

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

Draft Minutes of the meeting of the Technical Committee held on 25-6-87 at 9.30 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, E.M..
3. Chowdhary Ranbir Singh, Addl. Commr. (Lands).
4. Sh. T.S. Punn, Chief Architect (H).
5. Sh. R.G. Gupta, Dir. (CP)
6. Sh. J.C. Ghanbir, Dir. (PPW).
7. Sh. S.C. Gupta, Dir. (DG&B).
8. Sh. R.D. Gohar, Jt. Director (IUC).
9. Sh. P.N. Dongre, Jt. Director (CP).
10. Sh. V.N. Sharma, Jt. Director (ZP).
11. Sh. Chander Ballab, Dy. Director (ZP).
12. Sh. Pardeep Behari, Dy. Director (ZP).
13. Sh. D.K. Saluja, Dy. Director (CP)
14. Sh. Jarnail Singh, Architect, Plg. (Slum).
15. Sh. Harchandi Singh, Asstt. Director (MP).
16. Sh. C.P. Rastogi, Dy. Director (MP) (Convenor)

POLICE DEPARTMENT

17. Sh. D.S. Norawat, A.C.P. (Traffic).
18. Sh. Ram Deo Sharma, A.C.P. (Sadar Bazar). For item no. 6.

Town & Country Planning Organisation:

19. Sh. S. Bandyopadhyay, Associate Town Planner.

Special Invitees:

DESU

20. Sh. D.K. Suri, E.E. (Plg.) For item No. 1, 2 & 3

D.W.S.&S.D.U., M.C.D.

21. Sh. Balraj Taneja, E.E.)
22. Sh. S.K. Sharma, E.E. (P) W-I) For item No. 9.
23. Sh. P.K. Jain, S.E. (P) Water)

I.O.C. Ltd.

24. Sh. J.D. Bhingarkar, Mgr. (E).)
25. Sh. R.H. Vora, Ch. Engg. Mgr.) For item No. 4
26. Sh. R.K. Anand, Asstt. Mgr.)

NATP&C

27. Sh. Jaidev For item No. 11.

ITEM NO.1: Requirement of grid s/stn. for Mehrauli Mahipal-
pur Scheme, Vasant Kunj Residential Scheme.
(F.6(25)/85-MP)

The matter was discussed in great detail and it was explained by Director (PP)/Chief Architect/Mr.Suri, D.E.S.U. that this is a total Electrification plan of Vasant Kunj area with regard to 220 KV/66 KV grid stations. Proposals made in para 2 & 3 of the agenda were approved subject to (i) re-examination of grid sub-station site No.4 (Ref.Para 2 (ii).; (ii) that the width of the corridor as in para 2(vii) would be 15 mts. connecting Mehrauli Grid site No.1 and further to Dhaula Kuan; (iii) that the location of grid station No.5 as in para 2(viii) be revised at a proper location in the institutional area.

Item No.2: Route alignment of 66 KV tower line from Bodella Group Housing Societies, phase-II, 66 KV electric s/stn. at Nangloi Syed.
(F.6(11)/86-MP (Pt.))

The matter was discussed and it was explained that the electric lines marked in 'red' colour have already been approved and they are under erection. The electric lines marked 'blue' on the map are proposed over the Nangloi drain and they will not affect any scheme of the DDA. This was approved by the Technical Committee. (Blue colour).

Item No.3: Proposed DTC terminal and 220 KV sub-station site at Kasimere Gate area.
(F.6(1)/85-MP).

The proposal was discussed through a comprehensive plan of this area wherein a location for 220 KV S/Stn. (0.337 hect.) and a DTC Terminal site (0.66 hect.) were explained. After detailed discussion, the following decisions were taken :-

- ✓ (a) The proposed site is for 220 KV S/Stn.
- ✓ (b) There will be no other site in this area and the existing site and another structure will be removed by D.E.S.U.
- ✓ (c) The site proposed for the D.T.C. Terminal is approved subject to that they would not erect any building in this area and the space will be used exclusively for parking of vehicles and loading/un-loading of passengers.
- ✓ (d) The remaining area will be properly developed into a land-scaping scheme.

Item No.4: Change of land use from 'Agricultural Green' to 'Ware-housing and storage' between Rohtak Road & Railway Line in Chewra. (F.3(81)/83-MP).

The proposal was explained by Director (PP) and the officials of ^{DDA} DDA. It was brought to the notice of the Technical Committee that the present site acquired by IOC is in variance of the original location indicated by P.P.W. as (there is a little shifting of this site. Director (CP) stressed that such uses should go to NCR.

2. Technical Committ-ee approved the present location (97.07 acres) subject to the condition that a 80 mts. wide belt shall be left all around the proposed installations and the same shall be thickly planted. Any further extension of this plant shall not be permitted on this site and IOC may have to locate future expansion programme in NCR.

3. It was brought to the notice of the Technical Committee that IOC has already taken up this construction without getting proper approval from the MCD. The Tech. Committee asked the IOC officers to stop the construction immediately and get proper approval of M.C.D.

ITEM NO.5: Change of land use of an area measuring 4335.85 sq. yds. for construction of office building for agricultural unit at Bhama Shah Marg, Delhi. (F.3(50)/86-MP).

The matter was explained and it was stated that a site was earlier allotted by Institutional Branch, DDA to the Delhi Admn. for the construction of a office building in the District Park/Play-ground/Open spaces as per Master Plan/Zonal Plan where such a use is not permitted. Technical Committee decided that Commr.(L), DDA should propose an alternate site in the vicinity for the consideration of the Technical Committee.

Item No.6: Constn. of a police sta. building at Bara Hindu Rao - change of land use. (F.3(1)/84-MP).

It was explained that the proposed site at Bara Hindu Rao falls under 'residential' use category and as per Master Plan, a police station/police post is permissible. Technical Committee approved the proposed site subject to the condition that the proposed building may not be more than 3 storeyed in height.

Item No.7: Allotment of land for Bus Terminal in Vikas Puri.
(F.24(8)/83-Inst.)

The proposal was explained by Director (CP) and alternative site 2 (B) was approved and the site measures 1 hect. out of the area earmarked as 'recreational' in the Master Plan.

Item No.8: Proposed constn. of Motor Driving Trg. School at Loni Road, Shahdara, Delhi.
(F.3(67)/86-MP).

It was stated that the land use of an area measuring 1.01 acres is allotted to the Directorate of Transport, Delhi Admn. and the land use of the area is 'agricultural green belt' as per M.P. 1962 where such uses are not permitted. However, in the draft PDP-2001, the land use of this area is shown for 'public & semi-public facilities' where such uses could be permitted. In view of draft PDP-2001, the proposal for locating a Motor Driving Training School at Loni Road, Shahdara was approved.

Item No.9: Allotment of land for underground reservoir and booster pumping station at Peera Garhi G-17 area.
(F.23(14)/85-Instl.).

The Technical Committee in its meeting held on 12.3.87 has approved 2 hec. of land for the underground reservoir and booster pumping station at Peera Garhi. Now DWS & SDU, M.C.D. has requested to revise the area to 3.6. hec. as it is the minimum requirement for such a reservoir.

2. The matter was discussed and an area of 8.9 acres was approved subject to the condition that the maximum height of reservoir shall not be more than 1 mt. above the ground level and the area shall be properly land-scaped. Construction for pump house required for this reservoir shall be in accordance with the structure constructed for Ramlila Ground Reservoir.

Item No.10: Alignment plan of Shakti Nagar Road from G.T.Road crossing to Nangia Park.
(F.5(31)/84-MP).

Director (CP) stated that the present r/w of Shakti Nagar Road connecting G.T. Road with the under bridge through Nangia Park is 24 mts. He, further, explained that this stretch of the carriage-way may have to be widened within the existing r/w of 24 mts. A 9 mt. wide carriage-way has been proposed on either side of the 1 mt. central verge without changing

the present r/w of the road and the same was approved.

- Item No.11: i) Alignment plan of G.T.Shahdara Road from old road-cum-Railway bridge upto Delhi - U.P. Border.
- ii) Road at two levels from Sham Lal College to Sansar Machine Ltd.
- iii) A fly over on Shahdara Sharanpur Railway line. (F.No.PA/D.D./T.T./86/1147).

22

Item No.12: Study conducted by CRRI on 'Improvement of circulation of the Complex bounded by Rani Jhansi Road, Boulevard Road, Ring Road and Shyama Prasad Mukherjee Marg, near Old Delhi Railway Station. (F.5(23)/84-MP).

Item Nos. 11 & 12 were very briefly discussed and it was decided to constitute a Group under the chairmanship of E.M. with Dr.Sarna of CRRI, Director (CP), Director (DC&B), Director (PP), Representative of NATPAC and Mr.L.R.Gupta, C.E., I.S.B.T. ^{Bridge} to study the proposals and after inspecting the sites, the Group shall submit their recommendations to the Technical Committee.

Item No.13: Proposed modification in the RUB proposal at Shakti Nagar for providing cross movement of pedestrians and light vehicular traffic on either sides of the railway lines towards Sandhora Kalan and Shakti Nagar. (F.5(33)/72-MP (Pt.I)).

