

दिल्ली विकास प्राधिकरण

अनुशास Master Plan

निमित्त संख्या F.110189MP

दिप्पणी

20/10/89
7/8
पत्र-उपवहार

विषय

Draft minutes of the meeting of the
Technical Committee held on 27.2.89

पिछले संवत्

आव के संवत्

विकास नियंत्रण
सं. F-488
वर्ष 28-2-89
DD(MP)
SLB

EM
1/3/89

(1598)
23

ITEM NO.51

Sub: Construction of a dispensary at Khasra No.28/2/2/
land 18 biswas in village Madanpur Dabas Kanjhawala
Block.
(F13(4)/88-MP)

✓ The Technical Committee discussed the proposal and keeping in view that the proposed dispensary is in village Madanpur Dabas, Kanjhawala Block, approved the site and desired that this site should be integrated as part of the village development plan.

✓ 2. Further, the Technical Committee desired that a reference be made to M.C.D. requesting that they should prepare the development plan for rural villages as a number of requests are being put up by Delhi Admn. to provide facilities on the available land in the vicinity of these villages.

ITEM NO.52

Sub: Change of land use of an area measuring about 20 acres from 'rural use zone' to 'public & semi-public' facilities (100 bedded hospital) in village Poothkhurd, Alipur Block, Delhi.
(F.20(12)/85-MP).

✓ The Technical Committee observed that in the structure plan of urban extension forming part of PDP-2001 (Modified), both the locations of the proposed hospital i.e. in village Poothkhurd, Alipur Block and in Nangli Poona are located in 'agricultural green' area and do not affect any road system, and therefore, an area measuring 3.7 hact.(8.07 acres) may be utilised for the location of a hospital on the basis of the standards laid down in PDP-2001 and the remaining area be kept as green. *The Technical Committee approved it accordingly.*

ITEM NO.53

Sub: Construction of police station in village Jaffarpur land measuring 19 bighas of kh.nos.139.
(F.3(59)/87-MP)

Refer
✓ The Technical Committee observed that the proposed police station in village Jaffarpur is in the vicinity of a 100 bedded hospital, earlier proposed by Delhi Admn. Also, there is a proposal of construction of Industrial Training Institute by Delhi Admn. in the same area. Therefore, it was desired that Delhi Admn. should prepare a comprehensive plan integrating all the three activities alongwith the service plans.

ITEM NO.54

Sub: Norms for sanction of building plans in Mangolpuri Industrial Area Phase-II.

(PA/DD/TT/86/1141)

The proposal was discussed for the construction of basement and mezzanine floor on various sizes of industrial plots forming part of Mangolpuri Industrial Area Ph-II. The Technical Committee was of the opinion that the basement and mezzanine floor may be constructed provided proper safeguards are taken by the individual so as not to damage the adjacent properties and the buildings are not constructed in a haphazard manner. The Technical Committee, therefore, approved the standard plan as prepared for location of basement and mezzanine floor.

ITEM NO.55

Sub: Request for approval of 400 KV line to be erected by National Hydroelectric power corp'n. ltd. within Delhi U.T.
(F.6(3)/88-MP)

The proposed route alignment of 400 KV line was considered by the Technical Committee and approved subject to necessary clearance from the concerned agencies as mentioned in para 3 of the agenda.

ITEM NO.56

Sub: Construction of DTC terminal at Panjabi Bagh.
(F.5(62)/87-MP).

The proposal for construction of DTC Terminal was discussed in detail with reference to provision of similar facilities around this area. The Technical Committee decided that there is 'no objection', for construction of the DTC Terminal at this site which is already earmarked for this purpose in the over all layout plan of this area.

ITEM NO.57

Sub: Allotment of land for Bus Terminal at Madhuvan Chowk (Rohini) to D.T.C. for nodal interchange.
(F.24(6)/88-Instl.)

The case was discussed in detail, it was observed that the street picture of outer Ring Road should be given proper importance and the proposal

✓ of a Nodel Terminal be re-examined to offset unsightly structures towards Ring Road. Also, the detailed proposal ^{being} of terminal be examined.

ITEM NO.58

Sub: Allotment of a site for LPG storage godown in Ajmeri Gate UT Delhi to BPCL.
(F.13(53)/87/CRC/DDA).

✓ The policy in regard to the location of gas godowns in the urban area of Union Territory of Delhi was discussed in detail. The Technical Committee was of the opinion that (i) the number of gas godown sites cannot be restricted to a limit of 201 by 2001, and therefore, it desired that the basis of one gas godown for population of 40,000 be examined and put up.
✓ (ii) Keeping in view the study above, a detailed exercise be taken up to ascertain the requirement of additional gas godown locations. While doing this exercise, the representative of the Oil Companies may also be associated.
✓ (iii) Regarding the operation of number of agents from one gas godown, the matter may be left to the ~~concerned~~ State Coordinator/Oil Company to deal with.
✓ (iv) As the gas godown sites are to be on permanent basis, if there is any such site which needs to be re-located, may be examined provided the alternate area is available.

✓ In the light of the above decision and on the basis of the details given under the items 58 A, 58B, 58C and 58D, the proposed sites were approved.

ITEM NO.59

Sub: Allotment of Gas Godown and SKO/LDO site to IOC in Patpar Ganj area, Delhi.
(F.13(88)/85-MP)

✓ The proposal was examined and the site was approved for this purpose.

ITEM NO.60

Regd. File
Sub: Peripheral sewerage scheme for Sarita Vihar.
(F.23(39)/86-Instl.).

The Technical Committee observed that the case has already been examined and approved by the Screening

✓ Committee in its meeting on 3.12.87. The Technical Committee, therefore, endorsed the decision of the Screening Committee.

ITEM NO.61

Sub: 220 KV Electric sub-station site near Wazirabad and approval of Tower line route.
(F.29(43)/85-Instl.)

The Technical Committee examined and approved the proposal of the site measuring about 400 mtrs. x 250 mtrs. (10 hecets.) for 220 KV Electric Sub-Station.

ITEM NO.62

Sub: Route alignment of 33 KV overhead lines from proposed 220 KV sub-station at Shalimar Bagh to 33 KV sub-station at Wazirabad Industrial Area and Hyderpur 33 KV sub-station.
(F.6(2)/85-MP Pt.)

✓ The proposal of the route alignment of 33 KV lines along Yamuna Canal was discussed in detail. After going through the cross-sections which indicates the space for widening of canal, if there is need in future, the location of the pylons have been indicated. Therefore, Technical Committee finds no objection for approval of the proposed route alignment.

ITEM NO.63

Sub: Electrification of Group Housing Societies at Geeta Colony.
(F.9(2)/88-TYA).

✓ The Technical Committee approved the proposal.

ITEM NO.64

Sub: Alignment plan of Luthian Marg from S.P.Mukerjee Marg crossing to ISBT crossing integrating the junction and intersection design of all major roads as detailed therein.
(F.5(34)/87-MP)

Refused
✓ The alignment plan put up, was discussed in detail and the Technical Committee observed that the proposal near Ritz Cinema may ~~bet~~ solve the traffic problems, and therefore, desired that the case should be re-examined having alternative proposal including grade separators, keeping in view the over all circulation pattern between Ring Road and Railway Station.

ITEM NO.65

Sub: Revised alignment plan of Mehrauli Gurgaon road from Andheria Mor to Delhi Gurgaon Border (Aya Nagar).

(F.5(37)/85-MP) Pt.)

The Technical Committee observed that the proposal put up is for a small stretch of road and desired that a total proposal should be put up which should include the details of the affected properties, ~~trees~~, and ~~the land use~~.

ITEM NO.66

Sub: Acquisition of land for construction of two Ranny wells along left forward bund North of Road No.59 Wazirabad.

(F.14(23)/88/CRC/DDA).

✓ The Technical Committee approved the proposal of acquisition of land for two Ranny wells.

ITEM NO.67

Sub: Layout plan for flatted factories complex at Kirti Nagar.

(PA/Jt.Dir.(Plg.)II(2)/88)

✓ The Technical Committee observed that if the land under reference is not developed immediately it is likely to get encroached. The Technical Committee approved the proposal of flatted factories alongwith other ancillaries requirement in conformity with the land use as shown in PDP-2001.

ITEM NO.68

Sub: Acquisition of land for PTC & PTS at Jharoda Kalan, Delhi.

(F.3(231)/67-MP)

✓ After going through the reply received in this connection, the Technical Committee approved the proposal for acquisition of 9.3 acres of land in Jharoda Kalan for expansion of PTC & PTS.

ITEM NO.69

Sub: Identification and earmarking of the sites measuring about 250 sq.mts. each in the larger green areas in different parts of Delhi for running of country liquor vends in temporarily tubular and improvise structures.

(F.3(52)/88-MP)

✓ After detailed discussion, the Technical Committee deferred the case and desired that Director (DC&P) should discuss this matter with Excise Commissioner with request to the observations already made by the Technical Committee in its meeting held on 22.11.88.

ITEM NO.70

- Sub: (a) Conceptual planning and designing of metropolitan passenger terminals in Delhi.
(b) Location of metropolitan passenger terminal/ Internal Container Depot at Tughlakabad.

After detailed discussion on different aspects of utilisation and development of land of integrated terminal it was desired that after receiving the comments of Railways as mentioned at para 3(II) of the Agenda, the case be discussed in a special meeting for detailed deliberation only on this proposal.

ITEM NO.71

- Sub: Allotment of land to Delhi Orthodox Diocesan Council in Mayur Vihar Institutional area for construction of Church.

(F.5(1)/82-LSB (Instl.))

The Technical Committee approved the proposal of construction of Church on the site allotted and desired that the plot be marked as part of layout plan.

ITEM NO.72

- Sub: Tri junction design of Road No.50 (NH-I) 45 and 59 Wazirabad Road).

(F.5(83)/79-MP)

After detailed discussion, the Technical Committee desired that the proposal of Tri-junction should be worked out in complete details with proposal of clover leaf etc. for free and smooth traffic movement from different directions.

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

Signature

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

Agenda for the meeting of Technical Committee
to be held on Monday, the 27th February, 1989 at 9.30
A.M. in the Conference Room of Delhi Development
Authority, 5th Floor, Vikas Minar, I.P. Estate, New
Delhi.

<u>Sl.No.</u>	<u>Subject</u>	<u>Page No.</u>
51.	*Construction of a dispensary at Kh. No. 2/2/ land 18 Biswas in village Madanpur Dabas, Kanjhawala Block. F.13(4)/88-M.P.	1
52.	*Change of land use of an area measuring about 20 acres from 'rural use zone' to 'Public & Semi Public Facilities(100 bedded Hospital) in village Poothkhurd, Alipur Block Delhi. F.20(12)/85-MP.	2 to 3
53.	Construction of police station in village Jaffarpur land measuring 19 bighas of Kh. no.139. F.3(59)/87-MP.	4 to 5
54.	Norms for sanction of building plans in Mangolpuri Industrial Area Ph.II. PA/DD/TT/86/1141.	6 to 7
55.	Request for a tentative approval of 400 KV line to be erected by National Hydro- electric power corporation Ltd. within Delhi UT. F.6(3)/86-MP.	8
56.	Construction of DTC Terminal at Punjabi Bagh. F.5(62)/87-MP.	9 to 10
57.	Allotment of land for Bus Terminal at Madhuvan Chowk(Rohini) to D.T.C. for model interchange. F.24(6)/88/Instt.	11
58.	Location of existing gas godown sites with in urban limits of Delhi. F.7(2)/87-MP. + F.7(40)/84-MP.	12 to 13
58-A	Allotment of a site for LPG storage go- down in Ajmere Gate U.T Delhi to BPCL F.13(53)/87/CRC/DDA.	16
58-B	Allotment of two gas godown sites for Sarita Vihar/Badarpur Area. F.13(82)/87-CRC.	

Agenda
was not prepared.
The file was put up.

CR. 13(97) 85/CRC/1989

58.B	Allotment of a site for LPG/storage godown in Badarpur U.T. Delhi. F.13(5)/87-/CRC/DDA.	17
58-C	Allotment of land for Gas Godown for Rani Bagh Shakur Basti Saraswati Vihar area to I.O.C. F.13(19)/88/CRC/ DDA.	18
58-D	Allotment of gas godown site no.2 at Basant Vihar near Priya Cinema for further distributorship of capt. S.L. Sharma. F.13(78)/87/CRC/DDA.	19
59-A	Allotment of gas Godown and SKO/LDO site to I.O.C. in Patparganj Delhi. F.13(88)/85-CRC.	20 to 21
59-B	Allotment of 15.0m X 20.0m site for storage of SKO/LDO on lease basis to Indian Oil Corporation in Trnas Yamuna Area for Dealership of Sh. Benam Singh. F.13(97)/87/CRC/DDA.	22 to 23
60.	Peripheral Sewerage Scheme for Barita Vihar. F.23(39)/86-Instt.	24
61.	220KV Electric sub- station site near Wazirabad and approval of Tower Line Route. F.29(43)/85-Instl.	25 to 26.
62.	Route alignment of 33 KV overhead lines from Proposed 220 KV sub Station at Shalimar Bagh to 33 KV sub stations at Wazirpur Industrial Area and Hyderpur 33 KV sub station. F.6(2)/85-MP Pt.	27 to 29
63.	Electrification of group housing societies at Geeta Colony. F.9(2)/88/TYA.	30
64.	Alignment plan of Luthian Marg from S.P. Mukerjee Marg crossing to ISBT crossing intergarting the junctions and inter-section design of all Major road as detailed there in. F.5(34)/87-MP.	31 to 34.
65.	Revised alignment plan of Mehrauli Gurgaon Road from Andheria Mor to Delhi Gurgaon Border(Aya Nagar) F.5(37)/85-MP Pt-I	35

66. Acquisition of land for construction of two Ranney Wells along left forward bund North of Road no. 59 Wazirabad. 36 to 37
F.14(23)/88/CRC/DDA.
67. Layout plan for flattened factories complex at Kirti Nagar. 38 to 39
PA/Jt.Dir.(Plg.) II(2)/88.
68. Acquisition of land for PTC & PTS at Jharoda Kalan Delhi. 40
F.3(231)/67-MP.
69. Identification and earmarking of the sites measuring about 250 sq. mtrs. each in the larger green areas in different parts of Delhi for running of country liquor vends in temporarily, tubular and improvise structures. 41 to 42.
F.3(52)/88-MP.
70. Conceptual planning and design of Metropolitan passenger terminals in Delhi setting up of directional terminal in Delhi area and passenger cum goods terminal at Holambi Kalan. 43 to 46
(a) PA/DD/PP/86/1864.
- (b) Location of Internal Constainer Depot at Tughlakabad.
F.1(34)/89/Dir.(PP)
71. Allotment of land to Delhi orthodox Diocesan Council in Mayapuri institutional area for construction of Church.
F5(1)/89-LSB instl.
72. Tri Junction design of road no 50 (NH-I) 45 and 59 (Wazirabad road)
F5(83)79-MP.

