

Approved Minutes of the Technical Committee meeting held on 22.9.92 at 12.30 P.M. in the Conference Room of Vikas Minar, DDA.

The following were present:

DELHI DEVELOPMENT AUTHORITY

1. Shri S.P.Jakhanwal, Vice-Chairman
2. Shri H.D.Sharma, Engineer Member
3. Shri A.P.Sinha, Principal Commr.
4. Shri J.C.Gambhir, Commr.(Plg.)
5. Shri K.J. Alphonse, Commr.(Lands)
6. Shri Santosh Auluck, Chief Architect
7. Shri S.C.Gupta, Dir.(DC&P)
8. Shri R.G.Gupta, Dir.(TYA)
9. Shri P.C.Jain, Director (AP&B)

LAND AND DEVELOPMENT OFFICE

10. Shri I.D.Gupta, E.O.

POLICE DEPARTMENT (TRAFFIC)

11. Shri Roop Chand Sharma, ACP

TOWN AND COUNTRY PLANNING ORGANISATION

12. Shri S.Maurya, Town Planner

INVITEES:

13. Shri N.K.Puri, SLC(Oil Sector) C/o Hindustan Petroleum.

1. ITEM NO. 91/92

Sub: Existing retail outlets at Behlopur Khadar.  
F.11(237)91-LPB

Technical committee desired that the State Coordinator in the Oil Companies may find out whether the existing outlets on Ring Road at Behlopur Khadar are constructed with the approval of the Competent Authority or are functioning without the approval of the site from the land use point of view and getting the approval from the Building Plan sanctioning Authority.

Further, desired that Commissioner (Lands) should find out the status of the land under the existing outlets.

2. ITEM NO. 92/92

Sub: Grant of NOC for storage of Petroleum class A and B products in Union Territory of Delhi.

F7(7)91-MP

**"Decision"**

Technical committee discussed the proposal contained in para 4 above and decided the policy for grant of NOC for storage of petroleum class 'A' & 'B' in the Union Territory of Delhi as follows:

- i. Wherever the petroleum products are required for use in industrial units, located in approved industrial area, NOC may be issued subject to clearance from fire and explosive point of view by the concerned department.
- ii. industrial units permitted in Village Abadi and unauthorised areas within the permissible limits of MPD-2001, generally, do not require petroleum products. Therefore, in such cases NOC is not required to be issued.
- iii. The storage units for marketing of petroleum products can be located in the approved commercial/warehousing schemes, for which, if necessary, NOC can be issued. This will be subject to the clearance from Fire and Explosive Departments.

The State Coordinator informed that only the kerosene oil is supplied for retail sale to the Fair Price shops and for that purpose, no separate NOC is required.

3. ITEM NO. 71/92

Sub: Guidelines of sanction of building plans in the Mehrauli Heritage Zone.

Technical committee recommended to constitute, under section 5A of Delhi Development Act 1957, by the Competent Authority, a "Special Group" for screening the projects for sanctioning the building projects in the identified 'heritage zones/areas', based on the detailed policy to be formulated by the 'Special Group', within a period of 3 months, keeping in view the recommendation of INTACH. The Special Group should be constituted as follows:

Director (Building) DDA	-Convener
Representative of Archaeology Survey of India, Govt. of India	-Member
Representative of Archaeology Survey of India, Delhi Admn.	-Member
Director (Lands Management) DDA or his representative	-Member
Jt. Director (Bldg.)DDA	-Member Secy.

4. ITEM NO. 93/92

Sub: Change of land use of an area measuring 1 ha. from 'Residential' to 'Commercial' at Tilak Nagar, Delhi. F20(15)88-MP

Technical committee considered the proposal and recommended to the Authority for approval of change of land use of an area measuring 1.0 ha. from 'residential' to 'Commercial'.

5. ITEM NO. 95/92

Sub: Change of land use in respect of new CTO Building premises from 'Public and Semi public facilities' to 'Govt. offices' variation of height in city centre as provided for District Centre. F16(7)90-MP

Technical committee recommended:

- i. the change of land use in respect of new CTO Bldg. from 'Public & semi public facilities' to 'governmental use';
- ii. to make a provision of certain buildings to a maximum height of 50 mtrs. in the City Centre Area as in case of District Centres.



6. ITEM NO. 96/92

Sub: Provision of 11 ESS / Switching Station sites in Rohini Phase III (Sector nos. 20 to 22 layout plan 513 B)

PP/R/2006(Services)Pt.92

Technical committee recommended the proposal ;of 45 sites (36 sites of 11 KV sub station and 9 switching station sites in sector nos. 20, 21 & 22 of Rohini) (as shown on the plan laid on table).

Technical committee also observed that keeping in view the latest technology, the land requirement for electric sub station sites should be reexamined seperately.

7. ITEM NO. 97/92

Sub: Proposed diversion of Auchandi Bawana Road and construction of ROB on Railway level crossing on Delhi Karnal lines at Samaipur Badli.

Technical committee desired that proposal should be taken up when the representative of MCD is present in the committee.

8. ITEM NO. 98/92

Sub: Development of Recreational Park providing for Fun and Games like Disney landby M/s Popular Fun World. F10(40)DD(Plg.)II/92/DWK

Technical committee recommended that in the recreational area, activities like fun and games in the form of an Amusement Park etc. could be developed and necessary changes in MPD-2001 be processed accordingly.

In this context a large site be developed in the vicinity of Bhulsewa Lake and a second site in the vicinity of Sanjay Lake in Trans Yamuna Area. As far as the allotment of site to a licensee is concerned, the matter be examined seperately by the Land Deptt./Lessor. The required change of land use from Rural to Recreational (Distt. Park) may also be processed for Bhuleswa Lake. A development Plan for Sanjay Lake should also be prepared and put up before the Committee.

9. ITEM NO. 99/92

Sub: Change of land use of an area measuring 3.6 hect. from 'recreational' to 'light and service industries (Printing press) at Wazirpur, Delhi. F20(11)91-MP

Technical committee considered the objection of TCPO on draft notification. It desired that in the first



instance, the allotment of sites to individuals, buildings already constructed at site and the area, already developed for landscaping be ascertained by the Sr. Land Scape Architect and the Commr. (Lands) on a map supported by a local inspection report.

10. ITEM NO. 100/92

Sub: Land for the second entry to Niazamudding in Railway Station from Ring Road side.  
F5(60)79-MP + F5(34)85-MP

Technical committee approved the proposal of the Railways for an entry from the Ring Road side to Nizamuddin Station. It further, decided that the main parking required for the purpose be integrated with the parking of ISBT with a limited short time parking in the vicinity of the main approach to the railway station.

LAID ON TABLE

11. ITEM NO. 101/92

Sub: Location of 3 gas godown sites in trans Yamuna area east of Road no. 56 between the R/W of the road and the Delhi UP Boundary.

F13(5)89/CRC/DDA + F13(10)90/CRC/DDA

Technical committee, after discussion, agreed to provide only two sites for gas godowns along Road no. 56 in the strip between the existing electric sub-station and the petrol pump site with the provision of a green strip in the rear as for layout plan authenticated by C (Plg.)+ Chairman. The sites for gas godowns will be subject to clearance by CFO.

This issues with the approval of vice chairman, DDA.

(ANIL BARAI)  
DY. DIR. (MP)

No. F1(35)92-MP

Dt. 13.10.92

Copy to:

1. CSD to VC for the information of the latter.
2. Engineer Member
3. Principal Commissioner
4. Commissioner (Plg.) Member Secy.
5. Commissioner (Lands)
6. Chief Architect
7. Director (DC&P)
8. Director (TYA)

9. Director (AP&B)
10. Chief Town & Country Planner,  
Town & Country Planning Office,  
Vikas Bhawan, 'E' Block,  
New Delhi.
11. Chief Architect  
NDMC, Palika Kendra  
New Delhi.
12. Town Planner,  
MCD, Old Hindu College Bldg.  
Kashmere Gate, Delhi.
13. Secretary,  
DUAC, NDMC Commercial Complex,  
Lok Nayak Bhawan, Khan Market,  
New Delhi.
14. Land & Development Officer,  
Land & Development Office,  
Niran Bhawan, New Delhi.
15. Sr. Architect,  
H&T P (I) Unit, Room No. 316  
'A' Wing, 3rd floor,  
Nirman Bhawan,  
New Delhi.
16. Deputy Commissioner of Police (T)  
MSO Bldg. IP Estate,  
New Delhi.
17. Chief Engineer (Plg.) DESU  
Shakti Sadan,  
Dindayal Upadhaya Marg, New Delhi.
18. PS to Lt. Governor of Delhi,  
Raj Niwas, Delhi.

Draft Minutes of the Technical Committee meeting held on 22.9.92 at 12.30 P.M. in the Conference Room of Vikas Minar, DDA.

The following were present:

DELHI DEVELOPMENT AUTHORITY

1. Shri S.P.Jakhanwal, Vice-Chairman
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4. Shri J.C.Gambhir, Commr.(Plg.)
5. Shri K.J. Alphonse, Commr.(Lands)
6. Shri Santosh Auluck, Chief Architect
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10. Shri I.D.Gupta, E.O.

POLICE DEPARTMENT (TRAFFIC)

11. Shri Roop Chand Sharma, ACP

TOWN AND COUNTRY PLANNING ORGANISATION

12. Shri S.Maurya, Town Planner

INVITEES:

13. Shri N.K.Puri, SLC(Oil Sector) C/o Hindustan Petroleum.



1 Item No.91/92

Sub : Existing retail outlets at Behlopur Khadar.  
F.11(237)91-LPB

Technical Committee desired that the State Coordinator in the Oil Companies may find out whether the existing outlets on Ring Road at Behlopur Khadar are constructed with the approval of the Competent Authority or are functioning without the approval of the site from the land use point of view and getting the approval from the Building Plan Sanctioning Authority.

✓ Further, desired that Commissioner(Lands) should find out the status of the land under the existing outlets.

