

DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

Draft Minutes of the meeting of the Technical Committee held on 23-1-87 at 10.00 A.M. in the Conference Room of Delhi Development Authority, 5th Floor, Vikar Minar, New Delhi.

The following were present:

DELHI DEVELOPMENT AUTHORITY:

1. Sh. Om Kumar, Vice-Chairman, (Chairman)
2. Sh. V.S. Murti, Engineer Member.
3. Sh. T.S. Punn, Chief Architect(H).
4. Sh. R.G. Gupta, Director(CP).
5. Sh. S.C. Gupta, Director(DC&B).
6. Sh. G. Srivastava, Director(LM).
7. Sh. V.N. Sharma, Jt. Director(ZP).
8. Sh. P.N. Dongre, Jt. Director(CP).
9. Sh. N.K. Aggarwal, Dy. Director(CP)
10. Sh. D.K. Saluja, Dy. Director(CP).
11. Sh. Parkash Narain, Dy. Director(PPW).
12. Sh. K. Sadesiwan, Asstt. Director(PPW).
13. Sh. C.P. Rastogi, Dy. Director(MP) (Convener)

Town and Country Planning Organisation:

14. Sh. V.K. Verma, Associate Town & Country Planning.

Delhi Urban Arts Commission.

15. Sh. R.K. Goel Secretary.

Delhi Administration.

16. Sh. S.N. Murthy, C.E.(I&F) For Item No. 5& 8  
New Delhi Municipal Committee.

17. Sh. H.S. Bindra, Architect.

Municipal Corporation of Delhi.

18. Sh. A.P. Sethi, Addl. Town Planner.

D.E.SU.

19. Sh. P.S. Sawhney, Addl. G.M.
20. Sh. P.D. Sharma, CE(Plg.). For item No. 13
21. Sh. D.K. Suri, Ex. Engr.(Plg.)IV

D.W.S.S.D.U.

22. Sh. S Parkash, C.E.
23. Sh. S.S. Chadha, S.E. For item No. 11
24. Sh. V.S. Thind, Asstt. Engineer(C)Dr.K
25. Sh. J.R. Hooda, EE(C)DR IX

E.T.P.S.

26. Sh. P.K. Singhi, M(C) For item No. 9.

*Bindra*

*Goel*

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Draft minutes of the Tech. Committee meeting held on Friday, the 23rd Jan., 1987 in the Conference Hall of DDA, Vikas Minar.

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## Item No. 1

Sub: Modification in the proposed fly over on Delhi-Mathura Railway Lines and Mathura Road in the extension of Outer Ring Road (ROB-22).  
File No. F. 5(12)/63/-MP

### DECISION

Postponed.

## Item No. 2

Sub: Improvement of circulation around Monkey Bridge area.  
File No. F. 9(34)/82-Dir.(T&T)Plg.

### DECISION

Postponed.

## Item No. 3

Sub: Allotment of land for Police Station Preet Vihar  
File No. F. 25(12)86-CH.

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Postponed.

## Item No. 4

Sub: Allotment of an alternate site in lieu of IBP Petrol Pump M/s Rakesh Filling Station Samaypur Badli.  
File No. F. 7(12)84-MP

### DECISION

Postponed.

## Item No. 5

Sub: Increasing capacity of N.G. Drain from Dhansa Regulator to Bharat Nagar Bridge- Extn. of Dhansa Bund along Delhi Haryana Boundary.  
F. F.No. PPW/Infra/86/288.

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### DECISION

The proposal was agreed from land use consideration for issue of NOC for permanent acquisition of land in width of 23 mts. to 27 mts. along the U.T. Boundary and land in width 50 mt. to 75mts. for temporary use.

## Item No. 6

Sub: Tourist Complex at Badli.  
File No. F. 3(33)/85/MP

# दिल्ली विकास प्राधिकरण

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## DECISION

The proposal was discussed and the proposed site is just opposite Sanjay Transport Nagar. It was pointed out that supplementary drain of about 300 ft. wide is passing ~~from~~ <sup>through</sup> the site under reference. Therefore, it was decided to request MCD to supply complete survey of the site where-in indicating <sup>all</sup> necessary details *and mean width 160 ft. to be developed as green area.*

Item No.7

Sub: Additional land to Indian Oil for M/s Dhingra Service Station Chirag Delhi.  
File No. F. 7(6)81-MP

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## DECISION

The proposal was discussed and it was decided that a size of the Petrol pump may be kept as <sup>per</sup> earlier size i.e. 100ft. X 120ft. and the portion which is affected by road widening (20 ft.) may be given at the back of existing station. However, no tree shall be cut.

