

दिल्ली विकास प्राधिकरण

15/1/82

TC-15-1-1982

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मिसिल सं०.....

टिप्पणी

पत्र व्यवहार

विषय

Draft Minutes office
copies of Tech. Comm

पिछला संदर्भ

1982 to

बाद के संदर्भ

1984

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DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

Minutes of the meeting of the Technical Committee held on 15th January, 1982 at 3.30 p.m. in the Conference Room of D.D.A. at 5th Floor, Vikas Minar, Indraprastha Estate, New Delhi.

The following were present:

DELHI DEVELOPMENT AUTHORITY :

1. Sh. S. S. Shafi,
Planning Member/Chief Planner, TCPO. (In the chair)
2. Sh. Khemani,
Chief Engineer.
3. Sh. R. G. Gupta,
Director (E&T).
4. Sh. S. C. Gupta,
Addl. Director (DC).
5. Sh. J. C. Gambhir,
Addl. Director (PPW).
6. Sh. R. D. Gohar,
Joint Director (PP).
7. Sh. V. N. Sharma,
Jt. Director (B).
8. Sh. A. K. Gupta,
Deputy Director (MP). (Convenor).
9. Sh. S. P. Vatts,
Dy. Director (P).
10. Sh. J. P. Sarkar,
Dy. Director (ZP).

TOWN & COUNTRY PLANNING ORGANISATION:

11. Sh. P. G. Valasangkar,
Town & Country Planner.

MUNICIPAL CORPORATION OF DELHI:

12. Sh. K. L. Kapoor,
Addl. Town Planner.
13. Sh. S. K. Chadha,
Suptdg. Engg. (W) Plg.
D.W.S.& D.U., MCD.
14. Sh. B. Dayal,
Municipal Engineer.

contd...2.

15. Sh. R. P. Pande,
Engineer (Plg.)

16. Sh. I. S. Mital

NORTHERN RAILWAYS: (MTP Rlys.)

17. Sh. V. K. Thapar,
Chief Traffic Suptdg.

18. Sh. Sakhi Chand,
Addl. Chief Engineer.

19. Sh. O. N. Endley,
Addl. Chief Engineer.

20. Sh. Phool Singh,
Divisional Supdt. Engineer.

21. Sh. D. S. Jain,
O.S.D., MTP.

22. Sh. Ranjit Singh,
Senior Engineer (P&D).

23. Sh. Pradeep Kumar,
CA/CTS/MTP (R).

24. Dr. S. N. Mittal,
CHI/MTP (R).

25. Sh. D. Sanyal,
Sr. Project Manager.

NEW DELHI MUNICIPAL COMMITTEE:

26. Sh. R. C. Sabharwal,
Architect (BP).

CENTRAL PUBLIC WORKS DEPTT.

27. Sh. K. M. Saxena,
Addl. C.A., CPWD.

28. Sh. S. B. Kalkar,
S.A. H&TP I, CPWD.

NATPAC.

29. Sh. S. Sahini,
Project Engineer, NATPAC.

contd....3.

LAND & DEV. OFFICE:

30. Sh. L. D. Ganotra,
Building Officer.

DELHI POLICE:

31. Sh. P. S. Bawa,
Deputy Commissioner.
32. Sh. Paras Nath,
A.C.P. (Traffic).

DELHI URBAN ART COMMISSION:

33. Sh. R. K. Goel,
Asstt. Secy.

DELHI ADMINISTRATION:

34. Sh. Gulzar Singh,
Suptdg. Engineer (PWD).
35. Sh. M. Ranav,
Delhi Admn.

MINISTRY OF SHIPPING & TRANSPORT:

36. Sh. P. K. Thomas,
Chief Engineer (Bridges).
37. Sh. B. S. Mathur,
Chief Engineer (Roads),
Min. of Transport.

DELHI TRANSPORT CORPORATION:

38. Sh. G. S. Gill,
Suptdg. Engineer.

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Item No.1:

Sub: Ground coverage in commercial areas, including local commercial areas/shop plots, shown in the already approved layout plans and already built up commercial area.
(No.F.3(256)/72-MP).

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DECISION

The Chairman, Technical Committee desired to study the matter in consultation of Town Planner, MCD, Commr.(P) and Addl. Director (DC), DDA.

Item No.2.

Sub: (i) Parking standard for Janta-cum-3 Star Hotel to be developed by the Government Agency i.e. I.T.D.C. T DDA
(ii) Issue regarding covered parking space.
(No.F.10(1)/71-MP).

.....

DECISION

The Technical Committee recommended for approval parking standards for Janta and 3-Star Hotel, constructed by ITDC, as proposed in para 3(i) of the Agenda.

ii) Regarding the covered car space standards, the Technical Committee desired that the Perspective Planning Wing, DDA may also examine the matter in the light of the studies/surveys conducted by them for the preparation of 2nd Master Plan for Delhi.

Item No.3:

Sub: Permission for double storey construction in Anand Niketan Colony.
(No.F.20(15)80-MP).

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DECISION

DDA

The Technical Committee discussed the issue and recommended that double-storey construction be allowed, keeping in view the plot sizes, as provided in the original plan.

contd....2.

Item No.4:

Sub: Premises situated on Plot No.156, Block No.10 known as Golf Links, New Delhi - Letting out of the premises to Shastri Indo-Canadian Institute for use as Library.
(No.F.16(65)81-MP).
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DECISION

The Technical Committee recommended the temporary use as 'library' to the present occupant. However, no expansion to the existing library be permitted. It further recommended that as soon as the building is vacated, the same be put to 'residential use'. DDA

Item No.5:

Sub: Request for approval of a site located on Delhi Curzon Road (N.H.8) at 22 Km. from Delhi for the purpose of a Motel.
(No.F.10(7)78-MP).
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DECISION

The Technical Committee desired that the proposal be placed before the Authority, although it observed that the proposed site does not meet the required set backs, as provided in the Regulations-1977. DDA

Item No.6:

Sub: Location and layout plan of Sewa Nagar Railway Station.
(No.F.9(8)/82/Director (TTP)
.....

Item No.7:

Sub: Location and layout plan of Pragati Maidan Railway Station.
(No.F.9(7)/82/Director (TTP).
.....

Item No.8:

Sub: Location and layout plan of Patel Nagar Railway Station.
(No.F.9(4)/Dir.(TTP)/82.)
.....

Item No.9:

Sub: Location & Layout plan of Sardar Patel Marg
Railway Station.
(No.F.9(6)/82/Director (TTP).

....

Item No.10:

Sub: Location and layout plan of Lodi Colony
Railway Station.
(No.F.9(5)/82/Director (TTP).

....

Item No.11:

Sub: Location & layout plan of Sarojini Nagar
Railway Station.
(No.F.9(9)/82/Director (TTP).

....

Item No.12:

Sub: Location & layout plan of Naraina Railway Station.
(No.F.9(10)/82/Director (TTP).

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Item No.13:

Sub: Location & layout plan of Brar Square
Railway Station.
(No.F.9(12)/82/Director(TTP).

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Item No.14:

Sub: Location & layout plan of Chanakya Puri
Railway Station.
(No.F.9(11)/82/Director (TTP).

....

DECISION

Item No.6 to 14:

The Technical Committee discussed in detail the layout plans of Railway Stations prepared by NATPAC. It observed that the comments given in each of these items are quite valid and should be fulfilled. The Technical Committee desired that NATPAC/MPTR may study in detail

contd.....4.

and formulate these projects keeping in view the comments given in the Agenda. It also desired that these projects may also be examined by the Perspective Planning Wing, DDA in the light of the 2nd Master Plan proposals.

Item No.15:

Sub: Proposal for carving out 714 additional plots within the layout plan of Chittardjan Park Colony (EPDP Colony) by the Association of Displaced Persons from East Pakistan declared eligible for allotment of plots in Delhi. (No.F.23(11)79-Bldg. & F.3(156)/78-MP).

