

दिल्ली विकास प्राधिकरण

23/12/82

अनुभाग

TC-23/12/82-PT

मिस्त्रिल सं०

Minutes - 1982 - PT

दिनांक

पत्र व्यवहार

विषय

Tech. Committee

पिछले सत्र

आइए सत्र

Certified to be True Copy  
(A. K. Gupta)  
Delhi  
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DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

No.

Date 27th December, 1982.

Draft minutes of the meeting of Technical Committee held on 23rd December, 1982 at 3.30 p.m. in the Conference Room of D.D.A. at 5th floor, Vikas Minar, D.D.A. placed opposite may kindly be seen for approval.

संख्या पत्रिका  
5203  
27-12-82

63887 Patel  
5558  
28/12

No. PA/Commr (Plan)/82/1959  
Dated ... 28-12-82  
Delhi Development Authority  
New Delhi

A. Lal Bn DcJ  
Commr. (P.L.S.)  
Chief Planner, TCPO.

S. Gupta  
20/12/82

(A. K. Gupta)  
Deputy Director (MP)  
27.12.82.

laun  
31/12

Adal. Sur (Dr) (Sh. S. Gupta)  
31/12/82

AD (MP)  
31/12/82

DELHI DEVELOPMENT AUTHORITY  
( MASTER PLAN SECTION )

Minutes of the meeting of the Technical Committee held on 23rd Dec., 1982 at 3.3.0 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,  
T.C.P.O. ( In the chair)
2. Sh. E.F.N. ~~Riberiro~~, *Ribeiro*  
Commr.(Planning).
3. Sh. Ved Prakash,  
Chief Architect(Housing).
4. Sh. S.C. Gupta,  
Addl.Dir.(DC).
5. Sh. J.C. Gambhir,  
Addl.Dir.(PPW).
6. Sh. R.D. Bohar,  
Joint Dir.(BP).
7. Sh. H.S.Sikka,  
Deputy Dir.(CP).
8. Sh. A.K. Jain,  
Deputy Dir.(DC)I.
9. Sh.A.K. Manna,  
~~Deputy~~ Director(TTP).
10. Sh.D.K. \* Saluja,  
Deputy Dir.(TTP).
11. Sh.P.N. Dongre,  
Joint Dir.(UVC).
12. Sh. A.K. Gupta,  
Deputy Dir.(MP). ( Convenor )
13. Sh. J.P. Sarkar,  
~~Joint~~ Dir.(ZP).

TOWN & COUNTRY PLANNER ORGANISATION:

14. Sh.P.G. Valasankar,  
Town & Country Planner.



DELHI URBAN ART COMMISSION :

15. Sh. R.K. Goel,  
Asstt. Secy./Urban Designer,  
Land & Dev. Officer.

DELHI ELECTRIC SUPPLY UNDERTAKING :

16. Sh.D.K. Suri,  
Ex.Engineer(Plg.IV).  
17. Sh. S.N. Bhardway,  
A.E., DESU.

DELHI WATER SUPPLY & SEWAGE DISPOSAL UNDERTAKING

18. Sh.S.S.Ram Rakhiani,  
Addl. E.E.(W)I.  
19. Sh. N.K. AHuja,  
Ex.Engineer(W)C.

NORTHERN RAILWAYS : MTP(RLYS.):

20. Sh. I.I.M.S. Rana,  
Deputy Chief Engineer,  
Bridge Designer, Northern Railways.

PUBLIC WORKS DEPARTMENT, DELHI ADMN.:

21. Sh. R.S. Shewan,  
P.W.D.

Item No. 1

SUB:- Allotment of land for construction of over-head tanks at Ajay Enclave and Subhash Nagar.  
F.3(102)/82-M.P.

The Water Supply and Sewage Disposal Undertaking of Municipal Corporation of Delhi has submitted a proposal for construction of over-head tank with offices underneath at Subhash Nagar. The area falls in Zone G-8. The plot was allotted to Municipal Corporation of Delhi for the purpose of construction of an over-head tank.

The proposal has been examined and it is observed that the land was allotted for over-head tank & the proposal is for construction of an office building below the over-head water tank. The proposal was also examined by the Urban Art Commission. The O.H. tank is a utility use and therefore cannot be mixed up with office use.

2. The matter is placed before the Technical Committee to discuss whether as a policy the space under Water Towers could be utilized for office use.

DECISION

The Technical Committee observed that the proposal from Water Supply & Sewage Disposal Undertaking, M.C.D. is to utilise the space under the water tank for parking, storage of materials and to utilise couple of floors for storage of equipments and space for emergency staff.