The proposal was explained by Director (CP) and he stated that with the coming of RUB at Shakti Nagar, it will be difficult for the people living on one side to cross over/the other side of this RUB. Therefore, it was suggested to have a connection from one side to the other side, The plan has been modified to provide 6.5 mts. carriage-way with 1.5 mts. wide footpaths on either side as side for cross movement of pedestrians and light vehicular traffic and the same was approved.

Item No.14: Resitment of existing objectionable IBP petrol pump in the name of Shri Oil Company at Pandey Nagar, Patparganj near Mother Dairy Complex and allotment of an alternative site for the same. (F.7(18)/84-MP). that

Patparganj Road and the sloping approach to NH-24 is a traffic hazard and bottleneck for the smooth flow of traffic and hence, it needs to be shifted.

Director (CP) stated the IBP Petrol Pump on the junction of Patparganj Road and the sloping approach to NH-24 is a traffic hazard and bottleneck for the smooth flow of traffic and hence, it needs to be shifted.

Some other members felt that the petrol-pump at its existing location, as it was installed in the year 1975, should exist to serve the area from the service road side. After the detailed discussion, V.C. decided that he would like to inspect the site alongwith Director (DC&B)/Director (CP) for existing site as well as proposed site.

Item No.15: Postponed.

Item No.16: IYSH National site and Shelter Demonstration Project
Delhi - Development Control.

File No-23(20)/82-Bldg.

The Technical Committee examined the proposal and approved subject to (a) that the individual housing unit is only an incremental housing unit and is not to be converted as of D.U.s.; (b) that the site of the W.C., stair-case and the set-back/cooking space as provided in this type of a scheme are not objectionable. However, the T.C. desired that parking space at proper location should be provided in this scheme.

2. The above norms could be applied in both the schemes at Madipur and in Shahdara area. The adjustment in the side of re-adjusting the district park and the higher-secondary school were also agreed upon.

Item No.17: Plans for freight operation Computer Complex (IRFDC)
on Railway Land at Moti Bagh, New Delhi for Indian
Railways.
(F.16(13)/86-MP).

This proposal was again discussed in the Technical Committee meeting and subsequently the Architect discussed the matter in a meeting with V.C. alongwith the Railway officers. A scheme as now finalised works out on 12½% ground coverage with 40 FAR. The T.C. approved the scheme and desired that the same may be processed through Delhi Urban Art Commission.

Refus

Cs. Office
Dy. No. 5482-D
Date... 23/6/87

25-6-87 9-30 AM

MOST IMMEDIATE.
MEETING NOTICE.

DELHI DEVELOPMENT AUTHORITY
VIKAS MINAR
INDRAPRASTHA ESTATE
NEW DELHI.

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

Dated the 22/6/87

From:

Asstt. Director (MP),
Delhi Development Authority,

To,

OSD to Vice-Chairman
DDA Vikas Sadan INA
New Delhi.

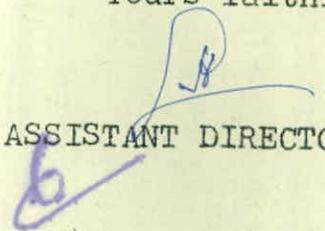
Sir,

I am directed to inform that the next meeting of the Technical Committee of the Authority will be held on Thursday the 27/6/87 at 9.30 A.M./P.M. in the Conference Room of Delhi Development Authority, Vikas-Minar, Indraprastha Estate, New Delhi.

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

Encls: As above.

Yours faithfully,


ASSISTANT DIRECTOR (M.P.)

M
28/6
Sh Arjun

DELHI DEVELOPMENT AUTHORITY

(MASTER PLAN SECTION)

Agenda for the meeting of Technical Committee
to be held on Thursday the 25th June, 1987 at 9.30 A.M. in
Conference Room of Delhi Development Authority,
5th. floor, Vikas Minar, I.P. Estate, New Delhi.

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<u>S.No.</u>	<u>Subject</u>	<u>Page No.</u>
<i>DES</i> 1.	Requirement of grid s/stn. for Mehrauli Mahipalpur Scheme, Vasant Kunj Resd. Scheme File No. F.6(25)/85/M.P. - (Postponed)	1 to 2
<i>DES</i> 2.	Route alignment of 66 kv tower line from Bodella Group Housing Societies, Phase II, 66 KV electric s/stn. at Nangloi Syed. F 6(11)/86-M.P. Pt.	3
<i>DES</i> 3.	Proposed DTC terminal and 33 KV s/stn. site at kashmere Gate area F.6(1)/85/M.P. + F.5(37)/73/M.P.	4
<i>oil co.</i> 4.	Change of land use from Agricultural Green to Ware housing and storage between Chotak Road and Railway line in Gheara-F3(81)/83/M.P. (Postponed)	5 to 7
<i>Delhi admn</i> 5.	Change of land use of an area measuring 4335.85 sq.yds. for construction of office building for agriculture unit at Bhama Shah Marg, Delhi- F.3(50)/86/M.P.	8
<i>Police</i> 6.	Constn. of Police Stn. bldg., at Bara Hindu Rao change of land use. F.8(1)/84/M.P.	9
7.	Allotment of land for Bus Terminal in Vikas Puri F 24 (8)/83/Instl. F.24(8)/83/Instl.	10 to 11
<i>Delhi admn</i> 8.	Proposed contn. of Motor Driving Trg. School at Loni Road, Shahdara Delhi. F.3(67)/86/M.P.	12
9.	Allotment of land for under ground reservoir and pumping station at Peera Garhi, G-17 area F 23 (14)/85/Instn.	13
10.	Alignment plan of Shakti Nagar Road from G.T. Road crossing to Nangia Park F.5(31)/84/M.P.	14

contd...p2/.....

- Committee
Meeting*
11. i) Alignment plan of G.T. Shahdara Road from old Road cum railway bridge upto Delhi U.P. Border. 15 to 19
ii) Road at two levels from Sham Lal College to Sansar Machine Ltd.
iii) A fly over Shahdara Saharanpur Railway line. File No. PA/D.D./T.T./86/1147
 12. Study conducted by CARI on Improvement of Circulation of the complex bounded by Rani Jhansi Road Boulevard Road, Ring Road and Shyama Prasad Mukherjee Marg near Old Delhi Railway Stn. F.5(23)/84/M.P. + F 5(23)/83/M.P. 20 to 25
 13. Proposed modification in the RUB Proposal at Shakti Nagar for providing cross movement of Pedestrian and light vehicular traffic on either sides of the railway lines towards Sandhora Kalan and Shakti Nagar F 5(33)/72/M.P. (Pt. I) 26
 14. Resitement of existing objectionable IBP Petrol Pump in the name of Shri Oil Company at Pandav Nagar, Patparganj near mother dairy complex and allotment of an alternative site for the same. F.7(18)/84/M.P. 27 to 28
 15. Provision of sewer line in Hastal and Pankha road J.J. Colony (constn. of Sump well and rising main) File No. 901 / Dir. (CP)/ Letter. 29

Item No. /

Sub: Requirement of grid s/stn. for Mehrauli Mahipalpur Scheme, Vasant Kunj, Residential Scheme F.6(25)/85/MP
.....

A request was received from DESU, Elect. Circle (I) DDA with regard to Electrification Scheme for the location of electric sub-station and alignment of high tension line in Mehrauli Mahipalpur Road. This matter was earlier discussed in the Technical Committee meeting held on 17.10.85 and the proposal worked out by PPW for electrification of this area was approved.

2. Due to some constraints, slight modifications have been done in location of grid stns., which have been worked out in consultation with officers from DESU, Electrical Divn., DDA, Architect Housing & Urban Design Wing of DDA.

- i) Modification in location of 220 kv grid stn. numbered 1 : This location has been modified due to non availability of land with DDA. Earlier approved site has been shown in yellow colour & new site in orange colour.
- ii) Modification in location of 66 kv grid stn.. numbered 3 : This location has been modified due to non availability of land with DDA. Earlier and new modified locations have been shown in yellow and orange colour respectively.
- iii) Location of grid station numbered 2 & 4 have been changed due to site conditions.
- iv) Location of grid stn. numbered 6 was tentative along 30 mts. r/w. Now its modified location is again tentative.
- v) Earlier only one route corridor was connecting stn. number 1 & 2. Now three corridors each of a 8 mt. width have been kept connecting stn. number 1 & 2 and 66 KV power line.
- vi) Route corridor for 220 kv line connecting existing power line & stn. number 1 has been dropped.
- vii) The route corridor connecting the existing 220 kv Mehrauli Grid Stn. with 66 kv stn. number 3 and then to stn. number 1 and further to stn. number 6, earlier was of 8 mt. width. *has been changed to*

15 m. width

...2/...

Item No.2

Sub: Route alignment of 66 K.V. tower line from Bodella Group Housing Societies, phase-II, 66 KV electric sub-station at Nangloi Syed.

F.6(11)/86--MP(Pt.)

Placed below is letter No.M&WD/30(198)/85/DDA/2137 dt.26.12.86 received from the Executive Engineer(E), DDA on the subject noted above. This is a proposal regarding the linking up of existing 66 KV Tower Line from Bodella electric sub-station to sub-station at Nangloi Syed marked 'red' on the copy of the plan.

2. The electric lines marked in 'red' have already been approved and are in the process or erection.
3. The electric lines marked 'blue' as proposed would cross over the Nangloi Drain and will not effect any scheme of the DDA.
4. The matter is placed before the Technical Committee for its consideration.