Sub: Construction of a dispensary at khasra no. 28/2/2 land
13 biswas in village Madanpur Dabas, Kanjhawla block
F-13(4)88-MP

Addl. Dir. Health Services vide his letter no. F.12(77)/44/DHS/P&S/28367 dt. 29.8.88 had requested the issue of NOC for construction of a dispensary building at village Madanpur Dabas (Khanjawala block) The gaon sabha has made available the plot of land measuring 18 biswas approximately at khasra no. 2242/2.

The case has been examined in the PPW of LDA for this 1395 sq.mtrs. of proposed land in village Madanpur Dhabas and the observations made are as follows:

- i. Village Madanpur Dabas in North West Delhi is part of the urban extension proposed in the Draft MPD Perspective-2001.
- ii. From the site plan submitted by the Director of Health Services, Delhi Admn. it appears that the proposed dispensary falls in the residential use of the structural plan approved by the Authority. Further it is noted that it is part of phase IV of urban extension.
- iii. According to Draft MPD-2001 one dispensary site is proposed for every 15,000 population within an area of 800 to 1200 sq.mt. (average 1000 sq.mt.) In the Draft MPD-2001 certain villages have been identified as growth centres depending on their growth rate and road linkages for location of health facilities, markets, schools and rural industries. Village Madanpur Dhabas does not form part of the list of proposed growth centres.
- iv. As per the existing practices of land acquisition, development and disposal followed in Delhi Clearance for locating a dispensary site in the village Madanpur Dhabas does not seek favour. In fact, village 'Jaunti' which is a better location in terms of road linkages may be considered as an alternative for locating of the dispensary site.

It is also observed that the dispensary should found part of the village development plan.

The case is now put up for the consideration of the Technical Committee.

Item No. 52

Sub:- Change of land use of an area measuring about 20 acres from 'rural use zone' to 'Public & Semi Public facilities' (100 bedded hospital) in village Poothkhurd, Alipur Block, Delhi.

F.20(12)/85-MP.

Authority vide Resolution No.90 dated 29.12.86 had been approved the change of land use of an area measuring about 20 acres from 'rural use zone' to 'Public and Semi Public Facilities' (100 bedded hospital at village Poothkhurd, Alipur Block, Delhi) on the request of Directorate of Health Services Delhi Administration. The same was referred to the Ministry of Urban Development to convey the approval of the Central Government under Section 11-A of DDA Act 1957 to issue a Public Notice for inviting objection/suggestion. The Ministry of Urban Development in response asked to clarify whether DDA has agreed to the change of land use for the 100 bedded hospital at Village Poothkhurd, Alipur Block, Delhi, in lieu of the land at Nangli Poona village and in case the DDA has agreed to this proposal its views on the use of land at Nangli Poona which is already earmarked for hospital and the land use has been changed.

2. The matter has been examined by the Director PPW and it is observed that the location of the proposed 100 bedded hospital has been in lieu as per the structure plan of the urban extension, approved by the Authority on 30.6.87. The land proposed for two hospital falls in the Agricultural Green area and does not affect any road. Area measuring 20 acres, proposed for 100 bedded hospital and approved by

the Authority is too much in size compared with the recommendations of PDP-2001 (Modified). According to which an area of 3.7 hect. (8.07 Ac) is proposed for 200 bedded hospital.

3. However, under these circumstances it is suggested that while issuing 'no objection' we may emphasize that the extra area of the proposed hospital be left open for future expansion.

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

Sub:- Construction of Police Station in Village Jaffarpur land measuring 19 bighas of kh.nos. 139.
F.3(59)/87-MP.

Dy. Commissioner of Police forwarded a request for allotment of a site for police station at Jaffarpur Kalan. He had also mentioned in his letter that this police Station was required on the basis of the recommendation of a committee for creation of various Police Stations for proper working of Delhi Police. A site was selected bearing kh. no.139 (15 bighas) in the revenue estate of village Jaffarpur Kalan. The lands belong to Gram Sabha of the Village which has agreed to give the land for the purpose and require no objection certificate from DDA from the land use point of view.

2. The case has been examined and it is observed that the site which is about 1200 sq. mtrs. in area is proposed to be utilised for Police Station and staff quarters. It was also observed that proposed site is out side the urban extension and as per MPD-2001, this will fall in rural use zone. The site is adjoining 100 bedded hospital of 7.9 hect. for which change of land use has already been notified and is under construction.

3. The case was put up to the Technical Committee on 24.3.88 and the Technical Committee decided that (i) DCP (L) shall forward the drawing of the proposed construction/ detail programme of development for this site. (ii) The area to be served by the station be submitted and (iii) views of MCD be invited on the proposal.

DCP(HQ) has informed (Annexure. ...) on 1.11.88 that the preparation of plans etc. would not be possible unless the land is handed over to them. The views of MCD are also indicated in the Annexure dated 7.7.88) in which they have stated that there is no objection to the proposal.

4. The case has again been examined and it is observed that the area required is to the extent of 1.2 hect.

and the site is located beyond the proposed urban extension 2001, it may be considered for approval if the approach is provided by the road going to Rawata. It will also require change of land use from rural to institutional.

5. The case is now put up for consideration of Technical Committee.

Appendix 'A' to Item No.53

A1

OFFICE OF THE COMMISSIONER OF POLICE DELHI

No.26639/A.III

Dated:1.11.88

To

The Dy. Director(MP)
DDA, Vikas Minar,
I.P. Estate,
New Delhi.

Sub:- Allotment of Gram Sabha land for P.S. and staff quarters at Jaffarpur Kalan, change of land use.

....

Sir,

With reference to your letter no.F.3(59)/87-MP/912 dated 28.7.88 on the subject cited above, I am to furnish below the requisite information (page-wise) as desired.

1. DCP(L) shall forward the drawing of proposed constructions/detailed programme of development for this site. It is not possible for PWS to prepare the drawings/plans of proposed police station and staff qus. at the site in question unless it is allotted handed over to us and surveyed by PWD. A location plan showing the proposed site of the police station is enclosed.
2. The area to be served by the station be submitted. Police Station Jaffarpur Kalan has been carved out from Police station Najaf Garh and it covers an area of 57 sq. kmtrs. approximately. The boundaries converging the villages under this police station is mentioned in the enclosed Annexure.
3. View of MCD invited on the proposal. The Town Planner, MCD, vide his letter No.TP/G/1233/88/dt. 7.7.88 has already given no objection for the proposed Police Station bldg. at the proposed site.
2. It is therefore, requested that necessary certificate about the change of land use as already requested may kindly be furnished to the A.D.M. Cum-Director(Panchayat) Room No.157, 1st Floor, Tis Hazari Courts Bldg. Delhi direct at the earliest so as to enable him to issue allotment of the land for the mentioned Police Station for which the we are in dire need.

Yours faithfully,

Sd/-

(KANWALJIT DEOL)

DY. COMM. OF POLICE HQ :II

DELHI.

Encl: As above.

Copy in continuation of this Hdgrs. endst. No. 19084-88/AIII, dated 19.7.88 forwarded for necessary action to:-

1. The Jt. Secretary (Home) DA, with reference to Admn's letter No. F.9(58)/88/HP.II dt. 13.7.88.
2. The Suptdg. Engineer (PWD) Circle-III LA, New Delhi.
3. The Ex. Engineer (PWD) Divn. No. X-I, LA, New Delhi.
4. The A.D.M.-Cum-Director (Panchayat) Room No. 157, 1st floor, Tis Hazari Courts, Delhi. He is requested to issue necessary allotment of the land in question on priority.
5. The DCP/South West Distt. Delhi.

(KANWALJIT LEOL)
DY. COMMISSIONER OF POLICE, HQ-II
/Nsnegi/ DELHI. 28.10.88.

B1

MUNICIPAL CORPORATION OF DELHI
(Town Planning Department)

Nigam Bhawan Kashmere Gate,
Delhi-6

No.TP/G/1233/88

Dated:7.7.88

Dy. Director(Master Plan
Delhi Development Authority,
Vikas Minar,
I.P. Estate,
New Delhi.

Sub:- Allotment of Gram Sabha land for police station
and staff quarters at Jaffarpur Kalan change of
land use (Reg. views of M.C.D. thereto).

.....

Sir,

This is with reference to letter No.13346/A.III dated
27.6.88 from D.C.P. H.Q. II on the aforesaid subject.

The matter was earlier considered by the Technical
Committee of D.D.A. and views from Town Planning Department
of the Cooperation have been desired. The matter has been
looked into and following observations are made in this
regard.

The site suggested for construction of police station,
is adjacent to the site of Hospital for which the D.D.A. has
already approved change of land use for purpose of cons-
truction of Hospital. The layout plan for Hospital has also
been approved by the standing Committee of the Corporation.

In view of the above, from planning point of view,
there appears to be No Objection for construction of Police
Station, on the piece of land adjacent to the Hospital.
The access to proposed police station should be from Bawata
Road. It may be desirable to maintain the right of way of
this road as 100 ft.

In view of the above, the matter may be re-considered
by the D.D.A. for change of land use as proposed by Delhi
Police.

(D.D. Mathur)
Town Planner.

Copy to:-
Mrs. Kanwaljij Deol,
Dy. Commissioner of Police(II),
MSO Building, I.P. Estate,
New Delhi, for information please.

Item No. 434

Sub: Norms for sanction of building plans in Mangolpuri Industrial Area Phase II. PA/DD/TT/56/141.

Mangolpuri Industrial Area Phase II was developed predominantly for the settlement of traders affected by Zakhira fly over proposal. The layout of this area was approved by VC except for block E. There are about 919 plots of different sizes in block A, B, BA, BC & C and 149 plots in block D reserved for the resettlement of fodder traders. The proposed norms were considered in the TC meeting held on 11.5.87 and it approved the norms like ground coverage, FAR number of FAR and set backs etc. to be followed.

Mangolpuri Industrial Area Phase II designated all light and service industries permissible in the Master Plan and PDP-2001 except fruit, cold storage, chemicals, rubber, paint, varnishes, petroleum products and pollutant industries. The uses were not to be applicable in block D&E meant for shifting of fodder market and marble traders respectively. The decision of the TC has so far not been approved by the Competent Authority i.e. VC, LDA.

Jt. Dir. (Bldg.) vide his note dt. 2.1.87 has reported that out of a total number of 1083 industrial plots about 236 owners of the plots of various size have started construction without the sanction of building plans. Notices were also issued and the Chairman of the Federation of Zakhira Association who were present in the office of the LDA agreed to direct all the plot owners to submit the plans for regularisation / sanction within 60 days along with necessary documents etc.

The norms approved by TC were examined and there were certain modifications suggested to be carried out keeping in view the recommendation of MPD-62, PDP-2001 and the public notice issued by the Jt. Dir. (Inds.) for auction of these plots to be held on 20-23 Feb. 1988.

The basic issue involved is whether to allow or not the basement / mezanine floor, units having plot area of 10-20 sq.mtrs. some of which have already been constructed the same without sanction of the building plans. A standard design for 10-20 sq.mt. size of plot with a provision of basement and mezanine floor to be approached by steel ladders has now been prepared for consideration. The design is feasible and will also cover those plot owners who have constructed the building without the sanction of their building plans.

The case is now put up for consideration.

Sub: Request for a tentative approval of 400 KV line to be erected by National Hydroelectric power corporation Ltd. within Delhi UT. F.6(3)86-MP

M/s National Hydro Electric Power Corpn. Ltd. (A Govt. of India enterprise) vide letter no. NH/TCS/NJT/YNR Forest/88 dt. 2.8.88 addressed to Engineer Member, DDA has put up a proposal regarding the subject cited above (Placed on table).

The case has been examined for the proposed route alignment of 400 KV Tower line and the observations are as follows:

1. The proposed D/C Tower line connects the proposed 400 KV ESS at Bawana in Delhi Union Territory. An electric sub station of 400 KV at Bawana is proposed in draft MPD-2001. The case has earlier been examined by the TC in its meeting held on 22.8.86 in which the location of 400 kv ESS earlier proposed as part of Urban Extension plan was modified to accommodate DESU's view points (refer Annexure). The new site of ESS (550 x 750 mt.) which was agreed to in principle by the TC is shown in the plan laid on the table. Accordingly, the location of the ESS at Basana as shown by NHEPC may be required to be suitably modified.
2. The National Hydro Electric Power corporation has shown in their proposal the proposed route alignment of 400 KV tower line. In this area a 220 KV line is already existing. Since there are minimum standard set backs which are to be left for the power line it is appropriate that the distance between the existing 220 KV line and the proposed 400 KV line be kept as minimum as possible. NHPC, may therefore, like to modify the route alignment of the proposed 400 KV tower line.
3. The detailed project indicating the size of towers the distance between two towers and height of each tower etc. have to be submitted while taking up their actual development works on site. DDA can only consider the approval of the proposed 400 KV tower line conceptually subject to approvals from other department like DESU, Delhi Admn., DUAC & Deptt. of Environment.
4. The case is now put up for consideration of the Tech. committee.

Sub:- No Objection for land use for 400 KV sub-station at Bawana, Delhi.

F.6(3)/86-MP.

A proposal has been received from DESU for the issue of No Objection for the construction of 400 KV Sub-Station at Bawana Delhi.

2. The proposal has been examined and it is observed that earlier Authority vide its resolution no. 116 dated 16.3.84 approved three sites for the construction of 400 KV Sub-station in Delhi including the site in question.