2 Item No. 92/92

Sub : Grant of NOC for storage of Petroleum Class A and B products in Union Territory of Delhi.  
F.7(7)91-MP

Technical Committee discussed the proposal contained in para 4 above and decided the policy for grant of NOC for storage of petroleum Class 'A' & 'B' in the Union Territory of Delhi as follows:

i) <sup>wherever</sup> ~~whether~~ the petroleum products are required for use in industrial units, located in approved industrial areas, NOC may be issued subject to clearance from fire and explosive point of view by the concerned department.

ii) industrial units <sup>permitted</sup> ~~located~~ in Village Abadi and un-authorised areas within the permissible limits of ~~MPD-62 and~~ MPD-2001, generally, do not require ~~for~~ petroleum products, ~~as normal storage for incidental use as a raw material or subsidy material in such units.~~ Therefore, in such cases NOC is not required to be issued.

definite  
Not clear

iii) for marketing the petroleum products, the storage units <sup>can</sup> ~~could~~ be located in the approved commercial/warehousing schemes, for which, if necessary, NOC <sup>can</sup> ~~could~~ be issued. <sup>this will be</sup> ~~however~~, subject to the clearance from Fire and Explosive Departments.

The State Coordinator informed that only the kerosene oil is supplied for retail sale to the Fair Price Shops and for that purpose, no separate NOC is required.

3 Item No.71/92

Sub : Guidelines of sanction of building plans in the Mehrauli Heritage Zone.

Technical Committee recommended to constitute, under Section 5A of Delhi Development Act 1957, by the Competent Authority, a "Special Group" for screening the projects for sanctioning the building projects in the identified 'heritage zones/areas', based on the detailed policy to be formulated by the 'Special Group', within a period of 3 months, keeping in view the recommendation of INTACH. The Special Group should be constituted as follows:

Director (Building), DDA	- Convener
Representative of Archaeological <sup>Survey</sup> of India, Govt. of India	- Member
Representative of Archaeological <sup>Survey</sup> of India, Delhi Admn.	- Member
Director (Lands Management), DDA or his representative	- Member
Jt. Director (Bldg.), DDA	- Member Secretary

*by file*



4 Item No.93/92

Sub : Change of land use of an area measuring 1 ha. from 'residential' to 'commercial' at Tilak Nagar, Delhi.

F.20(15)88-MP

Technical Committee considered the proposal and recommended to the Authority for approval of change of land use of an area measuring 1.0 ha. from 'residential' to 'commercial'.

5, Item No.95/92

Sub : Change of land use in respect of new CTO Building premises from 'public and semi public facilities' to 'govt. offices' variation of height in city centre as provided for District Centre.

F.16(7)90-MP

Technical Committee ~~examined the proposal in detail~~ and recommended:

i) the change of land use in respect of new CTO Building from 'public & semi public facilities' to 'governmental use';

✓ *Check up* ii) to make a provision of certain buildings to a maximum height of 50 mtrs. in the City Centre Area as in case of District Centres.

6 Item No.96/92

Provision of 11 ESS/Switching Station sites in Rohini Phase III (Sector Nos.20 to 22 layout plan - 513 B).

PP/R/2006 (Series) / PR / 92.

*Lifeline* Technical Committee recommended the proposal of 45 sites (36 sites of 11 KV sub-station and 9 Switching Station sites in Sector Nos.20,21 & 22 of Rohini) (as shown on the plan laid on table).



Technical Committee also observed that keeping in view the latest technology, the land requirement for electric sub-station sites should be ~~re~~examined separately.

7. Item No.97/92

Sub : Proposed diversion of Auchandi Bawana Road and construction of ROB on Railway level crossing on Delhi Karnal lines at Samaipur Badli.

Technical Committee desired that proposal should be <sup>taken up</sup> discussed when the representative of MCD <sup>is</sup> ~~will~~ be present <sup>in the Committee</sup>.

8. Item No.98/92

Sub : Development of Recreational Park providing for Fun and Games like Disney land by M/s Popular Fun World.

F.10(40)DD(Plg.)II/92/DWK

~~After detailed discussion, the~~ Technical Committee recommended that in the recreational area, activities like fun and games in the form of a ~~Disney Land~~ Amusement Park etc., could be developed and necessary <sup>changes</sup> ~~provi-~~ sion in MPD-2001 be <sup>proposed</sup> ~~made~~ accordingly. // In this context, a large site be developed in the vicinity of Bhuleswa Lake and a second site in the vicinity of Sanjay Lake in Trans Yamuna area. As far as the allotment of site <sup>to a licensee</sup> is concerned, the matter be examined separately by the <sup>Land Dept / Lessor</sup> ~~Land Owning Agency~~. <sup>The required change of lawuse from Rural</sup> ~~to Recreational (Dist. Park)~~ may also be processed for Bhuleswa lakes. <sup>A Development Plan</sup> ~~for Bhuleswa and Sanjay Lake~~ should also be <sup>considered</sup> ~~before the~~ Committee.

Item No.99/92

Sub : Change of land use of an area measuring 3.6 hect. from 'recreational' to 'light and service industries (Printing Press)' at Wazirpur, Delhi. F.20(11)91-MP

<sup>considered the objective of TCPO on Sept 1991</sup> Technical Committee <sup>↑</sup> desired that in the first

instance, the ~~actual~~ allotment, for buildings <sup>of sites to individuals,</sup> ~~already~~ constructed at site and the area <sup>already</sup> developed for landscaping be ascertained by the Sr. Landscape Architect and the Commr. (Lands) <sup>on a map supported by a local inspection report</sup>

10. Item No.100/92

Sub : Land for the second entry to Niazamuddin in Railway Station from Ring Road Side.

F.5(60)79-MP + F5(34)85-MP

Technical Committee <sup>approved the proposal of the Railways for</sup> decided ~~that~~ an entry from the Ring Road side <sup>Nizamuddin</sup> be provided to the Railway Station. It further, decided that the <sup>main</sup> parking required for the <sup>purpose</sup> rail users be integrated with the parking of ISBT.   
 It was also decided that possibility may also be examined <sup>with</sup> whether a limited short-time parking <sup>main</sup> could be provided in the vicinity of the approach to the railway station.

11 Laid on table

Item No.101/92

Sub : Location of 3 gas godown sites in trans yamuna area east of Road No.56 between the r/w of the road and the Delhi U.P. Boundary

F.13(5)89/CRC/DDA + F13(10)/90/CRC/DDA

Technical Committee, after discussion, agreed to provide <sup>adv</sup> two sites for gas godowns along Road No.56 in the strip between the existing electric sub-station and the petrol pump site with the provision of a green strip in the rear <sup>C(Peg)</sup> as for layout plan <sup>Chairman</sup> authenticated. The sites for gas godowns will be <sup>subject to</sup> clearance of RFO.

*De. P. M. L.*  
28/9/92  
for L.C.C. & P.



DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION )

DT. 16.9.1992

NO.F.1(35)92-MP

MEETING NOTICE

The Technical Committee meeting of DDA will be held on 22nd September 1992 at 12.30 P.M. in the Conference Room, Vikas Minar, New Delhi.  
Agenda for the meeting is enclosed herewith.  
You are requested to kindly make it convenient to attend the meeting.

(ANIL BARAI)  
DY.DIR.(MP)

- To:
1. OSD to VC for the information of the later.
  2. Engineer Member
  3. Principal Commissioner
  4. Commissioner (Plg.), Member Secretary
  5. Commissioner (Lands)
  6. Chief Architect
  7. Director (DC&P)
  8. Director (TYA)
  9. Director (AP&B)
  10. Chief Town & Country Planner,  
Town & Country Planning Office,  
Vikas Bhawan, 'E' Block,  
New Delhi.



11. Chief Architect  
NDMC, Palika Kendra  
New Delhi.
12. Town Planner,  
MCD, Old Hindu College Bldg.  
Kashmere Gate, Delhi.
13. Secretary,  
DUAC, NDMC Commercial Complex  
Lok Nayak Bhawan, Khan Market,  
New Delhi.
14. Land & Development Officer  
Land and Development Office,  
Nirman Bhawan, New Delhi.
15. Sr. Architect,  
H&T P (I) Unit, Room No. 316,  
'A' wing, 3rd floor,  
Nirman Bhawan, New Delhi.
16. Deputy Commissioner of Police (T)  
MSO Bldg. IP Estate,  
New Delhi.
17. Chief Engineer (Plg.) DESU  
Shakti Sadan,  
Dindyal Upadhaya Marg,  
New Delhi.

# I N D E X

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10. 100/92 Land for the second entry to Nizamuddin Railway Stn. from Ring Road Side. 15-13  
F5(60)79-MP +F5(34)85-MP

L A I D O N T A B L E .

11. 101/92. Location of 3 Gas Crossover sites in Trans-Yamuna Area east of Road No. 56 between the r/w of the road and the Delhi U.P. boundary.  
F13(5)89|CRE|DDA.  
+F13(10)90|ERE|DDA.



SUBJECT: Existing retail outlets at Behlolpur Khadar.  
F11(237)91/LPB/56

1. The subject matter was considered in the Technical committee meeting held on 31.3.92 vide item no. 48/92 (annexed)
2. The decision taken upon is given as under:  
"The Technical committee desired that the matter be brought before the Technical Committee along with Master Plan for Petrol Pumps earlier approved by DDA".
3. During the meeting of the Tech. committee it was explained that in the year 1962 Authority approved a Master Plan of petrol pumps vide Resolution no. 76 dt. 5.2.1962.
4. From the perusal of the file on the subject it is noted that the plan approved by the Authority is not available therein. The text of the Authority Resolution is annexed.
5. As per the approved Zonal plan of the area no petrol pump sites are located towards the East of ring road between Nizamuddin Bridge & Kalindi Colony. There are two petrol pumps, one under reference and the other adjacent to it are operating unauthorisedly in the Development Area of DDA, on the land in process of acquisition being contested in the Court of Law.
6. The matter is placed before the Tech. committee for information.

Sub: Existing retail outlets at Behlulpur Khadar.

F11(237)91/4 PB/SE.

There are two petrol pumps functioning on Ring Road between Nizamuddin Bridge and Kalindi Colony towards river Yamuna located in Zone 'O' (river Yamuna). Both these petrol pumps are located in the 'development area' of the LDA and the land acquisition proceedings have already been initiated and contested in the court of law.

