

DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

Draft Minutes of the meeting of the Technical Committee held on 9/7/87 at 10.00 A.M. in the Conference Room of Delhi Development Authority, 5th floor, Vikas Minar, New Delhi.

The following were present:

DELHI DEVELOPMENT AUTHORITY

1. Sh. Om Kumar, Vice-Chairman (Chairman)
2. Sh. V.S. Murti, E.M.
3. Sh. T.S. Punni, Chief Arch.(H)
4. Sh. R.G. Gupta, Director(P)
5. Sh. J.C. Gambhir, Director (PPW)
6. Sh. S.C. Gupta, Director (DC&B)
7. Sh. R.D. Gohar, Jt. Director (UVC)
8. Sh. P.N. Dongre, Jt. Director (CP)
9. Sh. D.K. Saluja, Dy. Director (CP)
10. Sh. N.K. Aggarwal, Dy. Director (CP)
11. Sh. Parkash Narain, Dy. Director (PPW)
12. Sh. K.L. Sabharwal, Dy. Director (ZP)
13. Sh. Santosh Auluck, Dy. Director Addl. Chief Arch.
14. Sh. Harchandi Singh, Asstt. Director (MP)
15. Sh. Pradip Behari, Dy. Director (ZP) (Convener)

MUNICIPAL CORPORATION OF DELHI

16. Sh. D.R. Sharma, C.E. ~~Item No. 5, 7, 9, 10.~~

L & D.O

17. Sh. L.D. Ganatra, L&DO

P.W.D.

18. Sh. O.P. Geel, C.E. ~~Item No. 2, 3, 4 & 7~~
19. Sh. V.N. Sinha, S.E. ~~Item No. 2, 4 & 7.~~
20. Sh. N.H. Chandwani, S.E. ~~Item No. 3.~~

D.E.S.U.

21. Sh. R. Sampatwaran, C.E.
22. Sh. Pritam Lal, S.E.
23. Sh. Jai Ram Gurnani, Architect.

N.D.M.C.

24. Sh. C.L. Mehta, Dy. Director ~~Item No. 11~~

NATPAC

25. Sh. D. Sangal, Chief Project ~~Item No. 3, 6.~~



DELHI DEVELOPMENT AUTHORITY

Minutes of the meeting of the Technical Committee held on 9th July, 1987 at 10.00 A.M. in Conference Hall of Vikas Minar.

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Item No.1:

Sub: Provision of Sewer Line in Hastal and Pankha Road J.J.Colony (Constn. of sump well and rising main). (No.901/Dir./CP/letter).

Technical Committee after ~~consolidated~~ discussions decided to allot a piece of land measuring about 3200 sq.mt. for sump-well which is required for Pankha road J.J. and Hastal Resettlement Schemes, however, subject to that-

- (a) The front portion of the plot along proposed 30.48m R/W road be kept 'green' of the same width as marked on the left side of the plot and
- (b) The area reduced by provision of green strip be taken by extending the plot at the rear side beyond the existing path.

Item No.2.

Sub: Modifications in the alignment plan of Master Plan road No.28 and 31. (No.F.5(50)/79/MP).

The case was explained by Director (CP) and was examined in detail. It was decided that in view of a large number of effected structures of Transit Camp, the link already existing should be retained and property improved upon and the proposed link be deferred.

Item No.3.

Sub: Grade Separator proposal on the crossing of Ring Road and Najafgarh Road Long Range improvement scheme for Raja Garden Chowk. (No.PA/DD/TT/86/1146).

The proposal was explained by the representatives of Delhi Administration and NATPAC and emphasized its needs to meet the increasing traffic volume. It was also explained that three level grade separation shall facilitate signal free traffic movement. It was also pointed out that the proposed LRT system shall also be incorporated in the proposal along the Najafgarh Road with a 9 mts. wide strip reservations.

The proposal was discussed in detail and was agreed upon in principle, considering the increasing traffic volume on this *junction*, however, the Technical Committee observed that -

- (a) Slow moving traffic like cycles, tongas etc. should be planned carefully.
- (b) Linkages for ingress & egress of vehicles as well as pedestrain & LRT system should be established with the District Centre which is located in one corner of this function.



✓ (c) Cost benefit analysis should be done for taking two or three level grade separation, keeping in view proposed LRT corridor to examine the usefulness of the project.

✓ (d) Model of the proposal should be prepared showing movement relationship with District Centre. ~~xxxxxx~~

3. After incorporating the above points the project be re-submitted.

✓ 4. This is also to be taken up with D.U.A.C.

Item No.4:

✓ Sub: 'T' junction design of ring road (N J 2)/road No.45 with the road leading to Alipur Road including widening of the carriageway. (No.F.5(24)/86/MP).

✓ The proposed inter-junction design was approved subject to plantation of trees more than effected.

Item No.5:

✓ Sub: Proposal for grade separator on railway level crossing on the road linking Rampura/Lawrance Road Indl. Area from New Rohtak Road. (No.F.5(12)85/MP).

✓ The Technical Committee observed that the proposed grade separator is not feasible.

Item No.6:

✓ Sub: Proposed immediate improvement scheme for Aurangzeb Road Safdarjung Road inter section. (No.F.5(44)/85/MP).

✓ It was observed that the proposed improvement plan has already been executed. In view of this the improvement in geometrics was agreed to.

Item No.7:

✓ Sub: Alignment plan of road No.37 (along western Yamuna canal by side of Ashok Vihar Complex) connecting Ring Road and Road No.40 (along Shastri Park and Shahdara wala bagh). (No.F.5(18)/85/MP).

✓ The proposed alignment plan was approved subject to plantation of trees more than effected in the Scheme.

Item No.8:

✓ Sub: Constn. of directional Rail Terminals. (No.PA/DD/PPW/86/1864)

✓ The proposal of directional Rail Terminals was explained by Dir.(PP) in reference to PDP-2001. It was pointed out that the railways are keen for reservation of lands for such purposes and they are ready to finance the acquisition of these lands.



The matter was discussed in detail and the proposed locations were agreed/approved in principle. However, it was decided that the following action be taken up urgently:

- i) To study the relationship of physical ~~plan~~<sup>location</sup> with movement ~~plan system~~.
- ii) To work out the integrated rail system for inter city and intra city.
- iii) A comprehensive project report be prepared giving details as to how the project shall work, the authority who can take up this project, financial allocations for rail and bus transport etc.

Item No.9:

Sub: Alignment plan of Mehrauli Mahipalpur Road from Mehrauli Gurgaon Road upto New NH-8 bye pass. (No.F.5(8)82/MP).

The proposal was explained by Director (CP) and was discussed in detail. It was observed that the curve proposed at one end of the alignment which joins NH-8, shall affect a number of properties. It was, therefore, decided that the curve at this end be avoided and the alignment be taken straight to join the NH-8, rest of the alignment/plan was found feasible and was approved.

Item No.10:

Sub: Alignment plan of Loni Road from G.T.Shahdara Road to Loni Border. (No.F.5(41)/82/MP).

Postponed.

Item No.11:

Sub: Spot zoning of 1, 2 and 3 Factory Road (Zone F-4). (No.F.20(12)87/MP).

Postponed.

Item No.12:

Sub: Change of land use of an area measuring about 22 acres from 'Agricultural Green' to 'Public and semi-public facilities' (100 bedded hospital at Siraspur in Alipur Block, Delhi. (No.20(22)/86/MP).

Postponed.

Item No.13:

Sub: Planning Development of area in between existing development of group housing societire and road No.48 (behind ordinance depot in zone H-4 & 5). (No.FR.1(2)86/Dir.(CP).

POSTPONED.



Item No.14:

Sub: Constn. of 33 KV electric sub-stn. by  
DESU at Minto Road.  
(No.F.13(44)82/MP).

✓ The representatives of DESU explained that the proposed 3 floors above 33 KV sub-station are required purely for operational purpose such as load deapatch and *system* operation etc. Considering this aspect and the need of additional floor space for operational use, Tech. Committee decided that over the existing single storey building 33 KV sub-station DESU may be allowed two more floors for such activities as this is a central location, however, subject to that  
(a) no space *would* be used for any other purpose  
(b) that no such request could be entertained for any other 33 KV sub-station.

