

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN UNIT)

~~Draft~~ minutes of the meeting of Technical Committee held on Tuesday dated 20th Oct. 1987 at 10.00 A.M. in the Conference Room of Delhi Development Authority 5th floor, Vikas Minar, I.P.Estate, New Delhi.

The following were present:

1. Sh. Om Kumar, Vice Chairman (Chairman)
2. Sh. Ranbir Singh, Addl. Commr. (L)
3. Sh. J.C.Gambir, Director (PPW)
4. Sh. R.G.Gupta, Director (CP)
5. Sh.S.C.Gupta, Director (DC)
6. Sh. C.B.Sharma, Director (Hort.)
7. Sh. P.Krishnan, C.E.(Quality control)
8. Sh. N.K.Aggarwal, Jt.Dir.(CP)
9. Sh.R.D.Gohar, Jt.Dir.(UVC)
10. Sh. A.K.Jain, Jt.Director (PP)
11. Sh.Chander Balabh Dy.Director (ZP)
12. Sh.Pardeep Behari Dy.Director (ZP)
13. Sh.D.K.Saluja Dy. Director (CP)
14. Sh. Sabharwal, Dy.Director (ZP)
15. Sh.S.C.Gupta, Architect (Slum wing)
16. Sh.S.C.Gupta, S.S., (Circle I)
17. Sh.D.R.Bhatia, Addl. Chief Architect
18. Sh.Harchandi Singh, Asstt.Dir.(MP)
19. Sh. C.P.Rastogi, Dy. Director (MP) (Convenor)

Delhi Police

20. Sh.P.R.Mehra
21. Sh.Lal Singh for item no. 10

Land & Development Office

22. Sh. Lakhmi Chand, A.E.

Town & Country Planning Organisation

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

Special Invitees

M.C.D.

24. Sh. Arjun DEO, Chief Architect for item no.5&12
25. Sh. B.B.Mahaya for item no.4

Contd../-

N.D.M.C.

26. Sh.A.D.Malik
27. Sh.R.N.Mathur,
Addl.Chief Eng.(Elect) For item no. 11
28. Sh. Surinder Singh AXEN (Elect.) -do-

P.W.D. Delhi Admn.

29. Sh.O.P.Goel C.E.I For item no. 2
30. Sh.N.H.Chandwani,
S.E.(Circl V) -do-

Indian Oil Corpn. Ltd.

31. Sh.S.S.Kohli For item no. 13
32. Sh. Manmohan Singh -do-

D.W.S. & S.D.U. (MCD)

33. Sh.S.K.Sharma, EE (P) W-I For item no. 9

ITEM NO. 1

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

Matter was explained by Director (CP) and he stated that a study has been conducted by CRRI on major ten selected arterials for the year 1969 and 1984. The intensity of fast traffic per hour is increasing on the roads. Sh. ^{P.}Krishnan ~~Murthy~~, Chief Eng. (QC), DDA, stated that the growth of fast traffic is showing steep rise during the last years. However, the Technical Committee noted the report prepared by CRRI.

ITEM NO. 2

Sub: Alignment plan of Road no. 13/13A from Okhla
Ph.I & II found about upto its meeting point with
NH 2 bypass. F. 5(3)86-MP

Matter was explained by Director(CP) and he stated that earlier this matter was discussed in the Technical Committee held on 13.4.87 and accordingly, the matter ~~was~~ examined and was also discussed in a meeting held on 21.7.87 under the L.G. The proposal for two 'T' junctions for which land was already acquired, was approved, to avoid the construction of a highly skewed bridge on Agra canal. R/W of 13-A road has been taken as 45 mtr. in the Sarita vihar scheme, the same may be retained. After examining the case, Technical Committee approved the alignment plan of road no.13/13-A with 45 mts. R/W and two 'T' Junctions on NH-2, as proposed.

ITEM NO. 3

Sub: Provision of a separate entry and exit for Azadpur
Subzi Mandi Transport Centre.
PA/DD/TT/87/2259

Director (CP) explained the proposal and submitted a plan wherein showing the entry and exit point for the truck terminal. Police Officers also took part in the deliberation and wanted that there should be two separate roads one for entry and the other for exit. Director (PPW) stated that the present truck terminal may have to go as the site is earmarked for a railway terminal in draft PIP 2001. Technical Committee decided that as a purely temporary measure, the existing road may be retained as for entry and the exit road may be provided along the boundary of police station. Director (CP) to modify the plan and issue the same to concerned authorities for implementation.

ITEM NO. 4

Sub: Fly over at railway level crossing at Wazirpur on the road connecting ring road and 30 mt. R/W peripheral road of Wazirpur residential area. F.5(71) 78-MP

Director (CP) explained the proposal forwarded by MCD for a fly over on the existing railway level crossing at Wazirpur. The matter was discussed in great detail by Director (CP), Director (PP) and Director (DCB) and it was felt that the proposal might create problems for the local residents of the area through which this 100ft. road is passing. MCD officers explained that a total depth of 6.5 mtrs.

(5.5 mt. + 1 mtr.) shall be provided from the railway line. However, the present level of the railway line — is 2 mtrs. above the normal ground level and railways have agreed to raise the level further by 1 mtr. Thereby, only 3.5 mtr. Depth is needed in the under ground bridge. They have also met the point made by the Chief Engg. (CC), DDA with regard to drainage arrangement.