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DECISION

The consideration of the item was postponed.

Item No.16:

Sub: Animal Quarantine Station and certification Service Village Kapashera near Palam Airport. Case of Special Appeal. (No.F.3(59)/80-MP).

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DECISION

The consideration of the item was postponed.

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

Draft minutes of the meeting of the
Technical Committee held on 15th January, 1982
at 3.30 p.m. in the Conference Room of DDA
are placed opposite, which may kindly be seen
for approval.

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8/2/82
(A. K. GUPTA)
DEPUTY DIRECTOR (MP)

Adtl. Dir. (DC).
Commr. (P.L.).
Planning Member.

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

Minutes of the meeting of the Technical Committee held on 15th January, 1982 at 3.30 p.m. in the Conference Room of D.D.A. at 5th Floor, Vikas Minar, Inraprastha Estate, New Delhi.

The following were present:

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9. Sh. S. P. Vatts,
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D.W.S.&.D.U., MCD.
14. Sh. B. Dayal,
Municipal Engineer.
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O.S.D., MFP.
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Senior Engineer (P&D).
23. Sh. Pradeep Kumar,
CA/CIS/MFP(R)
24. Dr. S. N. Mittal,
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25. Sh. D. Sanyal,
Sr. Project Manager.

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Architect (BP).

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Addl. C.A., CPWD.
28. Sh. S. B. Kalkar,
S.A. H&TP I, CPWD.

NATPACK

29. Sh. S. Sahini,
Project Engineer, NATPAC

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Building Officer.

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Deputy Commissioner.
32. Sh. Paras Nath,
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36. Sh. P. K. Thomas,
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37. Sh. B. S. Mathur,
Chief Engineer (Roads), Min. of
Transport.

DELHI TRANSPORT CORPORATION:

38. Sh. G. S. Gill,
Suptdg. Engineer.

.....

Item No.

1

SUB: GROUND COVERAGE IN COMMERCIAL AREAS, INCLUDING LOCAL LOCAL COMMERCIAL AREAS/SHOP PLOTS, SHOWN IN THE ALREADY APPROVED LAYOUT PLANS AND ALREADY BUILT UP COMMERCIAL AREAS. (F.3(256)/72-M.P.).

Reference is invited to the minutes of the Technical Committee held on 1.1.81 on the above noted subject (laid on the table). The decisions were taken by the Technical Committee, keeping in view the recommendations made by the Group and the observations of T & CPO, MCD and DUAC.

2. While making the draft agenda for the consideration of the Authority, it was observed that the recommendations of the Technical Committee are not very clear and there are some ambiguity. Commissioner (Planning), DDA, therefore, desired that the matter be examined in detail and the specific recommendation be got approved from the Technical Committee/DDA, so that there is no difficulty in the implementation of the recommendations. The following recommendation for the maximum ground coverage applicable to the plots located in the commercial land use categories and the following suggestions are made for consideration:-

- (i) AREAS EARMARKED FOR GENERAL BUSINESS AND COMMERCE USE (CENTRAL AND SUB CENTRAL BUSINESS DISTRICTS) AND DISTRICT CENTRES;-

Such areas are to be developed on the comprehensive basis for which the ground coverage, FAR and height restrictions are to be specified in the zonal development plan/detailed plan/redevelopment plan. As such the ground coverage in such schemes should be based on the basis of details given in the comprehensive scheme after taking due consideration of the Govt's notification,

Condt.....2/-

dt.24.12.76. Wherever such comprehensive schemes were prepared and approved by the Competent Authority prior to the notification dt.24.12.76, the approved schemes be followed/implemented keeping in view the ground coverage, FAR and height restrictions specified in such schemes.

(ii) COMMERCIAL CENTRES:

For the community centres also, the comprehensive schemes are to be prepared and approved by the Competent Authority. Wherever such comprehensive schemes were prepared and approved by the competent authority prior to the Govt's notification, dt.24.12.76, the schemes be implemented keeping in view the ground coverage, FAR and height restrictions specified in such schemes. However, in new schemes the regulations specified in the Govt's notification, dt.24.12.76 in respect of ground coverage, FAR and height restrictions be adhered to.

(iii) LOCAL SHOPPING CENTRES:

- (a) Neighbourhood centres/local shopping centres to be developed in the new schemes are to be on the basis of comprehensive schemes. Wherever such schemes have already been formulated and approved by the Competent Authority before 24.12.76, the coverage and FAR be followed as provided in the comprehensive schemes. In the new schemes to be formulated the coverage and FAR etc. should be as per the regulations specified under the Govt's notification, dt.24.12.76.

(B) In case where the local shopping/retail business/local commercial have been shown in the zonal development plan or in the approved layout plan of the various residential colonies, falling in the residential 'use zone', the individual plots fronting of public streets may be built/re-built with maximum coverage as permissible in the case of residential plots and with the use of only ground floor for 'retail shopping' and the first floor for residential use. In such cases no separate space be provided in the form of mezzanine/loft.

(iv) CONVENIENCE SHOPPING CENTRES:

In case of convenience shopping centres which is serving the housing clusters, it is suggested that the maximum ground coverage may be 33 1/3%.

(v) BUILT UP COMMERCIAL AREAS:-

It is suggested that in such areas, retail business use on ground floor with residential coverage depending on the size of the plot and the upper floors to be used for residential purpose only, with the restriction of 2 1/2 storeyed buildings.

3. PARKING STANDARDS:-

In case of comprehensive schemes, the parking space is to be provided, according to the standards already laid down for various uses in the form of 'pooled parking' and

the individual parking depending on the details of the comprehensive schemes. However, in the case of individual plots, mainly forming part of local shopping centres/local commercial/built up commercial areas, the following parking norms are suggested:-

(i) The open area is to be used for parking and landscaping. (50% of each).

(ii) The basements, wherever provided should be used for servicing the building & parking.

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

DECISION

The Chairman, Technical Committee desired to study the matter in consultation of Town Planner, MCD, Commr. (P) and Addl. Director (DC), DDA.

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Item No.2:

- SUB:(i) Parking standard for Janta-cum 3 Star Hotel to be developed by the Government Agency i.e. I.T.D.C.
(ii) Issue regarding covered parking space. F.10(1)/71-MP.

The above two issues are under consideration in the office of D.D.A. The I.T.D.C. requested to reduce the parking norms for the hotel constructed as Hotel Complex by them at Windsor place consisting of 3-Star Hotel and Janta Hotel. The other reference has also been received regarding the standards for covered parking norms for 5-Star Hotel (Appendix).

2. (i) DDA vide resolution No.10 dated 13.2.79 desired to add the parking norms under "Hotels, Motels Regulations" @ 0.75 "Equivalent car space" per thousand Sq. fts. of the hotel built up space to be constructed by I.T.D.C. under Janta category for low affordability. This resolution was referred to the Ministry for making necessary amendment under the "Hotels, Motels Regulations". Parking norms already prescribed for hotels other than 5-Star (3-Star Hotel) in the "Hotels Motels Regulations". The present issue is to prescribe the parking norms in the case of hotels to be constructed by I.T.D.C., in a complex consisting Janta Type and 3-Star Hotel. This issue was examined sometime in 1978 in this office. The then Vice-Chairman of DDA was of the opinion that provision of parking for approximately 250 cars and sufficient number of scooters and bus etc. could serve the purpose, considering the type of hotel that is being envisaged at Windsor place. He was also of the opinion that there is no question of policy involved in this and therefore, the question of going to the Authority does not arise. Accordingly, a clearance letter was issued by

Contd....2/-

- 6 -

this office to I.T.D.C. accepting the parking norms @ 0.75 car space per thousand Sq. ft. of floor space, including parking for scooters, cycles, buses etc. (Appendix).

