

दिल्ली विकास प्राधिकरण

अनुभाग - Master Plan

भिसिल सं. 0-FL(312)86-MP

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पत्रक सं.

विषय

Reg. Draft Minutes of the meeting of
Technical Committee held on 4.11.86.

पद्यले संदर्भ

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DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

No. PA/D.D. (MP)/86/

Dt: 5th Nov., 1986

Sub: Draft minutes of the Tech. Committee
meeting held on 4.11.1986 - Reg.

.....

Draft minutes of the Technical Committee
meeting held on 4.11.86 are prepared and placed
opposite for your approval.

14769 DCMB
5/11/86

C.P. Rastogi
(C.P. Rastogi)
Dy. Dir. (M.P.) 5/11/86.

Director (DC&B)

I have gone through
the same kindly
opposed.
Signature
6/11/86

V.C.

Dir (DC&B) 15476.
11-11-86.

Signature
7/11/86

Signature
10/11/86

Signature
10/11/86

Pl cut stenals in consultation with Sh. Baig

Steno II (Mrs. Chawla)

Signature
11/11/86

Signature
14/11/86.

Signature
for quick action

Signature
14/11/86

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DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

Minutes of the meeting of the Technical Committee held on 4-11-86 at 10.00 A.M. in the conference Room, 5th Floor, Vikas Minar, New Delhi.

The following were present.

Delhi Development Authority

1. Sh. Om Kumar, Vice Chairman (Chairman)
2. Sh. T.S. Punn, Chief Architect(N)
3. Sh. J.C. Ghambir, Director(PPW).
4. Sh. R.G. Gupta, Director(CP).
5. Sh. S.C. Gupta, Director (DC&B).
6. Sh. Santosh Aulk, Addl. Chief Architect(H).
7. Sh. B.K. Roy, Director(W).
8. Sh. V.N. Sharma, Jt. Director(ZP).
9. Sh. P.N. Dongre, Jt. Director(CP).
10. Sh. S.C. Gupta, C.E.(SWZ).
11. Sh. D.R. Bhatia, Addl. Chief Architect.
12. Sh. S.K. Malhotra, E.E. HD-XXIV.
13. Sh. D.P. Singh, S.E.II.
14. Sh. N.K. Aggarwal, Dy.Director(CP).
15. Sh. H.S. Sikka, Dy. Director(CP).
16. Sh. D.K. Saluja, Dy. Director(CP).
17. Sh. Jarnail Singh, Architect Planners(slum wing)
18. Sh. C.P. Rastogi, Dy. Director(MP). (Convenor).

Police Department.

19. Sh. Joginder Singh, ACP(Traffic).

Municipal Corporation of Delhi.

20. Sh. A.P. Sethi, Asstt. Town Planner.

Town and Country Planning Organisation.

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

Special Invites: M.C.D.

22. Sh. G.R. Ambwani, Engineer-in-Chief)
23. Sh. S.M. Hasnain, Chief Project Engineer,) For item No. 5.
24. Sh. B.B. Mahajan, E.E.) For item No. 7&10.
25. Sh. J.L. Dhingra, E.E.)

P.W.D.

26. Sh. Inderjit Singh, A.E.

For item No.
7 & 10.

DWS & SDU

27. Sh. S. Prakash, Chief Engineer

28. Sh. V.S. Thind, A.E.

For item No.18.

29. Sh. S.C. Gupta, A.E.

Delhi Maharashtra Sang Bldg.(Trust).

30. Sh. A.V. Kalhaij.

For item No. 11.

Delhi Development Authority
(Master Plan Section)

Minutes of the meeting of the
Technical Committee held on 4.11.86
at 10.00 A.M. in the Conference Room,
5th floor, Vikas Minar, New Delhi.

DRAFT MINUTES OF THE TECHNICAL COMMITTEE
MEETING HELD ON 4.11.1986

Item No. 1

Sub: Regarding Group Housing Societies in Trans Yamuna Area in r/o 24 mt. r/w into 30 mt. in the layout plan for C.G.E.S. near C.B.D. Shahdara (F.20(15)/83/M.P.)

DECISION

Postponed.

Item No. 2

Sub: Widening of Church Road. (F.5(21)/86/M.P.)

DECISION

Postponed.

Item No. 3

Sub: Change of land use of 110 sq.yds. portion on main G.T. Road in zone C-16&17 as commercial area/shops F-2(2)/80/M.P.

DECISION

Postponed.

Item No. 4

Sub: Change of land use from 'Green' to 'Residential' in Aruna Colony, New Delhi (F.20(9)/86/M.P.)

DECISION

Postponed.

Item No. 5

Sub: Modified alignment plan of Boulevard Road from Mori Gate crossing to G.T.Road/Rani Jhansi Road crossing.F.5(35)/65/M.P.

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DECISION

The matter was explained by Dir.(CP) and Engineer in Chief, MCD and it was stated that except the building/Bishop, there is no other problem in executing the modified alignment. The modified alignment plan was approved subject to the condition that no building plan should be sanctioned within the proposed r/w and if any, the same has to be shifted at the cost of MCD.

Item No. 6

Sub: Alignment plan of new diversion of NH-8 from its junction with Palam Road (existing NH-8)

upto Delhi-Haryana Border in Gurgaon
F.5(27)/77/M.P. (Pt.I)

DECISION

The matter was explained by Dir.(CP) and after detailed discussion the following decision were taken :

- i) Alignment plan of the entire stretch of New NH-8 starting from its junction with Palam Road upto Gurgaon bypass was approved.
- ii) Dir.(CP) stated that the Ministry of Shipping & Transport is following a 60 mt. wide r/w for national highways and he wanted to know whether 90 mt r/w as proposed in the Master Plan-1962 and Draft PDP-2001 is to be retained. It was decided to follow the r/w of 90 mts. as provided in the Master Plan-1962 and Draft PDP-2001.

Refn
There should be wire fencing on either side with greencripples to enclose the road
Item No. 7

Sub: i) Inter-section design of Laxmi Bai College Road (Rd. no. 39) and road along Najafgarh Drain (Rd. no. 38)
File No. F.5(46)/78-M.P.

DECISION

The matter was explained by Dir.(CP) and the following decisions were taken :

- i) a) It was desired that a complete physical survey shall be conducted by MCD for this stretch and the r/w of the road is to be kept as 36 mts.
- b) On scrutiny the intersection design should be redesigned taking the r/w of the road as 36 mts.

Sub: ii) 'T' junction design of Laxmi Bai College Road (Rd.no.39) with 30 mt. r/w road in the south of Ashokvihar I and II (F.5(46)/78/M.P.)

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DECISION

The site should be inspected by Dir (CP) and all efforts should be made to ~~save~~ the existing trees, in case any tree is necessarily to be cut for this purpose, an undertaking from MCD should be taken for planting five times the number of trees cut for executing this scheme in the nearby area.

Item No. 8

Sub: Alignment plan of 24 mt. r/w road from Maurice Ngr. to Vijay Nagar File No. F-5(36)/78/M.P.

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DECISION

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The proposal was explained by Dir.(CP) and he has stated that ~~1~~ r/w between 21 to 24 mts. has been proposed. He further stated that 1 pucca residential single storey building, two blocks of rehabilitation qrs. (12 qrs., six each on ground floor and first floor), 19 pucca/semi pucca shops and 17 other structures are affected. This proposal has been cleared by LOSC of MCD. The proposal was considered and approved along with demolition of structures.

Item No.9

Sub: Approval of part layout plan of Kingway Camp Redevelopment scheme-Gopalpur re-settlement colony (File No. FR 11(1)/85/Dir.(CP).

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DECISION

The proposal was explained by Dir.(CP) and he has stated that revised layout plan is in a vacant pocket near Gopalpur in the south of road no. 15 to carve out 1484 plots of 21 sq.mt. each in an area of 14.5 hacts. This proposal was approved.

Item No. 10

Sub: Proposal of grade separator on railway level crossing on the road linking Rampura/Lawrance Road Indl. Area from New Rohtak Road side (F.5(12)/85/M.P.

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DECISION

The proposal was explained by Dir.(CP) and Engineer in Chief, MCD stated that the proposal ~~bridge~~ ~~constructed~~ to ease traffic. ~~The proposal may be agreed upon.~~ There ~~may~~ many different opinion with regard to proposal and finally, it was decided that a site inspection ~~has to~~ be conducted in the presence of the following :

Sh. R.G. Gupta, Dir.(CP) - Convenor
Sh. S.C. Gupta, Dir.(DC&B)
Engineer in Chief, MCD
sh. J. C. Dandia - 21/11/85

Item No. 11

Sub: NOC to run a Guest House/Boarding House in r/o plot no. 6 and 7 Block no.1, Original Road. (File No. F.10(205)/82/M.P.)

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DECISION

The proposal was explained and it was stated that this is an old case where lease has been granted with the condition that ground floor may be used for shops and upper floor may be used for residential.

✓ The present proposal for ~~guest~~ house/boarding house was agreed in principle subject to ~~an~~ adequate car parking within the same compound and ~~conversion~~ charges *on the residential portion and additional parking in the land owned by the trust as part of school.*

Item No. 12

Sub: 'T' junction design of I.P. Marg (Road no. 75) with 30 mt. r/w road leading to ROB-36 in Trans Yamuna Area including location of filling cum service station site near this junction (F.5(34)/84/M.P.)

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DECISION

The proposal was explained by Dir. (CP)- and the following decisions were taken :

✓ i) No petrol pump is to be located along this alignment and the same is to be considered along with the policy of petrol pump.

✓ ii) After due discussion, it was recommended that ultimate r/w (shown with blue colour) may be approved. However, an inspection may be conducted by Dir. (CP) with the representative of Police Department.

Item No. 13

Sub: Alignment plan of proposed road along Najafgarh Drain from New Rohtak Road to road no. 37 (File No. F.5(14)/80/M.P.)

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DECISION

Postponed.

Item No. 14

Sub: Rehabilitation of petty shopkeepers in Nehru place. (Informal sector) (File No. PA/Dir. (CP)/86/25)

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DECISION

The proposal was explained by Addl. Chief Arch. and he has submitted two alternatives for locating these hawkers/khomchawalas.

✓ It is stated that these hawkers should not be located in all over the Nehru Place and it would be better if they are located in a corner so that aesthetics of ~~this~~ shopping centre are not spoiled.

✓ Finally, it was decided that a ^{paper} plan may be prepared by Sh. J.C. Gambhir, Dir. (PPW) and Sh. Santosh Auluck, Sr. Architect for taking the same to L.G.

Item No. 15

Sub: Permission to set up a cancer diagnostic hospital and Research Centre at village Mandi, Tehsil Mehrauli, New Delhi-Mps Anand Foundation

(File No. F9(3)/86-M.P.)

Item No.15

DECISION

The proposal was explained by Dir.(DC&B) wherein it is stated that the proposed Cancer Diagnostic Hospital is to be located at the entrance of Vill. Mandi, Mehrauli Tehsil and it is to be operated upon by a Charitable Trust Mrs Anand Foundation. Mr. Anand also explained his project and stated that this project is dedicated in the name of his late Wife. The following decisions were taken :

- i) How much land is in the existing Lal Dora ?
- ii) How much land is in the extended Lal Dora ?
- iii) whether this facility can be permitted under agricultural green belt for change of land use is necessary in this case.
- iv) DUAC may also be consulted.

Item No.16

Sub: Approval of site and detailed designs for a cancer centre on Najafgarh Road area
(FWS 3(1)/86/Dir.(CP)Pt.I)

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DECISION

Refu
~~Postponed.~~ The site proposal was allowed in detail and was approved subject to proper landscaping.

Item No.17

Sub: Relocation of the existing vill. international Airport Authority area (village Devat Rayat).

File No. Fin(18)/82/CR&DDA.

DECISION

Dir.(CP) requested for certain information from the Ministry of Civil Aviation and soon after receiving the reply, the case shall be put up before the Tech.Committee. The Chairman desired that the case should be expedited.

Item No.18

Sub: Location of site at Vasant Kunj for sewerage treatment plant (F.20(6)/85/M.P.)

DECISION

The proposal was explained as well as the remarks given by DUAC on this proposal were read. DUAC desired that a joint site inspection should be conducted in the presence of Dir.(CP),

Chief Engineer, DDA, Mr. Goel, DUAC, Chief Engineer, Flood & Mr. Prakash and Mr. S.C. Gupta, Chief Engineer, DDA. CE, DDA shall be the convenor for the joint site inspection. *in arranging*

Item No.19

Sub: NOC in connection with the acquisition of land by Air Force Authorities of Radar Dhansa, F.3(36)/86/M.P.

DECISION

Postponed.

Item No.20

Sub: change of land use in pt. of zone E-13 of the master plan (patparganj indl. area)

File No.: FR 5(51)/84-Dir.(CP)-Pt-II.

DECISION

The proposal was explained by Dir. (CP) and after due discussion it was agreed to change the land use of pocket-1 from industrial to residential and with regard to pocket II, it is to be seen whether the proposed truck terminal is to be extended from further on this site.

Item No.21

Sub: Conversion of cinemas into commercial offices-shops. File No. Sr. Arch./HUPW/DDA/86/D-160.

