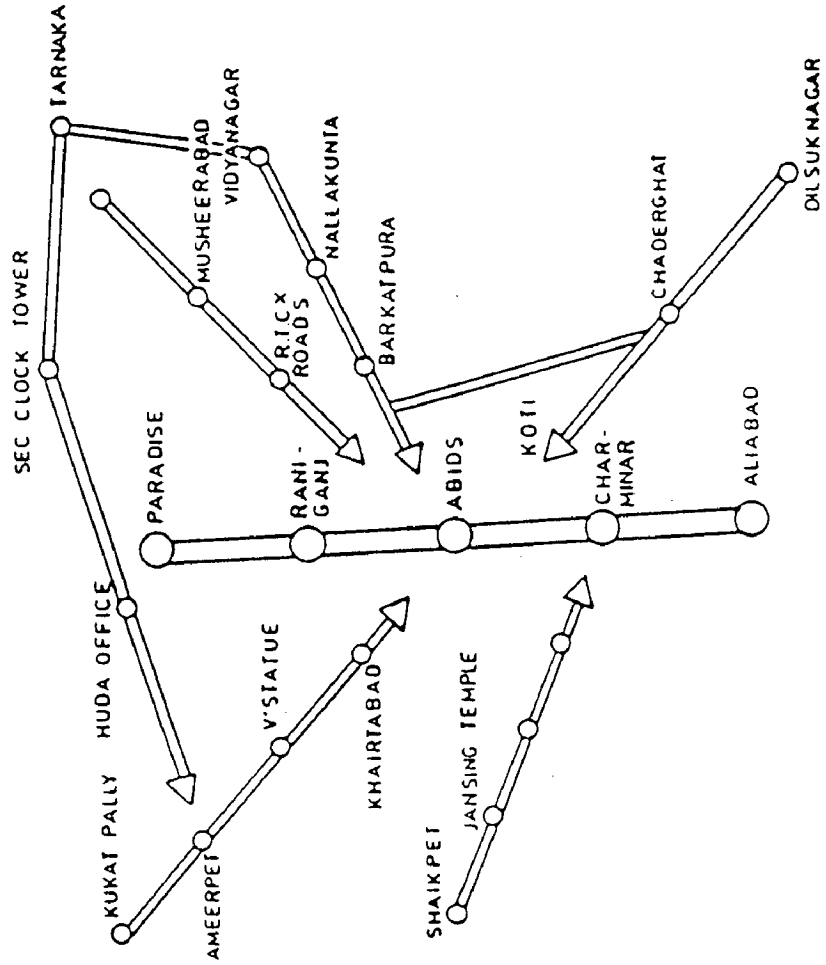
Description of Corridor	Charminar to Sec.Rly.	Kukatpally to H.J.Market	Kotl to Sec'bad	Kachiguda to Tarnaka	Hayapool to Shaikpet	Ameerpet to RR Labs
Length of Corridor	10.8 Km.	10.7 Km.	7.0 Km.	4.1 Km.	8.9 Km.	11.2 Km
No.of.Junctions	25	27	13	13	9	15
Carriageway width	12-20	6-20	8-22	10-14	8-17	9-24
Total width of road(m)	17-29	9-24	11-27	17-23	10-18	11-29
Pavement rating	2-3	2-4	1-3	2-5	1-4	2-4
Running speeds(kmph)						
Min-Max	14-80	9-75	13-53	13-61	14-80	14-90
Journey speeds(kmph)						
Min-Max	10-70	5-69	12-50	8-60	7-58	6-75
Fast vehicles	4800	6750	1600	2250	1800	1400
Traffic volumes						
Peak hours	5500	6950	3300	3050	3100	1500
Pedestrians	3700	3200	2200	1000	1300	50
Running time minutes(%)	21.3 (70%)	40.6 (63%)	15.3 (73%)	13.1 (73%)	16.1 (62%)	20.4 (78%)
Congestion delay minutes(%)	5.9 (23%)	11.7 (21%)	4.4 (21%)	3.4 (19%)	5.9 (31%)	4.3 (17%)
Stopped delay minutes(%)	1.8 (7%)	10.7 (16%)	1.3 (6%)	1.6 (8%)	2.1 (7%)	1.3 (5%)
Max.delays at	8	142	8	12	22	14
Midblock(seconds)						
Intersection	42	56	32	62	132	50
delays(seconds)						
Main causes of delays	Trf.jam	Trf.jam RT	Trf.jam	Trf.jam Inter delay speedbreaker	Trf.jam	Trf.jam Inter delay speed breaker
Level of Service	D-E	C-E	D-E	C-D-E	C-D	D
V/c ratio	0.8-0.4	0.9-0.2	1-0.3	0.6-0.2	1-0.1	1-0.6
Accidents:						
Fatal-						
Minor -	6-7-25	10-12-25	6-5-12	7-15-26	6-7-15	5-10-20
Injury						
	Tajhotel	Ameerpet	RTC X roads	Barkatpura	Nayaphool	Paradise
		Old				
		Malakpet				
Noise level dB(A)	76-92	70-92	79-95	80-89	40-85	79-87
Recommended carriage width for LOS C	23	23	23	23	23	23