3. Executive Engineer(DESU) has submitted that because of existing bricklines in surrounding area, there are some problems. On further discussion with Sh. Shri, Exen. he has informed that dust from the brick lines causes a dust layer on transformers which results in disruption of power supply. An alternate site has been suggested along western Yamuna Canal and near to main power line. This alternate site measuring 550 MX 750 falls within the residential area planned for further extension. A copy of the plan indicating the location is laid on the table.

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

DECISION

The representative of DESU was present and explained the project. Technical Committee agreed in principle for 400 KV Sub-Station on the site proposed measuring (550 MX 750 M) as the site earlier approved was near to the Air Force Helipad and required clearance was not available. However, the Tech. Committee desired that a layout plan of the total site be got approved from DUAC and alignment plan for High Tension line be worked out and be got approved.

Sub:- Construction of DTC terminal at Punjabi Bagh.
F.5(62)/87-MP.

A request was received from DTC for No Objection to construct a terminal in 1 acre site at Punjabi Bagh along with ring road near existing club. The land under reference forms part of co-operative house building society Punjabi Bagh. This was allotted in the year 1969 for construction of sub-depot/terminal facility for commuters. Subsequently the case was discussed in a meeting held under the chairmanship of Chairman and Managing Director DTC on 10.12.87 because of a petition filled by plot owners of the society in Delhi high court against the construction of DTC terminal. In this meeting it was decided to obtain a 'no objection certificate' for construction of the terminal from DDA. The bus terminal site, as proposed falls in zone G-10. The detailed circulation plan prepared by DTC having an area of 145 ft. x 30 ft. & 65ft. x 31 ft. block is proposed to be constructed for operational, monitoring issue of tickets, passes and routine facility for public and crew conveniences. The total ground coverage proposed is around 4% of the block area.

2. As per MPD-62, approved zonal plan and draft PDP-2001 this area is earmarked for district park, play ground and the open spaces. According to provisions bus terminals is a permitted activities.

The case was considered in the Technical Committee on 31.8.88 and it was observed that the proposal may be examined keeping in view the provision of master plan/zonal plan and the feasibility of the site under reference.

3. The site under consideration was inspected and it was observed that there is an existing DTC terminal at

Raja Garden which serve the surrounding areas of Raja Garden, Vishal Enclave, Ramesh Nagar, Ball Nagar etc. which is at a distance of about 1.5 kms. towards the south near the intersection of Najafgarh road and ring road. There is another DTC sub terminal at a distance of 1.5 kms. at the northern side at the inter-section of Rohtak Road and ring road known as general store crossing. This terminal serves the neighbouring areas of Pubjabi Bagh, Shivaji Park, etc. In this terminal buses are parked on the service road within the road R/W there is no separate bus terminal. The proposed terminal site under consideration is at the junction of of ring road, and the road, leading to Madipur and falls between the above said sites. It will serve mainly west Pubjabi Bagh and Madipur colonies. The existing Pubjabi Bagh Club is just across the 24 mt. R/W road in front of the bus terminal site.

4. Although the location of the site is not very ideal from the planning point of view but keeping in view the requirement of bus terminals and the limitations of availability of land in this area, the site as proposed could be considered for bus terminal. The entry to the bus terminal as proposed in the detailed plan(Placed on the table) is not desirable as it is very near to the junction of Ring Road. The entry and exist points may be kept adjacent to each other as indicated in red on the plan, with this, the distance between the junction and the entry/exist point will be around 70 mt. or so.

5. The case is now put up for consideration of Technical Committee for approval and issue of NOC to DTC.

Sub:- Allotment of land for Bus Terminal at Madhuvan Chowk(Rohini) to D.T.C. for nodal interchange.
F.24(6)/38/Instt.

The case was discussed in the Technical Committee meeting held on 18.10.88 and the committee decided to re-examine the bus depot site located in the vicinity of city centre of Rohini. The matter has been examined by the project planner Rohini and he has observed that the particular site has now been considered for the recreational/landscaping/land mark of Rohini as decided in the site inspection of VC DDA in the month of September, 1988 and the alternate site for Nodal terminal site has been suggested near to the DTC bus Terminal in public and Semi public facility area no.1 which is adjacent to the District Centre site. The Nodal terminal site is adjacent to the existing site of DTC bus terminal by taking these both the sites. DTC will get the advantage of common facilities for Nodal Terminal well as the bus terminal.

Accordingly by this proposal an area measuring about 1.5 hect. (approximately) will be used under the District Centre site of the plan duly earmarked, the site

Technical Committee

Centre site. A copy of the plan is placed under reference (Laid on the table).
3. The matter is placed before the Technical Committee for its consideration.

Item No.57

- 11 -

Sub:- Allotment of land for Bus Terminal at Madhuvan Chowk(Rohini) to D.T.C. for nodel interchange.
F.24(6)/88/Instt.

The case was discussed in the Technical Committee meeting held on 18.10.88 and the committee decided to re-examine the bus depot site located in the vicinity of city centre of Rohini. The matter has been examined by the project planner Rohini and he has observed that the particular site has now been considered for the recreational/landscaping/land mark of Rohini as decided in the site inspection of VC DDA in the month of September, 1988 and the alternate site for Nodel terminal site has been suggested near to the DTC bus Terminal in public and Semi public facility area no.1 which is adjacent to the District Centre site. The Nodel terminal site is adjacent to the existing site of DTC bus terminal by taking these both the sites. DTC will get the advantage of common facilities for Nodel Terminal well as the bus terminal.

Accordingly by this proposal an area measuring about [redacted] sq. ft. (approximately) will be used under the District [redacted] of the plan duly earmarked, the site

Technical Committee

Sub : Policy and location of existing gas godown
sites within urban limits of Delhi.

1. Authority vide its resolution no. 34 dated 8.5.80 took note of the existing gas godown sites in the urban limits of Delhi and resolved as under :-

- i) The plot size of gas godowns are standardised to 3 categories viz. 40' x 30' (1000 kg. capacity), 54' x 54' (2000 kg. capacity), 66' x 86' (8000 kg. capacity) including chowkidar hut of 10' x 15'.
- ii) The gas godowns may be grouped wherever possible.
- iii) Gas godown sites located as permanent sites in Master Plan recreational areas unsuitable for useful development.
- iv) The sites be allotted to oil companies on the lines of petrol pump sites.

On the basis of Authority resolution referred above, and the objection raised by Delhi Fire Service for chowkidar hut within the compound wall of gas godowns, so far a total number of 182 gas godowns have come up (most of them are with a provision of separate chowkidar hut of 1.75 x 4.5 mts. while 14 approved sites in the various Planning Divisions are available but yet to be allotted/constructed upon.

2. Delhi Development Authority had prepared PDP-2001 approved vide its resolution no. 79 dated 30.6.87 and has subsequently been submitted to Government of India for its approval. In PDP-2001 it has been proposed that one gas godown site of 8,000 kg capacity would meet the requirement of 40,000 population in a plot size of 520 sq.mts i.e. 20mt x 26 mts. inclusive of chowkidar hut.

3. L.G. Vide his orders dated 3.1.89 has approved the following :

" The matter was discussed with Shri P.S.A. Sindaram, Jt. Secretary(EH), Ministry of Urban Development. As ascertained from him, in Bombay the allotment of petrol pump and gas godown sites is being made on a permanent basis at twice the rate charged from schools. Since the Ministry of Urban Development has indicated revised rates for various areas for allotment of school sites, it is proposed that double the rate be charged from the public sector oil companies for allotment of petrol pump and gas godown sites. While the schools are entitled to playground on licence fee basis, the same cannot be allowed in the case of petrol pumps and the entire area to be allotted as per planning standards will have to be charged for. As far as the old sites are concerned, all the sites should be put up to the Screening Committee of the DDA to scrutinise whether the existing sites can be allotted on a permanent basis or should be shifted to the adjacent areas keeping in view the land use and aesthetics of the area in mind ".

4. A study of existing gas godown sites within the urban limits (excluding Rohini) has been conducted (details annexed Annexure-I) wherein it has been noted that against the total requirement of 201 gas godowns within the urban limits, 182 are already existing and 14 number of approved sites are still available to be allotted upon/constructed.

5. It is further revealed though against the total requirement of 201 gas godown sites for a projected population of the year 2001, as per PDP-2001, there are 182 existing/approved gas godowns including 28 of 4000 kg cap acity and 14 approved sites available in the various parts of Delhi thereby leaving a deficiency of 5 gas godown sites within the urban limits of Delhi. However, some of the Planning Divisions like, B, C, D, E & H are short of 3, 2, 2, 22 and 1 (total 30) sites respectively out of which some are under consideration with the Technical Committee for a decision.

- A. Allotment of a site for LPG storage godown in Ajmeri Gate UT Delhi to BPCL (File No. F.13(53)/87/CRC/DDA).
- B. Allotment of a site for LPG storage godown in Badarpur, U.T. Delhi (File No. F.13(5)/87/CRC/DDA).
- C. Allotment of land for gas godown for Rani Bagh/Shakur Basti, Saraswati Vihar area to IOC (File No. F.13(19)/88/CRC/DDA).
- D. Allotment of Gas godown site no. 2 at Basant Vihar near Priya Cinema for further distributorship of capt. S.L. Sharma (File No. F.13(78)/87-CRC/DDA) (A. case of readjustment in the plan of the approved site due to site conditions).
- E. Allotment of gas godown site to HPC for Smt. Sudha Kumar in Sarita Vihar (File No. 13(82)/87/CRC)

6. The case is placed before the Technical Committee to consider the following issues :

- i) Whether the Master Plan for gas godown be prepared on the basis of norms prescribed in PDP-2001 for the projected population of 2001.
- ii) The existing gas godowns may be utilised by the oil companies to make supply to its additional agents.
- iii) Where number of existing gas godowns is more than the required number, the unsuitable existing godowns are closed down.
- iv) To take decision about the pending decisions referred in para '5' above and the allotments/handing over of sites approved by the Technical Committee but not yet commissioned.

POSITION OF G.S GODOWNS SITES AS PER PLANNED POPULATION PDP-2001 A.D (EXCLUDING ROHINI)

S.No.	Planning Divn.	Approx.area in hectare	Planned population as per PDP- 2001 (in Lakhs)	Required sites nos & total sites for 40,000 population	Available sites		Deficiency	Surplus sites
					Existing	Approved		
1.	A	1150	4.2	11	12	-	Nil	1
2.	B	2300	6.2	16	13	-	3	Nil
3.	C	3950	7.1	18	15	1	2	Nil
4.	D	6850	7.0	18	14	2	2	Nil
5.	E	8797	20.0	50	22	6	22	-
6.	F	11950	11.9	40	44	-	Nil	14
7.	G	11850	13.9	34	41	3	Nil	10
8.	H(Part)	-	9.2	24	21	2	23	Nil
Total		-	82.4	201	182	14	196	25

Summary : 1. Required number of sites 2511 nos.

2. Existing/approved 196

3. Deficiency 5

N.B. : There are about 28 godowns of half the capacity e.g. 4000 KG.

Subj:- Allotment of a site for LPG godown in Ajmeri Gate U.S. Delhi to BPCL.

F.13(53)/87/CRC/DDA.

BPCL has requested for a site of LPG godown for distributorship in Ajmeri Gate. The area of operation of distributorship delineated is walled city area.

2. A site was initially proposed at the back of Raj Ghat near Rajghat Power Station. However it was observed that this is not a suitable site and therefore, the site be located elsewhere or across the river Yamuna. The matter was further examined by Jt. Director(TYA) and be observed that it is difficult to locate the gas godown site in the built up areas of Trans Yamuna but possibility could be explored near Gopal Pur village.

3. A letter was sent to BPCL for their consent to earmark a site for the gas godown near Gopalpur village. BPCL vide their letter dated 30.8.88 informed that the alternative site may be allotted nearer to the proposed distributorship and they also mentioned that if possible it may be located at Majnu Ka Tilla.

4. The case was further examined but it was found that no site could be made available in Majnu Ka Tilla area. Therefore, a site in Gopalpur area where other sites for Gas Godown have already been planned. (Site No.2) is proposed for approval for allotment to BPCL.

5. The case is now put up to Technical Committee for consideration.

Sub:- Allotment of a site for LPG Storage Godown
in Badarpur, U.T. Delhi,
F.13(5)/87/CRC/DDA.

The proposal for the locations/allotment of 2 Gas Godown sites for Sarita Vihar/Badarpur area was placed in the Technical Committee meeting held on 31.8.88. The location of these sites was proposed alongwith the periphery of neighbourhood park along the 12 mtrs. wide road leading to Madanpur Khadar Cattle Dairy Farm. The Technical Committee however did not agree to the proposal as these were proposed in the Recreational area already developed. The Technical Committee also desired to re-examine the matter.

2. As desired by the Technical Committee meeting the matter has been examined again. 3 Gas Godown sites alongwith 2 SKO/LDO sites have been identified in the revised layout plan of Sarita Vihar in Block D & E as indicated in the plan. The sites are proposed towards Southern side of the Madanpur Khadar Cattle Dairy Farm after leaving the required fire safety distance. The access to the proposed sites is proposed to be given by extending the 12 mtrs. wide road leading to Madanpur Khadar Cattle Dairy Farm.

3. The land use of the site is for parks/recreational as per the layout plan. However at site the park has not yet been developed.

On objection from fire department for the said site is not yet obtained.

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

Sub: Allotment of land for gas godown for Rani Bagh / Shakurbasti / Saraswati Vihar area to IOC. F.13(19)88/CRC/LLA.

