

DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

Draft Minutes for the meeting of Technical Committee  
~~to be~~ held on Monday, dated 28th Sept. 1987 at 10.00 A.M.  
in the Conference Room of Delhi Development Authority, 5th  
Floor, Vikas Minar, I.P. Estate, New Delhi.

The following were present:

1. Sh. Om Kumar, Vice Chairman (Chairman)
2. Sh. Ranbir Singh, Addl. Commissioner(L)
3. Sh. T.S. Punn, Chief Architect (H)
4. Sh. R.G. Gupta, Director(CP)
5. Sh. J.C. Ghambir, Director(PPW)
6. Sh. S.C. Gupta, Director(DC&B)
7. Sh. K.K. Bandupadhyaye, Jt. Dir.(B)
8. Sh. P.N. Dongre, Jt. Dir.(CP)
9. Sh. N.K. Arrarwal, Jt. Dir. (CP)
10. Sh. A.K. Jain, Project Planner(PPK)
11. Sh. Parkash Narain, Jt. Dir. (PPW)
12. Sh. Chanderballabh, Dy. Dir.(ZP)
13. Sh. Pradeep Behari, Dy. Dir(ZP)
14. Sh. D.K. Saluja, Dy. Dir.(CP)
15. Sh. M.L. Lamba, Architect.
16. Sh. J.S. Jagirdar, S.E. (Elect.)
17. Mrs. I.P. Parate, Asstt. Dir.(MP)
18. Sh. Harchandi Singh, Asstt. Dir. (MP)
19. Sh. C.P. Rastogi, Dy. Dir. (MP) (Convenor)

LAND & DEVELOPMENT OFFICE :

- 20 Sh. Lakhmi Chand, Asstt. Engineer

TOWN & COUNTRY PLANNING ORGANIZATION:

21. Sh. K.K. Verma, Associate Town & Country Planner.

P.W.D., Delhi Administration:

22. Sh. B.N. Sinha, S.E. (C-II)  
N. D. M. C.
23. Sh. V.K. Bansal, Chief Architect
24. Sh. A.D. Malik, Architect  
M. C. D.
25. Sh. O.P. Gupta, Suptdt. Engineer I,

SPECIAL INVITES:

26. Sh. P.D. Sharma, Chief Engineer (Plg.)
27. Sh. D.K. Suri, X-EN. (Plg. IV) For Item No 8
28. Sh. H.K.L. Kaushal, S.E. (Plg. I)

RAILWAY DEPARTMENT:

29. Sh. Ramesh Chandra, Chief Engineer (Const.)
30. Sh. K.L. Kapur, Dy. C.E. (Const.) For Item No. 13

HINDUSTAN PETROLEUM CORPORATION Ltd.

31. Sh. J.N. Wahal
32. Sh. Twakley For Item No. 16
33. Sh. M.U. Siddiqui, Architect For Item No. 7
34. Sh. S.M. Jauhari, Architect For Item No. 5
35. Sh. Gopal Krishna Gosvami "
36. Sh. Lokanath Swami, "

Item No.1

Sub: Construction of structures, potential Hazard to Aviation on high rise buildings in a radius of 20 Kms of Palam Airport Clarification is requested.

F.3(46)/87-MP + F.23(86)/86-Bldg.

Matter was explained by Shri S.C. Gupta Director (DCW) and he pointed out with the help of a map that a major part of present urban area and urban extension is going to be covered within the 20 KM radius from the Palam Airport with regard to high rise buildings (45 ft. and above) for which permission from Civil Aviation Department is required. Therefore, with the implementation of the notification of civil aviation department within a radius of 20 KM; no tall building should come up with the present conditions but some tall buildings are necessary to accommodate residential as well as commercial spaces from the point of view of urban form and urban aesthetics. The matter was considered by the Technical Committee and it decided that 20 Km radius may be followed with respect to tall buildings within the Air Funnel/escape route.

Item No.2

Sub: Change of land use of an area measuring 3043 sq. mtrs. from 'Govt. offices' to 'Residential use' of plot No. 1 (old No.3), Faculty Road, New Delhi F.3(54)/84-MP.

Shri S.C. Gupta Director (DC) explained that change of use for the above said property was notified for inviting public objections under section 11 of the Act. No objection was received within the specified period of 30 days but an objection has been received from an advocate M/s. Pinki Anand with regard to ownership of land etc., and government of India has been requested to offer their considered view but no reply has been received as yet. Technical Committee desired that a D.O Letter may be issued by the Director DCB to the Government of India.

Item No.3

Sub: Sites for cremation ground/burial ground in North West/West Delhi. F.2(66)/84/CS/DDA.

Matter was explained by Shri R.G. Gupta, Director (CP) with the help of a drawing. Technical Committee considered all the five sites as proposed by Director (CP). Four sites are already approved and handed over to MCD. One site as mentioned in the Agenda being the site as per PDP-2001 <sup>was</sup> approved by Technical Committee.

Item No.4

Sub: Carving out of religious plots in Janakpuri Block 'B' for the construction of a mosque. F.6(2)/83-Instt.

Matter was explained by Director (CP) and he indicated a site of about 200 sq. yds out of the green area. A.C.L stated that a site may be allotted out of institutional area near C&D Blocks as there may be disputes on allotment of site out of the green area. Technical Committee desired that the site be inspected by the V.C alongwith Shri R.G. Gupta (Convenor) ACL and Director (DC).

Item No.5

Sub: Change of land use of land allotted to the International Society for Krishna Consciousness at Kalkaji F.20(18)/87-MP.

It was explained by Director (DC&B) that three acres of site has been earlier allotted to the International Society for Krishna Consciousness at Kalkaji and they have also made the payment towards the same. The matter was discussed in detail. The Chief Architect was of the opinion that it would be better if a site is allotted elsewhere in East Delhi of North Delhi. After discussion, the Technical Committee recommended to change the land use for this site and desired that the same be processed subject to:

1. The ground coverage shall not exceed 2400 sq. mt.
2. The site be properly landscaped.
3. Height of the temple should not to exceed 37 mts. from the road.
4. Cutting of tree should be avoided to the maximum and if any tree is to be cut then three times of numbers of trees to be planted.

Item No.6

Sub: Request for permission to establish Research and Cure Eye Centre (Charitable) at 31 Defence Enclave (Trans Yamuna Area) F 13(12)/82-MP

Matter was explained by Director (DC&B) and he stated that earlier this matter was discussed in the Technical Committee meeting held on 11.5.87 and Dr. Gurbax Singh was permitted to use 1000 sq. ft built up area on ground floor. He has represented and make a request that he may be allowed entire ground floor for eye clinic centre with facility to stay of patients in the night in emergency cases. He desired that he should be given the permission on the same lines as was earlier given to Dr. Malik and Dr. Harmohan. Chief Architect pointed out that there is a lot of car parking

*problem as far as*

*is concerned*

-3-

~~problem~~ in case of Dr. Harmohan Clinic. After detailed discussions the Committee opined that the decision communicated as per minutes of the Tech. Committee meeting held on 11.5.87 should stand and he may make use of 1000 sq. ft for eye clinic centre.

Item No.7

Sub: Regarding Trading Use of Ground floor in existing commercial property (built up area) No.1568-A Bhag rath Place, Chandani Chowk Delhi-6 built up over a free hold plot measuring 498 sq. yds i.e. less than 500 sq. yds. (F.3(97)/62-MP).

The matter was introduced by Director (DC&B) and he stated that in the year 1975 the then Chairman DDA and Commissioner MCD had given permission for construction on the plot subject to following restrictions:

- a. The maximum coverage should not be more than 50% of the plot area. The remaining plot area may be used for parking without having the boundary wall and raising the ground level to about 6".
- b. Ground floor be constructed as a stilts floors for providing parking and only the space to the extent of 25% on the ground floor be enclosed for vertical circulation.
- c. First floor equivalent to the ground coverage may be constructed for commercial use.
- d. Second floor equivalent to the first floor may be constructed for residential purpose.

Architect R.S.Siddique submitted that he may be allowed to use ground floor for trading purpose within a FAR of 150 as provided in the Master Plan 1962. He shall also provided car parking for two cars as per DDA norms. He is already using upper floors as commercial after paying compounding fee to MCD from residential to commercial. He further, submitted that he seeks justice for his client. He pointed out that the area is car free between 10 AM to 5 PM and as such there may not be much need of car parking provision within the building as no other building in this area is having car parking provision within the plot. Chief Architect also stated that car parking may not be insisted upon as this is a car free area and the building is an existing one. Technical Committee decided that the site is to be inspected by the VC alongwith Director (PPW) Director (CP) (Convenor) and the Chief Architect.

Item No.8

Sub: Composite route alignment proposals for the erection of 66 KV overhead/underground lines in the area south

of NH-24 Patparganj and Mother Dairy Complex.  
F.6(12)/86-MP.Pt.

Director (CP) explained the route alignment as given in agenda item No. 1 to 5 and they were approved after detailed discussions.

Item No.8b (laid on table)

Sub: Route alignment for two Nos. 3x300 sq. mt 33 KV cable between Okhla 220 KV substation and Nehru Place sub station F.6(7)/87-Mp.

Director (CP) brought this item. The proposal was explained by Director (CP) in which DESU officers have also participated. It was pointed out that the proposal is to augment electric supply in the Nehru Place area. Tech. Committee approved the laying of 2 Nos. 3x 300 sq. mts 33 KV cables as proposed.

Item No.8 c (laid on table)

Sub: Route alignment for laying of 33 KV underground cable between 66/33 KV Ghonda sub station and 33/11 KV Seelampur sub station. F.6(6)/87-MP.

This item was explained by Director (CP) and officers from DESU. After discussion the Tech. Committee approved the proposal.

Item No.9

Sub: Layout plan of Mangolpuri Industrial Area Ph.I (area between Mangolpuri and Railway Line to Roh-tak) FR2 (4)/84-Dir.(CP).

Director (CP) explained the layout plan with the help of a drawing and stated that it is a comprehensive scheme which contains all earlier decisions taken at various times including out plots for petroleum traders. The total area of the scheme is around 85 hect. Technical Committee discussed the layout plan as presented by the Director (CP) and approved the same subject to the condition that the road pattern should be as per PDP-2001 which shall be seen by Director (PP).

Item No.10

Sub: Intersection design of Netaji Subash Marg with S.P. Mukerjee Marg. F.5(59)66-MP.Pt.IV.

Director (CP) introduced the subject with the help of a drawing wherein he has shown the desired improvements in the intersection design for which certain properties from railways, Presentation Convent School and Army recruiting office may have to be

taken over for the improvement. Technical Committee approved the proposal as per details in para 5 of the agenda.

Item No.11

Sub: Traffic congestion on selected Arterials in Delhi  
A Review F.5(31)/87-MP.

Postponed.

Item No.12

Sub: Change of land use of an area measuring 418 sq. mts from open space /green to religious for Nirmal Lok Sewak Mandal at Lajpat Nagar IV F.3(47)/86-MP.

Postponed.

Item No.13

Sub: Layout plan of facilities and LRT terminal complex near Karkar Duman in trans Yamuna Area F.Instt.1(1)/86-Dir.CB)Pt.I

Director (CP) explained the matter with the help of a layout plan which was discussed in detail with the help of Director (PPW) and ACL. Presently, some construction is going on on the site by postal department which has to be shifted on the new site as proposed by Director CP. The layout plan with the modifications of earmarking the area for LRT was approved.

Item No.14

Sub: Temporary cinemas in Delhi. F.11 (6)/74-MP (laid on table

Postponed.

Item No.15

Sub: Change of land use for Papankalan Scheme (South of Pankha Road) F.20(10)/84-MP.

