

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

Draft minutes of the meeting of the Technical Committee held on 18-2-87 at 10.00 A.M. in the Conference Room of Delhi Development Authority, 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, Engineer Member
3. Sh. J.C. Ghambir, Director (PPW).
4. Sh. S.C. Gupta, Director (DC&B).
5. Sh. R.G. Gupta, Director (CP).
6. Sh. P.N. Dongre, Jt. Director (CP).
7. Sh. D.K. Saluja, Dy. Director (CP).
8. Sh. N.K. Aggarwal, Dy. Director (CP)
9. Sh. D.R. Bhatia, ACA.
10. Sh. C.P. Rastogi, Dy. Director (MP). (Convener).

Police Department

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

Delhi Administration

12. Sh. S.N. Murthy, CE (I&F). For item

Land and Development Office.

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

Municipal Corporation of Delhi.

14. Sh. D.M. Mathur, Town Planner

New Delhi Municipal Committee.

15. Sh. Vijay K. Saluja, EE (R-II).
16. Sh. S.S.K. Bhagat, S.E. (CIII)
17. Sh. Balve Singh,
18. Sh. V.P. Chejal.

P.W.D.

19. Sh. B.N. Sinha, S
20. Sh. B.P. Bindal,
21. Sh. A.L. Garg, Ex

Special Invites:

W.S. & S.D.U.

22. Sh. S. Prakash, CE.
23. Sh. R.K. Jain, Ex. Eng
24. Sh. L.N. Mulnaker

Special invites.

Hindustan Petroleum Corporation Ltd.

29. Sh. V.K. Pruthi, Manager(Mech.). For item No.5
30. Sh. A.K. Paul, Dy. Manager(Civil).

Indian Oil Corporation

31. Sh. G. Kalra, Manager(LPG). For item No.11.

~~32.~~ ~~Sh.~~
N.A.T.P.A.C.

32. Sh. Arun Herur. For item No. 9.

I.B.P. Co. Ltd.

33. Sh. S. Meonju.) Div. Manager For item No. 4.
34. Sh. D. Mathur)

Item No. 1: Modification in the proposed fly-over
on Delhi-Mathura Lines and Mathura Road in
the extension of outer Ring Road(ROB-22)
F.5(12)63-MP).

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DECISION

The Technical Committee examined the proposal in detail which was explained by Director(CP). Officers of Delhi Admn., PWD, were also present and decided that the proposed modification in the fly-over on Delhi Mathura Railway Line and Mathura Road in extension of outer Ring Road(ROB-22) be approved subject to a) that Annapurna Industrial Corporation may be compensated for their land to the extent of 178 sq.mts. and (b) a proper curve is provided at the turning point to the road leading to Ashram(c) the existing wall be covered on the top so that the ^{same} ~~covered~~ could be used for pedestrians movement (d) service lane be extended to provide the approach to Glaxo Factory (e) proper land scaping plan be prepared by P.W.D. and be got approved from Delhi Urban Art Commission.

Item No.2: Improvement of circulation around Monkey
Bridge area
File No.F.9(34)82/Dir.(TT)Plg.

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DECISION

The circulation plan around monkey bridge was explained by Dr. Sanyal and NATPAC and was agreed in principle ~~after~~ ^{after} considering the various aspects of the proposal. However, the Technical Committee desired that the scheme could only be considered for approval ~~for~~ ^{if} a proper and comprehensive study is ^{conducted &} ~~submitted to it~~ ^{submitted} alongwith a model for the entire complex, taking into consideration the ISBT project ^{for approval.} The Technical Committee also noted that the earlier plan was approved by D.U.A.C. and therefore, the revised scheme as and when finalised will again required to be referred for the clearance of the Commission.

Item No.3: Allotment of land for Police Station Preet
Vihar.
File No.F.25(12)86/GH

DECISION

Postponed.

Item No.4: Resitment of IB retail outlet known as Rakesh
Filling Station Samaypur Badli
F.7(12)84-MP.

DECISION

The Technical Committee approved the site for a petrol pump measuring 120'x100' on outer ring road(Road No.45) near Varun Niketan subject to the condition that the same be

incorporated in the proposed shopping complex which is yet to be designed.

Item No.5: Issue regarding transportation of fly-ash from Badarpur Thermal Power Plant to the Project site of Cement Corporation of India.
F.(507)/Ind.Unit/DD/PPW/86

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DECISION

The proposal for transportation of fly ash from Badarpur Thermal Power Plant to the Cement Corporation Grinding Unit was explained in detail by the officers of the CCI who were present in the meeting. They produced the clearance obtained from the L.G., Delhi; Deputy Commissioner of Police (Traffic) Delhi and from the Public Works Department, Delhi Admn., wherein the CCI has been issued a 'no objection' for transportation of fly-ash subject to that the same is transported under close containers without any slippage and without any major diversion or any traffic problem. The Technical Committee felt that the ~~proposed~~ number of trucks which will be crossing Mathura Road may likely to create the bottle-neck at the crossing points. However, the proposal was agreed in principle subject to (a) the crossing point at Mathura Road is to be examined ^{where the same is} controlled by a ^{Signal system} light ^{single unit} (b) the approach to the site passing the DDA ^{land} area has to be got cleared separately as per the DDA plan (c) a proper road approach plan to the site is followed as to be given by Director (CP) and (d) the payment is made for the land which will be required for an approach road. ^{Further} ~~However~~ the Technical Committee was also of the view that subsequently with the available feed-back, if it is felt that the present arrangement is not satisfactory from traffic and pollution point of view, the CCI will have to work out the alternative system of transportation ~~xx~~ of fly ash to their site.

Item No.6: Conversion of park in Bus Terminal at DDA Colony, Kalkaji File No. PA/DD/PPW/86/1704.

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DECISION

Postponed.

Item No.7: Widening of Fateh Chand Sharma Marg connecting G.T. Road with Wazirabad Road (passing through road No.70, 64 and 69) from two lanes to four lanes with a central verge F.5(41)86-MP

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DECISION

The Technical Committee examined the proposal of widening of Road No.70 and 64 to be constructed by PWD, Delhi Admn. and ^{approved} ~~agreed with~~ the proposed alignment plans.

Item No.8: Allotment of site for storm water pumping station at Yamuna Bazar near Tonga Stand in Civil Lines Zone (Luthian Bridge Storm Water Drainage scheme);

File No.F.1(8)85/Hort.II/DDA.

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DECISION

This proposal was examined in detail. Shri Parkash, Chief Engineer, Water Supply stated that there is no other proper site available for this purpose. Technical Committee agreed in principle for the location of a pumping station at this point, however, subject to that a proper land scape plan will be prepared and the structure will be taken to the minimum extent in the form of a basement or a semi-basement with a proper land scape. The land scape plan after it is prepared, be got approved by the Technical Committee.

Item No.9: Improvement plan for 'W' Point and Tilak Marg Bhagwan Das Road inter-section. Elimination of traffic signals and provision of continuous flow of traffic. File No.F.5(40)86-MP.

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DECISION

The proposal was discussed at length and was explained by NATPAC. Officers and the Chief Engineer, NDMC. Divergent views in the meeting by various experts, were expressed and the fly-over proposed along Bhagwan Dass Road, Tilak Marg crossing was not agreed. It was decided that the whole scheme be re-examined keeping in view (a) the proposed LRT corridor (b) all consideration are to be given from aesthetic point of view as the proposal is in the low density area within Lyten's Delhi (c) all precautions and care is to be taken for all approaches to the Supreme Court, parking lots and approaches to Pragati Maidan (d) heavy concentration of unnecessary traffic in low density area should be avoided such as on Bhagwan Das Road and its neighbourhood (e) efforts should be made to improve the junction at 'W' point rather than bringing unnecessary traffic at a portion of Tilka Marg and Bhagwan Das Road.

Item No.10:- Change of land use from 'Green to 'Residential in Pul-Pahladpur, New Delhi- Construction of 672 Janta/MIG Houses and 360 LIG Houses - F.20(6)86/MP/Pt.1.