The Technical Committee was of the view that it is a matter of policy decision because water tanks are generally permitted in any space available, even in an open space, whereas such ancillary and incidental uses will altogether change the use and character of that area. The Technical Committee was of the considered view that in case where the land has specifically been allotted for the constn. of water tank and is to be utilised for uses other than water storage, would invariably call for change of land use.

The Technical Committee further observed that it must be ensured at the time of allotment that if the underneath space is to be utilised for ancillary uses, the allotment should be made in the conforming areas.

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Item No. 8

Subject:- Change of land use of plot No. 115 in Zone D-9 (Central Vista) from 'recreational' to 'Governmental & Semi-Government Offices' (for construction of Parliament Library Building). (F.20(12)/79-M.P.)

Reference is invited to the Ministry of Works & Housing's letter No. K-13011/10/81-DDIIA dated 17th August, 1982 (Appendix C-1) wherein the Ministry conveyed the approval of Central Government under section 11-A of Delhi Development Act, 1957 for the change of use of plot No. 115 in zone D-9 from 'recreational' back to 'government and semi-government offices'. The land use of the plot was earlier changed to 'recreational' use vide Government of India, Ministry of Works and Housing notification No. 21023/26/66/UDI/IIA Vol.III dt. 10.9.81. Public Notice inviting objections/suggestions on the proposed change was issued on 13.11.1982 (Appendix C-2). In response to the public notice, no objection/suggestion has been received.

2. The proposal to change the land use from 'recreational' to 'government and semi-government offices' is placed before the Technical Committee for consideration.

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#### DECISION

The Technical Committee noted that although the Master Plan had indicated the site for 'government' offices later on, it was changed to 'recreational use', in view of its location adjacent to Parliament House. The Central Vista Committee had not proposed any construction on this plot. In fact, the site for Parliament Library was to be a part of Parliament Annexe Complex and was approved by the concerned authorities. From the original plan of Lutyens Delhi, it can be seen that the site has been kept vacant.

In view of above, the Technical Committee was of the view that it would be better if this site is kept open and Library be built where it was originally envisaged.

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Sub: Approval of the Alignment for 66KV Tower  
line and construction of tower in front  
of Delhi Council of Child Welfare.  
F.No.F1(52)AEU/HDVII/82/2096

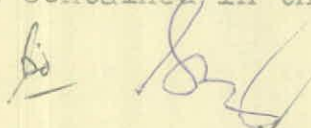
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D.E.S.U. vide its letter dt. 14.4.82 has requested for construction of Transmission line on the 23ft. wide strip of land in the Institutional area developed by DDA. As per the proposal, one transmission tower comes in the green area and 2nd tower in the green strip provided adjacent to plot nos. 46 & 47. Another tower comes in between these two towers and is required to support the High Tension Line. This tower comes in the 23' road R/W provided for plot nos. 14,15,16,16/2 and the plot allotted to the Child Welfare Society. The base width required for the construction of tower is about 10ft.x10ft.

2. D.E.S.U. representatives have mentioned that the work of installation of tower lines is in advance stage. They have also produced the earlier way-lay approval for the High Tension Line which was passing through the institutional area. Since the plots on institutional land at Pankha Road are developed, the change in the way-lay of the High Tension Line is required. As per the site conditions, the tower cannot be constructed within the Pankha Road (150ft. road R/W) since a deep sewer line is reported to be existing adjacent to the Nallah in front of the plot nos. 14,15,16,16/1 and 16/2. D.E.S.U. has represented that the change in the alignment at this stage would be difficult as well as a costly proposition. The case is now submitted before the Technical Committee for the approval of the alignment as well as for the construction of tower in green area and in front of Delhi Council of Child Welfare.

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DECISION

The Technical Committee recommended for approval the proposal contained in the agenda item.



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The Town & Country Planning Organisation vide letter no. 2-30(58)77-Tech. dated 2.1.78 forwarded a plan showing the land towards South of Outer Ring Road and in the East of Mehrauli Road for allotment to DTC for Nodal Terminal as part of the Nodal System for re-structuring of DTC services. The area proposed for terminal, works out to be 5.22 acres out of which 1.63 acres has already been allotted to DTC.

2. This case has been examined in the light of the latest developments at site. It is observed that as per existing conditions at site, 0.29 acres is under occupation of Petrol Pump and 2.17 acres is under Essex Farm. Land to the extent of 1.13 acres along the Ring Road is with the DDA for development as Zonal green as per Zonal Dev. Plan. Therefore, the total land available in this area works out to be 5.50 acres including 1.63 allotted to D.T.C.

3. As per Zonal Development Plan, the land use of the site is mainly residential and partly green (1.10 acres). The Delhi Development Authority has constructed convenient shopping centre in an area of 0.075 acres. Therefore, the balance area for the DTC will work out to be 4.325 acres and not 5.22 acres. This area includes the area under Essex Farm and if the DTC Nodal Terminal is to be accommodated, the land under Essex Farm shall have to be immediately acquired.