Item No.15:

✓ Sub: Change of land use from recreational to institutional (Hospital) in sports Complex, Raj Ghat.  
(No.F.20(32)/82-MP).

Postponed.

*Signature*



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The proposal was explained by the representatives of Delhi Administration and NATPAC and emphasized its needs to meet the increasing traffic volume. It was also explained that three level grade separation shall facilitate signal free traffic movement. It was also pointed out that the proposed LRT system shall also be incorporated in the proposal along the Najafgarh Road with a 9 mts. wide strip reservations.

The proposal was discussed in detail and was agreed upon in principle, considering the increasing traffic volume on this , however, the Technical Committee observed that -

- (a) Slow moving traffic like cycles, tongas etc. should be planned carefully.
- (b) Linkages for ingress & egress of vehicles as well as pedestrain & LRT system should be established with the District Centre which is located in one corner of this function.

contd...2.



(c) Cost benefit analysis should be done for taking two or three level grade separation, keeping in view proposed LRT corridor to examine the usefulness of the project.

(d) Model of the proposal should be prepared showing movement relationship with District Centre.  
~~xxxxxxxxxxxx~~

3. After incorporating the above points the project be re-submitted.

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The proposed alignment plan was approved subject to plantation of trees more than effected in the \_\_\_\_\_

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The proposal of directional Rail Terminals was explained by Dir.(PP) in reference to PDP-2001. It was pointed out that the railways are keen for reservation of lands for such purposes and they are ready to finance the acquisition of these lands



The matter was discussed in detail and the proposed locations were agreed/approved in principle. However, it was decided that the following action be taken up urgently:

- i) To study the relationship of physical plan with movement plan.
- ii) To work out the integrated rail system for inter city and intra city.
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The proposal was explained by Director (CP) and was discussed in detail. It was observed that the curve proposed at one end of the alignment which joins NH-8, shall affect a number of properties. It was, therefore, decided that the curve at this end be avoided and the alignment be taken straight to join the NH-8, rest of the alignment/plan was found feasible and was approved.

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(No.F.5(41)/82/MP).

Postponed.

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Sub: Spot zoning of 1, 2 and 3 Factory Road  
(Zone F-4).  
(No.F.20(12)87/MP).

Postponed.

Item No.12:

Sub: Change of land use of an area measuring about 22 acres from 'Agricultural Green' to 'Public and semi-public facilities' (100 bedded hospital at Siraspur in Alipur Block, Delhi).  
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Item No.13:

Sub: Planning Development of area in between existing development of group housing societire and road No.48 (behind ordinance depot in zone H-4 & 5).  
(No.FR.1(2)86/Dir.(CP)).

POSTPONED.

contd....4.



Item No.14:

Sub: Constn. of 33 KV electric sub-stn. by  
DESU at Mintu Road.  
(No.F.13(44)82/MP).

The representatives of DESU explained that the proposed 3 floors above 33 KV sub-station are required purely for operational purpose such as load despatch and operation etc. Considering this aspect and the need of additional floor space for operational use, Tech. Committee decided that over the existing single storey building 33 KV sub-station DESU may be allowed two more floors for such activities as this is a central location, however, subject to that  
(a) no space could be used for any other purpose  
(b) that no such request could be entertained for any other 33 KV sub-station.

Item No.15:

Sub: Change of land use from recreational to  
institutional (Hospital) in sports Complex,  
Raj Ghat.  
(No.F.20(32)/82-MP).

Postponed.



Item No. 1: Requirement of grid s/stn. for Mehrauli Mahipalpur Scheme, Vasant Kunj Residential Scheme.  
(F.6(25)/85-MP.)

*Technical committee after detailed discussion*  
This case was discussed and it was decided to permit the area to be utilized for *no allotment of a piece of land meaning* *for* *sump well which is required for* *view of the developments of Pankha Road J.J. Scheme and Hastal Resettlement Scheme, subject to condition* that-

- (a) The front position of the plot along proposed 30.48m R/W road ~~should be kept as green~~ of the same width as marked on the left side of the plot and
- (b) The area reduced by provision of green strip be taken by extending the plot at the rear side beyond the existing path.

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

*explained by Mr. V.B. and was*  
The case was examined and it was decided that in view of a large number of effected structures of Transit Camp, the link already existing should be *properly* retained and *properly improved upon and* the proposed alignment be deferred. *line be deferred.*

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

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The proposal was explained by the representatives of Delhi Administration and NATPAC and its *emphasized* needs *met* due to increasing traffic volume. *was emphasized* It was also explained that three level grade separation shall facilitate signal free traffic movement. It was also pointed out that the *proposed* LRT system shall also be incorporated in the proposal *along the Hajipur road with a 9 mts wide strip reservation.* 2. The proposal was discussed in detail and *agreed upon* was *approved* in principle. Considering the increasing traffic volume of this corridor, *junction* *however, it was the Tech. Committee observed* suggested that-

- (a) Slow moving traffic like cycles, tongas etc. should be planned ~~for~~ carefully.



(b) Linkages for ingress & egress of vehicles as well as pedestrian ~~to~~ LRT system should be established with the District Centre which is ~~proposed~~ <sup>located in</sup> one corner of this function.

(c) Pedestrian links from District Centre to LRT should be worked out.

(c) Cost benefit analysis should be done for <sup>looking</sup> two or three level grade separation, <sup>keeping up</sup> view <sup>proposed</sup> LRT <sup>constr. at</sup> to examine the usefulness of the ~~projx~~ project.

(d) Model of the proposal should be prepared showing movement relationship with District Centre and the approval of DUAC be obtained. <sup>in corporate</sup> <sup>all the above points</sup> <sup>the project</sup>

Item No. 4: Change of land use from 'Agricultural Green' to 'Ware-housing and storage' between Rohtak Road & Railway Line in Chewra. (F.3(21)83-MP).

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The proposal was discussed and agreed upon to improve the traffic movement system. However it was desired that as many trees should be saved as possible.

Item No. 2: Change of land use of an area measuring 4335.85 sq. yds. for construction of office building for agricultural unit (F.3(50)/86-MP).

The proposal <sup>at</sup> <sup>interjunction design was</sup> <sup>approved</sup> <sup>subject to plantation of trees</sup> <sup>in the project</sup>

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

<sup>the local</sup> <sup>concerned</sup> <sup>that</sup> <sup>the proposed</sup> <sup>plan</sup> <sup>has already been executed</sup> <sup>In view of this the</sup> <sup>improvement in geometrics was agreed to</sup>

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

.... plan

The proposed alignment was approved <sup>subject to</sup> <sup>plantation of trees</sup> <sup>more than specified in the project</sup>

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

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The proposal of directional Rail terminals was explained <sup>in 1991</sup> in reference to PDP-2001. It was pointed out that the railways are keen for reservation



of the land, for this purpose, and they are ready to finance the acquisition of these lands.

The matter was discussed in detail and it was approved in principle. *proposed location were agreed. However, it was decided that the following action be taken up urgently:*

- i) Relationship of physical plan with movement plan.
- ii) The integrated city rail system for inter city and intra city relationship.
- iii) A comprehensive project report should be prepared giving details as to how the project work, the authority who can take up this project, financial allocations for rail and bus transport etc.

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

The proposal was *explained by officer* examined and discussed, and *ordered* it was found that the curve proposed at one of the end, *of the* the alignment which joins NH8, shall affect a *number* principal principle of properties, and *therefore, it was decided* that *in the form* the curve at this end of the road towards NH8 should be avoided and the alignment should be taken up straight to join the NH8, *rest of the alignment plan was found feasible and was approved*

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

Postponed.

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.PA/DR/TT/86/1147).

Postponed.



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).

Postponed.

ITEM No. 13: Proposed modification in the RUB proposals 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(38)/72-MP(pt.I).

Postponed.

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

3 The representatives of DESU explained that the proposed floor space above 33 KV sub station is required purely for operational purpose. Considering the requirements of electric sub station and the need of the additional floor space for operational use, it was decided that existing single story building on the 33 KV sub station may be allowed to have more floors for such activities as

over 14

Item No. 15: IVSH National site and Shelter Demonstration Project Delhi Development Control.

Postponed.

board despatch of Khyber ops in, etc.