None of the site is earmarked for a petrol pump in the earlier Master Plan or Zonal Plan or in the MPD-2001. The area is to be developed as part of the river channelisation scheme. The petrol pumps are functioning by obtaining the licence from the Licensing Authority. After coming into operation of Delhi Master Plan and the Zonal Development Plan petrol pump are located on Govt. land and also allotted for new petrol pumps for shifting of objectionable retail outlets as per Master Plan/Zonal Plan/Layout plan to the Ministry of Petroleum/Oil Company. Later on, the same is allotted by the concerned company to the dealer according to their police and DDA charges the licence fee and also execute the licence deed with such company.

As no land has been allotted in these two cases by the DDA, these are functioning against the said police and of against the land use, as none of the site is earmarked for the petrol pump.

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

The Technical Committee desired that the matter be brought before the Technical Committee along with Master Plan for Petrol Pumps earlier approved by DDA.

SUB:: Grant of NOC for storage of petroleum class 'A' & 'B' products in Union Territory of Delhi.F.7(7)/91-M.P.

1. DDA has been receiving request for issue of NOC for issue of NOC for storage of A,B,&C class petroleum products from DCP Licensing from the land use point of view in Urban area as well as rural areas.
2. Most of the request are for the lands in possession of the applicants located in village abadi area/un-authorised areas.
3. The case is examined and the comments are as under;
  - i. Defination of petroleum class a,b & c are annexed.
  - ii. These products are either required for running a particular type of industry or for sale purposes.
4. The subject matter was considered in a meeting held on 15.5.89 wherein following decision was taken:
  - i. ✓ Wherever, the petroleum products are required for use in industrial unit located in approved industrial areas, we may issue the NOC subject to clearance for Fire/Explosive Departments as the case may be.
  - ii. Industrial units located in village abadies and unauthorised areas as permitted in MPD-62/PDP-2001 generally do not require the petroleum products to be used as a raw material or subsidiary material in such units. Therefore, in such cases, NOC could not be issued.
  - iii. ✓ For marketing the products, these units could lbe located in approved commercial schemes/warehousing schemes and the NOC could be issued subject to clearance by Delhi Fire Service/Explosive Department as the case may be.
5. Keeping in view the provisions of MPD-2001 the decision taken in the meeting held on 15.5.89 (refer Para 4):
6. The item is placed before the Technical committee for retification of the decision already taken in the matter.



Petroleum Act 1934 and Petroleum Rules 1976

Definitions

- i. "Petroleum Class 'A' means petroleum having a flash point below twenty-three degrees centigrade.
- ii. "Petroleum Class 'B' means petroleum having a flash point of twenty-three degrees centigrade and above but below sixty-five degrees Centigrade:
- iii. "Petroleum Class 'C' means petroleum having a flash point of sixty five degrees centigrade and above but below ninety-three degrees centigrade.

No licence needed for transport or storage of Class<sup>A</sup> quantities of petroleum, class B or Petroleum Class-C. No licence needed for Import, Transport or storage of small quantities of Petroleum Class A.

Containers exceeding one litre in capacity for petroleum class A and 5 litres in capacity for Petroleum Class B or Petroleum Class C shall be of a type approved by Chief Controller.

Licence necessary for the transport or storage in bulk of Petroleum class A&B.

SUB:: GUIDELINES OF SANCTION OF BUILDINGS  
PLANS IN THE MEHRAULI HERITAGE ZONE.

PA/JD(WC&SA)359

BACKGROUND:

1. The subject matter was considered in the Technical Committee meeting held on 27.8.91 where in following decision was taken:-

" The matter was discussed in detail and it was decided that a comprehensive statement should be prepared by the Jt.Dir(WC&SA) indicating the present norms, the corresponding norms, suggested by INTACH and the norms now proposed along with comments thereon so that each issue could be discussed in detail and decisions can be arrived at. The case be brought before the next Technical Committee on 10.9.91"

2. As per the decision of the Technical Committee the matter has been examined and the comparative statement with regard to present norms, corresponding norms suggested by INTACH and the norms now proposed is annexed.

3. These guidelines for the sanction of building plans will be applicable in the area identified as Zone -I in the report prepared by INTACH which is characterised by present built up area with Lal Dora/ within the residential use zone as per MPD-2001 which is to be confirmed by the Lands Department for the sanction of any building plan in the individual cases.

4. A Special Group is proposed to be constituted under Section 5(a) of Delhi Development Act by the Competent Authority for screening the sanction in the identified areas the following members of the group are suggested:-

Director(Building) DDA	Chairman.
One representative from	
Archaeology Survey of India	Member
One representative from	
Archaeology Deptt. of Delhi Admn.	Member.
Director(Lands Management)DDA	Member
Joint Dir(Bldg), DDA	Member Secy.

The proposal contained in para 2, 3 & 4 above with annexure is placed before the Technical Committee for its consideration.

COMPARATIVE STATEMENT OF PRESENT NORMS/NORMS SUGGESTED BY INTACH &  
THE NORMS NOW PROPOSED.

PRESENT NORMS		NORMS SUGGESTED BY INTACH		NORMS NOW PROPOSED.	
1.	The Building Plan in Urban Villages are presently sanctioned by MCD based on the City Area Policy (Annexure 'A')	1.	Mixed land use is permissible here and special buildings regulations in relation to historic fabric of Mehrauli are to be enforced.	1)	The city area policy coupled with recommendation of INTACH is to be followed.
2.	Minimum size of plot as per the city area policy the minimum size of the plot for which the bldg. plans are to be considered for approval is 50 sq.yds.(42 mts.)	2.	Minimum size of plot on which the building plans are to be considered for sanction is not recommended.	2)	42 sq.mt.
3.	<u>Circulation:</u> Minimum road width to be maintained as per City area policy is 15'(4.5 mt) for roads below 15' and front set-back to be left so as to make the street 15' wide.	3.	The street in front of the plot 3) shall be 6 mts. in case of loops identified on the plan. In other cases the width of the street shall be maintained as it is.		On the streets other than identified on the plan the minimum road R/W should be kept as 15'(4.5 mts.) and rest of the roads will be governed as per plan prepared. The existing road R/W will not be reduced. Further the set-backs to achieve the minimum road R/W of 15 ft.(4.5 mts) will be left.
4.	<u>Controls of Buildings within the use premises:</u> MCD applies unified building bye-laws for the sanction of the plans on individual plots as per City Area Policy in Urban Villages.	4.	Max, Ground Coverage and FAR shall be same as for residential plot in the plotted development.	4)	FAR shall be same as for residential plot in the plotted development. Building coverage could be flexible.



5. The set backs are followed as per the city area policy (Para 3 & 4)

6. SPECIAL FEATURES  
There are no special regulations with reference to aesthetic and maintenance of character of the area.

5. No specific recommendations are given.

6. Refer Annexure 'B'

5) Maximum and minimum setbacks not to be prescribed. Front set backs in relation to the adjoining building overall scheme if any. Light and airplans to be maintained.

6) Recommendations of INTACH could be followed as given in Annexure 'B'.

ANNEXURE 'A'

SUBJECT :- CITY AREA POLICY

- 1) The City Area Policy is as follows:-  
Upto 50 sq.yds. plots no building activity allowed.
- 2) Beyond 50 sq.yds.
  - i) for road width below 15' from set-back to be left so as make the street 15' wide.
  - ii) for trafficable road i.e. road with between 15' and 30' the front set-back shall be such so as to make the road width as 30'
  - iii) rear set-back shall be 5' minimum and 10' average provided the rear air plane is maintained by builder in his own plot.
3. Where the building on ground floor is existing with certain set-back under proper sanction no set-back will be required on the floors above the ground floor provided the front and rear air planes are maintained and coverages are according to the building bye-laws.
4. In back to back plots where the building is existing on four sides with open area in the centre, rear air plane is not insisted upon for construction of first floor provided the area of the plot is not more than 200 square yards.

RECOMMENDATIONS OF INTACH WITH REFERENCE TO  
CONSERVATION AND MAINTAINING CHARACTER OF  
THE MEHRAULI HERITAGE ZONE.

1. The public and semi-public uses shall be retained in their present locations.
2. Control building/buildings within the use Premises:
  - i) The building shall be permitted to be constructed practically in the same form and style as existing as far as possible.
  - ii) While designing care should be taken to retain traditional essential planning elements such as courtyard, balconies, chajjas, entrance gates, plinth etc. New Buildings shall be minimum 2.4 metre from historic structures.
3. Building control regulations for specific Areas(Commercial spine).
  - a) New buildings to have a minimum 1.5 metre set back on the street in the form of raised plinth.
  - b) The canopy must be sloped and supported on wood or metal vertical members not exceeding 120 mt.dia.
  - c) Balcony not to project more than 1.2 mt.from the building line and to be supported on bracket. The roof of the balcony to be supported on wood or metal columns not exceeding 12 cms. and to be aligned with the bay spacing.
  - d) The balustrade not to exceed 75 cm.height
  - e) The parapet line to be in line with the building line and to exceed 75 cms. height.
  - f) The original system of bays 2.4 mt to 4 mt.wide to be maintained.



4. Sanction of Building Plans:

- a) All the proposals pertaining to development restoration, beautification, reconstruction etc. shall be referred to the Special Group.
- b) The building plans of all the properties located along 9 mt.R.O.W. main road including commercial street shall be forwarded to Special Group.
- c) All the plots around A, B and C Grade monuments are to be referred to Special Group.
- d) All non-residential uses shall be seen by the Group.
- e) All the plots abutting the Archaeological park shall be referred to the Special Group.

SUB: Change of land use of an area measuring 1 ha. from 'Residential' to 'Commercial' at Tilak Nagar, Delhi.  
F20(15)88-MP

Reference is invited to the Authority res. no. 86 dt. 14.7.88 (appendix ) vide which Authority recommended the change of land use from 'Residential' to 'Commercial'. It was also desired that 4 storeyed building be used for 'office use' and not for 'commercial use' and this project be undertaken on an experiment and its achievement etc. be received before taking up any other project of a similar kind.