Sh A.K. Jain, Project Planner (Papankala) explained the proposal of Papankalak Area. The matter was considered and following recommendations have been made.

1. The site.

The Authority vide resolution No.78 dated 21.8.86 has approved the scheme for an area of 3549 hect. for the change of land use and now Project Planner has revised the scheme and the total area works out to be 5648 hect. This was recommended for approval.

2. Population

The scheme of Papankalan will accomodate about 11.3 lacs population at a gross density of 200 persons per hect. and the same was also approved.

3. Transportation

A comprehensive network structure plan of the urban extension for Delhi-2001 was approved by the Authority on 30.6.87 and the same was submitted to Govt. of India for approval under section 11 A of D.D Act. A plan prepared by Project Planner was discussed alongwith the transportation net work, the location of metropolitan passenger terminal, Freight Complex land for SPG. The question of a major road was discussed in detail with the plan presented by Director (PPW) and the same was approved. The project planner (Papan-  
✓ kalan) was asked to incorporate the same and make necessary adjustments for other land uses accordingly. The proposed major road may run along the existing pipe lines. The total area now proposed under the transport facilities/circulation would be around 11.3% and the net area for transportation would be around 8.5%.

4. Facilities.

Techn. Committee decided that all the facilities should be provided as per the norms given in Master Plan Draft PDP-2001 and the area should also be given in percent in the table of this subject.

5. Trade and Commerce.

6. Industries.

✓ These were approved subject to minor modifications which might be necessary due to the major proposed road as per plan of PPW.

The Technical Committee desired that the matter be placed before DDA with a proper agenda item.

Item No.16

Sub: Resitment of the three existing petrol pumps namely Azadpur Service station of HPC, Taj Service Station of HPC and Highways filling station of BPC from Azadpur Subzi Mandi (f.7(21)/81-MP.).

✓ The matter was explained by Director (CP) with the help of a drawing and he stated that the existing three petrol pumps belonging to HPC and BPC from Azadpur Subzi Mandi have to be shifted deute heavy flow of traffic. The Oil Co representative HPC stated that one of the petrol pump could remain on the existing site and remaining two could be shifted. Tech. Committee desired that the VC alongwith Director (DC&B) Director (CP) Convener ACL and a representative of Oil Co may inspect the sites.

Meeting ended with a vote of thanks to the Chair.

Office  
Dy. No. 7636D  
Date 24/9/87

28-9-87 at 10.00 AM

MOST IMMEDIATE.  
MEETING NOTICE.

DELHI DEVELOPMENT AUTHORITY  
VIKAS MINAR  
INDRAPRASTHA ESTATE  
NEW DELHI.

No.F.1(10)/87-MP

Dated the 23.9.87.

From:

Asstt. Director (MP),  
Delhi Development Authority,

To,

O.S.D. to Vice Chairman  
Vikas Soodan INA  
New Delhi,

Sir,

I am directed to inform that the next meeting of the Technical Committee of the Authority will be held on Monday the 28.9.87 at 10.00 A.M./P.M. in the Conference Room of Delhi Development Authority, Vikas-Minar, Indraprastha Estate, New Delhi.

2. You are requested to make it convenient to attend the meeting.
3. The Agenda is being sent.

Encls: As above.

Yours faithfully,

Assistant Director (M.P.)

M 2579  
Sh Arjun

DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

Agenda for the meeting Technical Committee to be held on 28th Sept. 1987 at 10.00 A.M. in the Conference Room of Delhi Development Authority 5th floor, Vikas Minar, I.P. Estate, New Delhi.

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2. ✓	Change of land use of an area measuring 3043 sq. metres. from "Govt. Offices" to Residential use of plot No. 1, Factory Road, New Delhi. F.3(54)/84-MP. .	4
3. ✓	Sites for cremation ground/burrial ground in North West/ West Delhi F. 2(66)/84/C.S/DDA.	5 to 6
4. ✓	Carving out of religious plots in Janakpuri Block-B for the construction of a mosque. F.6(2)/83-Instl.	7 to 8
5. ✓	Change of land use of land allotted to the International society for Krishna consciousness at Kalkaji. F.20(18)/87-MP. . + F. 12(35)/83-Instl.	9
6. ✓	Request for permission to establish research and euve Eye centre (cheritable) at 31, Defence Colony Enclave. (Trans Yamuna Area). F.13(12)/82-MP. .	10 to 11
7. ✓	Trading use of Ground Floor in existing commercial property (Built up Area) No. 1568-A, Bhagirath place, Chandni Chowk, Delhi-110006 built up over a free hold plot measuring 498 sq. yds. i.e. less than 500 sq. yds. F. 3(97)/62-MP. .	12

8. ✓ Composite route alignment proposals for the erection of 66 KV over head/ under ground lines in the area south of NH-24, Patpar Ganj and Mother Dairy Complex. 13 to 16  
F.6(12)/86-MP-Pt.
9. ✓ Layout plan of Mangol Puri Industrial Area Ph.I 17 to 23  
(Area between Mangol puri Railway Line to Rohtak).  
FR. 2(4)/84/Dir. (CP)
10. ✓ Inter section design of Netaji Subash Marg with S.P. Mukherji Marg. 24 to 25  
F.5(59)/66-MP-Pt-IV.
11. ✗ Traffic congestion on selected Arterials in Delhi- A Review. 26 to 29  
F.5(31)/87-MP.
12. ✗ Change of land use of an area measuring 418 sq. meters from open space/ green to religious for Nirmal Lok Sewak Mandal at Lajpat- Nagar-IV. 30  
F.3(47)/86-MP.
13. ✓ Layout plan of facilities and LRT terminal complex near Kar Kar Duman in trans Yamuna area. 31 to 35  
F. Instl. 1(1)/86-Dir. (CP) -Pt-I.
14. ✗ Temporary cinemas in Delhi. (Laid on table)  
F.11(6)/74-M.P.
15. ✓ Change of land use for Papan Kolan scheme. (Laid on table)  
(South of Pankha Road)  
F.20(10)/84-M.P.

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ITEM NO.1

Sub: Construction of Structures, Potential Hazard to Aviation ban on high rise buildings in a radius of 20 Kms. of Palam Airport-Clarification is requested.  
F. 3(46)/87-MP + F.23(86)/86-Bldg.

National Airports Authority, O/o Co-ordinating Director Delhi Region in the letter addressed to Chief Secretary, Delhi Admn. has reported and observed that some new structures and buildings which are obstructions to aircraft operations at Indira Gandhi International Airport and Safdarjung Airport have been constructed recently and extensive work on old buildings have been taken up without obtaining 'No objection Certificate' from the department.

2. Earlier in consultation with International Airport Authority of India, a control zone for the purpose of construction of any tall building or plantation of trees was worked out. The limit of that area was restricted to 7 km. from the reference point of Palam Airport.

3. As per provision condition in Govt. of India notification no. CSR-616 dated 15th March, 79 issued by the Ministry of Tourism and Civil Aviation no building, structure higher than the height specified in the annexure of notification to be constructed within the 20 km. from the airport. This notification has been published under section 9 'A' of the Aircraft Act, 1974 which empowered Central Govt. to prohibit or regulate construction of buildings, planting of trees etc.

(1) If the Central Government is of opinion that it is necessary or expedient so to do for the safety of aircraft operations, it may, by notification in the Official Gazette:-

(i) direct that no building or structure shall be constructed or erected, or no tree shall be planted, on any land within such radius not exceeding twenty kilometers from the aerodrome reference point, as may be specified in the notification and where there is any building, structure or tree on such land, also direct the owner or the person having control of such building or structure or as the case may be to cut such tree within such period as may be specified in the notification;

(ii) direct that no building or structure higher than such height as may be specified in the notification shall be constructed or erected or no tree, which is likely to grow or ordinarily grows higher than such height as may be specified in the notification, shall be planted on any land within such radius, not exceeding twenty kilometres from the aerodrome reference point, as may be specified in the notification and where the height of any building or structure or tree on such land is higher than the specified height, also direct the owner or the person having control of such building, structure or tree to reduce the height thereof so as not to exceed the specified height, within such period as may be specified in the notification.

2. In specifying the radius under clause (i) or clause (ii) of subsection (1) and in specifying the height of any building, structure or tree under the said clause (ii), the Central Government shall have regard to:-

- (a) the nature of the aircraft operated or intended to be operated in the aerodrome; and
- (b) the international standards and recommended practices governing the operations of aircraft.

4. A plan showing the 20 km. area from the Palam airport is placed at flag 'A'. From the plan it is clear that major part of present urban area and urban extension is covered within this jurisdiction. This indicates that implementation of this notification within 20 km. radius no tall building should come up and with the present conditions and need some tall building to accommodate residential as well as commercial space are required from the point of view of Urban Form & Urban Aesthetics.

5. The matter was placed for the consideration of the Technical Committee on 13.4.87 and the same was postponed as no official from Civil Aviation Department was present. Subsequently a letter was written to Regional Controller of Aerodromes Delhi Region Safdarjung Airport on 21.5.87 to clarify the position of high rise buildings in Delhi within a radius of 20 kms. Now Sh. R.W. Bhatnagar Regional Controller of Aerodromes has replied vide his letter dated

26.6.87, it is intimated that your contention that no highrise building can be permitted within a radius of 20 kms. of an Aerodrome is incorrect. The height of the building which could be permitted for construction will mainly depend on the distance of the site from an Aerodrome besides number of other parameters. Your concept of the Air Funnel is also incorrect. As the Aircraft approach the air field from various direction, it is the entire area (20 kms.) which has to be considered and not only the approach Funnel. The intention is to control the height of high rise building so that they do not form an obstruction to aircraft operations. 45

6. It will therefore, be incumbent upon the DDA to apply for NOC like others parties.

7. The matter is placed for the consideration of the Technical Committee.

Sub : Change of land use of an area measuring 3043 sq. mtrs. from 'Govt. Offices' to 'Residential use' of plot No. 1 (old No. 3), Factory Road, New Delhi. F. 3 (54)/84-MP.

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The Ministry of Urban Development, Govt. of India has allotted 3043 sq. mtrs. (3645 sq. yds.) of land to Dang Family bearing plot No. 1 (old No. 3), Factory Road New Delhi. The land is located in the approved zonal plan of F-4. The Govt of India, Ministry of Urban Development desired that the change of land use of this plot from 'Govt. use' to Residential be processed.

2. Accordingly the matter was processed for change of land use under section 11-A of Delhi Development Act and the public Notice invite Public objections/suggestions was issued on 4.4.87.
3. The only objection/suggestion is from one Shri Pinky Anand Advocate received on 15.6.87 pointing out that the file of lands at factory Road is a matter which is in the process of being adjudicated in suit No. 528/1987 entitled Shri Balendu Lohia and others Vs U.O.F. Which is a time barred objection/ suggestion as the notice period of 30 days has already been lapsed on 3.5.87. However, G.I. was addressed on 26/5/87 and 21/7/87 to consider the objection and furnish their comments but no reply is received till date.
4. The matter is placed before the Technical Committee for consideration.

ITEM NO.3

Sub: Sites for cremation ground/burrial ground  
in North West / West Delhi.

File No. F.2(66)/84/C.S/DDA.

1. Delhi Development Authority has been receiving requests for shifting of the existing unauthorised cremation grounds/burrial grounds in the residential developments like Pitam Pura, Shalimar Bagh etc. so that they are not a health hazard to the residential area.