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DECISION

The proposal was explained by Dir. (PPW) for giving permission of conversion of cinemas into commercial offices/shops. The proposal was discussed and it was decided that 50% area to be converted into commercial use with the departmental stores. The capacity of the cinema may be permitted from 500 seat to 750 seats as there is less demand for cinema hall in Delhi.

Item No.22

Sub: Building norms for small unit industries F Block Mayapuri, phase-2 and the standard designs thereof.

File No. F(18)/80-MP.

DECISION

The proposal was explained by Sh. V. B. Sharma, Jt. Dir. (ZP) and Chairman wanted the complete details with regard to various sizes of plots and the construction already taken in this area. Site inspection may also be arranged by Mr. Sharma along with the representative from P. & C. Deptt.

Item No.23

Sub: No C for acquisition of land measuring 90 acres at vill. Chhawla (F.14(4)/85/CRC/DDA).

DECISION

Postponed.

Item No. 24

Sub: Re-settlement of Bhule Bisre Kalakar of Pandav Nagar.

File No. P.S.(C.L)/DDA/86.

DECISION

The proposal was explained and the present proposal is for 28 acres of land which appears in excess than earlier considered for 12 acres. Chairman wanted to restrict the area as well as

decided that the site should be inspected by
Sh. R.G. Gupta, Director (CP), Commr.Slum,
Sh. S.C. Gupta, Dir.(DC) and Commr.(Lands) .

✓ Dir DC shall be the convenor.

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4.11.86 at 10.00 AM
At. Vikas Minar.

MOST IMMEDIATE
MEETING NOTICE

DELHI DEVELOPMENT AUTHORITY
VIKAS MINAR
INDRAPRASTHA ESTATE
NEW DELHI.

RECEIVED
V.C.S OFFICE
Sl. No. 9187-D
Date 31.7.86

No. F.1(7)/85-MP

Dated the 28-10-86

From:

Superintendent (MP),
Delhi Development Authority

To

O.S.D to vice-chairman
for information of the latter.

Sir,

I am directed to inform that the next meeting of the Technical Committee of the Authority will be held on Tuesday the 4.11.86 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.

Yours faithfully,


Superintendent (MP)

Encl: As above.

DELHI DEVELOPMENT AUTHORITY
MASTER PLAN SECTION
Vikas Minar, I.P. Estate,
NEW DELHI

Agenda for the meeting of Technical Committee
to be held on Tuesday, the 4th Nov. 1986 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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<u>S.No.</u>	<u>Subject</u>	<u>Page No.</u>
1.	Regarding Group Housing Societies in Trans Yamuna Area in r/o 24 mt. r/w into 30 mt. in the layout plan for C.G.H.S. near C.B.D. Shahdara (F.20(15)/83/M.P.) -	1
2.	Widening of Church Road (F.5(21)/86/M.P.)	2
3.	Change of land use of 110 sq.yds. portion on main G.T.Road in zone C-16 & 17 as commercial area/shops-F.2(2)/80/M.P.	3
4.	Change of land use from 'Green' to 'Residential' in Aruna Colony, New Delhi (F.20(9)/86/M.P.)	4
5.	Modified alignment plan of Boulevard Road from Mori Gate crossing to H.T.Road/Rani Jhansi Road crossing - F.5(35)/65/M.P.	5 to 7
6.	Alignment plan of new diversion of NH-8 from its junction with Palam Rd.(existing NH-8) upto Delhi-Haryana Border in Gurgaon (F.5(27)/77/M.P. (Pt.I)	8 to 10
7.	Intersection design of Laxmi Bai College Road. i) (Road No.39) and road along Najafgarh drain (Road No.38) drain. ii) 'T' Junction design of Laxmi Bai College Road (Road No.39) with 30 mt. r/w road in the South of Ashok Vihar I & II-F.5(46)/78/M.P.	11 to 12
8.	Alignment plan of 24 mt. r/w road from Maurice Ngr. to Vijay Ngr.F.5(36)/78/M.P.	13
9.	Approval of part layout plan of Kingsway Camp-Redevelopment scheme (Gopalpur - Resettlement colony) -FR 11(1)/85/Dir. (CP)	14 to 15
10.	Proposal of grade separator on railway level crossing on the road linking Ram-pura/Lawrance Road Indl.Area F.5(12)/85/M.P.	16
11.	NOC to run a guest houses/boarding houses in r/o plot no. 6 & 7 block no. 1 original Road F.10(205)/82/M.P.	17

12. 'T' junction design of I.P.Marg (Road No. 75) with 30 mt. r/w road leading to ROB - 36 in Trans Yamuna area including location of filling cum service station site near this junction - F.5(34)/84/M.P. 18
13. Alignment plan of proposed road along Najafgarh Drain from new Rohtak Road to Road No. 37 - F.5(14)/80/M.P. 19
14. Rehabilitation of Petty Shopkeepers in Nehru Place (Informal Sector) (File No. PA/Dir. (CP)/86/25 20
15. Permission to set up a cancer Diagnostic Hospital and Research Centre at village Mandi, Tehsil Mehrauli, New Delhi - M/s Anand Foundation (Charitable Trust) (F.9(3)/86/M.P.) 21

Items to be placed on the table:

16. Approval of site and detailed designs for cancer utilisation centre on Najafgarh Road area. (FWS 3(1)/86-Dir. (CP) Pt. I). *core area*
17. Relocation of the existing village International Airport Authority area (Village Devat Rayat) (F.14(18)82/FRC/DDA). *Next time*
18. Location of site at Vasant Kunj for sewerage treatment plant. (F.20(6)85M.P.)
19. NCC in connection with the acquisition of land by Air Force Authority of Radar Dhanua. (F.3(36)/86-MP.)
20. Change of landuse in part of zone E-13 of the Master Plan (Patparganj industrial area) (F.R 5(5)/84-Dir. (CP) Part III)
21. Conversion of cinemas into commercial offices - shops file Sr.Arch./HUP4/DDA/86/D-160.
22. Building norms for small unit industries F Block, Mayapuri, Phase-2 and the starland designs thereof (F.1(18)/80-MP.)
23. No objection certificate for acquisition of land measuring 90 acres at village Chawla. (F.14(4)/85/CRC/DDA.)

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Item No. ①

Sub: Regarding the Group Housing Societies in Trans-Yamuna Area in r/o 24 mt. r/w in to 30 mt. in the layout plan for C.G.H.S. near C.B.D. Shahdara.
(File No.F.20(15)/83 MP)

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The proposal forwarded by the Director (PPW) is regarding the Group Housing Societies in Trans Yamuna area in r/o layout plan for C.G.H.S. near C.B.D. Shahdara with the following comments :

" According to the draft land use plan for PDP-2001 a 30 mts. wide road is proposed which connects two major roads near Basti Bhikem Singh. According to the layout plan this road is shown partly as 9 mts. and partly as 24 mts. This connection is mainly connecting two major roads. It is, therefore, felt this link should not be reduced and be retained as 30 mts. wide road. It is also observed from the layout plan that this link probably can be widened to the proposed width which may be examined and incorporated accordingly in the layout plan."

2. The proposal has been examined by the City Planning Wing and observed that the r/w proposed in the layout plan by City Planning Wing was taken considering the existing encroachments in this area which has been indicated in the layout plan laid on the table. It will be seen that the structures falling within the proposed 30 mt. r/w road include a temple, Gurudwara, newly constructed mosque besides in existing primary school, some residential structures and some juggies. Under these circumstances whether it will be really possible to achieve 30 mt. r/w.

3. The matter is placed before the Technical Committee for its consideration.

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Sub: Widening of Church Road (File No. F.5(21)/86/M.P.)

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The case of widening of Church Road has been received from A.C.P. (T), Hd. Qr., Delhi Police stating that there is a great rush of commuters and DTC buses on the Church Road particularly in the evening peak hours. For the Safety of the users, it has been proposed that Church Road may be widened at least by 15' to 20'.

2. The Ex. Engg. (R-II) NDMC has conveyed that National Planning Transportation & Research Centre was requested to prepare a suitable plan for widening of Church Road. Accordingly, the plan has been prepared and submitted (plan laid on the table).

3. The NATPAC has prepared the road widening plan of Church Road and according to plan, it is proposed to widen to the extent possible within the existing avenue of trees with 9 mt. wide carriage ways on the either side of the Central verge of 1.2 mt. width with 3 mt. wide side walk for pedestrians and the rest of the area as kucha path. The above cross section has been proposed in the available r/w 37.40 mts. (plan laid on the table).

4. The proposal prepared by NATPAC has been duly examined in City Planning Wing and it has been observed that the r/w of the road near to the rotary has been reduced and it should be uniform through out the road for the smooth flow of traffic as indicated in the plan (red ink). However, in this process, a petrol pump has to be shifted which is very near to the rotary. The r/w as per zonal plan/Master Plan is 36 mts. The proposal of NATPAC also envisages the construction of the central verge whereas in NDMC area, generally yellow line is indicated in the centre of the road due to aesthetic reasons. The City Planning Wing has recommended the construction of a central verge as proposed by NATPAC for this particular stretch since the intensity of heavy vehicular traffic is too much.

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

Subject: Change of land use of 110 yards portion on main G.T. Road in zone c-16&17 as commercial area/shops. (F.2(2)/80-M.P)

The proposal for change of land use of 110 yards portion on main G.T. Road in zone c-16&17 as Commercial area/shops was approved by the Authority vide its resolution no.58 dated 23.4.85 (Appendix... A...).

2. The matter was referred to the Ministry of works and Housing, Govt. of India on 31.7.85 for approval of the central Govt. under section 11-A of Delhi Development Act.1957 to issue a public notice for inviting the objection /suggestion for the proposed change of land use. The Ministry has forwarded a copy of the T&C.P.O. notes no. F.3-25/75-Tech./62 (c-16&17) dated 13.9.85. Wherein the following observations are as below:-

"The site on G.T. Road has been inspected by an officer of TCPO. As indicated in the proposal under para 3 of the Resolution No.58 dated 23.4.85 the change of land use from 'residential' (11 plots) to 'commercial' was not considered in view of the general policy of DDA. On inspection of the site it has been found that all the plots of CC-Colony abutting G.T. Road are not under commercial use. Since the layout plan of CC colony has not possible to ensure that 11 plots of G.T. Road measures 110 yards in length. As per the approved layout plan of CC-Colony adequate provision of shopping has been made to meet the need of the people of this area. Only the convenient shops were not shown in the plan. The shops which have been developed on the plots in question are not of the nature which could be called convenient shops.

3. As mentioned in the resolution no.58 that MCD has issued the licences for commercial use to the owners of the buildings in February 1980 and vide their resolution no.1340 in March 1980 recommended that 110 yards portion of G.T. Road to be converted as local commercial area. These recommendations are not of the date prior to the Master Plan came into force and hence should not be binding on DDA. As regards the use of residential properties for commercial should not be permitted at all. Since it requires a proper planning for various related activities such as space for loading and unloading display of the products on sale and car parking etc. Change of land of these plots Commercial not only on ground floor but also on the upper floors.

4. The matter is placed before the Technical Committee for its consideration.

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Appendix to item No.3

No.
58

Subject: Change of land use of 110 yards portion
in main G.T. Road in Zone C-16 and C-17
as commercial area/shops (F.2(2)/80-MP).

A-23.4.85

P R E C I S

Representations from the plot-owners of certain plots located at G.T. Road in zone C-16 and C-17 to change the land use of their properties from 'residential' to 'commercial' have been received, indicating that they are using these plots for commercial purpose since long.

2. The plots under reference form part of the C.C. Colony. The layout plan of that colony was approved by the competent authority in June, 1961 and the colony was subsequently developed. In the approved layout plan, these plots were shown for residential use. However, the owners of these plots have been using the plots for commercial purpose and have been making representations to the Authority and to the Municipal Corporation of Delhi through various quarters to change the to 'commercial' purpose, taking plea of non-preparation, finalisation and approval of Zonal Plan before the date of misuse,. While D.D.A. prosecuted some of these plot-owners against the land use under Section 14, read with section 29(2) of the Delhi Development Act, 1957 the Magistrate acquitted such prosecution on the ground that the Corporation has allowed them to use part premises as shops under the shop Establishment Act keeping in view the layout plan of the C. Colony was approved by the Competent Authority before the Master Plan came into force, i.e. before 1st September, 1962.

Contd....

The Corporation also passed resolution No. 1340 in March, 1980 recommending that 110 yds. portion at G.T. Road be converted as (Local commercial') In Feb., 1980, the Corporation also issued then licences for running shops in the residential buildings.

3. Earlier, in the year 1972, the Authority vide its resolution No. 64 dated 11.5.72 considered the proposal to change the land use of plot No. A/11/1, A/10/1 and B/6/2 from residential to commercial in zone C-16 and C-17 and resolved that "Commercialisation of residential plots the not approved in view of the Central policy of the Authority. The case was again examined by the Technical Committee in its meeting held on 30.9.1980 under item No. 3 wherein the following decision was taken.

"The Technical Committee desired that more details about the properties to be considered for commercial use as part of zonal development plan be obtained and matter be re-examined keeping in view the widening of G.T. Road after the site inspection".