SOURCE: HYDERABAD AREA TRANSPORTATION STUDY, HUDA.

ANALYSIS OF THE DATA AND NOISE SITUATION IN THE CITY

Name	Max.dB(A) at	Carrisageway width	Min.N.L.	Volume	Ped. volume	Speed	PR	Remarks
1.-Ameerpet to RR Labs	87	8.8 at RRL	79 at RRL	1500	40	75kmph	3	Exceeded Tolerable Limits
2.-H.J.Market to Vijayawada Road	83	14.10	70 at IRR	1900	400	40	4	
3.-KKP to H.J.Road	92	Visweswarayya Statue	70 at I.L	4850	3200	75	4	Exceeded Tolerable Limits
4.-Charminar to Secunderabad	92	Amberdarkar Statue	76 at Guljar	4800	3700	50	2	Noisiest corridor
5.-Kachiguda to Tarnaka	89	Adikmet	80	3050	500	40	3	
6.-Nayapool to Shaikpet	85	North of Puranapool	40	1800	1300	40	1	Exceeded Tolerable Limits

SOURCE: HATS. REPORT HUDA



TIDAL FLOW PATTERN IN MORNING HOURS

TABLE 1

LANDUSE PATTERN

<u>land use category</u>	<u>% of total area</u>
Residential	34.7
Commercial	5.08
Industrial	2.58
Public and Semi-public	5.42
Agricultural	9.02
Water features	5.74
Hillside	2.81
Vacant lands	26.52
Circulation	3.39
Others	4.02

Source: Q.Q.S.U.D. Authority

SOURCE: Q.Q.S.U.D. AUTHORITY.

TABLE 2

DENSITY AND POPULATION WARD WISE - 1981

<u>WARD NO.</u>	<u>POPULATION</u>	<u>AREA - ACRES</u>	<u>PERSONS/ACRE</u>
20	75788	388.22	195.70
21	48817	244.68	201.68
22	58218	382.85	154.66
23	64702	340.86	189.81
TOTAL	240862	1556.4	

SOURCE: Q.Q.S.U.D. AUTHORITY.

TABLE 3

POPULATION AND DENSITY OF WALLED CITY

<u>YEAR</u>	<u>POPULATION</u>	<u>PERSONS/ACRE</u>
1961	1,630,59	121
1971	2,219,08	157
1981	2,40,962	176
1991	3,20,000 (Projected)	---

SOURCE: QQSUD AUTHORITY.