-4-

Item No.3:

Sub: Proposed DTC terminal and 33 KV sub-station site at Kashmere Gate area. (F.6(1)/85-MP.)

1. DESU has requested for allotment of a 33 KV sub-station site at Kashmere Gate in order to supply power from the I.P.M.W. barracks where gas turbine generating sets are likely to be installed to meet the increasing load demand of the area.
2. This case was discussed in the Technical Committee meeting held on 12.3.87 wherein a land forming a part of the memorial park was suggested but was not accepted by the Technical Committee as the location was in green area. It was suggested that a suitable property out of recently notified land by Delhi Admn. in Civil Lines Area or part of the existing site of Engineering College (finally to be shifted from this site) may be explored for locating the sub-station.
3. Dy.Commissioner of Police (Traffic) and DTC have been emphasising the need for the allotment of a site for DTC terminal in this area. At present a temporary small DTC terminal is in existence on the periphery of the Memorial Park.
4. A plan has been prepared for the area bounded by Boulevard Road in the north, Mori Gate Road along the city wall in the south, Alipur Road in the east and road along Tis Hazari Court in the west. In this plan a DTC terminal site of 0.66 Hect. and a grid sub-station site of 0.337 hect. (45mt.x 75 mt) have been proposed by retaining the existing memorial park, St.Stephen College playground and pucca school buildings. A loop of 24 mt R/W road (utilising the existing carriageway) is proposed for access to the DTC terminal sub-station site and school buildings. The area behind the memorial park has been proposed for park/playground eliminating the road, temporary buildings etc. With this proposal, the existing green areas are not affected except for some very few trees which may be adjusted within the site while preparing its detailed plan.
5. The case is put up to the Technical Committee for consideration.

Item No. 4

-5-

Sub: Change of land use from Agricultural green to warehousing & storage between Rohtak Road & Railway Line in Ghewra :
F.3(81)/83-MP.

This case is regarding change of land use from Agricultural green to warehousing and storage between Rohtak Road and Railway Line in Ghewra. This change of land use was contemplated for the location of oil depots and LPG bottling plant which are to be shifted from Shakurbasti. In this connection there are two letters for consideration.

Letter No.1: Received from Desk Officer, Ministry of Urban Development (P-122/Cr.)

In this letter the Ministry has pointed out the following :-

"On the plan prepared by Perspective Planning Wing of the DDA about 22.5 hectares of land along road leading to Ghewra village and to the north of Rohtak Road and upto the railway line is earmarked as an open space. As observed on site construction of Water Houses and storage is nearing completion. This development is on the Ghewra Road, from Ghewra Turn on Rohtak Road to 27 Kms. stone towards west (shown green area on the plan) and is contrary to the Resolution No.38 of the Authority. 44 Ha. of land shown for warehousing on west is far away from the project under progress of low pressure gas storage. This change in implementation needs clarification before approval to issue the public notice for inviting objections/suggestions is given".

In the above, the Ministry has asked for a clarification because the site for the oil storage and LPG bottling depots proposed at Rohtak Road near Ghewra and as referred to by the Authority after resolution in the change of land use is different from the site where construction is taking place. On talking to Shri D.D.Mathur, Chief Town Planner, MCD we find that construction of site by Indian Oil Corporation has been done without approval of MCD. As such this point would have to be clarified by the Indian Oil.

Letter No.2 : Received from R.H.Vora, Chief Engg. Manager Indian Oil Corporation Ltd. addressed to Director (PP).

The points raised by Indian Oil in this letter and our comments are given in the following paragraphs :-

1. Delhi Administration has acquired land for Indian Oil Corporation at two locations viz: Madanpur Khadar and Tikkeri Kalan which was taken over by them on 22.5.85 & 16.5.85 respectively.

Comments: It is not clear how Delhi Administration has acquired land different from the land which was indicated by the DDA in the plan.

2. Tikkeri Kalan site (as acquired) is a corner plot and can be served both from GT Road and site road to Railway station as opening to heavy vehicles entry and exits gates on G.T. Road (Rohtak Road) is to be avoided as it may lead to interruption of high speed traffic. Thus they have provided the gates on the side roads connecting GT Road (Rohtak Road) with Ghewra Railway Stn.

Comments: In this connection, we would like to point out that this road from Rohtak Road would be a part of major arterial road connection in the urban extension linking Rohtak Road with the G.T. Road in the North and Rohtak Road to Najafgarh Road and further to National Highway No.8 in the other direction. In fact, this road to act as a major arterial road and thus there will be a road over bridge near Ghewra Railway station and no connection from this road could be permitted to.

3. Even though the plot acquired by Delhi Administration for us is partly occupying the area marked as "Reservation" in the sketch enclosed in above referred 'Bali' committee reports, we take this opportunity to bring out to your kind notice that we have maintained 80 metres wide green belt all around our plant. These areas shall be planted with trees and maintained as green belt on permanent basis. The green belt is at IOC's cost.

Comments:

Although the expansion given by them is not very satisfactory, however, the Technical Committee may take a view on this as the construction is already taking place.

4. They have brought to our kind attention the directive as contained in Govt. of India communication No.P-45011/12/83-MET dated 2nd January, 1985 regarding prevention of growth of Industries/residential colonies near LPG plants. They have pointed out that when Oil Industry shifted their depots from Delhi Kishan Ganj to Shakurbasti in early fifties, Shakurbasti was very much outside the city and were not residential colonies adjoining oil cos. storage points/LPG at Shakurbasti".

reply was sent to them accordingly. At this time, the matter is, but up before the Tech. Committee for information. vide letter dt. 16.2.87 intimated that the land in question was allotted by the BDA (Institutional Branch) vide letter F.22(48)\85\Instt. dt. 24.11.83 for construction of an office building against payment of Rs. 2,37,513/- and possession of the same was taken over on 14.8.85. In the meantime the

Comments:

It was observed that the land in question is situated in the vicinity of the Indian Oil Terminal and part of that plan around the land use around the Indian Oil Terminal is shown in the attached plan. In the structure plan, there is no proposal for any residential use except the existing village. No residential area has been now proposed as required by the report. The Dir (CP) has intimated that there is no land available in this area which can be considered for allotment to Delhi. They however, may consider the land for its consideration.

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Item No.5

Sub: Change of land use of an area measuring 4335.85 sq.yds. for construction of office building for agriculture unit at Bhama Shah Marg, Delhi.
(F.3(50)/86-MP)

A letter dt.29.5.86 was received from the Sr.Arch-IV, PWD, Delhi Admn. requesting DDA for development controls applicable to the site mentioned above in the subject, as well as relaxation in FAR/height restrictions etc. for construction of an office building for Agriculture Department, Delhi Admn.

2. The request was got examined. The piece of land is located in Distt Park/Play ground/open spaces as per Master-plan/Zonal Plan where office building is not permitted and a reply was sent to them accordingly. At this, Dev. Commissioner, Delhi Admn. vide letter dt.16.2.87 intimated that the land in question was allotted by the DDA(Institutional Branch) vide letter F.22(48)/83/Instt. dt.24.11.83 for construction of an office building against payment of Rs.5,37,513/- and possession of the same was taken over on 14.8.85. In the meantime the matter was referred to V.C. for his consideration in file No. F.22(48)/83/Instt. on page 38-39/N. The Vice Chairman vide his orders dt.24.1.87 observed that no allotment to be approved in Master Plan Green Area.

3. Alternate site earmarked for Govt. office use could, however, be sorted out. Accordingly, the Dy.Director(Institutional) vide his letter dt.25.3.87 cancelled the above allotment.

4. The Dir(CP) has intimated that there is no land available in this area which can be considered for allotment to Delhi Admn. for office purpose. They however, can be considered land after consulting project planner(Rohini) in Rohini Scheme.

The matter is, put up before the Tech.Committee for information.

Item No. 6:

Sub: Construction of Police Station building at Bara-Hindu Rao - Change of land use.

File No. F.8(1)/84-MP.

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A piece of land measuring 1275.39 sq.mtrs. in zone A-12 (Bara Hindu Rao Area) was allotted by the Slum Department to the Police Department for construction of a police station. The Junior Town Planner (Slum) informed that the Dy. Commissioner (Police Head Quarters) had requested for relaxation of ground floor coverage and FAR in this case. At this, the case was examined and the junior Towner Planner (S) was informed vide this office letter dt. 10.10.84 that the police department may be allowed to plan their scheme on 1275 sq.mtr. plot allotted to them with 33 1/3% ground coverage and 3 to 4 storey building with a basement so as to meet their requirements. The set backs parking space and other norms should be followed as per Master Plan zoning regulations and bye-laws.

2. The Dy. Commissioner of Police-II has now requested to have the land use changed to enable the MCD to approve the plans of P.S. building as the plans are held up by the MCD only for want of change of land use certificate from DDA.

3. The site abutting Rani Jhansi Road is located in the congested residential area in Bara Hindu Rao. The land use of the site as per Master Plan is residential. As per zoning regulations, this use of police station police post is permissible within residential area.