(ii) The standard for covered parking as framed under the "Hotel, Motel regulations of 1977" is normally 32.52 Sq. mts. (350 Sq. fts.) within buildings and 23.23 Sq. Mts. (250 Sq. fts.) outside the buildings. The Architect of 5-Star Hotel at Sardar Patel Marg has pointed out in his letter dated 23.9.1981 (Appendix 'D') that this 350 Sq. fts. for a car space was recommended without considering the type and structure of the building, for providing covered parking. In the light of various prescribed International Parking standards, It is found that the space required for car parking varies considering the layout, besides other factors like structural designs of the building, location of such underground parking areas, and size of the car etc. Multi-row parking arrangements of cars. These standards are available in "A.J. Metric Handbook", Building Planning Design Stills (Sloper) and Architects Data (Neufert). Therefore, we may suggest minimum and maximum limit for each underground equivalent car space.

3. The case is placed before the Technical Committee for consideration on the following suggestions:-

(i) To add one more item of parking standards under the Regulation of 1977 for Hotel Complex of Janta type & 3-Star Hotel to be developed by I.T.D.C. with parking standard @ 0.75 car space per 92.9 Sq. mt. (1000 Sq. ft.) of the floor space, including parking for scooters, cycles, buses etc. in the covered and open.

(ii) To make modification in the covered car space standard, it is suggested that the covered car space may be specified between 250 Sq. ft. 350 Sq. ft. per car space depending on the structure of the building as well as location, type of parking space/arrangements.

DECISION

- 1) The Technical Committee recommended for approval parking standards for Janta and 3-Star Hotel, constructed by ITDC, as proposed in para 3(i) of the agenda.
- ii) Regarding the covered car space standards, the Technical Com. desired that the Perspective Planning Wing, DDA may also examine the matter in the light of the studies/surveys, conducted by them for the preparation of 2nd Master Plan for Delhi.

Item No. Sub: Permission for double storey construction in
3 Anand Niketan Colony.
(No.F.20(15)80-MP).

....

While considering the increase in density for Anand Niketan Co-operative House Building Society, the Authority vide its resolution No.189 dated 30.8.71 (Appendix A) resolved that subject to over all density of population in a zone remaining unchanged increase in density upto 50% be allowed to facilitate double storey construction only in respect of area allotted to the Society, subject to the fulfilment of the following conditions:-

- (i) Number of plots is not increased.
- (ii) No sub-division is permitted.
- (iii) Additional civic and community facilities be provided in the light of the specific area.

The above principles would apply to similar other cases, but each case shall be put up to the Authority for decision.

2. The Master Plan density for this area in which Anand Niketan Colony falls is 50 ppa. The density as per Master Plan with relaxation (15%) comes to 57.5 p.p.a. The density as per the approved layout plan is 72 p.p.a.

3. The Society submitted their layout plan for permission of double storey construction to the MCD and after placing the issue before the Layout Committee, the MCD referred the case to DDA for approval stating that the proposal of the Society involves density of 97 p.p.a. which is much more than what was earlier permitted by DDA vide resolution mentioned above and as well as the Notification of December, 1975 regarding the number of dwelling units in plots.

4. The proposal has been examined and taking in to account the 50 per cent increase allowed by the Authority on the already approved density of 72 ppa in Anand Niketan Society, the density works out to be 86 ppa., which is less than the density of 97 ppa, proposed by the Society. Also, the density calculated on the basis of the notification of 1975, for double storeyed construction, comes out to be 89 ppa, which is also less than the proposed density, ~~the~~ density proposed by the Society and as analysed by the MCD, is much more than the density, worked out on the basis of the notification of 1975. The Society, is therefore, required to limit their proposal within the permissible density of 89 ppa maximum based on the 1975 notification.

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

DECISION

The Technical Committee discussed the issue and recommended that double storey construction be allowed, keeping in view the plot sizes, as provided in the original plan.

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Item No.
4

Sub: Premises situated on Plot No.156 Block No.10 known as Golf Links, New Delhi-letting out of the premises to Shastri Indo-Canadian Institute for use as Library.
(No.F.16(65)81-MP).

...

The Land & Development Officer, Govt. of India, Min. of Works & Housing, have requested that the residential premises No.156, Golf Links, New Delhi, be permitted to be used for the purpose of a Library by the Shastri Indo-Canadian Institute. The Ministry of External Affairs have also recommended this case.

2. The Authority vide its Resolution No.40, dated 2.7.74 have permitted the use of residential premises No.176 Golf Links, as a Library by the German Academic Exchange Services. This permission was granted in view of the fact that setting up of the Library would be of use to the residents of the area and the use of residential building for the purpose of Library could be permitted by the Authority under the Master Plan 'Social Appeal' provisions.

3. The request of the Land & Dev. Office is placed before the Technical Committee for consideration.

DECISION

The Technical Committee recommended the temporary use as 'library' to the present occupant. However, no expansion to the existing library be permitted. It further recommended that as soon as the building is vacated, the same be put to 'residential use'.

...

Item No. 5

Sub: Request for approval of a site located on Delhi Gurgaon Road (N.H.8) at 22 Km. from Delhi for the purpose of a Motel. (No.F.10(7)78-M).

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A request has been received from Shri K.K. Malik, B-38, Hanuman Road, New Delhi, for approval of site measuring 5.85 acres located along Delhi-Gurgaon Road (National Highway No.8) at 22 K.M. from Delhi for the purpose of a motel. A plan showing the site under reference is laid on the table.

2. The Authority vide its Resolution No.91 dated 31.7.81 approved maximum 2 sites on either side of the National Highway No.8 without affecting Palam Airport Expansion Scheme. It was further resolved that the modalities for locating particular sites be brought before the Authority individually.

3. The present proposal fulfils the conditions prescribed in the Hotel, Motel Regulations of 1977 except that the set back to the proposed Motel building i.e. 400 meter (1320 ft.) from the R/W of the National Highway No.8 can not be provided. The site, it is observed, is also very near to the proposed boundary of the Palam Airport Area.

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

DECISION

The Technical Committee desired that the proposal be placed before the Authority, although it observed that the proposed site does not meet the required set backs, as provided in the Regulations-1977.

.....

Item
No.
6

- 4 -

LOCATION AND LAYOUT PLAN OF SEWA NAGAR
RAILWAY STATION.
File No. F.9(8)/82/Director(TTP)

1. On the request of Metropolitan Transport Projects Railways; METRAC has prepared location and layout plan of Sewa Nagar Railway Station with a brief report as under:-

The ring railway station at Sewa Nagar is likely to gain importance because of its proximity to the main Athletic Stadium as well as to the office-cum-residential complex within Pragati Vihar. The approaches to the railway station, which are presently in an unsatisfactory state will have to be improved for the purpose of making the facility more accessible to the commuters. Thus it is proposed to connect the railway station through the approach road with the ROB over the railway track on the southern side. On the northern side the approach road would come upto a point opposite the booking office. Across the Mallah a foot over bridge has been proposed for movement of commuters. Care has been taken to keep the distance to be covered on foot while changing from buses to trains to a bare minimum and bus bays have been suitably located for safe and efficient circulation and movement of buses and pedestrians respectively. Facilities for bus parking have been provided in such a manner that shuttle feeder services could also be run if necessary. Out of a total organised parking area of 780 sq.mts. within the station area 325 sq.mts. have been allotted for cycle parking, 275 sq.mts. for scooter parking and 180 sq.mts. for cars and other motorised modes. Details of the proposed improvement are given in the enclosed copy of the plan.