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DECISION.

Postponed.

Item No. 11: Increase in size of gas godown sites existing at Ashok Vihar Phase IV, Policy on LPG Godowns
File No.F.13(107)84/VRC/F.7(40)84-MP.

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DECISION

✓ Postponed.

Item No.12 Allotment of land for setting up industrial affluent treatment plant at Wazirpur area.

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DECISION

✓ The proposal was discussed at length and the site ~~xx~~ as suggested was approved subject to (a) that no land be left between the railway line and the site (b) ~~xxx~~ a consolidated ^{block of land} ~~back~~ be given (c) approach to the site should not be mettalled but should have ~~a~~ soft surface ^{and with and} (d) the approach should be minimum in length ^{which} should be aligned in such a manner that the green area is not spoiled (e) proper plantation should be ~~done~~.

Item No.13: Constn. of Anti-erosion works on Right Bank of river Yamuna near village Burari and Jagatpur. Acquisition of land for implementation of scheme.
File No.PPW/Infra/87/21

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DECISION.

✓ The ~~proposed~~ ^{explained} was explained by the Chief Engineer (Flood) Delhi Admn. and keeping in view the necessity it was agreed that a piece of land measuring 1.58 acres in the Revenue Estate of village Jagatpur may be acquired for this purpose.

Item No.14: Acquisition of land for the construction of Dindarpur link drain from village pond to its outfall into Najafgarh Drain at RD 4900 of left Bank.
File No.F.3(65)86/MP.

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DECISION

✓ The proposal was ^{explained} ~~examined~~ by the Chief Engineer (Flood) Delhi Admn. and keeping in view that the land is required for the construction of Dindarpur link drain, it was agreed that no objection certificate for the acquisition of land may be given for the use ~~xx~~ for this purpose.

Item No.15: Sewage pumping station at Zafrabad
File No.F.23(9)86/Inst.

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DECISION.

The proposal was explained by Shri Parkash, Chief Engineer, Water Supply, M.C.D. It was agreed that the ~~site~~ ^{now} proposed ~~which was earlier~~ ^{is} marked as a primary school ~~may be~~ ^{will be}

same may be

used for this purpose, however, subject to that ~~xxx~~ a minimum 6 metres gap along the road facing residential area be left and maintained as green ^{*strip and trees be planned*} with ~~plantation~~ of a number of trees to minimize the nuisance, ~~value~~ ^{*if any*}, which may be created by the sewage pumping station.

Item No.16: Hostel for Industrial worker.
File No.F.3(54)86-MP

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DECISION.

✓ Postponed.

Item No.17: Consideration/approval of layout plan of functional industrial Estate for Electronics at Okhla Phase II, New Delhi.
File No.F.23(145)85-Bldg.

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DECISION.

Earlier this matter was discussed in the meeting of the Technical Committee held on 23-12-86 and the decision was communicated to Delhi Admn. Special Secretary and Director of Industries, Delhi Admn. vide his letter dated 3-1-87 requested for reconsideration of this item on the plea that similar size of the plots have already been provided in the layout plans prepared and approved by the Authority in their industrial schemes and therefore their ~~proposad~~ should be re-examined and reconsidered.

✓ 2. The Technical Committee reconsidered the proposal and keeping in view the proposed modifications in the regulations ~~as worked out in the~~ Delhi-PDP-2001, ^{*approved*} ~~agree to~~ carve out plot sizes between 250 sq.mts. to 500 sq.mts., however, subject to that other regulations like coverage, height, FAR etc. ^{*also*} ~~could be~~ as per the modifications in Delhi PDP-2001

The meeting ended with a vote of thanks to the Chair.

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- Item No. 1: 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.

DECISION

The matter was explained by Dir.(CP) and the same was discussed and it was decided that the proposed ^{at Centre} road for the industry is to be curved on the crossing of the road for smooth flow of traffic. The well in ^{front of} the Modi Mills Area may be covered for the footpath.

- Item No. 2: Improvement of circulation around Monkey Bridge Area. File No. F.9(34)/82/Dir.(TT) Plg.

DECISION

The proposal was discussed in great detail with the experts of NATPAC and PWD (DA). The proposal was agreed in principle after considering various alternatives prepared by ^{Dir. CP} NATPAC ^{Dir. CP} including the removal of the monkey bridge, aesthetic of the area and the flow of slow moving vehicles and fast moving vehicle from ISBT. However, a comprehensive model may have to be prepared for the entire complex up to ISBT and clearance from DUAC may also have to be taken.

- Item No. 3: Allotment of land for Police Station Preet Vihar File No. F.25(12)/86-GH.

DECISION

Postponed.

- Item No. 4: Resitment of IBP retail outlet known as Rakesh Filling Station Samaypur Badli-F.7(12)/84/M.P.

DECISION

The proposal of locating an alternate site for M/s Rakesh Filling Station was considered and the site proposed near Varun Niketan was agreed to subject to the condition that this petrol pump shall be integrated with the ^{proposed} shopping.

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complex of this area.

Item No.5: Issue regarding transportation of fly ash from Badarpur Thermal Power Plant to the Project site of Cement Corpn. of India (F.(507)/Ind.Unit/DD/PPW/86.

DECISION

The proposal was discussed in detail with the officers of C.C.I. and it was felt ~~that~~ it may not be appropriate to cross the Mathura Road by such a large number of trucks for carrying coal ash as it will be a bottleneck at this crossing. The proposal was agreed in principle subject to the following conditions:

- i) Road crossing at Mathura Road is to be checked.
- ii) Road constructed by CCI within the DDA area is to shift as and when desired by DDA
- iii) Road plan for this area shall be given by Dir.(CP) subject to the payment of cost by CCI

Item No. 6: Conversion of park in Bus Terminal at DDA colony, Kalkaji. File No. PA/D.D/PPW/86/1704.

DECISION

Postponed.

Item No. 7: Widening of Fateh Chand Sharma Marg connecting G.T. Road with Wazirabad Road (passing through road no. 70, 64 & 69) from two lanes to four lanes with a central verge. (F-5(41)/86/M.P.)

DECISION

The proposal was discussed which mainly relates to road no. 70 & 62. ^{and} ~~The proposal~~ was agreed .

Item No.8: Allotment of site for storm Water Pumping Station at Yamuna Bazar near Tonga Stand in Civil Lines Zone (Luthian Bridge Storm Water Drainage Scheme) File No. F.1(8)/85/Hort.-II/DDA.

DECISION

The proposal was discussed and agreed in principle

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and they shall prepare ^a suitable land-scap plan of the site and take maximum activities underground so that the park is not spoiled.

Item No.9: Improvement plan for 'W' point and Tilak Marg-Bhagwan Dass Road inter-section. Elimination of traffic signals and provision of continuous flow of traffic.
File No. F.5(40)/86/M.P.

DECISION

The matter was discussed in great length with the NATPAC officers and ^{divergent} ~~different~~ views were expressed by various experts. ~~The~~ following decisions were taken :

i) The scheme may be prepared after ^{inter-relating} interpreting the same with the proposed LRT.

ii) Due care should be taken from aesthetic point of view to Lyton's Delhi.

iii) Due care should be taken of the safety of the movement of the Supreme Court judges ^{on Tilak Marg.} ~~from this road.~~

iv) Due consideration should be given to the ^{exhibitions ground} ~~area after~~ interpreting the proposed LRT. ^{smooth flow of traffic during exhibitions} ~~in the Prangati Madan.~~

Item No.10: Change of land use from 'Green' to 'Residential' in Pul-Pahladpur, New Delhi. Constn. of 672 Janta/MIG Houses and 360 MIG houses.
File No. F.20(6)/86/M.P./Pt. I

DECISION

Postponed.

Item No.11: Increases in size of gas godown sites existing at Ashoke Vihar, Phase IV, Policy on LPG godowns.
File No. F.13(107)/84/VRC/ F.7(40)/84/M.P.

Postponed.

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Item No. 12: Allotment of land for setting up industrial affluent treatment plant at Wazirpur area.