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

A piece of land measuring 1275.39 sq.mtrs. in zone A-12 (Bara Hindu Rao Area) was allotted by the Slum Department to the Police Department for construction of a police station. The Junior Town Planner (Slum) informed that the Dy. Commissioner (Police Head Quarters) had requested for relaxation of ground floor coverage and FAR in this case. At this, the case was examined and the junior Towner Planner (S) was informed vide this office letter dt. 10.10.84 that the police department may be allowed to plan their scheme on 1275 sq.mtr. plot allotted to them with 33 1/3% ground coverage and 3 to 4 storey building with a basement so as to meet their requirements. The set backs parking space and other norms should be followed as per Master Plan zoning regulations and bye-laws.

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3. The site abutting Rani Jhansi Road is located in the congested residential area in Bara Hindu Rao. The land use of the site as per Master Plan is residential. As per zoning regulations, this use of police station police post is permissible within residential area.

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

A piece of land measuring 1275.39 sq.mtrs. in zone A-12 (Bara Hindu Rao Area) was allotted by the Slum Department to the Police Department for construction of a police station. The Junior Town Planner (Slum) informed that the Dy. Commissioner (Police Head Quarters) had requested for relaxation of ground floor coverage and FAR in this case. At this, the case was examined and the junior Towner Planner (S) was informed vide this office letter dt. 10.10.84 that the police department may be allowed to plan their scheme on 1275 sq.mtr. plot allotted to them with 33 1/3% ground coverage and 3 to 4 storey building with a basement so as to meet their requirements. The set backs parking space and other norms should be followed as per Master Plan zoning regulations and bye-laws.

Item No. 7:

Sub: Allotment of land for Bus Terminus in Vikaspuri,

File No. F. 24(S)/33 Inst.

1. Vikas Puri Welfare Council have been requesting for the provision of a DTC terminal in the area to facilitate the commuters.

The case was earlier examined by City Planning Wing in the mini Sub-Technical Committee meeting held on 7-3-36 wherein the following decision was taken:-

"The site for bus terminal opposite Keshopur Village proposed by the residents of Bodelli for DTC bus terminal was examined by the Committee and was not recommended in view of the DTC Depot/terminal site already allotted opposite Keshopur Village, across Outer Ring Road."

2. The case was subsequently discussed with the representatives of the Council in a meeting held in the room of Vice-Chairman, DD, wherein it was decided that DTC terminal site be identified in the area as was being requested by the residents as well as by DTC.

3. The case is examined in City Planning Wing wherein two alternatives are found to be feasible to allocate a suitable piece of land for the construction of a DTC Terminus as details given below:-

Alternate 1:

A site measuring about 0.43 hect. is proposed to be considered to be allotted by converting the dispensary plot for proposed use in the layout plan and the primary school site earmarked in approved layout plan of Keshopur Residential-cum-Complex for Tamara Scheme is suitably adjusted to 0.6 hect. and the balance land of 24000 sq. mts. is proposed to be divided in 4 plots of 6000 sq. mts. each reserved for facilities like P&T, dispensary etc. (plan laid on the table Flag 'A').

Alternate 2:

A site measuring 1 hect. is proposed to be carved out of the area earmarked as green in the Master Plan as shown on the copy of the plan laid on the table.

Item No.8:

-12-

Sub: Proposed construction of Motor Driving Training School at Loni Road, Shahdra, Delhi.

File No.F. 3(67)86-MP

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Shri Kundan Lal, Sr. Architect-IV, PWD, Delhi Admn., Delhi vide his letter dt. 21-11-86 has informed that land measuring 17.01 acres is allotted to the Directorate of Transport, Delhi Admn. for the proposed Motor Driving Training School at Loni Road Shahdra, Delhi and desired to know whether it is in conformity with the land use of the plot. He has, further, requested that the development conditions i.e. set back lines on all sides, ground coverage, FAR may also be supplied to enable them to take up the planning work of the institute.

2. The matter was got examined. The land under reference falls beyond zone E-15 and as per M.P. 1962, the land use is 'Green Belt' where Motor Driving School is not permitted. However, in the draft PDP-2001, the land under reference falls in the area shown for public and semi-public facilities where this could be permitted.
3. The matter is placed before the Technical Committee for its consideration.

Handwritten notes and signatures in the top right corner, including a large 'F' and some illegible scribbles.

Sub: Allotment of land for underground reservoir and booster pumping station at Peera Garhi G-17 area. File No. F.23(14)/85/Instl.

A request has been received from Water Supply and Sewerage disposal Undertaking, MCD for allotment of land measuring about 4 hect. for the construction of underground reservoir near Peera Garhi in G-17 area vide letter No. F.2(110)/86/E II(D)/W I/409 dt. 2.4.86.

2. The matter has been examined in the City Planning Wing of DDA and they have stated that the land use of the area is the park playground and open spaces and under this use, construction of underground reservoir and booster pumping station can be permitted. It is also stated that such permission has also been given earlier in case of Deer Park and Subhash Park. Director (Hort) has also given his consent for the same.

3. The matter is placed before the Tech. Committee for its consideration for allotment of land measuring about 4 hect. (150 mt x 270 mt.) to the W.S. & S.D.U. MCD for construction of underground reservoir and booster pumping station at Peera Garhi out of the road reserved for parks, playgrounds and open spaces. (Plan laid on the table).

4. The matter was discussed in the Technical Committee held on 12.3.87 and was felt that about 4 acres of land is on a higher side and about 2 acres may be sufficient for this purpose. The exact location be decided after the site inspection by Director (CP), Director (DC&B), Director (Hort.) and representative of Water Supply Department.

5. The site was inspected by the Director (CP) and Jt. Director (ZP) and they have recommended the same for approval subject to the condition that the site measuring about 2 Hects. is allotted and the height of the underground reservoir shall not be more than 1 mt. than road level.

6. The Engineer-in-Chief, DWS&SDU in his letter dt. 13.4.87, has stated that minimum requirement of land is 5.68 Hects. as against the recommendations of 2 Hects. of the Technical Committee dt. 12.3.87. He, further, requested that the matter may be considered on priority.

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

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Sub: Alignment plan of Shakti Nagar Road from G.T. Road
crossing to Nangia Park - F.5(31)/84/M.P.

DDA earlier approved the proposal of **SUB** below the railway
line in Shakti Nagar level crossing and construction work on
the same is in progress. With the completion of the construction
of the under bridge, flow of traffic on the approaches to this
bridge will increase manifold.

2. The work of widening of the approaches has to be taken
up simultaneously. The Shakti Nagar road connecting G.T. Road
with this under bridge through Nangia Park is a key link and as
such the proposal of alignment/widening of the same has been taken
up. At present this is a four lane road without a central verge.
The widening of the road is in progress. The alignment plan has
been prepared based on the survey supplied by MCD. The R/W of
this road is proposed as 24 mt. as per Zonal/Master Plan proposal.

3. The available r/w varies between 24 mt. to 25 mt.
same has been retained. 9 mt. wide carriageways have been
proposed on either side of 1 mt. wide central verge in the
entire stretch. Gap in verge is proposed in front
of Brahankumari Road/Tulsi Road in order to facilitate cross
movements of local residential traffic. The existing intersection
of the above said road with Mathilishoran Road and the road near
existing shopping centre are also proposed to be modified with
traffic Islands as indicated in the plan.

4. With the above said proposal, one DIC bus stand, 12 trees,
13 electrical poles, two transformers of DESU etc. are affected.
The schedule of affected structures is indicated on the copy of
the plan laid on the table.

5. The alignment plan proposal prepared by DDA was
discussed in the LOSC, Committee of MCD and the same was approved
from the planning point of view. It is further stated that the r/w
will be maintained as available between the property lines.

6. The proposal is put up to the Tech. Comm. for
its consideration.

2/M

Origin and destination of traffic in the study area
Road between Chan Lal College and Hospital Road
Road between Chan Lal College and Hospital Road

From this study following major congested areas are identified:
1. ITO No. 11
2. Subzi Mandi

Sub: i) Alignment plan of G.T. Shahdara Road from old road cum railway bridge upto Delhi-U.P. Border.

ii) Planning of two levels from Chan Lal College to Subzi Mandi Machine Ltd. on G.T. Shahdara-Sharanpur Railway.
iii) Planning of two levels from Chan Lal College to Subzi Mandi Machine Ltd. on G.T. Shahdara-Sharanpur Railway.

Background :
G.T. Shahdara Road was the only important route to connect Shahdara area with Delhi. In the first master plan of Delhi, Wazirabad Road and NH-24 were proposed as two bye passes to reduce congestion on G.T. Shahdara Road. Both the bye passes Wazirabad Road and NH-24 are already in operation since 10 years, but are inadequate to reduce congestion on this road.

2. In 1972-75 decision to construct an additional bridge near ISBT over river Yamuna was taken, in place of some of the bridges near ISBT will have eight lanes for fast traffic besides lanes for cycles/pedestrians etc. Existence of this additional bridge has created necessity to improve existing G.T. Shahdara Road to a great extent. From various studies conducted it can be concluded that in peak hours there may be flow of 8000 PCUs of regional traffic besides local traffic.

3. DEA in late 70's and early 80's prepared alignment plans of this road with 45 mt. and 60 mt. r/w.s. In both the proposals the details of structures are affected given in respective alignment plans.

4. Taking all these points into consideration, Delhi Admn. and MCD took a decision to improve this road to take care of the entire projected traffic. There is also a thinking that if traffic problems cannot be solved by constructing road at one level then the proposal may be prepared at two levels, in a length of about 2.25 km. In doing so traffic regulation has to be imposed for roads meeting perpendicular to the main G.T. Shahdara road namely Road no. 57, road to Naveen Shchdara, Bhole/Nagar, Nath Subzi Mandi, Bus Stand, Railway Station, Baberpur Loni Road, Hospital Road (Rd. No. 64) and Road no. 58.