2. Traffic & Transportation Unit of Delhi Development Authority has examined the case and given following comments:-

1.
GENERAL:

1. Base maps of all these plans are in a scale of 1:500 which is a large scale, as such, adjoining areas cannot be shown, the result being that the existing and proposed networks as per Delhi Master Plan has not been integrated and shown. Under the circumstances,

Item
No. 6 LOCATION AND LAYOUT PLAN OF SEWA NAGAR
RAILWAY STATION.
File No. F.9(8)/82/Director (TTP)

1. On the request of Metropolitan Transport Projects Railways; NEPAC has prepared location and layout plan of Sewa Nagar Railway Station with a brief report as under:-

The ring railway station at Sewa Nagar is likely to gain importance because of its proximity to the main Athletic Stadium as well as to the office-cum-residential complex within Pragati Vihar. The approaches to the railway station, which are presently in an unsatisfactory state will have to be improved for the purpose of making the facility more accessible to the commuters. Thus it is proposed to connect the railway station through the approach road with the ROB over the railway track on the southern side. On the northern side the approach road would come up to a point opposite the booking office. Across the Nallah a foot over bridge has been proposed for movement of commuters. Care has been taken to keep the distance to be covered on foot while changing from buses to trains to a bare minimum and bus bays have been suitably located for safe and efficient circulation and movement of buses and pedestrians respectively. Facilities for bus parking have been provided in such a manner that shuttle feeder services could also be run if necessary. Out of a total organised parking area of 780 sq.mts. within the station area 325 sq.mts. have been allotted for cycle parking, 275 sq.mts. for scooter parking and 180 sq.mts. for cars and other motorised modes. Details of the proposed improvement are given in the enclosed copy of the plan.

2. Traffic & Transportation Unit of Delhi Development Authority has examined the case and given following comments:-

1.
GENERAL:

1. Base maps of all these plans are in a scale of 1:500 which is a large scale, as such, adjoining areas cannot be shown, the result being that the existing and proposed networks as per Delhi Master Plan has not been integrated and shown. Under the Circumstances,

it is necessary that all these plans should be prepared in a scale of 1:1000.

2. Base maps are incomplete with respect to location of trees, adjoining built-up properties and local features of the area. In the absence of complete base map, the plans cannot be judged and comments given. For example - location and layout plan of railway station at Patel Nagar, it has not been integrated with the proposed road No.89 towards south of the complex and Rama Road towards north of it.
3. Before preparation of the plans, it is necessary to calculate the amount of traffic which would be generated in these different stations after interval of every five years. It should also be calculated that the number of passengers coming by mass transportation cycles, scooters and most probably a little percentage by cars.
4. The study is incomplete without linking it with the bus shuttle service and without deciding the route for incoming and outgoing traffic.
5. No basis of provisions of parking at various stations have been given.

SPECIFIC COMMENTS:

1. Location of the station is not suitable at all with relation to the new main athletic stadium. The proposed station should be shifted towards eastern side of the Sewa Nagar Fly-over. It would facilitate the coming and going passengers to the Stadium.
2. The proposal has not been connected with the existing and proposed net-works of the Master Plan/Zonal Plan.
3. The Item is placed before the Technical Committee of the Delhi Development Authority to consider the proposal.

DECISION

The Tech. Com. discussed in detail the layout plans of the Rly Stns. prepared by NATPAC. It observed that the comments given in each of these items are quite valid and should be fulfilled. The Tech. Com. desired that NATPAC/MPTR may study in detail and formulate these projects keeping in view the comments given in the Agenda. It also desired that these projects may also be examined by the Perspective Plg. Wing, DDA in the light of the 2nd Master Plan proposals.

Item LOCATION AND LAYOUT PLAN OF PRAGTI
No. MAIDAN RAILWAY STATION.
7 File No.F.9(7)/82/Director(TTP)

1. On the request of Metropolitan Transport Projects Railways; METPAC has prepared location and layout plan of Pragti Maidan Railway Station with a brief report as under:

There is, at present, no railway station near Pragti Maidan. In view of the proposed terminal facilities to be developed at this point for buses and in view of efficiency of total transport system, introducing a railway station at this point on the ring railway appeared to be a logical imperative. The exact locations of the railway station and booking office have, however, been dictated by site constraints and restrictions imposed by already existing railway tracks. The track, in this case, being on embankment the commuters will have to reach the access road through a system of steps and an underpass. The access road will however, have to be constructed connecting Bhairon Road with the Booking office. A 7.5 m. carriageway has been suggested for this purpose, the alignment of which would necessitate shifting of the boundary wall of the Central Ware House as shown in the enclosed plan. This railway station has been visualised primarily as a major exchange point between bus and rail systems and is expected to serve both inter city travel demands. The proposed improvement would further increase the accessibility of the exhibition grounds.

2. Traffic & Transportation Unit of Delhi Development Authority has examined the case and given following comments:

GENERAL:

1. Base maps of all these plans are in a scale of 1:500 which is a large scale, as such, adjoining areas cannot be shown, the result being that the existing and proposed networks as per Delhi Master Plan has not been integrated and shown. Under the circumstances, it is necessary that all these plans should be prepared in a scale of 1:1000.
2. Base maps are incomplete with respect to location of trees, adjoining built-up properties and local

features of the area. In the absence of complete base map, the plans cannot be judged and comments given. For example - location and layout plan of railway station at Patel Nagar, it has not been integrated with the proposed road No.89 towards south of the complex and Rama Road towards north of it.

3. Before preparation of the plans, it is necessary to calculate the amount of traffic which would be generated in these different stations after interval of every five years. It should also be calculated that the number of passengers coming by mass transportation, cycles, scooters and most probably a little percentage by cars.
4. The study is incomplete without linking it with the bus shuttle service and without deciding the route for incoming and outgoing traffic.
5. No basis of provision of parking at various stations have been given.

SPECIFIC POINTS:

1. Location of the station would be ideal if it is located towards southern side of the Bhairon Road. Then it can be integrated with the bus terminal at Bhairon Road.
 2. The proposed location inside the Pragati Maidan cannot be connected with the road system.
 3. The proposed site is very near to the Tilak Bridge railway station.
3. The Item is placed before the Technical Committee of the Delhi Development Authority to consider the proposal.

DECISION

The Technical Committee discussed in detail the layout plans of Railway Stations prepared by NATPAC. It observed that the comments given in each of these items are quite valid and should be fulfilled. The Technical Committee desired that NATPAC/MPTR may study in detail and formulate these projects keeping in view the comments given in the Agenda. It also desired that these projects may also be examined by the Perspective Planning Wing, DDA in the light of the 2nd Master Plan proposals.

Item Location and layout plan of Patel
No. Nagar Railway Station.
8 File No: F.9(4)/Dir.(TTP)/82

1. On the request of Metropolitan Transport Projects Railways; MATPAC has prepared location and layout plan of Patel Nagar Railway Station with a brief report as under:-

The existing bus depot at Shadipur is not considered to be within an easily walkable distance from the railway station and it is felt that for proper utilisation of the rail facility it would be essential to develop a bus terminal, may be with parking capacity for about 10 buses in an area adjoining the railway station. However, non-availability of land for such developmental activities is a major constraint and only a strip of land adjacent to power Lane appears to be available for such improvements. For providing easy access for the pedestrians it is proposed to have a pedestrian walk from Najafgarh Road which is one of the main corridors for buses. Only a tentative alignment for this pedestrian walk has been indicated in the plan as exact site plan for this purpose is not yet available. On the southern side of the railway station, approach will be through Master Plan Road No.89. A system for parking and circulation of traffic has been developed on either side of the railway station. At this station an area of 525 sq.mts. is proposed to be utilised for parking of cycles, 387 sq.mts. for scooters and 90 sq.mts. for cars and other motorised modes. Details of the improvement proposals are given in the enclosed plan.

2. Traffic & Transportation Unit of Delhi Development Authority has examined the case and given following comments:-

GENERAL COMMENTS

1. Base maps of all these plans are in a scale of 1:500 which is a large scale, as such, adjoining areas cannot be shown, the result being that the existing and proposed networks as per Delhi Master Plan has not been integrated and shown. Under the

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circumstances, it is necessary that all these plans should be prepared in a scale of 1:1000.