It was decided that V.C. along with E.M., Director (CP) and Director (PPW) would inspect the site after receiving the report that proper ^{demarcations} ~~demarcations~~ have been done on site for which Sh. D.K. Saluja Dy. Director (TT) would submit a report.

ITEM NO. 5

Sub.: Intersection design of Rani Jhansi Road with New Rohtak Road. F.5(36)/85-MP

^{matter}
~~Proposal~~ was explained by Director(CP) and he stated that the proposal is only to improve the geometric of the 'T' junction for the smooth flow of traffic. He stated that one shop, 5 khokas and 12 other structures are effected, apart from 7 electric poles, two telephone poles and 5 trees. Technical Committee approved the proposal subject to the conditions that alternative sites be marked by MCD for relocation of effected structures.

ITEM NO. 6.

Sub.: Change of land use of an area measuring 418 sq.mtrs. from 'Open spaces/green' to 'religious' for Nirmal Lok Sewek Mandal at Lajpat Nagar IV. F.3(47)/86-MP.

The proposal was explained by Director (CP) and he stated that ^{the} piece of land was allotted to the 'Nirmal Lok Sewek Mandal' and lease deed has also been executed. Director (DC) stated that the layout of this area as approved by the Authority was referred to the Govt. of India for processing change of land use under section 11-A of D.D.Act. 1957 ^{and} reply is awaited. Therefore, it may not be appropriate to make any change ~~in~~ in the layout already submitted to Govt. of India. Technical Committee was of the opinion that further action be taken after the approval of PDP-2001 already submitted to the Govt. of India incorporating the ~~areas~~ as Institutional.

ITEM NO. 7.

Sub.: Allotment of land to DAV College Trust and Managing Committee for Nursery School. F.19(28)/86-Instl.

Matter was explained by Director(CP) and he recommended that a site of about 800 sq.mtrs. (as per PDP-2001 norms for nursery schools) may be allotted. Technical Committee approved the proposal to allot 800 sq.mtrs. for nursery school and desired that rest of the land be left as 'green'. It also decided that ^{in exceptional} cases extra land, if available, could be used for community hall etc. and an exercise be done by Director(CP) for reducing the no. of nursery schools as well as their sizes as per PDP-2001(modified).

ITEM NO. 8

Sub.: Layout plan of industrial areas at Gharoli in the south of Hindon cut along Delhi UP Boundary near NOIDA File No.PA/DD/TT/86/1973.

Matter was explained by Director(CP). Director(PP) stated that he would like to study the proposal with respect to draft PDP-20001. The layout submitted by Sr. Architect PWD (Delhi Admn.) was examined and found that it was not ^{up} to ^{the} desired standards of planning. Technical Committee decided that Director(CP) should immediately communicate the comments to Senior Architect after consulting Director(PPW).

ITEM NO. 9

Sub.: Allotment of land for the construction of underground reservoir and pumping station at Lawrence Road. F.23(4)/80-Inst.Pt.I

Matter was explained by Director (CP) for allotment of 4000 sq.mtrs. area for an under ground reservoir and a pumping station. The site proposed was not accepted as it contained large number of trees, according to Shri C.B.Sharma, Director(Hort.). Technical Committee decided that the site be inspected by Director(DC) and Director(Hort.).

ITEM NO. 10

Sub.: Land acquisition for Police Station Anand Parbat. F.8(2)/87-MP

Proposal was explained by Shri Chandra Ballabh, Joint Director (ZP) with the help of a drawing. The land belongs to Ramjas Trust where a small police station is existing. The proposed site measuring 3400 sq.mt. was approved for the use of police station. It was also felt that police department should also take steps to acquire 800 sq.mtrs. adjoining plot to make a proper size and also to avoid crossing of road by students for use of this plot.

ITEM NO. 11

Sub.: Requirement of land for establishing electric sub-station in NDMC area during 7th. plan (1985-90) upto 2000 A-D. F.16(41)/85-MP

Shri Pradip Behari, Dy. Director(ZP) II, explained that

This matter was earlier discussed in the Technical Committee meeting held on 12.12.85 and accordingly, the matter was referred to DESU. ~~EXEN~~, DESU has stated that 33 KV s/stn. planning is being done by NDMC itself and DESU is in no way involved in it. They have a proposal to establish 66 KV s/stn. at school land, and at vidyut Bhawan during the VII th. plan period. Technical Committee decided that the matter be sorted out by a group consisting of Director (PPW) (Convenor), Mr. P.D. Sharma, Chief Engineer (Planning) and DESU, Director (CP) with representative of L&DO, NDMC and Dy. Dir. (ZP) II.

ITEM NO. 12

Sub.: Construction of a public hall-cum-recreation centre in Kacha Bagh area of Queen's Garden. F.3(54)/87-MP

The proposal was explained by the Officers of the MCD for the construction of a 'Public Hall-cum-recreational' centre. The matter was discussed in detail with the help of a location plan. Technical Committee felt that as the proposed site is in the area to be developed as green, MCD should select some other site for this purpose.

ITEM NO. 13.

