

# दिल्ली विकास प्राधिकरण

अनुभाग \_\_\_\_\_

प्रिसिल संख्या PA/DDC(MP) / 86 / 550  
dt 11/11/86.

टिप्पणी

पञ्चव्यवहार

विषय

Minutes of T.C. held on 11/11/86

पिछले सदन

बार के सदन

प.प्र.  
22/11

346 MP  
16/12

10832 EP  
17/12/86

5677



DELHI DEVELOPMENT AUTHORITY  
(MASTERPLAN SECTION)

No. PA/D.D. (M.P)/86/550

Dt:- 11.12.86

Sub: Draft minutes of the Technical Committee meeting held on Thursday the 11th Dec. 1986 in the Conference Hall of DDA, Vikas Minar.

.....

The draft minutes of the Technical Committee meeting held at 10 A.M. on 11.12.86 are placed below for your kind approval.

*C.P. Rastogi* 11/12/86  
(C.P. Rastogi)  
Dy. Director (M.P.)  
11.12.86

Dir. (DC)

Encl:

- 1) List of the participants.
- 2) Draft minutes.
- 3) V.C.'s copy of agenda may pl. be attached.

Dy. Director (M.P)

Minutes of the Technical Committee meeting are placed below for V.C.'s kind perusal. V.C.'s copy of agenda is also placed below in the file.

9/13/87 (B)  
157282

V.C.'s Office  
Dy. No. 1033  
Date 12/12/86

*V.C.*  
*Appd. P. Sone*  
*13/12/86*  
*S.C. Gupta*  
(S.C. GUPTA)  
DIRECTOR (DC&B)  
12.12.86  
*15/12/86*

*Dir (DC)*  
*12/12/86*

Pl cut the stenals in the usual format.

*Steno (Mrs Chandra)*  
*Needful has been done please.* 17/12  
*22/12/86*

*D.O. (M.P.)*

Dir (CC&D) 15677  
16/12/86.  
Recd on 18/12/86  
18/12/86



MINUTES OF THE MEETING OF THE TECHNICAL COMMITTEE  
HELD ON 11.12.86 AT 10.00 A.M. IN THE CONFERENCE  
ROOM, 5TH FLOOR, VIKAS MINAR, NEW DELHI.

DELHI DEVELOPMENT AUTHORITY  
( MASTER PLAN SECTION )

ITEM NO.1 : Proposed plotted Development at vacant pocket  
in Mangolpuri for shifting of Village Sarai  
Sohel (File No. FR 10(9)/83/Dir.(CP)  
(F.14(3)/85/CRC/DDA.

#### DECISION

The matter was explained by Director (CP) and  
stated that Village Sarai Soheli is located in the  
operational area of the International Airport Palam  
and as per the administrative decision, the same is to  
be shifted to a site near Palam Village due to security  
reasons etc.

Technical Committee examined the a, b & c of  
the agenda and approved the same subject to the  
condition that the cost of Land under Primary School  
and 9 mt. wide road be proportionately shared @ 50% on  
group housing and plotted development area.

ITEM NO.2: Allotment of additional Land at M/s. Qutab  
Service Station, Mehrauli Road opposite SITC  
and MTC Colony, N. Delhi. (PA/Dir.(PLG.)/86/713/406)  
F.7(7)/86-MP)

#### DECISION

It was observed that a strip of Land by the  
side of the existing Qutab Service Station is available.  
A request has been received for the allotment of this Land  
for expansion of existing Service Station. As per the  
policy, if the Land is available, the existing filling-  
cum-service station could be extended to 120' x 120'.  
The Technical Committee examined the proposal  
and observed that the site under reference could not  
be effectively utilised for any other purpose, and  
therefore, agreed to make this Land available for the  
expansion of the existing service station within the  
category of 120' x 120'.



ITEM NO.3 : Modification in the **proposed** fly over on Delhi Mathura Railway Lines and Mathura Road in the extension of Outer Ring Road (ROB - 22) (F.5(12)/63-MP).

POSTPONED

ITEM NO.4: Route alignment for 220 KV overhead high tension line between Burari 220 KV S/Stn. and Subzi Mandi 220 KV S/Stn. (F.6(4)/86-MP)

DECISION

The matter was explained in detail by Director (CP) and the officials of D.E.SU. The proposed route alignment was accepted in principle. However, for the portion passing through Northern Ridge area, V.C. desired that he would like to inspect this site before final clearance, with a view as to whether the route alignment should be underground or it could be overhead. ✓ Director (CP) will arrange an inspection with Engineer Member, Chief Architect and D.E.S.U. officials.

ITEM NO.5 : Increased in size of gas godown sites existing in Ashok Vihase Phase-IV. (F.13(107)/84/CRC)

DECISION

The proposal was explained by Director (CP) and the matter was discussed in quite detail. It was felt that the policy which is being followed for carving out the gas godown sites in the green area, does not appear to be feasible as there are restrictions now to ~~make~~ use of the green area, for other purposes, and therefore, it was decided that a group should go into the complete policy for earmarking such sites consisting of Director (DC&B) as Convenor, Sh.D.D.Mathur, ✓ Chief Planner, M.C.D. as Chairman, Director (PP), Chief Architect, State Co-ordinator and the Representative from IOC. This Group can submit its report by 5.1.87 and there- after the same Group with Sh.R.G.Gupta, Director (CP) may also prepare a policy note on the sites required to be allotted for Kerosene Oil Depots (Light & High Speed Diesels).



ITEM NO.6: Gas Godown site for Lajpat Nagar Area.  
(F.13(75)/85/CRC).

DECISION

✓ Action to be take-n after the policy note is available as per item No.5 of the agenda.

ITEM NO.7: Site for LPG plant at Madanpur Khadar.  
(F.20(18)/86-MP)

DECISION

✓ Technical Committee noted that this proposal was earlier examined in its meeting held on 8.8.86 in which it was decided that in the first instance commission<sup>views</sup> may be obtained. The Commission vide their letter dated 22.10.86 indicated that before they could offer their comments, a comprehensive scheme of the entire channelisation<sup>scheme</sup> of the river should be made available.

✓ 2. Officials from I.O.C. who were present in the meeting, explained that Vasudev Committee and Ballig Committee have suggested two locations for LPG Filling Centres- one in north Delhi and the another one in South Delhi. On the site of North Delhi, the work has already been taken up but it could not be possible to fulfil the requirement of Delhi's population for which the another site (under reference) is also<sup>to be</sup> taken up for development.

✓ 3. The Technical Committee observed that adjacent to the site under reference, a site was already marked for this purpose in the extensive modifications of Delhi Master Plan - 2001, published on 6-4-85 which also forms part of the land forming part of Planning Division 'O' (area covered under the scheme of river channelisation). At this, Director (PP) explained that the whole area after the National Highway Bye-pass No.2 (proposed) forms part of Planning Division 'O' i.e. the area forming part river channelisation scheme.

✓ 4. Technical Committee after going through the details, recommended that the site under reference may be agreed to for this purpose with the condition that/there will (a) be a proper approach to this complex (b) ~~that~~ a large number of trees are planted within the complex (c) construction should be minimum extent required and (d) proper care is taken with regard to major power lines passing by the side of the site. Further, for the approach road, I.O.C. was advised to submit



the proposal for consideration.

ITEM NO.8: Building norms for small unit industries F Block Mayapuri Phase II and the standard designs thereof. (F.1(18)/80-MP).

#### DECISION

The proposal was explained by Dir.(DC&B) wherein he has stated that the small industrial units which were working in Motia Khan (Pahar Ganj area) were allotted alternative plots and they were shifted to block F, Mayapuri Phase II in the year 1976. These plots were allotted for light manufacturing and service industries.

2. The Technical Committee discussed in detail the plans prepared <sup>and</sup> ~~by~~ the norms suggested in the agenda and recommended as below :

- (i) Plot size - 45 sq.yds. - 100 % ground coverage with 120 FAR and the space to be provided for manhole within the plot.
- (ii) Plot size - 92 sq.yds. and 100 sq.yds. - Front setback - 15' minimum ; Ground Coverage-maximum 75% after ensuring the minimum front setback; FAR - maximum 120.
- (iii) Plot size - 134, 165 and 200 sq.yds., Front setback - minimum 15'; Ground Coverage - maximum 60% after ensuring the minimum front setback, FAR - maximum 120.

3. Further, no basement or mezzanine floor shall be permitted. In case part basement is provided, it would be counted into permissible FAR.