From this study following major congested areas are identified:
1. ITO No. 11
2. Subzi Mandi
3. Planning of two levels from Chan Lal College to Subzi Mandi Machine Ltd. on G.T. Shahdara-Sharanpur Railway.
4. Planning of two levels from Chan Lal College to Subzi Mandi Machine Ltd. on G.T. Shahdara-Sharanpur Railway.

5. Salient findings of the traffic study conducted by NATPAC for the project :

NATPAC vide their letter of 18th November, 1986 forwarded a draft Project Report on the subject cited above with the following salient features.

- i) The project has the following field studies.
 - Traffic volume survey of seven inter-sections with Road no. 57, road to Navsen Shahdara, road to Bhola Nath Nagar, Subzi Mandi and Bus stand, road to railway station and bus stand, road to Babarpur, Loni Road, hospital road (road no.64)
 - Pedestrian volume surveys at the above seven intersections.
 - Origin and destination surveys at 10 points after establishing survey points on seven intersection. O.D. Metrics for fast traffic (in P.C.U.'s) within study area, for peak hours have been given.
 - Speed and delay characteristics of traffic on G. T. Shahdara Road between Shan Lal College and hospital road.

From this study following major congested areas are identified.

- Between Bhola Nath Nagar Subzi Mandi and Railway Station.
 - Between railway station road and Babarpur Road.
 - Between Babarpur Road and Loni Road.
- ii) Presentation of traffic flows at different intersections has been given in the plan placed in the file.

6. Planning Strategy (as given by NATPAC)

Because of multi various activities such as commercial, recreational, educational, residential etc. on either side of G. T. Road in Shahdara area, the traffic demand over this section is heavy. Volume capacity analysis for different sections of the study stretch is given in the following table.

Volume capacity analysis for different sections of the study stretch

S.No.	G.T.Road stretch	No.of avail above lanes	Capacity (in pcus)	Observed peak hourly traffic volume in PCUs)	Classification of volume capacity ratio
1.	Between Road no.57 and Naveen Shahdara	6	4200	5606	1.39
2.	Between Navin Shahdara and Subzi Mandi	6	3600	5009	1.39
3.	Between Subzi Mandi and Railway Station	6	3600	5126	1.42
4.	Between Railway Stn. and Babarpur Road	4	2000	5003	2.50
5.	Between Babarpur Road and Loni Road	4	2000	4905	2.45
6.	Between Loni Road and Hospital Road	4	2000	2778	1.39

i) Volume capacity ration greater than one actually means over situation of facility and a highly unstable situation would usually generate on such occasions.

ii) The heavy volume of pedestrians movement in this area aggravates the problem further.

iii) There are five major intersections within a length of approximately one kilometre. Because of heavy volume of traffic at these inter-sections, the efficiency and level of service of G. T. Road is greatly affected.

iv) Another major contributing factor is the presence of heavy volume of slow moving vehicles. Projected traffic volume in PCU's at important inter-sections on G. T. Road, Shahdara between Road no. 57 and Road no. 64 as given in the project report which reveals that all these intersection will be required to carry more than 7000 pcus of traffic volume by the turn of century. A growth factor of 3.5% per annum in intersection volumes has been assumed following the trends as observed during traffic studies carried out for Delhi in connection with ASIAD 82. Projected origi-destination matrix for fast traffic in pcu.within the study area for the years 1993, 1996 and 2001 are given in the project report.

In this particular case, there is practically no scope to take each intersection on its merit and improve them in a phased manner as approaches to a grade separator at one point is most likely to foul with the approaches to a similar treatment at another point. The volume of traffic, in the years to come, would increase tremendously over this stretch. The projected through traffic component, will be further increased because of super imposition of truck and bus traffic on this corridor.

7. Proposal as prepared by NATEAC

45 mt. r/w has been maintained in the entire length of 2.25 km. Four lane divided carriage way with 7.5 mt. wide lane, on either side of the central verge have been proposed on the fly over portion for regional traffic. 11 mt. wide carriage way on either side of the fly over had been proposed for local traffic. 9 cuts have been proposed below the fly over for cross movement and 'U' turning. Two sun-ways one near the Subzi Mandi and the other near the Caltex petrol pump have been proposed for the pedestrians

In the stretch between Leni Road and Sansar Sewing Machine Ltd., additional fly over slips have been provided on either side of the main fly over portion for the local traffic of Shahdara area going and coming from U.P. side. However, while doing so, the headway below road no. 58/64 (hospital road) will not be available. The inter-section design of road no. 58/64 has not been suitably integrated with the total fly over plan. For this, the starting point of fly over may have to be shifted by another 100 mt. to achieve a proper headway at the inter-section of road no. 58/64 and for providing cuts for right hand turning.

8. Comments of T.T. Wing (Plg.) of DDA

- i) Considering the volume of traffic from ISBT fly over and its movement through G.T. Shahdara Road which has more than 10 junctions meeting within a distance of 2.25 km. as explained in the preceding paras of the agenda, the basic proposal of the two level grade separator may be accepted for uninterrupted flow of regional traffic.
- ii) In the proposal submitted by NATEAC, the use of space below the fly over has not been indicated.
- iii) Starting point of the fly over may be suitably adjusted to provide free entry/exit to the existing fire station.
- iv) 'U' turning below the fly over for buses and HTV's will obstruct the free flow of traffic coming from the other direction for this, suitable detailing will have to be done in these areas below the fly over by adjusting the columns in a manner that a 'U' turning traffic is able to merge with the traffic coming from the other direction.
- v) Location of cut below the fly over for entry/exit of buses from the existing bus terminal on the southern side of G.T. Road may be suitably adjusted.
- vi) Blinkers may be provided near the cut outs proposed in the alignment of the existing road.

It may be noted that the entire traffic from the existing major roads abutting the Subzi Mandi area and Leni Road will be taking a 'U' turn for right hand movements, justification for the same may please be seen.

(viii) The inter-section of road no. 58/64 (Hospital road) has not been integrated with the fly over proposal.

(ix) Economic viability of providing a introvert shopping for about 500 shops below the fly over may be studied so that the persons affected in the r/w by this proposal can be rehabilitated there. Also a part of the cost of the fly over can be met (with from the proposed shopping centre.

9. Decision Desired.

i) R/w whether 45 mt. or 60 mt. to be maintained in the entire stretch or else only 45 mt. may be maintained in the stretch where fly over is proposed and in the rest of the stretch, the 60 mt. available r/w may be maintained.

ii) Approval of basic proposal of fly over as proposed by NATPAC

iii) Alternative sites for persons affected in the r/w.

iv) Use of space below the fly over.

10. The case is placed in the Technical Committee for its consideration.

Item No. 13:

Sub: Study conducted by CRRI on Improvement of circulation of the Complex bounded by Rani Jhansi Road, Bauliyard Road, Ring Road and Shyam Prasad Mukherjee Marg, near Old Delhi Railway Station.

File No. F. 5(23)83-MP

1. In September, 1983, Northern Railways requested Lt. Governor, Delhi to get a study conducted of the complex, named above of various roads and bridges giving details of present position and projections for over a period of 25 years. M. D. in a Co-ordination Committee meeting held on 29-10-83 constituted a Committee of the officers of Railways, Municipal Corporation of Delhi, Ministry of Shipping & Transport, Traffic Police, Delhi Admn. & DDA to study the problems of the complex. The committee studied the problems and requested CRRI to conduct a study of the same. Brief of the report prepared by CRRI:

2. In April, 1986, CRRI, New Delhi, has finalised the study on the subject of Traffic Circulation around Old Delhi Railway Station and submitted copies of the same. Copy's of the report were sent to the concerned officers of MCD, DDA, Traffic Police, Delhi Admn., Chief Engineer, Ministry of Transport, Officers of the Railway Department and DFC with a request to go into the details of the problems so that these can be discussed in the meeting.

i) The report has been prepared taking into consideration the following five objectives

- To study traffic flows on the existing roads and bridges in the area.
- To estimate the future traffic flows on roads and bridges for the year 1991, 2001 and 2011 A.D.
- To study the parking problems of roads.
- To study the impact of the proposed metro (between ISBT and Central Sectt.).
- To assess the adequacy of the roads and bridges to meet the future traffic demands.

ii) CRRI conducted traffic surveys on Lothian Marg, S.P. Mukherjee Marg, Azad Market Road, Rani Jhansi Road, Boulevard Road, Zorawar Singh Marg, Gokhale Marg, Qutab Road, Naya Bazar Road, Netaji Subhash Marg as well as Calcutta Bridge, Lothian Bridge, Dufferin Bridge, Kishan Ganj Bridge, Pul Mithai North, Pul - Mithai South, Pul Bangesh, Lahori Gate Bridge and Paharganj Bridge.

iii) CRRI also conducted parking surveys on roads namely Zorawar Singh Marg (from Lothian Road to Dufferin Bridge), Lothian Road (from GPO to ISBT), Barakhamba Road (from Zorawar Singh Marg to Kashmere Gate), S.P. Mukherjee Marg (from foot over bridge to Naya Bazar), Qutab Road (from Lahori Gate Bridge to Azad Market Road) and Azad Market Road (from Qutab Road to Rani Jhansi Road.)