DECISION

The matter was discussed and it was felt that all efforts should be made to save the green area. It was explained that the proposed site is in between the two railway lines and ^{is} the most suitable for treating the industrial affluent. The proposal was agreed subject to the condition that shape of the area is to be changed and should not be more than 3 acres and only 4 mt. wide road (Bazri) may be allowed to merge with the green area.

Item No. 13: Constn. of Anti-Erosion works on Right Bank of river Yamuna near Village Burari and jagatpur: Acquisition of land for implementation of scheme. (PPW/Infra/87/21)

DECISION

The proposal was discussed and the same was approved.

Item No. 14: Acquisition of land for the construction of Dindarpur link drain from village pond to its outfall into Najafgarh Drain at RD 49000 of left bank.
File No. F.3(65)/86/M.P.

DECISION

The matter was discussed and the same was approved.

Item No. 15 : Sewage Pumping Station at Zafrebad.
File No. F.23(9)/86/Inst.

DECISION

The matter was discussed and it was decided that 6 mt. gap along the road facing residential area may have to be left and W.S. & S.D.U. shall maintain the same as ~~much as possible as green.~~
Proposal was approved.

Item No. 16: Hostel for industrial worker
File No. F.3(54)/86/M.P.

DECISION

Postponed.

~~The~~ Meeting ended with ~~the~~ vote of thanks to the chair.

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18-2-87 at 10.00 AM

विकास कार्यलय

V.C.'S OFFICE

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Sl. No.

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Date

MOST IMMEDIATE
MEETING NOTICE

DELHI DEVELOPMENT AUTHORITY
VIKAS MINAR
INDRAPRASTHA ESTATE
NEW DELHI.

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

Dated the 13.2.87

From:

Asst. Dir.
Superintendent (MP),
Delhi Development Authority

To

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

MOST IMMEDIATE
MEETING NOTICE

Sir,

I am directed to inform that the next meeting of the Technical Committee of the Authority will be held on Wednesday the 18.2.87 at 10.00 A.M./P.M. in the Conference Room of Delhi Development Authority, Vikas Minar, Indraprastha Estate, New Delhi.

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

Yours faithfully,

Asst. Dir.
Superintendent (MP)

Encl: As above.

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

DELHI DEVELOPMENT AUTHORITY.
(MASTER PLAN SECTION.)

Agenda for the meeting of Technical Committee to be held on Wednesday, the 18th February, 1987 at 10.00 A.M. in the Conference Room of Delhi Development Authority, 5th floor, Vikas Minar, I.P.Estate, New Delhi.

<u>Sr.No.</u>	<u>Subject.</u>	<u>Page No.</u>
1. ✓	Modification in the proposed fly-over on Delhi-Mathura Rly. Lines and Mathura Road on the extension of outer Ring Road (ROB-22) F.5(12)/63-MP (Postponed)	1 to 4
2. ✓	Improvement of circulation around Monkey Bridge area. F.9(34)/82-Dir.(TT)Plg. + PA/DD/PPW/86/881 (Postponed)	5 to 7
3. ✓	Allotment of land for Police Station Preet Vihar F.25(12)/86-GH (Postponed).	8
4. ✓	Allotment of an alternate site in lieu of IBP Petrol Pump M/s Rakesh Filling Station. F.7(12)/84-MP (Postponed)	9
5. ✓	Regarding transportation of Fly Ash from Badarpur Thermal Power Plant to the project site of Corp. of India. F.(507)Ind.Unit/DD/PPW/86 (Postponed)	10 to 11
6. ✓	Conversion of Park in Bus Terminal at DDA Colony, Kalkaji. PA/DD/PPW/86/1704 (Postponed)	12
7. ✓	Widening of Fathe Chand Sharma Marg connecting G.T.Road with Wazirabad Road (passing through road No.70, 64 & 69) from two lanes to four lanes with a central verge. F.5(41)/86-MP (Postponed)	13
8. ✓	Allotment of site for storm water pumping-station at Yamuna Bazar near Tonga stand in civil lines zone. (Luthian Bridge storm water drainage scheme) F.1(8)/85-Hort-II/DDA.	14 to 15
9. ✓	Improvement plan for 'W' point and Tilak Marg Bhagwan Dass Road intersection. Elimination of continuous flow of traffic. F.5(40)/86-MP	16 to 18
10. ✓	Change of land use from "Green" to "Residential" in Pul-Pahladpur, New Delhi. Constn. of 672 Janta/MIG Houses and 360 LIG Houses. F.20(6)/86-MP-Pt.I	19

- ✓ 11. Increase in size of Gas Godown sites existing at Ashok Vihar, phase-IV - Policy on L.P.G. Godowns. 20

F.13(107)84/CRC.
F.7(40)/84-MP.

- ✓ 12. Allotment of land for setting up industrial affluent treatment plant at Wazirpur Area. 21 to 22
F.23(9)/83-Instt.

- ✓ 13. Construction of Anti-Erosion works on Right Bank of river Yamuna near village Burari and Jagat Pur: Acquisition of land for implementation of Scheme. 23

PPW/Infra/87/21.

- ✓ 14. Acquisition of land for the construction of Dindarpur link drain from village Pond to its out fall into Najafgarh Drain at RD 49000 of left Bank. 24

F.3(65)/86-MP.

- ✓ 15. Sewage pumping station at Zafrabad. 25
F.23(9)/86-Instt.

- ✓ 16. Hostel for industrial Workers - Reg. 26
F.3(54)/86-MP.

Item No. 1.

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

Item No.:

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

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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:-

- 1) 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 Bhairon 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 triangular piece of land has been ascertained from the land's 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'.

iv) On the southern side of the fly over opposite the SISI 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.2.

Sub: Improvement of circultion around Monkey Bridge area.

File No.F. 9(34)/82-Dir.(T&T) Plg.

Traffic and transportation Plng. Wing of 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 carriageway 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 reason 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 proposal.

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 of 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 to insure smooth, free and un-interrupted flow of traffic from Yamuna Bazar side and ISBT fly over side to old road-cum-bridge and Shantivan side. The relative advantages and disadvantages of each of the above said proposal as stated by NATPAC are explained in the enclosed annexure-II.

3. The alternatives proposed by NATPAC are mainly with grade separations and involve the following problems:

- The slow traffic coming from old road-cum railway bridge and going towards railway station has to take a circuitous route passing through Saleemgarh rotary, ring road and then on to Yamuna Bazar Road.

- To what extent the existing services are affected in these proposals has to be ascertained from Delhi Water Supply and Sewerage Disposal 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 carriage-ways are lowered to the extent as proposed. From disem-
nans it is clear that lot of services will be attacked.

- The aesthetic appearance of the proposed grade separator in the back drop of historical monuments and ISBT bridge under construction have to be seen with the detailed models of the entire scheme.

4. In the proposal prepared by DDA for the rebuilding of monkey bridge, it was assumed that the entire fast traffic coming from railway station will use the ISBT fly over through Luthien Road. On Yamuna Bazar Road from its inter-section with Netaji Subhash Marg/S.P. Mukherjee Marg upto Ring Road inter-section and old road cum railway bridge, only slow moving traffic from Old Delhi Station or local fast moving traffic from Old Delhi Station or local fast moving traffic of this area (which is very minimum) would ply. As such, the traffic congestion and hazards as noticed presently 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 DDA.

5. The proposal has also been studied by the PPW, DDA and their report is given in annexure-III and they have certain reservations about the scheme prepared by NATPAC.

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

Appendix 'A' to Item No.2.

No. Subject: Re-building of Monkey Bridge near Saleem Garh Fort.
 172/3 9 84 F. 9(34)/82-Dir.(T&T)Pr.)

PRECIS

The plan of rebuilding of Monkey Bridge, near Saleemgarh Fort, is under consideration since June, 1981. Earlier plans were prepared by NATPAC and discussed in Delhi Urban Art Commission on 31st July, 1981 and following observations were made:

"The site of the Monkey Bridge was inspected by the commission on 22-7-81. The Commission were of the view that the construction of a T-bridge as proposed was unconsiderable at this site. The Delhi Admn. should evolve a design based on the concept of the present form of arches the character of the other under passess in this area, and the historical Red Fort. The revised concept should be brought before the Commission."