1. Indian Oil Corporation has requested for allotment of a gas godown site for Rani Bagh / Shakurbasti / Saraswati Vihar/ area for dealership of Sh. Satish kumar.
2. Two gas godown sites measuring 20-1 mt. x 26.2 mt. along with Chowkidar but were proposed in the green belt on the periphery of Shakurpur resettlement colony as indicated in the detailed layout plan as also in the part detailed plan of the area. Site no. 1 was approved by Comm. (L) and stands allotted to BPC. Site no. 2 is proposed for allotment in the present case. The sites are proposed in the peripheral green belt of the resettlement colony. Site no. 2 is lying vacant with euclyptus trees along the periphery. Community toilet blocks are existing in front of this site across the road. The sites are accessible by a 20 mt. wide existing road.
3. The site was inspected by Comm. (Plg.) along with Jt.Dir. (CP) and other officials of Planning wing. The location of the gas godown site has been integrated with the Hr.- Sec. school site proposed in Shakurpur Resettlement colony. The site are not affected by Wazirpur District Centre as per the observations of Chief Architect. Approval of Fire Leptt. will be obtained after the sites have been approved by LLA.
4. The case was considered in the TC meeting held on 18.10.88 and it was felt by the TC that although the sites allotted on temporary basis but the fact is that these are more or less permanent sites. Therefore allotment of gas godown and SKO/LLO sites and also of petrol pumps should be examined from financial point of view to make land available on permanent basis on commercial rates.
5. The case was further examined and it was felt that financially policy could be worked out by the Finance Leptt. independently and the sites for allotment from planning point of view may be considered for approval. After the approval of the sites in principle the other details of allotment could be worked out by the Lands / Section / Finance Department, before handing over the approved sites.
6. The case is now put up for consideration of the Technical Committee.

Sub:- Allotment of Gas Godown site no.2 at Basant Vihar near Priya Cinema for further distributorship of capt. S.L.Sharma.

F.13(78)/87-CRC/LDA.

A site for Gas Godown in Vasant Vihar near Sidhartha Hotel was approved by the Vice-Chairman LDA for allotment to B.P.C. for distributorship of Sh. S.C. Sharma on 5.12.87. The case was again referred back for reconsideration on the request of the applicant as the site suggested was low lying, uneven and required filling of 12 ft. on a reference made by L.G. the site was inspected by Commissioner(Planning) on 15.7.87 and he suggested that an alternative site may be explored. The applicant request for a site in Mahipalpur, Vasant Kunj, Mehrauli area. A site inspection was again done by Commissioner(Planning) on 13.12.88 alongwith the Director(LC&P), Jt. Director(Plg.), DLM, (NL) and Deputy Director Planning-I for the Vasant vihar area. It was observed that out of four site earmarked on this location i.e. 2 for Gas Godown and 2 for SKO/LDO, adjustment can be done by shifting the site.

2. Accordingly a revised plan has been prepared in which the existing gas godown site no.1 as well as existing SKO/LDO site no.1 have been retained and the location of two vacant sites (One gas godown and one SKO/LDO) has been interchanged.

3. In the revised plan the high tension line is passing through the set back of gas godown site but leaving the approximate distance of three mtrs. from the structure. Necessary clearnace from the Fire Lepartment may be required to be obtained for these high tension lines.

4. The case is now put up to the Technical Committee for its consideration of the modified layout plan.

Sub:-Allotment of Gas Godown and SKO/LDO site to IOC in Patpar Ganj area, Delhi.

F.13(88)/85-CRC.

Indian Oil Corporation vide their letter No. DDA/212 dated 10.10.86 had requested for allotment of LPG storage site for Sh. Ram Dhani Ram in the area Shakarpur Complex, who was issued a letter of intent for operating the same. This case was earlier examined by City Planning Wing, DDA and a layout plan carving out 3 gas godown sites was proposed in Shakarpur Complex (Flag-'A') which stands approved vide VC's orders dated 23.1.86 on page 5/n in file no. F.13(92)/85-CRC. The site No.2 within this pocket was already handed over to Sh. Ram Dhani Ram.

2. It has been reported by Sh. Ram Dhani Ram in his letter dated 23.2.88 that local residents were opposing construction of gas godown and had damaged the foundation laid for construction of godown. We have also received a letter from the Secretary to LG forwarding the letter from the Minister of Parliamentary Affairs Sh. H.K.L. Bhagat, wherein it has been said that gas godown sites in these areas may not be allowed.

3. Therefore, the possibility of providing two alternative sites has been examined. A pocket located along Gazipur drain in Trilok Puri marked 'A' on copy of the plan at flag 'B' has been identified after site inspection. Detail plan of survey is enclosed at flag 'B'. There are some grown up trees around. However, within the site of gas godown no tree may be affected. This pocket is bounded by higher secondary School boundary wall in the north, resettlement colony Trilokpuri in the east, Gazipur drain in the south and vacant land in the west.

The residential building of re-settlement colony and school boundary are about 20 mt. to 25 mt. away from the proposed site. The land use as per development plan/PDP-2001 is district park. However, the location of the site does not permit its use for a regular park/open space.

4. Two gas godown sites and ~~one~~ SKO/LDO sites are proposed to be carved out in this triangular pocket. One site each of gas godown is proposed for allotment to IOC/Sh. Ram Dhani Ram and Rakesh Gupta and one SKO/LDO site is proposed to be allotted to IOC/Sh. Benam Singh (plan laid on table).

5. The case was considered in the Technical Committee meeting held on 18.10.88 and it was felt by the TC that although the sites allotted on temporary basis but the fact is that these are more or less permanent sites. Therefore, allotment of gas godown and SKO/LDO sites and also of petrol pumps should be examined from financial point of view to make land available on permanent basis on commercial rates.

6. The case was further examined and it was felt that financial policy could be worked out by the Finance Department on the sites for allotment from planning point of view can be considered for approval. After the approval of the site in principle the other details of allotment could be worked out by the lands section/Finance Department, before handing over these sites.

7. The case is now put up for consideration of the Technical Committee.

Sub:- Allotment of 15.0m x 20.0m site for storage of SKO/LDO on lease basis to Indian Oil Corporation in Trans Yamuna Area for Dealership of Sh. Benam Singh.

F.13(97)/87/CRC/DDA.

M/s Indian Oil Corporation Ltd. vide its letter dated 23.11.87 has offered Dealership for storage of SKO/LDO in Shakarpur Area. A Plot of land measuring 20m x 20m/20m x 15 m has been requested by the Company for the above said purpose.

2. The policy pertaining to allotment of SKO/LDO (Kerosene Storage) site in Delhi was approved by the Technical Committee in its meeting held on 11.5.87 under item No.3. The plot size approved by the Technical Committee is of 20m x 15m and it has been suggested that the site be earmarked in such a manner that it could serve 3 to 6 kms. area.
3. A site was earlier proposed in adjacent to 3 gas godown sites in Shakarpur area(Flag-A). The proposal was dropped considering the public protest for two approved gas godowns, whose cases were referred to this unit for alternative location. The possibility of locating this near railway line Shakarpur Area was also explored but the same was not found feasible as per the site report (page-6/n.)-
4. A triangular pocket near Trilok Puri re-settlement area along Gazipur drain has been identified for which a composite plan accommodating two gas godown and 1 SKO/LDO site has been prepared. Land use proposals as per PDP-2001 has been shown on the plan land use is recreational. The detail plan on the physical survey base showing the sites and proposed 9m² approach road are placed at Flag-'C'. This site is about 25m to 30m away

From any habitable building.

5. The proposed SKO/LDO site marked in red is put up to the Technical Committee for consideration.

Sub:- Peripheral Sewerage Scheme for Sarita Vihar.
F.23(39)/86-Instt.

Approved peripheral sewerage scheme for Sarita Vihar has a provision of sump well/pump house. A tentative site was suggested for sump well/pump house in the green strip along 55mt. R/W Road opposite the Primary School shown on the plan which is measuring an area of 55 mt x 60mt. Adequate set back from the 55mt. road r/w on the north and the primary school site on the south as well as 24 mt. road on the west has been indicated on the plan. This was placed on the 32nd screening committee held on 1.9.87 and was approved subject to the following:-

- i. The building block should be shifted close to the boundry of the Primary School.
- ii. Height of the top level of the building shall be kept with in one & half meters from the existing ground level.

This was again put up in the 33rd screening Committee held on 3.12.87 in the conference Hall, Vikas Minar with the following remarks:-

"For the technical requirements and other constraints the building height has been proposed as 8.4 mt. above the existing ground level which is not in conformity to the recommendations at para (ii)".

This was approved in the 33rd screening committee vide Miscellaneous item no.3 with the following remarks:-

- "(i) The area around the building shall be thickly planted with tall trees so as to screen the structure from view".

The proposal is placed before the Technical Committee for its approval.

Sub:- 220 KV Electric Sub-Station site near Wazirabad and approval of Tower Line Route.

F.29(43)/85-Instl.

The case is regarding 220 KV electric grid station site near Wazirabad and Tower Line Route. Earlier Authority vide its Resolution No.116 dated 16.3.84 had approved the power net work and ESS site in respect of 400 KV electric grid station in the north of Wazirabad road and west of Marginal Bandh in Trans Yamuna Area. But due to unauthorised encroachment the land could not be acquired/handed over. Later on DESU made request to allot 87 Acres of land in the East and one corner adjacent to Marginal Bandh out of the area allotted to Police Deptt. for grass farm and fringe range. Approval of said piece of land was granted by L.G. on 30.9.86 and subsequently allotment letter for the same was also issued.

2. Later on SE(Civil-III), DESU intimated that in view of certain constraints, it has been decided to shift 400 KV ESS from present location to Mandola(UP) and as such only 220 KV sub-station would be required to be established in this area. The land required for 220 KV ESS is only 11.33 Hects.

3. After lot of revisions and site visits with Shri Suri, SE, DESU a site was selected for 220 KV electric grid station on south of Wazirabad Road and West of Marginal Bandh. As the proposed location is at the intersection of Master Plan roads J.D.(TT)/PPW in one of the meeting mentioned that grade separator would be provided on such intersection. The case was referred to J.D. (TT)/PPW for giving the clear distance to be left for clover

leaf to be provided at the intersection.

4. Considering the recommendations given by J.D.(TT)/PPW a site measuring 400 mtrs. x 250 mtrs. (10 Hects.) is proposed for allotment to DESU for 220 KV ESS after leaving clear distance of 160 mtr along both the master Plan roads i.e. Wazirabad Road and Marginal Bandh Road. (Plan laid on table).

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

Sub:-Route alignment of 33 KV overhead lines from proposed 220 KV sub station at Shalimar Bagh to 33 KV sub stations at Wazirpur Industrial Area and Hyderpur 33 KV sub-station.

F.6(2)/85-MP. Pt.

DESU has submitted a route alignment proposal for erection of 5 nos. 33 KV overhead lines vide drawing no. 13-4061 along with their letter dated 5.3.88. Two 33 KV lines are proposed on pylons and the rest three are proposed on rail poles. The two 33 KV lines have been taken on pylons so that later on they could be converted into 66 KV lines. One line each on pylons is proposed along the northern and southern banks of western Yamuna canal. Details of the route as follows:-

2. 33 KV line proposed along the northern side of western Yamuna canal between Shalimar Bagh 220 KV Sub-Station and Wazirpur 33 KV Sub-Station.

This line is proposed between the 220 KV Shalimar Bagh sub/station and the existing 33 KV sub station at Wazirpur on ring road opposite Shalimar Bagh 'A' Block. The line is proposed to be taken on pylons with a base width of 2.7 mt. x 2.7 mt. along the northern side of western Yamuna canal at a centre line distance of 6 mt. from the foot of the embankment, partially in the green belt and partially over the open set backs of the facilities. The line from the proposed 220 KV Shalimar Bagh sub-station passes through the area reserved for District Courts, it then crosses the outer ring road. After crossing the ring road it will be taken in the inner footpath on the eastern side of the road at a distance of 15 mt. from the centre line of the road to meet the existing 33 KV sub-station opposite Shalimar Bagh 'A' Block.

3. ~~33~~ 33 KV lines along the southern side of Western Yamuna Canal.

Two 33 KV lines on rail poles and one on pylon is proposed to be taken from the 220 KV sub-station at Shalimar Bagh, these lines will be connected to the 33 KV sub-station under construction in Wazirpur Industrial Area at the junction of Road No.37. These lines are proposed to be taken on the southern side of western yamuna canal after crossing the outer ring road. A 45.0 mt. R/W road (existing available R/W is 40.40 mtrs. as indicated in the plan supplied by DESU F/X 86 cor.) is proposed on the southern side of western Yamuna canal in the draft PDP-2001. Two 33 KV lines are proposed to be taken at a distance of 2 mt. from the edge of the proposed 40.40 mt. R/W road in the footpath portion on either sides. The edge of the road has been identified at a distance of 40.40 mt. from the foot of the embankment as shown on drawing No.13-4061 submitted to DDA by DESU. The detailed alignment plan of this road is yet to be prepared. After crossing the ring road it will be connected to the 33 KV sub-station under construction as indicated in the plan.

The third line on pylons is to be erected between proposed 220 KV Shalimar Bagh sub-station and proposed 33 KV pylon along road no. 37. This line will be erected on the southern side of western yamuna canal. From the Shalimar Bagh, 220KV sub-station it passes through the area reserved for Distt. Courts and after crossing outer ring road it is taken on the southern side of western yamuna canal upto ring road on the 4.60 mtr. flat portion of the embankment of western yamuna canal. From there, the line will be taken in the footpath portion to meet the proposed 33 KV tower

along Road No.37 as indicated in the above said drawing.

The fifth line is proposed to be erected between the proposed 220 KV Shalimar Bagh sub-station and the 33 KV sub-station at Haiderpur. This line is proposed to be taken along the northern side of western Yamuna canal. It is proposed to be connected to the sub-station at Haiderpur after crossing the canal as indicated in plan.

4. Some area of the proposed site for District Courts will get wasted by taking the lines through this plot. This point has been discussed with DESU officials and it is informed that as the two lines to be taken on pylons, it is not possible for them technically to adjust them along the western Yamuna canal.

5. Four overhead lines will be crossing the outer ring road and ring road within a distance of 50 mt. or so, these will look very ugly from the aesthetics point of view. This point was also discussed with DESU officials and it was suggested to take the line underground in this stretch for which they informed that the power losses in taking the route partially overhead and partially underground are more, further gantry structures which would not only occupy lot of space but aesthetically would look very ugly. However, DESU will shift the pylon, if required for accommodating the clover leaf of the grade separator on ring road and outer ring road.

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

Sub:- Electrification of Group Housing Societies
at Geeta Colony.

F.9(2)/88-TYA.