2. Base maps are incomplete with respect to location of trees, adjoining built-up properties and local features of the area. In the absence of complete base map, the plans cannot be judged and comments given. For example - location and layout plan of railway station at Patel Nagar, it has not been integrated with the proposed Road No.89 towards south of the complex and Rama Road towards north of it.
3. Before preparation of the plans, it is necessary to calculate the amount of traffic which would be generated in these different stations after interval of every five years. It should also be calculated that the number of passengers coming by mass transportation, cycles, scooters and most probably a little percentage by cars.
4. The study is incomplete without linking it with the bus shuttle service and without deciding the route for incoming and outgoing traffic.
5. No basis of provision of parking at various stations have been given.

SPECIFIC COMMENTS:

1. It has not been integrated with new Master Plan Road No.89 and Rama Road.
 2. Parking provisions made are in-adequate than required.
 3. Base map is completely inadequate and incomplete.
 4. Land use of the surrounding areas has not been shown.
 5. Bus parking has been shown at a far distance from railway booking office.
3. The Item is placed before the Technical Committee of the Delhi Development Authority to consider the proposal.

DECISION

The Technical Committee discussed in detail the layout plans of Railway Stations prepared by NATPAC. It observed that the comments given in each of these items are quite valid and should be fulfilled. The Technical Committee desired that NATPAC/MPTR may study in detail and formulate these projects keeping in view the comments given in the Agenda. It also desired that these projects may also be examined by the Perspective Planning Wing, DDA in the light of the 2nd Master Plan proposals.

From Location & layout plan of Sardar Patel
No. Marg Railway Station.
9 File No.: F.9(6)/82/Director(TTP)

1. On the request of Metropolitan Transport Projects Railways, MTPAC has prepared location and layout plan of Sardar Patel Marg Railway Station with a brief report as under:-

The Railway station Sardar Patel Marg (Dhaura Kuan) when properly developed could serve as a very effective transit facility for both intra-city and inter-city commuters. Due to physical constraints the railway track here is in cutting and access to the platforms has to be provided through steps. In view of its locational advantage, efforts has been made to develop a bus terminal within the station area for both inter and intra city buses. In addition bus bays have been suitably located on all the major arms of this intersection. It is visualised that during Asian Games also this railway station will be very effective in handling the commuter traffic. Out of a total parking area of 16575 sq.mts., 170 sq.mts. will be used for cars. The balance area is to be utilised for parking of buses (18 nos.) taxis and auto rickshaws. The circulation plan for buses within the terminal area envisages one way system of movement with entry from Sardar Patel Marg and exit to Ridge Road. Details of the improvement proposals are given in the enclosed plan.

2. Traffic & Transportation Unit of Delhi Development Authority has examined the case and given following comments:-

GENERAL COMMENTS:

1. Base maps of all these plans are in a scale of 1:500 which is a large scale, as such, adjoining areas cannot be shown, the result being that the existing and proposed networks as per Delhi Master Plan has not been integrated and shown. Under the circumstances, it is necessary that all these plans should be prepared in a scale of 1:1000.
2. Base maps are incomplete with respect to location of trees, adjoining built-up properties and local features of the area. In the absence of complete base map, the plans

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cannot be judged and comments given. For example - location and layout plan of railway station at Patel Nagar, it has not been integrated with the proposed road No.89 towards south of the complex and Rama Road towards north of it.

3. Before preparation of the plans, it is necessary to calculate the amount of traffic which would be generated in these different stations after interval of every five years. It should also be calculated that the number of passengers coming by mass transportation, cycles, scooters and most probably a little percentage by cars.
4. The study is incomplete without linking it with the bus shuttle service and without deciding the route for incoming and outgoing traffic.
5. No basis of provision of parking at various stations have been given.

SPECIFIC COMMENTS:

1. It would be difficult for the persons coming from Sardar Patel Marg to reach in the Complex. For this, they have to take a complete round of the existing round about.
2. Part of the proposal would be affected from the r/w of Sardar Patel Marg and Ridge Road.
3. The Item is placed before the Technical Committee of the Delhi Development Authority to consider the proposal.

DECISION

The Technical Committee discussed in detail the layout plans of Railway Stations prepared by NATPAC. It observed that the comments given in each of these items are quite valid and should be fulfilled. The Technical Committee desired that NATPAC/MFTR may study in detail and formulate these projects keeping in view the comments given in the Agenda. It also desired that these projects may also be examined by the Perspective Planning Wing, DDA in the light of the 2nd Master Plan proposals.

Item LOCATION AND LAYOUT PLAN OF LODI COLONY
No. RAILWAY STATION
10 FILE NO: F.9(5)/82/Director (TTP).

1. On the request of the Metropolitan Transport Projects Railways; MTPAC has prepared location and layout plan of Lodi Colony Railway Station with a brief report as under:-

This railway station though located ideally to serve the needs of a vast residential area, does not have proper access roads. This applies more to the commuters approaching or dispersing from the railway station towards colonies on the southern side. In the proposed development scheme, improvements have been suggested for the approach roads. Bus bays have been suitably located and turning facilities for buses also have been ensured so that shuttle feeder services could be run to and from this point without any difficulty. Out of a total parking area of 1968 sq.m. at this station, 528 sq.m. will be utilised for parking of cycles, 425 sq.m. for scooters and 342 sq.m. for cars.

2. Traffic & Transportation Unit of Delhi Development Authority has examined the case and given following comments:-

GENERAL COMMENTS:

1. Base maps of all these plans are in a scale of 1:500 which is a large scale, as such, adjoining areas cannot be shown, the result being that the existing and proposed networks as per Delhi Master Plan has not been integrated and shown. Under the circumstances, it is necessary that all these plans should be prepared in a scale of 1:1000.
2. Base maps are incomplete with respect to locations of trees, adjoining built-up properties and local features of the area. In the absence of complete base map, the plans cannot be judged and comments given. For example - location and layout plan of railway station at Patel Nagar, it has not been integrated with the proposed road No.89 towards south of the complex and Rama Road towards north of it.
3. Before preparation of the plans, it is necessary to calculate the amount of traffic which would be generated in these different stations after interval of every five years. It should also be calculated that the number of passengers coming by mass transportation, cycles, scooters

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and most probably a little percentage by cars.

4. The study is incomplete without linking it with the bus shuttle service and without deciding the route for incoming and outgoing traffic.
5. No basis of provision of parking at various stations have been given.

SPECIFIC COMMENTS:

1. Area proposed for the entire complex is too much.
 2. R/W of the roads have not been mentioned.
 3. Number of cars/cycles/scooters to be parked have not been given.
3. The Item is placed before the Technical Committee of the Delhi Development Authority to consider the proposal.

DECISION

The Technical Committee discussed in detail the layout plans of Railway Stations prepared by NATPAC. It observed that the comments given in each of these items are quite valid and should be fulfilled. The Technical Committee desired that NATPAC/MPTR may study in detail and formulate these projects keeping in view the comments given in the Agenda. It also desired that these projects may also be examined by the Perspective Planning Wing, DDA in the light of the 2nd Master Plan proposals,

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Item . LOCATION & LAYOUT PLAN OF SAROJINI NAGAR
No: RAILWAY STATION.
11 File No.F.9(9)/82/Director(TTP)

1. On the request of Metropolitan Transport Projects Railways; NETPAC has prepared Location & Layout plan of Sarojini Nagar Rly. Station with brief report as under :-

This railway station is also located within a residential areas and when improved, is likely to cater to a substantial volume of commuter traffic. Presently the access to the station is across a foot bridge over the mallah. In the improvement plan, it is envisaged that proper access road be developed to effectively link the station with Brig. Hoshiar Sing Marg. Attempt has been made to develop proper parking and circulation facility for traffic with practically no dislocation of existing facilities. The existing pedestrian foot bridge will have to be widened and strengthened. An area of 135 sq.m. has been assigned to each of scooter and cycle parking facility. 180 sq.m. of area has been assigned to car park alongwith separate provision made for parking of hired modes. Detailed improvement proposals are given in the enclosed plan.