2. The plans were further modified by NATPAC and discussed in a meeting on 11th March, 1982 and then in Dec., 1982 under the chairmanship of D.G.(R&D) and Asst. Secretary, Ministry of shipping and Transport where officers of PWD, Delhi Admn., MCD were present. The site was inspected by all concerned officers of Ministry of Shipping & Transport, PWD, Delhi Admn. and DDA. It was decided that alternate plans may be prepared by DDAs per directions given by DUAC.

3. For the preparation of the new alternatives, different type be surveys were received by PWD, Delhi Admn. on 7th January, 1983. A model in a scale of 1:200 showing the three bridges namely - Army Bridge, Railway Bridge and Monkey Bridge has been prepared. On the same model, one enlarged view of proposed Monkey Bridge has also been given. It is clear from the model that proposed structure is a circular arch with a railing (of the same design as on Red Fort). Below the Monkey Bridge, two carriage way, each 11 metre wide with a cycle track of 5 metre in width and a big Central Verge has been proposed.

Structure of the proposed bridge would be in pre-stressed RCC but the facade of both the sides would be in red stone, harmony with the colony Red-Fort - Railing on the top of the bridge would be in Red Stone of the kind used in Red Fort.

4. Design of the Monkey Bridge was discussed on 18-1-83 in the Ministry of Shipping & Transport who approved the plans in principle and requested that DDA may get it approved from Delhi Urban Art Commission.

5. The project was accordingly discussed in D.U.A.C. on 23-2-1983. D.U.A.C. observed as under:

"It is obvious that the existing form of arches cannot meet the traffic requirements due to the limited capacity of the right of ways passing underneath them. As such, it was felt that the existing bridge had to be rebuilt. After discussion, the Commission felt that though the proposed bridge would be in pre-stressed RCC, and in the harmony with the monumental structure in the vicinity. Small brick tiles could be used in the facade and soffit of the arches. After discussion, it was decided that based on above concept, the detailed drawings should be submitted by the Delhi Administration to the Commission".

6. The project was revised as per observations made by D.U.A.C. and again discussed in the meeting held on 16-3-83 D.U.A.C. has now approved the plans & the project.

7. The case is placed before thw DDA for approval of the alignment plan as well as design of the Monkey Bridge as shown in the drawing.

RESOLUTION.

Resolved that the proposal contained in the agenda item be approved. Further resolved that the model of the bridge may be shown to the members before the scheme is actually undertaken for execution.

Option	Engineering option	Salient dimensions	Disadvantages	Advantages	Remarks
1.	Subway for slow traffic at Jamuna Bazar (Ring Road without raising of Ring Road).	Head room required at subway 4.5m. Girder depth below the Ring road at Bridge section-2.00m. (including deck slab) Floor level of subway-203.440-4.5 at Jamuna Bazar-198.940 Crown level on Ring Road-205.440	The floor of the subway goes down to a level of 198.940 which is likely to create problems of ground water seepage and of general drainage warranting installation of system. Besides a desirable slope of 1:40-1:50 for slow traffic could be achieved over length of 375-450 m. on the cross road below the Calcutta Bridge and this will not be desirable as it will create a split level over a long distance for slow traffic. Ring Road will require regarding to the extent of approximately (-) 2.00m at Jamuna Bazar. The turn facility on X Road below Calcutta bridge will involve long detour.	Complete segregation of cross traffic at Jamuna Bazar intersection becomes possible. The road under Calcutta Bridge will have to be closed to fast traffic for better results. Section of Monkey Bridge spanning across Ring Road can be dismantled without affecting the efficiency of traffic operation.	

B-2-

2. Subway for slow traffic at Jamuna Bazar through raising of Ring Road.

Head room required at subway-4.5 m.
 Floor level of subway after leaving 0.50 cushion for highest services-
 $205.525 + 0.50 = 206.025$
 $115 - 206.025 = 211.525$
 Deck-girder depth-2.00m.
 Crown level of ring road = $210.525 + 2.00 = 212.525$

Gradient achieved on ring Road between Jamuna Bazar & Railway Bridge.
 $\frac{212.525 - 206.155 + 1}{225}$
 $= \frac{7.370}{225} = 1 \text{ in } 33$

Length required to achieve 1:50 gradient on slow track = 120m. approx

⑧ Roof level of Subway
 $206.025 + 4.5$
 $= 210.525$

The Ring Road will have to be appreciably raised in this option (4.885m). This could be achieved with the help of retaining walls on either side approach on ring road. The central span along with one adjacent span on either side could be on stilts. Service road toward's Hanuman Temple will need improvement. Access to Temple area will have to be through service road only.

Easy gradients could be achieved on all the arms at the intersection. It will not be visually very obtrusive and will allow for more exposed subway sections (thus rendering it less hazardous). The system will be far less prone to submergence. Cross traffic will be totally segregated. 'U' turn facility for slow traffic will not involve any appreciable detour. Access to adjacent property line will not pose much of a problem. The road under Calcutta Bridge will have to be closed to fast traffic. Section of Monkey Bridge spanning across Ring Road can be dismantled without affecting the efficiency of traffic operation.

contd....p3/

3. Overpass for slow traffic by lowering Ring Road (RUB on Ring Road)

Keeping the level of monkey bridges undisturbed, required head room could be achieved on Ring Rd. by lowering the latter mentioned by approximately 2.00m. Crown level on Ring Road

$$= 205.635 - 2.00$$

$$= 203.635$$

Distance between Jamuna Bazar Intersection and Monkey bridge = 110m. Gradient achieved on Ring Road between Jamuna Bazar and Monkey Bridge

$$= \frac{207.640 - 203.935}{110}$$

$$= \frac{3.705}{110} = 1 \text{ in } 30$$

4. Overpass for slow traffic by partial raising of Monkey Bridge and partial depression on Ring Road.

In this option, the conditions remain as in the first one. Additionally Ring Road becomes more susceptible to submergence.

No clear advantages can be identified. If, however, the cross-section is allowed to remain as in the first one, the intersection, traffic load on Lohiana Road may not increase. But Lohiana Road is ripe for redevelopment and ensuring through traffic on Ring Road would only marginally increase the load on Lohiana Rd.

Traffic conditions as indicated for options 3 & 4 remain unaltered.

No clear advantages can be identified. If, however, cross traffic is allowed at Jamuna Bazar and Gillingham intersections, traffic load on Lohiana Road may not increase. But Lohiana Road is ripe for redevelopment and ensuring through traffic on Ring Road would only marginally increase the load on Lohiana Road.

Appendix 'C' to Item No.2.

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

calcutta bridge is chaotic. Eastern 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 Salingarh 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) dismantle 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.

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, Salimgarh intersection will gradually be altered as a parallel cycle track and at Shanthivan 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.

Item No.3.

Sub: Allotment of land for Police Station Preet Vihar
File No. F. 25(12)86-GH

A reference has been received from Sh. Ajay Chadha, Dy. Commr. of Police: HQ.(II) vide his letter dt. 1-9-86 wherein he has stated that on the recommendations of the Study Group Govt. of India MHA's sanction for the creation of a new Police Station, Preet Vihar is likely to be received shortly. Therefore, to put up a permanent building of police station, some suitable site is essential. For this purpose, a plot of land measuring 2 acres at District Centre, Laxmi Nagar near Radhu Palace Complex or in Preet Vihar along Vikas Marg is proposed for allotment by the Police Deptt.

2. The matter was examined in the Architectural wing of DDA and they have stated that plot area of the size of 2 acres is neither available in the Community centre, Preet Vihar or in the District Centre of Laxmi Bai Nagar. Therefore, DDA is not in a position to accede to the request made by Police Deptt.

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

Item No.4.