4. As explained above, the site is located at the junction of Mehrauli Road and 150' R/W Road. The dimensions of the site along 150', Outer Ring Road are about 472' and along Mehrauli Road about 450'. Therefore, the approach to the sites shall have to be from these two roads. The location of the site may create traffic problems because of its location at the junction of 150' road and Mehrauli Road. The site also involves change of land use from residential to public facilities. The case is submitted before the Technical Committee, as to whether this site should be utilised for DTC Nodal Terminal or not.

DECISION

The Technical Committee examined the proposal and desired that a layout plan of the entire complex be prepared and put up in the next meeting of the Technical Committee for consideration.

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APPENDIX A' TO ITEM NO.@

A-I

M. Srinivasan  
Jt. Secy (DD)

D.O.No.J-13011/1/80-LD (DOI)  
Ministry of Works & Housing,  
Nirman Bhawan, New Delhi.

New Delhi, dt. 17-7-81

Dear Shri Ailawadi,

Please refer to the correspondence resting with DDA's letter No.F.20(16)79-MP dated the 5th December, 1980 regarding development of institutional areas.

2. As already indicated in this Ministry's letter of even number dated the 18th February, 1980, once change of land use of any area to institutional purposes has been notified by the Govt. or the development of an institutional area has the approval of the DDA/local body, the actual development of the area and allotment of institutional plots is entirely a matter within the jurisdiction of the land owning organisation. It was hoped that in the light of the views expressed by this Ministry, the DDA would withdraw their circular No. F.20(16) 79-MP dt. 11.1.80. It now appears from letter No.-TP/G/ 2214 dated 6.3.81 received from the Town Planner, M.C.D. that the Corporation would not consider approval of layout Plan of institutional areas submitted by CPWD unless there was clearance from the D.D.A. As you are aware the land use of the area is 'institutional' and the Ministry is developing institutional' area according to Master Plan/Zonal Development plan regulations, to cater to the multiplicity of demands for land from a number of institutions. We feel that it is superfluous and improper for the Technical Committee of the DDA to require that each case of institutional allotment could be submitted to it for approval and the local authorities should not approve the layout plans unless the DDA gives clearance. The circular issued by the DDA has led to some misconception on the part of the local bodies. I shall, therefore, be grateful if the said circular is immediately withdrawn and the matter clarified to local authorities so that approval of plans for development of institutional areas, according to master plan Zonal Development Plan, is not held up.

With regards,

Yours sincerely,

(Sd/- M. Srinivasan)

Shri V.S. Ailawadi  
VC, D.D.A. New Delhi



APPENDIX 'B' TO ITEM NO.6

B-I

SUB: Construction of Road over Bridge on Railway Line from Delhi to Mathura near Badarpur Village in the Alignment of Mehrauli Badarpur Road.  
(F.5 (17)/63-MP)

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D.D.A. vide its Resolution No.4 dated 22nd Jan.1981 approved the plan of road-over-bridge on railway line from Delhi to Mathura near Badarpur Village. The Municipal Corporation of Delhi, who was to implement the proposal intimated that the implementation of the project is not possible due to following reasons:-

- i) To the West of Railway Line there is an old Muslim Grave Yard falling within the approved alignment plan similarly there is also a grave yard to the east of the Railway Line along the existing Mathura Road containing an existing Mosque. Therefore, unless and until the approved alignment is shifted/adjusted, it would not be possible to take up the work in hand.
- ii) The available distance between the existing Mathura Road beyond Badarpur village and the Railway Line being short, it would affect the gradient of the approach road adversely.

2. The palmwas discussed in various meetings, as details given under:-

- In the Technical Committee on 21st July,1976;
- In the Technical Committee on 22nd April,1977;
- In the Technical Committee on 18th May,1977;
- In the Technical Committee on 4th Sept.,1978;
- In the Technical Committee on 2nd Feb.,1979;  
and then finally approved by the competent Authority on 13th Sept.1979 in file No.F.5 (17)/62-MP,

3. While again implementing the proposal, M.C.D. informed in July,1980 that the proposed road over bridge is not feasible, as it has to pass through heavily built-up areas and seems to be difficult to get it cleared. In this proposal of road-over-bridge, the Mathura Road was to be raised to 5.35 mts. - means

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structures on either a side of the Mathura Road were affected not only to achieve the R/w of 45 mts., but also various approaches to the structures.

4. A road-under-bridge was planned, discussed in a Sub-Technical Committee and sent to the Railway Deptt. for comments. The site was inspected by the officers of DDA, MCD and Railway Department with reference to the proposed levels of road-under bridge, drainage pattern of the area and existing level of the ground. It was also decided that cross-section of Tilak Bridge may be followed in this case.