2. The case for shifting of the existing cremation grounds/burrial grounds was examined by City Planning Wing and considered in the Technical Committee meeting held on 12.12.85 wherein the following decision was taken:

"The Technical Committee examined the proposal for the location of cremation grounds as per the note prepared by Director (CP) and observed that in a metropolitan city, it would not be desirable and proper to have a number of cremation sites spotted here and there as this use pollute the environment and also there is not much effective use of the surrounding area. Therefore, the Technical Committee was of the views that only large cremation sites should be developed in different directions as suggested by Perspective Planning Wing in the proposed modifications for Delhi-2001. The local bodies should be requested to take up these sites for proper development and to provide the facility of vehicles for bringing the dead bodies from the surrounding areas".

3. In view of the decisions taken in the Technical Committee meeting, the case is examined and it is noted that out of cremation ground/burrial ground sites proposed in PDP-2001 for West/North West Delhi, the following sites (as details given below) are in use : (Plan at flag A) Plan laid on the table.

Site No.1: This site falls under Rohini Scheme near village Mangolpuri Khurd. Earlier it was a part Avantika Scheme. Now at this place both cremation ground and grave yards are functioning.

Site No. 2 & 3: Site no. 2 & 3 are functioning as cremation ground and grave yard respectively. The site is located on the East of road no. 29.

Site No. 4: This site is functioning between Najafgarh Drain and Vishnu Garden on the West of Road No. 29. A graveyard is also functioning here.

Site No. 5: This site has been proposed between Keshavpur Sewerage Treatment Plant and Najafgarh Drain.

4. The case is examined with reference to site no. 5 referred above which was under consideration to be allotted to Village and Khadi Gram Udyog for car cass centre which has now been shifted to other area and as such the site identified in PDP-2001 for location of cremation ground/burrial ground becomes available for development.

5. A detailed survey of the area rearmarked for locating the cremation ground/burrial ground is conducted and site measuring 0.6 Hac. for burrial ground and 0.4 hac. for cremation ground to make a total of 1 hac. with a green buffer of 0.2 hac. as shown on a copy of the plan (laid on the table) are proposed to be carved out with independent approach roads connecting to the inspection road along the Najafgarh Drain.

6. Proposal contain in para 5 is placed for the consideration of the Technical Committee.

Sub : Carving out of religious plots in Janak Puri Block 'B' for the construction of a mosque.  
F.6(2)/83-Instt. \_\_\_\_\_

1. Masjid-O-Madarsa Muntozima Committee had requested for the allotment of land for construction of a mosque, in Janak Puri area in May, 1983.
2. The case was considered in the Institutional Allotment Committee held on 21.11.84 wherein the following decision was taken:-  
  
" The Institutional Allotment Committee considered the case for allotment of land for Mosque and desired to refer the case to planning Deptt. for allocation of site in Janak Puri subject to verification that no other Mosque is existing in the area".
3. A plot earmarked for the religious purposes in Janak Puri Block 'C' was proposed to be considered after having verified that there is no mosque in Janak Puri area and the case was considered in the Institutional Allotment Committee meeting held on 9.10.84 wherein the following decision was taken:-  
  
" The allotment of religious site to the Society has been considered by the IAC subject to availability of religious site in Janak Puri".
4. The case was reconsidered in the Institutional Allotment Committee meeting held on 13.3.85 wherein the following decision was taken:-  
  
" The matter was considered in the IAC and it was agreed in principle to allot land for Mosque purposes in Janak Puri subject to the verification of the facts that adequate number of persons of this faith are residing in the same area".
5. The matter regarding the allotment of land for the construction of the mosque was referred to Delhi Police by Commr (L) vide his letter Dt. 21st Nov. 1985 (Annexure-1) who in

turn informed that hardly 1% Muslims are residing in Janak Puri out of a population of 4-5 lakhs and the construction of mosque is not justified and had recommended allotment of land if at all considered necessary near J.J. Colony in Hastsal.

6. The case was reconsidered in the IAC meeting held on 29.4.87 in view of the various references being received from the M.P., Min. of Urban Development, and the following decision was taken:-  
" The Committee recommended for 200 sq. yds of land in Janak Puri Institutional Area".
7. The case is examined and it is noted that the allotment of land for mosque in institutional area would be against the zoning regulations.
8. Keeping in view the above and the fact that the construction of a mosque on a regular religious site which are generally grouped in the area may lead to problems of law and order. Subsequently it is now proposed to carve out a plot measuring 200 sq. yd marked red on the copy of the plan, laid on the table, in Janak Puri block 'B' in the designated green area. The land is lying vacant and not likely to be objected by the residents in the area.
9. The case is placed before the Technical Committee for its consideration.

R.S. SETHI  
Commissioner (Lands)

D.O. No. F.6(2)83-Instl.

Dated the 21st Nov, 1985

Dear Shri Bhagat,

Masjid-O-Madarsa Muntezima Committee, C-1A/54B, Janakpuri have applied for allotment of land for construction of a mosque in Janakpuri. Before we take a final decision in the matter, I would be grateful if the following information is given to us as early as possible:

- i) Whether there are a sufficient number of muslims residing in the area which would justify allotment of a site for construction of a mosque ?
- ii) The site proposed for allotment is adjacent to S.S Mota Singh School. It may please be indicated whether this would be a suitable site or you would like to suggest some other alternate site keeping in view the need of local muslim residents.
- iii) Whether construction of a mosque in the area is likely to affect communal harmony.

The antecedents of the office bearers of the Society may also be checked.

With Kind regards,

Yours sincerely,

(R.S. SETHI)

Shri Arun Bhagat,  
A.C.P. (Range),  
Delhi.

Sub : Change of land use of land allotted to the International Society for Krishna Consciousness at Kalkaji.

F.20(18)/87-MP.

It is stated that a land measuring about 3 acres has been allotted to International Society for Krishna Consciousness in the vicinity of Nehru Place district centre, towards north having an approach of 80 ft. wide zonal road, connecting ring Road near Lajpat Nagar and Lal Lajpat Rai Marg (plan laid on table)

2. Master was earlier discussed in the Authority vide resolution no. 204 dt. 29.10.84 and Authority resolved that the proposal contained in the agenda item be approved subject to the condition that clearance from the collector, Mathura be obtained. Keeping in view the DDA resolution the site has been allotted and handed over to the party as the clearance was given by the Ministry of Home Affairs.

3. After the allotment of site, the party has submitted building plans to the Building section vide file no. F.23(1)/86-Building as well as plans were submitted to the DUAC. After examining the project/building plans, DUAC desired more information in regard to "Land use of the plot in accordance with the provisions of the Zonal Plan and regulations which will be applicable to this site.

4. The matter was examined and it is observed that in the notified Zonal Plan the plot is located within the "Neighbourhood Park" i.e. in the green area. In the draft PIP 2001, the area is shown as recreational (green). Ministry of Urban Development vide their letter No. K-13011/19/87/DDIA dt. 14.7.87 and 14.8.87 is pressing for change of land use of the plot allotted to the International Society for Krishna Consciousness at Kalkaji.

5. The matter is placed for the consideration of the Technical Committee.

*Building envelope  
75 Avee.*

ITEM NO. 6

Sub: Request for permission to establish Research and Cure Eye Centre (Charitable) at 31, Defence Colony Enclave (Trans Yamuna Area).

File No. F.13(12)/82-MP.

1. Matter was discussed in the Technical Committee meeting held on 11.5.87 and Technical Committee decided that the professional is allowed to use 25% of 500 sq. ft. of the dwelling unit area which ever is less and therefore keeping in view this formula as there will be no other user, it recommended that 1000 sq.ft. of the ground floor as a special case may be allowed to be used for the proposed research and cure eye centre subject to that there will be no other tenant in the building and the same be used exclusively by the owners for the proposed establishment of "research and cure eye centre" Appendix 'B'
2. In view of above decision Dr. Gurbaksh Singh was given desired permission vide our letter no.F.13(12)82-MP-973 dt. 11.6.78 (Appendix 'C' ).
3. In response to this letter Dr. Gurbaksh Singh again represented to the Chairman DDA vide his letter dated 30.7.87 wherein he has requested that his case may be considered on similar lines as cases of Dr. Harimohan at 11-B Ganga Ram Marg and Dr. Malik at B-15 Swasthiya Vihar have been permitted by DDA in the same period. He further, requested for the reconsideration of his case and desired as under:-
  - i. The DDA has permitted me to use an area which is normally permitted under the rules for which no technical approval is needed. This area should be enhanced as in other similar cases to 2000 sq.ft.
  - ii. Under professional category the DDA should permit me to keep the patients for over night stay.
  - iii. In the end, I humbly request you to grant me permission on similar lines as in cases of Dr. Malik and Dr. Harimohan.

4. Observations made by Dr. Gurbaksh Singh have been examined and in case of Dr. Malik B-15 Swasthiya Vihar permission was accorded vide resolution no. 20 dt. 29.3.82 for running an eye nursing home under special appeal for an area of 1770.0 sq.ft. on ground floor. In case of Dr. Harimohan, 11-B Ganga Ram Marg a permission was given vide resolution no. 35 dt. 10.4.81. The permitted floor area was (2000 sq.ft.) one third floor space of the entire two and half storeyed building.

5. The ground floor plan submitted by Dr. Gurbaksh Singh for his house contains an area of about 1618 sq.ft. out of which 178 sq.ft. will go towards car garrage. The net area available of the ground floor shall be about 1400 sq.ft. If desired permission is to be considered for night stay of patients as special case then space would be required for night duty nurse, toilets, kitchen, caretaker of the patients etc on ground floor. Adequate space for car parking exists as per norms within the plot. All these facilities are possible to be managed within 1400 sq.ft. on ground floor.

6. The matter is placed for the reconsideration of the Technical Committee to whether ground floor of the Dr. Gurbaksh Singh's dwelling unit, 31 Defence Enclave, Trans Yamuna Area to an extent of about 1400 sq.ft. for running a 'research care Eye centre (Charitable)' on the same terms and conditions as was given in the case of Dr. Harmohan and Dr. Malik may be allowed, which are as below:

- i. Necessary payment shall be made to the Authority towards the conversion charges as and when demanded by the Authority.
- ii. Parking provisions shall be made within the premises as per the norms.
- iii. The health regulations as per the Delhi Nursing Home Regulations shall be followed and necessary permission obtained.

*Not permitted*

Appendix 'B' to Item No.6

B<sub>1</sub>

Dr. Curbax Singh who was present in the meeting explained that in the building constructed by them, they have no proposal to rent out the space to any outsider and he and his wife who is also a Doctor are interested to establish a 'Research and Cure Eye Centre' (Charitable) in the part of the building. He also mentioned that the building is  $3\frac{1}{2}$  storeyed, constructed for three main dwelling units one on each floor with a Barsati floor and they are entitled for 1000 sq.ft. of the space for the use for 'professional activity'. The area on the ground floor, after deducting area of a garrage is about 1400 sq.ft. and requested that he may be allowed to use the 'ground floor' for this purpose. The Technical Committee observed that a 'professional' is allowed to use 25% or 500 sq.ft. of the dwelling unit area whichever is less and, therefore, keeping in view this formula, as there will be no other user, it recommended that 1000 sq.ft. of the ground floor as a Spl. case may be allowed to be used for the proposed Research and Cure Eye Centre subject to that there will be no other tenant in the building and the same be used exclusively by the owners for the proposed establishment of 'Research and Cure Eye Centre'.

Appendix 'G' to Item No.6

G<sub>1</sub>

F.13(12)82/MP/978

Dt.11.6.87

C.P.Rastogi  
Dy. Director (MP)

Dr. Gurbax Singh  
31, Defence Enclave,  
Vikas Marg,  
New Delhi-92.