4. The Zonal Development Plan of this area with residential use of these properties has already been approved by the Ministry of Works & Housing in the year 1981. Any amendment in the Zonal Development Plan would require the processing of case under section 11(A) of the Delhi Development Act, 1957. There are about 15 nos. of plots for which change of land use is involved within a length of 110 yds.

5. The (Appendix 'EE' Page 227) indicates the details of the properties along observations comments of Enforcement Branch of D.D.A. and there are 11 such cases.

Contd....

6. The proposal was re-examined in the Technical Committee meeting held on 1.12.84 and the Technical Committee noted that the case of change of use under reference was already examined and discussed in the earlier meeting of the Authority and it did not favour to recommended the change of land use. However, Technical Committee observed that earlier when the matter came up before the Authority, the factual position in regard to the part of the existing buildings for commercial use prior to the Master Plan was not clear, neither the decision of the Court in favour of the party was before the Authority. Keeping in view these points, Technical Committee recommended that the shops on the ground floor be allowed to continue subject to that the area in the front set back be used as common parking lot without having any boundary wall; (ii) no ground coverage or FAR is increased from the residential coverage (iii) the upper floors be used exclusively for residential purpose; and (iv) the conversion charges as to be decided by the Authority, be paid by individual parties.
7. The matter is placed before the Authority for consideration/ approval.

RESOLUTION

Resolved that the proposal contained in the agenda item be approved.

Item No. 4

Sub: Change of land use from 'Green' to 'Residential'
in Aruna Colony, New Delhi.
(File No.F.20(9)/86-M.P.).

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Joint Director, Slum, DDA vide his D.O. letter No. J.D.(H)/S/85/52 dated 11.3.85 has requested to construct 360 slum tenements alongwith some fruit and vegetable stalls and local shopping centre in Aruna Colony, Magazine Road, Delhi in zone C-14.

2. The matter has been examined and it is found that the issue involves the change of land use of 12.4 acs. (5.02 ha.) land from 'recreational' to 'residential' in plan for zone C-14, 15 and 19 stands approved/notified by the Govt. The details of the site are indicated in the plan laid on the table.

3. The matter is placed before the Technical Committee for its consideration.

Item No. 5

-5-

Sub: Modified alignment plan of Boulevard Road from Mori Gate crossing to G.T. Road/Rani Jhansi Road crossing.

.....F5(35)/65-MP

Boulevard road a part of Inner Ring Road starts from its inter-section with Alipur Road/road leading to ISBT/ Ring Road upto Rani Jhansi Road/G.T. Road crossing. Between Alipur Road/ISBT Road crossing upto Mori Gate crossing six lanes carriageway is available at present. Between Mori-Gate crossing and G.T. Road/Rani Jhansi Road crossing the available carriageway is varying between 10 to 11 mts. only without any central verge. This is a very important stretch as it links north, north-west Delhi to ISBT, Kashmore Gate and completion of the ISBT flyover, traffic on this road will further increase as it will form a short cut link with the Trans Yamuna Area. The widening of this road is, therefore, of utmost importance.

2. The alignment plan of Boulevard Road was earlier approved by the Authority vide Resolution No.186 dated 2.9.77 (copy of plan/Resolution laid on table). In this plan, the immediate and final phase R/Ws were proposed as about 40 mts. and 60 mt. respectively. While working out the feasibility with 40 mt. R/W it was observed that this will require demolition of a no. of existing pucca structures and also involves acquisition of land/properties and may take long time (Details given in Annexure 'A'). As the widening of this road is linked with the construction of fly over on river Yamuna near ISBT, it is felt that at least three lanes divided carriageway with footpaths be constructed in the immediate phase.

3. This case was discussed in a meeting held on 1st July, 86 under Director(CP) when Senior officials of MCD & PWD(DA) were present. In this meeting, it was recommended that the immediate phase widening with 26.5 mt. R/W be done

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within the R/W approved by DDA in 1977 from Mori Gate crossing upto the boundary of the courts complex thereafter the alignment be taken after acquiring vacant open land of St. Stephen Hospital, land of Delhi Admn., Methodist Church etc. taking the boundary of existing Ashoka Market as the edge of the R/W for the immediate phase widening for 26.5 mt. R/W. As it was felt that may be some minor adjustments to be done while actual demarcation of carriageways and the R/W, it was desired that the entire R/W and the carriageways be detailed out at site jointly by MCD & DDA officials. Accordingly a joint inspection of DDA and MCD officials was done, wherein it was felt that a R/W varying between 26 mt. to 31.50 mt. in the immediate phase may be the most viable alternative. Based on the above said inspection, the revised alignment plan of Boulevard Road from Mori Gate crossing to G.T Road/Rani Jhansi Road crossing has since been prepared and a copy of the same has been placed opposite

- i) The R/W of this road is 60 mt. as per zonal/ Master Plan proposal, this R/W can not be achieved immediately as it will involve acquisition of large number of properties as also the demolition of many pucca structures. (Details given in annexure).
- ii) The existing alignment of Boulevard Road from Mori Gate crossing towards ISBT and in the opposite direction is not in a line and is skewed.
- iii) There is the existing Tis Hazari Courts Complex on one side from where minimum area has to be affected otherwise its existing parking lots will be disturbed which is not desirable, but some open land of the courts near the Mori Gate crossing has got to be acquired to bring the skewed alignment of Boulevard Road in a line.
- iv) A portion of the land from the existing petrol pump opposite Courts Complex, SPCA, Delhi Electoral office, Railway Bungalows, Methodist Church of North India

(Bishop House) existing Mortuary/Dr.'s residence and MCD Bungalows has to be acquired even in the immediate phase widening for achieving three lanes divided carriageway.

5. Considering the above said problems, it is proposed to have a varying R/W between 26 mt. to 31.50 mt. with three lanes divided carriageway and 1.50 mt. to 4.0 mt. wide varying footpaths on either sides, with this only a small strip of open land from the courts complex from Mori Gate crossing upto its gate opposite SPCA will have to be taken without affecting its existing parking lots. Thereafter, the existing boundary walls of the courts complex has been taken as the base line for the immediate phase (31.5 mts.R/W) and final phase(60 mt. R/W). From courts complex onwards, the R/W in the immediate phase is proposed to be reduced uniformly by reducing the width of the footpath in order to have minimum acquisition of land from the St. Stephen Hospital Complex and the Methodist Church Complex between the existing MCD's double storied quarters and the church complex would be around 26 mt. Thereafter, the existing Ashoka Market has been taken as the base line for the immediate phase widening due to which the existing cold storage on the opposite side will be affected. The details of the affected properties is given in the enclosed annexure.

6. The modified alignment is placed before the Technical Committee for its consideration.

Item No. 6

Sub: Alignment plan of new diversion of NH-8 from its junction with Palam Road (Existing NH-8) upto Delhi - Haryana Border in Gurgaon.
F.5(27)/77-MP(Pt-I)

Background:-

The existing NH-8 starts from Dhaula Kuan rotary and passes through cantonment area, Palam Airport, Nangal-Dairy, Samalkha and Kapashera. With the rapid increase of the domestic/international of flights, the traffic on the existing NH-8 has increased manifold in the past few years. The existing NH-8 which passes by the side of the Airport Complex is, therefore, not suitable for taking up the interstate through traffic going from Delhi to Haryana and vice-versa.

Facts of the case:

- i) The alignment plan of new NH-8 diversion from its junction with the Palam Road (Existing NH-8) upto its junction with the existing NH-8 near Samalkha after bye-passing the Airport Complex was approved by VC, DDA on 26.6.79 as per the plan flagged 'A'. This plan has already been implemented at site. The R/W of the new NH-8 in the above said approved plan was kept as 91.44 mt. (300 ft.), but during implementation of the road by PWD(DA), the R/W has been kept as 60 mt. only. The R/W as per Master Plan of Delhi 1962 is 91.44 mt. (300 ft.) and as per the draft PDP 2001 is 90 mt.
- ii) A meeting pertaining to the construction of the proposed link between Gurgaon bye-pass and the new NH-8 diversion (Palam Diversion) to bye-pass the existing Samalkha/Kapashera settlements (existing NH-8) was held in the chamber of Secretary (Trans-

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port). Government of India on 9th Oct, '84 in which Chief Engineer, PWD(DA), Engineer-in-Chief, Haryana, EM, DDA Director(CF), DDA and other senior officials of Ministry of Transport and Haryana were also present. Minutes of the meeting are placed at page 7-9cor. In the above meeting, it was decided that the construction of the link Road be taken up expeditiously. A copy of the plan indicating the broad alignment was also sent with the minutes of the meeting.

- iii) Ex.Engineer, PWD(DA) alongwith his letter dated 15.2.86 submitted the detailed survey plan for the preparation of the alignment of the above said stretch of road. The alignment plan with 60 mt. R/W in continuation of the R/W already implemented at site was prepared as per plan flagged 'F'. The detailed overall plan indicating the complete link between existing NH-8 and the bye-pass from Haryana side is indicated on the Plan flagged 'E' (base map prepared from Survey of India Sheets).
- iv) The proposed alignment of the above said link between Gurgaon bye-pass and the new NH-8 had been discussed earlier and approved in a Co-ordination Committee meeting held under the chairmanship of EM, DDA on 31.3.81 as per plan flagged 'C'.
- v) As per the Master Plan of Delhi 1962, draft FDP-2001 and as per the plan approved by VC, DDA on 26.6.79, the R/W of this road has been kept as 90 mt. (300 ft.). As per the plan implemented by PWD(DA) the R/W has been kept as 60 mt. The proposal of the remaining link road has also been prepared with 60mt. R/W.

During the meeting pertaining to this case PWB(DA) officials informed that they have kept this R/W in consultation with Ministry of Transport.

Proposal:

The alignment plan proposal for the new NH-8 diversion from its junction with Palam Road(existing NH-8) upto Gurgaon bye-pass is indicated in the copy of the plan flagged 'E'. The detailed proposal for the link between Gurgaon bye-pass and the new NH-8 is indicated in the copy of the plan flagged 'F'. In the immediate phase 2 lane divided carriageway with a central verge of 5.0mt.would be constructed. In the final phase standard approved cross section will be followed.

Decisions desired

- i) Approval of the alignment plan of the entire stretch of new NH-8 starting from its junction with Palam Road upto Gurgaon bye-pass as indicated in the plan flagged 'E!
- ii) Decision is desired on the R/W of the new NH-8 whether it be retained as 60 mt. already implemented or 90 mt. as proposed in Master Plan of Delhi 1962 and draft PDP-2001.

Item No. 7

- Subject:- i) Inter-section design of Laxmi Bai College Road (Road No. 39) and road along Najafgarh Drain (Road No. 38)
- ii) 'T' Junction design of Laxmi Bai College Road (Road No. 39) with 30 mt. r/w road in the South of Ashoka Vihar I and II.

F.5(46)78-MP.

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Consequent upon the construction of the proposed RUB Shakti Nagar, the improvement and widening of the approach roads and inter-section/junctions linking with this bridge have become very essential. The two cases referred above are linked with the improvement of an inter-section and 'T' junction along Road No. 39 connecting Ashok Vihar and proposed RUB/Kalidas Marg passing in front of Laxmi Bai College, Shakti Nagar Extn., Najafgarh Drain etc. M.C.D. initiated the case.

- i) Inter-section Design of Laxmi Bai College Road (Road No. 39) and road along Najafgarh Drain (Road No. 38)/

The r/w of Laxmi Bai College (Road No. 39)/ road leading to Kalidas Marg and the road along Najafgarh drain (Road No. 38) is 30 mt. Two lane divided carriage way is existing on Laxmi Bai College Road (Road No. 39) road leading to Kalidas Marg and two lane undivided road along Najafgarh drain. There is an existing two lane bridge over Najafgarh drain, widening of the same is in progress. Existing Shakti Nagar Extn. plots are extending right up to the r/w of the 30 mt. r/w road along Najafgarh Drain. The inter-section is bounded by Shakti Nagar Extn. Resdl. Colony/Najafgarh Drain in the north east, D.D.A. park/Najafgarh drain in the south-west. As the traffic over a period of time has increased manifold and also with the construction of Sarai Rohilla fly over and proposed RUB Shakti Nagar, the traffic on these roads is going to increase further which has necessitated the improvement of the existing inter-section.

2. Four phase signalised inter-section design has been prepared with slip roads on three sides for left hand turning, along the side abutting Shakti Nagar Extn., slip road is not possible as it would affect the approved layout of the colony. Two lane divided carriage ways are proposed on all the four arms of the inter-section. Zebra crossings for pedestrian movement has been proposed as indicated in the plan. Adequate flaring in the carriageways near the inter-section and in the slip road has been provided as indicated in the plan. Five pucca shops, three/stand, park railing, two jhuggies and a piao is affected in the proposal.

/ Bus

3. 'T' junction design of Laxmi Bai College Road (Road No. 39) with 30 mt. r/w road connecting road no. 37 in the south and G.T. Road in the north.

The r/w of the road connecting G.T. road and road no. 37 and passing along the periphery of the Ashok Vihar is 30 mt. At present, two lane divided carriage ways are existing on this road as also on the Laxi Bai College road. At present this junction is being used as inter-section by giving access to the Wazirpur Village by a 12 mt. wide road. The traffic on this road has been increasing rapidly after the constn. of fly over on Delhi-Karnal Railway Lines, the improvement of this junction as such has become very essential.