The proposal was discussed in a Co-ordination Committee meeting in February, 1981, attended by the officers of Railway Department, M.C.D., D.D.A., WS&SDU, Ministry of Shipping & Transport, DESU, P.W.D., Delhi Administration, and others. The Co-ordination Committee recommended the proposal for approval:

Salient Features:-

- i) The existing level of the ground between Mathura Road and Railway Line to Mathura is 92.75 mt. and the same has been adopted in the road under bridge proposal.
- ii) Level of the existing ground in the west of Railway Line to Mathura is 100.58 mt., and on this side the under bridge would be constructed with two retaining walls.
- iii) The existing 80 ft. zonal plan road leading to Tuglakabad Railway Station has been retained.
- iv) The existing unauthorised workshops bounded by proposed road under bridge, Mathura Road, road going to Tuglakabad Railway Station and Railway Line should be cleared after getting alternate allotment and then the available area would be developed into district parks, playground and open spaces.
- v) In the proposal, no part of the grave yard is affected.

5. The item is placed before the Technical Committee for approval.



APPENDIX 'C' TO ITEM NO.8  
(C-I) No.K-13011/10/31-DDIIA  
Government of India  
Ministry of Works and Housing

New Delhi, dt. the 17.3.82.

To

Shri E.F.N. Ribeiro,  
Commissioner (Planning),  
Delhi Development Authority,  
Vikas Minar,  
New Delhi.

SUB:- Change of Land Use of the Plot No. 115, Zone D-9,  
Central Vista.

Sir,

I am directed to refer to this Ministry's notification No. 21023/26/66/UDI/IIA Vol.II dated the 10.9.81, changing land use of plot No.115 measuring 3.66 hectares falling in zone D-9 in Central Vista from 'Government and Semi-Government Office' to 'recreation'. The position has been reconsidered in this Ministry and it is proposed to use this plot for the purpose of construction of library for the Parliament. I am, therefore, conveying the approval of the Central Government for the publication of the public notice under Section 11-A of Delhi Development Act, 1957 for changing the land use of this plot from 'recreation' back to 'Government and Semi-Government offices'.

I request that the public notice may be issued immediately. The copy of public notice may be sent to us.



F.20(12)/79-M.P.

PUBLIC NOTICE

The following modification which the Central Government proposes to make to the Master Plan for Delhi are hereby published for public information. Any person having any objection or suggestion with respect to the proposed modification may send the objection or suggestion in writing to the Secretary, Delhi Development Authority, Vikas Minar, Indraprastha Estate, New Delhi, within a period of thirty days from the date of this notice. The person making the objection or suggestion should also give his name and address.

MODIFICATION.

"The land use of the area (Plot No.115), measuring about 3.66 hect.(9.09 acres) falling in zone D-9, (Central Vista Zone) bounded by 36.57 metres wide Pandit Pant Marg on the west, Lok Sabha Bhavan plot on the South east and 60.96 metres wide Talkatora Road on the east, is proposed to be changed from 'Recreational' use (notified vide Govt. of India, Ministry of Works and Housing notification No. 21023/26/66/UDI/IIA Vol.III dated 10.9.81) to Government and Semi-Government Offices'.

The plans indicating the proposed modifications will be available for inspection at the office of the Authority, Vikas Minar, Indraprastha Estate, New Delhi on all Working days except Saturday, within the period referred above.

Sd/-  
SECRETARY  
DELHI DEVELOPMENT AUTHORITY

VIKAS MINAR,  
INDRAPRASTHA ESTATE,  
NEW DELHI.

Dated the 13.11.1982.

NB: This is in supersession of public notice No.F.20(12)/79-MP dated 25.9.82 published in the issue of the Govt. of India Gazette dated 25.9.82 (Part II-Section 3-Sub-Section (ii)/Indian Express,/Nav Bharat Times/The Times of India/ Hindustan/The Hindustan Times dated 25.9.82.



CONSTRUCTION OF UNDER-BRIDGE BELOW THE RAILWAY LINES FROM DELHI TO MATHURA NEAR NIZAMUDDIN RAILWAY STATION TO CONNECT WITH INNER RING ROAD AT MATHURA ROAD AND N.H.-24 IN TRANS YAMUNA AREA. F.5(19)/79-MP.

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INTRODUCTION:

Design of a Fly-over/under-bridge on/under the railway lines from Delhi to Mathura near Nizamuddin Railway Station to connect with inner ring road at Mathura Road and N.H-24 in trans-yamuna area is under consideration for the last 4 to 5 years and finally, in 1981, was decided to construct an under bridge with a provision of approaches to Nizamuddin Railway Station.