Sub.: A) Allotment of a 15 mt. X 20 mt. site for storage of SKO / LDO in Jahangirpuri for IOC F.13(5)/86-CRC.

B) Allotment of a 15 mt. X 20 mt. site for storage of SKO/ LDO 'A' Block Janakpuri F.13(85)/85-CRC.

C) Allotment of two sites 15 mt. X 20 mt. site for storage at Khirki village/Shekh Sarai. (laid on the table.)

~~Case 'A'~~ Matter was explained by Director (CP)

Case 'A' - The site proposed is opposite to the site of liquor shop in the green area. Matter was discussed and it was decided that a site measuring 15 mt. X 20 mt. be approved adjacent to liquor shop having approach as shown on the plan.

Case 'B' Proposed site shown on the plan by the Director (CP) was explained. Technical Committee approved only one site (15 mt. X 20 mt.) and desired that existing Euclyptus and Amaltash trees should be retained to the maximum extent possible.

Case 'C' Director (CP) brought a proposed for earmarking ~~one~~ ^{two} sites in village Khirki/Shekh Sarai area. The proposal was discussed and approved as per plan.

ITEM NO. 14.

Sub.: Alignment plan of Master Plan Road on the eastern side of Jawahar Lal Nehru University complex connecting outer Ring Road to Mehrauli-Mahipalpur Road area.
F.5(3)/72-MP

The proposal was explained by Director(CP) and he stated that the earlier plan of these roads is 30 mts. R/W passing the eastern and western side of J.N.U. connecting outer ring road and Mehrauli-Mahipalpur road. The present proposal is increase it to 45 mt. in view of the large development coming up at Basant Kunj Complex. The Technical Committee discussed the proposal and recommended for its approval.

Meeting ended with the vote of thanks to the Chair.

Sepr

20-10-87 at 10.00 AM

V. C's. Office
Dt. No. 7780 D
12/10/87

MOST IMMEDIATE.
MEETING NOTICE.

DELHI DEVELOPMENT AUTHORITY
VIKAS MINAR
INDRAPRASTHA ESTATE
NEW DELHI.

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

Dated the 6.10.87

From:

Asstt. Director (MP),
Delhi Development Authority,

To,

O.S.D. to Vice-Chairman
Vikas Sadan, DDA,
INA, New Delhi

Sir,

I am directed to inform that the next meeting of the Technical Committee of the Authority will be held on Tuesday, the 20.10.87 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 shall follow later on ~~is being sent~~.

Encls: As above.

Yours faithfully,

(Signature)

ASSISTANT DIRECTOR (M.P.)

P.P/V minutes
[Signature]
20/10/87
Dir (D.C.)

80-10-87 at 10.00
70740
151x107
MOST IMMEDIATE.
MEETING NOTICE.

DELHI DEVELOPMENT AUTHORITY
VIKAS MINAR
INDRAPRASTHA ESTATE
NEW DELHI.

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

Dated the 14.10.87

From:

Asstt. Director(MP),
Delhi Development Authority,

To,

O.S.D. to Vice-Chairman,
DDA, I.N.A., Vikas Sodar,
New Delhi.

Sir,

I am directed to inform that the next meeting of the Technical Committee of the Authority will be held on Tuesday the 20.10.87 at 10.00 A.M./P.M. in the Conference Room of Delhi Development Authority, Vikas-Minar, Indraprastha Estate, New Delhi.

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

Encls: As above.

Yours faithfully,

Be P
ASSISTANT DIRECTOR(M.P.)

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

Agenda for the meeting Technical Committee to be held on
20th Oct. 1987 at 10.00 A.M. in the Conference Room of Delhi
Development Authority, 5th floor, Vikas Minar, I.P. Estate
New Delhi.

Sl. No.	Subject	Page No.
1. ✓	Traffic congestion on selected Arterials in Delhi- A Review. File No. F.5(31)/87-MP.	1 to 4
2. ✗	Alignment plan of Road No. 13/13 A from Okhla Ph. 1 +11 round about up to its meeting point- with NH ₂ bye pass. File No. F.5(8)/86-MP.	5 to 6
3. ✓	Provision of a separate entry and exist for Azad Pur Subji Mandi Transport centre PA/DD(TT)/87/2259.	7
4. ✗	Fly over at railway level crossing at Wazirpur on the road connecting ring road and 30 mt. R/W peripheral road of Wazirpur residential-area. File No. F.5(71)/78-MP. Pt.I	8 to 9
5. ✗	Inter section design of Rani Jhansi Road with New Rohtak Road. File No. F.5(36)/85-MP.	10
6.	Change of land use of an area measuring 418 sq. meters from open space/ green to religious for Nirmal Lok Sewak Mandal at Lajpat Nagar-IV. File No. F.3(47)/86-MP. (Postponed)	11
7.	Allotment of land to DAV College Trust and Managing Committee for Nursery School. File No. F.19(28)/86/Instt.	12
8. ✗	Layout plan of industrial area at Gharoli in the South of Linton cut-along Delhi-U.P. Boundary near 'Noda'. PA/DD/TT/86/1073.	13 to 14
9. ✗	Allotment of land for the construction of underground reservoir and pumping station at Lawrence Road. File No. F.23(4)/80-Instt. Part-I	15
10. ✗	Land acquisition for police station, Anand Parbat. File No. F.8(2)/87-MP.	16 to 17