-: 9 :-

Sub: Allotment of IBP retail outlet known as Rakesh filling Station, Samaypur Badli
File no. F.7(12)84-MP

The IBP Petrol Pump in the name of M/s Rakesh Filling Station was found objectionable as it was falling in Sanjay Gandhi Transport Nagar at Samaipur Badli. An alternative site to this petrol pump was offered in the 'Master Plan green Strip' which runs through the colony of Saraswati Vihar and a site for petrol pumps was marked in the Master Plan for petrol pump on Outer Ring Road in this green strip. But the objections were raised for the allotment of this site and after long considerations the allotment of this site was cancelled. The matter is under examination since then for allotment of an appropriate site to this petrol pump. City Planning Wing after making the studies have now suggested an alternative site for the petrol pump on the Outer Ring Road itself (Road No. 45) by the side of "Varun Niketan" (Water Supply Staff quarters) Lands section has confirmed that the land is with DDA and it forms part of the Pitampura Residential Scheme. Both the sites i.e. (a) earlier allotted in Saraswati Vihar (b) Site now proposed near Varun Niketan are marked on the copy of the Zonal Plan 1 (which is laid on the table).

2. The alternative site proposed by the side of ~~"Varun Niketan"~~ is also marked on the copy of the lay out plan of Pitampura residential scheme which will be laid on the table. The site falls in the Group housing pocket. The lay out plan on this pocket is yet to be prepared by DDA. It is recommended that in view of a Master Plan site which was proposed at Saraswati Vihar, an alternative site proposed near "Varun Niketan" be agreed to, for allotment to IBP for the objectionable petrol pump which is to be resited from Sanjay Gandhi Transport Nagar. It is also recommended that the site for shopping centre which is proposed in the same pocket be also readjusted in the detailed plan of the pocket so that the petrol pump and the shopping complex is combined to another.

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

Item No. 5.

Sub: Issue regarding transportation of fly ash from Badarpur Thermal Power Plant to the Project site of Cement Corpn. of India. (File No. F(507)/Ind.Unit/DD/PPW/86.

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A site near Okhla Industrial Area/Warehousing area has been allotted to Cement Corpn. of India for a cement grinding unit to be set up in Delhi. The grinding unit is supposed to use the raw material which is a bye-product in Badarpur Thermal Power Plant. The Thermal Power Plant is located about 2 Kms from the project site, therefore, the raw material for grinding is to be transported to the project site. Out of this distance about 100 mts. is part of Mathura Road.

2. The capacity of proposed plant is 300 tonnes per day. There are two solutions of the transportation of the fly ash as studied by Cement Corporation of India in their report.

- a. B-y Neumatic Pressure Conveying System through pipe line.
 - b. In enclosed containers by road.
- a. By Neumatic Pressure Conveying System through Pipe line.

In the route of road transportation three high tension transmission lines, Badarpur village residential area, Mathura Road, Okhla Industrial Area, Main Railway Track, Wide Railway Yard of Tuglakabad and open railway/DDA land etc. are existing.

As stated in the report crossing of all these through pipe line is very difficult. The technology of neumatic pressure conveying system is available in India but foreign collaboration is needed for the same. After considering three systems i.e. conveying through vacuum system, dilute phase pressure conveying system and dense phase pressure conveying system, the last one i.e. dense phase conveying system has been suggested. The total distance for this system will be 2.5 kms which will require an intermediate pumping station. The pipe line system has to cross the following.

- i) NTPC land and boundary wall.
- ii) Mathura Road.
- iii) High tension transmission line.
- iv) Railway track and over head traction lines.
- v) Badarpur Mehrauli Road.

In the report it has been stated that permission from all the concerned authorities need to be obtained and the crossing of pipe line has to be over head as underground system is not feasible. A stripe of land of average of 7 mts. width along the pipe line is needed and land will also be needed for the transfer silos etc. The total land requirement estimated is 7600 sq.mts.

The estimated investment cost is Rs. 178/- lakhs out of which Rs.42 lakh is estimated as the cost of land and Rs.136/- lakhs as the implementation cost of the neumatic pressure conveying equipments/system. It is also stated that 12 KWH units per tonne of material is required for neumatic conveying and assuming the cost per unit @ 75 paise the transportation cost per tonne comes to Rs.9/-

b. Inclosed containers by road :

The transportation in closed containers has been suggested keeping in mind the dust pollution. The total distance by this route is 45 kmts. and the route is through Mathura Road, Badarpur Mehrauli Road, Railway Crossing, Anand Mayee Marg etc.

The transportation capacity of one closed container has been estimated as 9 tonnes. The operation time has been assumed 12 hrs. in a day. With 5 trucks in operation the frequency of trucks comes out to be 10 minutes. The frequency time may be reduced by increasing the capacity of container trucks but that will give very big size of the trucks which may need many changes in road profiles. For the truck with about 10 tonnes capacity, it has been stated that no changes in road profile is needed.

It has been estimated that this trucks at the rate of Rs. 6 lakhs per truck will cost Rs. 36 lakh. The operation cost considering the distance and fuel consumption with lubricant etc. has been calculated which comes out to Rs. 2.5 per tonne of fly ash.

As per the report, in the first system the investment cost is Rs. 178 lakh whereas in the second system it is only Rs. 36 lakhs. As far as operating cost is concerned it is Rs. 9/- per tonne in the first system and Rs. 2.5/- per tonne in the second system.

3. OBSERVATIONS :

Considering the present traffic at Mathura Road and Badarpur Mehrauli Road, it will not be wise to permit heavy traffic any more. Due to the railway crossing also the accumulation of traffic may happen, which will be still worst, if this traffic is also added to the existing one. The frequency time of 10 minutes is at the initial stage of setting up of the project the capacity may be increased in the future which may cause reduction in frequency time also. If due to the one reason or the other in place of closed containers open trucks, start plying it may cause heavy air pollution.

4. The matter is placed before the Technical Committee for its consideration and recommendation, for the system to be adopted for the transportation of fly ash from Badarpur Thermal Power Station to Project site of Cement Corporation of India.

Item No. 6.

Sub: Conversion of Park in Bus Terminal at DDA Colony, Kalkaji.

File No. PA/DD/PPW/86/1704.

A request regarding the above mentioned subject was addressed to Hon'ble Lt. Governor on 4th July, 1986 by Sh. Sunder Lal, General Secretary, Central Govt. Employees Residents's Welfare Association (Regd.), DDA Colony, Kalkaji, New Delhi. Hon'ble Lt. Governor in his visit to the colony on 21.12.1985 suggested the Vice-Chairman, DDA who accompanied him, to examine the possibility of converting the park into a Bus Terminus for parking the DTC buses.

2. The request of Shri Sunder Lal, General Secretary CGERWA was examined by Perspective Planning Wing and Horticulture Department of DDA. The observations are as follows:-

- i) The request of Shri Sunder Lal, General Secretary culture Deptt. Director (Hort.) has observed that the park is not upto the desired standard due to the shortage of water and the site, seems to be suitable for the Bus terminal (File No. PA/DD/PPW/86/1704).
- ii) According to MP-62 and proposed Master Plan modifications, the land use of the said site is residential where a bus terminus could be located.

3. A representation from the Samaj Sudhar Committee - J.J. Colony, Kalkaji through Chief Executive Councillor has been received in which they have objected for converting the park into a bus terminal on the ground that this park is used for Ram-Lila, children play field, marriage and assembly ground etc. and this the only big open space in the entire complex.

4. Matter is placed before the Technical Committee for its consideration.

Item No. 7.

Sub: Widening of Fateh Chand Sharma Marg connecting G.T. Road with Wazirabad Road (Passing through road no. 70, 64 & 69) from two lanes to four lanes with a central verge. (File No. F.5(41)/86/M.P.)
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Fateh Chand Sharma Marg is an existing road from G.T. Shahdara Road upto Old Seemapuri Bus Terminal passing through Dilshad Garden/Seemapuri. This road connects with Wazirabad Road passing through road no. 70, road no. 64 and road no. 69 through Nand Negri Area (key plan laid on table) At present 7.0 to 7.5 mts. wide zig zag carriageway is existing on Fateh Chand Sharma Marg which is highly inadequate in view of the heavy volume of traffic. The traffic plying on this route consists predominantly of DTC buses and trucks coming and going from Wazirabad Road to G.T. Shahdara Road. A virtual bottleneck is created at the junction of this road with road no. 70 near old Seemapuri Bus terminal. The width of the existing carriageways is absolutely inadequate to cope up with the traffic requirements even as on date.