In 1979-81, three plans of fly-overs were prepared alongwith a proposal of location of Third Railway Terminal at Nizamuddin Railway Station. Brief of these proposals is given below:-

1. The first proposal of ~~fly-over~~ was without shifting and sinking the existing ring road and with no Third railway terminal.
2. The 2nd proposal was prepared by shifting the existing Ring Road by 180 mt. towards river yamuna side, alongwith a proposal of third railway terminal.
3. In the third proposal ring road was proposed to be shifted by 250 mt. towards river yamuna alongwith incorporation of the proposal of Third Railway Terminal.

Later on, it was decided that the Third Railway Terminal shall be located at Brar square and not near Nizamuddin Railway Station. Due to this reason the last two proposals were shelved and the first was also not agreed because the existing level of the railway line was very high in comparison to its surrounding areas and a sufficient distance was not available between the existing railway line and the ring road. As such it was decided to prepare a new plan proposing

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an underbridge below the railway lines, with proper approaches to the existing Nizamuddin Railway Station.

2. EXISTING FEATURES OF THE SITE:

1. From Nizamuddin Aulia round about, two narrow roads; one along the wall of the Himayun Tomb and the second as an approach to Himayun Tomb are there.

2. Existing Levels:

-Railway level	=	206.33 mt
-Ground level in West of railway line	=	200.27 mt
-Ring Road	=	205.67 mt.

3. There are few high tension pylons, which need heavy amount for shifting.

4. On the western side of the railway line there are some important buildings namely Himayun Tomb, Zoo, Wireless station, Sunder Nursery, Gurudwara Dam Dana Sahib and Nizamuddin Railway Station.

5. On the eastern side of the railway line earlier the area was low lying but now has been filled-up by M.C.D. by lumping malba.

3. PRESENT POSITION OF THE CASE:

The proposals were discussed in the following meetings:-

1. On 11th June, 1980 in Town & Country Planning Organisation.

2. TCPO suggested that instead of a Fly-over, it would be better if an underbridge is proposed, vide their letter No.F.2-27/75 dated 4.12.80.

3. The item was discussed in the technical Committee meeting vide resolution No.23 dated 30th October, 1980.

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4. The plan of underbridge was discussed in the Ministry of Shipping & Transport in July, 1981.
5. The plan of underbridge was discussed in the co-ordination committee meeting under the Chairmanship of Engineer Member, DDA, in August, 1981. The Co-ordination committee recommended the plan for approval.

Then the proposal was discussed in the meeting of the Co-ordination Committee under the Chairmanship of Engineer Member, DDA on 4th August, 1981. The proposal was recommended for approval.

4. DESCRIPTION OF THE PROPOSAL:

a. Proposed Levels:-

-Ring Road	=	Existing level	=	205.67 mt.
-Top level of the Rly. line.	=	Existing level	=	206.33 mt.
-Ground level towards western side of railway line.	=	Existing level	=	200.27 mt.
-top level of the under-bridge below the railway line.	=		=	199.02 mt
-Clear height between the top finished level of the underbridge and bottom of the railway girders.	=		=	5.7 mt.
-Depth of girders-desireable	=		=	1 mt
-Maximum	=		=	1.5 mt.

b. RIGHT OF WAYS:

-Inner Ring Road	=	45 mt. except near the railway line where it would increase to more than 60 mt.
-N.H. 24 in the east of railway lines	=	91.5 mt.
-Ring Road	=	91.5 mt.
-Station Road	=	30 mt. and in some lengths, it is more than 30 mt.



c) CROSSECTIONS :

-Below the bridge, there would be 3-lanes for fast moving traffic on either side of the central verge, pier/storm water drain. Width of the central verge would depend upon the section of the pier.

-Below the bridge, alongwith 3-lanes for fast moving traffic, there would be one span of 6 mt. in width on either side. 6 mt would be used with a break-up of 4 mt. for cyclists and 2 mt. for foot-path. There would be piers between fast moving traffic and cycle track. Width of the pier would be calculated by Railway Department.

-While coming from Shahdara side and going to Nizamudin Railway Station, after crossing the railway lines; a separate lane has been provided for traffic going to Nizamudin Railway Station, as shown in the plan. This separate lane would make the route shorter for the people of Shahdara using the railway station.

-National High Way (Ring Road)&N.H.24

The ultimate section would be 4 lanes on either side of the central verge plus separate lanes for cycle track and foot path.

-Slope of the bridge between ring road and railway line shall not be less than 1:25.

The proposal is affected by a part of Sunder Nursery, a few structures of scouts & guides and some pylons of wireless stations. The Service Departments like Water Supply & Sewage Disposal Undertaking, D.E.S.U. Telephone Department will be requested to study and check the feasibility of shifting of services. The Railway Department will be requested to find out the depth of the girders required for the spans as per details given above. They should try to keep the depth of the girders as 1 mt. and in no case more than 1.5 mt.