11. + Requirement of land for establishing electric sub-station in NDMC area during 7th plan (1985-90) up to 2000 A.D. 18 to 19
File No. F.16(41)/85-MP.
12. x Construction of a public hall cum residential centre in Kacha Bagh area of Queen's Garden. 20
File No. F.3(54)/87-MP.
13. x Allotment of a 15 mt. x20 mt. site for storage of SKO/LDO in Jahangir Puri for I.O.C. 21 to 22
File No. F.13(5)/86-CRC+
F.13(36)/85-CRC.
14. . Alignment plan Master Plan Road on the eastern side of Jawahar Lal Nehru University complex 23 connecting outer Ring Road to Mehrawli -Mahipalpur Road.
File No. F.5(3)/72-MP.
15. . Temporary Cinemas in Delhi.
File No. F.11(6)/74-MP-Pt.II (Laid on Table)

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

Noted & Recorded

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

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

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

A Traffic Flow Trends

- 1) The total number of ~~fast category of vehicles~~ for the average hourly period of three distinct periods viz. morning peak, evening peak and non-peak period have increased varyingly over a period of 15 years. The minimum increase was observed on Minto Road i.e. from 2854 in 1969 to 3727 in 1984 i.e. an increase of 31%. The maximum of 235% increase was observed on New Rohtak Road from 660 vehicles in 1969 to 2215 in 1984.
- ii) The proportion of fast category of vehicles has increased over the study period on all the ten selected arterial roads in Delhi. This category of vehicles which formed an average of 61% of the total flow on the ten selected arterials in 1969 rose to 83% in 1984.

Contd. 2/-

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

Iv

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

v

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

B Speed Trends :-

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

Contd..3/-

i) The overall average travel speed over the 15 year period shows a mixed trend both during peak periods and for the day as a whole. During the period of day as a whole the five arterials out of ten selected for the study have shown an increase in speed in varying degrees. Out of these five roads the substantial increase was noticed in the case of Aurbindo Marg and Shym Nath Marg, i.e. from 32 kms./hours to 40 kms./ hour and from 41 kms/hour to 48 kms/ hour in 1969 and 1984 respectively. As regards, the other three arterials, the increase was marginal. Increase in speed^d during the peak period was also observed in the case of four out of the above 5 arterial roads. Three out of these five arterials have undergone road widening programmes, as a result of which the increase in speed is to be expected.

ii) A marginal decrease in overall speed was seen on the 6 arterials during the peak period and on five roads during the day as a whole. Three of these roads did not have the benefit of road widening programmes and the decrease in speed was to be expected.

3. On the basis of the Studies conducted by PPW during the preparation of PDP-2001 a Multi Modal transport system consisting of (1) Ring Rail & its spurs (2) LRT & (3) Buses has been proposed in the draft PDP-2001. A copy of the modified network plan (th basis of Screening board observations) as proposed in Draft PDP-2001 is placed opposite (at flag A) for reference please.

Contd..4/-

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

Item No. 2

- 5 -

copy

Sub: Alignment plan of Road No. 13/13 A from Okhla Ph. I & II round about upto its meeting point with NH 2 byepass.

Ref: S. 13/13 A File No. F5(8)/86-MP.

This case was discussed in the Technical Committee meeting held on 13.4.87 under item no. 5 in which the following decision was taken:

The Technical Committee discussed in detail the proposed alignment plan for Road 13/13 A from Okhla Ph. I & II round about upto the National Highway (NH 2) byepass. There were different views with regard to the proposed alignment and its right of way. Director (PPW) explained that keeping in view the rapid transit system, the right of way has been fixed as 55 mt. as against 45 mtr. proposed in the present alignment plan. He also explained that the national highway by-pass as shown in the plan is also not in accordance to the alignment as indicated by Director (CP) and it is yet to be finally fixed. Keeping in view these points and the proposal contained in the plan, it was decided to constitute a Group under EM with Director (PP), Director (CP), Chief Engineer, PWD Delhi Admn. with a representative of Ministry of Transport to study the whole issue and submit its report to the Technical Committee.

2. A joint site inspection of PWD (DA) and DDA officials was done for i) studying the feasibility of joining Road No. 13-A from old Agra canal to the barrage road on river Yamuna in a straight line through a skewed bridge on new Agra Canal (ii) possibility of joining 13-A with the barrage Road in two 'T' junctions

Sub : Provision of a separate entry and exit for Azadpur Subzi Mandi Transport Centre.

File No. PA/DD/TT/87/2259.

The existing Azadpur Subzi Mandi Transport Centre adjoining the Police Station on G.T. Karnal Road has one common entry and exit point. Due to the existence of the three petrol pump along G.T. Karnal Road, a separate entry cum exit as envisaged in the original approved plan could not be implemented, this has resulted into lot of congestion at the existing entry cum exit point of the transport centre. Efforts to resite these petrol pumps are in progress but still shifting of the same may take some time. In the mean it is proposed to have an interim arrangement for separate entry and exit to the transport centre. Two alternative proposal have been worked out, details of the same are as follows:-

2. Alternative I

In this proposal, the entry to Transport Centre is proposed through a road between the newly constructed Police Station building and the old existing building. The exit will be from the existing entry point. With this proposal, two to three trees, part of the old building and an existing old staff quarter may be affected. Proposal entry point will be hardly 40 mt. so from the junction with Ring Road.