4. A tree phase signalised 'T' junction is proposed with slip roads for left hand turning, the village road is proposed to be joined to the service road which will be open up after distance of about 200 mt. on either side of the junction. Two lane divided carriage ways are proposed on all the three arms of the junction. Adequate flaring near the junction and in the slip roads has been provided as indicated in the junction design. As per the feasibility report received from MCD, a DESU transformer, two individual houses with 6 shops and a compound wall of MCD are affected by the proposal.

Decision desired

5. It is also clarified that MCD - implementing authority in this case has cleared both the plans from planning point of view. The matter is placed for the consideration of Technical Committee.

Item No. 8

Sub: Alignment plan of 24 mt. r/w road from Maurice Nagar to Vijay Nagar - F.No. F.5(36)/78/M.P.

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The above said road forms a short cut link between Vijay Nagar, Gupta Colony, Ishwar Colony and Maurice Ngr/Delhi University area in North Delhi. It connects with the peripheral road of Police Parade Ground near Kingsway Camp on the north and the central avenue road in front of Daulat Ram College in the south.

2. The r/w of this road is 24 mt. as per Zonal Plan proposal. Earlier the alignment plan of this road was prepared by TCPO in 1978 and DDA in 1979 in which the large number of pucca structures were affected as per details given in Annexure 'A'. Now a fresh alignment plan proposal based on the latest P.T. Survey supplied by MCD has been prepared with a varying r/w between 21 to 24 mt. In this proposal one pucca residential single storey building, two blocks of rehabilitation quarters (12 quarters, six each on ground floor and first floor), 19 pucca/semi pucca shops and 17 other structures are affected. The proposal was discussed in the LOSC meeting of MCD wherein it was recommended that the above said alignment was considered better from feasibility point of view. (Alignment plan laid on the table).

3. The matter is placed before the Technical Committee for its consideration.

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DELHI DEVELOPMENT AUTHORITY
(CITY PLANNING WING)

Appendix 'B' to Item No. 8.

B-1

The comparative list of affected structures in the
three alignment proposals is given below:-

	<u>Pucca residential single storey</u>	<u>Residential blocks c/p. Daulat Ram College</u>	<u>Res. Qrt. Blocks</u>	<u>Shop cum resi.</u>	<u>Shops</u>	<u>Others</u>
TCPO	3	Blocks 2 (8 qrs. 4 each on GF and EF)	2 blocks (12 qrs. 6 each on GF & EF)	1	22	17
DDA (1979)	3	2 blocks (8 qrs.- 4 each on GF/EF)	2 block (12 qrs.- 6 each on GF & EF)	29	30	39
DDA (1986)	1	Nil	2 blocks (12 qrts. 6 each on GF & EF)	-	19	17

Item No. 9

Syb: Approval of part layout plan of Kingsway Camp Redevelopment Scheme-Gopalpur re-settlement Colony. F.No. FR 11(1)/85/Dir. (CP)

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DDA has undertaken a scheme for redevelopment of Kingway Camp. Under this scheme, old tenements/quarters existing since 1947 at Hudson Lines and Outram Lines are to be demolished and plots carved out for allotment to the original allottees of the quarters/tenements. As a follow up, DDA has already completed the work of redevelopment in Outram Lines. Around 700 plots have been carved out and allotted as on date.

2. In regard to resettlement of around 1600 squatters of Hudson Lines, these would be resettled on 21^{sq.mt.} size plot each in Gopalpur. Around 1088 plots have been carved out for this purpose (plan placed on table). Subsequently, a thinking emerged that plots of 21^{sq.mt.} each should be carved out behind Model Town (plan placed on table) However, after the site inspection on 13.9.86, it was decided in consultation with the Member Parliament of this areas, that the scheme of resettlement in Model Town should not be pursued on account of the fact that the area is low lying and water logged thereby making it necessary to carry out massive filling operations. It was not considered advisable to invest around Rs. 65 lakhs towards cost of filling itself apart from subsequent cost of peripheral development. Also, the squatters may not be in a position to bear this extra expenditure on a project which would also be time consuming. It was, therefore, decided that all the squatters of Hudson Lines should be resettled in Gopalpur itself.

3. Accordingly, a revised layout plan has been prepared in a vacant pocket near Gopalpur in the south of Road no. 50 to carve out 1484 plots of 21 sq.mt. each in an area of 14.5 hact. (plan placed laid on table) incorporating the Master Plan green strip between road no. 50 and the proposed layout.

ii) The gross residential area of 13 ha. consists of required facilities like convenience shopping (in four pockets), a site for PS/HS. community facility sites, local level parks and playgrounds. The existing high tension line has been accommodated in the green area. The over all plan of the area will consist of local shopping and HSS sites.

iii) The layout plan has been prepared with following area break up :

Size of plots - 7 m x 3 m = 21 sq.mt.

No. of plots - 1484

	Area in Hact.	% age
Total area of the scheme		
Area under M ^P green	14.5	
area gross residential	13.00	
area under Zonallen facilities (P.S/HSS 24 m zonal road	1.5	
zonal green	5.2	
Net Residential area	7.8 hect.	100%
Area under plots	3.12	40%
Area under shopping	0.34	4.35%
Area under ocf.	0.33	4.25%
Area under parks & playgrounds	0.64	8.20%
Area under paths & roads (less than 24.0 mt.	3.37	43.2%

4) The item is placed before the Technical Committee for its consideration.

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Inspection

I. No 10

Sub: Proposal of grade separator on railway level crossing on the road linking Rampura/Lawrance Road Indl. Area from New Rohtak Road side (F.5(12)/85/M.P.)

Sr. Tech. Officer, MCD vide his letter dt. 14.1.85 has forwarded a time bound resolution of the Works Committee of MCD under which it was resolved that a bridge be constructed at the above said level crossing and the road upto this crossing be widened with footpaths and railing. DDA has been emphasising that grade separator's should be constructed only on Master Plan Roads i.e. 30 mt. and above r/w roads and this had been communicated to MCD also. Still, thereafter MCD has been pressing hard for the construction of this ROB due to the heavy traffic load in this area. Details of peak hour traffic as supplied by MCD are given in annexure 'A'.

2. At present, there is an existing ROB on Delhi Rohtak Railway Lines on Ring Road near General Store crossing and a RUB near Zakhira Chowk. These two grade separators are about 2.50 km. Apart, the third grade separator proposed by MCD is at a distance of 1.5 km. from General Store crossing which is on a 18 mt. r/w road Rohtak Road passing through Rampura Village, Lawrance Rd. Indl. And group housing area joining with Ring Road on the west and Road no. 37 (along western Yamuna Canal) in the east. As per zonal plan of zone H-2, 30 mt. r/w roads are available in continuation of this 18 mt. r/w road from the northern periphery of Rampura Village to join with Ring Road on the west and road no. 37 in the east. Only in the stretch between Rohtak Road and Rampura village the r/w available is 18 mt. As per the feasibility study done by MCD, in case if the r/w for the bridge is increased to 30 mt. 103 properties are affected apart from two temples, one school, one Dharamashala, one pumping station two railway quarters, one DESU sub/stn. and a DDA park. Here it may be noted that the existing level of the railway lines is almost one mt. above the existing ground level in the adjoining areas, therefore, the proposal of ROB would require longer length of the road on either side to meet the desired slope, which in this case is already difficult, especially on the northern side due to the existing properties of village Rampura. As such, the feasibility of a grade separator if considered should also be studied with RUB proposals.

3. The width of the over and under bridge if proposed should be atleast 16 mt. i.e. two lane divided carriage way which means that only 1.0 mt. wide gap will remain between ROB/RUB and the existing buildings on either side. This will create problems of light, ventilation, noise and access to the buildings abutting this grade separator. The construction of grade separator may complicate the condition of the road as it will invite more traffic.

4. The proposal of grade separator is placed before the Tech. Committee for its consideration.

Item No. 11

Sub:- NOC to run a Guest House/Boarding House in
in r/o plot no. 6 and 7 Block No. 1, Original
Road. (File No. F.10(205)/82/M.P.)

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DCP, Licencing, Delhi has forwarded the case of Delhi
Maharashtriya Samaj Building Trust (Regd.) for the NOC
to allow boarding and lodging facility to its members
visiting Delhi.

2. The case has been examined as per the Hotel,
Motel regulations, 1977 and observations are as follows:

- a) Area of the plot under reference is about
800 sq.yds.
- b) R/w of Desh Bandhu Gupta Road and Mundawalan Road
are 100'.
- c) As per the Master Plan of Delhi 1962, the land
use of the plot under reference is residential.
As per the approved zonal development plan A-7
the land use of the plot is commercial i.e.GBC.

3. The use permissible as per lease documents issued
in Oct.1948 by Delhi Improvement Trust is shops with
residential flats. The applicant has also submitted a
completion certificate issued by DIT 1948.

4. There is no provision for parking in the premises
but as stated by the applicant, the visting members usually
come from railway station/ISBT by hire mode of transport
like taxi, scooter, rickshaws etc. and on special occasions
the vehicles are parkd in the premises of Nutan Marathi
Sr. Secondary School, a sister organisation of the Trust
which is situated near the building of the Trust for which
the NOC has already been submitted.

5. The plot under reference falls in the commercial
area and as per the regulations of 1977, the guest houses
are allowed in the commercial areas.

6. The matter is placed before the Technical Com.
for its consideration.

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Item No. 12

Sub: 'T' junction design of I.P. Marg (Road No. 75) with 30 mt. r/w road leading to ROB - 36 in Trans Yamuna Area including location of filling cum service station site near this junction (F.5(34)/84/MP

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'T' junction design of I.P. Marg with 30 mt. r/w road leading to ROB 36 has been prepared based on the survey supplied by Ex. Engineer, PWD(DA) Divn. XXIII. A petrol filling cum service station site measuring 120' x 90' was proposed and also approved by V.C. DDA near this junction. The location of the petrol pump site have been incorporated in the proposed junction design.

2. In this junction design, first phase and final phase improvement have been shown in the plan at page 9 cor; In the first phase slip roads of 6.5 mt. width for left hand turning with traffic islands are proposed as indicated in the above said plan. In the final phase 9 mt. width slip roads with service road connection from I.P. Marg to the road leading to ROB 36 are proposed. Copies of the approved plan were sent to S.E. Circle II, PWD(DA) and DCP (Traffic) for comments. DCP (Traffic) vide letter dt. 6.1.86 has raised some objections to the petrol pump sites specifically with regard to the distance from the junction which is presently about 42 mt. According to an earlier authority resolution, a distance of 45 mt. is required from the tangent point of intersection and 90 mt; on major roads from the tangent point. In this particular case, it is only a 'T' junction and the distance available is 42 mt. The other thing which is pointed out is that there is an existing IBP petrol pump along this road (on the slip road of NH 24) which is likely to be relocated as it is considered to be objectionable. Thus, there will be no petrol pump in the near vicinity. If the proposed site is reduced to 100' x 55', a distance of about 50 mt. would be available.

3. The proposal of 'T' junction design of I.P. Marg/ road leading to ROB 36 and location of the petrol pump site are placed before the Tech. Committee for its consideration.

Item No. 13

Sub:- Alignment Plan of proposed Road along
Najafgarh Drain from New Rohtak Road
to Road No. 37.
(file No. F.5(14)/80-M.P.)

The above said road is proposed on the periphery of Tri Nagar Group of unauthorised colonies (under MCD) along Najafgarh Drain. This road is neither a Zonal Plan nor a Master Plan Road. The construction of this road will benefit the residents of the area as it connects 60 mt. R/w Rohtak Road in the south and 45 mt. r/w road no. 37 in the northern side. Since many small roads, lanes and bye-lanes of the unauthorised colonies are meeting this road, it will therefore, act as a collector street.

2. In the regularisation plan of Tri Nagar Group of unauthorised colonies prepared and approved by MCD a uniform r/w is not proposed for this road and it varies between 8 mt. to 15 mt. The r/w proposed in DDA's alignment plan proposal varies between 16 mt. to 20 mt. which can be available in the entire stretch by affecting only a few structures. The alignment plan with the above r/w as prepared by D.D.A. was put up to the LOSC meeting of MCD on 6.4.85 and the same was approved from the planning point of view. The feasibility report on this proposal has also been received from MCD wherein it is observed that four pucca single storeyed, seven double storeyed pucca structure, one tin shed shop, three semi-pucca structure/jhuggies, railing/fencing of open lands, one plot, open land on temple with two shops, three urinals, two dust bins, DESU sub-stn. etc. are affected.

3. The alignment plan proposal was also discussed in a Committee under Director(CP) on 16.5.86 and the same was recommended for approval.

4. The alignment plan proposal as prepared by D.D.A. is put up before the Technical Committee for its consideration.

Item:14

Sub: Rehabilitation of petty shopkeepers in Nehru place. (Informal sector).