2. DCP (Traffic) vide his letter dt. 10.11.86 addressed to DDA and copy endorsed to Secretary to L.G., has suggested to widen the carriageways on both sides of the existing road with a central verge to segregate the incoming & outgoing traffic.

3. As per the master plan of roads in Delhi, a 60 mt. r/w road (road no. 62) in the alignment of road no. 56 is proposed to meet Wazirabad Road. The detailed alignment plan of this road is approved by the Authority vide Resolution no. 55 dated 4.6.82. There is another Master Plan Road, Road no. 70 perpendicular to Road no. 62 joining road no. 64 connecting with Wazirabad on the eastern side. The alignment plan of road no. 70 and 64 are also approved by the Authority. Due to the coming up of Seemapuri Resettlement Colony the link beyond old Seemapuri bus terminal as per the approved alignment of road no. 62 may not be feasible. On Road no. 64 which joins Wazirabad Road on the eastern side, the PWD (DA) has already constructed two lane carriageways of this road upto Delhi Union Territory, only about 1/2 a km. length of this road in the U.P. Territory is to be constructed by U.P. PWD. It is suggested that further action in this case may be taken up /

/on the following lines :

4. i) The alignment of Fateh Chand Sharma Marg between G.T. Road and Old Seemapuri bus terminal may be implemented as per the approved alignment plan of road no. 62 prepared by DDA, thereafter a four lane divided carriageway may be developed throughout upto its meeting point with road no. 64.
- ii) A two lane carriageway has already been developed on road no. 64 on the eastern side upto the U.T. Territory, action may be taken to complete the rest of the part of this road to connect it with Wazirabad Road by U.P. (PWD).

5. The matter is placed before the Tech. Committee for its consideration.

Item No.8.

Sub: Allotment of site for storm Water Pumping Station
at Yamuna Bazar near Tonga Stand in Civil Lines
Zone (Luthian Bridge Storm Water Drainage Scheme)

File No.F. 1(8)85/Hort.-II/DDA.

Ex. Engineer (C) Dr.III has requested for allotment of a piece of land measuring 20 mt. X 30mt. for pumping of storm water of Luthian Bridge.

2. There is hardly any available vacant land in the area where this use could be accommodated, however, after site inspection, following two sites were suggested:

i) A site in the low lying Station along Yamuna Bazar Road. As per the site report of Hort.Divn.II, 15 No. of Bougainvillea shrubs and 15 No. of Thevetia of 8 to 10 years age are affected in this area. This part of the park is not used by people because of water logging at site. This site has been studied with respect to the proposed improvement plan for Yamuna Bazar inter-section (P.63 of report on traffic studies around monkey bridge area in Delhi prepared by NATPAC) and it is seen that the site is partly affected in the proposed 30 mt. R/W road to old Yamuna Bridge.

ii) The other site for the purpose was suggested by A.E., Drainage Construction Divn.II DWS&SDU (shown in the drawing flagged 'A'). The same was also not thought suitable as being very near to the historical monument and monkey bridge, more so, the structure of pump house would have affected the aesthetics of the area. Besides, this the proposed site may also be affected even with the slightest modification in the proposed improvement plan of Yamuna Bazar as prepared by NATPAC.

3. This case was discussed in a meeting of DDA & DWSSDU officials when Dir.(CP) & Chief Engineer, DWSSDU were present, it was desired by the Chief Engineer, DWSSDU that a site of minimum 30 mt. X 20 mt. would be required it would be better if the same could be adjusted in the same park near Tonga Stand where the site was proposed earlier (site location No.1) Hence, the available width of the park after leaving a part of the park in the R/W as per NATPAC proposal is ascertained by DD(Survey), City Planning Wing and site measuring 30 mt.X 20 mt. is proposed. for storm water pumping station(flag'B')

4. The case is put up before the Technical Committee for the approval of the site for storm water pumping station.

Item No.9.

Sub: Improvement Plan for 'W' point and Tilak Marg-Bhagwan Dass Road inter-section. Elimination of traffic signals and provision of continuous flow of traffic.
F.No. F. 5(40)86-MP.

Ex. Engineer(R-I) NDMC vide his letter No. EE(R-I)/900 dated 10-11-86 has forwarded a traffic study on the subject mentioned above prepared by NATPAC. One set of improvement plans of the two inter-sections a copy of the minutes of the Co-ordination Committee meeting held in NDMC office and a brief write up has been sent along with the above said letter. The proposal has the following salient features.

- i) At present there are three major inter-sections on Bahadur Shah Zafar Marg/Tilak Marg. i) with I.P. Marg. ii) with Mathura Road and Sikandra Road and iii) with Bhagwan Dass Road. These are near to each other and create traffic bottlenecks. Proposal at the first point is being dealt separately and of the second and third point has been described here.
- ii) Present traffic counts at 'W' point is about 11640 PUC's while at the crossing of Bhagwan Dass Road and Tilak Marg is 5,080 PCU's.
- iii) If the proposal is implemented then traffic counts at 'W' point will be only 9,700 PCU's with no right hand turning traffic and at the second point about 8,400 PCU's.
- iv) At 'W' point movements of pedestrians and cyclist have been segregated from fast moving traffic.
- v) Existing Tilak Bridge Railway Station has been connected with pedestrain subway proposed at 'W' point.
- vi) At 'W' point there will be continuous flow of fast moving vehicles without any traffic signals. This has been achieved by proposing continuous central verge on Tilak Marg from the inter-section with Indraprastha Marg upto the inter-section with Bhagwan Dass Road.

- vii) Cost of proposal may be around rupees eight crores.
- viii) Straight traffic on Tilak Marg has been taken in an underground sub-way, while the right hand turning traffic from Bhagwan Dass Road to Tilak Marg by a ramp in a slope of 1:30.

2. Traffic & Transportation Wing of DDA has examined the proposal, comments on the same are as follows:

- i) The proposal as implemented will solve the problems of two intersections viz. 'W' point and junction of Tilak Marg and Bhagwan Dass Road.
- ii) The slip for right hand turning traffic from Bhagwan Dass Road to Tilak Marg will create problems as given under:
 - It will affect the aesthetics of Supreme Court, Institute of Law blds. and Embassies on Tilak Marg.
 - Parking spaces at present provided and used at the time of international exhibitions will be disturbed and will not be available.
- iii) It will involve cutting of existing trees.
- iv) R/W's of Bhagwan Dass Road & Tilak Marg have not been defined in the proposal.
- v) There is no provision of a grade separator on this intersection in the first & second master plan of Delhi
- vi) There is a proposal for construction of LRT on stilts (partly on surface) from East to West (from Vivek Vihar to Janakpuri) and passing from Tilak Bridge station. If this is constructed then traffic pattern at this point will change and there may not be any necessity of grade separator in this complex. because of the LRT which will be able to take 35,000 to 40,000 passenger trips per hour.

3. The matter was also examined by the PPW and they have observed.

- (i) After the East West Light Rail Transit corridor which is

under active consideration is constructed, part of the traffic between Connaught Place, Central Areas and Trans Yamuna Areas will shift to LRT. Traffic volume at 'W' point will reduce considerably and in that case these improvements may not be required.

- (ii) The proposal has severe defects of
 - (a) Effecting traffic movement and parking for the exhibition grounds.
 - (b) Diverting the traffic from Mathura Road to Tilak Marg creating problems on Tilak Marg.
 - (c) The proposals adversely interfere with the VIP movement on Tilak Marg.
- (iii) The over-riding aspect require consideration in decision making on the proposal is at para (i) above.
 - a.
 - b. For cycle and pedestrian movement at 'W' point separate proposals are required for complete surrounding areas in details.

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

Item No.19.