It is a central location, however, subject to that as no space could be used for any other purpose & that no such request could be entertained for this 33 KV sub station.

Item no. 18  
Khyber



9-7-87 at 10.00 AM

V C's. Office  
Dy. No. 57850  
Date 8-7-87

MOST IMMEDIATE.  
MEETING NOTICE.

DELHI DEVELOPMENT AUTHORITY  
VIKAS MINAR  
INDRAPRASTHA ESTATE  
NEW DELHI.

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

Dated the \_\_\_\_\_.

From:

Asstt. Director(MP),  
Delhi Development Authority,

To,

O.S.D. to Vice Chairman.  
Vikas Sadan I/A  
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 9/7/87 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,

ASSISTANT DIRECTOR(M.P.)



DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

Agenda for the meeting of Technical Committee to be held on Thursday the 9th July, 1987 at 10.30 A.M. in the Conference Room of Delhi Development Authority 5th floor Vikas Minar, I.P. Estate, New Delhi.

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<u>S.No.</u>	<u>Subject</u>	<u>Page No.</u>
1.	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.	1
2.	Modifications in the alignment plan of Master Plan road no. 28 and 31. File No. 5(50)/79/M.P.	2
3.	Grade Separator proposal on the crossing of Ring Road and Najafgarh Road Long Range improvement scheme for Raja Garden Chowk File No. PA/DD/TT/86/1146	3 to 5
4.	'T' junction design of ring road (N J 2)/road no. 45 with the road leading to Alipur Road including widening of the carriageway. File No. F.5(24)/86/ M.P.	6
5.	Proposal for grade separator or railway level crossing on the road linking Rampura/Lawrance Road Indl. Area from New Rohtak Road. File No. F. 5(12)/85/M.P.	7
6.	Proposed immediate improvement scheme for Aurangde Road Safdarjang Road Inter section File No. F.5(44)/85/M.P.	8
7.	Alignment plan of road no. 37 (along western Yamuna canal by side of Ashok Vihar Complex) connecting Ring Road and Road no. 40 (along Shastri Park and Shahdara Wala Bagh File No. F.5(18)/85/M.P.	9
8.	Constn. of directional Rail Terminals File No. PA/D.D/PPW/86/186 4	10 to 15
9.	Alignment plan of Mehrauli Mahipalpur Road from Mehrauli Gurgaon Road upto New NH-8 by pass File No. F.5(8)/72/M.P.	16 to 17
10.	Alignment plan of Loni Road from G.T. Shahdara Road to Loni Border File No. F.5(41)/82/M.P.	18 to 19
11.	Spot zoning of 1, 2 and 3 Factory Road (Zone F.4) File No. F.20(12)/87/M.P.	20 to 21



12. Change of land use of an area measuring about 22 acres from 'Agricultural Green' to 'Public and semi-Public Facilities' ( 100 bedded hospital at Siraspur in Alipur Block Delhi.  
File No. 20(22)/85/M.P. 22
13. Planning Development of area in between existing development of group housing societies and road no. 48 (behind ordinance depot in zone H-4 & 5)  
File No. F R 1(2)/86/Dir. (CP) 23 to 25
14. Constn. of 33 KV electric sub stn. by DESU at Minto Road  
File No. F 13(44)/82/M.P. 26 to 27
15. Change of land use from recreational to institutional (Hospital) in sports Complex, Raj Ghat.  
File No. F 20(32)/82/M.P. 28 to 29



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's above is submitted for consideration of Technical Committee.



Item No.2

Sub: Modifications in the alignment plan of Master-Plan Roads No.28 and 31.

F5(50)/74-MP

Road Nos. 28 and 31 with 30 mt. R/W are proposed to connect Ring Road, Najafgarh Road and Outer Ring Road as per MPD-62. Road No.28 starts from its junction with Ring Road opposite Rajdhani College and has already been constructed up to Raghbir J.J.Colony, thereafter it will have to pass through Vishnu Garden, and Sham Nagar unauthorised regularised colonies to meet with the Outer Ring Road. A part from Road No.28 from outer Ring Road side has also been constructed up to the periphery of Vishnu Garden but in case if the missing link has to be formed then large number of built up structures of Vishnu Garden, Sham Nagar will have to be demolished. Road No.31 starts from its junction with Najafgarh Road opposite Ajay Enclave and passing by the side of DDA's district park it meets with Road No.28 between Vishnu Garden and Raghbir Nagar-J.J.Colony. Construction Road No.31 has not been started as yet.

2. As per draft PDP-2001 proposal Road Nos. 28 and 31 have been joined in a smooth curve instead of meeting perpendicularly as per MPD 62, further the balance stretch of Road Nos.28 from Raghbir Nagar J.J.Colony upto Outer Ring Road has been eliminated, it, these connects only Najafgarh Road and Ring Road.

3. Based on the draft PDP 2001 proposal a draft alignment plan with 30 mt. R/W was prepared and sent to MCD for feasibility. As per the feasibility report sent by STO, MCD along with his letter dated 21.1.87, it is stated that 303 single storeyed and 33 double storeyed residential houses of Raghbir-Nagar J.J.Colony, 11, Jhuggies, 6 lavotry blocks, three water supply sluice valves, a well, 3 trees and the part of the brick-pairs parks are affected in the proposal.

4. The area has also been inspected by Hon'ble L.G. in January last year in which it was desired that the R/W of the road in the missing link be restricted as informed by Shri R.G.-Bhatnagar, S.E.Circle-XIII,DDA in the Metropolitan Assurances Committee meeting held on 25.2.86.

5. The case is placed before the Technical Committee for consideration of restricting the R/W of this road in the missing link to the extent available at site as per draft PDP 2001 proposal.



Sub: Grade separator proposal on the crossing of Ring Road and Najafgarh Road - Long range improvement scheme for Raja Garden Chowk.

File No. PA/DD/TT/36/1146.

PWD(DA) has forwarded a proposal on the above mentioned subject prepared by NATPAC for approval from Delhi Development Authority. This proposal is as per provisions made in the 7th Five Year Plan of Delhi Admn.

2. The plan has been prepared by NATPAC on the initiative of PWD(DA). In this plan, a three tier grade separator is proposed to allow free flow of traffic on all the roads without any signals. A fly over has been proposed on Najafgarh road under bridge on Ring Road and a rotory is proposed at the present level above the under bridge and below the fly over for right hand turnings.

The proposal has the following salient features.

- i) The proposition is based on traffic counts which shows that there will be about 12,000 P.C.U.s at this intersection and problem cannot be solved either by a round about (applicable upto 5000 PCUs) or by a traffic signal system.  
(applicable upto 10,000 PCUs).
- ii) The proposal will allow the flow of traffic on all the arms without any signals.
- iii) In the proposition a slope of 1:3 has been taken.
- iv) A clear height of about 6 mt. has been maintained.
- v) At the surface level a rotory has been provided to take care of right hand turning traffic.
- vi) For left hand turning traffic left slips with proper channelisation have not been provided except in one corner, due to limitation of space.



3. In the first instance, it may be considered that whether there is a necessity of a grade separator at this point when a decision to have a light Rail Transit corridor on Najafgarh road has been more or less finalised.

4. Present population of Delhi is 7.5 million with about 8 million passenger trips per day. It is expected that population of Delhi by 2001 A.D. will be 12.8 million and like wise by 2010 A.D. 20 million. Growth in the number of vehicles in Delhi is maximum in the country. With the increase in population and vehicles there will be strains on various inter-sections of important roads and railway lines. As such, it is necessary to lay down the priorities in the first instance. Similar exercise should be conducted for other important intersection like Safdarjung crossing for which the plan is under preparation in PWE(DI).

As per the surveys conducted by Perspective Planning Wing of DDA in 1981-82, there are eight inter-sections on which the traffic volume during peak periods is more than 10,000 PCUs and another eight in which the peak hour traffic volume varies between 3000 to 999 PCUs. Details are given in annexure 1.