ITEM NO.9: Resettlement of Anand Service Station Mahipalpur. F.7(16)/72-MP Pt.I)

#### DECISION

Mahipalpur Road

The State Co-ordinator of Oil Companies who was present in the meeting, explained the case indicating that the existing outlet <sup>encroached</sup> ~~has~~ already been <sup>encroached</sup> down as the land was acquired by the International Airport Authority and D.D.A. has already informed the Oil Corporation to take the land from IAAI for the re-location of the petrol-pump. The IAAI has proposed a site for petrol-pump on the main high-way in the land owned by them as the petrol-pump could not be allotted any site <sup>inside</sup> ~~because~~ of the less traffic inside the complex. The representative emphasised that the site should be cleared as they have already waited for long for the re-location of the site.



2. Technical Committee discussed at length the feasibility, desirability and the workability of the site proposed and keeping in view that the proposed site, ~~being its~~ nearness to the turning point to the approach, IAAI could not be allowed <sup>now</sup> because of the security hazards and its nearness to the approach. However, on the National Highway Bye-pass in the down south in the area owned by IAAI, there could be a possibility to locate a site and for that purpose, V.C. agreed that he would have a meeting with the representative of IAAI, State Co-ordinator and the Traffic Police for which Director (CP) will co-ordinate and ~~he~~ should sort out the matter within <sup>a</sup> the fortnight.

ITEM NO.10: Increase in size of gas godown sites existing Ashok Vihar Phase IV - Rajdhani Gas Service.  
(F.13(28)/86/CRC).

DECISION

✓ Action to be taken after the policy note is available as per item No.5 of the agenda.

ITEM NO.11: Carving out of 3 gas godown sites near Shakti Ngr. North of 100' wide road from Sarai Rohilla Flyover.  
(F.13(12)/85/CRC/DDA).

DECISION

✓ Action to be taken after the policy note is available as per item No.5 of the agenda.

ITEM NO.12: Technical Report on 'Traffic Studies around Monkey Bridges Area in Delhi' prepared by NATPAC for Delhi Admn. observations made by PPW - Reg.  
(PA/DD/PPW/86/881).

POSTPONED.

ITEM NO.13: Allotment of gas godown site - M/s. Pearey Lal & Sons (P) Ltd. - (F.13(35)/84/CRC).

DECISION

✓ Dy. Director (CP), Sh.N.K. Aggarwal stated that the existing gas godown site at Chammelian Road of M/s. Pearey Lal & Sons may have to be necessarily shifted due to its hazardousness as per the report of the Committee constituted by the L.G.

✓ The Technical Committee examined the proposed <sup>site</sup> and observed that these are already three gas godown sites, the fourth one as suggested for the shifting of objectionable site, was agreed upon.



ITEM NO.14: Improvement of circulation around Monkey Bridge area.  
(F.9(34)/82/Dir.(T&T) Plg.)

✓  
POSTPONED.

ITEM NO.15: Carving out a gas godown site at R.K.Puram Sector II.  
(F.13(10)/86/CRC).

✓  
DECISION

Action to be taken after the policy note is available as per the item No.5 of the agenda.

Chairman desired that there should be proper mike arrangement in the Conference Room at the time when the meeting is held.

The meeting ended with the vote of thanks to the chair.

*[Signature]*

*Dir CP. told me that item no 12 and 14 should be closed.*

*[Signature]*  
12/12



DELHI DEVELOPMENT AUTHORITY  
( MASTER PLAN SECTION )

Draft Minutes of the meeting of Technical Committee  
held on 11-12-86 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. V.S. Murti, E.M?
3. Sh. T.S. Punm, Chief Architect(H).
4. Sh. J.C. Ghambir, Director (PPW).
5. Sh. R.G. Gupta, Director (CP)
6. Sh. S.C. Gupta, Director(DC&B).
7. Sh. V.N. Sharma, Jt. Director(ZP).
8. Sh. P.N. Dongre, Jt. Director(ZP).
9. Sh. R.D. Gohar, Jt. Director(UVC).
10. Sh. N.K. Aggarwal, Dy. Director (CP).
11. Sh. D.K. Saluja, Dy. Director(CP).
12. Sh. C.P. Rastogi, Dy. Director(MP). (Convenor)

Police Department.

13. Sh. H.P.S. Virk, A.C.P. (Traffic)

Town & Country Planning.

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

Municipal Corporation of Delhi.

15. Sh. D.D. Mathur, Town Planner.

New Delhi Municipal Committee.

16. Sh. A.D. Malik, Architect.

Land and Development office.

17. Sh. L.D. Ganotra, Engineer Officer,

Special Invitees. D.E.S.U.

18. Sh. H.K.L. Kaushal, S.E.Plg.-I For item No.4
19. Sh. D.K. Suri, E.E.
20. Sh. Arun Kumar Manchanda, S.S.O., BPCL For item No. 6,11,15.
21. Sh. G.K. Khetrapal, Manager(Engg.) I.O.E.
22. Sh. R.K. Anand, Manager, For item No.7



- |     |   |                                |
|-----|---|--------------------------------|
| 23. | Sh. J.N. Wahal, Manager Sales ( HPCL)                   |                                |
| 24. | Sh. P.D. Tawaklay, Sr. Regional Manager<br>( H.P.C.L.). | For item No.<br>9 & 11         |
| 25. | Sh. P.S. Dhillion, Dyw Manager(SC),<br>(H.P.C.L.)       |                                |
| 26. | Sh. S.D. Gupta, Addl. C.E.(Const.) N. Railway.          |                                |
| 27. | Sh. R.P. Gupta, Dy. Chief Engr.(Const.)<br>N. Railway.  | Item not<br>added<br>in agenda |



DELHI DEVELOPMENT AUTHORITY  
VIKAS MINAR  
INDRAPRASTHA ESTATE  
NEW DELHI.

V.C.'s Office  
Dy. No. 8835-P  
Date 10/12/86

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

Dated the 10/12/86

From:

Superintendent (MP),  
Delhi Development Authority

To

The O.S.D. to V.C.  
Delhi Development Authority.  
Vikas Sadan, INA.

Sir,

I am directed to inform that the next meeting of the  
Technical Committee of the Authority will be held on Thursday  
the 11/12/86 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,

10/12/86  
Asst. Dir.  
Superintendent (MP)

Encl: As above.

Dir (O & B) 2-06  
10/12/86



DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

Vikas Minar, I.P. Estate,  
New Delhi.

Agenda for the meeting of Tech. Committee to be held on Thursday, the 11th December, 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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Item No.	Subject	Page No.
1.	Layout plan for Resettlement Scheme in Mangalpuri F.R. 10(9)/83/Dir. (CP) F. 14(3)/85/CRC/DDA	1 to 2
2.	Allotment of additional land at M/s Qutab Service Station Mehrauli Road, New Delhi opposite STC MMTC Housing Colony. F. PA/Dy.Dir. (Plg.) /86/713/406 <b>F7(7) 86 M.P.</b>	3
3.	Modification in the proposed fly-over on Delhi Mathura Rly. Lines and Mathura Road in the extension of outer ring road (ROB-22) F.5(12)/63/M.P.	4 to 7
✓ 4.	Route approval for 220 KV towerline from Burari 220 K.V. S/stn. to 220 K.V. S/stn. Subzi Mandi (F.6(4)/86/M.P.)	8 to 10
5.	Allotment of plot for LPG Cylinders godown at Wazirpur (Mrs. Ahluwalia) widow of IOC employees (F.13(107)/84/CRC.)	11 to 12
✓ 6.	Gas godown site for Lajpat Nagar Area to Sh. Naresh Kumar. F.13(7 5)/85/CRC	13 to 14
✓ 7.	Change of land use of about 70 acres of land from 'Agriculture Green Belt' to LPG Gas godown at Madanpur Khadar Delhi (F.20(18)/86/M.P.)	15
8.	Building norms for small units industries 'F' Block Mayapuri Phase II and the standard design thereof. (F.=1(18)/80/M.P.)	16 to 18
✓ 9.	Resitment of Petrol Pump Anand service stn. at Mahipalpur NH.8 F.7(16)/72/M.P.Pt.I	19
10.	Allotment of addl. land to IOC lt.d for M/s Rajdhani Gas Service (F.13(23)/86/CRC)	20 to 21



- ✓ 11. Allotment of gas godown site to B.P. At Karol  
Bagh (F.No. F.13(19)/85/CRI/DDA 22 to 23
12. Traffic studies around monkey bridge area  
in Delhi prepared by Matpac  
PA/D.D./PPW/86/831 24 to 26
13. M/s Pearey Lal & Sons(P) Ltd. for the  
allotment of a gas godown  
F.13(35)/84/CRC F.1(238)/80/Inpl. 27 to 28
14. Reconstruction of Monkey Bridge near  
Saleen Garh. F.9(34)32-Dir. (T&E) Plg. 29 to 30



ITEM NO. : 1

Sub: Proposed plotted Development at vacant pocket in Mangolpuri for shifting of village Sarai Sohal.