2. Traffic & Transportation Unit of Delhi Development Authority has examined the case and given following comments :-

GENERAL COMMENTS:

1. Base maps of all these plans are in a scale of 1:500 which is a large scale, as such, adjoining areas cannot be shown, the result being that the existing and proposed networks as per Delhi Master Plan has not been integrated and shown. Under the circumstances, it is necessary that all these plans should be prepared in a scale of 1:1000.
2. Base maps are incomplete with respect to location of trees adjoining built-up properties and local features of the areas. In the absence of complete base map, the plans cannot be judged and comments given. For example- location and layout plan of railway station at Patel Nagar, it has not been integrated with the proposed road No.89 towards south of the complex and Rand Road towards north of it.
3. Before preparation of the plans, it is necessary to calculate the amount of traffic which would be generated in these different stations after interval of every five years. It should also be calculated that

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the number of passengers coming by mass transportation, cycles, scooters and most probably a little percentage by cars.

4. The study is incomplete without linking it with the bus shuttle service and without deciding the route for incoming and outgoing traffic.
5. No basis of provision of parking at various stations have been given.

SPECIFIC COMMENTS

1. Circulation pattern of the complex is not clear with regard to approaches on other side of the complex with the existing and proposed net works as per Delhi Master Plan and Zonal Plan.

3. The Item is placed before the Technical Committee of the Delhi Development Authority to consider the proposal.

DECISION

The Technical Committee discussed in detail the layout plans of Railway Stations prepared by NATPAC. It observed that the comments given in each of these items are quite valid and should be fulfilled. The Technical Committee desired that NATPAC/MTR may study in detail and formulate these projects keeping in view the comments given in the Agenda. It also desired that these projects may also be examined by the Perspective Planning Wing, DDA in the light of the 2nd Master Plan proposals.

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Item No. 12 LOCATION & LAYOUT PLAN OF NARAINA RAILWAY STATION.
File No.F.9(10)/82/Director(TTP).

On the request of Metropolitan Transport Projects Railways; METPAC has prepared a Location & Layout plan of Naraina Railway Station area with a brief report as under:-

This railway station serves an areas which is primarily an industrial one. It is felt that provision of proper transit facilities at this station would go a longway in meeting the transport demands generated by the activities in this area. Physical constraints however, tend to restrict the scope of development. In the proposed improvement scheme suitable approach roads for both vehicular as well as pedestrian traffic have been suggested. Attempts have been made to connect the railway station to nearest bus stops through modifying the locations of bus bays. Out of a total parking area of 4400 sq.m. available within the station area, 406 sq.m. are earmarked for parking of cycles, 450 sq.m. for scooters and 200 sq.m. for cars and other motorised modes. Details of the improvement proposal are given in the enclosed plan.

2. Traffic & Transportation Unit of Delhi Development Authority has examined the case and given following comments:-

GENERAL COMMENTS:

1. Base maps of all these plans are in a scale of 1:500 which is a large scale, as such, adjoining areas cannot be shown, the result being that the existing and proposed networks as per Delhi Master Plan has not been integrated and shown. Under the circumstances, it is necessary that all these plans should be prepared in a scale of 1:1000.
2. Base maps are incomplete with respect to location of trees, adjoining built-up properties and local features of the area. In the absence of complete base map, the plans cannot be judged and comments given. For example - location and layout plan of railway station at Patel Nagar, it has not been integrated with the proposed road No.89 towards south of the complex and Rama Road towards north of it.

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3. Before preparation of the plans, it is necessary to calculate the amount of traffic which would be generated in these different stations after interval of every five years. It should also be calculated that the number of passengers coming by mass transportation, cycles, scooters and most probably a little percentage by cars.
4. The study is incomplete without linking it with the bus shuttle service and without deciding the route for incoming and outgoing traffic.
5. No basis of provision of parking at various stations have been given.

SPECIFIC COMMENTS:

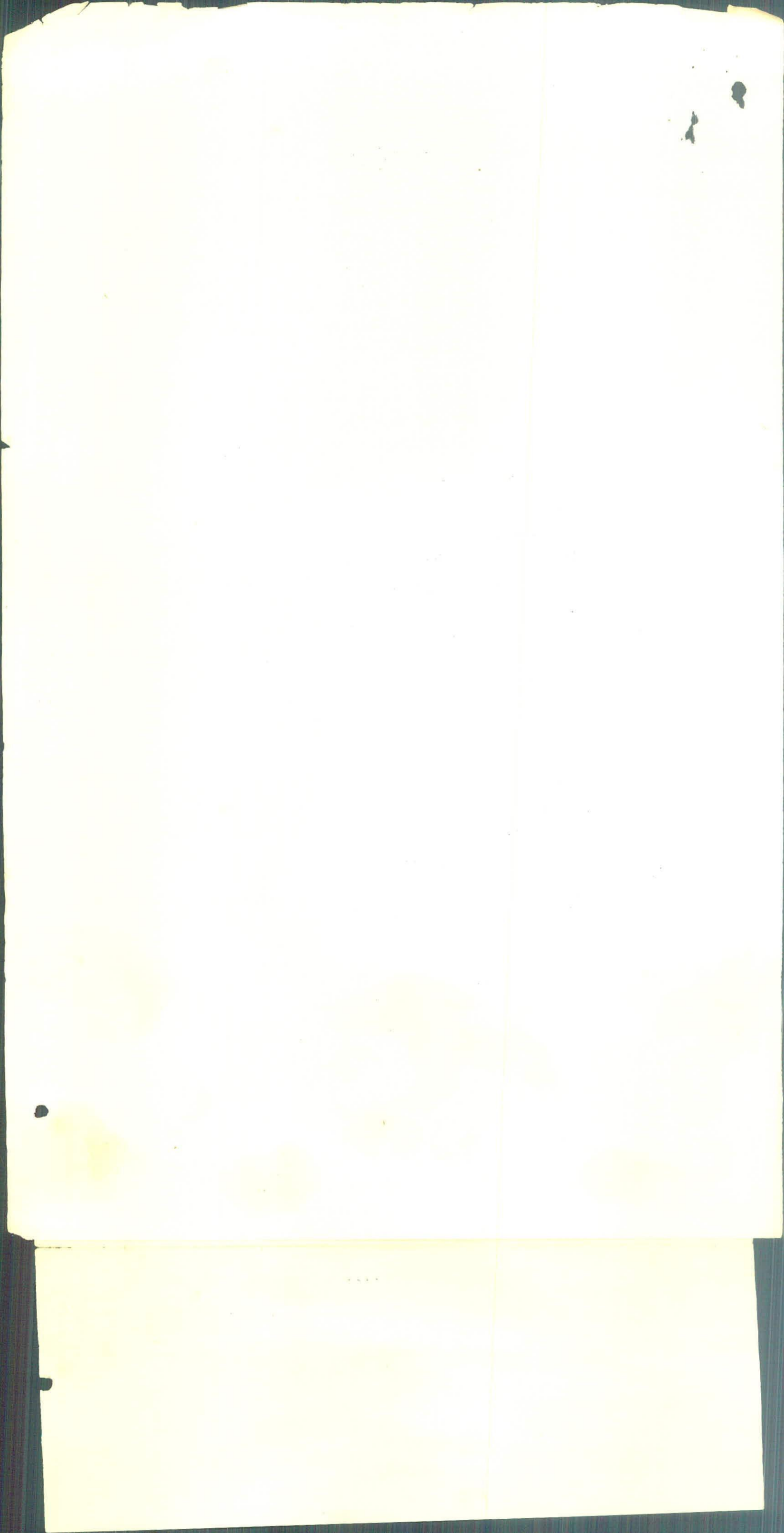
Proposed location of the railway station is not feasible due to following reasons:-

1. Access road is of 18.5 mt. and would have a under-bridge with the railway line. The proposal of road-under-bridge has already been prepared and approved. Once this under-bridge is constructed, then approaches to the proposed railway station cannot be given.
 2. The proposed site is in industrial area; it would be better if it is located on other side of the Master Plan Road, in residential area.
 3. Parking provisions are much less than required at this point.
3. The Item is placed before the Technical Committee of the Delhi Development Authority to consider the proposal.