2. The Govt. of India Ministry of Urban Development was requested to convey the approval of Central Govt. under section 11-A of Delhi Development Act, 1957 to issue a public notice for inviting objection/suggestion. The Ministry of Urban Development conveyed the approval of the Central Govt. for change of land use of one hect. out of 1.67 hec. of land, vide their letter dt. 22.8.90. The public notice was issued on 9.11.91.

3. In response to the public notice only one objection/suggestion has been received. This was from Additional Commissioner (Engg.) MCD, It is stated that the unauthorised construction is being carried out in this area without the consent of MCD, which falls under the jurisdiction of MCD. The proposed change of land is not acceptable to MCD and suggested to remove the unauthorised construction carried out in this area.

4. The area under reference is surrounded by Arya Samaj Mandir Gurudwara, CGHS Dispensary, MCD. Nursery. The subzi waders are carrying their business since last thirty years and 18 jhuggies dwellers are living adjacent to MCD nursery's rear side since long. Apart from that on the open land, between Gurudwara and existing road, adjacent to MCD nursery, 275 stalls are constructed by DDA. This scheme was taken over from the Slum Wing of DDA in 1989. Originally, the scheme was entrusted to DDA (Slum Wing) by the Hon'ble L.G. Delhi on 24.11.87. The Ex. Engineer WD-3 has reported that no unauthorised construction is going on in this plot.

4. The proposal is placed before the Technical committee for consideration/recommendation to the Authority for the proposed change of land use.



SUB: Change of land use in respect of new CTO Bldg. premises from, "Public and semi Public Facilities" to 'Govt. Offices' variation of height in City Centres as provided for District Centre.

F16(7)90-MP

The Govt. of India, Min. of Urban Dev., conveyed the approval of the Central Govt., under section 11A of the DD Act 1957 to issue a public notice for inviting objection/suggestion for the proposed change of land use in respect of new CTO Bldg. premises from 'Public & Semi Public Facilities to 'Govt. Offices' and variation of height in city centre as provided in District Centre vide letter no. K-13011/VII/92/DDIB dt. 13.5.92. Accordingly, a public notice was issued on 27.6.92.

2. In response to the public notice only one objection/suggestion has been received. This is from Jt. Dir. (ZP) Delhi Development Authority. He has stated that 'Originally in the Lutyens' Delhi, except in the monumental axis, the maximum height of the buildings was generally restricted to 45' (13-5 mt.) so as to achieve a garden city character. However, in the Connaught Place Extension, as a part of the CBD (Zone D-1) high rise buildings had been allowed under the Master Plan/Zonal Dev. Plans. The windsor Place forms a focal point, which is conspicuous from the capital complex on one side and the India Gate on the other side of the Central Vista. The emergence of multi-storeyed buildings in this area have affected the tree-studded panarame of Lutyens Delhi which may be further vitiated by such cynosourous structures. As such while finalising the conversion of land use, and thus, giving additional FAR upto 150 to CTO complex with a building height of 50 mts., this aspect may kindly be reconsidered".

3. It is observed that the plot under reference is adjoining to the Bungalow zone boundary and multi-storey building may effect the tree-studded panarame in Bungalow zone and therefore it is desireable to adopt MPD-2001 norms for FAR and height purposes.

4. The case is now placed before the Tech. committee for considering the above objection/suggestion for processing the matter further.



SUB: Provision of 11 ESS / Switching Station sites in Rohini Phase III (Sector nos. 20 to 22 layout plan 513-B) PP/R/2006(Services)P/12

The above said scheme covers an area measuring 195.0 hect. Out of which, an area measuring 149.5 hect. has been earmarked for gross residential use and has a planned population of 60,000 persons. E.E.ED-9 had submitted a scheme for providing 11 KV ESS/Switching station sites of 71 number of sites. On broad examination, it was felt that the number of sites asked had no justification and, therefore, EE ED-9 was requested to discuss the matter with DESU and reconsider the requirement. Later on, a revised proposal containing 45 sites (36 ESS + 9 Switching Stations) was submitted along with load calculation (Annexure 'I') to determine the number of ESS sites for the scheme. It was determined the number of ESS sites for the scheme. It was informed by EE ED-9 that the DESU is not prepared to negotiate further on the number of sites.

2 The matter has been examined on the following two norms and observations are as under:

(A) NORMS AS PER MPD-2001: As per MPD-2001 norms, two numbers 11 KV ESS sites each measuring 0.23 hect. are to be provided. Since the planned population of scheme is 60,000 persons, 8 ESS sites are required. In addition, provision for 45.55 hect. area earmarked for GDP level uses i.e. institutional, recreational and circulation is also to be made. No norms for providing ESS sites for area earmarked for GDP level uses have been given in MPD-2001 but approximately 6 to 8 sites may be sufficient. Thus, the total requirement works out to be 14 to 16 sites.

(B) WHILE FINALISING THE SCHEME OF ELECTRIFICATION OF PHASE I & II: Norms were discussed at length with DESU and the decision was emerged to make provision for 250 KV per hect. gross area. Accordingly, for 100 hect. gross area, provision of 14 numbers of 11 KV ESS/switching station sites, was made, as per the following calculations:

"Each 11 KV transformer has a capacity of 630 KVA with 70% of transformers loading total twenty eight transformers (25000 KVA x 70% ÷ 630 = 28) are required".

By grouping two transformers together in one sub station, requirement of sub-station / switching station comes to 14.

Since the gross area in the present scheme is 195 hect., the requirement, as per norms, works out to be 27 sites ( $14 / 100 \times 195$ ) The detail of the decision is enclosed (Annexure II)

Chief Engineer (Elect.) DDA vide his letter no. 8(26)CE(Elect.)DDA/91/51 dt. 9.1.92 has forwarded the norms for providing 11 KV sub station. The authenticity of the norms has not been mentioned. Based on these norms, the requirement of 11 KV sub station/switching station has been recalculated and number of sites works out to be 47, as explained in the enclosed Annexure III.

It is, therefore, clear that there is a vast disparity between the requirement as submitted by EE, ED-9 and requirement as worked out by norms, as explained above at 'A' & 'B' It was stressed by EE, ED-9 that due to the controversy, the development schedule will not suffer. To avoid any adverse affect on the developm schedule, it was decided that 22 sites out of 45 sites, as defined on a copy of layout plan laid on the table be handed over immediately and the matter be referred for consideration to Commr.(Plg.) for decision relating to remaining 23 sites. Accordingly, 22 sites have been handed over lto DESU. Out of 23 balance sites, 3 sites in community centre will be provsional and 9 sites in sector 22 are affected due to stay orders granted by Hon'ble Court.

EE, ED-9 has informed that DESU has already finalised the scheme for sectors 20 and 21, as per the proposal submitted.

The agenda item for Technical committee was sent to Commr. (Plg.) for placing it before Technical committee for taking a decision regarding norms to be followed for providing ESS, as mentione below:

1. Whether we should agree to the propsoal containing 45 sites (36 ESS + 9 Switching stations) as submitted by EE, ED-9; or
2. Whether we should follow the norms, as given in MPD-2001 ( 2 sites for 15,000



population) As per these norms, 8 ESS sites are required since the planned population of this scheme is 60,000 persons; or

3. Whether to follow the norms, as finalised for phase I & II As per these norms, 27 ESS sites are required.

Before placing it before Technical committee, Commr. (Plg.) called a meeting in his chamber ;on 16.6.92 to discuss the matter wherein the following were present:

1. Commer (Plg.) in chair
2. CE (Elect.) DDA
3. P.P. (Rohini)
4. S.E. (Elect.) Circle 2, DDA
5. E.E. ED-9 DDA
6. A.D (Plg.) Rohini Project DDA

The matter was discussed at length and after taking into consideration various aspects, it was decided that the proposal for provision of 45 sites (36 KV ESS Sites + 9 11 KV switching stations) for sectors 20,21 & 22, Rohini may be agreed.

Accordingly, the matter is placed before the Technical Committee for approval ;of the proposal containin 45 sites.



Sub: Proposed Diversion of Auchandi Bawana Road and construction of ROB on railway level crossing on Delhi-Karnal lines at Samaypur Badli.

F5(34)72-MP-PT.I F5(34)72-MP/PT.I

### 1. BACKGROUND:

Auchandi Bawana Road between G.T. Road and Sameypur Badli & beyond upto Shahbad Daulatpur is existing in a serpentine manner with lot of kinks. The stretch of this road between G.T. Road and Sameypur village has become part of Sanjay Transport Nagar and has thus to be abandoned. It is in this context that a diversion of this road has to be found and ROB/RUB is to be constructed in the alignment of the proposed diversion. The level crossing is frequently closed due to heavy rush of trains on this section. A large number light/heavy vehicles plying on this road get queued resulting in considerable delays. Location plan is placed as Annexure I.

### 2. EXISTING CONDITIONS

A diversion of the existing Auchandi Bawana Road at a distance of about 400 mtrs. from the existing road between G.T. Road & Samaypur village is shown in the layout plan of Sanjay Gandhi Transport Nagar. A part of the road has been constructed to join with the village road. The R/W of the village road joining with the diversion road may be hardly 40 ft. or so. The diversion road presently is a dead end road and does not cross the railway line.

### 3. MPD-2001 PROPOSALS:

In the Urban Extension proposals of MPD-2001, a 45 mtr. R/W road is proposed at a distance of about 1.5 kms. from the existing Auchandi-Bawana Road/Rly. level crossing. From a broad reconnaissance of the area, it was seen that most of the area on the eastern side between G.T. Karnal railway lines and G.T. Road has been developed into plots and unauthorised construction is built upon on many of them. However the area on the western side between the railway lines and the 30 mtrs. R/W and from Rohini (crossing Auchandi Bawana Road is mostly vacant except for few encroachments.

The position as it stands today is that an ROB/RUB at the existing level crossing is not desirable due to the zig-zag alignment of the road as also due to the fact that this road between G.T. Road & Samaypur

village has become part of Sanjay Gandhi Transport Nagar and has to be abandoned. An alternative to the existing alignment has thus to be found.