1. Village Sarai Sohal is located in the operational area of International Airport. As per the administrative decision, it is to be shifted to a site near Palam Village for the security reasons and connected problems of various install- action within the boundary of Air Port. The cost of shifting of this village is to be borne by the IAAI, as decision taken in the concerned file of Lands Branch.
2. On site inspections, it was decided to shift all the 180 residents of this village to a site near Mangolpuri (plan placed at flag 'A'). It has now been decided to carve out about 180 plots of each of 36 sq. mts. area in the vacant land adjacent to Janata flats in Mangolpuri, as decision taken in the File of Lands Branch.
3. At one stage this pocket was used for Janata Housing by the HUPW for construction of 672 Janata units as per scheme no.232. Out of this, 136 houses are already under construction and the rest of the land is still unused, which as per the above mentioned decision, is to be used for carving out plots.
4. The plan has been prepared on the basis of the physical survey supplied by the concerned Eng. Wing of an area of 2.784 hect. with following details: %age

a)	Total area	-	2.784 Ha	100.00
	Area under G.H.	-	0.738	26.50
	Area under plotted- Development.		1.446	51.93
	Area under P.S.	-	0.54	19.40
	Area under 9 m. road		0.06	2.17

501/ While working out the economics of the scheme, the area of the P.S. and 9 mt. Road will have to be proportionately charged to G.H. and plotted development.

- b) The layout for 36 sq. mt. plots has been prepared with following details :

	<u>Area in Ha.</u>	<u>%age</u>
Area available for plotted Development (including 50% area of PS and 9 mt. road)	1.716	100.00
Area under Res. plots	0.68	39.62
Area under C.S.	0.078	4.54
Area under facilities (OCF+50%PS)	0.309	18.00



ITEM NO.: 2

Sub: Allotment of Additional land at M/s Qutab Service Station, Mehrauli Road opposite STC and MMTC colony, New Delhi.

IA/Dy.Dir(Plg.)/86/713/406  
P 7(7086-MP)

The Indian Oil Corporation vide its letter dt. 2.7.86 has requested the DDA for allotment of additional strip of land which is lying vacant adjacent to existing petrol pump known as Qutab Service Station. The existing petrol pump site measures 30.5 m. X 36 m. and the area of the site requested for additional allotment is 172.32 sq. mts (4.3 + 7 m. X 30.5 m.) maintaining the R/W of Mehrauli Road as 200'.

2. The case has been examined and according to the approved alignment plan, Mehrauli Road is proposed to be widened to 200 ft. r/w from the centre line in this portion which does not effect the existing petrol pump. According to the approved layout plan of the Institutional Area at South of IIT, the petrol pump site abuts the existing (Children's Home) towards its North. The strip available is just incidental and can not be utilised for any other purpose. From planning point of view, there may not be any objection to allot this strip of land to the existing petrol pump subject to conditions that if any land is required for further widening of the road, it will be surrendered by the IOC, as and when required, and they shall follow standard design for construction so that proper set backs are maintained.

3. The case is placed for the consideration of the Technical Committee.



ITEM NO. : 3

File No.F.5(12)/63-MP

**Subject:**

Sub. Modification in the proposed fly over on Delhi-Mathura Railway Lines and Mathura Road in the extension of Outer Ring Road (ROB- 22).

.....

Background and facts of the case

The proposal of fly over on Delhi-Mathura Railway Lines and Mathura Road in the extension of Outer Ring Road connecting with the proposed NH 2 on the east and Kalkaji Marg on the west was earlier approved by the Technical Committee of DDA on 2-2-79 under item No. 13. This plan has been approved by the Authority in principle vide Resolution No. 73 dated 19-8-82. The basic layout/circulation plan was approved by the DUAC in its meeting held on 20-10-82. Thereafter PWD(DA) started working on the structural details, estimation, preparation of tender documents etc. While preparing the detailed plans some modifications were done to suit the site conditions and the levels without affecting the basic approved layout. The work on the construction of slip road and acquisition of properties required for the construction of fly over was taken up by PWD(DA) about a year back. In the process of implementation, no. of problems arised and many of them are sorted out in the Co-ordination meeting which is held once in a month at SISI complex. Some of the problems pertaining to the planning issues were discussed in a meeting held on 1-7-86 under Director(CP) when officials of PWD(DA) and MCD were also present. A brief about the problems and suggestions made are explained below:-

- i) A strip of the land belonging to National small Industries Corporation abutting the Outer Ring Road near the approach to the proposed fly over was affected as per the alignment approved earlier. In this strip a number of fully green 10 to 12 Oxford trees are existing as indicated in plan.



flag 'Y'. After a joint site inspection of PWD(DA) and DDA officials, it was observed that with a slight adjustment in the alignment abutting the NSIC Complex on the opposite side which is a green area and has some existing kiker trees, the strip of land proposed to be taken from NSIC can be avoided. This modification has been done in the alignment plan of Road No. 3 (Outer Ring Road) from ROB 22 to Bharion Temple as indicated in the plan placed at page 636 cor. (flag X).

ii) At the junction of Road No. 4 and Outer Ring Road, 178 sq. mt. of land from existing Annapurna Industrial Corporation had to be taken for widening the approach to the proposed fly over. On the representation made by M/s Annapurna Industrial Corporation about the allotment of land in exchange to the extent taken away from them for the ROB 22 fly over, it was recommended that the triangular piece of land by the side of 9mt R/W road leading to Nehru Place could be considered for this purpose. The status of the traingular piece of land has been ascertained from the lands section of DDA and it has been informed that this land has already been transferred to PWD(DA). PWD(DA) may be requested to hand over 178 sq. mt. of land to M/s Annapurna Industrial Corporation. The boundary wall as per the alignment of ROB 22 could also be constructed by the agency as desired by them.

iii) A representation has been received from M/s Glaxo Laboratory (India) Ltd. on Mathura Road for providing approach to their office as in the plan approved earlier, access to their plot has not been shown, minor modification in this stretch has been done by extending the service road of Mathura Road upto this plot for providing access to this property as indicated in the plan flagged 'Y'.

X

Postponed



iv) On the southern side of the fly over opposite the SIS complex, some land of the existing Modi Flour Mill which is required for the construction of fly over has to be taken. During joint site inspection of PWD(DA) and DDA officials, it was seen that there is an existing well in the Modi Flour Mill Complex from which the water for the entire complex was being supplied. During discussions, the representative of the Modi Flour Mill explained that while the planning/construction of their complex was taken up, a number of trial bores were made in their area for installing a tubewell, only at this place where the well is now existing the required quality of water was available. He is requesting PWD(DA) to retain this well in its existing place. It has been informed by PWD(DA) officials that he has taken up the matter in the court but in case if it can be retained he will withdraw the case. In case if the position of the well is retained, it will encroach the footpath portion only and in this stretch the width of the service road can be reduced from 8 mt. to 7mt. leaving a footpath of 1 mt. to be joined in slope on either side as indicated in the plan flagged 'Y'.

v) The basic layout of the fly over approval was got approved by the DUAC earlier, now a detailed land scape proposals along with the detailing of the street furniture has to be submitted to the DUAC. Since PWD(DA) is the implementing agency for this fly over, it is suggested that the approval of the DUAC may be taken up by them.

2. Proposed modification: Some modifications have been made in the approved layout plan to sort out some of the problems mentioned above.

(i) Length of the fly over changed as per the new ground level on the both sides of the flyover as supplied by the PWD(DA) Delhi.



- ii) Proposed curb stones deciding the carriageway with cycle track has been changed to single line (Yellow line) to be marked on the carriageway on both sides of the flyover.
- iii) The alignment plan of Road No. 3 from ROB 22 to Bharon Road has been prepared and the affected portion of NSIC as shown in the proposed ROB 22 plan has been saved by keeping the one edge of the R/W on the boundary wall of NSIC Complex and other edge on the hilly area side (Point at 'X').
- iv) In front of Glaxo Laboratory Ltd. the portion of service Road has been extended upto the gate of Glaxo Ltd. factory as shown on print marked 'Y'.

The basic circulation of the ROB 22 has not been changed.

3. The case is put up before the Technical Committee for approval of the above modification and suggestions/recommendations made in the meeting of 1st July, 1986 explained in para (i) to (v) of agenda note.



ITEM NO.: 4

Sub: Route alignment for 220 KV overhead high tension line between Burari 220 KV sub/station and Subzi Mandi 220 KV sub/station.

The above said H.T. line from Burari Sub/station is proposed to energise/augment the 220 KV sub/station at Subzi Mandi for meeting the power requirement of the area. There is an existing 33 KV high tension overhead line feeding the station from the Civil Line Sub/station. This case was discussed in a meeting held on 25/4/36 under Director(CP) when officials of DESU, PPW and City Planning were present and the following observations were made:

- (i) Existing/proposed/approved H.T. lines in this area may be indicated on the plan by DESU.
- (ii) Proposed route should follow the existing roads as far as possible.
- (iii) The R/W of existing roads be ascertained from P.P.W/ Zonal Plan section of DDA.
- (iv) Joint inspection of the entire route be done by the officers of PPW, DDA & DESU.