Sub: Permission to establish Research Cure Eye  
Centre at 31, Defence Enclave (Trans Yamuna  
Area) Delhi-92.

Dear Sir,

Kindly refer your letter no. nil dated 15.1.87 addressed to Director (DC) DDA. Your request has been duly examined and I am directed to convey the approval of the Competent Authority that 1000 sq.ft. of the ground floor as a special case may be used for the proposed Research & Cure Eye Centre (Charitable) in the above mentioned premises under 'professional' category for you and for your doctor wife subject to the condition that there will be no other tenant in the building and same be used exclusively by the owners for the proposed establishment of 'Research and Cure Eye Centre'.

Yours faithfully,

Sd/-

( C.P. RASTOGI )  
DY.DIRECTOR (MP)

Sub : Regarding Trading use of Ground Floor in existing Commercial property (Built up Area) No. 1568-A, Bhagirath Place, Chandni Chowk, Delhi-110006 built up over a Free hold plot measuring 498 sq. yds. i.e. less than 500 sq. yds.

File No. F.3(97)/62-MP.

This is an old case in r/o the property mentioned above in the subject. Consequent on a request from R.U. Siddiqui & Associates (Regd.) the matter was examined by the Technical Committee in its meeting held on 23-12-86 (Appendix) the decision of the Technical Committee that there should be no change in the decision already taken was conveyed to Hr. Siddiqui on 22.1.87.

Shri Siddiqui represented against this decision to L.G. stating that he should have been called in the meeting to represent the case. He has further represented that the case may be re-considered in the Technical Committee and he should be given chance to clarify the points so that the case may be decided on merits. The Party has requested for the following four points.

- (i) NOC for trading use of ground floor within a FAR of 150.
- (ii) NOC for construction of basement floor exclusively for car Parking purposes.
- (iii) Norms to be followed with respect to car parking as per DDA parking norms on 1.14 car park per thousand Sq. ft. etc.
- (iv) Entire building with 150 FAR including ground floor, 1st floor and 2nd floor may be declared as commercial.

In view of the position explained above, the matter is placed before the Technical Committee for consideration.

Item No. 17  
23.12.86

D1

Sub: Regarding Trading use of ground floor in existing Commercial property (Built up area) No. 1568-A Bhagirath Place, Chandni Chowk, Delhi-6 built over a free hold plot measuring 498 sq. yds. i.e. less than 500 sq. yds. DDA.

File No. F.3(97)/62-MP.

A request has been received from Sh. R.U. Siddiqui & Associates (Architects) on the above mentioned subject vide his letter No. RUB/8763/86 dated 8.12.86.

11) This is an old case in respect of property no. 1568-A Bhagirath Place for allowing conversion of ground floor for shopping and second floor for residential and commercial needs. In the year 1975 the then Chairman, DDA and the Commissioner, MCD had decided that the construction on the plot under reference may be allowed subject to the following restrictions:

- a) The maximum coverage should not be more than 50% of the plot area. The remaining plot area may be used for parking without having the boundary wall and raising the ground level to about 6".
- b) Ground floor be constructed as a stilts floors for providing parking and only the space to the extent of 25% on the ground floor be enclosed for vertical circulation.
- c) First floor equivalent to the ground coverage may be constructed for commercial use.
- d) Second floor equivalent to the first floor may be constructed for residential purpose.

2. The Party has constructed at site a stilted ground first floor and second floor. While examining the proposal as requested by the party for commercialisation, it was enquired from MCD whether parking standard could be achieved if the ground floor and second floor are converted into commercial use.

3. In response to the queries the Engineer in Chief vide his letter dated 11.6.85 observed that the total parking requirement of all the three floors if commercialised will be for 6 cars spaces as against the available parking space of 4 cars at ground floor. A reference was made to the Architect in respect of the parking availability to which the Architect has given alternatives to which the Architect has given alternatives to meet the parking requirements parked in open space and 6 cars could be parked in one basement. It has been suggested that by allowing commercial (trading) activity on ground floor and commercial offices on first and second floors, only 10 car space will be required and therefore, provision for parking could be made within the plot itself.
4. In one letter dated 24th September, 1985 the Architect has also mentioned that in case it is required to park 16 cars, 4 cars can be accommodated in the upper basement and 6 cars can be accommodated in the lower basement for which permission to construct these two basement will be required. It has also been mentioned that structural provision has been made for construction of basement in the existing building at site.
5. The case has been examined with reference to earlier decisions and as already mentioned that the permission was given for one commercial floor at first floor level and residential floor at second floor at site. The ground floor has been kept as stilted floor and is vacant at present. The first floor and second floors have a number of units which are not doing any retail activity. They are mainly used for storage, offices from which the whole-sale business is dealt with. All around the plot, there has been unauthorised occupation by small khokhas, like panwala, tea shops etc.
6. The approach to the plots is also very congested and there is a restriction of vehicular entry from the side, adjoining the Kumar Cinema, which is the main approach to the plot. On an enquiry from the Architect he has clarified and handed over papers which indicate that MCD had already permitted the misuse of residential floor as commercial

Contd., 3/-

by charging composition fee of one month rent (extra) in one year and the party is paying this composition fee for the last four years i.e. since 1982.

7. The Architect has informed that the car parking requirements in case of "trading use" of ground floor and "Commercial Use" of 1st floor and 2nd floor works out to ten cars as per DDA parking norms and not 16 cars as worked out by the MCD treating all the three floors for trading use. He has further stated that space requirement for parking of 10 cars, 4 cars could be parked in the part existing open space and six cars in the basement floor.

8. The matter is placed for the consideration of the Technical Committee with regard to conversion of ground floor for 'trading' use and whether parking for ten cars are to be insisted upon or for 16-th cars as suggested by MCD.

#### DECISION

The matter was discussed in detail. The Technical Committee decided that there should be no change in the decision already taken and the proposal be rejected.

Meeting ended with the vote of thanks to the Chair.

Sub : Composite route alignment proposals for the erection of 66 KV overhead/underground lines in the area south of NH-24. Patparganj and Mother Dairy Complex.  
F.6(12)/86-MP.Pt

DESU has submitted five route alignment proposals for meeting the power demand of the above said area, details of the same are as under :-

1. Route alignment of 66 KV Overhead line from 66 KV sub/station at Patparganj Industrial Area to 66KV sub/station at Kalyanpuri-Khichripur.

The route starts from the Patparganj sub/station (under construction) and runs on the western bank of the trunk drain along road no. 56 from where it takes a turn on the northern side of NH 24 upto the existing under pass road leading to Kalyanpuri Khichripur. From here the H.T. line is taken on the northern side upto the existing H.T. lines (near the road leading to Trilokpuri Self Financing DDA Flats) from here, the line is proposed to be taken underground along the footpath portion of the existing road of the Trilokpuri Complex upto the Kalyanpuri Khichripur sub/station.

2. Route alignment of 66KV overhead line from Patparganj Industrial Area Sub/station to grid sub/station site No. 3 in the south of Hindon out in the Kondli-Gharoli Complex.

The route starts from the Patparganj Industrial Area Grid sub/station and then runs through the inner footpath (on the eastern side) or road no.56 upto NH 24 from where (as per details given in the cross section(H)) it has been taken on the embankment of the trunk drain by the side

Co nfd..2/-

of the road leading to Ghazipur Dairy Colony upto the existing cremation/burial ground site. From here, it is taken along the rear periphery of these sites to cross the Hindon canal to meet with the proposed 66KV grid sub/station site no. 3 in Kondli Gharoli Complex.

3. Route alignment of 66KV overhead line from 66KV Patparganj Industrial Area Sub/Station to 220 KV Mother Dairy Sub/station.

The route starts from the Patparganj Industrial area sub/station from where it is taken overhead through the main roads of the industrial area to meet the proposed 66KV sub/station behind Patparganj DTC Depot after crossing road no.57. Alignment of the H.T. line between 66KV sub/station behind DTC depot and 66KV sub/station near the community centre of the Mandavli-Fazalpur Group Housing Society area is proposed in the inner footpath (western side) of the proposed 45mt. R/W road and green area from the 66KV sub/station near the community centre, the line is proposed to be taken along the northern side of NH 24 (as indicated in the detailed cross section 'aa' upto the green belt between ice factory plot and the ESS plot abutting the Aditi Cooperative Group Housing Society. From here, the line is proposed to be taken along the periphery of the Mother Dairy Complex (inside Mother dairy complex) to meet with the existing 220KV sub/station.

4. Route alignment of 66KV overhead line from existing 220 KV sub/station at Mother Dairy to the Kalyanpuri-Khicripur sub/station.

The route starts from the Mother Dairy sub/station and passes along the front boundary of Mother Dairy Complex.


then by the side of the existing ice factory plot (after leaving safe distance between the building line and the conductors) it crosses NH 24 to run on the southern side up to the existing H.T. Lines (near the road leading to Trilokpuri Self Financing DDA flats scheme). From here, the route has been proposed under ground along the footpath of the existing roads of the Trilokpuri complex upto the Kalyanpuri Khichripur sub/station.

5. Route alignment of 66KV overhead line from existing 220 KV sub/station at Mother Diary upto sub/station site no.3 in the south of Hindon cut in Kondli-Gharoli Complex passing through Patparganj Road (Pandav Nagar) along Marginal Bundh Road and Hindon Canal.

The route starts from Mother Diary sub/station and runs through the Outer footpath of the 30 mt. R/W Patparganj road (as indicated in the detailed cross section 'dd') upto NH 24. From here, it is taken on the northern side of NH 24 within the service corridor as indicated in the section 'aa' upto Mayur Vihar Ph. I Grid sub/station along the embankment of the Shahdara link drain. From here the H.T. Line is proposed to be taken in the Outer Footpath of Marginal Bundh Road towards Shahdara link drain and then on the embankment of gazipur drain upto the periphery of Mayur Vihar Ph. II 66KV grid sub/station. The H.T. line is then proposed to cross the Gazipur drain/Hindon Canal and runs in the outer footpath of 45 mt. R/W road (north western side) to meet with the sub/station site no.1, 2 and 3 in the Kondli Gharoli Complex. Alternatively, in

Contd. 4/-

AGENDA NOTE FOR THE TECHNICAL COMMITTEE

8a  Sub: Route alignment for two nos. 3x300 sq.mm., 33 KV cables between Okhla 220 KV Sub-station and Nehru Place Sub-station.

✓ F.6(7)87-MP

1. DESU has submitted the above said proposal in order to meet the growing power demand of 'Hotel-cum-Commercial Complex' at Nehru Place and the adjoining areas as also for the augmentation of the existing 33 KV sub-station at Nehru Place.
2. The route starts from the 33 KV sub-station behind DFC Depot at Nehru Place in the footpath portion of the 24 mt. R/W road upto Outer Ring Road. From here, it is taken in the outer footpath towards Kalkaji Temple upto the junction of 45 mt. R/W Sub-arterial road. On this sub-arterial road the cables are proposed to be laid in the inner footpath (on the western side), upto Okhla Ph. I & II round about. The cables in this stretch cannot be taken in the outer footpath due to some existing buildings. From Okhla, Ph. I & II round about it takes a turn on the right along the 30 mt. R/W road to meet the 220 KV Sub-station at Okhla. The entire cable route is proposed to be laid underground. The position of the existing and the proposed H.T. Lines has been indicated in the cross section of the above said roads, some are acceptable.
3. The proposal for laying of the 2 no. 3x300 sq.m., 33 KV cables as explained above may be considered for approval by the Technical Committee.

AGENDA NOTE FOR THE TECHNICAL COMMITTEE

86

Sub: Route alignment for laying of 33KV underground cable between 66/33KV Ghonda sub/station and 33/11KV Seelampur sub/station.