In the approved layout cum envelop plan of Geeta Colony, there electric sub-station sites have been earmarked. All these three sites located in Geeta Colony area are under stay in the Court. So the development of these sites could not be undertaken. The matter was placed before the Technical Committee meeting held on 18.10.88. The Technical Committee decided that there is a need for provision of electric sub station for electrification of Group Housing Societies at Geeta Colony. The location of 11 KV ESS may be provided in area earmarked for community facilities, and location should be decided keeping in view the comprehensive plan of facility centre and 11 KV ESS site should be part of that plan.

2. A meeting was held under the chairmanship of EM, DDA on 30.11.88 in which Chief Engineer(East Zone) pointed out that site proposed for 33 KV electric grid station in the approved layout plan is also under stay. He further explained that 11 KV ESS to be provided in this area will be fed by 33 KV electric grid station, so it becomes essential to provide a site for 33 KV electric grid station in the first instance. EM decided that the proposed site for Primary School and 33 KV electric grid station in the approved layout plan may be interchanged. The proposal has also been approved by the V.C., DDA vide file No.F.9(2)/88/TYA on 24.12.88. Accordingly the change has been incorporated in the layout plan. Copy of the same is placed opposite.

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

Sub:- Alignment plan of Luthian Marg from S.P. Mukerjee Marg crossing to ISBT crossing integrating the junctions and intersection design of all Major roads as detailed there in.

F.5(34)/87-MP.

Luthian Marg is a part of the Primary arterial network of Delhi on the north-south corridor. Traffic from major, central/commercial areas like Asaf Ali Road, Chandni Chowk Road, Darya Gamj and Old Delhi Railway Station on the southern side and from Delhi University, Alipur Road, Boulevard Road, ISBT etc. from the northern side uses this road. This road is thus a through link on the north-south corridor and provides direct access to ISBT, railway station and CBD areas.

2. With the construction of ISBT flyover, widening of Luthian Bridge and proposed grade separator at Yamuna Bazar intersection near monkey bridge this road will be used for heavy vehicular traffic coming and going to trans Yamuna area through the new ISBT flyover. The existing S.P. Mukharjee Marg between Subhash Marg crossing and Yamuna Bazar crossing will be used for light and slow vehicular traffic as per the proposal prepared by NATPAC and approved in principle by the T.C. of DDA. The Widening of Luthian Road has thus become very essential with the above said proposals.

3. The R/W of Luthian Marg as per zonal/master plan proposal is 45 mtrs. Alignment plan of Luthian Marg between Zoraver Singh and Kashmere Gate with 45 mtrs. R/W was earlier prepared by TCPO in 1977. The alignment and R/W as prepared in TCPO plan has been incorporated in the total

Southern Gate and Kashmir Gate with 45 mtrs. R/W as proposed at 45 mtrs. Alignment plan of Lajpata Main between 37th & 38th Crossings of Lajpata Main / Main Road. This proposal is 100% approved by the Government of India.

2-11-68

Plan from Netaji Subhash Marg/S.P. Mukerjee Marg crossing to ISBT crossing with minor modifications. This road forms part of special area as per PDP-2001.

4. At present, there are a number of problems along this road starting from the Netaji Subhash Marg/ S.P. Mukerjee Marg crossing, narrow operational width of the existing Luthian Bridge existing intersection of Luthian road/Zoravar Singh Marg/ road leading to Nigam Bodh Ghat, exit/entry of vehicular traffic from Bara Bazar Marg and old court side on Luthian Marg including parking problems, bottlenecks between existing buildings near Ritz Cinema, integration of the entry/ exit of DTC buses and other vehicles from ISBT complex including the parking of slow moving vehicles and integration of DTC bus shelters and bus bays in the alignment plan. A detailed report pertaining to the alignment plan explaining all the existing problems, bottlenecks and proposals has been explained in the report placed at annexure-I.

5. MCD had supplied a list of affected properties but the same does not represent property wise affected shops/offices etc. The detailed information in this regard could be obtained after the alignment plan has been approved by DDA. The plots area under various properties affected in the alignment plan worked out to approximately 15860.00 hect. as per details given in the report placed is annexure-'I'. It is proposed to resettle the affected persons in the Delhi College of Engineering Complex which is to be vacated as they have already been allotted an alternative land in Badli.

6. This case was also discussed in a meeting held under Chief Secretary, Delhi Administration on 11.10.88 attended by Commr. (P.D.), D.A. (P.D.) and M.C. Ward members others. The

plan from Netaji Subhash Marg/S.P. Mukerjee Marg crossing to ISBT crossing with minor modifications. This road forms part of special area as per PDP-2001.

4. At present, there are a number of problems along this road starting from the Netaji Subhash Marg/S.P. Mukerjee Marg crossing, narrow operational width of the existing Luthian Bridge, existing intersection of Luthian road/ Zoraver Singh Marg/ road leading to Nigam Bodh Ghat, exist/ entry of vehicular traffic from Bara Bazar Marg and old court side on Luthian Marg including parking problems, bottlenecks between existing buildings near Ritz Cinema integration of the entry exit of DTC buses and other vehicular from ISBT complex including the parking of slow moving vehicles and integration of DTC bus shelters and bus bays in the alignment plan. A detailed report pertaining to the alignment plan explaining all the existing problems, bottlenecks and proposals has been explained in the report placed at Annexure '1'.

5. MCD had supplied a list of affected properties but the same does not represent property wise affected shops/offices etc. The detailed information in this regard could be obtained after the alignment plan has been approved by DDA it is proposed to resettle the affected persons in the Delhi College of Engineering Complex which is to be vacated as they have already been allotted an alternative land in Badli.

6. This case was also discussed in a meeting held under Chief Secretary, Delhi Administration on 11.10.88 attended by Commissioner(Planning), Director(PPW), among others. In

this meeting, it was desired by Commissioner(Plg.) and Director(PPW) that an urban design exercise was essential for conceiving a total plan of the area to be vacated by Delhi College of Engineering. It was therefore, decided that a professional group for total redevelopment scheme of kashmere Gate area in general be constituted. It was decided that Director(Transport) Delhi Administration will take up necessary steps to implement this and Director (PPW) will assist in the overall planning of the scheme.

7. The case is put up to the Technical Committee for consideration of:-

- i) Approval of alignment plan of Luthian road integrating the junction/intersection designs of all the roads as detailed therein.
- ii.) The date regarding the details of affected properties in the alignment may be obtained afresh after the plan has been approved by the DDA and overall scheme proposal for the Delhi College of Engineering site has been conceived.

Background

Luthian Marg is a part of the primary arterial network of Delhi on the north-south corridor. Traffic from major central/commercial areas like Asafali Road, Darya Ganj, Chandni Chowk and old Delhi Railway Station on the southern side and from Delhi University, Alipur Road, Boulevard Road, ISBT complex etc. from the northern side passes through this road. This road is a through link on the north-south corridor and also provides direct access to ISBT, railway station and CBD areas. After the ISBT flyover has become operational this road will also cater to the traffic destined to trans Yamuna areas.

Zonal/Master Plan Proposals.

The R/W of Luthian Marg as per Zonal/Master Plan is 45 mtr. Alignment plan of Luthian Marg between Zoraver Singh Marg & Kashmere Gate with 45 mt.R/W was earlier prepared in TCPO in 1977. The alignment and R/W as prepared in TCPO plan has been incorporated in the total plan from Netaji Subhash Marg/S.P. Mukerjee Marg crossing to ISBT crossing. This road forms part of special area as per PDP-2001.

Impact of ISBT flyover and Improvement of Yamuna Bazar intersection on Luthian Marg.

In the Yamuna Bazar road/Ring road intersection design prepared by NATPAC and approved in Principle by the Technical Committee of LDA, it is proposed to partially raise the ring road and partially lower the Yamuna Bazar Road. This proposal was referred to the authority and L.C. has desired to inspect the area along with Sh. Ram Lal. No straight & right hand turning for heavy vehicular traffic is allowed on this intersection, it will be a non-signalised intersection and will thus ensure continuous free flow of traffic on ring road from ISBT fly over. The monkey bridge

on ring road is proposed to be demolished in the above said proposal. Only light and slow moving traffic will be allowed to ply on Yamuna Bazar Road, the old road cum railway bridge is to be utilised for light and slow moving traffic. The fast heavy vehicular traffic from S.P. Mukerjee Marg crossing will take on to Luthian Marg for going to ring road and to trans yamuna area via new ISBT fly over, With this proposal, the traffic on Luthian road will increase considerably. Accordingly, the widening of existing old Ly Luthian bridge was proposed and approved by the Technical Committee of DDA along with the intersection design of S.P. Mukerjee Marg/Netaji Subash Marg, work on the same is in progress.

The entire traffic destined for Old Delhi railway station Chandni Chowk from north Delhi and trans yamuna area side was earlier using the ring road and yamuna Bazar road, now with the construction of ISBT flyover along with its bulbs on ring road and by not allowing right hand turning on Yamuna Bazar intersection, this traffic will ply on Luthian Marg. It will, therefore, require to be widened to the maximum extent within the 45 mtr. R/W.

Existing Problems/Bottlenecks and proposals.

The major problems/bottlenecks existing on this road and the proposals for their improvements are explained below:

<u>Problems</u>	<u>Proposals</u>
i) On the existing Netaji Subhash Marg/ S.P. Mukerjee Marg/Luthian Marg intersection, there are a total of 12 movements. Out of these, at present the predominant traffic load is on six directions viz. up and down	A four phased signalised intersection on Luthian Marg/Netaji Subhash Marg is proposed with slip roads for left hand turning on all the four arms including the widening of the existing Luthian Bridge. This intersection design was approved

movements on Subhash Marg by the T.C. in its meeting held Calcutta Bridge S.P. Mukerjee Marg to Subhash Marg and vice versa. The main problems at this intersection is of the mixed vehicular traffic which entails traffic bottlenecks, jams and delays in movement. There is no slip road for left hand turning from S.P. Mukerjee Marg to Luthian Marg.

- ii Due to the narrow operational width and height of the existing Luthian Bridge, only one way movement is possible and it is for this reason that signals had to be installed prior to Luthian Bridge towards GPO side. These signals are hardly at a distance of 100 mt. from the main, crossing which entails increase in waiting time and delay in travel.

With the widening of the Luthian bridge, this problem will be no more.

- iii. On the existing intersection of Luthian Marg, Zoraver Singh Marg and road leading to Nigam Bodh Ghat, there will be a total movement of 12 movements in case if the area bounded by Zoraver Singh left straight and right turning is allowed on all the three arms of the junctions. At present one way movement is allowed on Zoraver Singh Marg between Bara Bazar Marg and Luthian Marg. The predominant movement at this intersection are the straight up and down movements on Luthian Marg. This is at present a non-signalised intersection.

Only one way movement on Zoraver Singh Marg between Bara Bazar Marg and Luthian road may be allowed. On Bara Bazar Marg also one way movement be allowed. With this Marg, Bara Bazar Marg & Luthian Marg will act as an island. In the final phase a fully signalised intersection be developed.

- iv. A three to four lane undivided carriageway is in existence between Zoraver Singh Marg intersection and in the open land towards Kashmere Gate busstand. The existing petrol pump needs to be resited and land of the same side BPC petrol pump which is included in the R/W. There is an existing curb also remains crowded with vehicles and hampers free flow traffic due to the right turning movements which are against the flow.
- v. Entry & exist of vehicular traffic from Bara Bazar Marg and old court side on Luthian Marg including the parking problems. The existing available width of carriageway on Bara Bazar Marg is about 7 mt. In the immediate phase one way traffic is proposed between old Hindu College building and Zoraver Singh Marg. Parking of vehicles may be allowed inside the old hindu college building are on the road between Luthian Marg and Bara Bazar Marg in front of the old election office. In the final phase, a four lane divided carriageway is proposed.
- vi. Bottlenecks between the existing buildings near Ritz Cinema. Hardly a clear R/W of 14 mt. is available at present including the width of footpath. It is proposed to widen the carriageways on the eastern side only. In case if equal widening is done on both the sides the road will develop an 'S' curve at these point which is not desirable. The widening of the carriageways on the eastern side can be done by clearing the existing properties. Thereafter a six lane divided carriageway is proposed in continuity of the alignment. Properties falling in the 45 mt. R/W be acquired simultaneously. Details of affected properties in carriage-way/footpath & R/W are given in annexure 'I'.

vii Integration of the entry/ This has been done taking into con-
 exit of DTC buses and other consideration the approved plan of
 vehicles from ISBT complex ISBT fly over complex with minor
 including the parking of modifications. The entry/exit of
 slow moving vehicles. slow moving vehicles may be taken
 through the road along the old
 city wall.

viii Integration of DTC bus Location of bus stands and bus bays
 stands and bus bays with have been earmarked in the plan and
 the alignment. a letter in this regard has been
 received from DTC in which they
 have agreed to the location of these
 bus stands. They have requested to
 provide separate bus bays for park-
 ing at these location, which has
 been incorporated.

Parking:

At present off street parking is being permitted within the
 road R/W's due to the non-availability of land for regular park-
 ing lots. A multi level parking lot will have to be developed
 from the land to be acquired from the engineering college which
 will be connected to the Kashmere Gate area by a subway. Once
 this is developed no parking will be allowed in the R/W's.
 However, in front of GPO short term off street parking will have
 to be developed partly in the footpath/service road portion
 and partly in the extra space available outside the R/W.

Plantation:

There are a number of existing fully grown trees of rare
 species opposite to the Delhi College of Engineering which will
 be accommodated in the central verge to the possible. More trees
 of varieties as recommended in PDP-2001 will be planted in
 the central verge.

Affected properties and their resettlement

A table showing the tentative list of properties affected
 in the carriageway plus footpaths area affected in the remaining
 portion of the R/W and the total area affected in the overall

R/W is given in Annexure-I. This area forms part of the special area as per PDP-2001. Existing land use along this road opposite to Delhi College of Engineering is predominantly commercial (Wholesale and retail both). The R/W line has been taken from the property line on the western side except for the BPC petrol pump which does not appear to be part of the originally conceived layout. With this, most of the widening is proposed towards Delhi College of Engineering side, alternative land to whom has been already allotted in Badli. Land use of the area under existing Delhi College of Engineering is proposed for railway terminal facility. A small pocket out of this area may have to be developed for resettlement of the affected properties including a petrol filling station site and a multi level parking.