2. A joint site inspection of this route was done with Ex. Engineer(Plg.IV), DESU, Jt. Director(CP) and Dy. Dir. (CP) in which efforts were made to take the route along existing roads/along the western periphery of Delhi University and by avoiding to take the route through the ridge area as proposed earlier. The modified route alignment plan submitted is explained below:

3. The route of the proposed 220 KV H.T. line starts from the existing 220 KV/33 KV sub/station at Burari along Road No. 50(Point 'A'), and passes over the existing oxidation pond of water Sewerage Plant upto Point 'C'. From here, it then crosses road No. 45 upto point 'D' where the pylon will be erected after leaving a R/W of 300 ft.



✓

From Point 'D' it runs along southern side of Muzine Road after leaving the available R/W of the road upto its junction with Mall Road Extn. (Point 'E'). From point 'E' to 'F', it is taken outside the 200 ft. R/W on the north-eastern side opposite Khyberpass District Centre upto point 'F'. From Point 'F' it crosses Mall Road/Alipur Road inter section and is proposed to pass through the ridge area upto the western periphery of the Delhi University near an existing overhead tank (Point 'H'). During site inspection, it was suggested that the line be not taken deep through the ridge area and this be taken from the rear side of an existing Masjid/Jubilee Hall, Gware Hall compound upto Point 'H'. From point 'I' it is then taken on the periphery of the ridge along the road after leaving the R/W of the University Road on southern side upto its junction with Roshanara Road (Point 'J'). From Point 'J' it passes through the ridge area upto point 'K'. Here it is clarified that only the overhead wires are passing through the ridge and no pylon is proposed in between. From point 'K' it is then taken along the existing Ridge Road parallel to the existing 33 KV line upto point 'L' and then passing by the side of the existing water works (point 'M') it meets the 220/33KV sub/station at Subzi Mandi at point 'N'. There is an existing 33 KV H.T. line on rail poles between Civil Lines and Subzi Mendi sub/station, route of the same has been indicated on the plan. Another 33 KV H.T. line on pylons is existing between Civil Line and Burari Sub/station, route of the same is also indicated on the plan. The centre to centre distance of the H.T. pylon will be varying between 200



to 300 mt. Efforts have been made to locate the pylon on places where no structure are affected. Part of the proposed H.T. line has been taken parallel to the existing H.T. lines so that minimum R/W is required to be taken away and at other places it is proposed to be taken along the periphery of the existing compound of Delhi University and along the existing roads as explained above except in the stretch between point 'F' and 'H'.

4. For the alternate proposal of taking the entire route underground it was explained by DESU officials that for doing so the lines would have to be taken within the R/W of existing roads and the expenditure incurred will be eight times more than that required for taking the route overhead.

5. The proposal of taking the lines overhead as explained above is found satisfactory and is put up before the Technical Committee for its approval.



ITEM NO : 5

File No.F. 13(107)84/CRC

Sub: Increase in size of gas-godown sites existing at Ashok Vihar Phase-IV

1. A total No. two sites carved out in Ashok Vihar Phase-IV had been allotted to Indian Oil Corporation as per details given below:

1. Site No.1 allotted to IOC for JJ Gas Service.
2. Site No.2 allotted to IOC for Rajdhani Gas Service.

2. These godown sites are of about 54' X 54' i.e. of 2000k.g. capacity and are in conformity with the Authority Resolution on the subject.

3. Chief Divisional Manager, Indian Oil Corporation vide his letter No. DDL/54 dtd. 11-3-86 (copy annexed)(Annexure-I), has requested for allotment of additional plot of land adjacent to the existing godown sites to augment storage capacity of the existing 28 LPG godown which can only accommodate about 266 cylinders.

4. In order to explore possibilities of expansion of existing godown sites an inspection was carried out of the sites by representative of Planning Wing and representative of Indian Oil Corporation. The summary of the same is given as under:

1. 14 gas-godown are possible to be expanded at the existing locations subject to clearance from Delhi Fire Service and verification of title of adjacent lands.

2. 11 gas-godown sites are either located in congested area and needs re-location.

3. 2 cases have already been decided upon.

4. 1 case is not required to be processed as the agency has been terminated.

*post pone*



5. The present case covers gas-godowns sites at Sl.No.7 in the list placed on the table.

6. The case is examined by City Planning Wing and a proposal for the expansion of the existing site as per the copy of the plan laid on the table (site No.1)

The proposed sites are each of 26.2 X 20.1 mts. with a provision of chowdar hut measuring 1.75 mts. X 4.50 mts.

7. Remarks:

(i) The sites were declared hazardous by Delhi Fire Service (in the list of 16 godowns) but the location was cleared by the committee constituted by L.G. to review the recommendation of Delhi Fire Service. The committee comprised of DIM, DD(CP) Dy. Chief Fire officer and representation of State-Co-ordinator

(ii) The land use is in conformity with the authority/resolution on the subject.

8. The case is placed before the Technical Committee for its consideration of proposal contained at para 6 above.



AGENDA ITEM FOR TECHNICAL COMMITTEE FOR CARVING  
OUT LPG STORAGE SITES.

ITEM No.: 6

1. File No.F. 13(75) 85-CRC
2. Indian Oil Corporation/Bharat Petroleum Corporation vide their letter No. G.5 dated 17th Oct., 1985 have requested for allotment of LPG storage site for newly appointed dealer Shri Naresh Kumar in the area of Lajpat Nagar who has been issued a letter of intent for operating the same.
3. The case for carving out LPG storage sites was considered by DDA vide its Resolution No. 34 dt. 8-5-80 in file No.F. 7(2)/79-MP(copy of Resolution Annexed), wherein the following decisions were taken:-

1.

Capacity	Storage space.	Set back (Safety distance)	Plot sizes
1000 Kg.	200 sq. ft.	10'	1200 sq. ft. (40' X 30')
2000 kg.	400 sq. ft.	17'	2916 sq. ft. (54' X 54')
3000 kg. (550 cylinders)	800 sq. ft.	23'	5676 sq. ft. (66' X 86')

2. Location:

The gas-godown sites should be located in Master Plan green area as permanent sites which are accessible by road provided the area is not being used for public recreation or is useless as green areas. It was further approved by the Authority that the gas-godown sites may be grouped where possible.

4. The present case is examined by City Planning Wing of DDA and a layout plan carving out number of sites is prepared as per details given below:-

a

*not found*



- a) Location Siri Fort area.
- b) Land Use as per Master Plan Recreational/Dist. parks, play ground and open spaces.
- c) Land use as per Zonal Plan zone F-3 Dist. Parks/play gr./open spaces.
- d) Land use as per approved scheme of the area. There is no approved plan for the area.
- e) Total number of sites proposed. Three
- f) Title of land. Belong to DDA.

5. The case was referred to Chief Fire Officer, Delhi who has issued the clearance in respect of site No. three under consideration to be allotted in the present case vide letter No. F.6/DFS/MS/86/LPG/1577 dt. 16-10-86

6. Remarks:

- a) Resolution on the subject does not provide for a separate provision of chowkidar hut due to objections raised by Explosives/Fire Department. As a practice now a chowkidar hut attached to the gas-godown site measuring 1.75 mts. X 4.5 mts. is also being allotted to Oil Corporation in continuation to gas-godown sites on usual terms & conditions.
- b) Site No. (1) & (2) are already allotted in favour of IOC & BPC respectively.
- c)

7. The layout plan carving out the gas-godown sites is approved by Vice-Chairman in pursuance of Authority Resolution No. 161 dtd. 21-10-76 on the subject delegation of powers to Vice-Chairman, DDA under Section 13 of Delhi Development Act.

8. The layout plan carving out one number of gas-godown site is placed before committee for its consideration.



Item No. 7

Sub:- Site for LPG plant at Madanpur Khadar.  
File No. F 20(18)/86/M.P.

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The request of Indian Oil Corporation with regard to 70 acres of land in Madanpur Khadar Village was considered in the Technical Committee meeting held on 8.8.86 and the following decision was taken :

" The representative of Indian Oil Corporation who was present in the meeting explained the case. It was noted that site which has been acquired is different than the one shown in the modifications published in Delhi Master Plan on 6.4.85. IOC explained that because of the high tension line, the land has been acquired adjacent to the earlier site, the area is not affected and is available in one chunk. The Technical Committee observed that the site under reference forms part of the area which is identified as part of the land which may be used only after the river channelisation scheme is finalised and approved. It was also observed that the Delhi Urban Art Commission has proposed specified uses after the scheme of river channelisation is finalised for utilisation of land so available, it was felt that views of DUAC be obtained at the first instance. "

2. Accordingly, the DUAC was requested to give their views on the subject and the Commission vide their letter no. 22(105)/86/DUAC dt. 22.10.86 has given the following observations :

i) The Commission has already submitted a Conceptual Plan of Delhi 2001 to the Ministry of Urban Development. The Commission is not aware of the adoption by the Govt./DDA of the recommendations made in the Conceptual Plan.

ii) While forwarding the location plan, the DDA itself stated that the site under reference forms part of the area identified as part of the land to be used only after the river channelisation scheme is finalised and approved. As far as the Commission is concerned, it can give its opinion only in context of a comprehensive proposal.

iii) It was decided not to comment at this stage in the absence of any specific proposal and the comprehensive development plan.