A list of proposed grade separators on existing Railway lines and roads/intersection is given in annexure-II

The highest priority in fact should be given to grade separators which have to be built against a physical barrier i.e. river, canal, or railway line, others grade separators on the existing inter-section attain a low priority as its evident from the peak hour traffic volumes at different roads data (annexure I). The proposal of grade separator at Raja Garden crossing may not be desirable due to the following reasons:-



/// 3 1/4 km

- (a) It is more or less decided to construct a light Rail Transit corridor on stilts on Najafgarh road with a carrying capacity of 35,000 passengers per hour. If this, LRT route is constructed then the entire traffic system/pattern at this junction will change and neither there will remain any necessity of construction of a grade separator nor physically it can be constructed.
- (b) In the list of inter-section as given in Annexure-II, it is clear that this inter-section required a grade separator but its priority has changed due to the proposal of LRT corridor on Najafgarh Road.

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

2 Bridge investments

①



## Appendix 'A' to Item No.3

A-1

16 Hours Traffic Volume at  
Important Joints in DUA, 1981-82

Sl. No.	Name of the Intersection	Total Vol. Vehicle.	P.C.U.	Evening peak Vh.	P.C.U.
1.	I.P. Road & Bahadur Shah Zafar Marg Crossing.	100343	87422.61	14577	12585.5 ✓
2.	B.S. Zafar Marg & Asaf Ali Road Crossing (Delhi Gate Crossing)	100277	91252.07	22786	16074.4 ✓
3.	Rani Jhansi Road & Link Road Crossing.	90452	70867.68	15952	11803.2 ✓
4.	Asaf Ali Road (Ajmeri Gate Crossing) D.B.G. Road Crossing.	85376	72569.06	15306	14242.6 ✓
5.	G.T. Road & Old Delhi Yamuna Bridge Crossing.	82304	52007.63	14894	7660.3
6.	Ring Road/Aurobindo Marg Crossing (AIIMS Crossing)	81302	72674.66	14402	12075.3 ✓
7.	Ring Road/L.B. Shastri Marg Crossing (Moolchand Hospital Crossing).	77888	70668.94	14692	12295.0 ✓
8.	Subhash Marg & Daryn Ganj Road crossing.	77525	71393.19	13577	11877.8 ✓
9.	S.P. Mukherjee Marg & Lothiana Road Crossing. (Kauria Pul Crossing)	67433	62414.73	10422	9975.9 ✓
10.	Ring Road & Nazafgarh Road Crossing (Raja Garden Crossing).	65144	76852.77	12153	12186.4 ✓
11.	Mathura Road & Zakir Hussain Road Crossing.	60667	56034.65	10706	9394.6
12.	Pusa Road/Shankar Road & Patel Road Crossing. (Rajendra Place Crossing).	60196	54007.83	10932	9810.0
13.	Nai Sarok & Chandni Chowk Crossing.	59068	51650.08	10665	9813.7
14.	G.T. Road/Coenka Road & Roshanara Road Crossing (Clock Tower Crossing).	55935	46595.6	7383	5992.4
15.	Sikendera Road/Barakhamba Road/Bh. gwan Dass Road Crossing (Mandi House Cr.)	51682	43843.95	8617	6778



passenger Car Units

A-2

1.	2.	3	4	5	6
16.	Mathura Road/Ring Road Crossing (Ashram Crossing)	50531	57530.63	8000	9237.5
17.	Aurbindo Marg & Prithvi Raj Road Crossing.	50071	43501.11	10100	7846
18.	S.P. Mukharjee Road & Fountain Road Crossing. (Near Old Delhi Rly. Stn.)	48639	46727.82	6230	6630.8
X 19.	Rohtak Road & Ring Road Crossing.	49506	54191.35	8236	<u>8604.3</u>
X 20.	Ring Road/Qudsia Marg Crossing (ISBT Crossing).	48102	48707.23	7110	7476.4
✓ 21.	I.P. Marg & Ring Road Crossing (Vikas Minar Cr.).	46716	54626.34	9263	9349.6
22.	Nazafgarh Road, Patel Road Crossing.	45008	53048.92	8925	7330.4
23.	G.T. Road & Mall Road Crossing.	44479	53718.83	7246	8502.2
24.	Chandni Chowk & Esplanade Road Crossing.	41079	35315.27	7676	6394.9
25.	Chandni Chowk, Bhai Mati Dass Chowk Crossing.	42333	38605.67	7756	6745.7
X 26.	Ring Road, Sardar Patel Marg Crossing.	37542	44249.54	8044	8705.5
27.	Lal Bahdur Shastri Mg. & Chirag Road Crossing.	37360	32234.57	6412	5582.9
28.	Chandni Chowk, Fateh Puri Mosque Road Crossing.	36979	35829.62	6813	6798
29.	Qudsia Marg & Shyam Nath Marg (Kashmeri Gate Cr.)	36472	24977.37	6148	5774.9
30.	Aurbindo Marg & Panchsheel Marg Crossing.	36364	35979.64	6217	6078.7



List of grade separator to be constructed up to the end of the century.

Road under or over bridges on existing Railway Lines  
 G.T. Shahdara Road with crossing on Shahdara Saharanpur Railway Lines (ii) under bridge below the railway lines from Delhi to Gaziabad with road No. 53 in Trans Yamuna Area (iii) under bridge below the railway lines from Delhi to Gaziabad with new proposed Ring Road in Trans Yamuna Area, (iv) widening of old narrow under bridge in Old Shahdara (v) Widening of Kishan Ganj under bridge (vi) Widening of Zakhira under bridge (vii) construction of under bridge near Badarpur below the railway lines from Delhi to Mathura (viii) Construction of under bridge near Nazamuddin below the railway lines from Delhi to Mathura (ix) Construction of over bridge in the extension of Road No. 13-A below railway lines from Delhi to Mathura.

Road under or over bridges on existing inter-sections/  
 roads I) road No. 56 with National Highway No. 24 near Gazipur Area (ii) Road No. 56 with G.T. Shahdara Road near U.P. Border (iii) a new road of 45 mt. R/W in Kondli Gharoli Complex meeting with NH-24, (iv) Road at two levels in the extension of ISBT Bridge, on the entire Shahdara Chowk area upto Shahdara Saharanpur railway lines v) Rajagarden Chowk (vi) Dhaula Kuan crossing (vii) Safdarjang crossing (viii) Ashram Chowk (ix) Punjabi Bagh Chowk (x) Azadpur Chowk (xi) Delhi Gate crossing (xii) Ajmeri Gate crossing (xiii) Indraprastha Road and Bahadur Shah Zafar Marg crossing (xiv) Rani Jhansi Road and link road crossing (xv) Pusa Road round about (xvi) Subhash Marg and Darya Ganj crossing.



Item No. 4

Sub: 'T' junction design of ring road (NJ 2)/road no. 45 with the road leading to Alipur Road including widening of the carriageways. File No. F 5 (24)/86/M.P.  
.....



Q1

A non-signalised acute angled 'T' junction is an existence at present on the above said location. Due to increase in traffic intensity and faulty geometrics, there have been fatal accidents at this crossing. There is as such a need to widen the carriageways, improve the geometrics for smooth turning and integrate the proposal with the ISBT fly over plan.

2. This is an important junction of ring road/road no. 45 both having a r/w of 90 mt. with the road leading to Alipur Road having a r/w 30 mt. as per zonal/master plan proposal. The junction design has been prepared based on the survey supplied by Ex.Engineer, PWD(DA) Divn. XXIV. The available r/w of road leading to Alipur Road is 50 mt. and the same has been retained. A signalised junction with improved geometrics, bigger traffic islands, wider carriageways are proposed as indicated in the plan laid on the table. Six/eight lanes divided carriageway is proposed on ring road/road no. 45 and six lanes divided carriageway on the road leading to Alipur Road. Left hand turning slip roads with safety islands/channeliser are proposed to guide the traffic in the correct direction. The 'T' junction design has been integrated with the bulbs of the proposed ISBT fly over under construction.
3. The feasibility of the proposal has been examined and it is seen that a part of the existing oxidation pond, part of Chandigi Ram Akhara, \*electric / H.T. line poles, water supply chambers and 23 trees are affected by the proposal.
4. The matter is placed before the Tech.Comm. for its consideration.