The proposal is placed before the Technical Committee for consideration.

DECISION

The Chairman, Technical Committee desired that the proposal be sent to T.C.P.O. for examination.

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SUB: Intersection design of Loni Road with Master Plan Road No.68 near Jyoti Colony.  
F.5(56)/81-M.P. ....

Alignment plan of Loni Road has already been finalised and approved by the DDA and the same would be executed by MCD in due course of time. Road No.68 whose R/W is 30 mt. has already been constructed by PWD(DA). Now the plan of the intersection of these two Master Plan Roads has been prepared by Traffic & Transportation Plng. Wing of the Delhi Development Authority.

2. Loni Road has been taken as 45 mt. R/W with a provision of three lanes on either side of the central verge and slip roads for Left Turning Traffic. On Road No.68 the same system of Left Turning Traffic has been proposed except C/W of 7.5 mt. has been proposed, on either side of central verge.

3. The intersection design has been planned based on simple four phase signal system. In the intersection design, following number of Kuchha/semi-pucca/pucca structures and trees are affected:-

i)	Pucca shops	24 Nos.
ii)	Shop cum Residence	4 Nos
iii)	Boundary wall with open space as bldg. material	2 Nos.
iv)	Boundary wall with open space of MCD school.	1 No.
v)	Boundary wall with open space of Temple.	1 No.
vi)	Trees	2 Nos.

It is also stated that all these structures are unauthorised and so far have not been regularised.

4. After preparation of the plan it was sent to MCD for comments from feasibility point of view. LOSC Committee of the MCD has seen the plan in detail and recommended for approval of the same,

Contd....



SUB: Intersection design of Loni Road with Master Plan Road No.68 near Jyoti Colony. -  
F.5(56)/81-M.P.....

Alignment plan of Loni Road has already been finalised and approved by the DDA and the same would be executed by MCD in due course of time. Road No.68 whose R/W is 30 mt. has already been constructed by PWD(DA). Now the plan of the intersection of these two Master Plan Roads has been prepared by Traffic & Transportation Plng. Wing of the Delhi Development Authority.

2. Loni Road has been taken as 45 mt.R/W with a provision of three lanes on either side of the central verge and slip roads for Left Turning Traffic. On Road No.68 the same system of Left Turning Traffic has been proposed except C/W of 7.5 mt. has been proposed, on either side of central verge.

3. The intersection design has been planned based on simple four phase signal system. In the intersection design, following number of Kuchha/semi-pucca/pucca structures and trees are affected:-

i)	Pucca shops	34 Nos.
ii)	Shop cum Residence	4 Nos
iii)	Boundary wall with open space as bldg.material	2 Nos.
iv)	Boundary wall with open space of MCD school.	1 No.
v)	Boundary wall with open space of Temple.	1 No.
vi)	Trees	2 Nos.

It is also stated that all these structures are unauthorised and so far have not been regularised.

4. After preparation of the plan it was sent to MCD for comments from feasibility point of view. LOSC Committee of the MCD has seen the plan in detail and recommended for approval of the same,

Contd.....



vide their letter dated 30th July, 1982.

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

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DECISION

The Technical Committee recommended for approval the proposed intersection design of Loni Road with Master Plan road

No. 68.

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Item No. 4

Sub: Development of Institutional areas.  
(F.20(16)/79-M.P.)

The Chief Planner, T.C.P.O. in his letter No. F.3-25/79-Tech.I dated 26th September, 1979 addressed to the Government of India, Ministry of Works & Housing (copy endorsed to this office) raised the following issues about the development of Institutional areas:-

- (i) We have studied the problems connected with the allotment of institutional areas by Govt. to public, semi-public and private institutions. Our records and, in fact, general observations indicate that gross violations have taken place of both the land use, as also, of the lease conditions stipulated by the Govt. It so far as the Master Plan stipulations are concerned, the Institutions are the only uses for which (due to their myriad nature and variety) fair degree of latitude had been kept with the D.D.A. and the Ministry. Unfortunately however, there are a large number of instances where allotments of land have been made by the Ministry or by the D.D.A. without first ascertaining the prescribed land uses and regardless of the provisions of the Master Plan; not only this in some cases, no body has taken the trouble even of requesting the change of land use as legally required under the Delhi Development Act, 1957.
- (ii) Institutions are of various kinds and nature; from places of worship (temples, mosques, gardens, churches) to cemeteries, graveyards and crematoria, all are included in this category. Then educational institutions of all kinds are another set. It would therefore, be unrealistic to follow a single policy which would be equally applicable to each and every case. However, if we were to treat the religious institutions and educational/health institutions separately, then under the social and cultural institutions, a great deal of relationisation for use of the land and space should be possible.
- (iii) In case of social and cultural institutions, generally land should not be allotted to each and every applicant; rather an attempt should be made to assess realistically their demands in terms of actual usable space and, by pooling common facilities, such as conference rooms, meeting rooms, auditoria, classes, canteens etc. and it should be possible to have a structure or a group of building constructed in a manner wherein individual space can be allocated to such institutions. This would help to economise and conceive investment in land as also for construction as optimum use of common facilities could be ensured. For instance, it is a common knowledge in the Indraprastha Estate alone, there are at least half a dozen small and big auditoria, but throughout the year their utilisation is barely more than 5 or 10 days. Likewise is the case with institutions located around Mandi House. The alternative suggestion will