3. Important findings of the study are as follows:

i) Present traffic volume on some of the roads and bridges is very heavy for example on Rani Jhansi Road (74000), S.P. Mukherjee Marg (69000), Ring Road (65000), Netaji Subhash Marg (64000), Pul Bangesh (100,000), Pul Mithai (75000) Lothian Bridge (64000), vehicles per day.

ii) Auto rickshaws generally comprises more than 20% traffic on roads and bridges.

iii) At S.P. Mukherjee Marg, Boulevard Road and Ring Road buses contribute about 10% of the total number of vehicles.

iv) Travel time survey revealed that due to heavy and mixed nature of traffic, speed of 10 KM per hour was observed on Qutab Road and Naya Bazar, 15 KM per hour on Rani Jhansi Road and Zorawar Singh Marg, 20 KM per hour on S.P. Mukherjee Marg and 25 KM per hour on Boulevard Road.

v) On street parking survey revealed that there 11936 vehicles parked at Zorawar Singh Marg, 6605 at Lothian Road and 6337 vehicles at Qutab Road during the day between 9.00 a.m. to 7.00 p.m. The peak hour parking accumulation on these three roads is 851, 479 and 399 vehicles respectively.

- vi) Scooters and motorcycles constitute the maximum parking demand (vehicle hours) more than 45% on all the road except S.P. Mukherjee Marg where cycle rickshaws have maximum demand of about 46%. In most of the carriageways, a substantial part is taken by parking of vehicles.

Traffic projections:-

- Traffic in 1991 is estimated to increase to 1.2 to 2.3 times of the 1984 traffic.
- In 2001 it will be 1.5 to 3.5 times of the present 1984 traffic
- In 2011 it will increase to 1.8 to 5.3 times of 1984 traffic.

The effect of proposed metro connecting ISBT, Old Delhi Railway Station, New Delhi Railway station Connaught Place and Central Sectt. on traffic flows has been studied with the following results:-

- The metro will effect on Rani Jhansi Road, Pul Bangesh, Boulevard Road, Qutab Road and Naya Bazar road to the extent to 11% for 2001 and 19% of 2011.
- Effects of metro on other roads and bridges have been given in table 11.1.

The Central Road Research Institute has studied the problem with reference to the following three alternatives.

- The existing state of carriageway usage is allowed to continue.
- 'On Street' Parking and other road side unauthorised activities and encroachments are cleared and the entire improved carriageway is made available for movement of traffic.
- The effect on the roads in the given complex by introduction of a metro line connecting Delhi Railway Station and ISBT to Connaught Place and Central Secretariate.

4. Mr. Aggarwal, Scientist Central Road Research Institute, explained the report in brief. Sh. Aggarwal was kind enough to give

details of the surveys conducted by CRRI and projections made for various areas including the facts of metro (underground rail).

Director, City Planning, DDA, stated that more studies are available on the subject and should be taken into consideration while formulating the proposals by CRRI for this area. Director, City Planning also gave brief of these two studies which as follows:-

Study conducted by National Council of Applied Economic Research on the subject of "Systems, causes and remedies of traffic congestion in the Walled City of Delhi and in its vicinity" in April-October, 1979. This study was sponsored by Delhi Traffic Police.

The study is with regard to the followings:-

Inventory of routes with regard to length and width of carriageways and footpaths, number of junctions and their types, traffic controls; parking spaces, type of vehicles allowed and restriction on their movement, encroachments and their types on carriageways and footpaths, central verge and the number of gaps in it.

- Half hourly traffic counts at key intersections.
- Traverse time between key intersections.

Parking characteristics.

Traffic distribution at key crossings.

Director(CP) also gave the summary of the report prepared by NATPAC on the subject of "Slow Moving Vehicles within the old Delhi area."

5. The report prepared by CRRI was discussed by a group consisting of DDA, MCD, Railway, M.O.T., DTC & CRRI officials on 15-5-86 in the office of Director, City Planning. The group discussed the report prepared by Central Road Research Institute in

details and suggested the following recommendations:-

- a) Members appreciated the report prepared by Central Road Research Institute with reference to traffic surveys conducted on various roads and important inter-sections including surveys of parking areas and effects of metro; but they felt the report cannot serve any purpose till its scope is widened and Central Road Research Institute complete and modify the report with reference to following aspects.
 - Table Nos. 10.1, 10.2 and 10.3 should be checked with reference to number of lanes available at present and can be made available after removal of temporary encroachments. Officers felt that number of lanes given in these tables is not correct, as such this should be corrected after site inspection and verifications.
 - Position of Traffic as on today and their projections for various years should be shown graphically in bar diagrams or by some other better systems of presentation on base maps of the area so that entire picture is visualised at a glance.
- b) Two reports as mentioned earlier in main paragraph No. 4 should be seen and studied by CRI and connected portions should be taken into consideration while projecting traffic for future years and formulating proposals.
- c) Officers felt and recommended very strongly that terms of reference to the study should be extended otherwise it will not serve useful purposes. Extended terms of references can be as under:-
 - Solutions should be given for all the roads and bridges which can not meet the traffic demand of 1991, 2001 and 2011 A.D. taking into consideration of the three situations namely do nothing case; improvements only to the extent removal of

temporary encroachments and informal markets if any, effects of metro. For these conditions it may be that CRRI may propose roads at two levels or diversion of traffic by some other routes and other visible solutions.

d) While formulating proposals land use plan as prepared by Delhi Development Authority for 2001 may also be kept into consideration.

e) The modified report should be finalised & submit in a period of 3 months.

6. The above said recommendations were circulated to all present and other departmental heads through the minutes of the meeting held on 15-5-86.

ii) Dr. Sarma, Head of Traffic & Transportation CRRI vide letter dated 12-1-87 has stated that the institute has already submitted the final report in accordance with the terms of reference. Any additional work relating to this will have to be sponsored by the concerned agency.

7. Decision of the Technical Committee is desired on the following:

i) Approval of the recommendation made by the group under para 5 (a to e).

ii) Sponsoring of the agency for doing the additional work as recommended under para 5.

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

Sub: Proposed modification in the RUE proposal at Shakti-Nagar for providing cross movement of pedestrians and light vehicular traffic on either sides of the railway lines towards Sandhora Kalan and Shakti Nagar.

- (P.O. No. 133) / 72-10/1/83
1. The RUE proposal prepared by DDA on the above said location was approved by the Authority vide its Resolution No. 136 dated 30.7.83, work on the same is in progress.
 2. A representation was made by Shri P.K.Chandla, Member-Metropolitan Council regarding the cross movement of pedestrian and vehicular traffic on either sides of the existing railway line towards Sandhora Kalan and Shakti Nagar which was not considered in the plan earlier approved by DDA.
 3. The plan has been modified to provide a 6.5 mt. wide carriageway with 1.5 mt. wide footpaths on either sides for cross movement of pedestrian and light vehicular traffic as indicated in the plan. With the proposed projections as suggested on either sides, a clear headway of 5 mt. for vehicular traffic will still be available below the same.
 4. The proposed modification in the approved plan as mentioned above is put to the Technical Committee for consideration.

Reserved for inspection

-27-

Item No.14:

Sub: Resitment of existing objectionable IBP Petrol Pump in the name of Shiri Oil Company at Pandav Nagar, Patparganj near Mother Dairy Complex and allotment of an alternative site for the same. File No.F.7(18)84- MF

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1. The above said IBP petrol pump is on the junction of Patparganj Road and the sloping approach to NH 24. Vice President, Delhi Pradesh Youth Congress(I) on behalf of the residents of the area, has requested to shift this pump from its present location as it is a traffic hazard and dangerous to the life and property of the people.
2. The case has been examined in the City Planning Wing and after site inspection, it is seen that the location of this pump is a traffic hazard being at a distance of about 15 mt. or so from the junction of two important master plan roads as also being on the sloping approach to NH 24. Trucks/heavy vehicles parked near the pump create traffic bottlenecks and congestion at the junction. The pump is also affected in the R/W of NH 24. The location of this pump is, therefore, technically wrong and needs to be resited.
3. As the pump is located along nh 24, it is desirable that the alternative site is also given on this road itself. The length of NH²⁴ from its junction with Ring Road upto Delhi - U.P. Border is about 7 Km and there is only this objectionable petrol pump which also is at a lower level.
4. As per the master plan for petrol pumps, there petrol pump sites are proposed along this road but the same are not feasible due to the existing trees, H.T. lines at low height and other site conditions. In a joint site inspections with the oil company officials last year, four more sites were tentatively identified. Details of all these seven sites are explained in annexure I.
5. Out of all these 7 sites visited and indicated above only junction of road No. 56 (after leaving a distance of about 100 mt.

-A-1-

Details of the seven sites on NH-24 are explained below:-

Site No.1

This is a master plan site. The area is thickly planted with euclyptus trees and high tension lines are also existing at a very low level along the road. As such the location of a petrol pump at this site is not desirable.

Site No.2

This is a master plan site. The level of the land is about 12 ft. below the road level, it is beyond the check post, and forms part of the Gazipur Village Development Scheme.

Site No.3

This is a master plan site. This is also at a level 12 ft. below the existing road level and is beyond the check post of the Union Territory. The land is thickly planted with euclyptus trees as such the same is not suitable for a petrol pump site.