\*(Temporary per-  
mission Annexure-I)



B-1

Appendix 'B' to Item No. 4

F.3(6)/85/M.P./5107

16th May, 1985

C. P. Rastogi,  
Dy. Dir. (M.P)

To

Shri B.R. Dhiman,  
Desk Officer,  
Govt. of India,  
Ministry of Works & Housing,  
Nirman Bhawan,  
New Delhi

Sub: Regularisation/allotment of land in f/o Sh. Chandgi Ram  
Vyamshala Samiti, New Delhi.

.....

Sir,

This is in continuation to this officer D.O. no. 5026  
dt. 16.4.85 on the subject cited above, I am to inform you  
that the matter was considered by the Tech. Committee in its  
meeting held on 21.3.85 and it was decided that the land  
presently used by the Vyamshala Samiti of Sh. Chandgi Ram may  
be allotted on a temporary basis subject to :

- a) That no extra covered area be constructed
- b) No construction as double storeyed; and
- c) If the land is required for the proposed  
channalisation of River Yamuna or for any other  
schemes the same will be surrendered.

Yours faithfully,

sd/-

(C.P. Rastogi)  
Dy. Director (MP)



Item No.5:

Subject:- Proposal for grade separator or railway level crossing on the road linking Rampura/Lawrence Road Indl-area from New Rohtak Road side(F.5(12)85-MP)

Sr.Tech. Officer, MCD vide his letter dated 14.1.85 has forwarded a time bound resolution of the works comm. of MCD under which it was resolved that a bridge be constructed at the above said level crossing and the road upto this crossing be widened with foot paths and railing. DDA has been emphasising that grade separator's should be constructed only on Master Plan Road i.e. 30 Mtr. and above r/w roads and this had been communicated to MCD also. Still, thereafter MCD has been pressing hard for the construction of this ROB due to the heavy traffic load in this area. Details of peak hours traffic as supplied by MCD are given in Annexure 'A'. The proposal was examined and placed before the Technical Committee held on 4.11.86 in which Engineer-in-Chief, MCD stated that the proposal is to ease traffic. There were many different opinions with regard to proposal and finally, it was decided that a site inspection may be conducted in the presence of the following:-

1. Shri R.G.Gupta Dir.(CP) Convenor;
2. Shri S.C.Gupta Dir.(DC&B)
3. Engineer-in-Chief,MCD;
4. Shri J.C.Gambhir, Dir.(PPW);

The report of inspection held on 16.1.87 at 8.30A.M. is as under:

- 1 on the Northern side of the railway lines, the road is passing through the existing Rampura village, where the clear available R/W is verging between 12 to 15 Mtrs. although the R/W as per the Zonal Plan is 18 Mtrs.
2. on the Southern side of the railway line, the total length of the road available between Rohtak Road & the railway line is about 210 Mtr. with the clear available space between structure varying between 14 to 16 Mtr.
3. level of the existing railway lines is almost 1.20 Mtr. above the ground level which means that if a ROB is proposed on the railway lines the total height of the top of the fly-over from the ground floor will be about 7.50 Mtr. considering a slope of 1:35 length of the fly-over on either side will be 265 Mt. which is not available on the southern side. Even if a fly-over is constructed, it should have a minimum of four lanes divided carriageways with foot-path as per the conventional practics. Hence, the proposal for a ROB on this point will not be feasible.
4. The proposal under bridge below the railway lines was also explored as the level of the railway line is 1.20 Mtr. above the ground level but due to the existence of trunk drain along the railway lines on the northern side, possibility of the same is not these.
5. At present there is an existing ROB on Delhi-Rohtak-Railway lines on Ring Road near General Store crossing and ROB near Zakhira Chowk at a distance of about 2.50 KM App. Third grade separator proposed by MCD at a distance of 1.50 K.M. from General Store crossing is not desirable as a grade separator at such a short distance.
6. The proposal of grade separator is again placed before Technical Committee for its consideration.



Appendix 'C' to Item No. 5

C-1

TRAFFIC DATA FOR RAMPURA RAILWAY CROSSING.

S.No.	Time.	Cars.	Trucks & buses.	Scooters.	Cycles	Bullock carts	Tempos	Horse driven vehicles.
1.2.86	8 A.M. to 9 A.M. 9 A.M. to 10 A.M. 10 A.M. to 11 A.M. 5 P.M. to 6 P.M. 6 P.M. to 7 P.M. 7 P.M. to 8 P.M.	204 225 244 274 220 188	345 405 325 388 377 350	441 459 500 539 488 431	224 288 304 225 237 198	25 27 28 35 30 17	260 270 280 220 14 158	7 9 12 14 11 12
2.2.86	8 A.M. to 9 A.M. 9 A.M. to 10 A.M. 10 A.M. to 11 A.M. 5 P.M. to 6 P.M. 6 P.M. to 7 P.M. 7 P.M. to 8 P.M.	277 281 264 239 254 200	389 411 354 327 338 388	455 444 414 505 534 500	314 268 284 250 214 235	30 27 19 22 24 30	145 115 98 144 131 120	15 17 12 8 7 14
3.2.86	8 A.M. to 9 A.M. 9 A.M. to 10 A.M. 10 A.M. to 11 A.M. 5 P.M. to 6 P.M. 6 P.M. to 7 P.M. 7 P.M. to 8 P.M.	214 227 198 260 255 234	300 315 298 254 277 314	513 473 434 555 504 436	314 198 277 253 284 298	28 27 19 22 14 18	158 177 204 77 114 155	6 15 7 15 12 14



Item No.6

Sub: Proposed immediate improvement scheme for Aurangezeb Road-Safdarjang Road inter-section.

File No.F. 5(44)85-MP

Ex. Engineer(Roads). NDMC has forwarded the proposal for the improvement of the above said inter-section. The improvement of this inter-section has been necessitated due to the closure of the Race Course Road. Earlier DTC buses coming from Vinay Marg/Panchsheel Marg were following the Race Course Road for going towards Central Secretariat and Connaught Place. As this road has been closed, it is proposed to divert the heavy traffic on Safdarjang Road for which the improvement in the inter-section is being proposed. At present a signalised inter-section is in existence with slip roads for left hand turning. In the proposed immediate improvement scheme prepared by NATPAC only marginal improvements for improving the geometrics for left hand turning are proposed in the plan (laid on the table). The proposal under implementation at site and was discussed in the Sub-Technical Committee meeting held on 1-10-85 under item No.5 wherein it was suggested that geometrics of the left hand slip road from Club Road side should be further improved by taking the slip road along the Outer periphery of the existing building line and integrating the existing fountains in the traffic island. NATPAC was informed about the above said observations but in response we have been getting the old plan only. The modifications have perhaps not been done due to the existence of 6 to 8 kiker trees at site.

2. The R/W of Club Road/Aurangezeb Road is 120 ft. as per Zonal Plan of Zone D 11-12. Safdarjang Road has been eliminated as per the zonal plan, however, the same has been retained with the existing inter-section with Aurangezeb Road as per the draft PDP-2001 plan.

3. The proposal prepared by NATPAC is placed before the Technical Committee for its consideration.



Item No.7

Sub: Alignment plan of Road no. 37 (along western Yamuna Canal by the side of Ashok Vihar Complex) connecting Ring Road and Road no. 40 (along Shastri Park and Shahdara Wala Bagh) F. 5 (18)/35/M.P.

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Road no. 37, (along western Yamuna Canal by the side of Ashok Vihar Complex) forms an important link between Rohini, Pitampura, parts of north-west Delhi with Zakhira/Karol Bagh. The R/w of this road is 45 mt. as per zonal/Master Plan proposal. At present, there is a two lane carriageway of about 7.0 mt. in width existing throughout except on the railway over bridge portion which have four lanes. Total length of the road is about 3 km.

2. The alignment plan of the above said road has been prepared based on the survey supplied by the PWD(DA). On the eastern side of this road is a green belt abutting the western Yamuna Canal. The western side abuts Tri Nagar Group of unauthorised-regularised colonies and Lawrence Road Residential Complex. The proposed alignment has the following salient features :

- i) Initially two lanes of 7.5 mt. width each are proposed on either side of a central verge of 1.50 mt. The service road/cycle tracks are not proposed in the immediate phase as the same are not required.
- ii) The existing metalled portion of the road has been utilised to the maximum extent as indicated in the plan. The proposed metalling is shown in shaded portion.
- iii) There is an existing drain along the Lawrence Road DDA flat which has been excluded from the r/w except a small stretch from point 'A' to 'B' as indicated in the plan along the Tri Nagar Group of unauthorised colonies which will have to be re-aligned.
- iv) From gaps in verges have been provided, two at the junction of 30 mt. r/w roads one opposite Lawrence Road DDA flats and one at the road leading to the cremation ground.
- v) As per the feasibility report sent by S.T. Circle II, PWD(DA), it is stated that except for acquisition of some additional land, shifting of some existing services, and cutting of some trees, the alignment as proposed by DDA is feasible. The exact number of trees to be cut is awaited from PWD(DA).