(File No. PA/Dir.(CP)/86/25)

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Director (cp) has initiated work on the proposal for re-location of hawkers/khomchawalas sitting on the piazza and in the corridors of Nehru Place. These hawkers are creating nuisance as well as to the aesthetics to this commercial centre. Site was also inspected by L.G., Dir.(cp), Chief Engineer (South Zone) and L.G. desired that a solution/proposal may be worked out to provide some space to about 220 khomchawalas and other dealers sitting on this area. Chief Architect, DDA was requested to prepare the scheme. Accordingly, the Housing & Urban Development Wing, DDA prepared two alternatives for accommodating these khomchawalas and each proposal has different merits which are placed below:

i) Platforms measuring 5'x 5' each are shown in black dots. In this system, spaces/platforms shown are in a scattered way and they do not effect the business of main shops. Platforms are also shown mostly on piazza and some on road pavement and in parking lots. Location of platforms is arranged such a way that will not obstruct the flow of shoppers and traffic. The proposal contains spaces for 218 hawkers. (plan laid on table).

ii) This proposal envisages about 225 spaces for 'hathrehries' which are shown in 'red' mostly on piazza in a concentrated way and each space is measuring about 5'x5'. It is also stated that the location of such rehries on the piazza could be objected by the owners of surrounding buildings of this complex. However, in this proposal business of rehriwalas will not be affected and they can continue to have good business. It is observed that the size of rehries have to be standardized so that they could be accommodated in a space of 5'x5' only. (plan laid on table).

2. The matter is put up to the Technical Committee for considering both the above mentioned alternatives.

Item no. 15

Sub:- Permission to set up a Cancer Diagnostic Hospital and Research Centre at village Mandi, Tehsil Mehrauli, New Delhi - M/s Anand Foundation (Charitable Trust), File No. F.9(3)/86 M.P.)

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A request has been received from M/s Anand Foundation a Charitable Trust in Delhi for permission to set up a Cancer Diagnostic Hospital and Research Centre at Village Mandi District Mehrauli, New Delhi.

2. The area of the Project is about 5.3 acres and the land is presently located in the extended Lal Dora of Village Mandi. The details of construction are given below:-

i) Area under 100 bedded hospital	- 18,280 sq.ft.
ii) Site for staff housing and research centre.	- 2,23,460 sq.ft.
Total	- 2,41,740 sq.ft.

or 5.3 acres approximately.
3. The proposal has been examined and it is stated that the land use of above mentioned land as per Master Plan/PDP-2001 is 'rural use zone' and such sort of facilities can be considered under 'special appeal'.

4. The Party has stated that the proposed Cancer Diagnostic Centre is in the memory of Mrs. Anand and funds for setting up this Centre shall be provided by Mr. Anand and his associates, whereas, the equipments required for this Centre shall be mostly coming from non-residents associates of his business associates and relatives. A sum of Rs.100 crores or more is involved in this project.

5. The site has been inspected and it is found that the plots are located on the entrance of the Village Mandi on the main approach road on either side of the road. The site is almost at the end of the Union Territory of Delhi. It is, further, stated that M/s Anand Foundation is not registered with the Health Department of Delhi Administration so far.

6. As stated above, the land use of the area is 'rural use zone' and provisions, as given in the Master Plan for rural use zones are to be followed. However, it is stated that in case of S. L. Jindal Trust in Village Bhatti for the construction of a Sanskrit Vidya Peeth, the D.D.A. has given a F.A.R. of 20 per cent vide resolution no. 55 dated 31.5.73.

7. Cancer is a very serious disease and mostly rich people can afford its treatment abroad, whereas this Centre is a public charitable trust and would mostly work for poor people who cannot afford the treatment.

8. The matter is placed before the Technical Committee for its consideration.

DELHI DEVELOPMENT AUTHORITY
MASTER PLAN SECTION
Vikas Minar, I.P. Estate,
NEW DELHI

Agenda for the meeting of Technical Committee
to be held on Tuesday, the 4th Nov. 1986 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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<u>S.No.</u>	<u>Subject</u>	<u>Page No.</u>
1.	Regarding Group Housing Societies in Trans Yamuna Area in r/o 24 mt. r/w into 30 mt. in the layout plan for C.G.H.S. near C.B.D. Shahdara (F.20(15)/83/M.P.) -	1
2.	Widening of Church Road (F.5(21)/86/M.P.	2
3.	Change of land use of 110 sq.yds. portion on main G.T. Road in zone C-16 & 17 as commercial area/shops-F.2(2)/80/M.P.	3
4.	Change of land use from 'Green' to 'Residential' in Aruna Colony, New Delhi (F.20(9)/86/M .P.)	4
5.	Modified alignment plan of Boulevard Road from Mori Gate crossing to H. T. Road/Rani Jhansi Road crossing - F.5(35)/65/M.P.	5 to 7
6.	Alignment plan of new diversion of NH-8 from its junction with Palam Rd.(existing NH-8) upto Delhi-Haryana Border in Gurgaon (F 5(27)/77/M.P. (Pt.I)	8 to 10
7.	Intersection design of Laxmi Bai College Road. i) (Road No.39) and road along Najafgarh drain (Road No.38) drain. ii) 'T' Junction design of Laxmi Bai College Road (Road No.39) with 30 mt. r/w road in the South of Ashok Vihar I & II-F.5(46)/78/M.P.	11 to 12
8.	Alignment plan of 24 mt. r/w road from Maurice Ngr. to Vijay Ngr.F.5(36)/78/M.P.	13
9.	Approval of part layout plan of Kingsway Camp-Redevelopment scheme (Gopalpur - Resettlement colony) -FR 11(1)/85/Dir.(CP)	14 to 15
10.	Proposal of grade seperator on railway level crossing on the road linking Ram-pura/Lawrance Road Indl.Area F.5(12)/85/M.P.	16
11.	NOC to run a guest houses/boarding houses in r/o plot no. 6 & 7 block no. 1 original Road F.10(205)/82/M.P.	17

12. 'T' junction design of I.P. Marg (Road No. 75) with 30 mt. r/w road leading to ROB - 36 in Trans Yamuna area including location of filling cum service station site near this junction - F.5(34)/84/M.P. 18
13. Alignment plan of proposed road along Najafgarh Drain from new Rohtak Road to Road No.37 - F. 5(14)/80/M.P. 19
14. Rehabilitation of Petty Shopkeepers in Nehru Place (Informal Sector) (F.No. PA/Dir.(CP)/86/25 20.
15. Permission to set up a cancer Diagnostic Hospital and Research Centre at village Mandi, Tehsil Mehrauli, New Delhi - M/s Anand Foundation (Charitable Trust) (F.9(3)/86/M.P.) 21

Items to be placed on the table:-

16. Approval of site and detailed designs for cancer utilisation centre on Najafgarh Road area. (FWS 3(1)/86-Dir.CP Pt.I).
17. Relocation of the existing village International Airport Authority area (Village Devat Rayat). (F.14(18)82/CRC/DDA).
18. Location of site at Vasant Kunj for sewerage treatment plant (F.20(6)85M.P.).
19. NOC in connection with the acquisition of land by Air Force Authorities of Radar Dhansa, (F.3(36)/86-M.P.)
20. Change of land use in part of zone E-13 of the Master Plan (Patparganj industrial area) F.5(5)/84-Dir(CP) Part III.
21. Conversion of cinemas into commercial offices-shops. File Sr.A ch./HUPW/DDA/86/D-160.
22. Building norms for small unit industries F-Block Mayapuri, Phase-2 and the standard designs thereof. (F.1(18)/80-M.P.
23. No objection certificate for acquisition of land measuring 90 acres at village Chawla. (F.14(4)/85/CRC/DDA).
24. Reg. Resettlement of Bhule Bisre Kalakars of Pandav Nagar
File No. P.S./C(L)/DDA/86

Item No. 1

Sub: Regarding the Group Housing Societies in Trans-Yamuna Area in r/o 24 mt. r/w in to 30 mt. in the layout plan for C.G.H.S. near C.B.D. Shahdara.
(File No.F.20(15)/83 MP)

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The proposal forwarded by the Director (PPW) is regarding the Group Housing Societies in Trans Yamuna area in r/o layout plan for C.G.H.S. near C.B.D. Shahdara with the following comments :

" According to the draft land use plan for PDP-2001 a 30 mts. wide road is proposed which connects two major roads near Basti Bhikam Singh. According to the layout plan this road is shown partly as 9 mts. and partly as 24 mts. This connection is mainly connecting two major roads. It is, therefore, felt this link should not be reduced and be retained as 30 mts. wide road. It is also observed from the layout plan that this link probably can be widened to the proposed width which may be examined and incorporated accordingly in the layout plan."

2. The proposal has been examined by the City Planning Wing and observed that the r/w proposed in the layout plan by City Planning Wing was taken considering the existing encroachments in this area which has been indicated in the layout plan laid on the table. It will be seen that the structures falling within the proposed 30 mt. r/w road include a temple, Gurudwara, newly constructed mosque besides in existing primary school, some residential structures and some juggies. Under these circumstances whether it will be really possible to achieve 30 mt. r/w.

3. The matter is placed before the Technical Committee for its consideration.

Sub: Widening of Church Road (File No. F.5(21)/86/M.P.)
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The case of widening of Church Road has been received from A.C.P. (T), Hd. Qr., Delhi Police stating that there is a great rush of commuters and DTC buses on the Church Road particularly in the evening peak hours. For the Safety of the users, it has been proposed that Church Road may be widened at least by 15' to 20'.

2. The Ex. Engg. (R-II) NDMC has conveyed that National Planning Transportation & Research Centre was requested to prepare a suitable plan for widening of Church Road. Accordingly, the plan has been prepared and submitted (plan laid on the table).

3. The NATPAC has prepared the road widening plan of Church Road and according to plan, it is proposed to widen to the extent possible within the existing avenue of trees with 9 mt. wide carriage ways on the either side of the Central verge of 1.2 mt. width with 3 mt. wide side walk for pedestrians and the rest of the area as kucha path. The above cross section has been proposed in the available r/w 37.40 mts. (plan laid on the table).

4. The proposal prepared by NATPAC has been duly examined in City Planning Wing and it has been observed that the r/w of the road near to the rotary has been reduced and it should be uniform through out the road for the smooth flow of traffic as indicated in the plan (red ink). However, in this process, a petrol pump has to be shifted which is very near to the rotary. The r/w as per zonal plan/Master Plan is 36 mts. The proposal of NATPAC also envisages the construction of the central verge whereas in NDMC area, generally yellow line is indicated in the centre of the road due to aesthetic reasons. The City Planning Wing has recommended the construction of a central verge as proposed by NATPAC for this particular stretch since the intensity of heavy vehicular traffic is too much.

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

Subject: Change of land use of 110 yards portion on main G.T. Road in zone c-16&17 as commercial area/shops. (F.2(2)/80-M.P)

The proposal for change of land use of 110 yards. portion on main G.T. Road in zone c-16&17 as Commercial area/shops was approved by the Authority vide its resolution no.58 dated 23.4.85 (Appendix... A...).

2. The matter was referred to the Ministry of works and Housing, Govt. of India on 31.7.85 for approval of the central Govt. under section 11-A of Delhi Development Act, 1957 to issue a public notice for inviting the objection /suggestion for the proposed change of land use. The Ministry has forwarded a copy of the T&C.P.O. notes no. F.3-25/75-Tech./62 (c-16&17) dated 13.9.85. Wherein the following observations are as below:-

"The site on G.T. Road has been inspected by an officer of TCPO. As indicated in the proposal under para 3 of the Resolution No.58 dated 23.4.85 the change of land use from 'residential' (11 plots) to 'commercial' was not considered in view of the general policy of DDA. On inspection of the site it has been found that all the plots of CC-Colony abutting G.T. Road are not under commercial use. Since the lay out plan of CC colony has not possible to ensure that 11 plots of G.T. Road measures 110 yards in length. As per the approved layout plan of CC-Colony adequate provision of shopping has been made to meet the need of the people of this area. Only the convenient shops were not shown in the plan. The shops which have been developed on the plots in question are not of the nature which could be called convenient shops.

3. As mentioned in the resolution no.58 that MCD has issued the licences for commercial use to the owners of the buildings in February 1980 and vide their resolution no.1340 in March 1980 recommended that 110 yards portion of G.T. Road to be converted as local commercial area. These recommendations are not of the date prior to the Master Plan came into force and hence should not be binding on DDA. As regards the use of residential properties for commercial should not be permitted at all. Since it requires a proper planning for various related activities such as space for loading and unloading display of the products on sale and car parking etc. Change of land of these plots Commercial not only on ground floor but also on the upper floors.

4. The matter is placed before the Technical Committee for its consideration.

No.
58

Subject: Change of land use of 110 yards portion
in main G.T. Road in Zone C-16 and C-17
as commercial area/shops (F.2(2)/80-MP).

A-23.4.85

P R E C I S

Representations from the plot-owners of certain plots located at G.T. Road in zone C-16 and C-17 to change the land use of their properties from 'residential' to 'commercial' have been received, indicating that they are using these plots for commercial purpose since long.

2. The plots under reference form part of the C.C. Colony. The layout plan of that colony was approved by the competent authority in June, 1961 and the colony was subsequently developed. In the approved layout plan, these plots were shown for residential use. However, the owners of these plots have been using the plots for commercial purpose and have been making representations to the Authority and to the Municipal Corporation of Delhi through various quarters to change the to 'commercial' purpose, taking plea of non-preparation, finalisation and approval of Zonal Plan before the date of misuse,. While D.D.A. prosecuted some of these plot-owners against the land use under Section 14, read with section 29(2) of the Delhi Development Act, 1957 the Magistrate acquitted such prosecution on the ground that the Corporation has allowed them to use part premises as shops under the shop Establishment Act keeping in view the layout plan of the C. Colony was approved by the Competent Authority before the Master Plan came into force, i.e. before 1st September, 1962.