DECISION

The Technical Committee discussed in detail the layout plans of Railway Stations prepared by NATPAC. It observed that the comments given in each of these items are quite valid and should be fulfilled. The Technical Committee desired that NATPAC/MPTR may study in detail and formulate these projects keeping in view the comments given in the Agenda. It also desired that these projects may also be examined by the Perspective Planning Wing, DDA in the light of the 2nd Master Plan proposals.

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Item
No. 13

LOCATION & LAYOUT PLAN OF BRAR SQUARE
RAILWAY STATION.
File No. F.9(12)/82/Director (TTP)

1. On the request of Metropolitan Transport Projects Railways; MTPAC has prepared Location & Layout Plan of Brar Square Railway Station with a brief report as under:

This railway station is likely to serve the Cantonment area of Delhi. At present the approach roads are not in good shape and the improvement proposals include improvement schemes for approach roads to this railway stations. Facilities for bus parking have been planned carefully so that walking distances from bus stops to railway station are minimised. Out of a total parking area of 10,300 sq.mts., 357 sq.mts. will be utilised for cycle parking, 646 sq.mts. for scooter parking and 378 sq.mts. for car parking. The balance area will be utilised for parking of buses, autorickshaws and taxis. It is presumed that there would be a demand for hired modes at this railway station as it is expected to serve the Military Hospital also. Details of improvement proposals are given in the enclosed plan.

2. Traffic & Transportation Unit of Delhi Development Authority has examined the case and given following comments:-

GENERAL COMMENTS:

1. Base maps of all these plans are in a scale of 1:500 which is a large scale, as such, adjoining areas cannot be shown, the result being that the existing and proposed networks as per Delhi Master Plan has not been integrated and shown. Under the circumstances, it is necessary that all these plans should be prepared in a scale of 1:1000.
2. Base maps are incomplete with respect to location of trees, adjoining built-up properties and local features of the area. In the absence of complete base map, the plans cannot be judged and comments given. For example - Location and layout plan of railway station at Patel Nagar, it has not been integrated with the proposed road No.89 towards south of the complex and Rama Road towards north of it.

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3. Before preparation of the plans, it is necessary to calculate the amount of traffic which would be generated in these different stations after interval of every five years. It should also be calculated that number of passengers coming by mass transportation, cycles, scooters and most probably a little percentage by cars.
4. The study is incomplete without linking it with the bus shuttle service and without deciding the route for incoming and outgoing traffic.
5. No basis of provision of parking at various stations have been given.

SPECIFIC COMMENTS:

1. R/W of the proposed circulation pattern has not been given at various points.
2. Parking provisions at this station seems to be too much than required, as very few people would use this station.
3. The Item is placed before the Technical Committee of the DDA to consider the proposal.

DECISION

The Technical Committee discussed in detail the layout plans of Railway Stations prepared by NATPAC. It observed that the comments given in each of these items are quite valid and should be fulfilled. The Technical Committee desired that NATPAC/MPTR may study in detail and formulate these projects keeping in view the comments given in the Agenda. It also desired that these projects may also be examined by the Perspective Planning Wing, DDA in the light of the 2nd Master Plan proposals.

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Item
No.
14

LOCATION & LAYOUT PLAN OF CHANAKYA PURI
RAILWAY STATION.
File No.F.9(11)/82/Director(TTP)

1. On the request of Metropolitan Transport Projects Railways; NETPAC has prepared a location and layout plan of Chanakya Puri Railway Station with a brief report as under:-

This railway station is located very close to the one at S.P. MARG which is to be developed as a major exchange point. It is, therefore, expected that the demands for facilities at this railway station would be comparatively less. The improvement proposals for this station include provision of parking spaces and approach roads on either side. The existing approach road alignments will have to be modified for this purpose. An area of 450 sq.m. for parking of cycles and another 450 sq.m. for parking of scooters have been indicated in the detailed improvement plan, a copy of which is enclosed.

2. Traffic & Transportation Unit of Delhi Development Authority has examined the case and given following comments:-

GENERAL COMMENTS:

1. Base maps of all these plans are in a scale of 1:500 which is a large scale, as such, adjoining areas cannot be shown, the result being that the existing and proposed networks as per Delhi Master Plan has not been integrated and shown. Under the circumstances, it is necessary that all these plans should be prepared in a scale of 1:1000.
2. Base maps are incomplete with respect to location of trees, adjoining built-up properties and local features of the area. In the absence of complete base map, the plans cannot be judged and comments given. For example - location and layout plan of railway station at Patel Nagar, it has not been integrated with the proposed road No.89, towards south of the complex and Rama Road towards north of it.
3. Before preparation of the plans, it is necessary to calculate the amount of traffic which would be generated in these different stations after interval of every five

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years. It should also be calculated that the number of passengers coming by mass transportation, cycles, scooters and most probably a little percentage by cars.

4. The study is incomplete without linking it with the bus shuttle service and without deciding the route for incoming and outgoing traffic.

5. No basis of provision of parking at various stations have been given.

SPECIFIC COMMENTS:

1. R/W of the Master Plan roads has not been shown. Road in the east of the complex would be of 30mt. r/w, but in the plan it has been shown much less.

2. Proposed road in the north of the railway line is not as per zonal plan of D-13, 14 & 21.

3. At the junction of 30 mt. road with railway line, an overbridge has been proposed which is not as per Master Plan.

4. Very few people may use this railway station, as in the north of the Complex various embassies are there and in the south residential quarters of defence personnels.

3. The Item is placed before the Technical Committee of the Delhi Development Authority to consider the proposal.

DECISION

The Technical Committee discussed in detail the layout plans of Railway Stations prepared by NATPAC. It observed that the comments given in each of these items are quite valid and should be fulfilled. The Technical Committee desired that NATPAC/MPTR may study in detail and formulate these projects keeping in view the comments given in the Agenda. It also desired that these projects may also be examined by the Perspective Planning Wing, DDA in the light of the 2nd Master Plan proposals.

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Item No. 15

Sub: Proposal for carving out 714 additional plots within the layout plan of Chittaranjan Park Colony (EPDP Colony) by the Association of Displaced Persons from East Pakistan declared eligible for allotment of plots in Delhi. (No.F.23(11)/79-Bldg. & F.3(156)/78-MP).

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Reference is invited to the Authority's Resolution No.83, dt. 1.7.80 (Appendix B). The Authority recommended the proposal to increase the density of EPDP Colony from 100 ppa to 125 ppa so as to accommodate additional plots to the extent of 714 plots within the EPDP Colony. Government's approval for issue of notice for inviting objections/suggestions from the public under Section 11(a) of the Delhi Development Act, 1957 was received vide Ministry's communication No.K-12016/2/80-DD/II-A, dt. 27.5.81 (Appendix C). Accordingly, a public notice No.F.3(156)/78-MP, dt. 25.7.81 for inviting objections/suggestions from the public with respect to the proposed modification regarding the density of the area was issued. In response to the issue of the notice, a total of 1064 objections/suggestions were received.

2. The summary of objections/suggestions so received have been prepared and have been grouped under 11 categories namely A, B, C, D, E, F, G, H, I, J, & K (laid on the table). The analysis of these objections/suggestions are given below:-

- (a) The objections/suggestions received from the Government Organisations/subordinate offices categorized under Appendix 'A'. There are

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4 such objections/suggestions:

- i) T & CPO.
- ii) M.C.D.
- iii) D.U.A.C.
- iv) School of Planning and Architecture.