TABLE 4

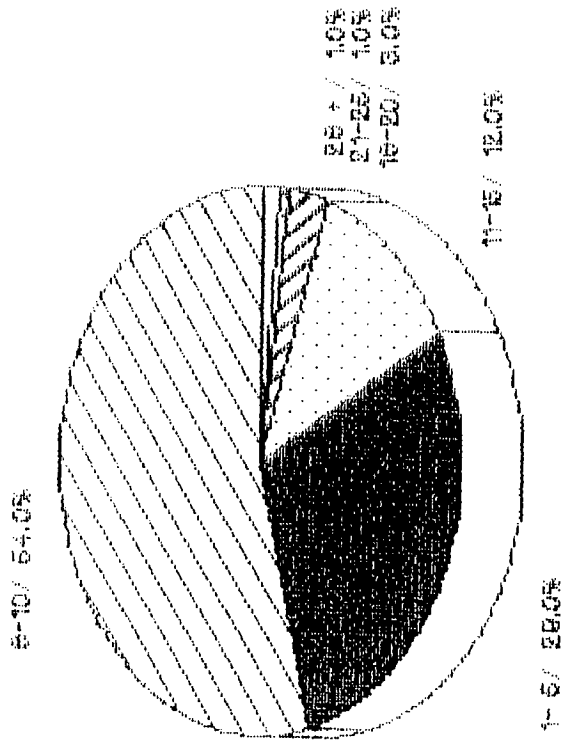
HOUSING DENSITY OF WALLED CITY WARD WISE - 1981

<u>YEAR</u>	<u>NO. OF HOUSES</u>	<u>AREA - ACRES</u>	<u>HOUSES/ACRE</u>
20	10545	386.32	26.14
21	7088	244.63	28.06
22	8839	282.89	22.62
23	8544	340.86	25.29

SOURCE: QQSUD AUTHORITY.

TABLE 5

HOUSE HOLD SIZE

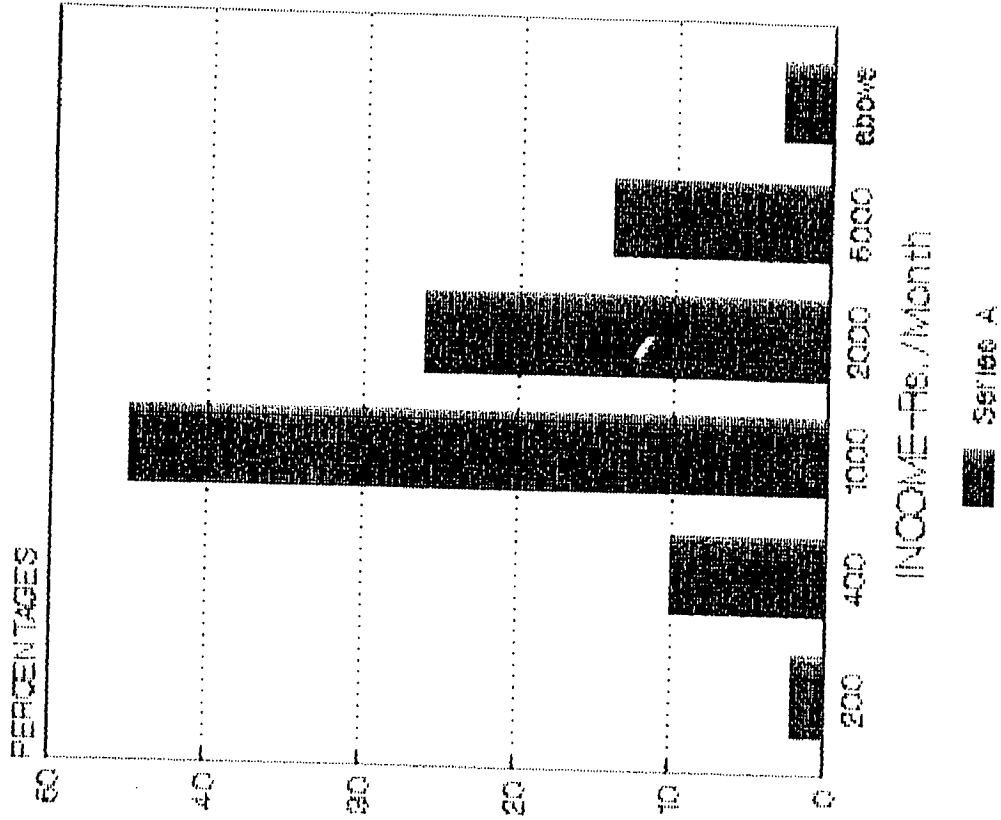


Members in the household

SOURCE : Q.Q.SUD. AUTHORITY.