4. SUGGESTIONS:

For construction of the proposed 45 mtr. R/W Road as per MPD-2001, which would act as the diversion of Auchandi-Bawana Road, a reconnaissance survey was done in the alignment of the existing 30 mtr. R/W road from Rohini to join G.T.Road from the periphery of Siraspur village to find out the feasibility of the road. A part of the road in the South of Siraspur village between the railway lines & G.T.Road shall form part of Narela Project. If this is possible then the RUB may be constructed in the alignment of this road as it would not be desirable to construct two RUB's at a distance of 11.5 km. or so. Broad alignment is shown on the plan placed as Annexure I.

5. SITE INSPECTION AND COMMENTS OF MCD:

The site was inspected with Sh. B.R.Chauhan, Ex. Engg. MCD, incharge of this road. During inspection references were fixed from the reconnaissance survey. Thereafter we have received letters dt. 16.4.91 and 26.3.92 from Engg. in Chief, MCD (Copy placed as Annexure II) for consideration of the old RUB proposed on the existing level crossing.

It is further stated that as the diversion road is at a distance of about 1.5 km. RUB at that location may be taken as a separate proposal. It is also stated that as the tentative alignment of the diversion passes through various private and unauthorised built up areas which may involve major land acquisition and demolition of built area, finalisation of the same may thus take considerable time. Lands Deptt. of DDA have not given us latest information about acquisition proceedings of the land falling under proposed 45 mtr. R/W Urban Extension road as desired vide our letters dt. 13.3.92 and 26.3.92.

6. Delhi College of Engineering has already been allotted land near Badli village. The construction work on the college building is in full swing. The main entry to the college is from the 45 mtr. R/W Urban extension road. In case if this road is not constructed the entire concept of the Engineering college planning would be affected.

7. As per the CRRI study a grade separator at the level crossing is envisaged.

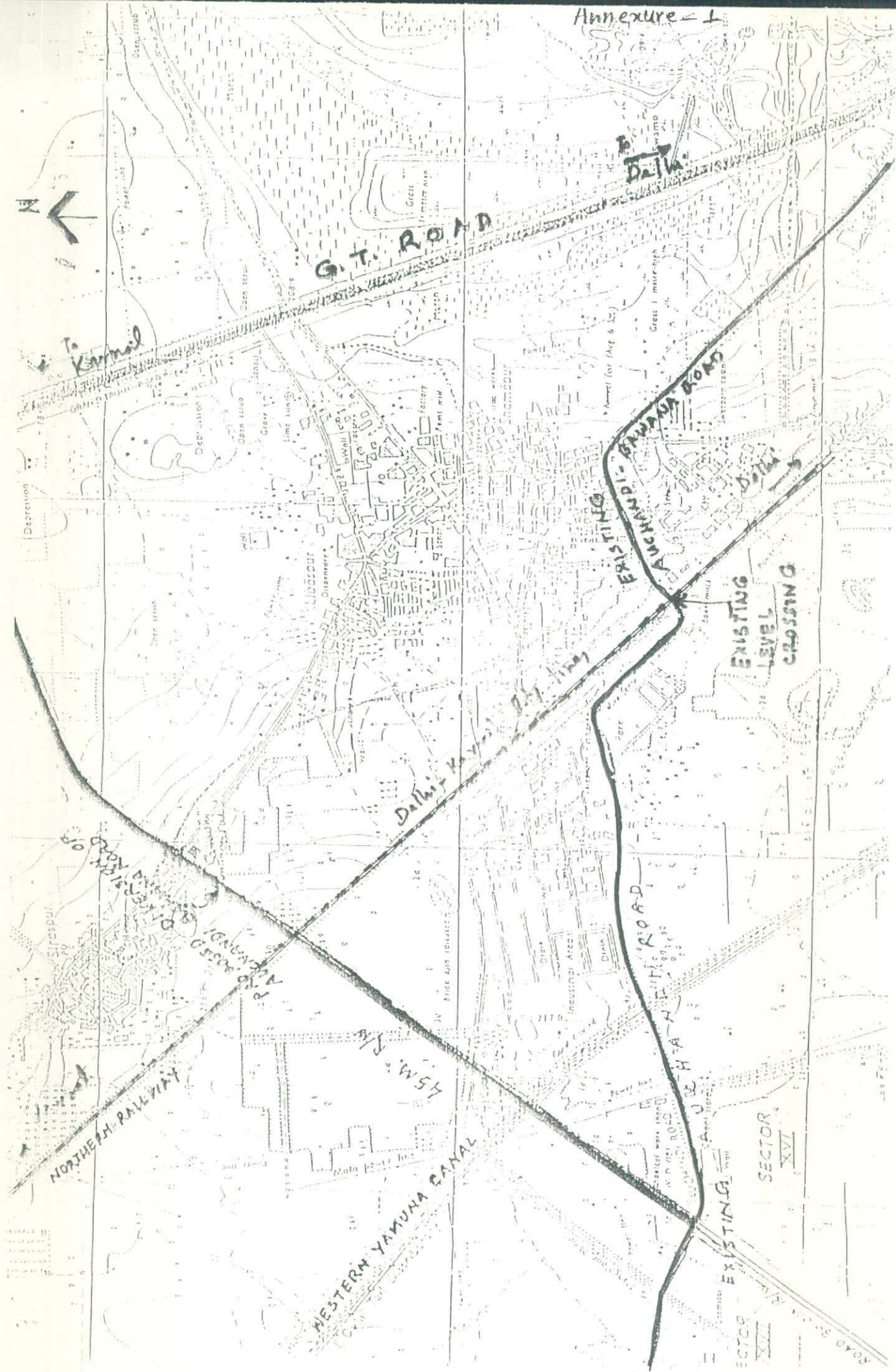
8. The case is put to the Technical Committee for consideration of:

i. Construction of ROB/RUB in the alignment of proposed 45 mtr. R/W urban extension road after land acquisition

and removal of encroachments.

- ii. Expeditious land acquisition proceedings for construction of 45 mtr. R/W Urban extension road with ROB3RUB on level crossing and for providing the approach to Delhi College of Engineering.





G. R. Ambwani  
B. Tech. (Hons.)



Annexure- II  
Page-1  
Engineer-in-Chief  
Municipal Corporation of Delhi  
Town Hall, Delhi

A/1129  
24/4

No. E E XXVI/91-92/42  
Dated: 16/4/91

Sub:-Const. of ROB at Railway crossing at Badli  
at Auchandi Bawana Road.

Ref:-Your letter No.F.5(34)72MP Pt.I/341  
dated 27.12.90.

उप निदेशक (डी) सी.टी. विभाग  
आपरी सं. 615 दिनांक 26/4/91

The question of construction of a RUB/ROB at the junction of existing Auchandi Road with the Railway line had been discussed with Lt. Governor on 22.5.1988 and the same was agreed to be cleared. Accordingly, NATPAC prepared drawings for the construction of RUB at Sameypur Badli. This was taken up with the Northern Railway and it was considered that instead of a RUB we should provide a ROB. A proposal for a construction of ROB was formulated which was sent to D.D.A. DDA, however, informed that as the existing Auchandi Bawana Road has to be abandoned in the stretch passing through Sahjay Gandhi Transport Nagar. It shall be desirable to construct RUB/ROB in the alignment of the proposed diversion road after studying the feasibility of the same from the reconnaissance survey. In the south of Siraspur village a part of the proposed 45 mt. R/W road between the Railway line and G.T. Road shall form part of Narela project which has to be duly integrated with the Plan.

उप निदेशक (डी) सी.टी. विभाग  
आपरी सं. 2042 दिनांक 23/4/91

The new alignment plan suggested by the D.D.A. is about 1.5 Km. away from the existing crossing and tentative alignment of this road passes through various private farm lands and unauthorised built up area which may likely involve major land acquisition and demolition of built areas. Finalisation and approval of the new alignment, its implementation and construction of new alignment is likely to take considerable time.

It is, therefore, suggested that the proposal for the construction of a ROB at the junction of proposed diversion may be taken as a separate proposal and the proposal made by the MCD for the construction of a ROB at the junction of existing road may be placed before the competent authority for approval.

Engineer-in-Chief

Commissioner(Planning),  
DDA, Vikas Sadan,  
New Delhi.

सिटी  
20/4/91  
25/4

Pls put up with file  
Mr. Balogh  
26/4



G. R. Ambwani  
B. Tech. (Hons.)



Annexure-II

Page - 2 No. Office : 25129  
Res. : 6334

Engineer-in-Chief  
Municipal Corporation of Delhi  
Town Hall, Delhi

No. EE XXVI/91-92/DO/825

Dated : 26/3/92

To

Shri Anil Barai,  
Dy. Director (MP),  
Delhi Development Authority,  
Vikas Minar, I.T.O.  
New Delhi.

578.M/  
20.4.92

SUB; Construction of ROB at Railway crossing at  
Badli at Auchandi Biwana Road

Sir,

Please refer to your letter No.F5(34)72-MP-PT.I/992 dated 24.7.91 regarding above mentioned subject wherein it has been indicated 'proposed construction of ROB at level crossing could not be desirable.'

It is intimated that even if another ROB/RUB is provided in place about 1.5 m away from the existing crossing in near future, present level crossing at Sameypur Badli will remain in continuous use and question of abandoning/closing of the same does not arise due to present built up of area and keeping in view requirements of its users.

In view of above, proposal for providing ROB at this level crossing already forwarded by Municipal Corporation of Delhi may kindly be placed before Technical Committee for approval so that necessary action for construction of ROB at this level may be initiated by this office.

R. P. Ambwani early

UT III

29/4/92

Yours faithfully,

(G. R. AMBWANI)  
ENGINEER-IN-CHIEF



Sub: Development of 'Recreational Park' providing for Fun and games like Disney land by M/s Popular Fun World. F.No.10(40)DD(Plg)11/92/DWK

A reference has been received from Ministry of Urban Development, Govt. of India, citing of reference of discussions held in the chamber of Minister of States for Urban Development regarding allotment of plot of land to M/s Popular Fun World wherein the then Vice Chairman, DDA was also present. During the discussion with the Minister of States of Urban Development it was mentioned that the Master Plan of the Delhi has not earmarked large plots of 12 to 15 acres in size for the setting up of 'Recreational Parks' providing for Fun and games like Disney land.