Contd....

The Corporation also passed resolution No. 1340 in March, 1980 recommending that 110 yds. portion at G.T. Road be converted as (Local commercial). In Feb., 1980, the Corporation also issued then licences for running shops in the residential buildings.

3. Earlier, in the year 1972, the Authority vide its resolution No. 64 dated 11.5.72 considered the proposal to change the land use of plot No. A/11/1, A/10/1 and B/6/2 from residential to commercial in zone C-16 and C-17 and resolved that "Commercialisation of residential plots the not approved in view of the Central policy of the Authority. The case was again examined by the Technical Committee in its meeting held on 30.9.1980 under item No. 3 wherein the following decision was taken.

"The Technical Committee desired that more details about the properties to be considered for commercial use as part of zonal development plan be obtained and matter be re-examined keeping in view the widening of G.T. Road after the site inspection".

4. The Zonal Development Plan of this area with residential use of these properties has already been approved by the Ministry of Works & Housing in the year 1981. Any amendment in the Zonal Development Plan would require the processing of case under section 11(A) of the Delhi Development Act, 1957. There are about 15 nos. of plots for which change of land use is involved within a length of 110 yds.

5. The (Appendix 'EE' Page 227) indicates the details of the properties along observations comments of Enforcement Branch of D.D.A. and there are 11 such cases.

Contd....

6. The proposal was re-examined in the Technical Committee meeting held on 1.12.84 and the Technical Committee noted that the case of change of use under reference was already examined and discussed in the earlier meeting of the Authority and it did not favour to recommended the change of land use. However, Technical Committee observed that earlier when the matter came up before the Authority, the factual position in regard to the part of the existing buildings for commercial use prior to the Master Plan was not clear, neither the decision of the Court in favour of the party was before the Authority. Keeping in view these points, Technical Committee recommended that the shops on the ground floor be allowed to continue subject to that the area in the front set back be used as common parking lot without having any boundary wall; (ii) no ground coverage or FAR is increased from the residential coverage (iii) the upper floors be used exclusively for residential purpose; and (iv) the conversion charges as to be decided by the Authority, be paid by individual parties.
7. The matter is placed before the Authority for consideration/ approval.

RESOLUTION

Resolved that the proposal contained in the agenda item be approved.

-4-

Item No. 4

Sub: Change of land use from 'Green' to 'Residential'
in Aruna Colony, New Delhi.
(File No.F.20(9)/86-M.P.).
.....

Joint Director, Slum, DDA vide his D.O. letter No. J.D.(H)/S/85/52 dated 11.3.85 has requested to construct 360 slum tenements alongwith some fruit and vegetable stalls and local shopping centre in Aruna Colony, Magazine Road, Delhi in zone C-14.

2. The matter has been examined and it is found that the issue involves the change of land use of 12.4 acs. (5.02 ha.) land from 'recreational' to 'residential' in plan for zone C-14, 15 and 19 stands approved/notified by the Govt. The details of the site are indicated in the plan laid on the table.

3. The matter is placed before the Technical Committee for its consideration.

Item No. 5

-5-

Sub: Modified alignment plan of Boulevard Road from Mori Gate crossing to G.T. Road/Rani Jhansi Road crossing.

.....F.5(35)/65-MP

Boulevard road a part of Inner Ring Road starts from its inter-section with Alipur Road/road leading to ISBT/ Ring Road upto Rani Jhansi Road/G.T. Road crossing. Between Alipur Road/ISBT Road crossing upto Mori Gate crossing six lanes carriageway is available at present. Between Mori-Gate crossing and G.T. Road/Rani Jhansi Road crossing the available carriageway is varying between 10 to 11 mts. only without any central verge. This is a very important stretch as it links north, north-west Delhi to ISBT, Kashmore Gate and completion of the ISBT flyover, traffic on this road will further increase as it will form a short cut link with the Trans Yamuna Area. The widening of this road is, therefore, of utmost importance.

2. The alignment plan of Boulevard Road was earlier approved by the Authority vide Resolution No.186 dated 2.9.77 (copy of plan/Resolution laid on table). In this plan, the immediate and final phase R/Ws were proposed as about 40 mts. and 60 mt. respectively. While working out the feasibility with 40 mt. R/W it was observed that this will require demolition of a no. of existing pucca structures and also involves acquisition of land/properties and may take long time (Details given in Annexure 'A'). As the widening of this road is linked with the construction of fly over on river Yamuna near ISBT, it is felt that at least three lanes divided carriageway with footpaths be constructed in the immediate phase.

3. This case was discussed in a meeting held on 1st July, 86 under Director(CP) when Senior officials of MCD & PWD(DA) were present. In this meeting, it was recommended that the immediate phase widening with 26.5 mt. R/W be done

Contd....2/

within the R/W approved by DDA in 1977 from Mori Gate crossing upto the boundary of the courts complex thereafter the alignment be taken after acquiring vacant open land of St. Stephen Hospital, land of Delhi Admn., Methodist Church etc. taking the boundary of existing Ashoka Market as the edge of the R/W for the immediate phase widening for 26.5 mt. R/W. As it was felt that may be some minor adjustments to be done while actual demarcation of carriageways and the R/W, it was desired that the entire R/W and the carriageways be detailed out at site jointly by MCD & DDA officials. Accordingly a joint inspection of DDA and MCD officials was done, wherein it was felt that a R/W varying between 26 mt. to 31.50 mt. in the immediate phase may be the most viable alternative. Based on the above said inspection, the revised alignment plan of Boulevard Road from Mori-Gate crossing to G.T Road/Rani Jhansi Road crossing has since been prepared and a copy of the same has been placed opposite

- i) The R/W of this road is 60 mt. as per zonal/ Master Plan proposal, this R/W can not be achieved immediately as it will involve acquisition of large number of properties as also the demolition of many pucca structures. (Details given in annexure).
- ii) The existing alignment of Boulevard Road from Mori-Gate crossing towards ISBT and in the opposite direction is not in a line and is skewed.
- iii) There is the existing Tis Hazari Courts Complex on one side from where minimum area has to be affected otherwise its existing parking lots will be disturbed which is not desirable, but some open land of the courts near the Mori Gate crossing has got to be acquired to bring the skewed alignment of Boulevard Road in a line.
- iv) A portion of the land from the existing petrol pump opposite Courts Complex, SPCA, Delhi Electoral office, Railway Bungalows, Methodist Church of North India

(Bishop House) existing Mortuary/Dr.'s residence and MCD Bungalows has to be acquired even in the immediate phase widening for achieving three lanes divided carriageway.

5. Considering the above said problems, it is proposed to have a varying R/W between 26 mt. to 31.50 mt. with three lanes divided carriageway and 1.50 mt. to 4.0 mt. wide varying footpaths on either sides, with this only a small strip of open land from the courts complex from Mari Gate crossing upto its gate opposite SPCA will have to be taken without affecting its existing parking lots. Thereafter, the existing boundary walls of the courts complex has been taken as the base line for the immediate phase (31.5 mts.R/W) and final phase(60 mt. R/W). From courts complex onwards, the R/W in the immediate phase is proposed to be reduced uniformly by reducing the width of the footpath in order to have minimum acquisition of land from the St.Stephen Hospital Complex and the Methodist Church Complex between the existing MCD's double storeyed quarters and the church complex would be around 26 mt. Thereafter, the existing Ashoka Market has been taken as the base line for the immediate phase widening due to which the existing cold storage on the opposite side will be affected. The details of the affected properties is given in the enclosed annexure.

6. The modified alignment is placed before the Technical Committee for its consideration.

Item No. 6

Sub: Alignment plan of new diversion of NH-8 from its junction with Palam Road(Existing NH-8) upto Delhi - Haryana Border in Gurgaon.
F.5(27)/77-MP(Pt-I)

Background:-

The existing NH-8 starts from Dhaula Kuan rotary and passes through cantonment area, Palam Airport, Nangal-Dairy, Samalkha and Kapashera. With the rapid increase of the domestic/international of flights, the traffic on the existing NH-8 has increased manifold in the past few years. The existing NH-8 which passes by the side of the Airport Complex is, therefore, not suitable for taking up the interstate through traffic going from Delhi to Haryana and vice-versa.

Facts of the case:

- i) The alignment plan of new NH-8 diversion from its junction with the Palam Road(Existing NH-8) upto its junction with the existing NH-8 near Samalkha after bye-passing the Airport Complex was approved by VC, DDA on 26.6.79 as per the plan flagged 'A'. This plan has already been implemented at site. The R/W of the new NH-8 in the above said approved plan was kept as 91.44 mt.(300 ft.), but during implementation of the road by PWD(DA), the R/W has been kept as 60 mt. only. The R/W as per Master Plan of Delhi 1962 is 91.44 mt.(300 ft.) and as per the draft PDP 2001 is 90 mt.
- ii) A meeting pertaining to the construction of the proposed link between Gurgaon bye-pass and the new NH-8 diversion(Palam Diversion) to bye-pass the existing Samalkha/Kapashera settlements(existing-NH-8) was held in the chamber of Secretary(Trans-

port). Government of India on 9th Oct, '84 in which Chief Engineer, PWD(DA), Engineer-in-Chief, Haryana, EM, DDA Director(CP), DDA and other senior officials of Ministry of Transport and Haryana were also present. Minutes of the meeting are placed at page 7-9cor. In the above meeting, it was decided that the construction of the link Road be taken up expeditiously. A copy of the plan indicating the broad alignment was also sent with the minutes of the meeting.

- iii) Ex.Engineer, PWD(DA) alongwith his letter dated 15.2.86 submitted the detailed survey plan for the preparation of the alignment of the above said stretch of road. The alignment plan with 60 mt. R/W in continuation of the R/W already implemented at site was prepared as per plan flagged 'F'. The detailed overall plan indicating the complete link between existing NH-8 and the bye-pass from Haryana side is indicated on the Plan flagged 'E' (base map prepared from Survey of India Sheets).
- iv) The proposed alignment of the above said link between Gurgaon bye-pass and the new NH-8 had been discussed earlier and approved in a Co-ordination Committee meeting held under the chairmanship of EM, DDA on 31.3.81 as per plan flagged 'C'.
- v) As per the Master Plan of Delhi 1962, draft PDF-2001 and as per the plan approved by VC, DDA on 26.6.79, the R/W of this road has been kept as 90 mt. (300 ft.). As per the plan implemented by PWD(DA) the R/W has been kept as 60 mt. The proposal of the remaining link road has also been prepared with 60mt. R/W.

During the meeting pertaining to this case PWB(DA) officials informed that they have kept this R/W in consultation with Ministry of Transport.

Proposal:

The alignment plan proposal for the new NH-8 diversion from its junction with Palam Road(existing NH-8) upto Gurgaon bye-pass is indicated in the copy of the plan flagged 'E'. The detailed proposal for the link between Gurgaon bye-pass and the new NH-8 is indicated in the copy of the plan flagged 'F'. In the immediate phase 2 lane divided carriageway with a central verge of 5.0mt.would be constructed. In the final phase standard approved cross section will be followed.

Decisions desired

- i) Approval of the alignment plan of the entire stretch of new NH-8 starting from its junction with Palam Road upto Gurgaon bye-pass as indicated in the plan flagged 'E'.
- ii) Decision is desired on the R/W of the new NH-8 whether it be retained as 60 mt. already implemented or 90 mt. as proposed in Master Plan of Delhi 1962 and draft PDP-2001.

Iter No. 7

- Subject:- i) Inter-section design of Laxmi Bai College Road (Road No. 39) and road along Najafgarh Drain (Road No. 38)
- ii) 'T' Junction design of Laxmi Bai College Road (Road No. 39) with 30 mt. r/w road in the South of Ashoka Vihar I and II.

F.5(46)78-MP.

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Consequent upon the construction of the proposed RUB Shakti Nagar, the improvement and widening of the approach roads and inter-section/junctions linking with this bridge have become very essential. The two cases referred above are linked with the improvement of an inter-section and 'T' junction along Road No. 39 connecting Ashok Vihar and proposed RUB/Kalidas Marg passing in front of Laxmi Bai College, Shakti Nagar Extn., Najafgarh Drain etc. M.C.D. initiated the case.

- i) Inter-section Design of Laxmi Bai College Road (Road No. 39) and road along Najafgarh Drain (Road No. 38)/

The r/w of Laxmi Bai College (Road No. 39)/ road leading to Kalidas Marg and the road along Najafgarh drain (Road No. 38) is 30 mt. Two lane divided carriage way is existing on Laxmi Bai College Road (Road No. 39) road leading to Kalidas Marg and two lane undivided road along Najafgarh drain. There is an existing two lane bridge over Najafgarh drain, widening of the same is in progress. Existing Shakti Nagar Extn. plots are extending right up to the r/w of the 30 mt. r/w road along Najafgarh Drain. The inter-section is bounded by Shakti Nagar Extn. Resdl. Colony/Najafgarh Drain in the north east, D.D.A. park/Najafgarh drain in the south-west. As the traffic over a period of time has increased manifold and also with the construction of Sarai Rohilla fly over and proposed RUB Shakti Nagar, the traffic on these roads is going to increase further which has necessitated the improvement of the existing inter-section.