3. Since, the views of the DUAC have been received and therefore, the matter is placed before the Technical Committee for its consideration.



ITEM NO. : 8

## Agenda for Technical Committee DDA.

Sub: Building norms for small units industries  
F-Block Mayapuri Phase II and the standard  
designs thereof.  
File No. F.1(18)80-MP

Small Industries units which were working in Motia Khan (Pahar Ganj) area were allotted alternative plots and were shifted to block F, Mayapuri Phase II in the year 1976. The plots allotted varied in sizes as under:

No.	Sizes	Area
1.	15'x27'	45 sqyds.
2.	15'x55'	22 sq.yds.
3.	15'x60'	100 sq.yds.
4.	22'x55'	134 sq.yds.
5.	27'x55'	165 sq.yds.
6.	20'x90'	200 sq.yds.

Since the plots were allotted for light manufacturing and service industries, the norms to be followed as prescribed in the Master Plan 1962 are 50% ground coverage, 50 FAR (basement is permitted in addition for storage) minimum set backs 15 ft. in front and 15 ft. in the rear. But with these norms Master Plans also prescribed the minimum plot area as 400 sq. yds.

Members of the Small Units Industries Welfare Association F Block, Mayapuri Phase II have been representing their case for relaxation of planning norms and had several personal discussions with the Director DC. The representatives of the Association expressed that they were shifted from Motia Khan in much haste in the year 1976 and proper thinking to the planning in their plots perhaps, could not be given before shifting their trades. They argue that the plot sizes are too small and in case if the planning norms for the set back and coverage are applied as per the Master Plan 62, they hardly get enough space in the building to store the materials where as the steel members are of the length of 40' or so. The Association also submitted the sketches for the type designs for buildings on all types of plots allotted to their members.



As per these designs they have requested for 100% ground coverage, (basement 75%) mezzanine floor, 1st floor and barsati floor.

In the perspective development plan 2001 the smaller size of plots measuring 30 to 50 sq. mtrs. have now been put in the category of 'Industries shop nature' and have been recommended 100% coverage, 200 FAR with ground and 1st floor only but without basement and mazzanine floor. For other plots measuring 100 to 400 sq. mtrs. PDP 2001 recommends 60% ground coverage and 120 FAR. Basement if provided is to be counted in to FAR and mazzanine floor is not allowed.

Considering the size of plots allotted and the nature of trades as discussed by the Association, the matter has been examined in the Development Control Wing DDA. It was appreciated that sufficient depth in the building may be available on the plot to store the long steel members. Following recommendations are put up for consideration.:

- A. Plots sizes 15'x27' may be allowed to have 100% coverage on ground floor and 1st floor without basement and mazzanine.
- B. For plots size 15'x55' (92 sq.yds.) 15'x60' (100 sq.yds.) 22'x55' (134 sq.yds.) and 27'x55' (165 sq.yds.) rear set backs may be relaxed. These plots may have a mandatory set backs of 15' in front. The plots will have the basement and ground floor only, both for manufacturing use. Mezzanine will not be allowed. The plots will be permitted the maximum FAR of 120. After leaving the 15' front set back, it has been worked out that, the ground coverage on plot will vary from 73% to 75% of the plot area. But since the FAR is restricted to 120 the plot owner will have less area at basement to compensate the extra area covered at ground floor beyond 60%. Since the basement is permitted for manufacturing use it is to be counted into FAR. Representatives of the Association had also agreed to the proposal.
- C. Plot measuring 20'x90' (200 sq.yds.) will be allowed to have 60% ground coverage and equivalent basement to give 120 Far. Both basement and ground floor can be used for manufacturing. Mezzanine will not be permitted and the plots will have minimum 15' set back in front as well as at rare.

30 - 50 sq. m.  
100 - 400 sq. m.

NO basement

NO mezzanine



ITEM NO : 9

Sub: Resitement of Anand Service Station Mahipalpur.  
File No. F. 7(16)/72/M.P. Pt.I

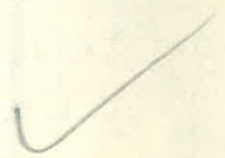
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A reference has been received from D.C.P.(Lic.) vide his letter dt. 18-6-86 with regard to issue of a no objection certificate for locating a Petrol Pump cum Service Station in the area of International Airport Authority of India.

2. This is regarding the re-sitement of Petrol Pump from Mahipal pur Village to the new site near Rangpuri Village. The site measuring 18,000 sq. ft. (126'-0"X160'-0"X120' -0" X135' - 0") has been now added in the Master Plan of International Airport Authority of India for this complex.

3. The case was examined and it was observed that the layout plan of IAAI complex has not been approved either by DDA or MCD and now they have added few petrol pump sites in their master Plan out of which one is allotted to HPC Ltd. for the retail outlet. It is further, stated that HPC has mentioned that their old outlet at Mahipalpur has become inoperative due to closure of the Road for heavy traffic and hence, they have got a new piece of land allotted in the complex of IAAI.

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





ITEM NO.: 10

Sub:- Increase in size of gas-godown sites  
existing at Ashok Vihar Phase IV.

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1. File No.F.13(28)/86/CRC - Rajdhani Gas Service.

2. A total No. two site carved out in Ashok Vihar Phase IV had been allotted to Indian Oil Corporation as per details given below:-

1. Site No. 1 Allotted to I.O.C. for J.J. Gas Service.

2. Site No. 2 Allotted to I.O.C. for Rajdhan Gas Service.

3. These godown sites are of about 54 X 54' i.e. of 2000 K.G. capacity and are in conformity with the Authority Resolution on the subject.

4. Chief Divisional Manager, Indian Oil Corporation vide his letter No. DDL/54 dtd. 11.3.86(copy annexed) (Annexure-I), has requested for allotment of additional plot of land adjacent to the existing godown sites to augment storage capacity of the existing 28 LPG godowns which can only accommodate about 266 cylinders.

5. In order to explore possibilities of expansion of existing godown sites an inspection was carried out of the sites by representative of Planning Wing and representative of Indian Oil Corporation. The summary of the same is given as under:-

1. 14 gas-godowns are possible to be expanded at the existing locations subject to clearance from Delhi Fire Service and verification of title of adjacent lands.

2. 11 gas-godown sites are either located in congested areas and needs re-location.

3. 2 cases have already been decided upon.

Contd....2



4. 1 case is not required to be processed as the agency has been terminated.

5. The present case covers gas-godowns sites at Sl.No.11 in the list.

6. The case is examined by City Planning Wing and a proposal for the expansion of the existing site as per the copy of the plan laid on the table.

The proposed sites are each of 26.2 X 20.1mts.

With a provision of chokidar hut measuring 1.75 x 4.50mts.

7. Remarks:

(i) The sites were declared hazardous by Delhi Fire Service( in the list of 16 gas-godowns), but the location was cleared by the committee constituted by L.G. to review the recommendations of Delhi Fire Service the committee comprised of DLM, DD(CP), Dy. Chief Fire Officer & representation of State coordinator.

(ii) The land use is in conformity with the authority resolution on the subject.

8. The case is placed before the Technical Committee for its consideration of proposal contained at para6 above.



Item No.11

File No. F.13(12)/85/CRC/DDA

AGENDA ITEM FOR TECHNICAL COMMITTEE FOR CARVING  
OUT LPG STORAGE SITES

Sub: Carving out of 3 gas godown sites near Shakti Nagar  
North of 100' wide road from Sarai Rohilla fly over  
.....

1. Bharat Petroleum Corporation vide their letter No. P/LPG/SELEC/CON dtd. 17-6-85 have requested for allotment of LPG storage site for newly appointed dealer Shri Raj Gopal in the area of Karol Bagh who has been issued a letter of intent for operating the same.
2. The case for carving out LPG storage sites was considered by DDA vide its Resolution No. 34 dtd. 8-5-80 in file No.F. 7(2)/79-MP(copy of resolution Annexed), wherein the following decisions were taken:-

Capacity	storage space.	Set back (Safety distance)	Plot sizes
1000 kg.	200 sq. ft.	10'	1200 sq.ft. (40' X 30')
2000 kg.	400 sq.ft.	17'	2916 sq.ft (54' x 54')
5000 kg. (550 cylinders)	800 sq.ft.	23'	5676 sq.ft. (66' x 86')

2. Location:

The gas-godown sites should be located in Master Plan Green areas as permanent sites which are accessible by road provided the area is not being used for public recreation or is useless as green areas. It was further approved by the Authority that the gas-godown sites may be grouped where possible.