2. It has been requested to examine whether a smaller area can be given on lease basis to 'Popular Fun World' in the sites earmarked for recreational parks in the Dwarka Sub City.

3. The case has been examined. In the approved structure plan of Dwarka sub city land has been earmarked as 'Regional and Distt. Parks'.

4. VC, DDA has desired for consideration of a suitable site in Tughalakabad<sup>or</sup> at Bhalswa Lake for this purpose. Land Scape Branch has examined this matter and opined that Bhalswa Lake is a permanent water body spreading over an area of about 90 acres. There is enough area available in the wester side of Bhalswa Lake and 20 acres of land can be earmarked for this purpose as indicated on the plan (Laid on table). Water body itself can be utilised for various sports activities. The eastern side of Bhalswa Lake is being considered to be developed for a Golf Course. The land use of the area in question is, 'Agricultural & Water Body' as per MPD-2001.

5. The case is placed before the Tech. committee for consideration of the above proposal for earmarking of a site of above 20 acres for such activity in the West of Bhalswa Lake.

Sub: Change of land use of an area measuring 3.6 hect. from 'Recreational' to 'Light and Service Industries' (Printing Press) at Wazirpur, Delhi.  
No. F.20(11)91-MP

The Govt. of India, Ministry of Urban Dev., conveyed the approval of Central Govt., under section 11 A of Delhi Development Act 1957 to issue a public notice for inviting objection/suggestions for the proposed change of land use of an area measuring 3.6 hect. from 'Recreational' to 'Light and Service Industries' (Printing Press) Complex at Wazirpur, Delhi vide letter no. K-13011/6/92-DDIIB dt. 26.5.92. Accordingly a public notice was issued on 27.6.92.

2. In response to public notice one objection/suggestion was received from Town & Country Planning Organisation, which was forwarded by Govt. of India, Mini. of Urban Dev.

It is stated by Town & Country Planning Organisation, that in principle TCPO does not favour any change of land use where reduction in 'Recreational area' is caused. This views of TCPO has also been endorsed in MPD-2001 which stipulate that conversion of 'Recreational area' to other uses should be permitted only under extra ordinary circumstances. Hence while according the proposed change, DDA must provide equivalent 'Recreational area' elsewhere as per the requirement of MPD-2001, so that the overall quantum of 'Recreational area' is not reduced.

3. This has been examined. It is observed that layout plan of printing press complex was prepared and approved by VC, DDA on 2.8.85 in file no.F5(1)84-Dir(CP) prior to the approval of MPD-2001 and in accordance with the Master Plan of Delhi-62 land use. Therefore, the proposed change of land use was agreed by the Authority vide Res. no. 4 dt. 21.2.92 In the MPD-2001 at page 149-3 (iv) it is mentioned that, the layout plans already approved by the Authority or any other local authority concerned in accordance with law shall be deemed to have been approved under this code". However, as it was a case of change of land use it was processed accordingly.

4. Further, the provision of "equivalent recreational area elsewhere as suggested by TCPO is to be taken care of while planning the surrounding areas.

5. The case is placed before the Tech. committee to recommend to the Authority for its approval and recommendation to the Govt. of India, Ministry of

Urban Dev., for final notification after their approval.



SUB: Land for the Second Entry to Nizamuddin Railway Station from Ring Road side.

F5(60)79-MP + F5(34)85-MP

Chief Secretary, Delhi Admn. vide his letter dt. 9th July, 1992 has requested VC, DDA to place the matter of Second Entry to Nizamuddin Rly. Stn. before the Authority. VC has desired that the Agenda for the case be put up alongwith background note.

2. Location:

Northern Railway has requested for allotment of land of 6.5 acres on the eastern side of the Nizamuddin Rly. Stn. for parking of vehicles and 2nd entry for Ring Road. The land is located between the railway line and the Ring Road. Delhi Admn. has also envisaged as ISBT on the West side of this land between Ring Road and Railway line (location plan placed at Annexure I)

3. LAND USE:

aAs per MPD-2001 the land use of this land is 'Recreational'.

4. MPD-2001 Recommendations:

a. MPD-2001 as envisaged four metropolitan passenger terminal at following locations to serve Delhi Metropolitan Area.

- i. Trans Yamuna Area: To cater to the population across river Yamuna including part of NOIDA (Anand Vihar).
- ii. Okhla: To cater to the population of South Delhi and also part of NOIDA.
- iii. Bhartal : To cater to the West Delhi and part of proposed urban Extension.
- iv. North Delhi: To cater to the part of proposed urban extension (Holambi Kalan).

MPD-2001 has envisaged that these terminals shall have integrated facilities e.g. ISBT, DTC, Terminal etc.

The location of proposed 4 Metropolitan Passenger Terminals were also accepted by Railway Board in its meeting held on 15.10.86 (Annexure II)

b. MPD-2001 has also envisaged utilisation of the present Ring Railway and spurs for intercity urban passenger movement as a part of multi modal system. This will also connect the four proposed integrated passenger terminals.

c. Keeping in view the important role to be placed by existing railway network within Union Territory of Delhi for facilitating intra city and as well as inter city movement. MPD-2001 has also recommended that stations located on Ring rail including Hazarat Nizamuddin be provided proper approachers from the main roads.

## 5. BACKGROUND OF THIS CASE/CASE HISTORY

### (a) TECHNICAL COMMITTEE

Northern Railway has submitted the proposal for Second Entry to Niz. Railway Station in the year 1988 and further clarifications in March 1989. The proposal was processed and was placed before the T/C in its meeting held on 31.7.89. Decision of the T/C is reproduced below:

"The site proposed by Railways was not acceptable as it penetrates through the green area and also is just opposite to Hamayun Tomb. It was decided that integration of the 2nd Entry to Niz. Railway station shall be examined by Delhi Admn. while working out the detailed circulation plan of 2nd ISBT at Sarai Kale Khan.

The above decision the T/C was conveyed by DDA vide letter dt. 7.9.89 addressed to Dir. (TPT.) Delhi Admn. with copies to Chief Engineer (Survey), Northern Railway, Delhi Admn. PWD and Engineer in Chief, MCD.

### MEETING UNDER COMMISSIONER (PLANNING)

However, on request from the railways a meeting was held under the Chairmanship of Commr. (Plg.) DDA on 16.11.89 and following decisions were taken:

- i. A separate exercise may be done with reference to the second ISBT proposal for railway drop off area and the area to be required for the same.
- ii. Railways have been requested to submit relevant figures to estimate parking requirements which

is to be integrated with the ISBT parking requirements for better integration.

- iii. The existing road passing through Sarai Kale Khan be used for pedestrian movement.
- iv. A separate exercise would be done by the consultant appointed by Delhi Admn. for ISBT and shall be discussed in T/C.

The decision was conveyed to Dir. (Transport) Chief Engineer, Northern Railway, Chief Engineer (MCD) Chief Engineer (PWD) and Supdt. Engg. (PWD) by D.D.(PPW) ;on 5.12.89

#### ROAD SAFETY TRAFFIC & TRANSPORTATION ENGINEERING COMMITTEE:

The issue of IInd entry ;to Niz. Rly. Stn. was also discussed in the Road Safety, Traffic and Transportation Engineering Committee on 24.11.88 and 8.12.89 under the Chairmanship of Chief Secy., Delhi Admn. The decisions are placed at Annexure III & IV.

A letter addressed to L.G., Delhi from then Minister of State (Environment & Forest) dt. 23.1.91 objecting the locatiion of Railway sheds and ISBT near Zoo (Ref. Ann. V)

Minister for Railways, Govt. of India, vide his letter dt. 16.4.91 addressed to L.G., Delhi and stated that as per Master Plan 2001 Railway have been asked to develop additional railway terminal facilities to ease the present congestion and to cater to the projecte growth of passenger and freight traffic. Therefore, Niz. Rly. Stn. is proposed to be developed as 3rd main terminal. He requested that the land already demarcated by DDA for 3rd terminal and second entry to Niz. Rl. Stn. be earmarked until final decision is arrived (Ann. VI)

L.G., Delhi vide his letter dt. 19.8.91 addressed to Minister of Rly., Govt. of India, clarified that Hazarat Niz. Stn. has not been considered as 3rd Terminal in MPD-2001 and Okhla/Tughlakabad is one of the four proposed metropolitan passenger terminal to serve South Delhi and part of NOIDA. He had further clarified in his letter that MPD-2001 has envisaged utilisation of present Ring Railway and spurs for intercity urban passenge



movement as a part of multi modal transport system and this will also be connect the four proposed metropolitan passenger terminal (Annex. VII)

However, Chief Administrative officer (Construction) Northern Railway had again vide letter dt. 22.7.91 requested VC, DDA to transfer 6.5 hect. of land to Rlys. for the 2nd entry CAO also submitted the copies of letter dt. 16.4.91 (Annex VI) and also a copy of the letter written by Min. of Railways to Min. of Environment for according the clearance of 2nd entry to Haz. Niz. Rly. Stn. (Ann. VIII) Commr. (Plg.) DDA vide DO letter dt. 16.4.92 forwarded a copy of DO letter send to L.G. to Min. of Rly.

However, Sh. K.P.Singh, Administrative officer (Const.) Northern Rly. with reference to the meeting had again sent a letter to V.C. DDA on 4.2.92 referring to the meeting held by North Rly. with the Chief Secy. on 7.1.92 in which it was decided that the proposal of second entry to the railway stn. will delinked from the plan of the major proposals lon ISBT etc. and DDA will process its approval on priority. Later on VC, DDA had a discussion with Sh. M.L.Chatterjee, Chief Operating Supdt. which was followed by a reply from Commr.(Plg.) DDA dt. 16th April, 1992 explaining the decision contained in Master Plan 2001 and enclosing a copy of letter from L.G. Delhi addressed to Minister for Railways, Govt. of India. A letter was also sent by V.C.DDA on 6th July, 1992 to Chairman, Rly. Board (Ann. IX) along with copies of the reply sent by L.G., Delhi to Minister for Rly. It was also mentioned by V.C., DDA that L.G., Delhi had received a letter from the then Minister of State, Environment & Forest, who had reservation of locating the railway stations and interstate bus terminal in the neighbourhood of the zoo.