F.6(6)87-MP

1. Ex.Engineer(Plng.I) DESU has submitted the above said proposal in order to meet the growing power demand in Trans Yamuna Area. It is proposed to lay one No.3x300 sq.mm.XLPA underground cable from existing Ghonda 66/33KV sub/station to the existing 33/11KV sub/station at Seelampur.
2. The route has been explained in Drg.No.13-3872 submitted by DESU along with their letter dated 20/5/87. The underground cable route starts from Ghonda sub/station and runs along 200ft. R/W Wazirabad road in the inner footpath(on the southern side) as indicated in section 'CC' thereafter it takes a turn along 100 ft. R/W road No.66 wherein it is proposed under the cycle track (on the eastern side) as indicated in section 'BB' to meet with the 33KV Seelampur Sub/station along G.T. Shahdara Road.
3. This case was discussed with DESU officials in a meeting held on 11/8/87 under Jt.Dir.(CP) wherein it was informed that land for both the sub/stations is in their possession. It was also clarified that the proposed route of underground cable would not be affected by the existing trunk services running along this road.
4. The case is put up to the Technical Committee for consideration.

Sub :- Layout plan of Mangolpuri Industrial Area  
Ph.1 (Area between Mangolpuri & Railway  
Line to Rohtak).

F. R 2(4)/84/Dir. (CP).

Background:

In the master plan for Delhi '62, it is recommended that non-conforming industrial uses (uses which do not conform to the land use shown in the Master Plan) will have to be shifted in gradual stages to industrial areas earmarked in the plan. It is also viewed that shifting of industries according to plans may be possible only if suitable land for the purpose is available. In the time schedule of shifting of industries it was decided that noxious industries will be the first to go from their present location. All the noxious industries which are now located in residential areas should be relocated in areas meant for extensive industries. In the proposal for industry and manufacturing seven sites were suggested for locating the extensive industries. About 85 hect. of land between Delhi-Rohtak railway lines and Mangolpuri Resettlement Colony is one of the sites.

Location:

The above said area is bounded by 60 mt. R/W Outer Ring Road on the east, Mangolpuri Resettlement Colony, along with a green belt in the north, Delhi -Rohtak Railway line in the south and existing drain/Sultanpuri Village in the West. Most of the site area is lying vacant free from encroachments and in possession of DDA. The approach to the site is only from Outer Ring Road since it is bounded by railway line in the south and resettlement colony in the north/ west. The industrial area is separated by the existing Mangolpuri Resettlement Colony by green buffer of eucalyptus trees.

Contd..2/-

Master/Zonal plan land use:

The land use of the site as per MPD 62 is for extensive industries where as in PDP 2001 as proposed to be modified area is to be partly utilised for light and service industry and partly for the facilities centre.

Action taken so far:

1. Originally a layout of a small pocket of about 223 plots varying between 200 to 300 sq.mt. was prepared by VC on 20.5.83 in file No. PP/F/104/82/831/142 and subsequently the roads were also constructed as per this layout which have been integrated with the overall plan.
2. Another plan of the overall area was prepared in 1981 by the then Director(CP) and was partly implemented at site. 30mt. R/W road has been integrated with the overall plan.
3. The third layout plan was prepared by T.T. plng. Unit of City Planning Wing incorporating to the maximum extent the existing 30 mt. R/W road and other roads. This plan was approved by VC on 1.10.84, in file No. F.2(4)/84-Dir. (CP). During implementation of this plan, some modifications have been necessiated for accommodating certain important uses & ESS/SW Stn. sites, details of which are given below.
  - i) A site of 8.397 hect. has been allotted to the National Dairy Development Board on an area where some roads were already existing. 131 plots and about 2 hect. of Flatted factory area has been reduced to accommodate the above, said site. The proposed site has been approved by VC vide his order Dated 11.3.85 in file No.28 (1)/85- Instl.

Condt..3/-

- ii) An area in the south western corner which was earlier planned for flatted factories is to be left as green due to the existence of a large no. of trees and DDA nursery.
- iii) Sub/station and Switching Station sites have been proposed as per the requirements of DESU which were finalised in a meeting held under EM, DDA on 9.8.85. Location of site No. 9, 11, 21 & 30 have been modified.
- iv) The 66 KV grid sub-station site proposed inside the layout earlier has now been proposed along the main 45 mt. road as per the requirement of DESU. Earlier, it was proposed in the centre of the Industrial area on 30 mt. R/W road, where a park ESS/Switching Stn. sites, public utilities and O.C.F. sites are proposed now.
- v) A plot of 1346 sq. mt. was approved for allotment to M/s. Jai Hind Ice Factory vide the orders of VC dated 18.10.85 in file No.F(6)/86/LSB(1).
- vi) The route of the 66 KV overhead line is proposed to be between in the inner footpath of 45 mt- R/W road abutting the green belt as indicated in the plan.
- vii) In the green strip between Mongolpuri Resettlement Colony and the proposed industrial area, some other uses like gas godowns, kerosine Oil Depot, two petrol pumps, idle parking, terminal etc. have been proposed.
- viii) The junction of the 45 mt. R/W road with the Outer Ring Road has been modified as per the site conditions to leave a safe distance between the starting point of the flyover and the junction of this road with Outer Ring Road.

- ix) The service centre site opposite to the National Dairy Development Board has been handed over to DSIDC vide comm. (Land) order in file No. F.31(3)/86-Instl. for the construction of flattened factories.
- x) Plots varying between 10 sq. mt. to 100 sq. mt. sizes have to be carved out for the resettlement of the petroleum traders in the pocket below the 66 KV grid sub/station and informal shopping site on the southern side. However, this part of the layout is to be prepared after the detailed survey is available from Dir. (CL).
- xi) It is proposed to construct an open trunk storm water drain in the outer footpath/service road on the 45 mt. R/W road on the side abutting the green belt in order to eliminate the construction of covered drain for cost reduction. Culverts will be constructed for access to the facilities proposed in the green.
- xii) On account of the changes done in the layout from time to time some infructuous expenditure has been incurred as would be due to the site allotted to National Dairy Development Board and details given under para 1, 2, & 3.

The changes in the layout plan have been got approved in piecemeal and the approval/ the concerned file No. is mentioned in the layout plan.

P  
Proposal

The details of existing, newly proposed plots and

land use analysis as per the modified layout plan are given below:

<u>Plot Size</u> in mts.	<u>Area in sq. mt.</u>	<u>Nos.</u>
7.14 x 14.00	100.00	68
9.10 x 22.00	200.00	254
11.10 x 36    12.50 x 32	400.00	92
10.18 x 19.65	200.00	26
Odd plots		48
		<u>488</u>

(Plots carved out for Petroleum Traders are not included in the above).

Details of existing plots as per plan prepared by project planner, Rohini.

<u>Type</u>	<u>Size in mt.</u>	<u>Area in sq. mt.</u>	<u>Nos.</u>
T <sub>1</sub>	11.40 x 35.00	399.00	55
T <sub>2</sub>	10.00 x 20.00	200.00	88
T <sub>3</sub>	11.75 x 20.00	235.00	8
T <sub>4</sub>	9.00 x 22.6	203.40	72
			<u>223</u>

Total No. of plots 488+223 = 711

<u>Land use analysis</u> Use	(excluding green belt) <u>Area in hect.</u>	<u>%age</u>
Industrial	33.00	51.16
Commercial	3.14	4.87
Public & semi Public	5.60	8.68
Recreational	4.80	7.44
Circulation	17.96	27.85
Total	<u>64.50</u>	<u>100.00</u>

Contd..6/-

Landuse analysis (including green belt)

<u>Use</u>	<u>Area in Hect</u>	<u>%age</u>	<u>%age as per PDP 2001</u>
Industrial	33.00	28.32	
Commercial	3.14	3.69	
Public+ Semi Public	6.45	7.59	
Recreational	13.05	15.35	
Circulation	<u>29.36</u>	<u>34.55</u>	
Total	<u>85.00</u>	<u>100.00</u>	

Total employment @ 300 workers per hect. of gross area as per PDP 2001 + 300 x 85.60 = 25,680 workers  
say 26,000 workers

Facility area required @ 2.05 sq. mt. per worker as per PDP 2001  
= 26,000 x 2.05 = 5.33 Hect.

Facility area (public/semi public) provided in the layout  
= 6.20 hect.

Facilities to be provided for 26,000 workers as per PDP 2001

<u>S.No.</u>	<u>Use</u>	<u>Area in hect. required for 26,000 workers</u>	<u>Area in hect required for 26,000 workers</u>	<u>Area in hect. provided in the layout</u>
1.	Police Station	1.00	1.00	0.70
2.	Sub-Fire Station	0.60	0.60	Fire Station site is included in community centre of about 3.0 hect.
3.	Community Centre (to accommodate essential facilities for industrial Estate)	1.00	1.30	3.0
4.	ESS	0.50	0.65	1.95
5.	Parking for truck tongas, taxi & 3 wheeler	1.00	1.30	2.26

Contd..7/-

6. Bus Terminals

(2 nos. - one  
adjoining Railway  
Station and the  
other for the Indl.  
area/ Mangolpuri  
Residential Colony.

-

-

1.95

Uses Permitted - All light & service industries permissible  
in the master plan except acids, chemicals  
rubber, paints, varnishes, petroleum  
products & pollutant industries.

The case is put up to the Technical Committee for approval  
of the layout plan, (laid on table) and the modification  
proposed therein.

Sub : Intersection design of Netaji Subhash Marg  
with S.P. Mukerjee Marg.

P.5(55)/66-4P, Pt. IV

1. Netaji Subhash Marg with 45 mt. R/W provides a very important link to Old Delhi Railway Station, Chandni Chowk, Red Fort and Darya Gang from north and South Delhi. S.P. Mukerjee Marg with a R/W of 30/36 mt. is the main road connecting to Old Delhi Railway Station, Mori Gate, Azad Market with Netaji Subhash Margh, Ring Road & Trans Yamuna areas. The intersection of these two roads near the Army recruiting office is very important and as it is heavily loaded with traffic.
2. Netaji Subhash Marg meets the S.P. Mukerjee Marg in a slope from red fort side. The intersection is bounded by Luthian Bridge, a small park and shed of northern railways in the north and Presentation Convent School/ Army recruiting office in the south. At present, a six lane divided carriageway is in existence.
3. The main problems at this intersection are due to the heavy mixed slow moving and vehicular traffic and the limited width of the Luthian Bridge for the straight traffic going to Kashmere Gate. There are no slip roads for left hand turning.
4. Improvement plan of this intersection has been prepared based on the survey supplied by MCD. Slip roads for left hand turning with traffic islands have been provided for smooth turning. Existing Luthian Bridge is proposed to be demolished and the widening work on the same is in progress.

Contd..2/-

The final phase proposal of widening has been integrated in the intersection design. Three phase singalised intersection is proposed. Grade seperator at this particular intersection is not possible due to the existing constraints.

5. With the above said improvements, a part of the land of Presentation Convent School with its boundary wall one urinal and part of the park, boundary wall and open land of recruiting office , one telegraph pole, and 11 electric poles are affected.

6. The case is put up to the Technical Committee for consideration.

Sub : Traffic Congestion on Selected Arterials in  
Delhi - A review.  
F. 5(31)/87-MP.

1. Traffic volume counts have been conducted by CRRI on Aurbindo Marg, Sardar Patel Marg, Patel Road, New Rohtak Road, Sham Nath Marg, Netaji Subhash Marg, Minto Road, Punchkuian Road, Janpath and Dr. Zakir Hussain Marg for the year 1969, 1984, in morning evening and non peak hours for light, heavy slow vehicles and cycles.