Site No.4

This is not a master plan site. This site was identified in a joint site inspection with the oil company officials last year. The land use of the site as per master plan is industrial, a small piece of land measuring 45 mt. X 36 mt. free from encroachments and trees can be adjusted after leaving a distance of about 100 mt. or so from the junction of Road No. 56.

Site No.5

This is not a master plan site. This site was identified in a joint inspection with the oil company officials last year. The area has been developed as a park by the Hort. Deptt. and some trees are also planted as such the same may not be suitable for a petrol pump site in the present circumstances.

Site No.6

This is not a master plan site but was tentatively identified as the potential location for future in a joint site inspection with the oil company officials. There are some existing kikar and euclyptus existing in this area as also a high tension line at a very low height is passing in front of the site. As such this location may not be suitable for the time being.

Site No.7

This is not a master plan site but was tentatively identified as a potential location in a joint site inspection with the oil company officials last year. This site is almost 12 ft. below the existing road level, on the rear side of the site are the DDA flats under construction. It is doubtful that even some sewer line is passing below this area as a sewerage vent pipe is existing on this location. More so, in case this is developed as a petrol pump site after raising the level by 12 ft. or so, the petrol pump will be very near to the 1st floor of the DDA flats on the rear side which may create objections from the residents later on. This site may as such have to be kept in abeyance for the time being.

Sub: Provision of sewer line in Hastal and Pankha Road,
J.J.Colony (construction of sump well and rising main).
File No.901/Dir(CP)Letter.

1. Layout plan for resettlement scheme at Hastal covering an area of about 20 hacts, was prepared and implemented. In pocket A marked 'red' on the copy of the plan placed at Flag 'X' transit camps have been constructed while in pocket marked B&C group housing scheme of DDA are in progress.

2. S.E. Circle--XIII vide his letter No.CXIII/FIX(8)/85/606 dtd.26.2.87 has requested for allotment of land measuring 200'x 200' for the construction of 'sump well' as decided by L.G. during his inspection of this area.

3. The proposed sump well counted meet the requirements of Hastal Resettlement Scheme as well as Pankha Road JJ Colony.

4. This site is located in 'agricultural green belt' shown in Delhi Master Plan and there is no zonal development plan for the same. However, developments of Pankha Road JJ Scheme and Hastal Resettlement Scheme have already come up in this area.

5. The case has been examined and it is observed that the land measuring 3200 sq.mts. whereas requirements is 4000 sq.mts. as marked 'red' on detailed survey plan, could be allotted for this purpose. The proposal is worked out (composit plan and detailed plan laid on the table), keeping in view the proposed 100' wide road (alignment to be finalised) existing developments in the vicinity. The site at this location is also acceptable to MCD and this would be constructing the same after DDA having paid the proportionate charges.

6. Proposal contained in para 5 above is submitted for consideration of Technical Committee.

67 DU

Items listed on table

Item No.

16
25.8.87

Sub: IYSH National Site and Shelter Demonstration Project Delhi -
Development Control - reg.

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HUDCO has forwarded two schemes of 1.63 HA in Madipur and 2.3 HA in Shahdara for approval. The project has already been inaugurated by Mrs. Mohsina Kidwai, Urban Development Minister on Jan. 29, 1987 at Madipur.

2. The project of Madipur was discussed in the Technical Committee meeting of 19.3.87 wherein it was explained that 4 Acres Site from institutional use (Higher Secondary School) is being readjusted with residential site of the same magnitude in the same layout plan. Hence this being a case of adjustment in the Layout plan, the same was approved.

2.1 The layout plan of Madipur has been examined and the observations are as follows:

- i. Density : 164 DU'S/HA (67 DU'S/AC) against a normal permissible density of 60 DU 's/AC in G.H. schemes.
- ii. Ground Coverage : 32.40% which is within permissible limits
- iii. Set backs: 3 mts. on all sides. In other group housing schemes the front set back are 9 mts., sides 4.5. mts. and rear 3 m.
- iv. Both area 1.248 sq.mts. against permissible 1.8 sq.mts. WC 0.91 sq.mtrs. against 1.1 sq.mts.
- v. Provision of cooking verandah not in the bye laws as a proper kit of 4.5 sq.mts. is required.
- vi. Stair case width 0.9 m with .20 riser and 2.25 cms tread against 1.25 mts width for group housing, 19 cms riser and 25 cms tread for group housing

4. The proposals were discussed with representing of HUDCO who has submitted the Special requirements for Low Income Housing which they have been following for similar projects. These guidelines does not give controls regarding set backs parking etc. The two projects fullfill the areas and size requirement of different component as per these guidelines.

5. The components of the building, the density set backs, access pathes etc. as pointed out in the above scrutiny report can be adopted or not.

(ii) To allow shahadara project by readjusting District Park and Higher Secondary School or to change the landuse.

(iii) To consider parking provisions.

(iv) To consider set backs.

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

Item No. 17

25.6.87

Sub: Plans for freight operation Computer Complex (IRFDC) on Railway Land at Moti Bagh, New Delhi for Indian Railways. (File No. F.16(13)86-MP).

.....

N.D.M.C. had forwarded plans of the above mentioned complex for indicating land use, height, coverage, FAR etc. for a piece of land of about 10 Acs. falling in Zone D-13.

The matter has been discussed in two technical committee meetings of 22.8.86 and 19.3.87. The decision of the last technical committee meeting was as follows:

" Officers from Railways who were present stated that their proposal is for two phases for using 25% ground coverage of the total plot of about 10 acres in ultimate phase and for about 30,000 sq.mts. construction."

The Chairman pointed out that this is a very important area and should be kept green to the maximum extent possible and the 'running ridge' in the area be not disturbed. Also no house should be constructed in the area. Cutting of rocks should be resorted to the minimum extent possible. Possibility of constructing basement for reducing the ground coverage is to be explored.

The proposal was discussed in great detail and Chairman decided that desired Computer Complex could be permitted on this site with maximum 10% ground coverage as a final phase and other controls for the building to be proposed, be worked out in consultation with the Chief Architect, Planners and DUAC.

Accordingly a revised proposal was submitted by the Architect which has further been modified after a discussion with Vice Chairman, DDA on 3rd June, 1987. The proposal now placed before the Committee has three blocks linked with each other. The two blocks towards Smriti Vatika are in terraced formation with height varying from single storey to four storey. The third block towards Electric Sub-station is four storey. The access has been taken from 30.48 m. R/W road towards the west of the plot. The ground coverage achieved is 12½% and FAR proposed is 40. Basement has not been given in the proposal.

The case is now put up to Technical Committee to consider the ground coverage which has been achieved 12½% as against 10% decided in the meeting of 19.3.87. No basement has been proposed in the scheme.

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Item No. 16
25657

Sub: IVSH National Site and Shelter Development Project Delhi -
Development Control - reg.

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HUDCO has forwarded two schemes of 1.03 HA in Madipur and 2.3 HA in Shalidara for approval. The project has already been inaugurated by Mrs. Mohsina Khatun, Urban Development Minister on Jan. 29, 1987 at Madipur.

2. The project of Madipur was discussed in the Technical Committee meeting of 19.3.87 wherein it was decided that 4 Acres Site from institutional use (Madipur Secondary School) is being readjusted with residential site of the same magnitude in the site layout plan. Hence, in this case of adjustment in the layout plan, the same has been provided.

2.1 The layout plan of Madipur is as follows and the observations are as follows:

- i. Density : 164 DUs/HA. (67 DUs/ac) against a normal permissible density of 60 DUs/ac in G.H. schemes.
- ii. Ground Coverage : 32.40% which is within permissible limits
- iii. Set backs: 3 mts. on all sides. In other group housing schemes the front set back is 9 mts., sides 4.5. mts. and rear 3 m.
- iv. Both area 1.248 sq.mts. against 1.1 sq.mts. i.e. 1.13 sq.mts. against 1.1 sq.mts.
- v. Provision of cooking verandah over the bye lanes as a proper pit of 4.5 sq.mts. is required.
- vi. Stair case width 0.9 m with .20 riser and 2.25 cms tread against 1.25 mts width for group housing, 19 cms riser and 25 cms tread for group housing

4. The proposals were discussed with the representing of HUDCO who has submitted the Special requirements for Low Income Housing which they have been following for similar projects. These guidelines does not give constraints regarding set backs parking etc. The two projects fulfill the overall site requirement of different components as per these guidelines.

5. The components of the building, the density set backs, access paths etc. as pointed out in the above scrutiny report can be adopted or not.

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12/12/87

Item No. 16
25687

Sub: IYSH National Site and Layout Development Project Delhi -
Development Control - Reg.

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HUDCO has forwarded two schemes of 1.07 HA in Madipur and 2.3 HA in Shalada for approval. The project has already been inaugurated by Mrs. Holsia Khosla, Urban Development Minister on Jan. 20, 1987 at 11 AM.

2. The project of Madipur is also under the Technical Committee meeting of 19.7.87. It was explained that 4 Acres Site from an old school (H.D. Secondary School) is being readjusted with residential use of the same magnitude in the new layout plan. Hence this being a case of adjustment in the layout plan, it was approved.