TABLE 6

HOUSEHOLD INCOME



SOURCE : Q.Q.SUD.AUTHORITY.

TABLE 8

LITERACY RATE IN THE WALLED CITY WARD WISE

	<u>1961</u>	<u>1971</u>	<u>1981</u>
No.			
20	48.95%	51.28%	59.05%
21	48.78%	54.20%	61.74%
22	53.87%	56.06%	57.56%
23	50.94%	53.72%	59.27%

SOURCE: QQSUD AUTHORITY.

TABLE 9

DISTRIBUTION OF LITERATES IN THE OLD CITY

QUALIFICATION	% TO TOTAL LITERATES
NON-MATRICULATES	39.16
MATRICULATES	32.96
GRADUATES	19.86
TECHNICAL	8.03

SOURCE: QQSUD AUTHORITY.

TABLE 11

DECADAL POPULATION GROWTH OF HYDERABAD CITY

<u>YEAR</u>	<u>POPULATION</u>	<u>% INCREASE</u>
1901	448466	---
1911	502104	+11.96
1921	405630	-19.021
1931	447390	+10.29
1941	720032	+60.94
1951	1083634	+42.50
1961	1191687	+ 9.97
1971	1682537	+41.16
1981	2260702	+34.39
1991	3164982	+40.00

Source: Dist. Census Handbook, Hyd. Dist.