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



Sub: Construction of directional Rail Terminals

File No. PA/DD/PPW/86/1864

In the draft Master Plan for Delhi Perspective-2001 the cater to the intercity passenger movement by rail, four Metropolitan Passenger Terminals are proposed which would also serve the Delhi Metropolitan Area. They are as follows:

- (i) Trans-Yamuna Area - to cater to population concentrated across River Yamuna in the East. This will cater to part of NOIDA in U.P. population of this area is one million which has been projected to about 1.7 million in 2001.
- (ii) Okhla - to cater to South Delhi. This will also cater to the remaining part of NOIDA in U.P. after the link road to bridge on Yamuna linking NOIDA is completed.
- (iii) Bharghal- to cater to West Delhi and part of the proposed Urban Extension.
- (iv) North Delhi to cater to part of the proposed Urban Extension.

2) The four directional terminals as suggested in the draft Master Plan for Delhi Perspective-2001 have been approved in principle by Railway Board subject to the availability of required land needed for the terminals. The railways have intimated that the terminals apart from actual terminal lines/platform lines including platforms to be accommodated the following:

- i) Station building including waiting rooms, retiring rooms and offices for various railway departments viz. Operating, commercial, mechanical, electrical, engineering, security, medical etc.
- ii) Offices in the yard for various departments for day-to-day maintenance and operational activities.
- iii) Workshops like Loco Shed, carriage and Wagon shed, Sigh-line shed, electrical repairs shed etc.
- iv) Water supply installation.

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- v) Circulating area, parking of cars, scooters, taxis, buses etc.
- vi) RPF barracks
- vii) Guards and Drivers' running rooms
- viii) Residential quarters.
  - a) For officers and staff directly connected with running of trains.
  - b) For officers and staff not directly connected with running of trains but required during emergency i. e. during accidents, derailments, breaches etc.

3) For the integration of the terminal with the Inter State Bus Terminal and Intra Urban Mass Transportation system have also been indicated.

4) To take further action in this regard, it is suggested that the case of the four directional terminals may be processed further for

- (1) Reservation of land
- (2) Change of land use
- (3) Acquisition of land in phases, as advised by the rail ays. The details of the four terminals are given in the following paragraphs:

1) Patparganj Terminal: This terminal is within urban area of MPD-1962. An area of 68 Ha. has been earmarked for the terminal in proposed land use plan MPD-2001. Out of 68 Hects of land 50 hac. land is on the south side of the railway line and 18 ha. is on the north side of the railway line. Area on the south is mainly proposed for passenger railway terminal and the area on north is proposed for intra urban mass transportation system. Some platforms can also be provided in north side to provide

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entry to the passenger terminal from both side. This will also integrate the intra urban mass transportation facilities with regional rail.

Railways are of the opinion that the land is insufficient for the terminal and some more land should be provided. Director(PP) clarified that no additional land contiguous to the earmarked terminal is available in this area. However, railways may examine the feasibility of taking land on the eastern side of the terminal from Uttar Pradesh Government. The railways have further examined the proposal and requested that a 100 mt. strip from the land being developed by Director of Industries be reserved for railway terminal. L.G. in file No. PA/DD/PPW/84/893 has desired that the needs of the rail-cum-road terminal have to be first met before deciding about allotment of any additional land in the same area to the Directorate of Industries. He has also desired that some alternative land suitable for the purposes of Directorate of Industries may be identified. The site plan is placed at flag 'A'.

ii)

Ghla Terminal: In draft MPD-2001 BDA has earmarked 45 Ha. land contiguous to Tughlaka-bad terminal. Railways informed that construction of electric shed and internal container depot are already in progress on this site and as such there is no possibility of locating the passenger terminal as proposed in MPD-2001. Director(PP) clarified that after the construction of outer ring rail as proposed in NCR Plan i.e. railway line connecting Rewari, Khurja, Rohtak and Panipat, the

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goods train entering in Union Territory are likely to reduce considerably and some area out the area presently under marshelling yard could be used for a passenger terminal.

iii) Terminal in North (NH-1): The Perspective Planning Wing had identified a site near village Holambikalan for an integrated Railway Terminal. This terminal will include freight terminal, passenger terminal, inter-state bus terminā and intra urban public transport facilities. The railways has examined this proposal and requested that about 200 Hects. of land may be earmarked for this terminal.

The committee constituted by the Lt. Governor of Delhi to suggest alternative sites for relocation of Shakurbasti oil depots in the context of the second Master Plan has suggested a site measuring approximately 60 hecets. in the west of railway line in Holambikalan. This report was approved by the Lt. Governor of Delhi. The major recommendations of this committee are placed at Annexure-1. The site as identified in the report and the proposed railway terminal site measuring approximately 200 Hects. had been identified on the survey of India map and shown in the sketch-3. It is observed that to meet the requirements of the railway terminals and the oil depots. there is limitation of the site in length and it is only possible by overlapping both the sites by about 500 mtrs. however, as such no difficulty is envisaged because the function of both the sites is related to the railways and it may be possible to plan the area within the available site. This proposal will need the diversion of Bawana Escape towards south. The site plan is placed at flag 'F'.



iv)

Bhartal Terminal: This railway terminal forms the part of the development plan for Pankha Road Extn. This development plan stands approved by the Authority vide Resolution No.78 dated 21.8.86 for the change of land use from agricultural green belt to planned development. (The Resolution is placed at Annexure-2.) This terminal is proposed to have passenger terminal, freight terminal for meter guage and intra urban rail and bus transport facility. In the development plan approved by the authority approximately 146 Hects. of land was earmarked for this terminal. The railways has examined this proposal and requested that an additional land measuring approximately 20 Hects. (a strip of approx. 100 mtr. width) contiguous to the proposed site may also be made available for this terminal. The site plan is placed at flag 'C'.

5) Now the Technical Committee may consider:

i) These proposals are long range proposals. The sites identified for four directional terminals out of which two are shown on the modified land use plan and two are in urban extensions may be sent to railways for initiating some action on these proposals and accordingly make provision in their Annual Plans and in Five Year Plans for the development of these terminal.

ii)

The request of the railways for giving a strip of 100 meter contiguous to the site proposed in Patparganj terminal from the land allotted to the Industries department of Delhi. Admn. for industrial development.

iii)

The railways may be informed that if any land is made available in Tughlakabad yard due to reduction in the movement of goods



## Appendix 'D' to Item No.8:

Major findings and recommendations of the committee constituted by the Lt. Governor, Delhi to suggest alternative sites for relocation of Shakurbasti Oil Depots in the context of the Second Master Plan.

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- A. Shakurbasti Depot being in the densely inhabited area, should be dispersed over the next five years to a site about 13 Kms. away between Ghevera and Tikri Kalan. This shall be a major storage site for white oil, black oil & LPG. The existing LPG plant at Shakurbasti location should be shifted as early as possible. Till such time the plant is shifted complete fire fighting and safety precautions should be enforced.
- B. Bigwasan which is an existing oil terminal near International Airport should be contained within the area already allotted for this purpose. At most it may be allowed to expand by about 3 hecsts-- by adding land lying between the existing terminal and the International Airport boundary. Bijwasan shall be major storage depot for white oil.
- C. Third major oil terminal site should be developed near Holambi Kalan on Delhi Ambala Railway Line in the beginning of next decade i.e. in 1991. This site could be connected to the existing oil pipe line through a 8 Kms. pipe line. This storage depots shall be mainly for white oil and LPG.
- D. Two road based LPG depots are proposed to be developed one in South East Delhi in the East of Agra Canal near Road No.13 and second in the North along Road No.50. Agra Canal site could be developed immediately.
- E. A site measuring about 10 hecsts. adjoining to the Badarpur Thermal Power Station would be suitable to be developed exclusively for black oil by providing Railway siding to this site.