2.1 The layout plan of Madipur is as provided and the observance are as follows:

- i. Density : 10% D.U's/HA (67 D.U's/AC) against a normal permissible density of 50 D.U's/AC in G.H. schemes.
- ii. Ground Coverage : 37.40% which is within permissible limits
- iii. Set back: 3 mts. on all sides. In other group housing schemes the front set back is 9 mts., sides 4.5. mts. and rear 3 m.
- iv. Both areas 1.143 sq.mts. against 1.1 sq.mts. and 0.91 sq.mts. against 1.1 sq.mts.
- v. Provision of cooling verandah for the eye rows as a proper air of 4.5 sq.mts. is required.
- vi. Stair case width 0.9 m with .20 riser and 2.25 cms tread against 1.25 mts width for group housing, 19 cms riser and 25 cms tread for group housing

4. The proposals were discussed with representatives of HUDCO who has submitted the Special Requirements for Low Income Housing which they have been following for similar projects. These guidelines does not give controls regarding set backs parking etc. The two projects fulfill the area and size requirement of different components as per these guidelines.

5. The components of the building, the density set backs, access paths etc. as pointed out in the above scrutiny report can be adopted or not.

67 DV
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Item No. 16
25837

Sub: IYSH National Site and Shelter Development Project Delhi -
Development Control - reg.

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HUDCO has forwarded two schemes of 1.07 HA in Madipur and 2.3 HA in Shalimar for approval. The project has already been inaugurated by Mrs. Mohini Kishor, Urban Development Minister on Jan. 29, 1987 at Madipur.

2. The project of Madipur was discussed in the Technical Committee meeting of 19.3.87 wherein it was explained that 4 Acres Site from institutional use (M.D. Secondary School) is being readjusted with residential site of the same magnitude in the same layout plan. Hence this being a case of adjustment in the layout plan, there was no approval.

2.1 The layout plan of Madipur is approved and the observations are as follows:

- i. Density : 164 DU's/HA. (67 DU's/A.C) against a normal permissible density of 50 DU's/A.C in G.H. schemes.
- ii. Ground Coverage : 30.40% which is within permissible limits.
- iii. Set backs: 3 mts. on all sides. In other group housing schemes the front set back is 9 mts., sides 4.5. mtr. and rear 3 m.
- iv. Both area 1.248 sq.mts. against 1.0 sq.mts. and 0.91 sq.mtrs. against 1.1 sq.mts.
- v. Provision of cooking vessel with hot in the eye rows of a provision of 4.5 sq.mts. is required.
- vi. Stair case width 0.9 m with .20 riser and 2.25 cms tread against 1.25 mts width for group housing, 19 cms riser and 25 cms tread for group housing.

4. The proposals were discussed with representatives of HUDCO who has submitted the Special requirements for Low Income Housing which they have been following for similar projects. These guidelines does not give controls regarding set backs parking etc. The two projects fulfill the area and size requirement of different components as per these guidelines.

5. The components of the building, the density set backs, access paths etc. as pointed out in the above scrutiny report can be adopted or not.

Item No. 17

25.6.87

Sub: Plans for freight operation Computer Complex (IRFDC) on Railway Land at Moti Bagh, New Delhi for Indian Railways. (File No. F.16(13)86-MP).

.....

N.D.M.C. had forwarded plans of the above mentioned complex for indicating land use, height, coverage, FAR etc. for a piece of land of about 10 Acs. falling in Zone D-13.

The matter has been discussed in two technical committee meetings of 22.8.86 and 19.3.87. The decision of the last technical committee meeting was as follows:

" Officers from Railways who were present stated that their proposal is for two phases for using 25% ground coverage of the total plot of about 10 acres in ultimate phase and for about 30,000 sq.mts. construction."

The Chairman pointed out that this is a very important area and should be kept green to the maximum extent possible and the 'running ridge' in the area be not disturbed. Also no house should be constructed in the area. Cutting of rocks should be resorted to the minimum extent possible. Possibility of constructing basement for reducing the ground coverage is to be explored.

The proposal was discussed in great detail and Chairman decided that desired Computer Complex could be permitted on this site with maximum 10% ground coverage as a final phase and other controls for the building to be proposed, be worked out in consultation with the Chief Architect, Planners and DUAC.

Accordingly a revised proposal was submitted by the Architect which has further been modified after a discussion with Vice Chairman, DDA on 3rd June, 1987. The proposal now placed before the Committee has three blocks linked with each other. The two blocks towards Smriti Vatika are in terraced formation with height varying from single storey to four storey. The third block towards Electric Sub-station is four storey. The access has been taken from 30.48 m. R/W road towards the west of the plot. The ground coverage achieved is 12½% and FAR proposed is 40. Basement has not been given in the proposal.

The case is now put up to Technical Committee to consider the ground coverage which has been achieved 12½% as against 10% decided in the meeting of 19.3.87. No basement has been proposed in the scheme.

Item No. 17.

25.6.87

Sub: Plans for freight operation Computer Complex (IRFDC) on Railway Land at Moti Bagh, New Delhi for Indian Railways.
(File No. F.16(13)86-MP).

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The Chairman pointed out that this is a very important area and should be kept green to the maximum extent possible and the 'running ridge' in the area be not disturbed. Also no house should be constructed in the area. Cutting of rocks should be resorted to the minimum extent possible. Possibility of constructing basement for reducing the ground coverage is to be explored.

The proposal was discussed in great detail and Chairman decided that desired Computer Complex could be permitted on this site with maximum 10% ground coverage as a final phase and other controls for the building to be proposed, be worked out in consultation with the Chief Architect, Planners and DUAC.

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The case is now put up to Technical Committee to consider the ground coverage which has been achieved 12½% as against 10% decided in the meeting of 19.3.87. No basement has been proposed in the scheme.

Item No. 17

24.6.87

Sub: Plans for freight operation Computer Complex (IRFDC) on Railway Land at Moti Bagh, New Delhi for Indian Railways.
(File No. F.16(13)86-MP).

.....

N.D.M.C. had forwarded plans of the above mentioned complex for indicating land use, height, coverage, FAR etc. for a piece of land of about 10 Acs. falling in Zone D-13.

The matter has been discussed in two technical committee meetings of 22.8.86 and 19.3.87. The decision of the last technical committee meeting was as follows:

" Officers from Railways who were present stated that their proposal is for two phases for using 25% ground coverage of the total plot of about 10 acres in ultimate phase and for about 30,000 sq.mts. construction."

The Chairman pointed out that this is a very important area and should be kept green to the maximum extent possible and the 'running ridge' in the area be not disturbed. Also no house should be constructed in the area. Cutting of rocks should be resorted to the minimum extent possible. Possibility of constructing basement for reducing the ground coverage is to be explored.

The proposal was discussed in great detail and Chairman decided that desired Computer Complex could be permitted on this site with maximum 10% ground coverage as a final phase and other controls for the building to be proposed, be worked out in consultation with the Chief Architect, Planners and DUAC.

Accordingly a revised proposal was submitted by the Architect which has further been modified after a discussion with Vice Chairman, DDA on 3rd June, 1987. The proposal now placed before the Committee has three blocks linked with each other. The two blocks towards Smriti Vatika are in terraced formation with height varying from single storey to four storey. The third block towards Electric Sub-station is four storey. The access has been taken from 30.48 m. R/W road towards the west of the plot. The ground coverage achieved is 12½% and FAR proposed is 40. Basement has not been given in the proposal.

The case is now put up to Technical Committee to consider the ground coverage which has been achieved 12½% as against 10% decided in the meeting of 19.3.87. No basement has been proposed in the scheme.

Item No. 17.

25.6.87

Sub: Plans for freight operation Computer Complex (IRFDC) on Railway Land at Moti Bagh, New Delhi for Indian Railways. (File No. F.16(13)86-MP).

.....

N.D.M.C. had forwarded plans of the above mentioned complex for indicating land use, height, coverage, FAR etc. for a piece of land of about 10 Acs. falling in Zone D-13.

The matter has been discussed in two technical committee meetings of 22.8.86 and 19.3.87. The decision of the last technical committee meeting was as follows:

" Officers from Railways who were present stated that their proposal is for two phases for using 25% ground coverage of the total plot of about 10 acres in ultimate phase and for about 30,000 sq.mts. construction."

The Chairman pointed out that this is a very important area and should be kept green to the maximum extent possible and the 'running ridge' in the area be not disturbed. Also no house should be constructed in the area. Cutting of rocks should be resorted to the minimum extent possible. Possibility of constructing basement for reducing the ground coverage is to be explored.

The proposal was discussed in great detail and Chairman decided that desired Computer Complex could be permitted on this site with maximum 10% ground coverage as a final phase and other controls for the building to be proposed, be worked out in consultation with the Chief Architect, Planners and DUAC.

Accordingly a revised proposal was submitted by the Architect which has further been modified after a discussion with Vice Chairman, DDA on 3rd June, 1987. The proposal now placed before the Committee has three blocks linked with each other. The two blocks towards Smriti Vatika are in terraced formation with height varying from single storey to four storey. The third block towards Electric Sub-station is four storey. The access has been taken from 30.48 m. R/W road towards the west of the plot. The ground coverage achieved is 12½% and FAR proposed is 40. Basement has not been given in the proposal.

The case is now put up to Technical Committee to consider the ground coverage which has been achieved 12½% as against 10% decided in the meeting of 19.3.87. No basement has been proposed in the scheme.