Item No.8

Sub: Modified alignment plan of supplementary Najafgarh Drain.  
File No. F.MP(2)/84-Dir.CP Pt.I

## DECISION

Proposal was explained and second proposal as mentioned under para-3 was approved. The proposed road, if any, in the plan of DUAC may come on the south side of the drain.

Item No.9

Sub: Issue regarding transportation of fly ash from Badarpur Thermal Power Plant to the Project site of Cement Corpn. of India,.  
File No.F. (507)/Ind.Unit./DD/PPW/86.

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## DECISION

Postponed.

Item No.10

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

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क्रम सं०

दिनांक

1984

## DECISION

The proposal was discussed in great length and Secretary(DUAC) desired that a comprehensive 3 dimensional model may be prepared for the entire facility area. ~~and the same was accepted.~~ It was also decided that the V.C. along with Director(CP), <sup>and</sup> Chief Architect would ~~accept~~ <sup>inspect</sup> similar models available in the office of ~~Secretary~~ <sup>the</sup> Secretary(DUAC). *have a look*

### Item No.11

Sub: Sewage pumping Station site at Geeta Colony.  
File No.F. 23(20)/85/Instl.)

## DECISION

The proposed site of Sewage Pumping Station at Gita Colony was agreed to.

### Item No.12

Sub: Change of land use of an area measuring 598.67 sq. mts. in Jung Pura from 'Residential' to 'Public Utilities'.  
File No. F. 20(25)/86/M.P.

## DECISION

The matter was considered and the same was approved <sup>as a case of</sup> ~~for change of land use under special appeal.~~

### Item No.13

Sub: Regarding approval of route alignment of 220 KV Towerline for the inter connection of Rajghat Power House and I.P. Power House .  
File No.F. 6(7)/85/MP.

## DECISION

DESU officials explained the matter in great detail and they stated that the proposed 220 KV line is almost running along the existing railway line <sup>(serving Rajghat Power Station)</sup> and it will not affect the esthetics of the area. The matter was considered and the following decisions were taken:

- (i) Clearance from Northern Railway may have to be taken <sup>because of</sup> ~~along~~ <sup>with</sup> the proposed LRT so that the clear head is available.
- (ii) Clearance from DUAC may also to be obtained before execution of the scheme.
- (iii) The existing over head 33 KV line ~~may~~ be removed and if necessary, the same may be taken underground, ~~which was agreed by DESU officials.~~

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क्रम सं०

दिनांक

1984

## Item No. 14

Sub: Conversion of Park in Bus Terminal at DDA Colony, Kalkaji.  
File No. PA/DD/PPW/86/1704

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### DECISION

Postponed.

## Item No. 15.

Sub: Proposal for location of retail outlets in Vasant Kunj complex.  
File No. PA/DIM/86/3809.

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### DECISION

The proposal was discussed as a ~~special case~~ and only <sup>one</sup> site No. 3 was approved subject to the condition that no houses <sup>are</sup> ~~is~~ proposed on this piece of land or ~~it~~ is not affected under the proposed road alignment. Therefore, Chief Architect/Dir.(CP) may be consulted before allotting this site.

## Item No. 16

Sub: Widening of Fatah Chand Sharma Marg connecting G.T. Road with Wazirabad Road (Passing through road No. 70, 64 & 69) from two lanes to four lanes with a central verge.  
File No. F. 5(41)/86/MP

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### DECISION.

Postponed.

## Item No. 17.

Sub: Allotment of land to MCD for construction of sewage Pumping Station at Kalyan Puri,  
File No. F.23(12)86-Instt.

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### DECISION.

The proposal was discussed and the same was agreed subject to the condition that the ~~most~~ of area shall be maintained as green and atleast 500 ~~no. of~~ trees shall be planted. It was also <sup>desired</sup> ~~decided~~ that the Director(CP) may <sup>make a</sup> note that ~~these~~ <sup>such</sup> facilities <sup>are</sup> marked at the time of planning process itself so that <sup>the</sup> piece-meal planning could be avoided.