Tentative list of properties (plot area wise) affected in the alignment plan of Luthian Marg from S.P. Mukherjee Marg crossing to ISBT crossing.

Sl.No.	Location/Name of the property	Area affected in C/W plus footpath in sq. mt.	Area affected in balance R/W in sq. mt.	Total area affected in full R/W in sq. mt.
1.	Ritz Cinema	NIL	25.00	25.00
2.	Property opposite M/s C.Lal & Sons	530.00	1100.00	2030.00
3.	Church	390.00	1120.00	1510.00
4.	Delhi College of Engineering	426.00	2780.00	7040.00
5.	Property opposite M/s Bhagwan Dass & Company.	1095.00	NIL	1095.00
6.	Food Craft Institute	1660.00	850.00	2510.00
7.	BPC petrol pump	NIL	330.00	330.00
8.	Telephone Office	490.00	NIL	490.00
9.	R.M.S. Office	220.00	NIL	220.00
10.	Cemetery	150.00	NIL	150.00
11.	Railway Department	460.00	NIL	460.00
		<u>9555.00</u>	<u>6205.00</u>	<u>15860.00</u>
	Govt. Land	7240.00	3630.00	10870.00
		2415.00	2575.00	4990.00

This case was discussed in the meeting under Chief Secretary, Delhi Administration on 11.10.88 which are attended by Commr.(Plg.) Dir.(CP) Dir.(PPW) among others. In this meeting, it was desired by Director(PPW) and Commr.(Plg.) DDA that an urban design exercise was essential for conceiving a total plan of the area to be vacated by Delhi College of Engineering. It was, therefore, decided that a professional group for total redevelopment scheme of Kashmere Gate Area in general be constituted. It was decided that Director(Transport) will take up necessary steps to implement this and Director(PPW), DDA will assist in the overall planning of the scheme.

Actions to be taken:

- i.8 The alignment plan of Luthian Road a-s prepared by DDA may be got approved from the Technical Committee and Authority.
- ii. The data regarding the details of affected properties sent by MCD in the alignment plan prepared by DDA does not represents property wise affected shops/offices etc. However, the detailed information in this regard could be obtained after the alignment plan has been approved by DDA and overall scheme proposal for the Delhi College of Engineering site has been conceived.

Sub:-Acquisition of land for construction of two Ranney wells along left forward bund North of road no.59 Wazirabad.

F.14(23)/88/CRC/DDA.

Dy. Commissioner Water Supply & S.D. Undertaking MCD had referred a case for issue of no objection by DDA for acquisition of land for construction of two Ranney wells for augmentation of water supply of the city of Delhi. The Ranney wells are proposed along with left forward bund North of road no.59 (Wazirabad Loni road). The land where Ranney wells are proposed to be constructed is situated in the basin of river Yamuna and belongs to private owners. It falls outside the master plan urbanisable limit of Delhi.

2. The case has been examined in the PPW and it is observed that the land measuring 60 mt. x 60 mt. is required for these Ranney wells which intend to supply about 4 MG water for the population living in settlement north of Loni road in Trans Yamuna area. The observations on the proposal are as follows:

- i. The proposed location of the Ranney wells falls outside the proposed urban extension 2001 and within the river belt. The land use of the same is agricultural and water body.
- ii. Based on the under ground tests with an objective to use ground water sources for water supply in Delhi, it is appreciated that suitable quality of ground water is available mainly in the areas North of Wazirabad plant. Ranney Wells which are one of the recognised sources of ground water supply have shown merits in the past. Hence a site measuring 60 mt. x 60 mt. for each Ranney well

may be a desirable proposal from the planning point of view. The necessary change of land use from agricultural and water body to water treatment may be proposed after the same is considered by the Technical Committee

iii'. The approach of these ranney wells shall be from the road on the marginal bund already existing on the site.

3. The matter is put up to Technical Committee for consideration.

Sub: Layout plan for flatted factories complex at Kirti Nagar.
File No. PA/Jt.Dir.(Plg.)II(2)38

1. In MPD-62, area bounded by railway line to Rewari in South East, Ring Road in South-West, 30 m wide road in North-West and the boundaries of the extensive industrial use in the North East, measuring about 70 hec. is reserved for commercial use (warehousing, storage depot and mineral siding). The scheme for this area known as Kirti Nagar Warehousing scheme was implemented except in area, measuring 12.7 hec. This is bounded by Rewari Railway Line in the South - East 18 m wide road in the North West and South West and existing godowns of Food Corporation of India in the North-East. This area is partly encroached upon by some jhuggies, brick kilns and shops etc.
2. The land use of this pocket as per PDP-2001, is manufacturing (flatted group industries). During a site inspection it was decided to prepare the proposals as per PDP-2001. Accordingly a scheme has been prepared. The salient features are as under:
 - i. LOCATION AND AREA: The site formed part of Kirti Nagar warehousing scheme, bounded by two 18 mt. wide road, meter gauge railway line and existing godowns of Food Corporation of India having an area of 9.74 hec.
 - ii. EXISTING CONDITION: Part area is presently encroached upon by about 250 jhuggies, 24 brick kilns and 450 shops and the remaining land is vacant.
 - iii. CONCEPT: The scheme is formulated having 4 storied building with provision of basement, for loading and unloading of materials, finished goods, servicing to buildings and circulation. Each plot measuring 27.5 x 36 m, with a central corridor and services like toilets, staircase, lifts, drinking water facility, garbage disposal facility etc. are provided.

An area, measuring about 1.1 hec. is reserved for development of a centre to take care of commercial and other facilities required for such an industrial estate, provision of informal shopping, eatable shops dustbins etc. have been made in the scheme.
 - iv. CIRCULATION AND PARKING: The vehicular parking facility in the area are provided at (-3m) level while the cyclists and scooters will have the parking areas on the ground level.

- v. ZONING REGULATIONS: The plan is prepared on the basis of zoning regulations prescribed in PDP-2001.
- vi. PROPOSALS: The scheme would generate a total floor space of the order of 1,14,866.0 sq.mts. with a provision of 1403 car spaces.
3. Based upon the above stipulations and concept, the following land use of the scheme emerges:

	Area in sq.mt.	%age
TOTAL AREA OF THE SCHEME	974 35.00 (9.74 hc.	100%
AREA UNDER FACTORIES	23718.75	24.34%
AREA UNDER COMMERCIAL (Ind. area centre)	11086.00	11.28%
AREA UNDER FACILITIES	2692.00	2.76%
AREA UNDER GREEN	15519.75	15.93%
AREA UNDER PARKING	25691.00	26.37%
AREA UNDER CIRCULATION	18727.50	19.22%

4. Detailed project report is laid on table (annexure)
5. The matter is placed before the Technical Committee for its consideration.

CONCEPTION PLAN FOR FLATTED FACTORIES CUM FACILITIES COMPLEX
AT KIRTI NAGAR

INTOR
INTRODUCTION

In MPD-62, area bounded by railway line to rewari in South-East, ring road in South-West, 30 mt. wide road in the North-West and the boundary of extensive industrial use in North East measuring about 70 ha is reserved for commercial use i.e. warehousing, storage depot and mineral siding. The scheme for the entire area referred above have already been prepared and implemented by DDA for the purposes referred to in the Master Plan-62 as well as Zonal Plan of the area except an area measuring about 12.7 hac. bounded by Rewari Railway line in the South-East, 18 m wide road in the North-West and South west and the existing godowns of Civil Supply Corporation of India in the North East. Some of the area is presently encroached upon by about 2200 jhuggis, 24 brick kilns, 450 shops, while most of the area is still vacant besides an area of the order of 1.6 hac. has been allotted to Madhya Pradesh Govt. for timber yard purposes by DDA and is presently under operation.

The site is inspected by the Vice Chairman, DDA along with others on 12.7.88 and it has been decided as informed vide letter no. Dir(PP)88/M-50 dt. 31.7.88 that plan for this area would be prepared by City Planning Wing in accordance with the proposals contained in PDP-2001.

Accordingly, the conceptual scheme for the development of Industries (flatted factories) in the z area has been prepared. The salient features of the same are given as under.

1. LOCATION: The area measuring about 12.7 hect. bounded by two 18 m. wide roads, meter gauge railway line and existing godown of Food Corpn. of India is a part of approved scheme of Timber Traders and mineral siding, South of Kirti Nagar 18 m. wide road in the south west of the site leads to existing 30 m. wide road in between residential area, Mansarovar Garden and the area reserved for commercial use (warehousing and mineral siding).

LAND USES : MPD-62: Commercial, warehousing storage depot and mineral siding.

Approved Zonal Plan : Warehousing, storage depot, mineral siding.

PDP-2001: Manufacturing - light and service industries flatted factories.

SCHME AREA / BOUNDARY : Out of the total area of 12.711 hac after deleting the area allotted to Government of Madhya Pradesh, the available area works out to 1084 hect out of which an area of the order of about 1.1 hac is reserved for community centre since the available land out of approved community centre site in the scheme have already been allotted to Delhi Fire Service and Delhi Police, out of the area earmarked for community centre in the approved scheme. It is also proposed that the community centre site would also take care of the rehabilitation of commercial structures effected in implementing the scheme. Thereby an area of the order of 9.74 hect. is available for the purposes of development of flatted factories complex as proposed in PDP-2001.

THE CONCEPT : The scheme is conceived in blocks of four stories, with a provision of basements for loading and unloading of goods, finished goods and raw materials servicing of the buildings and circulation. On the basis of plotted development, each plot measuring 27.5 m x 36 m with a central corridor and individual services like toilets, staircases, lifts (wherever required) drinking water and garbage disposal facilities etc. so that once put to auction, the owner of the plot is not depending upon such essential services for the completion of each neighbouring plot. The frontage on the ground floor level in each block is proposed for commercial use could be show-rooms of the factory owners in the block and the rear is proposed to be utilised for godowns/flatted factories.

The godowns in the basements are proposed to be put and served from the rear at a level of -3.0 meters by way of providing open to sky parking, arcades for loading and unloading of trucks. Parking requirements in the complex for cars, three-wheelers, taxis etc. would be taken care off in these areas. On the ground floor level also, the vehicular and pedestrian movements have been segregated and spaces have been reserved

for parking of two wheelers and cycles. Pedestrians movement segregated from the vehicular movement within the complex.

An area measuring about 1.1 hac. is reserved for development of Industrial Area Centre (commercial Centre) in the scheme to take care of essential commercial and other facilities required for such an industrial estate. Provision for informal shopping eatable shops, electric shops, electric sub station, dustbins etc. have been made at proper locations.

EXISTING AND PROPOSED CIRCULATION SYSTEM:

- i. External circulation: Presently the land under reference is approachable by two 10 mt. wide road connecting with 30 mt. wide Master Plan roads. In the proposed circulation system, one of the existing 18 m wide road running, north west, south-east is proposed to be widened to 30 m. The existing 18 m wide road running south west and north east is proposed to be retained as it is.
- ii. Internal circulation: From these 2 roads, viz 18 m wide road in south west to North east direction and proposed 30 m wide road from North west to South East direction, 16 m wide fully metalled loop road has been provided with a gradient of 1:30 leading to the parking areas meant exclusively for trucks loading and unloading, car parking, taxi and three wheelers scooter parking areas at 3 m level. The cyclists and 2 wheeler scooters will not be permitted in these areas for which separate parking areas have been provided in the scheme at Ground level. The pedestrian would move at a level of + 0.6 m on a 5 m pedestrian pathway provided in the scheme. But at a level of -0.3 m from the shopping arcade in front of the blocks which will also have a separate corridor for the purpose.

5. ZONING REGULATIONS:

- i. PDP-2001 prescribes following zoning regulations for flatted group industry :

Minimum plot size	2000 sq.mt.
Maximum ground coverage	30
Maximum floor area ratio	120
Maximum height	14 m.

Other controls: Basement below the ground floor and to the maximum extent of ground coverage shall be allowed and if used for parking and services should not be counted in FAR.

ii.) Industrial area centre in an area of about 1.0 hect; Police Station 1.0 hect and Sub Fire Station of 0.6 hect. have also to be provided in the industrial complexes besides sites for E.S.S. and loading and unloading facilities.

iii) Permissible Areas, Floor Area, Parking requirements:

- a. Total area of the scheme = 97435.0 sq.mt.
- b. Permissible ground coverage \pm 30% = 29230 sq.mt.
- c. Permissible floor area = 120 = 116922 sq.mt.
- d. Parking requirements (a) @ 1 car space/100 sq.mt. for factory area = 871 car space.
(b) @ 1.67 car space / 100 sq.mt. for industrial area centre = 430 car space.
Total 1301 car spaces.

6. PROPOSALS:

Based on the concept given in para 4 above, in the scheme prepared the following have been achieved.

	<u>Permissible</u>	<u>Achieved</u>
a. Ground Coverage	29230.00 sq.mt.	27911.0 sq.mt.
b. Floor area	116922 sq.mt.	114866.0sqmt.
c. Parking	1301 car spaces	1403 car space inclu- ding area for loading and unloading of trucks.

a. Details of Ground Coverage:

Permissible covered area on G.F.1@30%	= 29230.50 (2.92 hac
Covered area on G.Floor	= 27911 sq.mt.
Covered area under flatted factories	21780 sq.mt.
Covered area under commercial (Ind. area centre)	4785 sq mt.
Covered area under facilities (50%)	1346 sq.mt.
	<hr/> 27911 sq.mt. <hr/>

b. Details of Floor Area:

Permissible FAR 120	116922.00 sq.mt.
Floor area under flatted	87120.00 sq.mt.
Floor area under comml.	26400.00 sq.mt.
Floor area under facilities (50%)	1346.00 sq.mt.

Total = 114866.00 sq.mt.

Within the flatted factories covered area, an area of the order of 19008.00 sq.mt. is provided for godowns, 91169.50 sq.mt. for covered parking at -3m level. The basement area has not been counted for floor area ratio.