health centre as also social and social welfare institutions



create some problems in terms of Government going in for building structures in which a number of institutions can be grouped and space allotted depending upon individual requirements. This problem can however, be resolved. For instance, D.D.A. in its Plans for District Centres, Sub- D.C.s and community Centres have been making space available in this manner. Likewise, the example of SCOPE building and certain other buildings in the Lodhi Estate are can also be cited; which suggests that for some locations or areas, it should be possible to pool the institutional space and thus avoid individual allotment of plots to the multifarious institutions that are proliferating in the National Capital without let or hindrance and under one pretext or the other. Many of them ironically are not even genuine or legitimate or are merely the hobby houses of the individuals.

(iv) This subject, of course, needs further examination and discussions both among the concerned organisations, such as D.D.A., M.C.D. and the L&DO and with the Ministry and the TCPO. Also a dialogue can be initiated with the various groups and institutions seeking government land at concessional rates. It is our considered view that, unless an institution is fairly well established individual plots of land should not be allotted. Alternatively, the institutions which have already been allotted land can be directed to rent space at fixed rates to similar non-profit institutions rather than allow unfettered commercial exploitation.

(v) It was finally requested by the Chief Planner, TCPO that allotments of land to Institutions or offices should not be made either by L&DO, D.D.A. or any other land owning agency in Delhi with ascertaining the prescribed land use, as indicated in the Master Plan. At least this would avoid irregularities and know violations of the Master Plan Land use, sometimes inadvertently and some times surreptitiously. An example of this was brought to our notice when parts of the Ridge area were allotted for four so-called Public Schools without realising that it would mean virtual destruction of the Ridge and felling a large number of trees thus creating an avoidable damage to Delhi's environment and ecology."

2) This issues raised by the Chief Planner, TCPO were discussed by the Technical Committee of the Authority in its meeting held on 16.11.1979. The Technical Committee observed that any proposed development of institutional area in Delhi and allotment of institutional plots should have approval of the Technical Committee. The observations of the Technical Committee were forwarded to the various Departments/Organisations, such as NDMC, MCD, Delhi Urban Art Commission, C.P.W.D. Ministry of Works and Housing, Land & Development Office, vide this office circular No.F.20(16)/79-M.P. dated the 11th January, 1980.



3) The M.C.D. vide its letter dated 13th March, 1980 informed that the observations of the Technical Committee were considered by the Layout Committee of M.C.D. and it was decided that M.C.D. approves the layout Plan of institutional area as per Master Plan standards and zoning regulations, for only those are which fall in MCD areas and as such there is no justification for referring the cases to D.D.A.

4) The Under Secretary to the Government of India, Ministry of Works and Housing raised certain queries that under section of Delhi Development Act, the Technical Committee of the Authority has power over-riding the authority of the Central Government in the matter of allotment of its land to different institutions before the Government finalises its stand on the issue. This was examined and the Ministry of Works & Housing was clarified that the Technical Committee has no intention to have the over-riding power over the Central Govt. in the matter of allotment of institutional plots to various institutions. The background under which the decision was taken by the Technical Committee particularly keeping in view that the institutions have a wide range of activities- from places of worship (temples, mosques, churches) to cemeteries, graveyards, crematoriums etc. educational institutions, health centres and a number of social and cultural institutions, was also clarified to the Ministry of Works & Housing, <sup>Ministry</sup> vide his letter No. J-13011/1/80-LD(DOI) dated 17.7.81 (appendix \_\_\_\_\_) asked D.D.A. to withdraw the circular dated 11.1.80. It was pointed out that once the change of land use of an area for institutional purpose has been notified by the Government for the development of institutional plots is/entirely a matter within the jurisdiction of the land owning organisation. It has also been expressed that M.C.D did not consider the approval of the layout plan of institutional area submitted by CPWD unless there was clearance from the D.D.A. It is felt by the Ministry that it would be superfluous and improper that each case of institutional allotment should be submitted to the Technical Committee of the D.D.A. for approval and the local bodies are not approving the layout plans, unless D.D.A. gives clearance. It has

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it has the approval of D.D.A. local body, the actual development of the area and allotment of institutional plots



further been stated that the circular should immediately be withdrawn which has led to some misconception on the part of the local bodies.