A summary of the analysis for all the ten roads has been given in the table No. 1 & 2 enclosed below.

2. Emerging traffic flow trends and speed trends have been given as under:-

A Traffic Flow Trends:

- i) The total number of fast category of vehicles for the average hourly period of three distinct periods viz. morning peak, evening peak and non-peak period have increased varyingly over a period of 15 years. The minimum increase was observed on Minto Road i.e. from 2854 in 1969 to 2727 in 1984 i.e. an increase of 31%. The maximum of 235% increase was observed on New Rohtak Road from 660 vehicles in 1969 to 2215 in 1984.
- ii) The proportion of fast category of vehicles has increased over the study period on all the ten selected arterial roads in Delhi. This category of vehicles which formed an average of 61% of the total flow on the ten selected arterials in 1969 rose to 83% in 1984.

Contd..2/-

iii) As regards the type of vehicles, the maximum increase was in the case of buses on 5 out of 10 arterials in Delhi and this increase was during the morning and evening peak periods. On the remaining 5 arterials the maximum increase was accounted for by two-wheeler traffic i.e. scooters/moter cycles and it was mostly during non-peak period on 3 of these 5 roads. Next to buses and scooters, the largest increase was observed in the case of three-wheelers i.e. autorickshaws. However, the total number of fast vehicles including cars/jeeps/taxis taken together have presented a mixed trend over the study period with varying rates in the case of 8 arterials out of 10 selected in Delhi.

Iv

The number of cycles in the traffic stream declined by as much as 55% on an average for all the ten selected arterials during the study period.

v

The proportion of cycle traffic in the traffic stream on arterials also decreased considerably. In 1969 cycles constituted an average of 41 percent of total volume on ten roads whereas in 1984 it declined to 14 percent. The increased trip length, favourable mass transport facilities and road safety may be the major contributory factors responsible for the decrease in the proportion and number of cycles.

#### B Speed Trends :-

As regards the speed trends of fast vehicles, the major conclusions are as under:-

Contd..3/-

- i) The overall average travel speed over the 15 year period shows a mixed trend both during peak periods and for the day as a whole. During the period of day as a whole the five arterials out of ten selected for the study have shown an increase in speed in varying degrees. Out of these five roads the substantial increase was noticed in the case of Aurbindo Marg and Shym Nath Marg, i.e. from 32 kms./hours to 40 kms./ hour and from 41 kms/hour to 48 kms/ hour in 1969 and 1984 respectively. As regards, the other three arterials, the increase was marginal. Increase in speed<sup>d</sup> during the peak period was also observed in the case of four out of the above 5 arterial roads. Three out of these five arterials have undergone road widening programmes, as a result of which the increase in speed was to be expected.
  - ii) A marginal decrease in overall speed was seen on the 6 arterials during the peak period and on five roads during the day as a whole. Three of these roads did not have the benefit of road widening programmes and the decrease in speed was to be expected.
3. On the basis of the Studies conducted by PPW during the preparation of PDP-2001 a Multi Modal transport system consisting of (1) Ring Rail & its spurs (2) LRT & (3) Buses has been proposed in the draft PDP-2001. A copy of the modified network plan (th basis of Screening board observations) as proposed in Draft PDP-2001 is placed opposite (at flag ) for reference please.

4. It clearly indicate that most of roads mentioned in CRRI report have been covered directly by providing the LRT routes along these roads or on some parallel road, except the Sardar Patel Marg. The studies conducted by PPW & also by CRRI (as refered in the note) clearly indicated that though volume has increased on this road but still it can not be categorised with roads like Neteji Subhash Marg, or Aurbindo Marg, It has still sufficient spare capacity. It was also to be mentioned here that this is a VIP route & due to safty norms may not be possible to run any system on surface/over ground along this road.
5. There is no doubt that serious attempts are required to tackle the traffic problems of the city & to start with it is suggested that the railway be requested to run the EMU services on the existing rail network within Union Territory (Rihg & Spars) at a proper frequency (max. 10mins) in peak hours at the earliest. The DTC may also be requested to modifide the bus routes wherever required to provide feeder services to the rail network.
6. The item is placed before the Technical Committee of DDA for considerations a-and solutions.

Sub : Change of land use of an area measuring 418 sq. meters from open space/green to religious for Nirmal Lok Sewak Mandal at Lajpat Nagar IV.  
File No. F.3(47)/86-MP.

A reference from Shri Des Raj Chhabra, Member Metropolitan Council Delhi, alongwith a letter of 'Nirmal Lok Sewak Mandal ((Regd)' has been received for issue of 'No objection certificate' to the Mandal for construction of a temple on the land mentioned above in the subject.

2. This piece of land was allotted to the Nirmal Lok Sewak Mandal by the Institution Branch of DDA for construction of a religious building and a lease-deed on perpetual basis has also been executed and registered to this effect. The Sewak Mandal submitted a building plan to the MCD for construction of the temple but the same was turned down and returned to the Mandal with the remarks that the proposal for construction of temple did not form part of layout plan apart from other objections.

3. The matter was got examined from the Zonal Plan Section which observed that the allotment for religious purpose is in contravention of the layout plan of the area according to which the land in question has been shown as 'open/green'. The said layout plan stands approved by the Authority and a reference has already been made to the Central Govt. Under Section 11A of the DD Act 1957.

4. The case is, accordingly, submitted to the Technical Committee for its consideration.

Sub : Layout plan of facilities and LRT terminal complex near Kalkar Duman in trans-Yamuna area.

File No. F.Instt. 1(1)/86-Dir. (CP) -Pt.I

INTRODUCTION:

1. An area measuring about 17 Ha was kept reserved for University Centre in pursuance of MPD-62. In the General Development plan for zone E-9,10 & 11, besides 4 plots, out of 0.4 Ha were earmarked for facilities like Telephone Exchange, Fire Station, Police Station and post office.
2. (i) Delhi Development Authority in consultation with Delhi University vide its resolution no.79 dated 22.4.83 decided to shift a University Centre in East Delhi in an area earmarked for sub CBD complex in MPD-62 (Marked red on the plan laid on the table).  
(ii) While approving the change in the location, a University Centre, it was also approved by the authority to utilize the land measuring 4 Ha for the purposes of University Centre while for the remaining land earmarked for purposes of University Centre in GDP and in Master Plan, no decision was taken.
3. (i) Keeping in view the fact there is already a provision of 2 community centre sites in the GDP of E-9,10 & 11 to cater the requirements of the population of the area, allotted to various cooperative house building societies, a layout plan in the area for the purposes of institutional cum facilities complex was prepared and approved by the competent authority, in the year 1986 (Plan laid on the table).

Contd..2/-

- a. Location : North of road no. 75-B in zone E-9,10 & 11.
  - b. Boundaries : North- road no. 58, south- road no. 75-B, East- boundaries of Har Bovi d Enclave and AGCR cooperative house building societies in, west 45 m wide drain.
  - c. Area : The total area of the scheme on the basis of the detailed survey is of the order of 16 Ha.
  - d. A total no. of 44 plots of 4000 sq.m (6 nos), 3000 sq.m (4 nos), 1800 sq.m (6 nos) 1500 sq.m (16 nos) 1000 sq. m (12nos) are proposed to be carved out with adequate facilities like parking, electric sub-station, informal shopping etc. to meet the requirements.
- (iii) Based upon the approved plan, the allotment position in record to the plots in the area is given as under:
- a. Land measuring 3577 sq.m is allotted/handed over to DESU for setting up 66/33 electric s-ub-station.
  - b. Land measuring 3000 sq. m is handed over to P&T Deptt. for the construction of head postal facilities in the area.
  - c. Land measuring 0.8-Ha is handed over to DSIDC for construction of their office building.
  - d. Land measuring 0.4 Ha is allotted to All India Womens Organisation.
  - e. Land measuring 0.4 Ha is allotted to Council for Child Welfare.
  - f. Land measuring 3000 sq.m allotted to Telephone Exchange.
  - g. Land measuring 0.8 Ha is allotted to Delhi Admn. Health Services.
  - h. Land measuring 0.8-Ha is allotted to Indian Cancer Society. Out of th-ree plots for which the possession has already been handed/over, P&T Deptt. has started construction of its boundary wall etc. on the site allotted/handed over.

4. The area earmarked for University Centre in MPD- 62 is identified for Educational & Research Institutions in PDP 2001. Besides, there is also a proposal to link East and West by means of LRT systems, and in a meeting held in the room of V.C. DDA, it was decided to withhold further allotment/ handing of the possession in the area referred above.
5. Recently, DDA has received a proposal for locating computerised reservation centre in East Delhi which has been examined in detail with respect to the proposal for locating L&T complex in trans-Yamuna area. In consultation with Northern Railway wherein they have given a detailed layout plan in the area to accommodate besides the computerised reservation centre, booking offices etc. for L&T, provision for sick lines, LRT lines, parking areas etc. to provide for the requirements in the scheme area referred above.
6. In a meeting held in the room of Secretary, Union Development, Govt. of India, it was decided to meet the requirements of LRT complex in the area along with site for computerised reservation centre, keeping in view the recommendations of PDP-2001 for the provisions of a LRT system to be provided from East to West Delhi.
7. Keeping in view the requirements of LRT complex, and the other essential facilities to be provided for in trans-Yamuna area, V.C. DDA vide his orders dt. 20.7.87 decided as under:
  - (i) No allotment to any institution/organisation is to be made by DDA in the Kaykardooma Institutional cum Facilities Complex in future.

Contd...4/-

(ii) Allotment already made to the Directorate of Industries, Directorate of Health Services, Laxman Singhania, All India Women's Conference and India Cancer Society should be cancelled and these Departments/Institutions offered land elsewhere.

(iii) Allotments to the under mentioned agencies/departments be adjusted in the following manner :

(a) D.E.S.U.	4000 Sq. mtrs.	(3577.00)
(b) Postal Deptt.	3000	
(c) Telephone Deptt.	2900	
(d) Police Station	8000	
(e) Computerised Reservation Office	500	
	<u>17,500</u>	

#### PROPOSALS :

Keeping in view the requirements of LRT Complex and other agencies like DESU, P&T, Police etc, the scheme for the area measuring 16 Ha based on the physical survey of the area has been prepared in consultation with Northern Railways of which the salient features are given as under (Plan laid on the table).

a. As per the detailed survey, the area of the scheme bounded by 45 mt. nala in the West and boundaries of cooperative house building societies in East, road no 75 B in south and road No 50-A in the North works out to 16 Hac.

(b) A 24 m wide road is provided in the scheme to link road no. 75-B and road no. 58 running in the north-south in order to provide access to institutional plot as well as LRT terminal facilities and parking areas in the scheme. In the proposed road, an area of the order of 370 sq. m in the vicinity already handed over the Central School would be required to be taken back for its implementation.

(c) A total of 12 plots as details given below have been provided in the scheme to take care of essential facilities like police, P&T, electric sub station, computerised reservation office besides a provision of 6 plots of 1000 sq. m each to be used for other similar institutions including 1 to be proposed to be allotted as an alternate plot for the existing flood controls godowns in the area. 1:

Plot No. 1	8000 Sq. m	Police Station
Plot No. 2	1000 Sq. M	Computerised reservation office
Plot No. 3	3577 Sq. m	E.S.S. for DESU
Plot No. 4	3000 Sq. m	Post Office
Plot No. 5	2000 Sq. m	Telephone Exchange
Plot No. 6	1000 Sq. m	Alternate plot for Flood Deptt.
Plot No. (7-12)	1000 Sq. m each	Institutional plots

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Total number of plots	12	Area : 2.46 Ha
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(d) Besides the institutional plot, sites have also been reserved for parking facilities, informal shopping centres, parks etc. in the area to meet the requirements.