The land use break up of the scheme accordingly works out as under:

Total area of the scheme =	97435.00 sq.mt. (9.74 hac) 100%
Area under factories	23718.75 sq.mt. (24.34%)
Area under commercial (ind. area centre)	11086.00 sq.mt. (11.38%)
Area under facilities	2692.00 sq.mt. (2.76%)
Area under green	15519.75 sq.mt. (15.93%)
Area under parking	25691.00 sq.mt. (26.37%)
Area under circulation	187.27.50 sq.mt. (19.22%)

TOTAL POPULATION OF THE SCHEME

The total work force in the scheme area 10 sq.mt./ workers for industrial area and 5 sq.mt. / worker for industrial centre area works out to 6250 persons besides 10% of working force engaged in informal sector thereby making total working force of the order of 13,992 persons or 14,000 persons.

WATER REQUIREMENTS

Drinking water requirement @ 20 gallons/capita works out to 28,000 gallons. Water requirements for other purposes @ 30 gallons/capita works out to 4,20,000 gallons. Thus the total water requirements of the complex would be 7,00,000 gallons.

POWER REQUIREMENTS:

Power requirements @ 30 KW/100 sq.mt. of floor area would work out to of the order of 4,000 KW.

GARBAGE DISPOSAL:

For industrial garbage disposal, vertical chuttes in each block would be provided for collection at basement level. Such chutter will be cleared by Municipal van. Besides other garbage would be cleared and collected by service personnels and disposed off in dustbins provided at the ground floor level.

DISPOSAL OF PLOTS:

Disposal of plots each measuring 27.5 m x 36 m = 1090 sq.mt. would be done by way of auction with permission to sell them further like indistinct centre. The built up spaces in the industrial area centre would also be disposed off by way of auction, in order to make the scheme resource generating.

COST OF PROJECT:

The cost component of project would include the cost of land cost of development in terms of parking lots, basement level, public conveniences, services, water supply etc. besides the cost of development of industrial centre with a floor area of 20,000 sqmt.

(in crores)

- | | | |
|-----|---|--------|
| i. | Cost of internal development @ 200/sq.mt. | Rs.2.0 |
| ii. | Cost of development of industrial centre with a floor area of 26,400 sq.mt. | Rs.5.3 |

Total cost in crores

Rs.7.3

* does not include cost of land.

Sub: Acquisition of land for PTC & PTS at Jharoda Kalan, Delhi.
F.3(231)67-MP

1

The Dy. Commr. of Police HQ (II) has requested DDA to acquire and allot additional land measuring 9.3 and 46.3 acres for PTC and PTS respectively in village Jharoda Kalan, New Delhi.

The case was considered by the TC on 29.4.88 (Appendix A) and it was desired that in the first instance (i) clearance from the Min. of Home Affairs Delhi Admn. for the proposed acquisition and expansion programme be submitted (ii) MCD should also examine and give its concurrence that the proposed land is not required for the development of any of the existing settlements. and (iii) Proper plan indicating the existing uses, buildings and other uses integrated with the proposed land to be acquired and its utilisation, be submitted.

3. Accordingly, the decision was conveyed to Dy. Commr. of Police. It has now been informed by Dy. Commr. of Police HQ II that they have already obtained the expenditure sanction of govt. of India for the construction of building of police training school (Appendix) Town Planner MCD has desired that the clearance from DDA, and MCD would approve the layout plans only thereafter before starting any construction. Regarding the 3rd issue raised by TC for submission of a plan, it has been informed that till such time the land required is handed over the police department, it would not be possible for the Sr.Architect PWD to prepare plan in respect of each of PTC and PTS. It has been requested by DCP to reconsider the case for approval of acquisition and its allotment.

4. The case is now put up to the TC for consideration.

Appendix 'F' to Item No.68

F1

Sub:- Acquisition of additional land for PTC and PTS at Jharoda Kalan.

F.3(231)/87-MP.

The Deputy Commissioner of Police:Head quarters (II) has requested D.D.A. to acquire and allot an additional land measuring 9.3 and 46.3 acres for PTC and PTS respectively in village Jharoda Kalan, New Delhi. The Authority has already given clearance vide its Resolution No.147 dated 6.5.68 and resolution no.172 dated 4.1.82 for to existing location of CRPF and police Training School for an area measuring 250 acres and 83 acres respectively at Najafgarh Bhadurgarh Road near Jharoda Kalan.

2. The Police Department have now requested for the clearance and acquisition of the above additional land. The Deputy Commissioner of Police has further stated that the total requirement of land including the existing land is as under:-

POLICE TRAINING COLLEGE:

- | | | |
|------|--------------------------|-------------|
| i. | Total land required | 180 acres. |
| ii. | Land already available | 73.7 acres. |
| iii. | Additional land required | 46.3 acres. |

POLICE TRAINING SCHOOL:

- | | | |
|------|---------------------------|------------|
| i. | Total land required. | 120 acres. |
| ii. | Land already available | 76 acres. |
| iii. | Additional land required. | 44 acres. |

3. The land under reference as per the Master Plan and Draft PDP-2001 falls in rural area zone and does not intergrated with in the Master Plan-2001.

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

DECISION

Sh. R.C. Kohli explained the proposal for acquisition of additional land measuring 90 and 46.3 acres for PTC and PTS in village Jharoda Kalan. The T.C. after detailed discussion decided that in the first instance clearance from the Ministry of Home Affairs/Delhi Administration, for the proposed acquisition and expansion programme, be submitted. (ii) MCD should also examine and give its concurrence that the proposed land is not required for the development of any of the existing settlements.

(iii) Proposer plan indicating the existing uses, buildings and other uses integrated with the proposed land to be acquired and its utilisation be submitted.

- G1 -
OFFICE OF THE COMMISSIONER OF POLICE DELHI

No.

A.III,

Dated:

To

Sh. G.S. Aujla,
Land Acquisition Collector(PN),
Office of D.C. Delhi.,
(Land Acquisition Branch),
Tis Hazari Courts,
Delhi.

Sub:- Acquisition of land for P.T.C. at Jharoda
Kalan Delhi.

....

Sir,

With reference to your letter no.10298 dated 8.9.88 addressed to Principal/P.T.S. Jharoda Kalan, on the subject cited above I am to state that the Principal/PTS has informed that a meeting was held in the office room on 25.10.88 which was also attended by you. The land position available at present around R.T.C. was discussed where you have reported that at present 45 acres of land is free from 20 point programme meant for the allotment of landless and weaker sections of village Dichoon Kalan and notifications can be issued for the land acquisition under section 4, 6 and 17(1) land acquisition Act immediately for allotment to Delhi Police for P.T.C. The details of Khasra Nos. and exact area are mentioned in the statement attached. This particular land falls on the North-Eastern side of present R.T.C.

2. The present R.T.C. (Recruit Training Centre) is being run in tents in this area which is quite inadequate. The Govt. of India Ministry of Home Affairs vide their letter No.14014/34/85-UTP, dated 18.6.86 (copy enclosed) has already sanctioned for setting up a full fledged police Training College (P.T.C) at this place which will be fully equipped with necessary buildings and other infrastructure and will be planned on modern lines. The bldg. plans are already under preparation with PWD.

3. The necessary certificate for minimum requirements of land and immediate acquisition furnished by Principal/PTS Jharoda Kalan are also enclosed for reference as desired.

4. Eighty percent of the cost of land will also be paid immediately on receipt of a proper demand note from your office. The remaining 20% will also be paid later on, when the award will be announced. The DDA is being requested to issue land use certificate at the earliest.

5. It is therefore requested that necessary action in the matter may kindly be taken immediately so that the land is formally allotted to us and the work of PTC project which is held up due to lack of sufficient land is commenced/completed without any further delay.

Yours faithfully,

(KANWALJIT LEOL)
DY. COMM. OF POLICE HQ (II)
DELHI.

Encl. As above.

No. 29182-88/A.III

Dated: 6.12.88

Copy forwarded to:

1. The Joint Secretary (Home) DA, Delhi with reference to Adan's letter no. F9(63)88-HP.II dt. 7.9.88
2. The Under Secretary (LA) Land & Bldg. Deptt Vikas Bhawan New Delhi. with reference to his letter no. F.7(16)87-L&B/5872 dt. 24.2.88
3. The ADM (LA) Tis Hazari courts, Delhi with a copy of certificates minimum requirements of land and immediate acquisition are enclosed for necessary action.
4. The Addl. Commissioner (Land) LDA Vikas Sadan, INA, N. Delhi for necessary action.
5. The Dy. Director (MP) A copy of Govt. of India Min. of Home Affairs letter no. 14014/34/85/UTP, dt. 18.6.86 sanctioning the Police Training college is sent herewith as desired. Unless the land in question is acquired and handed over it is not possible to prepare the integrated plan with the proposed land. The same can only be submitted as and when the land is acquired and handed over to Police Deptt/PWD.
6. The Dy. Dir. (NL) DDA Vikas Sadan, INA, N. Delhi with a list of Khasra details of land and its exact area with reference to his letter no. F14(11)87/CRC/DDA dt. 15.3.88
7. The Principal/PTC Jharoda Kalan, N. Delhi with reference to his memo no. 25745/Genl.FTS dt. 28.10.88. He is requested to depute some responsible officer to pursue the matter with LAC and in DDA for land use certificate at his personal level.

Yours faithfully,

(KANWALJIT LEOL)
DY.COMMR. OF POLICE HQ (II)
DELHI 29.11.88

Encl. As above.

Sub:- Identification and earmarking of the sites measuring about 250 sq. mtrs. each in the larger green areas in different parts of Delhi for running of country liquor vends in temporarily tubular and improvise structures.

F.3(52)/88-MP.

A request was received from Commissioner and Secy. (L&B) for identification and earmarking of site for implementation of the decision of executive council for establishing of departmentally run country liquor vends in the temporary tubular and improvise structures. The proposal was of 20 such establishment in corners of large green areas of different localities.

2. The matter was consider earlier in the Technical Committee meeting held on 22.11.88 and it was decided that it is not desireable to have these structures in the green area. Proper shops in shopping centre may be identified for country liquor. It was therefore, decided that Delhi Administration should identify the areas where they want to establish 20 country liquor/rum shops so that allotment can be made to them in shopping centres in these areas.

3. Dy. commr. (Excise) has again refend the case to DDA and has mentioned that sale of country liquor is mostly confined to persons who are in low income groups and generally belong to the categories of labourers, auto rickshaw drivers etc, whereas clientele of Indian Made Foreign Liquor extends to all sections of society and income groups. It is also mentioned that such shops were opened on the periphery of residential area away from the clusters of residential area. However, with the population growth and pressure on land and all around development which has taken place rapidly, all these shops have been

surrounded by the residential areas and hence the complaints are received from the residents. It is further mentioned that the matter was discussed by the Executive Council chaired by the Hon'ble Lt. Governor, and the following decision have been taken by the Executive Council.

"In order to avoid public criticism to the opening or continuance of a country liquor rum shops close to the residential neighbourhoods DDA be directed to earmark 250 sq. mtrs. of land in one corner of the large green areas in different localities for establishment of 20 country liquor/rum shops as as long terms perspective to meet the genuine requirements of different localities in times to come. These earmarked sites should have an enclosure of 6 ft. height proper entry and exist and with plantation of trees around it to camouflage. Only temporary tubular structures with asbestos sheets on the roof be provided.

4. Finally it is again mentioned that the shops of country liquor/ 50 degree rum are required to be located in the green areas away from the residential colonies and thus no purpose will be solved by opening the shops in the shopping centres.
5. The case is again put up to the Technical Committee for consideration,

- Subject:- (a) Conceptual planning and designing of metropolitan passenger terminals in Delhi.
- (b) Location of metropolitan passenger terminal/Internal Container Depot at Tughlakabad
-

The above subject was discussed in the Technical Committee meeting held on 3.2.89. After detailed discussions it was decided that a Sub-Group consisting of officers from the related agencies such as Railways, DTC be constituted to go into the details about the requirements and other related matters of the metropolitan passenger terminals and also the proposals of Metropolitan passenger terminal/Internal Container Depot at Tughlakabad.

2. In view of the above, a Group consisting of officers from the Delhi Administration, NATPAC, Railways, DTC and D.D.A. met on 9.2.89 and discussed the above subjects. A report on the above subject which was circulated earlier in the Technical Committee forms the base of discussions. The record note of the meeting of the Sub-Group is annexed.

3. The important points which emerged for further discussion/consideration by the Technical Committee are as under:-

- (i) The proposed metropolitan passenger terminals which consists of the various intercity and ^{transport} intracity modes like railways, bus and mass

rapid transit should be developed as integrated and should be co-ordinated by one agency. This agency could be Unified Metropolitan Transport Authority(UMTA) and in the absence of that the Delhi Development Authority.

(ii) The exact requirements of the areas for functions other than railways should be worked out by different agencies in due course of time based on data supplied by the Railways as well as the projections made by the Perspective Planning Wing of the D.D.A. in this regard.

(iii) The railways would provide area break up for different activities in the metropolitan passenger terminals for areas such as (i) platforms (ii) siding facilities (iii) Station Building with various facilities (iv) Maintenance Workshop (v) Water Supply System (vi) Circulation areas for bus and other private and public vehicles (vii) parking areas (viii) RPF residences and other residences for essential staff.

(iv) Delhi Administration is to finalise the agency for the development of intracity mass transport system and inter-state bus terminus.

(v) Individual metropolitan passenger terminals:

The land break up for these terminals is as under:-

(a) Anand Vihar

Total land available	74.1	hects
Railway passenger terminals	53.6	hects
ISBT	10	hects
Intracity passenger terminals	10.5	hects.

(b) Bijwasan

Total land available	227.3	hects
Railways passenger and goods terminals	200	hects
ISBT	15	hects
Intracity mass transit	5.3	hects
Transit facilities	7	hects.

(In the goods terminals part, IOC pipeline is crossing which is to be sorted out with the IOC).

(c) Holambi Kalan:-

Total land available	142.5	hects.
Railway passenger terminal	115	hects
ISBT	10.5	hects
Intracity mass transit	11	hects.
Hotels and other transit facilities	6	hects.