Sub: Change of land use from "Green" to "Residential" in Pul-Pahladpur, New Delhi. Constn. of 672 Janta/MIG Houses and 360 LIG Houses.

File No.(F.20(6)/86-MP.Pt-I.

The Technical Committee at its meeting held on 22-8-86 had inter-alia considered a proposal for change of land use from green to residential of the land measuring 3.23 hectares near Pulpahladpur for the construction of Janta/LIG houses under DDA's Housing programme and rejected the same as the site is located in Agricultural green belt and therefore, was not agreed for construction of residential flats. (Appendix 'D')

2. The Chief Engineer(SEZ) vide his letter No.F.2OE(SEZ)FD/92/85-86/4491 dt. 13-10-86 has intimated that the WAB in its meeting held on 11-9-86 desired that the matter reg. change of land use in respect of the land in question be reconsidered by the Technical Committee as the site is prone to encroachments because of its environmental setting and requested to place the proposal again before the Technical Committee for reconsideration in view of the decision of the WAB.

3. As per report of the Dir.(PPW), the land in question falls under Regional park as per draft proposal for 2001.

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

Appendix 'D' to Item No.10.

-: D-1 :-

Change of land use from Agricultural land to residential
(Janta and LIG houses) at Pulpahladpur.
(File No. F. 20(6)/86-MP)

The proposal regarding the vacant land measuring 3.38 hectares near Pulpahladpur has been forwarded by Additional Chief Architect, D.D.A. It has been decided by D.D.A. to utilize this land for the construction of Janta/LIG houses under D.D.A.'s Housing programme. The proposal consists of 608 Janta and 128 LIG houses with the density of 218 dwelling units per hect. i.e. 931 persons per hectare. (detailed layout plan laid on the table).

The proposal has been examined. The land under reference is in the south of Mehrauli-Badarpur Road and outside the proposed urbanisable limits. The location of the site is as under:

North side. - Pulpahladpur village and unauthorised extension.

South side. - Interstate boundary with Haryana.

West side - The road leading from Mehrauli-Badarpur road to Suraj Kund and crusher beyond encroachments.

The land use of the area is shown as agricultural green in the Master Plan. In PDP-2001, this land is shown for 'Regional Park/Distt. Park'. Unauthorised encroachments already exist in the surroundings and this piece of land and is also prone to unauthorised occupation.

These cases for the change of land uses are placed before the Technical Committee for its consideration.

DECISION

This site is located in Agricultural green belt and therefore, not agreed for construction of residential flats.

Item No.11.

Sub: Increases in size of Gas-Godown sites existing
at Ashok Vihar, Phase-IV, Policy on LPG godowns.
File No.F.13(107)/84/CRC/ F.7(40)/84/M.P.

The above cited matter was discussed in the Technical-Committee Meeting held on 11.12.86 and a group was formed to evolve a policy for earmarking gas godowns sites in Delhi. The Group consisted was Shri D.D.Mathur, Chief Town Planner, MCD as Chairman, Shri S.C.Gupta, Director(DC&B) as convenor and Director(PPW), Chief Architect and State-Co-ordinator as representative. The Group has submitted its report(Appendix-(E)).

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

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APPENDIX 'E' TO ITEM NO.11

POLICY NOTE ON ALLOCATION OF LAND
FOR LPG GODOWNS IN DELHI.

From the last 15-20 yrs, various oil companies have been approaching the Delhi Development Authority and other land owning agencies for allotment of suitable sites for LPG godowns in the Union Territory of Delhi. Initially such demands were of minor magnitude and have been growing with the population and also the product. Initially a decision was made by the Authority by carving out only few sites in the North, South, East and West directions for such purposes in pockets/areas which were found unsuitable for proper plan utilisation and keeping in view that such sites are away from the residential colonies and do not cause nuisance/ fire hazard to the population.

2. In the year 1965 few sites were carved out in groups of two or three sites and each site was allotted to one oil corporation for locating its godown. In turn the Oil Corporation allocated these sites to its various authorised agencies/dealers. In the year 1979 however a issue of letter of intent to a large number of dealers as the requirement increased. The Authority for the first time took up a policy decision vide its Resolution No. 34 of 1980 indicating the following guidelines to carve out the gas godown sites at various locations in Delhi.

- 1) The size of plot for different storage capacity were identified in three categories:
 - (a) 40' x 30' (b) 54' x 54' (c) 66' x 86'
- 2) The godowns should be grouped wherever possible.
3. Preferably these should be permanent sites to be located in the Master Plan green, unsuitable for useful development.
4. The sites will be allotted to Oil Companies as in case of petrol pumps.

With the above decision of the Authority, a number of sites were carved out in the Union Territory of Delhi on the basis of cases recommended by the oil companies. In majority of the cases the land owning agency is DDA though L&DO and MCD have also made sub allotments. The oil companies appointing dealers and offering these gas agencies to various categories and after the letter of intent they approached DDA for these allotments. This has resulted in a lot of pressure from the individual parties to get their cases cleared. In some of the cases numerous complaints have also been received from the residents and others about the location of the gas godown for a particular area. It is observed that under these so called 'Gas Godown sites', the valuable land earmarked for recreational activities has been eaten out and at number of places, has resulted in an unpleasant and undesirable environment, aesthetic, in addition to these sites being fire prone due to its proximity to residential, commercial, industrial and recreational activities.

4. Considering some of these aspects, the matter in Dec., 1983 was discussed in a meeting taken by Sh. I.S. Chowdhary, Joint Secretary, Ministry of Works and Housing where a list of gas godowns falling under various categories was considered. The meeting was attended by representatives from DDA, L&DO Delhi Fire Department, Ministry of Petroleum and Oil Agencies. A group was set up under the Chairmanship of Director (DC&B), DDA to go into details of the list submitted by the Ministry of petroleum. The Group studied all the sites of the list and submitted thereport. This process, however, is being found unending in view of the fresh letter of intents issued by oil Companies.

5. In one of the meetings of the above group, it was unanimously felt that it is not possible and practical to allot the land to the policy should have been modified on the lines of the procedure being adopted in other cities of India. Wastage of so much of public land was thought improper for future planning. There were two kinds of feelings (1) The gas godown sites should be more intensively used not by one party/dealer but atleast 3-4 dealers catering to that area and should be co-ordinated by the various oil companies. This would help to save the land and also reduce the operational cost. and No.2) that few sites should be selected all over urban/rural Delhi where one gas godown is located in a systematic manner for each Oil company and the Oil Company would take up the site as a sub-depot for distribution to its dealers/within the catechment area which could be decided after proper study. Both these alternatives should also prove less time consuming and should prove better in security, safety and control.

6. The matter was again discussed with the Technical Committee in its meeting held on 11-12-86 where a detailed discussion was deliberated on this issue again. The Chairman, V.C., DDA appointed a Committee under the Chairmanship of Shri D.D. Mathur, Chief Town Planner, MCD, Shri S.C. Gupta, Director (DC&B), DDA as Convenor and other members nominated by him were Sh. T.S. Punn, Chief Architect, Sh. J.C. Gambhir, Director (PPW) the State Co-ordinator, Ministry of Petroleum and representative of IOC. Apart from the above nominated personnels there could be few more special invitees like Chief Fire Officer, Addl. Commissioner (Lands), DDA and Director (Horticulture).

7. Accordingly, Director (DC&B) DDA contented a meeting under the Chairmanship of Shri D.D. Mathur, Chief Town Planner, MCD on 6-1-87 which was attended by the representative of the Chief Architect, DDA, representatives of I.O.C., H.P.C., State Co-ordinator and Chief Fire Officer. Director (DC&B) explained the background of the case and high-lighted the problems as mentioned above, such as non-availability of sufficient lands at the locations desired by various oil companies, the rising demands for the gas godowns and the pressure of the land. The points discussed were: (a) to have one godown to serve number of agencies and (b) the feasibility of supply of gas in bulk to the Group Housing Societies for their Members through a central point by pipe line. The representatives of the oil Companies and the State Co-ordinator informed that for a population of 80,000 to one lakh, 3 sites for the gas godowns each measuring 66' x 86' are required. It was also intimated that 50% cylinders are distributed by IOC and 25% each by HPC and

and BPC. The representatives of the State Co-ordinator indicated the comprehensive note on this subject to be submitted.