2. Four phase signalised inter-section design has been prepared with slip roads on three sides for left hand turning, along the side abutting Shakti Nagar Extn., slip road is not possible as it would affect the approved layout of the colony. Two lane divided carriage ways are proposed on all the four arms of the inter-section. Zebra crossings for pedestrian movement has been proposed as indicated in the plan. Adequate flaring in the carriageways near the inter-section and in the slip road has been provided as indicated in the plan. Five pucca shops, three/stand, park railing, two jhuggies and a piano is affected in the proposal.

/ Bus

3. 'T' junction design of Laxmi Bai College Road (Road No. 39) with 30 mt. r/w road connecting road no. 37 in the south and G.T. Road in the north.

contd... ..2/-

The r/w of the road connecting G.T. road and road no. 37 and passing along the periphery of the Ashok Vihar is 30 mt. At present, two lane divided carriage ways are existing on this road as also on the Laxi Bai College road. At present this junction is being used as inter-section by giving access to the Wazirpur Village by a 12 mt. wide road. The traffic on this road has been increasing rapidly after the constn. of fly over on Delhi-Karnal Railway Lines, the improvement of this junction as such has become very essential.

4. A tree phase signalised 'T' junction is proposed with slip roads for left hand turning, the village road is proposed to be joined to the service road which will be open up after distance of about 200 mt. on either side of the junction. Two lane divided carriage ways are proposed on all the three arms of the junction. Adequate flaring near the junction and in the slip roads has been provided as indicated in the junction design. As per the feasibility report received from MCD, a DESU transformer, two individual houses with 6 shops and a compound wall of MCD are affected by the proposal.

Decision desired

5. It is also clarified that MCD - implementing authority in this case has cleared both the plans from planning point of view. The matter is placed for the consideration of Technical Committee.

Item No. 8

Sub: Alignment plan of 24 mt. r/w road from Maurice Nagar to Vijay Nagar - F.No. F.5(36)/78/M.P.

The above said road forms a short cut link between Vijay Nagar, Gupta Colony, Ishwar Colony and Maurice Ngr/Delhi University area in North Delhi. It connects with the peripharial road of Police Parade Ground near Kingsway Camp on the north and the central avenue road in front of Daulat Ram College in the south.

2. The r/w of this road is 24 mt. as per Zonal Plan proposal. Earlier the alignment plan of this road was prepared by TCPO in 1978 and DDA in 1979 in which the large number of pucca structures were affected as per details given in Annexure 'A'. Now a fresh alignment plan proposal based on the latest P.T. Survey supplied by MCD has been prepared with a varying r/w between 21 to 24 mt. In this proposal one pucca residential single storey building, two blocks of rehabilitation quarters (12 quarters, six each on ground floor and first floor), 19 pucca/semi pucca shops and 17 other structures are affected. The proposal was discussed in the LOSC meeting of MCD wherein it was recommended that the above said alignment was considered better from feasibility point of view. (Alignment plan laid on the table).

3. The matter is placed before the Technical Committee for its consideration.

DELHI DEVELOPMENT AUTHORITY
(CITY PLANNING WING)

Appendix 'B' to Item No. 8.

B-1

The comparative list of affected structures in the
three alignment proposals is given below:-

	<u>Pucca residential single storey</u>	<u>Residential blocks cpp. Daulat Ram College</u>	<u>Res. Qrt. Blocks</u>	<u>Shop cum resi.</u>	<u>Shops</u>	<u>Others</u>
TCPD	3	Blocks 2 (8 qrs. 4 each on GF and EF)	2 blocks (12 qrs. 6 each on GF & EF)	1	22	17
DDA (1979)	3	2 blocks (8 qrs.- 4 each on GF/EF)	2 block (12 qrs.- 6 each on GF & EF)	29	30	39
DDA (1986)	1	Nil	2 blocks (12 qrts. 6 each on GF & EF)	-	19	17

Item No. 9

Syb: Approval of part layout plan of Kingssway
Camp Redevelopment Scheme-Gopalpur re-settle-
ment Colony. F.No. FR 11(1)/85/Dir. (CP)

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DDA has undertaken a scheme for redevelopment of Kingway Camp. Under this scheme, old tenements/quarters existing since 1947 at Hudson Lines and Outram Lines are to be demolished and plots carved out for allotment to the original allottees of the quarters/tenements. As a follow up, DDA has already completed the work of redevelopment in Outram Lines. Around 700 plots have been carved out and allotted as on date.

2. In regard to resettlement of around 1600 squatters of Hudson Lines, these would be resettled on 21^{sq.mt.} size plot each in Gopalpur. Around 1088 plots have been carved out for this purpose (plan placed on table). Subsequently, a thinking emerged that plots of 21^{sq.mt.} each should be carved out behind Model Town (plan placed on table) However, after the site inspection on 13.9.86, it was decided in consultation with the Member Parliament of this areas, that the scheme of resettlement in Model Town should not be pursued on account of the fact that the area is low lying and water logged thereby making it necessary to carry out massive filling operations. It was not considered advisable to invest around Rs. 65 lakhs towards cost of filling itself apart from subsequent cost of peripheral development. Also, the squatters may not be in a position to bear this extra expenditure on a project which would also be time consuming. It was, therefore, decided that all the squatters of Hudson Lines should be resettled in Gopalpur itself.

3. Accordingly, a revised layout plan has been prepared in a vacant pocket near Gopalpur in the south of Road no. 50 to carve out 1484 plots of 21 sq.mt. each in an area of 14.5 hect. (plan placed laid on table) incorporating the Master Plan green strip between road no. 50 and the proposed layout.

ii) The gross residential area of 13 ha. consists of required facilities like convenience shopping (in four pockets), a site for PS/HS. community facility sites, local level parks and playgrounds. The existing high tension line has been accommodated in the green area. The over all plan of the area will consist of local shopping and HSS sites.

iii) The layout plan has been prepared with following area break up :

Size of plots - 7 m x 3 m = 21 sq.mt.
No. of plots - 1484

	Area in Hect.	% age
Total area of the scheme		
Area under M.P. green	14.5	
area gross residential	13.00	
area under Zonallen facilities (P.S/HSS 24 m zonal road	1.5	
zonal green	5.2	
Net Residential area	7.8 hect.	100%
Area under plots	3.12	40%
Area under shopping	0.34	4.35%
Area under ocfr.	0.33	4.25%
Area under parks & playgrounds	0.64	8.20%
Area under paths & roads (less than 24.0 mt.)	3.37	43.2%

4) The item is placed before the Technical Committee for its consideration.

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I. No 10

Sub: Proposal of grade separator on railway level crossing on the road linking Rampura/Lawrence Road Indl. Area from New Rohtak Road side (F.5(12)/85/M.P.)

Sr. Tech. Officer, MCD vide his letter dt. 14.1.85 has forwarded a time bound Resolution of the Works Committee of MCD under which it was resolved that a bridge be constructed at the above said level crossing and the road upto this crossing be widened with footpaths and railing. DDA has been emphasising that grade separator's should be constructed only on Master Plan Roads i.e. 30 mt. and above r/w roads and this had been communicated to MCD also. Still, thereafter MCD has been pressing hard for the construction of this ROB due to the heavy traffic load in this area. Details of peak hour traffic as supplied by MCD are given in annexure 'A'.

2. At present, there is an existing ROB on Delhi Rohtak Railway Lines on Ring Road near General Store crossing and a HUB near Zakhira Chowk. These two grade separators are about 2.50 km. Apart, the third grade separator proposed by MCD is at a distance of 1.5 km. from General Store crossing which is on a 18 mt. r/w road Rohtak Road passing through Rampura Village, Lawrence Rd. Indl. And group housing area joining with Ring Road on the west and Road no. 37 (along western Yamuna Canal) in the east. As per zonal plan of zone H-2, 30 mt. r/w roads are available in continuation of this 18 mt. r/w road from the northern periphery of Rampura Village to join with Ring Road on the west and road no. 37 in the east. Only in the stretch between Rohtak Road and Rampura village the r/w available is 18 mt. As per the feasibility study done by MCD, in case if the r/w for the bridge is increased to 30 mt. 103 properties are affected apart from two temples, one school, one Dharamashala, one pumping station two railway quarters, one DESU sub/stn. and a DDA park. Here it may be noted that the existing level of the railway lines is almost one mt. above the existing ground level in the adjoining areas, therefore, the proposal of ROB would require longer length of the road on either side to meet the desired slope, which in this case is already difficult, especially on the northern side due to the existing properties of village Rampura. As such, the feasibility of a grade separator if considered should also be studied with HUB proposals.

3. The width of the over under bridge if proposed should be atleast 16 mt. i.e. two lane divided carriage way which means that only 1.0 mt. wide gap will remain between ROB/HUB and the existing buildings on either side. This will create problems of light, ventilation, noise and access to the buildings abutting this grade separator. The construction of grade separator may complicate the condition of the road as it will invite more traffic.

4. The proposal of grade separator is placed before the Tech. Committee for its consideration.

Item No. 11

Sub:- NOC to run a Guest House/Boarding House in
in r/o plot no. 6 and 7 Block No. 1, Original
Road. (File No. F.10(205)/82/M.P.)

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DCP, Licencing, Delhi has forwarded the case of Delhi
Maharashtriya Samaj Building Trust (Regd.) for the NOC
to allow boarding and lodging facility to its members
visiting Delhi.

2. The case has been examined as per the Hotel,
Motel regulations, 1977 and observations are as follows:

- a) Area of the plot under reference is about
800 sq.yds.
- b) R/w of Desh Bandhu Gupta Road and Mundewalan Road
are 100'.
- c) As per the Master Plan of Delhi 1962, the land
use of the plot under reference is residential.
As per the approved zonal development plan A-7
the land use of the plot is commercial i.e.GBC.

3. The use permissible as per lease documents issued
in Oct.1948 by Delhi Improvement Trust is shops with
residential flats. The applicant has also submitted a
completion certificate issued by DIT 1948.

4. There is no provision for parking in the premises
but as stated by the applicant, the visting members usually
come from railway station/ISBT by hire mode of transport
like taxi, scooter, rickshaws etc. and on special occasions
the vehicles are parkad in the premises of Nutan Marathi
Sr. Secondary School, a sister organisation of the Trust
which is situated near the building of the Trust for which
the NOC has already been submitted.

5. The plot under reference falls in the commercial
area and as per the regulations of 1977, the guest houses
are allowed in the commercial areas.

6. The matter is placed before the Technical Com.
for its consideration.

Item No. 12

Sub: 'T' junction design of I.P. Marg (Road No. 75) with 30 mt. r/w road leading to ROB - 36 in Trans Yamuna Area including location of filling cum service station site near this junction (F.5(34)/84/MP

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'T' junction design of I.P. Marg with 30 mt. r/w road leading to ROB 36 has been prepared based on the survey supplied by Ex. Engineer, PWD(DA) Divn. XXIII. A petrol filling cum service station site measuring 120' x 90' was proposed and also approved by V.C. DDA near this junction. The location of the petrol pump site have been incorporated in the proposed junction design.

2. In this junction design, first phase and final phase improvement have been shown in the plan at page 9 cor; In the first phase slip roads of 6.5 mt. width for left hand turning with traffic islands are proposed as indicated in the above said plan. In the final phase 9 mt. width slip roads with service road connection from I.P. Marg to the road leading to ROB 36 are proposed. Copies of the approved plan were sent to S.E. Circle II, PWD(DA) and DCP (Traffic) for comments. DCP (Traffic) vide letter dt. 6.1.86 has raised some objections to the petrol pump sites specifically with regard to the distance from the junction which is presently about 42 mt. According to an earlier authority resolution, a distance of 45 mt. is required from the tangent point of intersection and 90 mt; on major roads from the tangent point. In this particular case, it is only a 'T' junction and the distance available is 42 mt. The other thing which is pointed out is that there is an existing IBP petrol pump along this road (on the slip road of NH 24) which is likely to be relocated as it is considered to be objectionable. Thus, there will be no petrol pump in the near vicinity. If the proposed site is reduced to 100' x 55', a distance of about 50 mt. would be available.

3. The proposal of 'T' junction design of I.P. Marg/ road leading to ROB 36 and location of the petrol pump site are placed before the Tech. Committee for its consideration.

Item No. 13

Sub:- Alignment Plan of proposed Road along
Najafgarh Drain from New Rohtak Road
to Road No. 37.
(file No. F.5(14)/80-M.P.)

The above said road is proposed on the periphery of Tri Nagar Group of unauthorised colonies (under MCD) along Najafgarh Drain. This road is neither a Zonal Plan nor a Master Plan Road. The construction of this road will benefit the residents of the area as it connects 50 mt. R/w Rohtak Road in the south and 45 mt. r/w road no. 37 in the northern side. Since many small roads, lanes and bye-lanes of the unauthorised colonies are meeting this road, it will therefore, act as a collector street.