3. Alternative II

In this proposal, a separate entry is developed by taking the rear set back (northern compound) of the Police Station. Two separate carriageways of 12 mt. wide with 1 mt. central verge can be developed. In this case the entry and exit will be separated by a verge.

4. This case is put up to the Technical Committee for consideration of the above said proposal.

Sub: Fly over at railway level crossing at Wazirpur on the road connecting ring road and 30 mt. R/W peripheral road of Wazirpur residential area.

F.5(71)/73-MP .I

Background :

MCD has forwarded the proposal of a fly over on the existing railway level crossing at Wazirpur on the road connecting ring road and the 30 mt. R/W road of Wazirpur residential scheme, passing in front of Deep Cinema. This road is not only the major access road to the overall residential/industrial area from ring road and G.T. Road/Laxmi Bai College Road sides but also forms a short cut link between Shalimar Bagh/ Wazirpur and Shakti Nagar/ Kamla Nagar/ Rana Partap Bagh, Delhi University area.

Present Pos-ition

2. The peak hour traffic volume survey at the level crossing indicates that there is a heavy inflow/ outflow of nearly 8500 PCUs during the morning peaks between 8 A.M. to 11 A.M. (about 2800 PCUs per hour average). The level crossing is closed quite often due to the heavy rush on this route, it, therefore, causes bottlenecks for the commuters and causes considerable delay in travel time. The total length of this road between ring road and the 30 mt. R/W peripheral road and Ashok Vihar is about 1.5 km. The R/W of this road between ring road and the level crossing (on the western side of railway level crossing) is 24 mt. and beyond upto its junction with the peripheral road (on the eastern side of railway level crossing) is 30 mt. On the western side of the level crossing i.e. between ring road and railway line, industrial plots/ community centre are abutting the 24 mt. road on both sides.

Inspection

- 9 -

There is a junction of 24 mt. R/W road hardly at a distance of about 80 mt. or so from the railway level crossing. On the eastern side i.e. between the railway level crossing and the peripheral road of the residential areas, most of the properties are directly abutting the road on both the sides as there is hardly any scope for a separate service road in the available R/W.

Proposal under consideration

3. The level of the existing railway lines is almost 1.5 mt. above the normal ground level, the proposal of a fly over or an under bridge at this point may not be desirable due to the following reasons.
- i) It will hamper access to the buildings abutting the roads on eastern & western sides of the railway lines.
 - ii) There will be hardly any space between the fly over and the property line for providing proper service road.
 - iii) A 24 mt. R/W road of the industrial area joins the road on the western side at a distance of about 80 mt. in a 'T' junction or so due to which it will not be possible to maintain proper gradients. Even if a clear height of 5.5 mt. ($5.50 - 1.50 = 4.00$ mt.) is to be maintained then a clear space of at least 120 mt. is required (with a slope of 1:80) which may not be possible due to the existing 'T' junction of the 24 mt. R/W road on the western side.
 - iv) As per the priority list for construction of fly overs/under bridges in Delhi, this particular location does not figure in any immediate priority.
4. The case is put up to the Technical Committee for consideration (plan laid on table).

Item No. 5

Sub: Intersection design of Rani Jhansi Road with New Rohtak Road. F.5(36)85-MP

1. Background: Rani Jhansi Road with a R/W of 36 mt. is a part of the inner ring road of Delhi. New Rohtak Road with a R/W of 36 mt. starts from Rani Jhansi Road and joins with the road leading to NH 10. It is a very important road for connecting New Delhi with West Delhi as also for the regional traffic going to Rohtak side.
2. Present Position: New Rohtak Road meets Rani Jhansi Road in a very acute angled junction without any proper slip roads for left hand turning. The traffic at this junction has increased manifold in the last few years due to the fast development in the north and north western Delhi which has warranted the improvement of this junction.
3. Proposal: The intersection design proposal envisages construction of slip roads for left hand turning, traffic islands for channelisation of traffic including the details of the connection of the service road with the main carriageways and improvement of overall geometrics. The intersection will be controlled by two phase electronic signals. MCD has proposed to install the statue of Rani Jhansi in the corner of the park abutting this junction.
4. As per the feasibility report submitted by MCD one shop, five khokas and 12 other structures are affected apart from 7 electric poles, 2 telephone poles and 5 trees.
5. The intersection design proposal is put up to the Technical Committee for consideration.

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

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

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

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

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

Item No. 7

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Sub : Allotment of land to DAV College Trust & Managing Committee for Nursery School.
File No. F.19(28)/86/Instl.

DAV Collage Manging Committee has requested for allotment of land for the construction of a nursery school. The Society is registered under the Society's Registration Act, 1860. The Society/Trust is running a Nursery School in Ashok Vihar Phase-1. The Directorate of Education, Delhi Administration have also sponsored the case for allotment of land for Nursery School in Ashok Vihar, Ph-1 in between G & F Block.