Res.No.78

21.8.86

Sub: Development Plan for Pankha Road Extension Area.  
( F.R.2(2)/84-Dir.(CP) )

About 3500 hecsts. area in the extension of Pankha Road bounded by Najafgarh Road, Pankha Road, Rewari Railway Line and Oil Pipe Line was declared as development area of the Authority vide resolution No. 126 dated 14.5.84. (appendix.....S' at page 126.)

2. A development plan for Pankha Road Extension has been prepared by the Perspective Planning Wing to utilise this area in an integrated manner for housing, commercial, recreation, industrial and public & semi-public facilities etc. for a population of about 7 lakh. The major land use break-is as given below:-

	<u>Area in Hects.</u>	<u>%age</u>
1. Residential	1869.10	52.68%
2. Commercial	130.50	3.67%
3. Manufacturing	236.40	6.65%
4. Recreational	532.00	14.99%
5. Transport	460.50	12.97%
6. Public & semi-public facilities.	320.00	9.04%
Total	<u>3,549</u>	<u>100%</u>

3. Within the residential area about 580 hecsts. land already stands developed either in the form of villages (130 Hects. approximate) or unauthorised colonies (450 ha. approximate based on 1981 surveys.

4. About 1400 hecsts. gross residential land would be available for further residential development for allotment to co-op. societies, DDA housing resettlement schemes etc. There is a proposal for establishment of Delhi Institute of Technology in an area measuring 60 hecsts. in this scheme. For details refer the report in the (appendix 'F' at pages 127 to 130. )

5. The development plan is placed before the Authority for its consideration for affecting the change of land use from 'rural and agricultural green belt' to 'other urban uses as given in para-2.

#### RESOLUTION

The Authority resolved that the proposal for changing the land use from the rural and agricultural green belt to urban extension with the uses like residential, commercial, etc. in respect of area in the extension of Pankha Road bounded by Najafgarh Road, Pankha Road, Rewari Railway Line and oil pipe line and measuring about 3500 hecsts. be approved. The Authority desired that the project should be taken up only when all the concerned agencies namely, MCD, DESU, Delh Water Supply & Sewerage Disposal Undertaking etc. have been consulted and feasibility of services reached.



Item No.9:

Sub: Alignment plan of Mehrauli-Mahipalpur Road from Mehrauli-Gurgaon Road upto New NH-8 bye-pass.  
No.F. 5(8)72-MP

.....

Mehrauli-Mahipal Road is a master plan road with a R/w of 60 mt. connecting Mehrauli-Gurgaon Road in the east and the newly constructed NH-8 bye-pass in the west, passing through villages Kishangarh, Masoodpur, Mahipalpur and Vasant Kunj Housing Complex. The total length of this road is about 8 km.

2. As per the Master Plan of Delhi-62 the status of this road was of a bye-pass road for traffic between Gurgaon/Alwar and Faridabad/Mathura so that the same does not pass through the interior areas of the City. Accordingly, alignment plan of this road was earlier prepared by TCPO with 60 mt. R/W. Now with the coming up of residential/commercial development along this road, it will also act as a major arterial road in addition to the above and accordingly, the R/W of this road is proposed to be increased to 75 mt. instead of 60 mt. as proposed in MPD-62.

3. An immediate phase widening plan with 16.45 mt. wide carriageway was earlier prepared in the Planning Cell of DDA in 1974 which was approved by the Authority vide its resolution No.144 dated. 29-12-76.

4. The T.T. Plng. Unit of City Planning Wing has now prepared the alignment plan considering the existing physical features viz., high tension lines, trees, existing built up structures and the layout of Vasant Kunj Housing Complex. The feasibility has been already examined by Chief Engineer(SWZ) and it is proposed to integrate the alignment with the permanent existing physical feature. Six lanes divided carriage-ways with service roads in the stretches abutting the residential flats are proposed.



Item No.10:

Sub: Alignment plan of Loni Road from G.T. Shahdara Road to Loni Border.  
F. 5(41)/82-MP

.....

Loni Road is one of the important link roads between Wazirabad Road and G.T. Shahdara Road. The total length of G.T. Shahdara Road from old road-cum-railway bridge upto Delhi - U.P. Border is about 7.5 km. and there are five cross connections of Master Plan roads with Wazirabad Road. The first being the marginal bundh road (proposed to be constructed), road No. 66 (under construction), Loni Road, Road No. 64 (missing link with Wazirabad Road yet to be developed by U.P. - PWD), and Road No. 62 (partly encroached - yet to be constructed). From this it is seen that Loni Road is the only major road providing cross connection of G.T. Road and Wazirabad Road presently. The R/W of Loni Road as per MPD'62 and draft PDP'2001 is 45 mt. The alignment plan of this road has been prepared in three parts. Part I is from its junction with G.T. Shahdara Road upto the inter-section of Road No. 68. Part-II is from the inter-section of 68 upto Wazirabad road and Part III is from Wazirabad Road to Loni border. Part-I is already approved by the Authority vide Resolution No. 125 dt. 24-2-64 in file No. F. 5(286)/63-MP

2. The alignment plan for this road has been prepared based on the survey supplied by MCD. At present, two lane undivided carriageway is in existence at site. In the immediate phase six lane divided carriageway with 1.5 mt. wide centralverge is proposed in part II. Service Roads on either side as per standard cross section may be developed, later on, in the final phase.



Item No.11.

Sub: Spot Zoning of 1,2 & 3 Factory Road (Zone F-4)

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File No.F. 20(12)87-MP

The Land & Development Officer conveyed the decision of Govt. of India to release a portion of land measuring 3043 sq. mtr., 1571 sq. mtrs. and 1571 sq. mtr. in respect of properties numbering (old 3,4 & 5, Factory Road), belonging to Dang family, Ukil family & Gurcharan Singh family respectively. These 3 plots were allotted at the rear of the chunk of land giving approach through the existing 75' wide factory road and a 30' wide proposed road.

2. The matter was considered by the Authority vide Item No.150 dated 26-2-74, No. 46 dt. 30-7-76 and No. 150 dated 23-9-83. According to this decision it was resolved that the proposal for spot zoning of these 3 pieces of land on factory road area for residential use subject to the condition that the owners will not be allowed to sell this land without the prior approval of L.G., be approved. The Ministry of Urban Development vide D.O. No. 14/33/69 dated 26-11-85 from Sh. I.S. Chaudhary, JS(HS) communicated the revised location in favour of 2 parties. According to this plan, the location of the plots (2 & 3 new) to be allotted to Ukil family and Gurcharan Singh family were changed from rear to front portion abutting on 210' wide ring Road and the location of the plot allotted to Dang family remained the same as per the original position in the rear.

3. The Ministry vide their letter No. 14/33/69-LI(Vol.IV) dated 2-6-86 has directed DDA to issue public notice for change of land use from Government offices to 'Residential' with respect to the plot No. 3 old (1 new) released in favour of Dang family. As desired by the Ministry/public notice No.F. 3(54)/84-MP dated 4-4-87 has been issued and the matter is further processed separately.



Item No.12:

Sub: Change of land use of an area measuring about 22 acres from 'Agricultural green' to 'Public and semi-public facilities' (100 bedded hospital at Siraspur, in Alipur Block, Delhi.)

File No. 20(22)86-MP

A proposal has been recieved from the Director(Health Services), Delhi Admn. for change of land use of an area measuring about 22 acres from 'Agricultural green' to 'Public and semi-public facilities' for construction of 100 bedded hospital at village Siraspur Delhi, Alipur block. A copy of the site/location/<sup>plan</sup> laid on the table.

2. The proposal has been examined in this office and it has observed that the land use of the site under reference as per Master Plan 1962 is 'Agricultural Green Belt' and as per modified development plan PDP-2001 the land use is 'Wholesale and Warehousing' in which hospitals and health centres are not permitted. Hence, the change of land use is involved in this case.