The meeting ended with thanks to the Chair.

*emr*  
23/1/84

विकास कार्यालय  
V.C.S OFFICE

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MOST IMMEDIATE  
MEETING NOTICE

DELHI DEVELOPMENT AUTHORITY  
VIKAS MINAR  
INDRAPRASTHA ESTATE  
NEW DELHI.

No. F.1(7)/85-M.P.

Dated the 13/1/87  
20/1/87

From:

Asst. Dir.  
Superintendent (MP),  
Delhi Development Authority.

To

The O.S.D to V.C.  
for information of the latter.

Sir,

I am directed to inform that the next meeting of the Technical Committee of the Authority will be held on Friday the 23/1/87 at 10.00 A.M./~~P.M.~~ in the Conference Room of Delhi Development Authority, Vikas Minar, Indraprastha Estate, New Delhi.

2. You are requested to make it convenient to attend the meeting.
3. The Agenda is being sent.

Yours faithfully,

Asst. Dir.  
Superintendent (MP)

Encl: As above.

DELHI DEVELOPMENT AUTHORITY.  
( MASTER PLAN SECTION )

Agenda for the meeting of Technical Committee to be held on Friday, the 23rd January, 1987 at 10.00A.M. in the Conference Room of Delhi Development Authority, 5th floor, Vikas Minar, I.P.Estate, New Delhi.

Item No.	Subject.	Page No.
1.	Modification in the proposed fly-over on Delhi-Mathura Rly. Lines and Mathura Road on the extension of Outer Ring Road (ROB-22). F.5(12)/63/-MP.	1 to 4
2.	Improvement of circulation around Monkey Bridge area. F9(34)/82-Dir(TT)Plg.	5 to 7
3.	Allotment of land for Police Station Preet-Vihar. F.25(12)86-GH.	8
4.	Allotment of an alternate site in lieu of IBP Petrol Pump M/s Rakesh Filling Stn. F.7(12)84-MP	9
5.	Increasing capacity of N.G. Delhi from Dhansa Regulator to Bharat Nagar Bridge Extn. of Dhansa Band along Delhi Haryana Boundary. F.PPW/Infra/86/288.	10
6.	Tourist Complex at Bodla. F.3(33)85/MP	11 to 12
7.	Retail outlet site on link road joining Chirag Delhi/Mehrauli Badarpur Road, New Delhi. F.7(6)81-MP	13.
8.	Modified alignment plan of supplementary Najafgarh Drain. F.MP(2)84/Dir.(CB)Pt.I	14 to 15
9.	Regarding transportation of Fly Ash from Badarpur Thermal Power Plant to the Project site of Corp. of India. F.(507)Ind.Unit/DD/PPW/86.	16 to 17
10.	Planning and development of area lying vacant in between existing development of Group housing Society and Road No.43 at zone H-4,5 F.R1(2)86/Dir.(CP)	18
✓ 11.	Regarding sewage pumping stn. in Trans Yamuna Area (Geeta Colony). F.23(20)85/Inst.	19
✓ 12.	Change of land use of an area measuring 598.67 sq.mts. from Residential to public utilities in Jangpura, New Delhi. F.20(25)86-MP.	20

Item No.1.

File No.F.5(12)/63-MP

Item No.:

Sub. Modification in the proposed fly over on Delhi-Mathura Railway Lines and Mathura Road in the extension of Outer Ring Road (ROB- 22).

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Background and facts of the case

The proposal of fly over on Delhi-Mathura Railway Lines and Mathura Road in the extension of Outer Ring Road connecting with the proposed NH 2 on the east and Kalkaji Marg on the west was earlier approved by the Technical Committee of DDA on 2-2-79 under item No. 13. This plan has been approved by the Authority in principle vide Resolution No. 78 dated 19-8-82. The basic layout/circulation plan was approved by the DUAC in its meeting held on 20-10-82. Thereafter PWD(DA) started working on the structural details, estimation, preparation of tender documents etc. While preparing the detailed plans some modifications were done to suit the site conditions and the levels without affecting the basic approved layout. The work on the construction of slip road and acquisition of properties required for the construction of fly over was taken up by PWD(DA) about a year back. In the process of implementation, no. of problems arised and many of them are sorted out in the Co-ordination meeting which is held once in a month at SISI complex. Some of the problems pertaining to the planning issues were discussed in a meeting held on 1-7-86 under Director(CP) when officials of PWD(DA) and MCD were also present. A brief about the problems and suggestions made are explained below:-