3. The present case is examined by City Planning Wing of DDA and a layout plan carving out 3 number of sites is prepared as per details given below:-



- a) Location near Shakti Nagar, North of 100' wide road from Sarai Rehilla fly over.
  - b) Land use as per Master Plan Residential.
  - c) Land use as per Zonal Plan of zone H-1 Neighbourhood park
  - d) Land use as per approved scheme of the area. There is no approved scheme for the area.
  - e) Total number of sites proposed. Three.
  - f) Title of land. Belongs to DDA.
4. The case was referred to Chief Fire Officer, Delhi who has issued the clearance in respect of site No. one under consideration to be allotted in the present case vide letter No.F.6/DFS/MS/86/LPG/1594 dt. 20-10-86 .
5. Remarks:
- Resolution on the subject does not provide for a separate provision of chowkidar hut due to objections raised by Explosives/Fire Department. As a practice now a chowkidar hut attached to the gas-godown site measuring 1.75 mts. X 4.5 mts. is also being allotted to Oil Corporation in continuation to gas-godown sites on usual terms & conditions.
6. The layout plan carving out the gas-godown sites is not approved by Vice-Chairman in pursuance of Authority Resolution No. 161 dtd. 21-10-76 on the subject delegation of powers to Vice-Chairman, DDA under Section 13 of Delhi Development Act(copy of the resolution is placed on the table)
7. The layout plan carving out 3 number of gas-godown sites out of which site No.1 is placed before Committee for its consideration.



Item No. 12

Sub: Technical report on "Traffic studies around Monkey Bridge Area in Delhi" prepared by NATPAC for Delhi Admn. observations made by PFV - Reg. File No. PL/D.D./PPW/86/881

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This reference has been received from Delhi Administration vide your letter no. 5(11)/86-W/DA dated 15.9.86 wherein they have forwarded the report of M/s NATPAC for the comments of DDA. The report was examined in the Perspective Planning Wing, DDA.

2. The main objective of this study is to assess the extent of viability of Monkey bridge in the present as well as the future scheme of operation within the study area. It also aims at developing a satisfactory traffic circulation system within the study area by using suitable traffic engineering and management measures in such a manner that the entire influence area becomes consistent with regard to safety, efficiency and economy of traffic operation.

Scope of the study includes :

- 1) Traffic Surveys
- 2) Road inventory and physical surveys
- 3) Assessment of adequacy of the present system
- 4) Development of alternative solutions
- 5) Selection of preferred alternative
- 6) Preparation of Detailed designs and plans for the selected alternative.

3. Traffic Circulation- Circulation system permits two way traffic on Ring Road and composition of traffic is heterogeneous in character. Carriage way along Monkey Bridge permit only slow traffic which operates onway towards west in morning and in reverse direction in the evening. Traffic to/from Rajghat side uses the road connecting the old Yamuna bridge to Salingarh intersection. Both fast and slow traffic in opposite direction use the road connecting Jamuna Bazar to Old Yamuna bridge. Traffic condition at



6. The proposal for the subway for slow moving traffic necessitates an overall reorganisation of traffic circulation. The circulation pattern that would emerge out of the plan will of course solve the problem of slow traffic particularly at Yamuna Bazar intersection. On the other hand, this proposal would involve shifting of some fast traffic from Ring Road to Lothian road and this will involve improvement of Sharnath Marg and Bonlevard road intersection near ISBT. This appears to be unacceptable on the grounds that all efforts shall aim at full utilisation of Ring Road in a way attracting more traffic from other parallel roads. In fact, Lothian road is already over-utilised and further traffic on this road may not be a viable solution.
7. Under the proposed improvement scheme, Salingarh intersection will gradually be altered as a parallel cycle track and at Shauthivan intersection slow traffic have to cross ring road towards Daryaganj. Circulation pattern of this slow traffic around Daryaganj may not be practical as the added detour distance is somehow unacceptable for slow moving traffic.
8. Above all the proposal is wholly based on the presumption that old Yamuna Bridge will cater to only slow traffic and the fast vehicles will be diverted to new ISBT bridge. This is not anticipated in PDP-2001 or in any other transport plans so far. Even if this is assumed so, it will be a half hearted attempt to opt for this proposal merely to solve an intersection problems. Consequences of traffic circulation on the other side of Yamuna is unpredictable and may be disastrous. In other words, any proposals of restricting certain kind of traffic either fast or slow on any of the bridges on Yamuna should be carefully seen in the light of overall traffic circulation and traffic composition in the Delhi Urban Area.
9. Lastly reserving the stretch between Lothian bridge and Yamuna Bazar intersection only for slow traffic needs to be looked at more seriously. This would mean restricting fast traffic access to the commercial and other activities in this area.
10. The matter is placed for Tech.Committee for its consideration.



calcutta bridge is channel. East end of this bridge is fed by road from Jamuna Bazar intersection and in addition to the one coming from Monkey bridge. Condition at this location is further worsened because of local traffic generated by the activities in this area. At the southern end of the study section is the traffic rotary of Salingerh and presently suffers from capacity limitations.

#### 4. Alternatives :

Two options are identified for achieving consistency in traffic quality along Ring Road (keeping in view opening of ISBT bridge) thorough improving the vertical clearance at Monkey bridge. They are :

- a) Raising Monkey bridge to allow traffic to pass smoothly under it, and
- b) dismantling the monkey bridge.

In the first case the slow moving traffic at Jamuna Bazar intersection would remain the same. In later case slow moving traffic presently using the monkey bridge would be transferred to Jamuna Bazar. But the traffic on ring road would be at ease due to the removal of monkey bridge.

5. Since the segregation of traffic at Yamuna Bazar intersection is most desirable, merits and demerits of various forms of segregation is assessed. The alternatives considered are :

- i) Subways for slow traffic under Ring Road (Ring Road retained at existing level)
- ii) Subway for slow traffic under Ring Road by partially raising ring road.
- iii) overpass for slow traffic by lowering Ring Road.

Of these three alternatives, alternative two i.e. "subway for slow traffic at Yamuna Bazar through raising of Ring Road" was selected and a plan for subway at Jamuna bazar intersection has been prepared.



File No. F.13(35)/84/CRC

Sub: AGENDA ITEM FOR TECHNICAL COMMITTEE FOR CARVING  
OUT LPG STORAGE SITES

1. Indian Oil Corporation vide their letter No. DDL/120 dt. 22-10-80 have requested for allotment of LPG storage site for shifting of existing gas godown site at Chemelian Road of M/s Pearey Lal & Sons for the area of Karol Bagh, Patel Nagar, Ranjit Nagar, Dev Nagar etc. whose existing godown has been identified hazardous by committee set up by L.G. Delhi in July 1986.

3. The case for carving out LPG storage sites was considered by DDA vide its Resolution No. 34 dtd. 8-5-80 in file No. F 7(2)/79-MP (copy of Resolution Annexed), wherein the following decisions were taken:-

Capacity	Storage space.	Set back (safety distance)	Plot sizes
1000 kg.	200 sq. ft.	10'	1200 sq. ft. (40' X 30')
2000 Kg.	400 sq. ft.	17'	2916 sq. ft. (54' X 54')
3000 Kg. ( 550 cylinders)	800 sq. ft.	23'	5676 sq.ft. (66' X 86')

2. Location:

The gas-godown sites should be located in Master Plan Green areas as permanent sites which are accessible by road provided the area is not being used for public recreation or is useless as green areas. It was further approved by the Authority that the gas-godown sites may be grouped where possible.

4. The present case is examined by City Planning of DDA and a layout plan carving out four number of sites is prepared as per details given below:-

- Location Pandav Nagar.
- Land use as per Master Plan residential.
- Land use as per Zonal Plan of zone B-6 is residential



- d) Land Use as per approved scheme of the area. There is no approved scheme for the area.
- e) Total number of sites proposed. Four
- f) Title of land. Belongs to DDA.

5. The case was referred to Chief Fire Officer, Delhi who has issued the clearance in respect of site No. 7 under consideration to be allotted in the present case vide letter No. F.6/DFS/MS/86/LPG/1593 dt. 20-10-86.

6. Remarks:

- a) Resolution on the subject does not provide for a separate provision of chowkidar hut due to objections raised by Explosives/Fire Department. As a practice now a chowkidar hut attached to the gas-godown site measuring 1.75 mts. X 4.5 mts. is also being allotted to Oil Corporation in continuation to gas-godown sites on usual terms & conditions
- b) In the area, there are total No. of 8 gas godown sites located at a distance of about 50 mts. apart in a group of 4 each site No. 1 to 6 have already been constructed upon site.
- c) No. 8 is handed over to I.C.C. recently.