2. In the regularisation plan of Tri Nagar Group of unauthorised colonies prepared and approved by MCD a uniform r/w is not proposed for this road and it varies between 8 mt. to 15 mt. The r/w proposed in DDA's alignment plan proposal varies between 16 mt. to 20 mt. which can be available in the entire stretch by affecting only a few structures. The alignment plan with the above r/w as prepared by D.D.A. was put up to the LOEC meeting of MCD on 6.4.85 and the same was approved from the planning point of view. The feasibility report on this proposal has also been received from MCD wherein it is observed that four pucca single storied, seven double storied pucca structure, one tin shed shop, three semi-pucca structure/jhuggies, railing/fencing of open lands, one plot, open land on temple with two shops, three urinals, two dust bins, DESU sub-stn. etc. are affected.

3. The alignment plan proposal was also discussed in a Committee under Director(CP) on 16.5.86 and the same was recommended for approval.

4. The alignment plan proposal as prepared by D.D.A. is put up before the Technical Committee for its consideration.

Item:14

Sub: Rehabilitation of petty shopkeepers in Nehru place. (Informal sector).

(File No. PA/Dir.(CP)/86/25)

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Director (cp) has initiated work on the proposal for re-location of hawkers/khomchawalas sitting on the piazza and in the corridors of Nehru Place. These hawkers are creating nuisance as well as to the aesthetics to this commercial centre. Site was also inspected by L.G., Dir.(cp), Chief Engineer (South Zone) and L.G. desired that a solution/proposal may be worked out to provide some space to about 220 khomchawalas and other dealers sitting on this area. Chief Architect, DDA was requested to prepare the scheme. Accordingly, the Housing & Urban Development Wing, DDA prepared two alternatives for accommodating these khomchawalas and each proposal has different merits which are placed below:

i) Platforms measuring 5'x 5' each are shown in black dots. In this system, spaces/platforms shown are in a scattered way and they do not effect the business of main shops. Platforms are also shown mostly on piazza and some on road pavement and in parking lots. Location of platforms is arranged such a way that will not obstruct the flow of shoppers and traffic. The proposal contains spaces for 218 hawkers. (plan laid on table).

ii) This proposal envisages about 225 spaces for 'hathrehries' which are shown in 'red' mostly on piazza in a concentrated way and each space is measuring about 5'X5'. It is also stated that the location of such rehries on the piazza could be objected by the owners of surrounding buildings of this complex. However, in this proposal business of rehriwalas will not be affected and they can continue to have good business. It is observed that the size of rehries have to be standardized so that they could be accommodated in a space of 5'X5' only. (plan laid on table).

2. The matter is put up to the Technical Committee for considering both the above mentioned alternatives.

Item no. 15

Sub:- Permission to set up a Cancer Diagnostic Hospital and Research Centre at village Mandi, Tehsil Mehrauli, New Delhi - M/s Anand Foundation (Charitable Trust), File No. F.9(3)/86 M.P.)

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A request has been received from M/s Anand Foundation a Charitable Trust in Delhi for permission to set up a Cancer Diagnostic Hospital and Research Centre at Village Mandi District Mehrauli, New Delhi.

2. The area of the Project is about 5.3 acres and the land is presently located in the extended Lal Dora of Village Mandi. The details of construction are given below:-

i) Area under 100 bedded hospital	- 18,280 sq.ft.
ii) Site for staff housing and research centre.	- 2,23,460 sq.ft.
Total	- 2,41,740 sq.ft.

3. The proposal has been examined and it is stated that the land use of above mentioned land as per Master Plan/PDP-2001 is 'rural use zone' and such sort of facilities can be considered under 'special appeal'.

4. The Party has stated that the proposed Cancer Diagnostic Centre is in the memory of Mrs. Anand and funds for setting up this Centre shall be provided by Mr. Anand and his associates, whereas, the equipments required for this Centre shall be mostly coming from non-residents associates of his business associates and relatives. A sum of Rs.100 crores or more is involved in this project.

5. The site has been inspected and it is found that the plots are located on the entrance of the Village Mandi on the main approach road on either side of the road. The site is almost at the end of the Union Territory of Delhi. It is, further, stated that M/s Anand Foundation is not registered with the Health Department of Delhi Administration so far.

6. As stated above, the land use of the area is 'rural use zone' and provisions, as given in the Master Plan for rural use zones are to be followed. However, it is stated that in case of S. L. Jindal Trust in Village Bhatti for the construction of a Sanskrit Vidya Peeth, the D.D.A. has given a F.A.R. of 20 per cent vide resolution no. 55 dated 31.5.73.

7. Cancer is a very serious disease and mostly rich people can afford its treatment abroad, whereas this Centre is a public charitable trust and would mostly work for poor people who cannot afford the treatment.

8. The matter is placed before the Technical Committee for its consideration.

Item No-19

Sub: Request for issue of No Objection Certificate
in connection with the acquisition of land by
Air Force Authorities of Radar Dhansa, New Delhi-73
(File No. F.3(36)/86/M.P.)

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A request has been received from Sh. A.G.Chitra,
Wing Commander, Officer Commanding, Air Force for issuing
a NOC with regard to acquiring of land at village Dhansa,
New Delhi measuring an area of 3 bighas and 3 biswas
(0.69 acres).

2. The land under reference (plan laid on the table)
falls outside the present urban limits (Master Plan of
1962) and the matter has been examined in the light of
PDP-2001. It has been found that the village Dhansa is
on the periphery (south-west) of the Union Territory.
The land use is 'rural use zone' and will not affect the
tentative Urban Extension Plan prepared for Perspective
Delhi-2001. The land measuring 3 bighas and 3 biswas (
(0.69 acres) appears to be already under the possession
of I.A.F.A. since the last 10 years.

2. The matter is placed before the Technical
Committee for consideration.

Item No. 20

Sub: Change of land use in part of zone E-13 of the Master Plan (Patparganj Indl. Area).
Fil. No. FR 5(5)/84/Dir.(CP) Pt. III.

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The part of the zone E-13 of the Master Plan, bounded by river Yamuna in the South-west, N.W. Railway Line to Ghaziabad in the north-west, 45 mt. (150') wide Master Plan road in the north, 60 mts. (200') wide arterial road in the north-east and 90 mts. (300') wide National Highway Bye Pass in the south-east, has been shown predominantly for industrial, recreational and truck terminal purposes in the 1962 Master Plan. Out of this, excepting for Mother Dairy and 220 KV electric sub-station, rest of the area in the western portion has been occupied by unauthorised colonies and villages. Also, a 90 mts. (300') wide drain has been constructed in the eastern portion along 60 mts. (200') wide arterial road to drain all the trans-Yamuna Area in the Ghazipur Drain / Hindun Cut. To this extent, the corresponding 'recreational', 'industrial' and 'truck terminal' area has been reduced.

2. As per Government Order of 1977, with subsequent amendments, these colonies have been regularised with the change of land use approved by the Authority. Apart from them, 134.37 H.A. of area has been allotted to 97 Group Housing Societies, the layout plan of which alongwith change of land use has been approved by DDA as well as DUAC in principle. This is in the rest of village Mandawali Fazalpur and its extensions. Thus, only 27.75 H.A. of area has remained with industrial land use excluding truck terminal, recreational area, 66 KV electric sub station, existing Bus Depot, and proposed 45 mts. (150 ft.) wide Road.

3. The truck terminal site has been proposed to be shifted downwards towards south-east along 90 mts. (300') wide National Highway Bye pass and a 45 mts. wide road has been proposed on the west side of it, because of the construction of 90 mts. (300') wide drain and existence of Hasanpur village, that will allow proper approach to truck terminal area from either 45 mts. (150') wide Master Plan road in the north or 60 mts. (200 ft.) wide arterial road in the north-east. Further, in the south of 90 mts. (300') wide National Highway Bye-pass, residential colonies have been developed in 1975-76 beyond which NOIDA has come up.

4. In the circumstances mentioned above, maintenance of this 27.75 ha. 'industrial' area to 'residential' purposes in continuation of village Hasanpur. The details of change of land use has been shown on the enclosed copy of the plan alongwith a detailed table of the area statement for change of land use purposes.

5. The case is put up before the Tech. Committee for approval.

Item No. 21

Sub: Conversion of cinema plots into other alternative uses.

F.No. Sr.Arch/HUPw/DDA/86/D-160

Over the years, the popularity of cinemas has declined because of introduction of video equipments. This has resulted in falling demand of cinema plots in the commercial centres. A situation has been reached when there is a felt need for conversion of cinema plots in commercial centres into alternative uses.

2. It is interesting to know that the Cinegoers in Delhi have increased from 0.8 lakh per day in 1971 to 2 lakhs per day in 1983. However, thereafter in 1984 it declined to 1.19 lakh per day. Even the growth of regular cinema halls in Delhi has not kept pace with the growth in population. In 1984, there were 74 cinema halls @0.6 cinema halls per lakh population as against 48 cinema halls in 1971 @1.18 per lakh population. Both these indicators imply that there is a decline in the popularity of cinemas.

In 1971, only one household out of 20 was owning a television set, whereas in 1984, one out of every 2 households owned a T.V. Set. This clearly shows that popularity of T.V. entertainment media is increasing and adversely affecting the cinema.

3. It is imperative to convert some of the cinema plots in the commercial centres to other alternative uses. The regulations for establishment of video parlours are being finalised by the concerned department (Delhi Administration). An exercise has been carried out by the PPW on the subject and the proposals are as given below:

Proposed break-up of the cinema plot area:

Usually the plot area of cinema in district and community centre is in the range of 1700 to 2000 sq. m. The total area proposed for the cinema (1000 seats) for a District or community centre needs to be divided into three different activities i.e. (i) Video Parlour/Parlours, (ii) Departmental Store Retail Shopping and (iii) a small theatre/Multi-purpose auditorium. In case of centres that have already been planned, the planning for these activities will totally depend upon the design of the centre and location of cinema plot in particular. In case of centres whose plans are yet to be prepared this could have a different concept altogether.

However, in the former case, it could be planned in the following manner; the entire cinema plot may be divided in three parts, each housing one

of the three activities in the break up given below:

S.No.	Activity	%age	Remarks
a.	Video Parlour	15	It may have 2 to 3 Video Parlours of different sitting capacities.
b.	Departmental store/ Retail shopping	45	The choice between departmental store or combination would depend upon the socio-economic condition of the surrounding residential areas.
c.	Small theatre/multi-purpose auditorium	40	Sitting capacity between 300 to 400

The total distribution of FAR over these three components may be determined at the time of preparation of architectural plans. This may only be treated as a broad guidelines and other alternatives could be worked out on the same lines.

4. In the above proposal the entire FAR of the cinema plot has been utilised for three different activities and hence, there is no significant change in ground coverage and FAR. However, it would necessitate necessary provisions for this alternative to be incorporated in the draft Master Plan for Delhi Perspective-2001.

5. The matter is placed before the T.C. for its consideration.

Item No. 23

Sub: No objection certificate for acquisition of land measuring 90 acres at village Chhawla.
(File No. F.14(4)/85/CRC/DDA)

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The commandant, 25th Battalion, BSF has request d to issue a 'No Objection' certificate in respect of 18 bighas 15 biswas of Gram Sabha land in village Chawala for the purpose of construction of building for security reasons. In a separate reference, the Commandant has also requested for issue of NOC for 100 bighas and 1 biswas of Gaon Sabha land in village Chhawala for M.T. Workshop, recruitment training and living accommodation.

2. The case has been examined by Dir. (PPW) and observed that there is a big Establishment near Village Chhawala. For the accommodation of certain additional troops and other activities, they have requested a 'no objection certificate' for the acquisition of 90 acres land. This proposed land is in continuation to the existing area. The various uses for which additional land is required by BSF is as under :

1. Additional training ground for trainees - Combat area/Assault Area/Weapon training area.
2. Land for Transit camp for accommodation of minimum 1000 personnels.
3. Training for ceremonials, parades etc. accommodation for 1000 men.
4. BSF animal contingents for 55 camels, 45 horses and its drivers.
5. MT Workshop-Engine Assembly/Lathe shop/ welding shop/Upholster room/Parking Area and service centre.
6. Welting of troops

3. On examination it has been found that (i) the present land use of the land in question is rural (ii) the proposed extension would make their area well defined (iii) they should be asked to leave the land for the existing road.

contd...p /.....

4. The proposal was discussed in the Technical Committee for its consideration, in its meeting held on 8.8.86 and following decision was taken.

"The Technical Committee discussed the proposal in detail submitted by Commandant 25th Battalion BSF of acquiring 90 acres of land in the vicinity of existing complex. Keeping in view the location of the land proposed to be acquired in different pockets around the complex, the Technical Committee recommended for a 'no objection' for utilisation of this land as part of the complex, however, subject to (a) that BSF has already obtained the administrative approval for this purpose and (c) that after the acquisition proper and integrated layout plan is proposed and submitted for approval."

5. In response to the decision of the Technical Committee Commandant Vikram Singh, BSF has replied vide his letter dt. 11.8.86 that financial sanction and budget provision shall be made for acquisition of 90 acres of land after receiving a NOC from D.D.A., as the cost of land has to be given by Land Acquisition Officer. In view of this, he has requested that the desired NOC may be issued at the earliest, as the same is required for security reasons.

6. The matter is placed before the Technical Committee for re-consideration.