- i) A strip of the land belonging to National small Industries Corporation abutting the Outer Ring Road near the approach to the proposed fly over was affected as per the alignment approved earlier. In this strip a number of fully green 10 to 12 Oxford trees are existing as indicated in plan



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flag 'Y'. After a joint site inspection of PWD(DA) and DDA officials, it was observed that with a slight adjustment in the alignment abutting the NSIC Complex on the opposite side which is a green area and has some existing kiker trees, the strip of land proposed to be taken from NSIC can be avoided. This modification has been done in the alignment plan of Road No. 3 (Outer Ring Road) from ROB 22 to Bharisa Temple as indicated in the plan placed at page 636 cor. (flag X).

ii) At the junction of Road No. 4 and Outer Ring Road, 178 sq. mt. of land from existing Annapurna Industrial Corporation had to be taken for widening the approach to the proposed fly over. On the representation made by M/s Annapurna Industrial Corporation about the allotment of land in exchange to the extent taken away from them for the ROB 22 fly over, it was recommended that the triangular piece of land by the side of 9mt R/W road leading to Nehru Place could be considered for this purpose. The status of the triangular piece of land has been ascertained from the land's section of DDA and it has been informed that this land has already been transferred to PWD(DA). PWD(DA) may be requested to hand over 178 sq. mt. of land to M/s Annapurna Industrial Corporation. The boundary wall as per the alignment of ROB 22 could also be constructed by the agency as desired by them.

iii) A representation has been received from M/s Glaxo Laboratory (India) Ltd. on Mathura Road for providing approach to their office as in the plan approved earlier, access to their plot has not been shown, minor modification in this stretch has been done by extending the service road of Mathura Road upto this plot for providing access to this property as indicated in the plan flagged 'Y'.

iv) On the southern side of the fly over opposite the SIS complex, some land of the existing Modi Flour Mill which is required for the construction of fly over has to be taken. During joint site inspection of PWD(DA) and DDA officials, it was seen that there is an existing well in the Modi Flour Mill Complex from which the water for the entire complex was being supplied. During discussions, the representative of the Modi Flour Mill explained that while the planning/construction of their complex was taken up, a number of trial bores were made in their area for installing a tubewell, only at this place where the well is now existing the required quality of water was available. He is requesting PWD(DA) to retain this well in its existing place. It has been informed by PWD(DA) officials that he has taken up the matter in the court but in case if it can be retained he will withdraw the case. In case if the position of the well is retained, it will encroach the footpath portion only and in this stretch the width of the service road can be reduced from 8 mt. to 7mt. leaving a footpath of 1 mt. to be joined in slope on either side as indicated in the plan flagged 'Y'.

v) The basic layout of the fly over approval was got approved by the DUAC earlier, now a detailed land scape proposals along with the detailing of the street furniture has to be submitted to the DUAC. Since PWD(DA) is the implementing agency for this fly over, it is suggested that the approval of the DUAC may be taken up by them.

2. Proposed modification: Some modifications have been made in the approved layout plan to sort out some of the problems mentioned above.

(i) Length of the fly over changed as per the new ground level on the both sides of the flyover as supplied by the PWD(DA) Delhi.

- ii) Proposed curb stones defining the carriageway with cycle track has been changed to single line (Yellow line) to be marked on the carriageway on both sides of the flyover.
- iii) The alignment plan of Road No. 3 from ROB 22 to Bheron Road has been prepared and the affected portion of NSIC as shown in the proposed ROB 22 plan has been saved by keeping the one edge of the R/W on the boundary wall of NSIC Complex and other edge on the hilly area side (Point at 'X').
- iv) In front of Glaxo Laboratory Ltd. the portion of service Road has been extended upto the gate of Glaxo Ltd. factory as shown on print marked 'Y'.

The basic circulation of the ROB 22 has not been changed.