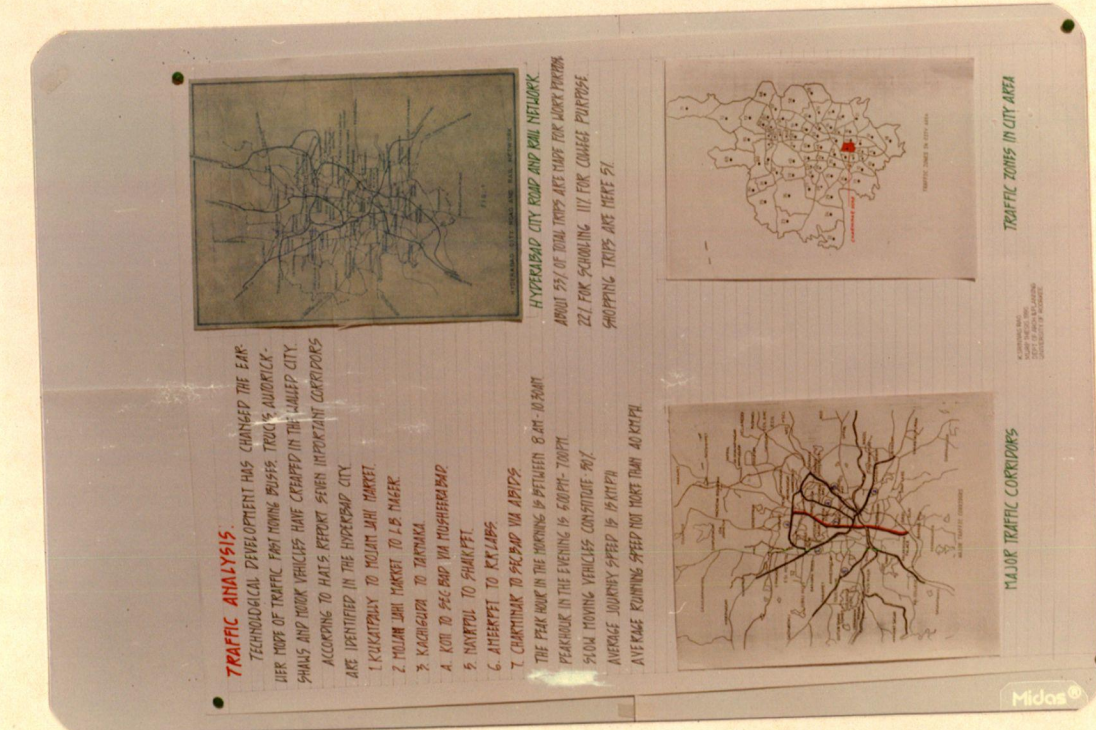


FIG. 27

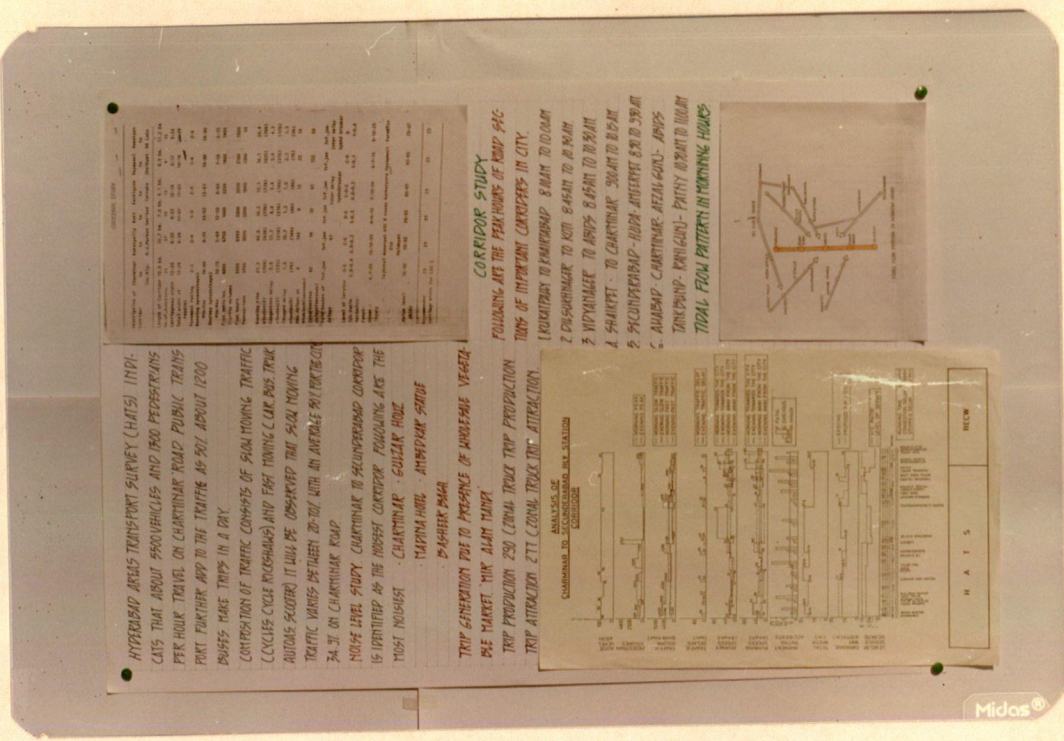


FIG. 28



LAAD BAZAAR

THE STREET BETWEEN THE CHARMINAR AND THE CHOUK, KNOWN AS THE LAAD BAZAAR, IS AN OLD-ESTABLISHED SHOPPING AREA WHICH SPECIALISES TRADITIONALLY IN BRIDAL WARES AND ESPECIALLY A SPECIAL KIND OF STONE STUCCO SHILAC DANGLES



THE STRUCTURES ARE IN DILAPIDATED CONDITION, BUT THE BUSINESS IS FLOURISHING.



FIG 14



PATHERGATTI ROAD

MAIN COMMERCIAL THROUGHFARE TOWARDS NORTH OF CHARMINAR WITH MONOTONOUS FORM OF STONE BUILDING. ON EITHER SIDE OF THE ROAD WITH ARCADE CORRIDOR SHOWING A COMPOSITE STYLE OF ARCHITECTURE HAVING IONIC COLUMNS, BRACKETS AND CHAJA WITH BEAUTIFUL POINTED ARCHES AND MINARETS. THE CONTINUOUS FLOW OF MONOTONOUS FORM ENDS NEAR CHARMINAR IN CHAR KAMAN AREA. IT SHOWS CLOSE SYMMETRY IN THEIR STYLE OF ARCHITECTURE WITH CHAR KAMAN, CHARMINAR AND MECCA MASJID.