8. The State Co-ordinator have submitted a note alongwith their letter No. SC/RD dated 15th Jan., 1987 wherein they have mentioned that (a) the sharing of the godown by 3-4 agencies will not be permissible under explosion rules - Delhi Fire Authorities also feel that fixing of the responsibilities for any lapse will be difficult and also it will not result any saving of space as against 700 sq. ft. required for 3 separate godowns, a combined godown with higher storage capacity will need 6300 sq. ft. of space due to 12 meters set backs allaround the store. Regarding supply of gas from the central point to the Group Housing Societies through pipe line, they have mentioned that the highly skilled manpower and sophisticated equipment for such arrangements will have prohibitive cost on the Societies and this will not be found feasible at the moment.

9. From the discussions and the report submitted by the State Co-ordinator one point is certain that to feed population of 80,000 to one lakh about 1250-1300 cylinders are required for which 3 sites have been asked for. The matter has been further examined and the sketch enclosed indicates that we save the area by providing a godown with higher capacity. Besides it is easier to locate few sites rather than accommodating a large number of sites scattering at several places normally in the green areas. It will be worthwhile to consider the allotment of the sites with a capacity of 1300 cylinders which may be managed by the Oil Companies as their sub-depot. This would relief the linkage between the godown and the number of agents appointed by any oil company. With the storage under the control with the oil company, they will be free to appoint number of agents as the necessity arises. If the demand increases only the frequency of the service from the main depot to the sub-depots will be required which as per distribution norms could be allotted two to IOC and one each to the HPC and BPC. Also if the sub-depots are controlled by the oil companies, stronger structures satisfying the better aesthetics with adequate fire precautionary measures could be enforced which are difficult to impose on the individual sites. The Oil companies, if so desire can charge towards the gas maintenance of these sub-depots from the agents in that area.

Item No. 12

Sub: Allotment of land for setting up industrial affluent treatment plant at Wazirpur Area.
(F.23(9)/83/Inst.)

1. In a meeting held on 16.3.83 under the Chairmanship of Shairman, Central Board for Prevention & Control of Water Pollution, following decisions were taken:-

- i) The land for the plant would be given free of cost.
- ii) The design estimates specifications etc. shall be prepared by Central Pollution Board.
- iii) The capital funds for the project shall be provided 50% by Directorate of Industries and 50% by DDA/Industrialists.
- iv) The question as to how to meet the cost of operation and maintenance of the plot was discussed but remained unsettled because the scheme has not been technically finalised so far.

2. The case regarding the allotment of land for setting up the plant was discussed in the Authority meeting held on 23.2.84. While confirming the minutes of the meeting of February, 1984 the Authority in its meeting held on 16th March, 1984 decided as under:-

"Considering the extent of benefit accruing to the community the Authority resolved that land required for industrial effluent and waste treatment and disposal may be given free of cost to the Director of Industries, however, the cost of such land may be included in the over all cost of the entire industrial area concerned and cost of individual plots determined accordingly. In areas where most of the plots had been allotted and utilised, space should be found and the cost of this land may be proportionately spread over the cost of unallotted plots in the area".

3. In pursuance of Authority decision, an exercise was undertaken in consultation with the representatives of the Water supply & Sewage Disposal Undertaking, Deptt. of Central Board for Prevention & Control of Water Pollution, and land measuring about .9 hacts.(2.43 acres) was handed over to Delhi Water supply & sewage Disposal Undertaking on 11.10.84 marked 'X' on the copy of the plan laid on the Table.

4. The site handed over by DDA has objected to by the residents of the surrounding area and have been representing through various higher authorities for shifting the treatment plant to some other location so that the environment around their houses is not polluted due to the fowl gases likely to be emitted from such a plant.

5. The alternate site marked 'Y' on the copy of the plan referred above measuring about 1.279 hact.(3.16 Acres) is under consideration to be allotted in the present case.

The characteristic of the site identified are as under:-

- i) The site is located towards the South-West of the existing drain would therefore be the most ideal and economical for setting up the plant.
- ii) The site is located in the area earmarked as recreational use(parks, playground and open spaces) as per the Master Plan, Zonal Plan Scheme Plan wherein municipal facilities and services are allowed under special appeal.

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Item No. 13.

Sub:- Construction of Anti-Erosion works on Right Bank
of river Yamuna near Village Burari and Jagat Pur :
Acquisition of land for implementation of scheme.
(PPW/Infra/87/21)

A request has been received from Chief Engineer, (I&F), Delhi Admn., Delhi on the subject cited above and he has enclosed a copy of Shajra Plan of village Jagatpur and Burari showing the alignment for the constn. of an approach road across existing creek near Jagatpur. The total area to be acquired works out 1.58 acres in the revenue estate of village Jagatpur and Smt. Bharto and others are the only one party owner of the land in question. The said work is of an emergent nature and is to be completed before on-set of the coming monsoon positively. He has certified that the land is the minimum and is absolutely necessary for implementation of the scheme. The funds are also available in the current financial year.

2. The request has been examined in the Perspective Planning Wing of DDA and the scheme area is under rural use zone. They have recommended for construction of approach road.

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

Item No.14.

Sub: Acquisition of land for the construction of Dindarpur link drain from village pond to its outfall into Najafgarh Drain at RD. 49000 of left bank.
File No. F.3(65)/86-MT.7.

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A request has been received from Chief Engineer(I&F) vide his letter No. ~~CEP/SW/T-7/FED/I/85-86~~ dt. 30.10.86 for permanent acquisition of land required for the construction of Dindarpur link drain. The land required is in width of one gatta in the revenue estate of Dindarpur.

2. The proposal was examined in the PPW and the scheme area falls in Rural Use Zone. They have recommended that desired permission from land use point of view may be accorded for the execution of the scheme. (Plans laid on table).

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

Item No.15.

Sub: Sewage Pumping Station at Zafraabad.

F. 23(9)86-Inst.

On the request of Water Supply and Sewage Disposal undertaking Vice-Chairman, DDA vide his orders dtd. 22-2-86 in file No.F. 23(20)/85-Instl. agreed in principle to allot land for the construction of sewage pumping stations at Zafraabad, Mansarovar Park, Kalyan Puri & Geeta Colony in Trans-Yamuna area.

2. According, MCD was allotted land measuring 1.6 hacts. in Zafraabad for the construction of sewage pumping station. The land identified measuring 0.75 hacts. to be handed over by Planning Cell marked 'X' on the copy of the plan laid on the Table could not be handed over due to stay orders.

3. In order to facilitate the construction of the sewage pumping station in the area, MCD is agreeable if the site earmarked for the primary school measuring 0.63 hacts. marked 'Y' in the approved layout plan is allotted/handed over to them.

4. In order to keep the number of schools same in the area, it is proposed that the area measuring 0.75 hacts. earlier proposed to be allotted for setting up sewage pumping station is converted into primary school and the site already approved as primary school is handed over to MCD for construction of sewage pumping station.

5. The proposal involves modification in the approved layout plan as stated in para 4 above.

6. The case is placed before Technical Committee for its consideration and approval of the location of sewage pumping station.

Item No. 16.

Sub: Hostel for industrial workers- Reg.
File No. F.3(54)/86/M.P.

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The Industries Department, Delhi Admin. has forwarded a request of All India Plastic Industries for providing a space for the construction of a multi-storey workers hostel in every industrial area in Delhi.

2. The matter was examined in PPW where it has been observed that in Delhi Perspective-2001, hostel for industrial worker has been recommended in light industrial areas. But such an accommodation cannot be given on large scale i.e. for large number of workers. One hostel could be provided in one industrial area. However, the Master Plan-1962 does not allow hostel facilities in the industrial areas.

3. In view of above, it is recommended that hostel facilities for industrial workers may be located in commercial areas (district centres, community centres etc.) which are located either within the industrial area or very near to the same.

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