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



Item No.13:

Sub: Planning & Development of area in between existing development of group housing societies and Road No. 43 (behind ordinance depot in zone H-4 & 5)  
File No. FR 1(2)86-Dir.(CP)

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The area between the existing development of group housing societies of zone H-4 & 5 and boundary wall of Ordinance Depot presently lying vacant was to be developed for extensive manufacturing with a provision of 'green buffer' in between the residential development and the proposed industrial development in the area as per Master Plan-1965.

However, during the plan period of the Master Plan the major portion of industrial area was occupied by Ordinance Depot and so remaining area could not come up as envisaged and the land remains vacant till date except the green buffer as envisaged in the plan has been partly developed.

2. The proposal was discussed in the Technical Committee meeting held on 23-1-87 vide item No. 10, where Secretary, DUAC desired that a comprehensive three dimensional model may be prepared for the entire facility area. It was decided that the V.C. along with Director(CP) and Chief Architect would have a look on similar models available in the office of the DUAC. Subsequently, Vice-Chairman, DDA along with Chief Architect, Director (CP), Director(DC&B) and other officers of City Planning Wing visited the office of DUAC and had a look on the schemes of similar nature under consideration with DUAC and it was felt that such exercise may not meet the requirement of the present case. Since, in the layout plan, the nature of facilities differ from each other, and unless the buildings are designed in detail, the three dimensional exercise for the plots to be allotted to organisations like Deptt. of Health, Electric Supply Undertaking, Police Deptt. etc. may not be feasible.



3. In a meeting held on 2-4-87 in the room of V.C. in which V.C. desired that the plan already prepared be put up for consideration and approval as it was noted that the Engineering Deptt. has already worked out the estimates of the scheme on the basis of the earlier approved plan which are the same now under consideration for approval. In case, any change in the scheme is proposed at this state, the whole development work will be delayed at least by 3-6 months. In view of above, the plan already approved is placed before the Technical Committee with following details:

4. As per draft modified Master Plan for the year 2001, the land use of this area (30 hec.) is public/semi public facilities in which a facility centre is to be provided (FC-57).

5. A scheme for the area under reference has, therefore, been prepared with the following land use break up:

Land Use

Total area of scheme	30.00 hac.	100%
Residential	2.52 hac.	8.40 %
Commercial	0.65 hac.	2.16 %
Public & Semi Public facilities	18.23 hac.	60.76%
Colleges	3.90 hac.	
Hospital(4)	9.70 "	
Nursing Home (3)	0.60 "	
Police Station	1.25 "	
Fire Station	1.10 "	
Telephone Exchange	0.80 "	
E.S.S. (33 KV)	0.40 "	
other commercial facilities	0.48 "	



Sub: Construction of 33 KV Electric sub-station by D.E.S.U at Minto Road. (File No.F. 13(44)82-MP)

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The building plans for the above electric sub-station are pending for sanction in the Building Department. The proposal as submitted by the DESU is for a four storeyed building having an electric sub-station on ground floor and other allied requirements at first, 2nd and third floor. The case was examined and it was observed that the proposal as submitted is not in accordance with the recommendations of the Technical Committee Meeting held on 16-11-84 where as per item No.6 a decision was taken that the ground floor plans may be sanctioned and released and DESU may reexamine and revise the proposal having the floor space to the extent required for incidental use to 33 KV sub-station.

2. Proposal for four storeyed building submitted by the DESU was examined and it was stated that the proposal is not in order as the DESU cannot have three upper floors for incidental use. The incidental use may be proposed on first floor equivalent to 25% of the ground floor coverage. Accordingly, DESU was requested to re-examine their Scheme and submit a revised proposal having the floor space to the extent required for incidental use to 33 KV sub-station. In response, the DESU vide their letter dated 5-2-87 mentioned that due to paucity of space on ground floor some of the essential requirements shall have to be provided on upper floors and floor-wise details are given below:

First floor: EHV (extra high voltage) System Planning and Analysis Rooms have equipment to analyse data on supply sources and on the distribution system and planning best source and supply/distribution arrangements. It analyses the information and send it to the field.

Second floor: Load Despatch and System Operation. This, as the name suggests, takes the data from the first floor takes action by load despatch equipment and system operation equipment.

Third Floor: PLCC (Power Line Carrier Communication) and VHF (Very High Frequency) equipment voice order check, supervision and advice.

*State Load  
Dispatch  
Centre*



Item No.15:

Sub: Change of land use from recreational to Institutional (Hospital)  
in Sports Complex, Raj Ghat.  
File No.F. 20(32)/82/M.P.

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The Delhi Development Authority prepared and implemented a comprehensive Scheme for the Sports Complex in an area measuring 110 acres located at the crossings of Ring Road and I.P. Marg. The Indoor Stadium and the Velodrome constructed in the Complex have been the main activity of the Sports Complex. Subsequently, it was felt essential that to support the said venues the provision of a suitable residential facility (Hotel) in the vicinity is necessary to facilitate not only the participants but also the visiting dignitaries, delegates and other officials. This was envisaged to be constructed in two phases as 9 storey building to be utilised in the form of a 'hotel'. The proposal was, subsequently, approved by the Authority vide its Resolution No. 45 dated 27-11-82 for the change of land use of the plot on which 9 storeyed block has been constructed from 'Recreational' to 'Commercial' (Hotel).

2. Thereafter, the matter was referred to the Govt. M/o Urban Development for approval of the Central Govt. under Section 11-A of the D.D. Act 1957 for inviting objections/suggestions. The Ministry examined the matter and conveyed their views and raised certain queries with regard to change of land use as approved by the Authority. The desired reply could not be submitted to the Govt. of India as necessary information was being collected.



DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

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. Punm, Chief Architect (H).          |            |
| 5.  | Sh. R.G. Gupta, Dir.(CP)                     |            |
| 6.  | Sh. J.C. Ghambir, Dir.(FPW).                 |            |
| 7.  | Sh. S.C. Gupta, Dir.(DC&B).                  |            |
| 8.  | Sh. R.D. Gohar, Jt. Director (UVC).          |            |
| 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

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|-----|--|
| 17. | Sh. D.S. Norawat, A.C.P.(Traffic).       |
| 18. | Sh. Ram Deo Sharma, A.C.P.(Sadar Bazar). |

Town & Country Planning Organisation:

- |     |   |
|-----|---|
| 19. | Sh. S. Bandyopadhyay, Associate Town Planner. |
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Special Invitees:

DESU

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

I.O.C. Ltd.

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

NATPAC

- |     |            |                 |
|-----|------------|-----------------|
| 27. | Sh. Jaidev | For item No.11. |
|-----|------------|-----------------|



Item No.1: Requirement of grid s/stn. for Mehrauli Mahipalpur Scheme, Vasant Kunj Residential Scheme.  
(F. 6(25)/85-MP)

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The matter was discussed in great detail and it was explained by Director(PP)/Chief Architect/Mr. Suri, D.E.SU. 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 Dhaura 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 Nangloi Syad.  
(F. 6(11)/85-MP(Pt.))

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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 Kashmir Gate area.  
(F.6(1)/85-MP)

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The proposal was discussed through a comprehensive plan of this area wherein a location for 220 KV s/stn. (0.337 hecets.) and a DTC Terminal site (0.66 hecets) 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.SU.
- (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/unloading 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.)

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The proposal was explained by Director(PP) and the officials of IOC. 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(OP) stressed that such uses should go to NCR.

2. Technical Committee 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 <sup>without</sup> / getting proper approval from the MCD. The Technical Committee asked the IOC officers to stop the construction immediately and get proper approval of MCD.

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)

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The matter was explained and it was stated that <sup>a</sup> 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 stn. building at Bara Hindu Rao -  
change of land use.  
(F. 8(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.)

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The proposal was explained by Director(CP) and alternate 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)

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It was stated that the land use of an area measuring 17.01 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.)

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The Technical Committee in its meeting held on 12-3-87 has approved 2 hecets. 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 hecets. 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)

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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.

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.

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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 NATEA C and Mr. L.R. Gupta, C.E., ISET bridge to study the proposal 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 Kolan 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 to the other side of this RUB. Therefore, it was suggested to have <sup>a</sup> 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) .....

Director(CP) stated that 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(DQ&B)/Director(CP) for existing site as well as proposed site.

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

.....

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

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This proposal was discussed in the Technical Committee meeting and subsequently the Architect discussed the matter in a meeting with V.C. along with 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.