6. DDA'S OBSERVATION:

- i. MPD-2001 does not envisage Hazarat Niz. as 3rd terminal.
- ii. As per MPD-2001 the land use of this area as Recreationl (Disstt. Park)
- iii. Railways have starting development of terminal without any approval from the Delhi Dev. Authority.
- iv. Increasing the passenger handling capacity of

Niz. Stn. would mean no development of terminals envisaged in the Master Plan - 2001. These developments are affecting the encroachment and usually disturbing with respect to the important monuments.

v. The approach to the railway station from Ring Road needs to be integrated with the ISBT and future proposed development of Ring Road for the dispersal of traffic from Railway Station and proposed ISBT.

vi. Ministry of Environment and reservations of development of ISBT/Rly. station at this side.

vii. MCD is developing Rajiv Van. In this area the railways should mark the area with respect to the development by the MCD. Subject to clearance from the Ministry of Environment any modification required in the Master Plan.

The railways should do the following exercises.

a. A separate exercise may be done with references to second ISBT and integrated the proposal.

b. An integrated circulation system of ISBT / railways parking with Ring Road to be prepared showing the ingress the outgross points from an to Ring Road with all direction movements clearly shown on the plan.

c. Railways would provide a long term Master Plan for their expansion programme on their terminals alongwith their detailed proposal and ensure that any such development proposal, which will have impact on traffic circulation system outside their land would be submitted to local agencies for taking approval prior to taking up construction work.

The case is put up to the Tech. committee for consideration



JANESHWAR MISHRA

No.87/W5/LCT/N/26-E

Dear Shri Singh,

As you are probably aware, as a part of Delhi's Master Plan, 2001, the Railways have been asked to develop additional railway terminal facilities to ease the present congestion and to cater to the projected growth of passenger and freight traffic. Hazrat Nizamuddin, where a railway station is already in existence, is one of such terminals proposed to be developed further into the third main terminal after Delhi and New Delhi. It is also proposed that a second entry from the Ring Road end be provided at the station. Commencement of the work at Hazrat Nizamuddin is held up so far on account of delay in D.D.A. transferring the required land to the Railways.

It has now come to our notice that you have certain reservations on the advisability of the land near the Delhi Zoo being utilised for the above project and the objection which is mainly on considerations of maintaining the ecological balance and more particularly saving the Delhi Zoo from the noise pollution that is likely to be caused by the proposed additional railway terminal at Hazrat Nizamuddin.

In this connection, I would like to clarify that the usual noise pollution which is attendant with steam and even diesel engines has come down considerably with the electrification of railway traction of the lines reaching Delhi/New Delhi and viewed in this light, development of additional railway terminals would definitely be a better alternative for decongesting the roads which are already choked and reducing resultant pollution from vehicular traffic which is the major pollutant in Delhi.

In view of the above, I would request you that the land, which has already been demarcated by D.D.A. for developing third terminal and second entry at Hazrat Nizamuddin may be kept earmarked for the Railways until such time a final decision is arrived at in this regard.

With regards,

Yours sincerely,

(Janeshwar Mishra)

Shri Markandey Singh  
Lt. Governor, Delhi  
Raj Niwas  
Delhi.



MANEKA GANDHI

पर्यावरण एवं वन राज्य मंत्री  
भारत सरकार  
पर्यावरण भवन, सी.जी.ओ. कॉम्प्लेक्स  
लोदी रोड, नई दिल्ली-110003

MINISTER OF STATE  
ENVIRONMENT & FORESTS  
GOVERNMENT OF INDIA  
PARIVARAN BHAWAN, CGO COMPLEX  
LODI ROAD, NEW DELHI-110003

23 January, 1991.

Dear Shri Singh,

'According to the original Master Plan for Delhi, the area between the Mathura Road and the Ring Road was earmarked for the Development of the Nation's only National Zoological Park which is directly under the Ministry of Environment. However, from time to time large chunks of this land have been given to different agencies including the International Trade Fair Authority of India. Now the Master Plan has been amended to make available the land earmarked for the zoo for a Railway station - washing shed and an Inter State Bus Terminal. This would have serious repercussions on Delhi's ecological balance. Delhi which is fast becoming a concrete jungle needs to have large areas left without any further construction under green conditions as breathing spaces. The Delhi Zoo provides another lung to the growing city.

The Zoo has taken over 30 years to become a natural Bird sanctuary and has started attracting a large number of birds like the Pelicans, the Painted Stork etc. In recent years however, the population has been on the decline as is evident by the yearly Bird count held by the well known environmental group Kalpavriksh.

Eminent experts in the field including Dr. Salim Ali are of the opinion that the sanctuary would not be able to survive the proposed construction of Railway shed and Inter State Bus Terminal in the neighbourhood of the zoo and the resultant noise pollution.

With warm regards,

Yours sincerely,

*Maneka Gandhi*  
(MANEKA GANDHI)

Shri Markandeya Singh,  
Lt. Governor of Delhi,  
Raj Nivas,  
DELHI.

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- 2 -

part of Multi Model Transport System. This will also have to be connected in due course to all the proposed 4 integrated passenger terminals mentioned above.

Incidentally Delhi Administration has entrusted to RITES the work for the "Techno Economic feasibility" for Ring Rail and its spurs for urban passenger movement. Keeping the advantages of utilising the railway network for intra-urban movement in view, we hope that Railways will cooperate fully in implementing this system.

With regards,

Delhi and  
Yours sincerely,

(Markandey Singh)

Sri C.K.Jaffer Sharief,  
Minister for Railways,  
Government of India,  
New Delhi.



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August 19, 1991.

The various points mentioned in d.o.letter No:87/W5/LGT/H/26/B dated 16th April, 1991 from your predecessor have been examined in Delhi Development Authority with respect to the Master Plan for Delhi Perspective 2001. This Master Plan came into force from 1st August, 1989. The position is as under:-

1. The Master Plan for Delhi-2001 does not envisage Hazrat Nizamuddin as a third terminal. It provides instead for the development of 4 new integrated metropolitan passenger terminals at following locations:

- (a) trans-Yamuna area to cater to the population across river Yamuna in the east. This will also cater to a part of NOIDA.
- (b) Okhla - Tughlakabad - To cater to South Delhi and a part of NOIDA.
- (c) Bhartal - For West Delhi and partly for proposed urban extension (DWARKA Project).
- (d) North Delhi - To cater to urban extension and other urban areas in the North.

2. The Master Plan for Delhi - 2001 has recommended that keeping in view the important role to be played by existing railway network within the Union Territory of Delhi for facilitating intra-city as well as inter-city movement, it is important that the stations located on Ring Rail including Hazrat Nizamuddin be provided with proper approaches from the main road.

3. There is no proposal pending in the office of the Authority regarding the allotment of land for the second entry at Nizamuddin Railway Station.

4. The suggestion regarding reducing the noise and environmental pollution by utilising railway network is welcome. The Master Plan for Delhi 2001 has envisaged the utilisation of the present ring railway and spurs for intra-urban passenger movement as a

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Annexure - 10

DO No. PA/SD/PPW 187/5073/1587  
July 06, 1992. P.H.

Dear Shri Anand,

This is with reference to the discussion held in the meeting of NCR Planning Board held on 3.6.1992, regarding the reported delay in handing over land for the Second Entry to Nizamuddin Railway Station from Ring Road side.

2. I have got the matter examined. No reference is pending in D.D.A. for the allotment of land for the entry to Nizamuddin Railway Station. In this regard, a reference was also received from Shri Janeshwar Mishra, Minister of Railways (copy enclosed) and this letter was replied by Hon'ble Lt.Governor, Delhi vide letter dated 19.8.91 (copy enclosed).

3. Lt.Governor, Delhi, received a letter from the then Minister of State, Environment & Forest, who had reservations on locating the Railway Stations and any State Bus Terminals in the neighbourhood of the Zoo. A copy of the same is also enclosed.

With regards,

Yours sincerely,

[S.P.Jakhanwal]

Shri Y.P.Anand,  
Chairman,  
Railway Board,  
Rail Bhawan,  
New Delhi.

Encl: As above.

Issued  
6/7/92

JANESHWAR MISHRA

(104) (10/11/91) 30  
ANNEXURE - VIII  
New Delhi 110001  
April 16, 1991.

No.87/W5/LCT/N/26-E

Dear Smt. Maneka Gandhi,

As you are probably aware, as a part of Delhi's Master Plan, 2001, the Railways have been asked to develop additional railway terminal facilities to ease the present congestion and to cater to the projected growth of passenger and freight traffic. Hazrat Nizamuddin, where a railway station is already in existence, is one of such terminals proposed to be developed further into the third main terminal after Delhi and New Delhi. It is also proposed that a second entry from the Ring Road end be provided at the station. Commencement of the work at Hazrat Nizamuddin is held up so far on account of delay in D.D.A. transferring the required land to the Railways.

It has now come to our notice that you have certain reservations on the advisability of the land near the Delhi Zoo being utilised for the above project and the objection which is mainly on considerations of maintaining the ecological balance and more particularly saving the Delhi Zoo from the noise pollution that is likely to be caused by the proposed additional railway terminal at Hazrat Nizamuddin.

In this connection, I would like to clarify that the usual noise pollution which is attendant with steam and even diesel engines has come down considerably with the electrification of railway traction of the lines reaching Delhi/New Delhi and viewed in this light, development of additional railway terminals would definitely be a better alternative for decongesting the roads which are already choked and reducing resultant pollution from vehicular traffic which is the major pollutant in Delhi.

Keeping in view the above and the long term essential transportation infrastructure needs of the city and the people of Delhi, I would request you to kindly re-consider the matter and clear the project from the environmental point of view and advise the Lt. Governor of Delhi, accordingly.

Since the project has already suffered considerably delay, I am looking forward for an early decision in this matter.