2. The proposal has been examined by the city Plg. Wing and they have recommended that the site measuring 0.5 acres marked 'red' on the copy of the plan(laid on table) meant for the Nursery School may be approved for allotment of a Nursery School. The proposal was also examined in the PPW and they have recommended that the land for a Nursery School as per Draft PDF 2001 norms i.e. 800 sq. mt. may be allotted and rest of the land may be reserved for the community facilities.

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

Sub:- Layout plan of industrial areastGharoli in the south of hindon cut along Delhi U.P. Boundary near NOIDA.

File No. PA/DD/TT/86/1073

24.23 Hect. of land was allotted to DSIDC in the area, south of hindon cut. Possession was handed over by land Deptt. on the basis of Schajra plans in two pieces out of the available land which was free from encroachments and court stay. Layout plan for 22.21 hect. of land submitted by Ex. Engineer, PWD(DA) Divn. XIX was forwarded by Dy. Director (Layouts) DDA to examine the same for processing the proposal further. The layout is examined and following are the observations.

- i) Land use of the pocekt as per draft PDP 2001 is for light and service industry. 22.21 hect. of land that has been handed over to Directorate of Industries, Delhi Admn. forms a part of 80 hect. of land earmarked for industrial use.
- ii) A composite structure plan for the total area earmarked for industrial use needs to be prepared based on the guidelines set in DP 2001, so that the development of industrial area does not take place in piecemeal manner. Also by doing so, adequate facilities as per standards can be provided and a proper circulation pattern can be established.
- iii) While planning for the circulation pattern of the industrial area, roads of the adjoining area must also be incorporated to avoid odd junctions/intersections.
- iv) In the layout plan as submitted by PWD (DA) hierarchy of roads has not been followed & acute/ obtuse angled junctions and cross junctions are also there. For example, connecting of a 13.5 mt. R/W road directly with 45 mt. R/W road is not desirable.
- v) No proper land use analysis is given and it is found that the layout lacks considerably in the provision of community facilities, parking facilities and green space. Provision of a green buffer with parking facilities along 30 mt. R/W and 45 mt. R/W road is not desirable & depth of the green buffer on 30 mt. R/W road needs to be increased to 60 mt. so as to provide sufficient buffer between residential and industrial area.

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- vi) As per PEP 2001, about 12% of the gross area should be under parks/open spaces/green buffers.
- vii) Depending upon approximate no. of industrial plots and the type of industries to come up, DESU should be requested to calculate power load and no. of electric sub-stations required before hand so that the layout plan is not disturbed at a later stage for accommodating ESS sites.

2. A meeting was arranged in the room of Jt. Dir. (CP) on 18.8.87 to discuss the problems of Gharoli Industrial Area wherein Senior Architect I, PWD (DA), Ex. Engineer, PWD, Divn. XIX, Delhi Admn., officials of Engineering, planning, and Building Deptt. of BDA were also present. Senior Architect, PWD (DA) and EE, PWD (DA) informed the Deptt. of Industries has already spent a lot of money on the levelling and fencing of the site. The plan prepared by PWD (DA) was also discussed. The observations of the planning Deptt. were conveyed to Senior Architect, PWD (DA). It was also brought to the notice of the Senior Architect, PWD (DA) that area remaining the same, slight modifications in the plot dimensions may be necessary due to the alignment of 45 mt. R/W road. Since the possession was handed over on the basis of Shajra plan, a part of the land allotted was encroaching upon the 45 mt. R/W road. The other piece of land which was not in continuation with the 22.21 hect. of land also needs to be given in continuation with the 22.21 hect. of land.

3. Senior Architect, PWD (DA) agreed to prepare a structure plan for the whole of the industrial area based on the guidelines set by PEP 2001 and then a detailed plan of the area allotted to DSIDC. Minor adjustments in the site dimensions for proper alignment of 45 mt. R/W road were also agreed upon.

4. The layout plan as submitted by PWD (DA) is placed before the Technical Committee for its consideration.

Item No. 9

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Sub : Allotment of land for the construction of underground reservoir and pumping station at Lawrence Road.

Inspected
File No. 123(1)/80 - Instl. Part I.

1. The W.S. & S.D.U vide its letter dt. 3.3.86 had requested for allotment of land measuring about 6734 sq. m for the construction of 20 m.l capacity underground reservoir, which has been subsequently reduced to 4275.0 sq. m.
2. The case is examined and it is noted that site marked green in stead of red as requested for locating reservoir in the area meant for neighbourhood park is acceptable to W.S.& S.D.U. for the purpose. (plan laid on the table)
3. The case is also examined by Dir(Hort) who has opinioned that he would not have any objection if site marked green is considered for allotment for construction of underground reservoir by MCD.
4. A detailed survey of the area has been undertaken and on the basis of the detailed survey, a site measuring 40 m x 100m = 4000 sq. m marked red on the copy of the detailed plan(laid on the table) can be considered to be allotted in the present case.
5. The land use of the area as per master plan is residential while as per detailed layout plan, it is neighbourhood park(recreational) wherein as per the provisions of master plan, public utilities and municipal facilities are permissible if allowed by competent authority after special appeal.
6. The proposal contained in para 4 above is placed before the Comm-ittee for its consideration.