3. The case is put up before the Technical Committee for approval of the above modification and suggestions/recommendations made in the meeting of 1st July, 1986 explained in para (i) to (v) of agenda note.

Item No.2.

Sub: Improvement of circuition around Monkey Bridge area.

File No.F. 9(34)/82-Dir.(T&T) Plg.

Traffic and transportation Plng. Wing of DDA in 1981-82 made studies about improvement in the circulation of the area around monkey bridge due to the following problems.

- i) Clear head room below the monkey bridge is only 3.50 mt. which is too less.
- ii) Existing form of arches can not meet the traffic requirement due to its limited capacity.
- iii) Monkey bridge through a carriageway on its deck, connects the old road cum railway bridge to Calcutta bridge. Calcutta bridge is a road under bridge and is an access point for areas such as S.P. Mukherjee Marg and Darya Ganj from the Ring Road side. At present, slow and fast moving traffic coming from railway station side is using Yamuna Bazar Road and Old road cum railway bridge for going to trans Yamuna area. The carriageway on monkey bridge is mainly for two way slow moving traffic. As both the slow and fast moving traffic ply together on Yamuna Bazar and it creates lot of traffic congestion and hazards between Yamuna Bazar inter-saction and Calcutta Bridge near especially the access point to the monkey bridge upto ring road.
- iv) Water logging in the area in rainy reason is also there.

It is in this context, that a proposal of re-building of monkey bridge was prepared by DDA in 1982-83 and the same was finally approved by DUAC on 16-3-83 and by the authority in its meeting held on 3-9-84 vide its resolution No. 172, as details given in annexure-I

2. On the initiative of PWD(DA), NATPAC has done a study of the area around monkey bridge bounded by the ISBT bridge under construction in the north, old road cum railway bridge in the east, Shantivana crossing in the south and Luthian bridge in the west. NATPAC has prepared a detailed technical report on the study and has submitted the following four alternative proposal.

Subway for slow traffic at Yamuna Bazar i.e. RUB on Yamuna Bazar Road without raising of Ring Road.

Subway for slow traffic at Yamuna Bazar through raising of ring road.

Over pass for slow traffic by lowering of Ring Road i.e. RUB on Ring Road.

Over pass for slow traffic by partial raising of monkey bridge and partial depression on ring road.

The major objective considered in the various alternatives proposed above to insure smooth, free and un-interrupted flow of traffic from Yamuna Bazar side and ISBT fly over side to old road-cum-bridge and Shantivan side. The relative advantages and disadvantages of each of the above said proposal as stated by NATPAC are explained in the enclosed annexure-II.

3. The alternatives proposed by NATPAC are mainly with grade separations and involve the following problems:

The slow traffic coming from old road-cum railway bridge and going towards railway station has to take a circuitous route passing through Saleemgarh rotary, ring road and then on to Yamuna Bazar Road.

-To what extent the existing services are affected in these proposals has to be ascertained from Delhi Water Supply and Sewerage Disposal Undertaking. Whether it is possible to shift the services or sufficient cushion is available above the same to take the load of traffic if the carriage-ways are lowered to the extent as proposed. From disem-ans it is clear that lot of services will be attacked.

- The aesthetic appearance of the proposed grade separator in the back drop of historical monuments and ISBT bridge under construction have to be seen with the detailed models of the entire scheme.

4. In the proposal prepared by DDA for the rebuilding of monkey bridge, it was assumed that the entire fast traffic coming from railway station will use the ISBT fly over through Luthien Road. On Yamuna Bazar Road from its inter-section with Netaji Subhash Marg/S.P. Mukherjee Marg upto Ring Road inter-section and old road cum railway bridge, only slow moving traffic from Old Delhi Station or local fast moving traffic from Old Delhi Station or local fast moving traffic of this area (which is very minimum) would ply. As such, the traffic congestion and hazards as noticed presently due to the mixture of slow and fast traffic will not be there. Moreover, the level of ring road would be raised while rebuilding the monkey bridge thereby eliminating

the problem of submergence during rainy season. The only disadvantage of this proposal could be of providing signalised inter-section on Yamuna Bazar/Ring Road crossing which may hamper free flow of traffic coming from ISBT side. All other problems as explained under para 1 can be over come by the proposal earlier prepared and approved by DDA.