(vi) Land allotment:- As the passenger terminals are to be developed as integrated terminals, the division of land as given above is approximate and different agencies would have to operate in each other areas. As such, the areas predominantly meant for railways could be reserved and later allotted subject to the conditions that the overall co-ordinating agency for transportation in Delhi has the overall control. For this condition, some preliminary conditions were provided in the report 'Conceptual Planning and Design of Metropolitan Passenger Terminal' page 17. These would have to be further refined by the Planning/Lands Department

(vii) Considering overall planning for the city the following are the important requirements:-

(a) No future expansion should be done at the existing terminals at Delhi junction and New Delhi.

(b) The new terminals would be connected by EMU services.

(c) The railways are shifting some of the activities from the existing railway stations from Delhi Junction, New Delhi and Lahori Gate and thus land which would be available is essentially required by the Delhi Development Authority for the urban renewal/redevelopment of the walled city.

(viii) Tughlakabad Passenger Terminal :- The railways have indicated ICD where passenger terminal is proposed in the Draft Master Plan for Delhi Perspective-2001. Alternative indicated by the Railways on the east of Mathura Railway Line was not found feasible for Metropolitan Passenger Terminal as the land is highly deficient. The railways agreed to conduct an exercise to find out feasibility for the ICD/MPT in the area indicated for freight complex.

(ix) The Technical Committee may agree for the further processing for the change of land use in case of Holambi Kalan Metropolitan passenger terminal and the freight complex (drawing laid on the table).

Appendix 'H' to Item No. 70

H1

DELHI DEVELOPMENT AUTHORITY
(PERSPECTIVE PLANNING WING)
NCR & URBAN EXTENSION UNIT

F.1(34)89-Dir(PP)

Dated 17.2.89

Record note of the meeting held on 9.2.89
in the room of Director(PP) of the Group on
'Development of the Metropolitan
Passenger Terminals in Delhi'.

.....

1. The list of the officials who attended the meeting is placed in the annexure.
2. Director(PP), DDA introduced the proposal of developing four metropolitan passenger terminals as laid down in the Draft MPD Perspective-2001. He also explained the purpose of setting up this group as per the decision of the Technical Committee meeting of DDA held on 3.2.89.
3. After detailed discussions and interactions with the members within the group following recommendations were made:-
 - (i) All the members accepted the need for preparing an Integrated Plan for the development of the proposed Metropolitan Passenger Terminals. It was also appreciated that depending on the location of these terminals, integration of development proposals of various agencies i.e. Northern Railways for passenger terminals, Delhi Admn. for Inter State Bus Terminus, DTC for Intra City Bus System and LRT jointly between Delhi Admn. and Railway is a must. In

Contd.../-

the absence of Unified Transport Authority for Delhi, this function of ensuring coordination between the agencies concerned may have to be performed by the PPW of the Delhi Development Authority.

- (ii) It was largely agreed by all the members that Railways would primarily play an important role in the entire development of the proposed metropolitan passenger terminals. Further, keeping in view the financial allocation available with the railways for this purpose, it may be desirable to consider allotment of adequate area for railways use at each of these terminals. The allotment of land to be made to railways at this stage would remain tentative in terms of its area as well as boundary, to accommodate the detailed requirements to be worked out by other agencies for their functioning in the metropolitan passenger terminals eg. ISBT, DTC, LRT etc.
- (iii) It was agreed in the meeting that depending on the location of MPT the entire land proposed for the MPT would be sub divided into mainly two/three major functions i.e. (i) Railway Passenger Terminal (ii) Inter State Bus Terminus including DTC and (iii) LRT or Mass Rapid Transit System depending on the location of MPT. The exact requirement of area for functions other than railways would be worked out by each of the agencies in the due course of time, based on the data supplied by the railways as well as the projections made by the PPW with regard to

Contd.../-

(a) number of passengers projected on each of the passenger terminals upto the year 2001 (b) peak hours of traffic (c) number of trains on each of these terminals likely to terminate and originate by the year 2001 (d) Regional and through traffic, which would require inter city facilities (e) space for overlapping functions and activities i.e. parking, circulation, informal sector etc. The same will be submitted to DDA for final adjustment in the 1 and sub division between different agencies for integrated development of each of these proposed metropolitan passenger terminals. (iv) It was agreed by the representatives of railways that they would provide the detailed break up of area in terms of different functions which are to be accommodated within the Railway Passenger Terminal eg, (i) Platforms (ii) Sliding facilities for parcel, tourist, washing maintenance, medical, idling yard etc. (iii) Station building equipped with all passenger facilities & facilities for railway themselves (iv) Maintenance workshop (v) Water supply installation (vi) Circulation areas for bus and all the other private & public vehicles (vii) parking areas for bus and all other public & private vehicles (viii) R.P.F. Barracks (ix) Guards & drivers running & rest rooms (x) Residential quarters for railway staff attached directly or indirectly to emergency purposes.

Contd.../-

H4 :

4. Delhi Admn. with the consent of Ministry of Urban Development would meanwhile finalise the agency for development and running of Intra City Mass Transport System, LRT/MRTS, Inter State Bus Terminus.

5. Each of the proposed MPTs were discussed in detail with regard to land allocation.

(i) Anand Vihar: In view of limited availability of land for the purpose of MPT at Anand Vihar, the land utilisation has to be optimum. It is with this view that the land shown for the railway would be possibly accommodated within the area of 54 ha (approx) specified for the railways as indicated in the plan prepared by PPW. This may require modifying their current plan with regard to track siding etc. Meanwhile, DTC, ISBT & LRT etc. would also work out their exact area requirements and submit the same to DDA for the final adjustment in the land sub divisions.

(Action: Rly., DTC, Delhi Admn. & DDA)

(ii) Bijwasan: The Conceptual Plan for this MPT prepared by PPW was accepted unanimously. The total area proposed for allotment to Rly. for passenger & goods terminal together is 200 ha (approx) as indicated in the plan prepared by the PPW. Railways, however, raised certain reservations with regard to the area shown for goods terminals, as the issue has to be sorted out with the Indian Oil Corporation because of their existing oil pipe lines. Further with the proposed Conceptual Plan of MPT the Papankalan (Dwarka) general development plan may need to be marginally modified to accommodate the

Contd.../-

:H5 :

proposed ISBT, LRT, DTC and Transit accommodation facilities as shown in the plan.

(Action: DDA, Rlys)

(iii) Holambi Kalan: With a view to adjust requirement of railways it was decided that a fresh Conceptual Plan in consultation with the Project Planner-Narela would be worked out by the PPW indicating the area for passenger terminal, ISBT, DTC etc. The same would be prepared giving due regard to the proposed peripheral road network. The total area for both the railways goods & passenger terminal shall be 215 ha (approx).

(Action: DDA)

(iv) Tughlakabad: On the recommendations of the group it was decided that the railways would work out a proposal to accommodate the passenger terminal within the area shown for the freight complex indicated in the Draft MPD Perspective-2001. This shall have to be worked out within the constraints of non-availability of suitable land for the proposed MPT to be located for the South bound passengers.

(Action: Railways)

6. With the above modifications, the proposals may be taken up to the Technical Committee of DDA for allocation of land to Railways and other concerned agencies. The general conditions with regard to allotment of land to the Railways may have to be worked out by the lands Deptt. of DDA on the lines as indicated in the report entitled 'Conceptual Planning & Designing of Metropolitan Passenger Terminals in Delhi' prepared by PPW. Adequate considerations shall be given to the complexities involved in ensuring Integrated Development of the proposed MPTs while working out the lease contract.

7. The meeting ended with thanks to the chair.

Following officers attended the meeting on 'Development of the Metropolitan Passenger Terminals in Delhi' held in the room of Director(PP) on 9.2.89.

1. Sh. J.C. Gambhir, Director(PP), DDA Chairman
2. Sh. N. Balachandran, Jt. Director(Transport), Delhi Administration.
3. Sh. D. Sanyal, Ex. Director, NATPAC.
4. Sh. M.A. Umar, CE/C/Survey, Northern Railway.
5. Sh. M.M. Mittal, Senior Civil Engineer/Survey, Northern Railway.
6. Sh. K.C. Tiwari, Transport Manager, DTC.
7. Sh. Prem Nath, Director(Plg.), National Airport Authority.
8. Sh. Prakash Narayan, Jt. Director(PP), DDA.
9. Sh. V. Risbud, Jt. Director, Narela Project.
10. Sh. Pradip Behari, Dy. Director(MP), DDA.
11. Dr. S.P. Bansal, Dy. Director(PP), DDA.
12. Sh. Tapan Mondal, Asstt. Director(PP), DDA

DELHI DEVELOPMENT AUTHORITY
SERVICE PLANNING & RESEARCH WING

NO. PS/Dir.(SP&R)89131

Dt.16.2.89

Comments on the project report of "Conceptual Planning and Design of Metropolitan Passenger Terminals in Delhi", October, 1988 prepared by PPW, DDA and circulated on 3.2.89.

Salient features of the report (prepared by PPW)

The report has been prepared proposing four passenger terminals namely - i. Anand Vihar; ii. Tughlakabad; iii. Bijwasan; iv. Holambi Kalan.

At present, Delhi handles 230 passenger trains, 65 goods trains and 79 sub urban trains daily on 8 rail corridors. Traffic projections have been worked out for 2001 AD and given under:

- In Delhi city as a whole, on its 33 railway stations a total traffic of about 3,60,000 journeys with a break up of 1,70,000 long and short distance passenger term 92,000 commuters are handled.
- Projections for 2001 AD have been made at a rate of growth of 4% per annum and accordingly following are figures:

Daily passengers	6,72,000
Commuters	3,54,000
Long & short distance	3,18,000
Total trains	480
Passengers bothway by bus	7,82,000
No. of buses bothways	14,000

Each metropolitan terminal would have four major activities namely - i. Regional rail terminal, ii. ISBT; iii. Inter city Mass transit system namely - LRT etc. iv. Provision for parking for different modes of vehicles.

For these four activities, area requirements are i. 120 hect. for railway terminal ii. 10 hect. for ISBT; iii. 5 hect for Intra city Mass transit system and iv. 6.8 hect for parking.

Comments:

1. It is desirable that Delhi - Super Metropolitan City should have four major metropolitan passenger terminals in four directions i.e. east, south, west and north, besides 3 existing passenger terminals (Delhi Main, New Delhi and Nizamuddin). Three terminals namely i. Holambi Kalan; ii. Bijwasan; and iii. Tughlakabad will be at a distance of about 30 kmt. from the centre of Delhi while the other four at a much less distance.

Following studies should be added while finalising the locations and design of these terminals;

- i. Name of the trains, their frequencies on each of the 7 railway terminals.
 - ii. Railway feeder service from one terminal to other terminals.
 - iii. Common management system in terms of reservation and booking of tickets for all the 7 terminals.
 - iv. Adequate bus feeder service system to these railway terminals from different parts of the city.
 - v. These railway terminals should not have goods marshalling yard facilities. For this component, a separate location should be decided alongwith location of wholesale markets of Delhi.
2. Area bounded by Delhi Haryana Border in the North, River Yamuna Bund in the East, GT Karnal Road in the West and Road no. 50 alongwith supplementary drain in the south should be used for location of i. wholesale markets specially in shifting of wholesale markets from the walled city of Delhi ii. Rehabilitation of existing hazardous and noxious industries from urban areas of Delhi and iii. Goods marshalling yards of railways; due to following reasons:
- This is a huge area in about 8000 hect.
 - The area is free from floods due to strengthening of Yamuna bund for 3.5 lakh cusecs of flood water.
 - The area has a favourable wind directions for location of hazardous and noxious industries.
 - In PLP-2001, no locations has been specified for locating 1800 hect. of industrial use (This projection has been given in PLP-2001)
 - Railway siding facilities can be provided.
 - The pocket will be away from residential, commercial, and institutional colonies as such, will not create environmental problems for these uses.
3. The entire projection of the systems has been done only for a period of 10 years. This should be increased at least for a period of 50 years. Construction of these railway terminals will take at least 10 to 25 years, as such, time span for projecting of different activities should not be less than 50 years.

4. Economics of the entire system with 7 metropolitan passenger terminals, feeder bus service system along with other components should be calculated.
5. Total cost of the project may be in billions, as such, involvement of public and private sector funds should be there.

Sd/-

(R.G. GUPTA)
DIRECTOR (SP&R) LDA.

EM/VC.

Copy to:

1. Director (PPB)
2. Director (DCP)
3. D.D.(MP) to place it an appendix to the main item in the technical committee.
4. Jt. Dir. (T&T)

Laid on table

Sub:- Allotment of land to Delhi Orthodox Diocesan Council in Mayur Vihar Institutional Area for construction of Church.

R.5(1)/82-LGB Instt.

This is a case of allotment of land to the Church-Delhi Orthodox Diocesan Council(Regd.) Earlier the

Council was allotted 41 sq. mtrs. of land in the approved

layout plan showing the proposed sites for religious/socio

cultural use at Mayur Vihar Patparganj area (Zone E-13). On

further representation from the Council, the Hon'ble Lt.

Governor had approved allotment of 800 sq. mtrs. plots

vide his orders dated 26.7.88(P-20/N). The case was submit-

ted to Commissioner(Plg.) who had desired that as the land

use in the MPD-2001 is recreational green, the matter may

be discussed in the meeting of the Technical Committee.

2. The facts of the case are that for allotment of land

to various religious institutions, a layout plan for utili-

sing a triangular piece of land in Mayur Vihar was prepared.

This layout plan was approved by V.C. vide his orders dated

31.8.85 in file No.F.12(55)/81-LGB (I). The land use of

this pocket as per MCD-1962 was agricultural green. Subse-

quently, the whole area between National Highway No.24

and Hindon Cut was taken up for urbanisation during 1945-48

and resettlement colonies such as Trilokpur, Himatpur,

Khichripur etc, have been developed. This pocket formed

part of the agricultural land use however was not utilised

at that time. As per MPD-2001 the whole area of Khichripur

complex has been broadly shown as residential use. Now-

ever, land use of this triangular pocket has been shown as

green and the layout plan approved by V.C. in 1985 has not

been incorporated in MPD-2001. Almost all the religious plots in this area have been allotted and possession

handed over.

3. Since the land use in MPD-2001 is shown as recreational (green) the matter of allotment of additional land to the extent of 418 mtrs. is submitted for consideration of the Technical Committee.