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

DECISION

The Technical Committee observed that this Committee at no time had the intention to have overriding powers over the Central Government or any Local Body. The recommendations were made keeping in view that the Master Plan provisions are silent with regard to the F.A.R. of the Institutional areas and of the F.A.R. is to be determined in each case depending upon the merits of individual case. The Technical Committee was of the considered view that F.A.R. for institutional areas should only be determined by the D.D.A. after each case is examined by the Technical Committee, as cases have been known where local bodies allowed F.A.R. as high as prescribed for commercial areas. The Technical Committee further observed that since 'Institutions' have a wide range of uses, same F.A.R. may not be applicable to all the institutional plots. The Technical Committee, therefore felt that the issue of F.A.R. in institutional areas should be decided by the D.D.A.

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SUB: Allotment of Additional land to Telephone Exchange  
in Shahdara in Zone E-3-16.

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The Dy.General Manager(X) has made a request for allotment of additional land measuring 2720 sq.mtrs. in the rear & 840 sq.mtrs. in the front respectively of the existing Telephone Exchange building as shown in the plan (laid on the table).

2. The matter has been examined by the Planners, City Planning Wing & reported that the land use of the areas is residential, but it is very close to the existing factories on G.T.Karnal Road. It has been proposed that allotment of additional land measuring 2720 sq.mtrs. in the rear of the existing Telephone Exchange building may be agreed since the front position may be required for road widening.

3. Keeping in view the above facts the case is placed before the Technical Committee for consideration of allotment of land measuring 2720 sq.mtrs belonging to DDA for the extension of existing Telephone Exchange.

DECISION

The Technical Committee recommended for approval the proposal contained in the agenda item.

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SUB:- Proposed Road Underbridge (RUB-23) connecting Mathura Road and Mehrauli Badarpur Road near Badarpur Thermal Power Station.  
F.5(17)/63-M.P.

Reference is invited to the minutes of the Technical Committee meeting held on 27.5.32 (Item No.8) Appendix \_\_\_\_\_ in which it was desired that an officer from Town and Country Planning Organisation alongwith Director (TT), Delhi Development Authority may visit the site and feasibility report of the proposed road under bridge be put up to the Technical Committee. Accordingly the Town and Country Planning Organisation examined the matter and accepted the proposal subject to the following:-

- i) The gradient of the Eastern slope from the railway lines towards Mathura Road has not been indicated on the proposed plan.
- ii) The 'L' Section of the proposed road under bridge has not been shown on the plan.
- iii) The Location/Key Plan has not been drawn in the proposed plan and
- iv) The approach road having 80' R/W that links Badarpur Railway Station with Mathura Road and its intersection needs proper attention for the right turning traffic originating from Delhi side.

2. The suggestion No. (i), (ii) and (iii) of the Town and Country Planning Organisation have been incorporated in the plan. Regarding Item No.(iv) i.e. Road having 80' R/W that links Badarpur Railway Station with Mathura Road the gap in verge for right hand turning is not desirable since a gap has already been proposed at a distance of nearly 300 ft. from where a 'U' turn can be taken.

3. In this connection suggestions forwarded by the General Manager (Engg.) Northern Railway, are also reproduced below:-



"There are about 12 lines at the site of the proposed RUB and being on the terminating end of Tughalakabad yard, there are 8 Nos. points and crossing at the site of the proposed RUB. This site will further restrict the expansion programme of the Railway for yard remodelling schemes to accommodate larger trains. It will be more appropriate, if this site is shifted towards Faridabad side by about 200 ft. away from the existing level crossing site so as to have a RUB having 4 to 6 railway tracks.

If the bridge at this site has to be constructed the maximum carriage way will be restricted to 8.24 M with central diaphragm wall pier of about 1M as the bridge may have to be constructed by pushing technique. Further, if desired the joint inspection may be carried out to locate the best and the economical site for the construction of the RUB".

4. In the RUB proposal, the C/W of 44' on either side with central verge of 6' and Service Road on either side of 20' have been proposed. The points raised by the Railway Deptt. regarding shifting of sites may be discussed by the Technical Committee.
5. The matter is placed before the Technical Committee for consideration.

DECISION

The Technical Committee observed that the proposal to re-align the existing Mathura Road is under consideration of Perspective Planning Wing and desired that the proposed Road under-bridge (RUB 23) be examined in the light of the re-alignment of Mathura Road.

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