VISUAL SEQUENCE IS EXPERIENCED WHEN ONE WALKS FROM NEW BRIDGE FOLLOWING MADINA BUILDING AND PATHERGATTI TOWARDS CHARMINAR WHICH BOND TO SERVE AS A CENTRAL VISTA.

BUT NOW IT IS TAKING HEAVY LOAD OF MIXED TRAFFIC AND FACING PROBLEMS LIKE OVERCROWDED, CONGESTION, DUST WITH FUMES OF MOTOR TRAFFIC, ENCROACHMENTS, LACK OF PEDESTRIAN WAYS ETC.

BEAUTIFUL ARCHITECTURAL FACADES, DELICATE DETAILS LIKE BRACKETS CHAJAS AND CARVINGS ARE HIDDEN BY UGLY HOARDINGS AND SIGN BOARDS. SOME ARE ALSO PAINTED WITH UGLY COLOURS FURTHER CREATING A VISUAL POLLUTION TO VIEWERS WHO PASS BY.

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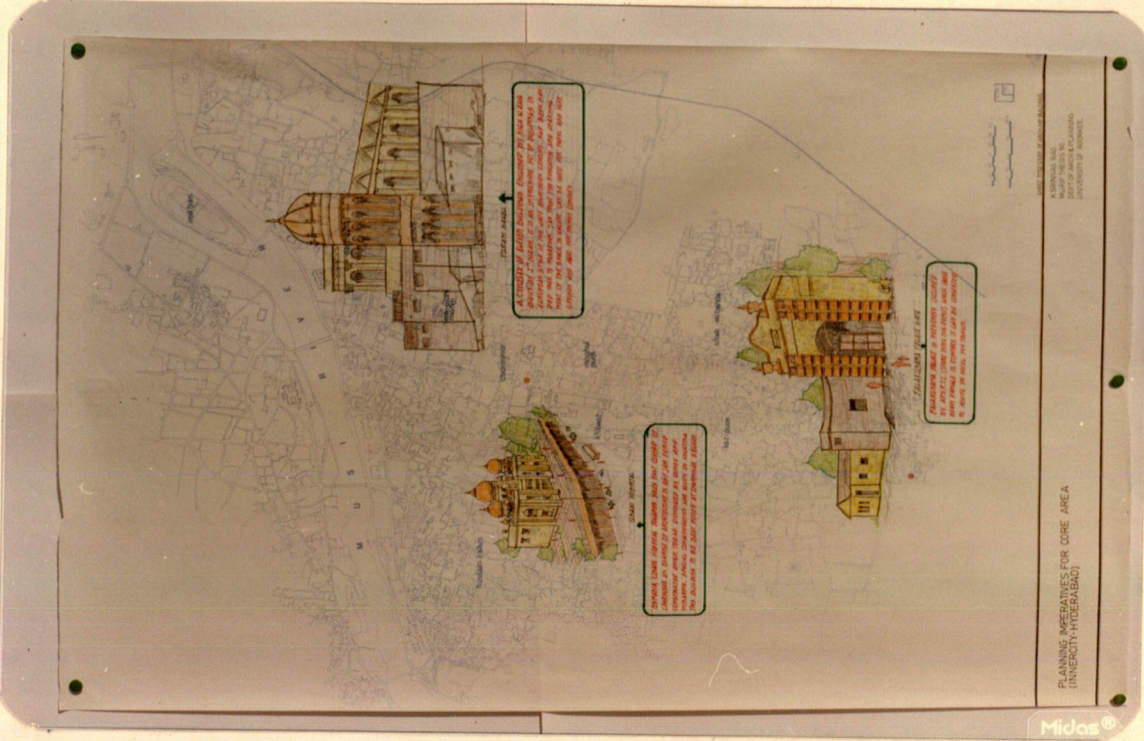
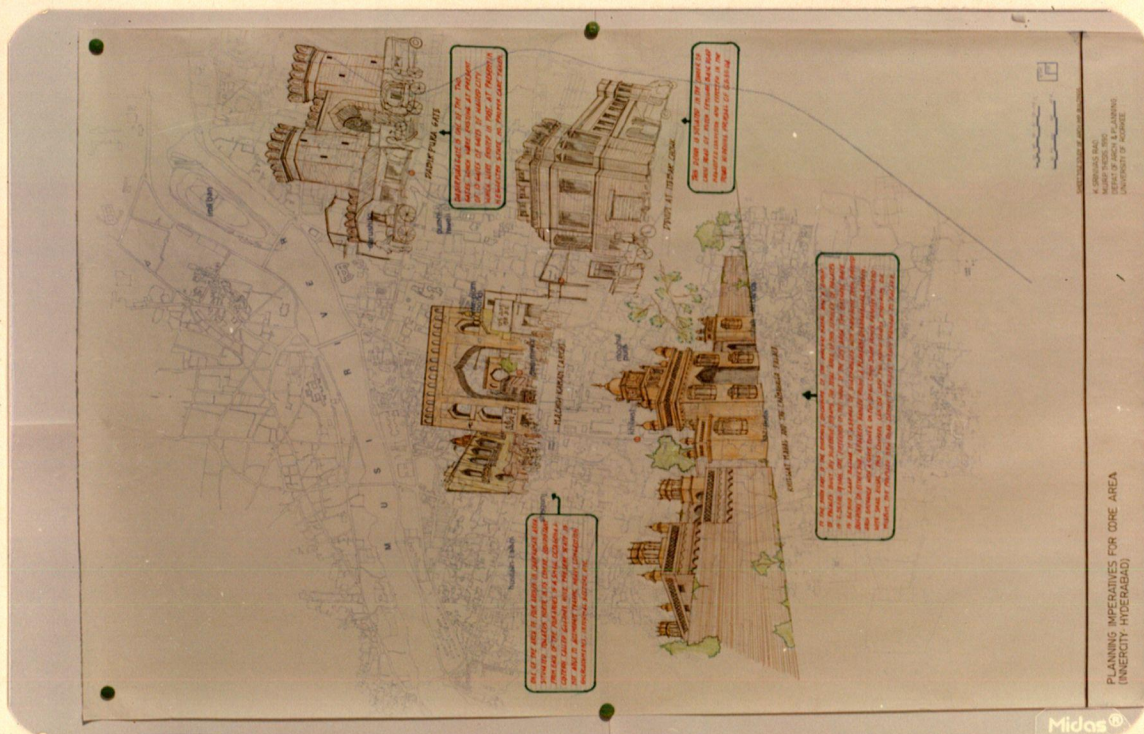
FIG 15