With regards,

Yours sincerely,

Sd/-

(Janeshwar Mishra)

Smt. Maneka Gandhi,  
Minister of State for  
Environment & Forests,  
New Delhi.



part of Multi Model Transport System. This will also have to be connected in due course to all the proposed 4 integrated passenger terminals mentioned above.

Incidentally Delhi Administration has entrusted to RITB the work for the "Techno Economic feasibility" for Ring Rail and its spurs for urban passenger movement. Keeping the advantages of utilising the railway network for intra-urban movement in view, we hope that Railways will cooperate fully in implementing this system.

With regards,

Delhi and  
Yours sincerely.

*he*  
(Markendey Singh)

Sri C.K.Jaffer Sharief,  
Minister for Railways,  
Government of India,  
New Delhi.



August 19, 1991.

The various points mentioned in d.o. letter No:87/W5/LCY/ N/36/R dated 16th April, 1991 from your predecessor have been examined in Delhi Development Authority with respect to the Master Plan for Delhi Perspective 2001. This Master Plan came into force from 1st August 1989. The position is as under:-

1. The Master Plan for Delhi-2001 does not envisage Hazrat Nizamuddin railway station as a terminal. It provides instead for the development of 4 new integrated metropolitan passenger terminals at following locations:

- (a) Hissar-Yamuna area to cater to the population across river Yamuna in the east. This will also cater to a part of NOIDA.
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- (c) Phartol - For West Delhi and partly for proposed urban extension (DWARKA Project).
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2. The Master Plan for Delhi - 2001 has recommended that keeping in view the important role to be played by existing railway network within the Union Territory of Delhi for facilitating intra-city as well as inter-city movement, it is important that the stations located on Ring Rail including Hazrat Nizamuddin be provided with proper approaches from the main road.

3. There is no proposal pending in the office of the Authority regarding the allotment of land for the second entry at Nizamuddin Railway Station.

4. The suggestion regarding reducing the noise and environmental pollution by utilizing railway network is welcome. The Master Plan for Delhi 2001 has envisaged the utilisation of the present ring railway and space for intra-urban passenger movement as a

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RECEIVED  
V.C.D. 13/0 C  
26/4/91  
Date

April 24, 1991.

30-4-91

Dear Sri Mishra,

I am in receipt of your letter dated 16th April, 1991 regarding earmarking of the land for developing third terminal at Hazrat Nizamuddin.

I am having the matter looked into.

With regards,

Yours sincerely,

(Markandey Singh)

Sri Janeshwar Mishra,  
Minister for Railways,  
Government of India,  
New Delhi.

NW-10(5)RM91/1920/4377

26/4/91

Copy alongwith the letter under reply forwarded to VC,DDA for necessary action.

(Ajay Shankar)  
Secy. to Lt. Governor,

1/5/91

1/5/91





JANESHWAR MISHRA

No.87/W5/LCT/N/26-E

Dear Shri Singh,

As you are probably aware, as a part of Delhi's Master Plan, 2001, the Railways have been asked to develop additional railway terminal facilities to ease the present congestion and to cater to the projected growth of passenger and freight traffic. Hazrat Nizamuddin, where a railway station is already in existence, is one of such terminals proposed to be developed further into the third main terminal after Delhi and New Delhi. It is also proposed that a second entry from the Ring Road end be provided at the station. Commencement of the work at Hazrat Nizamuddin is held up so far on account of delay in D.D.A. transferring the required land to the Railways.

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In this connection, I would like to clarify that the usual noise pollution which is attendant with steam and even diesel engines has come down considerably with the electrification of railway traction of the lines reaching Delhi/New Delhi and viewed in this light, development of additional railway terminals would definitely be a better alternative for decongesting the roads which are already choked and reducing resultant pollution from vehicular traffic which is the major pollutant in Delhi.

In view of the above, I would request you that the land, which has already been demarcated by D.D.A. for developing third terminal and second entry at Hazrat Nizamuddin may be kept earmarked for the Railways until such time a final decision is arrived at in this regard.

With regards,

Yours sincerely,

(Janeshwar Mishra)

Shri Markandey Singh  
Lt. Governor, Delhi  
Raj Niwas  
Delhi.

Annexure - 1/

रेल मंत्री, भारत  
Minister For Railways

New Delhi India  
110001  
April 16, 1991

2058-6

22/4/91



MANEKA GANDHI

पर्यावरण  
लोक

MINISTER OF  
ENVIRONMENT & FORESTS  
GOVERNMENT OF INDIA  
PARYAVARAN BHAWAN, CGO COMPLEX  
LODI ROAD, NEW DELHI-110003

23 January, 1991.

Dear Shri Singh,

According to the original Master Plan for Delhi, the area between the Mathura Road and the Ring Road was earmarked for the Development of the Nation's only National Zoological Park which is directly under the Ministry of Environment. However, from time to time large chunks of this land have been given to different agencies including the International Trade Fair Authority of India. Now the Master Plan has been amended to make available the land earmarked for the zoo for a Railway station - washing shed and an Inter State Bus Terminal. This would have serious repercussions on Delhi's ecological balance. Delhi which is fast becoming a concrete jungle needs to have large areas left without any further construction under green conditions as breathing spaces. The Delhi Zoo provides another lung to the growing city.

The Zoo has taken over 30 years to become a natural Bird sanctuary and has started attracting a large number of birds like the Pelicans, the Painted Stork etc. In recent years however, the population has been on the decline as is evident by the yearly Bird count held by the well known environmental group Kalpavriksh.

Eminent experts in the field including Dr. Salim Ali are of the opinion that the sanctuary would not be able to survive the proposed construction of Railway shed and Inter State Bus Terminal in the neighbourhood of the zoo and the resultant noise pollution.

With warm regards,

Yours sincerely,

(MANEKA GANDHI)

Shri Markandeya Singh,  
Lt. Governor of Delhi,  
Raj Nivas,  
DELHI.

Extract from the minutes of the Road Safety Meeting  
Traffic & Transportation Engineering Committee, which  
was held on 8.12.1989.

.....

Item No. 3 : Second Entry to Nizamuddin Rly. Station

Chief Engineer, Northern Railway explained their proposal to provide a second entry to Nizamuddin Railway Station. He explained that the model for the meeting of second entry was put up in Technical Committee of PDA on 31.7.89 which has not been approved. The objection raised by DLA are that it penetrated through the green area and is opposite to Humayun Tomb which were not correct. The representatives from Railway explained that the so called green area is only a dumping ground and the Humayun Tomb is on the other side of the railway line. CE, MCD mentioned that provision of a grade separator should also be considered with the 2nd entry point as it would feed the 2nd ISBT. Director Transport suggested that the Railways proposal should be integrated with the 2nd ISBT as both are inseparable.

It was decided to set up a sub-committee with CE(IWD), Railways consultant, Director Transport, CE(MCD), GM(DTC) and Sh. D. Sanyal. The committee would submit a harmonised proposal taking into account reorientation of parking plan along the Railway track within a month's time for decision in the RSTTE Committee.

(Action : Director Transport)



Extract from the minutes of the Road Safety Meeting  
Traffic & Transportation Engineering Committee, which  
was held on 24.11.1988.

.....

Item No. 6 - Second entry to Nizammuddin Railway Station.

Shri K.M. Sharan, Chief Engineer(Planning), Northern Railways pointed out that an inspection made by the L.C. in February 1988 with a view to determine the site for the second ISBT, the need had been conceded for providing a second opening to the Nizamuddin Railway Station. This need was manifest, apart from anything else, on account of the fact that existing entry from the west side is through the residential area and unsatisfactory. Therefore emphasis had been given to open an access to the railway station from the East side along with the second ISBT at Sarai Kale Khan. This was because the Railways had already approached the Railway Board for approval to such a facility and the scheme had since been approved by his Ministry. Shri Nanda, Chief Engineer mentioned that a decision had been taken that the second entry layout the ISBT at Sarai Kale Khan and improvement measure required at the three arm intersection on NH-24 with Ring Road should be worked out simultaneously.

This being the case and in view of the fact that the ISBT project was already receiving the attention of the DDA as well as the proposals of the Railways had also been submitted to the DDA, DDA would be requested to consider this matter expeditiously.

In this connection, Dr. Paul, also <sup>in</sup> pointed out that much of the traffic congestion with the residential areas on the west side would be relieved if the Railways would make operational a road which is at present plying along Barapulla Nallaha and crosses the railway tracks towards the station on the western side. This road would be able to take a substantial portion of the traffic load and thereby reducing congestion in the Nizamuddin residential area. This suggestion also met with agreement in the meeting and it was decided that the Railways would make necessary efforts in this direction to open up the road along the Barapulla Nallaha for general traffic.

(Action) CE, Railways/DT/DDA/NBT PAC



Sy 726

Northern Railway.

Record Notes of the Meeting held on 15.10.86 in Railway Board.

(11)

Subject: Additional Passenger Terminals for Delhi.

.....

Present

MOSR, Full Board, GM N.Rly, AGM/TS, COPS  
CE(C)-II, Other Officers from Railway Board &  
Other Railways.

Discussions were held by MOSR in respect of additional passenger terminals at Bombay, Calcutta, Delhi and other stations, as well as, increasing the passenger handling capacities in general. In regard to additional terminals at Delhi, after long discussions, following decisions were taken:

1. Proposal for creating additional platforms at New Delhi Station by shifting washing lines from New Delhi Station to Hazrat Nizamuddin Station as Phase-I of Development of Nizamuddin Terminal was approved. Approximate cost of the work was indicated Rs. 30 crores.
2. Directional Terminals as suggested in the Master Plan for Delhi 2001 were approved in principle. Northern Railway may convey their approval to DDA pointing out that this is subject to arrangements being made for the required land needed for the terminal.
3. Railway may pursue for the modification of the Master Plan for Delhi and New Delhi, so as to have a terminal at Nizamuddin also.

K. M. Sharan

(K.M. Sharan)  
C.E.(C)-II  
(15-10-86)

No. 133

dt. 16, 1986.

AGM/TS

H.A.

COPS

One copy of this to  
Director, SEI/100

See 14/10

11/6