7. The layout plan carving out the gas-godown sites is approved by Vice Chairman in pursuance of Authority Resolution No. 161 dtd. 21-10-76 on the subject delegation of powers to Vice-Chairman, DDA under Section 13 of Delhi Development Act (copy of the resolution is placed on the table).

8. The layout plan carving out fourth site (No. 7) of gas-godown is placed before Committee for its consideration.



ITEM NO : 14

Item No. Sub: Improvement of circulation around Monkey bridge area  
File No. F.9(34)/82-Dir.(T&T) Plg.

1. Traffic and Transportation Plng. Wing DDA in 1981-82 made studies about improvement in the circulation of the area around monkey bridge due to the following problems.
  - i. Clear head room below the monkey bridge is only 3.50 mt. which is too less.
  - ii. Existing form of arches can not meet the traffic requirement due to its limited capacity.
  - iii. Monkey bridge through a carriageway on its deck, connects the old road cum railway bridge to Calcutta bridge. Calcutta bridge is a road under bridge and is an access point for areas such as S.P.Mukherjee Marg and Darya Ganj from the Ring Road side. At present, slow and fast moving traffic coming from railway station side is using Yamuna Bazar Road and old road cum railway bridge for going to trans yamuna area. The carriage way on monkey bridge is mainly for two way slow moving traffic. As both the slow and fast moving traffic ply together on Yamuna Bazar and it creates lot of traffic congestion and hazards between Yamuna Bazar inter section and Calcutta Bridge near especially the access point to the monkey bridge upto ring road.
  - iv. Water logging in the area in rainy season is also there

It is in this context, that a proposal of re-building of monkey bridge was prepared by DDA in 1982-83 and the same was finally approved by DUAC on 16.3.83 and by the authority in its meeting held on 3.9.84 vide its resolution no. 172, as details given in annexure I.

2. On the initiative of PWD (DA), NATPAC has done a study of the area around monkey bridge bounded by the ISBT bridge under construction in the north, old road cum railway bridge in the east, Shantivana crossing in the south and Luthian bridge in the west. NATPAC has prepared a detailed technical report on the study and has submitted the following four alternative proposals.
  - Subway for slow traffic at Yamuna Bazar i.e. RUB on Yamuna Bazar Road without raising of Ring Road.
  - Subway for slow traffic at Yamuna Bazar through raising for ring road.
  - Over pass for slow traffic by lowering of Ring Road i.e. RUB on Ring Road.
  - Over pass for slow traffic by partial raising of monkey bridge and partial depression on ring road.



The major objective considered in the various alternatives proposed above is to ensure smooth, free and uninterrupted flow of traffic from Yamuna Bazar side of ISBT fly over side to old road cum railway bridge. The relative advantages and disadvantages of each of the above said proposals suggested by M.T.B.C are explained in the enclosed Annexure II.

3. The alternatives proposed by M.T.B.C are mainly with grade separations and involve the following:-

- The slow traffic coming from old road cum railway bridge on going to railway station has to take a circuitous route passing through Saleemgarh colony, ring road and then on to Yamuna Bazar side.
- To what extent the existing services are affected in these proposals has to be ascertained from Delhi Water Supply and Sewerage Board Undertaking. Whether it is possible to shift the services or sufficient cushion is available above the same to take the load of traffic if the carriageways are widened to the extent as proposed. From this it is clear that lot of services will be affected.
- The aesthetic appearance of the proposed grade separator in the back drop of historical monuments and ISBT bridge after construction has to be seen with the established models of the entire scheme.

4. In the proposal prepared by M.T.B.C for the rehabilitation of ring road bridge, it is assumed that the entire slow traffic coming from railway station will use the ISBT fly over passing bathina road. On Yamuna Bazar Road from its junction section with Viji Subbuh Marg S.P. Mukherjee Marg upto ring road junction section and old road cum railway bridge, only slow moving traffic from Old Delhi side or local fast moving traffic of this area (which is very minimal) would ply. As such, the traffic congestion and hazards associated originally due to the mixture of slow and fast traffic will not be there. Moreover, the level of ring road would be raised while rebuilding the monkey bridge thereby eliminating the problem of submergence during rainy season. The only disadvantage of this proposal could be of providing signalised inter-section on Yamuna Bazar/Ring Road crossing which may hamper free flow of traffic coming from ISBT side. All other problems as explained under para 1 can be over come by the proposal earlier prepared and approved by M.T.B.C.

5. The alternative proposal suggested by M.T.B.C and the proposal earlier approved by M.T.B.C are placed before the Technical Committee for consideration.



Subject: Carving out a gas-godown site at  
R.K. Puram Sector-II.

1. File No.F.13(10)/86/CRC/DDA
2. Bharat Petroleum Corporation vide their letter No.G-5 dtd.20th May, 1986 have requested for allotment of LPG storage site for newly appointed dealer Shri Sandeep Arvind in the area of Green Park who has been issued a letter of intent for operating the same.
3. The case for carving out LPG storage sites was considered by DDA vide its Resolution No.34 dtd.8.5.80 in file No.F.7(2)/79-MP(copy of Resolution Annexed), wherein the following decisions were taken:-

Capacity	Storage Space.	Set back (Safety distance)	Plot sizes
1000 kg.	200 sq.ft.	10'	1200 sq.ft. (40' x 30')
2000 kg.	400 sq.ft.	17'	2916 sq.ft. (54' x 54')
8000 kg.	800 sq.ft.	23'	5676 sq.ft. (66' x 86')

2. Location:

The gas-godown sites should be located in Master Plan Green areas as permanent sites which are accessible by road provided the area is not being used for public recreation or is useless as green areas. It was further approved by the Authority that the gas-godown sites may be grouped where possible.

4. The present case is examined by City Planning Wing of DDA and a layout plan carving out one number of sites is prepared as per details given below:-

- |   |                       |
|---|-----------------------|
| a) Location                                     | R.K. Puram Sector II. |
| b) Land use as per Master Plan                  | Green.                |
| c) Land use as per Zonal Plan                   | (Not identifiable.)   |
| d) Land use as per approved scheme of the area. | Green                 |
| e) Total number of sites proposed               | One                   |
| f) Title of land                                | Belongs to L&DO.      |
- ...2/-



5. The case was referred to Chief Fire Officer, Delhi who has issued the clearance in respect of site No. One under consideration to be allotted in the present case, vide letter No.F6/DFS/MS/LPG/1495 dtd.9.9.85.

6. Remarks :

a) Resolution on the subject does not provide for a separate provision of chowkidar hut due to objections raised by Explosives/Fire Department. As a practice now a chowkidar hut attached to the gas-godown site measuring 1.75 mts. x 4.5 mts. is also being allotted to Oil Corporation in continuation to gas-godown sites on usual terms & conditions.

b)

c)

7. The layout plan carving out the gas-godown sites is not approved by Vice-Chairman, in pursuance of Authority Resolution No.161 dtd.21.10.76 on the subject delegation of powers to Vice-Chairman, DDA under Section 13 of Delhi Development Act (copy of the resolution is annexed.)

8. The layout plan carving out number of gas-godown sites is placed before Committee for its consideration.

Flag  
'A'



DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

Minutes of the meeting of Technical Committee  
held on 11.12.86 at 10.00 A.M. in the Conference  
Room, 5th floor, Vikas Minar, New Delhi.

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The following were present :

DELHI DEVELOPMENT AUTHORITY

- |     |                                      |            |
|-----|--------------------------------------|------------|
| 1.  | Sh. On Kumar, Vice Chairman.         | (Chairman) |
| 2.  | Sh. V.S. Murti, E.M.                 |            |
| 3.  | Sh. T.S. Punm, Chief Architect (H)   |            |
| 4.  | Sh. J.C. Ghanbir, Director (PPW)     |            |
| 5.  | Sh. R.G. Gupta, Director (CP)        |            |
| 6.  | Sh. S.C. Gupta, Director (DC&B )     |            |
| 7.  | Sh. V.N. Sharma, Jt. Director (ZP)   |            |
| 8.  | Sh. P.N. Dongre, Jt. Director (ZP)   |            |
| 9.  | Sh. R.D. Gohar, Jt. Director (UVC)   |            |
| 10. | Sh. N.K. Aggarwal, Dy. Director (CP) |            |
| 11. | Sh. D.K. Saluja, Dy. Director (CP)   |            |
| 12. | Sh. C.P. Rastogi, Dy. Director (M.F) | (Convenor) |

POLICE DEPARTMENT

13. Sh. H.P.S. Virk, A.C.P. (Traffic)

TOWN & COUNTRY PLANNING.