FIG.16



FIG 17





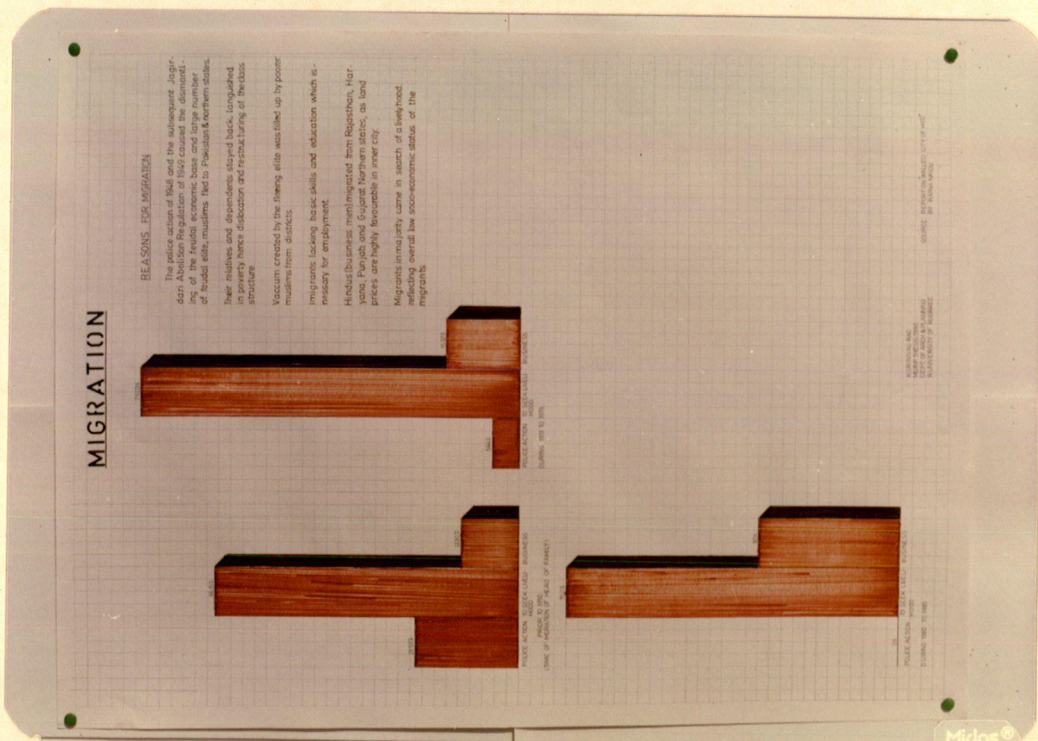


FIG. 12

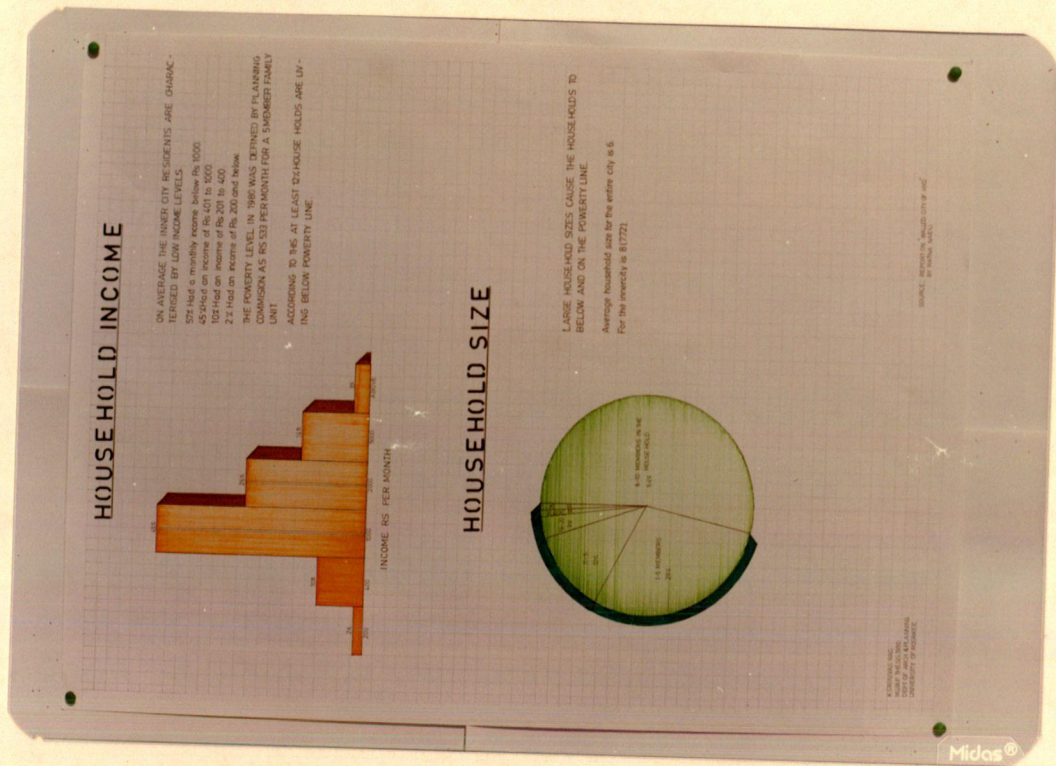


FIG. 11



FIG.7 LAND USE OF HYD. HUDA.



FIG 10. EXISTING LANDUSE OF WALLED CITY.