Out of the above 4, the former two have expressed their views in favour with a caution that the standards of public facilities and amenities may be taken care of. The DUAC and School of Planning and Architecture have expressed their views about the implications of such modification of density so far as environment, public facilities and amenities are concerned. The School of Planning and Architecture has expressed apprehension of similar demands from other societies.

(b) All individual objections/suggestions received have been categorized under B, C, D, E, F, G, H, I, & K. Majority of such individual objections/suggestions have been submitted in a cyclostyled forms signed by many individuals. According to the nature and similarity of views expressed by them these objections/suggestions have been grouped in the above appendices. Out of the total such individual objections/suggestions 877 are in favour and 775 are in dis-favour. However, it may be mentioned that those who have expressed their dis-favour of the proposed modification is not specific against raising density but they have objected on certain presumption and the apprehension. Almost all of these individuals having their houses or plots fronting a park or open space have expressed objection in converting the open spaces into plot. Their objection

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is mostly from individual view point that they will be deprived of certain advantages and facilities which were being enjoyed by them as circumstantial benefits and not by rights. However, they have also welcomed the move of the government for rehabilitation of the eligible persons. In a typical case the objection raised by the Vice President of the Residents Welfare Organisation of the EPDP Colony has been countered by the General Secretary of the same Organisation who has expressed the views in favour of the proposal. The objections/suggestions submitted by persons in profession of Engineering, Architecture, Town Planning etc. have been categorised under 'K'. All these renowned professionals such as S/Sh.Doshi & Bhalla have expressed their agreement to the proposal. Only one objection/suggestion/ under Category 'K' submitted by a retired govt. officer has expressed the views against the proposal.

(c) The objections/suggestions received from the various Societies, Associations, Registered Organisations have been categorized under 'J'. Out of the 9 objections/suggestions, categorized under 'J', only one namely EPDP Association has expressed their fear that the norms of the Master Plan regarding public facilities, amenities and various services will fall short by carving out additional plots in the colony. However, they have welcomed the move of the government towards the rehabilitation of the 714 eligible persons. All other

contd....

8 societies have welcomed the proposal and expressed their happiness at the government's proposal.

(d) There is only one objection/suggestion beyond the total No. of 1664 which have been received after the expiry of scheduled time of one month has been submitted by Sh. A. P. Kanvinde, Architect. He has welcomed the proposal for increase of density in the EPDP Colony and has mentioned that one of the draw back of the Master Plan is low density and the lack of efforts to acquire necessary land which has resulted into long traffic arteries for mobility and in consumption of 90% of land for only 65% of the population. The Metropolitan area cannot afford low density in view of scarcity and rising prices of land.

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

DECISION

The consideration of the item was postponed.

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Item No. 16

Subject:- Animal Quarantine Station and certification Service Village Kapashera near Palam Airpor.
Case of special appeal.
(No. F.3(59)/80-MP)

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The Municipal Corporation of Delhi have forwarded a layout plan of Animal Quarantine and Certification Service, Village Kapashere near Palam Airport for the clearance of the Project from land use point of view. The details of the Project have been obtained from Animal Quarantine Station & Certification Service, Department of Agriculture, Ministry of Agriculture & Irrigation. As per the details submitted by them, the objectives of the Animal Quarantine & Certification Service are as under:-

OBJECTIVES:-

- a) To act as defence force against ingress of diseases by regulating, restricting or prohibiting the Import of Livestock and their products, biologicals & Micro-organisms of veterinary importance.
- b) To provide an internationally accepted certification service for augmenting export of above items and increase national exchequer.

QUARANTINE MEASURES:

- a) Detention, segregation for observation & testing for prescribed periods.
- b) Disinfection, disinsectisation, fumigation and sterilisation.
- c) Destruction & Disposal by incineration.
- d) Chemo & Immunoprophylaxis.

2. It has further been mentioned that the scheme of Animal Quarantine & Certification Service had been initiated during 4th Five Year Plan and started in the year 1969. According to International Zoo Sanitary Regulations on Import of Livestock and its products, a Quarantine Station should be set up within the premises.

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of International Airport to avoid transmission or spreading of exotic infectious agents which are likely to be carried by Livestock and their products while entry into the importing territory. Accordingly, the Govt. of India tried to procure lands for the establishment of this Centre within Palam Airport Complex. Since there is no space available within the Palam Airport Complex, a site closure to the Airport was selected in the year 1973. The Delhi Admn. acquired this land and gave it to the Ministry of Agricultural for this purpose.

3. The Station is purely meant for accommodating imported animals, livestock products, biological products and various micro-organisms for use in the research laboratories. The imported Livestock and their products will be kept under Quarantine for prescribed period and be subjected for test. The station will have office Block, Laboratories, Animal Sheds, Gas Plant, Over Head Tank, Garrages, Staff Quarters, Post-mortem Room, Hospital and Incinerator. Almost all the buildings will be single storied, excepting the office block and laboratory. The main office block, garrage and overhead Tank have already been constructed and sanctions for other buildings were also issued. The station requires immediately, Laboratory Block, Horse Stable Staff Quarters, Dispensary & Post Martem Room before the start of Asian Games (May, 1982) in as much as many horses from various countries are likely to participate.

4. The details of the buildings and other structures are given in the Appendix 'D'. It has further been mentioned that the site selected for the purpose cannot be altered in as much as the Government of India have to follow the International Zoo Sanitary Regulations. They have requested to give clearance to the Project.

5. The proposal has been examined and it is observed that the proposed site for this purpose, falls in the 'Agricultural green belt'. As per the Zoning Regulations, public utility and buildings etc. are permissible under special appeal. The maximum height permissible for the

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buildings in this use zone is 20'. In case of special forms, for example, horse breeding farm, covering a large area, Government may allow more coverage as may be considered necessary for a farm house. The details of the area, coverage etc. are as below:-

- i) Site area:
- a) Total area 35,828 sq.mts.
 - b) Area left for National Highway - 8+widening. 5,210 sq.mts.
 - c) Total covered area. 3,737 sq.mts.

Covered area has been used mainly for following:

- i) Sanitary room, Garrage, room for chowkidar office, training room, feed store.
 - ii) Laboratory, Horse & Cattle, sheep and goat shed - ground floor.
 - iii) Residential quarters.
- ii) F.A.R. achieved - 12.5%

6. It has further been observed that the Project would require if allowed by the Authority, as a case of special appeal, a clearance from:

- i) Delhi Urban Art Commission.
- ii) International Airport Authorities.

7. The Technical Committee while examining the proposal for establishment of an Animal Quarantine Station and Certification Service Centre in Delhi in its meeting held on 25.9.81 was of the view that this should be located within the International Airport Complex as it is to serve as one of the requirements of the International Zoo and its products. It was further observed that as the D.D.A. is considering the expansion scheme of Palam Airport, the present scheme can form part of the overall airport complex. The Technical Committee, therefore, desired that the Authority may like to consider the present scheme within the overall expansion programme of Palam Airport.

8. On a reference received from Director (AH), Ministry of Agriculture, Government of India, New Delhi dated 3rd November, 1981, it transpired that a no objection has already been issued in 1974 in this case after the proposal was considered by the Technical Committee, who observed that since the use was permitted

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within the rural/agricultural green belt under the Master Plan, there would be no objection for the setting up of the same with limited construction and proper set-backs. The approval of the Authority was not obtained and the decision of the Technical Committee was communicated to the Govt. of India.

8. While examining the present case, the earlier decision could not be brought before the Technical Committee. Since the earlier decision and the present one are at variance, the matter is again put up before the Technical Committee for consideration.

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DECISION

The consideration of the item was postponed.

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