5. The proposal has also been studied by the PPW, DDA and their report is given in annexure-III and they have certain reservations about the scheme prepared by NATPAC.

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

Appendix 'A' to Item No.2.

No. Subject: Re-building of Monkey Bridge near Saleem Garh Fort.  
 172/3 984 F. 9(34)/82-Dir.(T&T)P.F.)

PRECIS

The plan of rebuilding of Monkey Bridge, near Saleemgarh Fort, is under consideration since June, 1981. Earlier plans were prepared by NATPAC and discussed in Delhi Urban Art Commission on 31st July, 1981 and following observations were made:

"The site of the Monkey Bridge was inspected by the commission on 22-7-81. The Commission were of the view that the construction of a T-bridge as proposed was unconsiderable at this site. The Delhi Admn. should evolve a design based on the concept of the present form of arches the character of the other under passess in this area, and the historical Red Fort. The revised concept should be brought before the Commission."

2. The plans were further modified by NATPAC and discussed in a meeting on 11th March, 1982 and then in Dec., 1982 under the chairmanship of D.G.(R&D) and Addl. Secretary, Ministry of shipping and Transport where officers of PWD, Delhi Admn., MCD were present. The site was inspected by all concerned officers of Ministry of Shipping & Transport, PWD, Delhi Admn. and DDA. It was decided that alternate plans may be prepared by DDA as per directions given by DUAC.
3. For the preparation of the new alternatives, different type be surveys were received by PWD, Delhi Admn. on 7th January, 1983. A model in a scale of 1:200 showing the three bridges namely - Army Bridge, Railway Bridge and Monkey Bridge has been prepared. On the same model, one enlarged view of proposed Monkey Bridge has also been given. It is clear from the model that proposed structure is a circular arch with a railing (of the same design as on Red Fort). Below the Monkey Bridge, two carriage way, each 11 metre wide with a cycle track of 5 metre in width and a big Central Verge has been proposed.

Structure of the proposed bridge would be in pre-stressed RCC but the facade of both the sides would be in red stone, harmony with the colony Red-Fort - Railing on the top of the bridge would be in Red Stone of the kind used in Red Fort.

4. Design of the Monkey Bridge was discussed on 13-1-83 in the Ministry of Shipping & Transport who approved the plans in principle and requested that DDA may get it approved from Delhi Urban Art Commission.

5. The project was accordingly discussed in D.U.A.C. on 23-2-1983. D.U.A.C. observed as under:

"It is obvious that the existing form of arches cannot meet the traffic requirements due to the limited capacity of the right of ways passing underneath them. As such, it was felt that the existing bridge had to be rebuilt. After discussion, the Commission felt that though the proposed bridge would be in pre-stressed RCC, and in the harmony with the monumental structure in the vicinity. Small brick tiles could be used in the facade and soffit of the arches. After discussion, it was decided that based on above concept, the detailed drawings should be submitted by the Delhi Administration to the Commission".

6. The project was revised as per observations made by D.U.A.C. and again discussed in the meeting held on 16-3-83 D.U.A.C. has now approved the plans & the project.

7. The case is placed before the DDA for approval of the alignment plans as well as design of the Monkey Bridge as shown in the drawing.

RESOLUTION.

Resolved that the proposal contained in the agenda item be approved. Further resolved that the model of the bridge may be shown to the members before the scheme is actually undertaken for execution.



Option	Engineering option	Salient Dimensions	Disadvantages	Advantages	Remarks
1.	Subway for slow traffic at Jamuna Bazar (RUB on Yamuna Bazar Road without raising of ring road).	Head room required at subway 4.5m. Girder depth below the Ring road at Bridge section-2.00m. (including deck slab) Floor level of subway-very effective pumping system. Besides a desirable slope of 1:40-1:50 for slow traffic could be achieved over length of 375-450 m. on the cross road below the Calcutta Bridge and this will not be desirable as it will create a split level over a long distance for slow traffic. Ring Road will require regarding to the extent of approximately (-) 2.00m at Jamuna Bazar. Turn facility on X Road below Calcutta bridge will involve long detour.	The floor of the subway goes down to a level of 198.940 which is likely to create problems of ground water seepage and of general drainage warranting installation of very effective pumping system. Besides a desirable slope of 1:40-1:50 for slow traffic could be achieved over length of 375-450 m. on the cross road below the Calcutta Bridge and this will not be desirable as it will create a split level over a long distance for slow traffic. Ring Road will require regarding to the extent of approximately (-) 2.00m at Jamuna Bazar. Turn facility on X Road below Calcutta bridge will involve long detour.	Complete segregation of cross traffic at Jamuna Bazar inter-section becomes possible. The road under Calcutta Bridge will have to be closed to fast traffic for better results. Section of Monkey Bridge spanning across Ring Road can be dismantled without affecting the efficiency of traffic operation.	Complete segregation of cross traffic at Jamuna Bazar inter-section becomes possible. The road under Calcutta Bridge will have to be closed to fast traffic for better results. Section of Monkey Bridge spanning across Ring Road can be dismantled without affecting the efficiency of traffic operation.