14. Sh. V.K. Verna, Associate Town & Country Planner.

MUNICIPAL CORPORATION OF DELHI

15. Sh. D.D. Mathur, Town Planner.

NEW DELHI MUNICIPAL COMMITTEE

16. Sh. A.D. Malik, Architect.

LAND & DEVELOPMENT OFFICE

17. Sh. L.D. Ganotra, Engineer Officer,

SPECIAL INVITEES. D.E.S.U.

18. Sh. H.K.L. Kaushal, S.E. (PLG. -I) For item no. 4

contd....p2/.....



19. Sh. D.K. Suri, E.L.
20. Sh. Arun Kumar Manchanda, S.S.O., B.P.C.L. For item no. 6, 11, 15.
21. Sh. G.K. Khetrpal, Manager (Engg.) IOC For item no. -7
22. Sh. R.K. Anand, Manager.
23. Sh. J.N. Wahal, Manager Sales (HPCL)
24. Sh. P.D. Tawaklay, Sr. Regional Manager (H.P.C.L.) For item no. 9 & 11
26. Sh. S.D. Gupta, Addl.C.E. (Const.) Northern Railway.
27. Sh. R.P. Gupta, Dy. Chief Engg. (Const.) N. Railway Item not added in agenda.

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Item No. 1: Proposed plotted Development at vacant pocket in Mangolpuri for shifting of village Sarai Sohel (File No. FR 10(9)/83/Dir.(CP) / F.14(3)/85/CRC/DDA)

#### DECISION

The matter was explained by Director (CP) and stated that Village Sarai Sohel is located in the operational area of the International Airport Palam and as per the administrative decision, the same is to be shifted to a site near Palam Village due to security reasons etc.

2. Technical Committee examined the pt. a, b & c of the agenda and approved the same subject to the condition that the cost of land under Primary School and 9 mt. wide road be proportionately shared @ 50% on group housing and plotted development area.

Item no. 2: Allotment of additional land at M/s Qutab Service Station, Mehrauli Road opposite STC and MMTC Colony, New Delhi (P4/Dir.(Plg.)/86/713/406- F.7 7/86/M.P.)

#### DECISION

It was observed that a strip of land by the side of the existing Qutab Service Station is available. A request has been received for the allotment of this land for expansion of existing Service Station. As per the policy, if the land is available, the existing filling-cum-service station could be extended to 120' x 120'.

contd..p3/.....



2. The Tech. Committee examined the proposal and observed that the site under reference could not be effectively utilised for any other purpose, and therefore, agreed to make this land available for the expansion of the existing service station within the category of 120' x 150'.

Item No. 3 : Modification in the proposed fly over on Delhi Mathura Railway Lines and Mathura Road in the extension of Outer Ring Road (ROB-22) ( F.5(12)/63/M.P. ).

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POSTPONED.

Item No. 4 : Route alignment for 220 KV overhead high tension line between Burari 220 KV S/stn. and subzi Mandi 220 KV S/stn. ( F.6(4)/86/M.P. )

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DECISION

The matter was explained in detail by Dir.(CP) and the officials of D.E.S.U. The proposed route alignment was accepted in principle. However, for the portion passing through Northern Ridge Area, V.C. desired that he would like to inspect this site before final clearance, with a view as to whether the route alignment should be underground or it could be overhead. Director (CP) will arrange an inspection with Engineer Member, Chief Architect and D.E.S.U. officials.

Item No.5 : Increased in size of gas godown sites existing in Ashok Vihar Phase IV (F.13(107)/84/CRC)

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DECISION

The proposal was explained by Dir.(CP) and the matter was discussed in quite detail. It was felt that the policy which is being followed for carving out the gas godown sites in the green area, does not appear to be feasible as there are restrictions now to make use of the green areas for

...p4/.....



other purposes, and therefore, it was decided that a group should go into the complete policy for earmarking such sites consisting of Director (DC&B) as Convenor, Sh. D.D. Mathur, Chief Planner, MCD as Chairman, Director (PP), Chief Architect, State Co-ordinator and the Representative from IOC. This Group can submit its report by 5.1.87 and thereafter the same Group with Sh. R.G. Gupta, Director (CP) may also prepare a policy note on the sites required to be allotted for Kerosene Oil Depots (Light & High Speed Diesels).

Item No. 6 : Gas Godown site for Lajpat Nagar Area.  
(F.13(75)/85/CRC)

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DECISION

Action to be taken after the policy note is available as per item no. 5 of the agenda.

Item No. 7 : Site for LPG Plant at Madanpur Khadar.  
(F.20(18)/86/M.P.)

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DECISION

Technical Committee noted that this proposal was earlier examined in its meeting held on 8.8.86 in which it was decided that in the first instance commission's views may be obtained. The Commission vide their letter dt. 22.10.86 indicated that before they could offer their comments, a comprehensive scheme of the entire channelisation scheme of the river should be made available.

2. Officials from I.O.C. who were present in the meeting, explained that Vasudev Committee and Bali Committee have suggested two locations for LPG Filling Centres - one in north Delhi and the another one in South Delhi. On the site of North Delhi, the work has already been taken up but it could not be possible to fulfil the requirement of Delhi's population for which the another site (under reference) is also to be taken up for development.

...p5/.....



3. The Technical Committee observed that adjacent to the site under reference, a site was already marked for this purpose in the extensive modifications of Delhi Master Plan - 2001 published on 6.4.85 which also forms part of the land forming part of Planning Division '01' (area covered under the scheme of river channelisation). At this, Director (P) explained that the whole area after the National Highway Bye-Pass no. 2 (proposed) forms part of Planning Division '01' i.e. the area forming part river channelisation scheme.

4. Tech. Committee after going through the details, recommended that the site under reference may be agreed to for this purpose with the condition that (a) there will be a proper approach to this complex (b) a large number of trees are planted within the complex (c) construction should be minimum extent required and (d) proper care is taken with regard to major power lines passing by the side of the site. Further, for the approach road, 1.0.0. was advised to submit the proposal for consideration.



Item No. 9: Resettlement of Anand Service Station Mahipalpur.  
(F.7(16)/72/M.P. Pt. I)

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DECISION

The State Co-ordinator of Oil Companies who was present in the meeting, explained the case indicating that the existing outlet Mahipalpur Road has already been closed down as the land was acquired by the International Airport Authority and D.D.A. has already informed the Oil Corporation to take the land from IAAI for the re-location of the petrol pump. The IAAI has proposed a site for petrol pump on the main high-way in the land owned by them as the petrol pump could not be allotted any site inside, because of the less traffic inside the complex. The representative emphasised that the site should be cleared as they have already waited for long for the re-location of the site.

Land 2. Tech. Committee discussed at length the feasibility, desirability and the workability of the site proposed/keeping in view that the proposed site's nearness to the turning point to the approach, IAAI could not be allowed for r/w because of the security hazards and its nearness to the approach. However, on the National Highway Bye-pass in the down south in the area owned by IAAI, there could be a possibility to locate a site and for that purpose, V.C. agreed that he would have a meeting with the representative of IAAI, State Co-ordinator and the Traffic Police for which Director (CP) will co-ordinate and should sort out the matter within a fortnight.

Item No. 10: Increase in size of gas godown sites existing  
Ashok Vihar Phase IV - Rajdhani Gas Service.  
(F.13(23)/36/CRC)

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DECISION

Action to be taken after the policy note is available as per item no. 5 of the agenda.

Item No. 11 : Carving out of 3 gas godown sites near Shakti Ngr.  
North of 100' wide road from Sarai Rohilla  
Flyover. (F.13(12)/85/CRC/DDA).

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DECISION

Action to be taken after the policy note is available as per item no. 5 of the agenda.

...p7/.....



Item No. 12: Technical Report on 'Traffic Studies around Monkey Bridge Area in Delhi' prepared by NATPAC for Delhi Admn. observations made by PPW - Reg.

.... (PA/DD/PPW/86/881)

Postponed.

Item no. 13: Allotment of gas godown site - M/s Pearey Lal & Sons (P) Ltd. - F.13(35)/84/CRC.

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DECISION

Dy. Director (CP), Sh. N.K. Aggarwal stated that the existing gas godown site at Charnellian Road of M/s Pearey Lal & Sons may have to be necessarily shifted due to its hazardousness as per the report of the Committee constituted by the L.G.

The Tech. Committee examined the proposed site and observed that there are already three gas godown sites, the fourth one as suggested for the shifting of objectionable site, was agreed upon.

Item No. 14 : Improvement of circulation around Monkey Bridge area. (F.9(34)/82/Dir.(T&T) Plg.)

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POSTPONED

Item No. 15: Carving out a gas godown site at h.K. Puram Sector II. (F.13(10)/86/CRC).

DECISION

Action to be taken after the policy note is available as per the item no. 5 of the agenda.

Chairman desired that there should be proper mike arrangement in the Conference Room at the time when the meeting is held.

The meeting ended with the note of thanks to the Chair.