Item No. 10

Sub: Land acquisition for Police Station Anand Parbat.
F.8(2)87-MP

The letter number nil dated nil was received from S.H.O., Anand Parbat with a request to issue a No Objection for land measuring 3400 sq.mt. at Anand Parbat, New Delhi out of Khasra No. 344 village Sadhora Khurd. It is pointed out here that a police post in an area of about 830 sq.m. (1000 sq.yds.) is already functioning at the site, on rental basis, the land being taken on rent from M/s Ramjas Foundation.

2. The Screening Board on a request from Police Department (I.G.Police Delhi) at the time of considering the objection/suggestions invited for zone B-5, recommended that no such land is available within the zone for this purpose and the same may be located in the comments centre in the adjoining developments.

3. In accordance with the JDP-62, Ramjas Hills were to be developed predominantly for Institutional and green uses and as such no provision for commercial facilities was made in the Draft Zonal Plan for Zone B-5 (Anand Parbat Area) In the Draft PDP-2001 however a change has been envisaged in the land uses and a part of the zone is to be development for light manufacturing (flatted factories). Accordingly, the views of Perspective Planning were called in the present case. As per PPW views, a Police Station can be located within the flatted factory area as an essential service. If the need is justified, it could be located in Anand Parbat itself.

4. A joint site inspection was performed by JD(ZP), DD (ZP)I and SHO Anand Parbat. Considering the location of the existing police post and its requested extension is being in the close proximity of a higher secondary school and having a common approach, the site was not found technically suitable for the police station. SHO Anand Parbat was shown two alternatives,

also closely located on main road proposed 100' wide road linking New Rohtak Road with Patel Road. SHO was suggested to get the possession/allotment processed through the concerned bodies for an area of 1.5 acres on the suggested sites. (Location of these sites, the alternative two sites are placed on the table). There is no land belonging to DDA/Govt. near Anand Parbat. The ownership of land rests with Ramjas Foundation. The land is reportedly notified under Section 6 of the LA Act.

5. Sh. P.R.Meena, Addl. DCP, Central District vide his D.O.Letter no. 18895/Gnd.(B)/C dated 19.8.87 has again sent a letter requesting DDA to issue a land use certificate for 3400 sq.m. land originally proposed for Police Station and where police post is already functioning. The land is not suitable for a police station as referred to para 4 above. This land has against being notified under section 4 & 6, notification issued by Jt.Secretary (L&B).

6. The case is submitted for consideration of Technical Committee.

Item No.11

Subject: Requirement of land for establishing electric sub-station in NDMC area during 7th plan (1985-90) upto 2000 A.D.

File No. F.16(41)/85-MP

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Chief Engineer(Elect.), NDMC had submitted a proposal for requirement of land for establishing electric sub-stations in NDMC area during 7th plan (1985-90) upto 2000 A.D. The anticipated peak load demand by the end of 7th plan is 290 MVA and upto 2000 AD about 500 MVA. On the recommendations of Central Electricity Authority, it has been decided that NDMC will receive power from DESU on 66 KV grid station instead of 11 KV by establishing its own 66 KV and 33 KV grid stations.

2. The matter was discussed in the Technical Committee meeting on 12.12.85 and it was decided that "The Technical Committee noted that the overall proposal submitted by NDMC should form part of the integrated scheme to be formulated and finalised by DESU for the distribution of electric loads for various parts of Delhi and advised to DDMC to take up the matter with DESU and after their approval may submit the same to DDA. The Technical Committee also advised to NDMC that if there is any specific case for the clearance from the land use point of view, the same may be referred through L&DO to DDA for clearance from land use point of view"

3. In compliance to the decision of the Technical Committee, NDMC forwarded the plan to DESU for the purpose of planning suitable feeders to be 66 KV sub-station in NDMC area. However, it was also clarified by NDMC that in a joined meeting with Central Electricity Authority and DESU, it was decided

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that NDMC would receive power from DESU at 66 KV and will establish its own 66 KV and 33 KV sub-station in its area.

4. The ex. Engineer, DESU vide his letter dt. 27th March, 1987 mentioned that the 33 KV system planning in the NDMC area is now being done by NDMC itself and DESU is in no way involved in it. He has also mentioned that DESU has planned to establish 66 KV sub-station at School Lane and Vidyut Bhawan during the 7th plan period but has not ascertained the long term requirement of the 66 KV sub-station. He, however, feels that the requirement of NDMC appears to be justified in view of the fast growth of the load.

5. The matter is now placed before the Technical Committee for its consideration as a general policy to accept the approximate locations as proposed. However, the exact location and areas may need detailed scrutiny as and when the proposal is received.

Item No. 12

Sub : Construction of a public hall cum recreational centre in Kacha Bagh area of Queen's Garden.

File No. F₃(542)/87-MP.

A request has been received from the Chief Architect MCD for the proposed construction of a public hall- cum recreational centre in Kacha Bagh area of Queen's Garden. He has stated in his letter dt. 20.6.87, the public hall was to be constructed at a place where offices of Assessor & Collector department of the MCD are yet to be located, opposite main railway station, Delhi. He has further, stated that as it is likely to take some time for construction of civic centre complex, the proposal has been submitted for the public hall on a strip of land adjoining the offices of provident fund and pension cell.

2. The land-use of the area under reference as per the draft zonal plan of A-24 is "Public and semi Public office complex."