(e) The land use break up of the scheme is as given below :

Land use	Area in Ha	%
Area under instl. plots	2.46 Ha	15.37
Area under informal shopping	0.18	1.13
Area Under parks	0.60	3.75
Area under LRT Complex	9.86	61.63
Circulation (24m wide road)	2.90	18.12
& parking facilities		
Total	16 acres	100%

3. The layout plan of the complex is placed before the Technical Committee for :

(i) Approval of layout plan

(ii) Change of land use in an area measuring 9.86 Ha from University Centre to transportation (LRT complex)

28-9-87 at 10.00 AM

V.C's Office  
Dy. No. 7243  
Date 10/9/87

DELHI DEVELOPMENT AUTHORITY  
VIKAS MINAR  
INDRAPRASTHA ESTATE  
NEW DELHI.

No.F. (10)/87-MP

Dated \_\_\_\_\_.

From:

Asstt. Director (MP),  
Delhi Development Authority,

To,

O.S.D.  
Vice Chairman  
Vikas Sadan N/A New Delhi

Sir,

I am directed to forward a copy of the Minutes  
of the meeting of Technical Committee of the Authority held  
on 25/8/87 at 9.30 A.M./P.M. in the Con-  
ference Room of the Delhi Development Authority, Vikas Minar,  
Indraprastha Estate, New Delhi for information.

Encls: As above.

Yours faithfully,

[Signature]  
ASSISTANT DIRECTOR (M.P.)

[Signature]  
[Signature]

DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

Minutes of the meeting of the Technical Committee held on 25.8.87 at 9.30 A.M. in the Conference Room of Delhi Development Authority, 5th floor, Vikas Minar, New Delhi.

The following were presents

1. Sh. Om Kumar, Vice Chairman (Chairman)
  2. Sh. V.S. Multani, Engineer Member
  3. M/s Janak Juneja, Secretary
  4. Sh. T.S. Punn, Chief Architect (H)
  5. Sh. Santosh Auluck, Addl. Chief Architect
  6. Sh. J.C. Gambhir, Director (PPW)
  7. Sh. R.G. Gupta, Director (CP)
  8. Sh. S.C. Gupta, Director (DC&B)
  9. Sh. Y.K. Mahto, Director (IM)
  10. Sh. P.N. Dongre, Jt. Dir. (M)
  11. Sh. R.D. Gohar, Jt. Dir. (UVC)
  12. Sh. N.K. Aggarwal, Jt. Dir. (CP)
  13. Sh. D.R. Bhatia, ACA
  14. Sh. Chander Ballabh, Dy. Dir. (ZF)
  15. Sh. Parkash Narain, Dy. Dir. (PPW)
  16. Sh. D.K. Daluja, Dy. Dir. (CP)
  17. Sh. Sabharwal, Dy. Dir. (ZF)
  18. Sh. Harchandi Singh, Asstt. Dir. (MP)
  19. Sh. C.P. Rastogi, Dy. Dir. (MP) (Convenor)
- POLICE DEPARTMENT
20. Sh. Ranbir Singh, A.C.P. (Traffic)

SPECIAL INVITIES : D.E.S.U.

21. Sh. S.C. Chattopadhyay, XEN (Plg.I)

22. Sh. S.P. Aggarwal, S.E.

For Item No.  
12 to 13

23. Sh. G.G. Sinha, XEN

P.W.D.

24. Sh. Bharat Bhushan, XEN-Div. X

For Item No.3

25. Sh. A.L. Garg, E.E. DW-23

For Item No.5

Cement Corporation of India

26. Sh. T.D. Kharia, Chief Gen. Mgr.

27. Sh. R.K. Sharma, Sr. Mgr.

28. Sh. A Munim, Jt. Sr. Mgr.

For Item No.1

D.W.S. & S.D.U.

29. Sh. J.R. Hooda, E.E. (C), Dir. IX

30. Sh. Kamlesh Chand, AE (C)

For Item No 15

31. Sh. S. Parkash, C.E.

32. Sh. S.S. Chadda, S.E. (C)

DELHI ADMINISTRATION:

33. Sh. M.B. Das, Architect.

Transport Delhi Administration:

34. Sh. N. Bala Chandran, Jt. Dir.

For Item No.14

Item No. 1

Sub: Issue regarding transportation of flyash from Badarpur Thermal Power Plant to the Project site of Cement Cop. of India. File No. F.3(26)87-MP.

Matter was explained by Director (CP) and officers from CCI. It was pointed out that CCI has already constructed a 24 mt. wide road from the inner road at a cost of Rs.10 lacs and they requested that the same may be considered for approval. They also submitted that It has been decided in a meeting with Chief Secretary Delhi Administration that they shall be transporting fly ash from Raj Ghat Power Station in place of Badarpur Plant.

2. Director (CP) explained that the road proposed by him a-long the proposed railway line is more suitable so that the remaining land could be designed in a proper fashion at a later date. Director (PPW) stated that CCI should use major bye pass road as and when constructed for carrying flyash/sending cement to various areas of Delhi.

3. Technical Committee decided that the road 24 mtrs. wide constructed by CCI be approved subject to the condition that no internal road shall be used for transportation of flyash/cement. It was also decided that the land shown in red colour for the proposed railways line be paid by CCI as this piece of land could not be useful development by DDA. Director (CP) shall write a note to F.M. and Commr. (Lands) for taking the money from CCI for the extended land.

ITEM NO. 2

Sub: Construction of permanent bridge across river Yamuna in place of existing pantoon bridge.

File No. F5(23)186-MP  
The proposal was introduced by Director (CP) and he has explained that there is a need of another bridge at the existing pantoon bridge site. Matter was discussed in great detail with regard to the necessity of having another bridge connecting shahdara and Delhi. Tech. Committee considered the LRT route alignment which will cross over river Yamuna and decided that the bridge may be constructed at this site as a composite scheme with LRT.

ITEM NO. 3

Sub: Alignment plan of Road No.51 in the extension of Ring Road (adjoining Azadpur Subzi Mandi) upto its junction with road no. 50 (National Bypass).

File No. F-5(27)/84-112

Proposal was deferred on the request of Director (PPW) for studying it in detail.

ITEM NO. 4

Sub: Alignment plan of proposed link road to connect Green Park and Safdarjung Enclave through Deer Park.

Director (CP) explained that he has been receiving constant request from residents of green park/Safdarjung Enclave for this link. Divergent views were expressed by members on this issue because some portion of the green area shall be utilised for this proposed road link. It was decided that a site inspection is to be arranged with V.C E.M., CA and Director (CP) (Convenor)

ITEM NO. 5

Sub: Alignment plan of Road No.56 from G.T.Shahdara Road to Nh 24.

File No. F-60/81-112

The proposed alignment plan was explained by Director (CP) in three parts, namely, from NH-24 upto an existing culvert over the trunk drain, (ii) from the said culvert upto the ROB on Railway Lines near Anand Vihar (iii) from the said ROB upto G-T.Shahdara Road. The proposal of LRT has been integrated in the alignment plan. Technical Committee approved the alignment plan subject to further detailing of inter section designs.

ITEM NO. 6

Sub: Alignment plan of Laxmi Bai College Road (Road No.39) from its junction with road no. 38 (along Najafgarh drain) upto its junction with 30 mt. R/W peripheral road of Ashok Vihar (Abutting Wazirpur village)

File No. F-46/78-112

Director (CP) explained the proposed alignment through alternative I and alternative II. Technical Committee considered the proposal and approved the alternative I

ITEM NO. 7

Sub: Alignment plan of road connecting pull Mithai and Boulverad Road passing through 'Tis Hazari Court Complex (Alignment plan of Queen's Merry Road)  
F.5(24)70-MP

The proposal was explained by Director (CP) and after due consideration the same was rejected.

ITEM NO. 8

Sub: Intersection design of Patel Road and Najafgarh Road.  
F.5(9)76-MP

Director (CP) explained the proposal and stated that intersection design under reference is only meant for immediate improvement by providing traffic islands for left turning and improvements in the radious of culvatures for smooth flow of traffic. Technical Committee approved only four slip roads and decided that no structures are to be affected.

ITEM NO. 9

Sub: Shifting of brick kilns from Union Territory of Delhi regarding renewal of their licences. F3(59)68-MP

The proposal was introduced by Director (DC&B) where in he pointed out that the brick kilns under reference are as per the provisions of Master Plan 1962 but as per the draft PDP-2001 no brick kilns are to be permitted within the Union Territory of Delhi. Director (CP) stated that there is a need of the brick kilns in Delhi as there is a tremendous demand for bricks in Delhi and people have to pay heavily if they transport them either from Haryana or U.P. VC pointed out that there is already a Committee constituted By L.G. and another Committee under E.M. on the same subjects they should submit their reports early. Technical Committee decided the following:

1. Phased programme for closures of kilns be worked out.
2. Renewal of licences:-
  - i. No fresh licence should be given.
  - ii. After the exhaust of the existing land with the owners of the kilns further licence should not be granted for other land.
  - iii. Digging depth could be allowed upto 4'-0" instead of 8'-0"
  - iv. Discussed kiln land would be levelled by kiln owners.

ITEM NO. 10

Sub: Group Housing on plot No. Kh.No.68/271/1 of Village  
Bharpur Okhla Road, Delhi. F.3(14)87-MP

This reference was received from Under Secretary (ULCR) with regard to permission for Group Housing on the plot under reference. The Authority vide its resolution no. 198 dt. 2.10.84 spot zoned the property under reference, the then DIM, DDA informed the party. The property as per Master Plan 62 and draft PDP-2001 is located in residential use zone and in the approved zonal plan of zone F-1 it is part of a 'neighbourhood park'. The Technical Committee would take a view after the site is inspected by VC DDA, ACA and Director (CP) (Convenor)

ITEM NO. 11

Sub: Shifting of Masood Pur Dairy Farm. File No. F<sub>3</sub>(24)/87-MP.

The matter was discussed in the Technical Committee and decided that the site could be located in Satbari Village.

ITEM NO. 12

Sub: Route approval of 400 KV Double circuit Transmission lines falling in Delhi from Mandola (UP) to Bawana to Bannoli and Bannoli to Ballabgarh 400 KV S/Stn.  
File No. F<sub>4</sub>(8)/87-MP

The proposal was explained by the officers from DESU and they stated that 400 KV sub/station is now located at Mandola (UP) and route alignment plan from Mandola to Bawana, Bawana Bannoli and Bannoli to Ballabgarh has been worked out. The proposal was seen by Director (PPW) and he desired that the route alignment should follow the plan prepared by PPW which takes into consideration the proposed road pattern of this area. Technical Committee decided that the proposal prepared by DESU for part A be approved and for part B the proposal of PPW be approved. However, no structure or trees are to be effected and this should be ensured by DESU.

ITEM NO. 13

Sub: Allotment of land for 33 KV sub station at Timarpur.  
File No. F<sub>2</sub>(80)/87-MP

The matter was explained by Director (CP). The Tech. Committee desired that Director (CP) should re-examine the case after a site inspection and a site in Timarpur should be located and case be put up to V.C.

ITEM NO. 14

Sub: Change of land use in respect of premises no. 3  
Tilak Marg, New Delhi.

File No. MU/3/TM/77/T/II

The proposal was explained by Sh. Balachandran, Jt. Director (Transport) Delhi Administration, requesting that the land use of plot no. 3 Tilak Marg, should be considered for change from 'residential' to 'offices' as this property is being used by the transport department to serve several Central Govt. departments, as these offices are located in central Delhi and there is no other suitable site available. He also submitted that this property has already been notified for acquisition for the construction of a Regional Transport Office.