3. The request has been examined and it is stated that as per the lay out plan, the proposed public- hall is in the area being utilised at present for parking. Since there is no parking area around except for the one near fountain, this important area which is probably catering to municipal club and offices around, will be lost. If the request is accepted then demand for more parking would be generated in the area. In the Architectural Control drawings, the building proposed is of an oriental style and therefore, it may be impossible to shift this when the offices of Assessor and Collector Department are shifted and the site becomes available for parking.

4. The matter is put up to the Technical Committee for its consideration.

- Sub: A. Allotment of a 15 mt. x 20mt. site for storage of SKO / LDO in Jahangirpuri for I.O.C. File No.F13(5)86-CRC._____
- B. Allotment of a 15 mt.x20 mt. site for storage of SKO/LDO on lease basis to I.O.C. in 'A' Block Janakpuri for distributionship of Sh.Joginder Singh. F.13(85)85/CRC._____

Case A:

1. Chief Divl. Manager, IOC vide his letter dated 31.3.86 addressed to VC, DDA has requested for allotment of a plot for storage of SKO/LDO at Jahangirpuri area. A plot of 20x20mt. has been requested for the above said purpose.
2. The policy pertaining to the allotment of SKO/LDO (kerosine storage) sites in Delhi was approved by the Technical Committee in its meeting held on 11.5.87 under item no. 3. The plot size approved by the Tech. Committee is of 15 mt. x 20 mt. and it has been suggested that the site be earmarked in such a manner that it can serve 5 to 6 km. area.
3. An area on the periphery of Jahangirpuri Resettlement Colony for a site for SKO/LDO has been identified. A liquor shop is already proposed in this area as per LG's order dt. 19.1.86 in file no. E.1(8)CL-82/83. A 7 mt. wide green strip along 18 mt. R/W road has been provided. A 9 mt. wide access road has been provided for the proposed SKO/LDO site 'no.2'. Site no. 2 is suggested adjustment to liquor shop.
4. Fire Deptt. of Delhi Admn. have given NOC for the SKO/LDO sites vide their letter dated 23.7.86 on the plan laid on table.
5. The plan showing alternate sites for SKO/LDO is placed before the Technical Committee for its consideration.

Case B:

6. Chief Regional Manager, IOC vide his letter dated 15.10.85 addressed to VC, DDA has requested for allotment of plot for storage of SKO/LDO on lease basis against dealership allotted to Joginder Singh at Delhi Cantt./Janakpuri area. A plot of 20x20 mt. has been requested for the above said purpose.

7. The policy pertaining to the allotment of SKO/LDO (kerosine storage) sites in Delhi was approved by the Tech. Committee in its meeting held on 11.5.87 under item no. 3. The plot size approved by the Technical Committee is of 15 mt. x 20 mt. and it has been suggested that the site be earmarked in such a manner then it can serve 5 to 6 km. area.
8. A pocket for accommodating three gas godowns and two SKO/LDO sites has been identified in the 'A' block of Janakpuri between the district park and a nala in a left over green area. The land use of this pocket as per the layout plan of Janakpuri is green. There are some existing Euclyptus and Amaltash trees in this area which could be retained to the extent possible. A plan accommodating two SKO/LDO sites is laid on the table. Fire Deptt. of Delhi Admn. has seen the composite layout for three gas godown and two SKO/LDO sites. NOC for the SKO/LDO site has been issued vide their letter dt. 29.8.86.
9. The plan showing the SKO/LDO site is put upto the Technical Committee for consideration.

Item No. 14

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Sub:- Allignment plan of Master Plan Road on the eastern side of Jawahar Lal Nehru University complex connecting Outer Ring Road to Mehrauli Mahipalpur Road.

F.5(3)/72-MP

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1. As per the Master Plan of Jawahar Lal Nehru University Complex, two roads of 30 mt. R/W are proposed on the eastern & western sides connecting Outer Ring Road and Mehrauli-Mahipalpur Road. The alignment plan of the above said roads with 30 mtr R/W was approved in the Co-ordination Committee meeting held under EM, DDA on 3.11.81 with minor modifications. Thereafter, it seems, that these roads were constructed by the Engineering Wing of DDA. There is a small missing link in the eastern approach which could not be constructed due to the court stay order.
2. The case pertaining to the alignment plan of the road on the eastern side had come up before the Standing Committee meeting held under Chief Secretary, Delhi on 12.6.87 wherein it was decided that DDA would hand over this road to PWD(DA). As the alignment has not been approved by the Authority, the case is being referred to the Technical Committee and thereafter it may be referred to the Authority.
3. As per the overall plan of the Mehrauli-Mahipalpur Complex prepared by the City Planning Wing in 1986, the R/W of both the eastern and western approach roads have been increased from 30 mt. to 45 mt. and the same has been incorporated in Vasant Kunj Complex plan prepared by HUPW. In most of the area along both the roads space is available for increasing the R/W to 45 mt.
4. The case is therefore, put up to the Technical Committee for approval of the alignment by taking the road R/W as 45 mt. instead 30 mt. for roads on both the eastern and western sides of Jawahar Lal Nehru University Complex as approved earlier in the Co-ordination Committee meeting of EM, 3.11.81.