The matter was discussed in detail and it was noted that this property is located in low density area and use other than residential could not be desirable as also there is no alternate access available to this plot and too much congestion on Tilak Marg is not desirable. Tech. Committee desired that Director (PP) and Director (DC&B) along with representative of transport department may inspect the area and submit their report before the next meeting of the Tech. Committee.

ITEM NO. 15

Sub: Allotment of land to MCD for the construction of  
Sewage pumping station at Aruna Nagar.

The matter was explained by Chief Engineer Water Supply and Sewage Disposal and after detailed discussion the Tech. Committee approved the site subject to the condition that no tree shall be cut and the site (50mt x 25 mt) should be flush with existing nallah.

File no. F23(1)/87-Instt.

ITEM NO. 16

Sub: Provision of Refuge area in a multi storey building  
for fire safety for all buildings exceeding 15 mts.  
in height.

File no. F.4(1)/80/2upl./CL/PH II.

Matter was introduced by Director (DC&B) and he stated that the provision for the refuge area as per building bye laws 1983 is at the rate of 1.0 sq.mtr. per person in multi storey building and it is only 0.3 sq.mtrs. per person as

per National Building Code 1983. He expressed that the provision made in the building bye laws 1983 is far in excess and it may be according to the National Building Code i.e. 0.3 sq.mtrs. per person as suggested by CA, DDA. Director (PPW) was of the opinion that even 0.3 sq.mtrs. per person is on higher side. Technical Committee after detailed discussion approved the area at the rate of 0.3 sq.mtrs. per person as provided in the NBC-1983 and desired that MCD/NDMC may also be consulted and the same be submitted for DDA's approval.

ITEM NO. 17 (laid on the table )

Sub: Proposal for a pump station in Mansarovar Park.

The item was brought by DLM for the allotment of a piece of land in Mansarovar Park, Trans Yamuna Area for sewage pumping station, to serve the neighbourhood. The site as alternate No. 2 suggested on the plan was recommended for approval by the Tech. Committee.

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(Laid on table)

Item No.15

Sub: Change of land use for Papankalan Scheme.  
(South of Pankha Road.)

F.20(10)/84-MP.

According to population projections for the year 2001 by DDA, urban Delhi would be around 122 lakh persons. DDA in the perspective plan, proposes to accommodate the Additional population in different parts of Delhi within its Union Territory. One such area considered to accomodate part of additional population is South of Pankha Road. The area is bounded by Najaigarh road towards the west Pankha Road/ Janakpuri towards the North, Rewari railway line and Indira Gandhi International Airport towards the East/South. The total area of the scheme is about 5,648 hecets.

2. The proposal was placed before the Authority for change of land use f-or an area of 3500 hecets and the Authority had resolved to approve the same vide its res. No. 78 dt. 21.8.86. (Res. enclosed)

3. The revised proposal of 5648 hecets. is now being put up because of the need for integrated development up-to Najaigarh drain which is a major physical boundary.

4. The areas proposed for different land uses to be changed from Agricultural Green Belt/rural area are as follows:

Land Use	Areas in (hecets.)	percentage
1. Residential	3047.00	54.0
2. Commercial	265.00	4.7
3. Industrial	150.00	2.6
4. Recreational	1294.00	22.9
5. Public & semi-Public	423.00	7.5
6. Circulation	469.00	8.3
Total:	5648.00	100.00

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(Appendix E to Item No. 15)

Sub: Technical Committee Agenda for the change of land use - Papankalan Project.  
F.20(10)84-MP

The draft agenda (placed at flag C) prepared by Director (DC) has been examined in relation to MPD-2001 proposals, and also in respect to the decisions taken regarding the incorporation of Integrated Freight Complex Scheme. The observations are as under:

1. The Site

The Authority vide resolution no. 78 dt. 21.8.86 had approved a scheme for an area measuring 3.549 hec. for the change of land use. The scheme was known as Pankha Road Extension.

The scheme submitted by the Project Planner (Papankalan) has the total area of 5648 hec.

2. Population

The Scheme submitted by the Project Planner, Papankalan will accommodate 11.3 lakhs population at the gross density of 200 persons per hec.

3. Transportation

A comprehensive network structure plan of the urban extension for Delhi Perspective 2001 was approved by the Authority along with Master Plan for Delhi Perspective 2001 in its meeting on 30th June, 1987, and the same has been sent to the Govt. for its approval.

The said plan also incorporates the Papankalan Scheme approved by the Authority earlier. However, the revised plan as prepared by Project Planner (Papankalan) was also studied by the Committee, constituted by VC, DDA Director (PP) as convenor of that Committee has submitted its report placed at Flag 'A'. The basic issues were the provision of (i) Metropolitan Passenger Terminal (ii) Freight

complex as envisaged in the Master Plan for Delhi Perspective 2001 (modified draft) (iii) Land for SPG (iv) Integration of network with the urban extension plan submitted to the Govt. for approval.

Considering the above major issues, the plan prepared by Project Planner (Papankalan) needed modification to have following requirements for the location of Metropolitan Passenger/Freight Terminals.

- a. Direct access from the major arterial road.
- b. Integration with ISBT to be located in South West and major DTC & IRT Terminal.
- c. Connection with Indira Gandhi International Airport.
- d. Link with the proposed urban extension in the South West and North West by CRT.
- e. Integration of goods terminal with freight complex which includes wholesale and truck terminal which has to be accessed by major arterial road.

The proposals submitted by the Committee were discussed in the meeting under the Chairmanship of VC, DDA and it was agreed that the proposals submitted by Director (PP) shall be incorporated. However, in the plan submitted by the Project Planner, Papankalan, the proposals agreed by VC have not been incorporated in total. Accordingly, the proposal have been marked on the plan for incorporation.

As per the area statement the total area provided under the transport facilities/circulation is 8.3%. Out of which about 4% is for the integrated (goods & passenger) terminal. The balance area left for the transport circulation like roads, DTC Depot, etc., is about 4% which appears to be very very low.

#### 4. Facilities

In the Master Plan for Delhi Perspective 2001, norms for the land to be reserved for facilities at different level of planning have been formulated. The related extract from MPD-2001 is placed at flag 'B'. As per these norms, area requirements for various facilities at Division level, District level & community level for 11.3 lakh population are given as under:

i.	At Division level (Pop 10,00000)	60.8 hect
ii.	At District level (Pop 5,00,000)	40.0 hect
iii.	At Community level (Pop 1,00,000)	440.0 hect
Total area required as per MPD-2001		540.0 hect
Total area provided in scheme		423.0 hect.

Thus it is evident that there is a need for the modification in the scheme for accommodating all the facilities as per the recommendations of the MPD-2001 (placed at flag 'B').

The comprehensive list of required number of facilities in the scheme is enclosed.

#### Trade & Commerce

As per the norms prescribed in MPD-2001 for this scheme, there should be a provision of two district centres of 44 hecets. each. The Papankalan Plan indicates 1 district centre with 80 hect. of area. Eleven community centres of 5.4. hecets. each are required which are not shown in the Plan.

(Laid on table)

Sub: Resitement of the three existing Petrol Pumps namely Azadpur Service Stn. of HPC, Tej Service station of HPC & Highways filling station of BPC from Azadpur Subzi Mandi.

File No. F.7(21)/81-MP.

The request has been received from BPC Ltd. in their letter dt. 10.4.87 with regard to shifting of their Petrol Pump i.e. Highways filling station, G.T. Road, Azadpur, Delhi. There are ~~two~~ more petrol pumps in this area, namely, Azadpur Service Station and Tej Service Station of HPC which are also to be shifted. These sites are objectionable due to their nearness to the main inter-section as also to the entry/exist of the transport centre and fruit and vegetable market at Azadpur. The then Lt. Governor ordered the shifting of these petrol pumps in July, 1983 and in December 1985 during site his inspections but due to one reason or the other they could not be resited as explained below:-

- i. Initially in Aug. '83 it was decided to relocate the three petrol pumps in Sanjay Gandhi Transport Nagar, being developed by MCD on G.T. Karnal Road where four sites for petrol pumps have been proposed. There had been no headway in their shifting due to the following reasons:
  - a. Non-development of the Transport Nagar
  - b. Sites are not proposed along the G.T. Karnal Road but on the internal roads of the transport Nagar as indicated on the plan.
  - c. Adequate sale may not be possible inside the transport nagar to make the pump economically viable.
- ii In the approved plan of Transport Centre at Azadpur prepared by Chief Architect, DDA all the three petrol pumps are adjusted at their location with minor adjustments but this proposal does not seem to be feasible

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because the pumps are proposed between the 24 mt. R/W entry/exit roads to the transport centre as also due to the proposal of grade separator at the inter-section of G.T. Road, Ring Road and Road No. 51.

- iii Subsequently, it had been suggested that the three petrol pumps can be resited in Wazirpur District Centre. According to the observations of the Chief Architect, the Conceptual design of Wazirpur District Centre has been approved and detailed plan is being prepared by a consulting Architect, wherein three petrol pump sites will be provided. However, no commitment can be made till the scheme is finally approved. As such, again it does not appear feasible to shift the objectionable site in this area in the near future as the development of district Centre itself would take four to five years.
- iv) A fresh exercise was again done in order to explore some new/master plan sites in the near vicinity for resitment of these three petrol pumps. Feasibility of five master plan sites and four new sites was explored alongwith the availability of land out of these four sites have been indentified details of the same are as under:-

Site No. 1.

This is a master plan petrol pump site on the south of Road, No. 37, between the existing Manendra Shakti Vidalya (Primary School) and the EWS/LIG DDA flats of Lawrance Road. The site is lying vacant free from encroachments and is in possession of DDA. The location is suitable for a petrol pump site as there is not even a single petrol pump existing on this road between ring road and road No. 40 in a length of about 2.5 km.

Site No. 2.

This is not a master plan site. It is proposed on the northern side of road No. 41 after leaving a distance of 300 ft. from its junction with Ring Road in the facility centre F -53

from

site as per PDP 2001. The site is lying vacant free from encroachments, & in possession of DDA. There is not even a single petrol pump existing along this side of the road between Ring Road and Outer Ring Road, one master plan petrol pump site about 1/2 km. away on the same side between the existing H.T. Lines and the DDA flats has been developed as a park by the Hort. Deptt. and the same is not possible to be developed for petrol pump. The new proposed site could be integrated in the Facility Centre Plan as and when it is prepared. There will be no gap in verge in front of the petrol pump to avoid the conflicting right hand/'U' turning movements.

Site No. 3

This is a master plan petrol pump site in the north of Mall Road (opposite Model Town) by the side of the existing gas godown side. The site lying vacant and as per the report of the Lands Section, the land is in possession with DDA and has been transferred to the Hort. Deptt. About 10-12 eucalyptus fully grown eucalyptus trees along the road may have to be cut for providing entry & exit to the pump.

Site No. 4

This is not a master plan site. It is located on the Western side of Outer Ring Road between the supplementary drain and outer ring road near Badli Extn. The site is proposed within the 220 KV Shalimar Bagh Block C&D sub/station. **There is not** even a single petrol pump site existing on this side between G.T. Road crossing and Rohtak Road crossing in a distance of about 5 km. As per the report of Lands Section, the land is in possession of DDA and has been transferred for Rohini Residential scheme.

The case is put up to the Technical Committee for consideration of the above said sites measuring 36 mts. x 30 mts each for resitelements of the existing petrol pumps. Three sites out of four suggested above sites may be finally approved.