2. Subway for slow traffic at Jamuna Bazar through raising of Ring Road.

Head room required at subway-4.5 m.  
Floor level of subway after leaving 0.50 cushion for highest services- 205.525+0.50-206.025  
Deck-girder depth- 2.00m.  
Crown level of ring road= 210.525+2.00 = 212.525

Gradient achieved on ring Road between Jamuna Bazar & Railway Bridge.  
 $\frac{212.525-206.155+1.225}{225} = 1 \text{ in } 33$

Length required to achieve 1:50 gradient on slow track = 120m. approx

The Ring Road will have to be appreciably raised in this option (4.885m). This could be achieved with the help of retaining walls on either side approach on ring road. The central span along with one adjacent span on either side could be on stilts. Service road towards Hanuman Temple will need improvement. Access to Temple area will have to be through service road only.

Easy gradients could be achieved on all the arms at the intersection. It will not be vitally very obstructive and will allow for more exposed subway sections (thus rendering it less hazardous). The system will be far less prone to submergence. Cross traffic will be totally segregated. U-turn facility for slow traffic will not involve any appreciable detour. Access to adjacent property line will not pose much of a problem. The road under Calcutta Bridge will have to be closed to fast traffic. Section of Monkey Bridge spanning across Ring Road can be dismantled without affecting the efficiency of traffic operation.

Roof level of Subway

$$206.025 + 4.5 = 210.525$$

contd...p3/ .....

3. Overpass for slow traffic by lowering ring road (RUB on ring road)

Keeping the level of monkey bridge, undisturbed, required head room could be achieved on Ring Rd. by lowering the latter mentioned by approximately 2.00m. Crown level on Ring Road = 205.935 - 2.00 = 203.935

Distance between Jamuna Bazar intersection and Monkey bridge = 110m. Gradient achieved on Ring Road between Jamuna Bazar and Monkey Bridge =  $\frac{110}{207.640 - 203.935}$

= 3.705 = 1 in 30

4. Overpass for slow traffic by partial raising of Monkey Bridge and partial depression on Ring Road.

In this option, conditions remain more or less as in the original one. Additionally Ring Road becomes more susceptible to submergence.

No clear advantage can be identified. If, however, cross traffic is allowed at Jamuna Bazar and Salimgarh intersections, traffic load on Lothiana Road may not increase. But Lothiana Road is ripe for redevelopment and ensuring through traffic on Ring Road would only marginally increase the load on Lothiana Rd.

Traffic conditions as indicated for options 3 & 4 remain unaltered.

No clear advantage can be identified. If however, cross traffic is allowed at Jamuna Bazar and Salimgarh intersections, traffic load on Lothiana Road may not increase. But Lothiana Road is ripe for redevelopment and ensuring through traffic on Ring Road would only marginally increase the load on Lothiana Road.

Appendix 'C' to Item No.2.

Sub: Technical report on "Traffic studies around Monkey Bridge Area in Delhi" prepared by NATPAC for Delhi Admn. observations made by PFM - Reg. File No. PA/D.D./PPW/86/881

....

This reference has been received from Delhi Administration vide your letter no. 5(11)/86-W/DA dated 15.9.86 wherein they have forwarded the report of M/s NATPAC for the comments of DDA. The report was examined in the Perspective Planning Wing, DDA.

2. The main objective of this study is to assess the extent of viability of Monkey bridge in the present as well as the future scheme of operation within the study area. It also aims at developing a satisfactory traffic circulation system within the study area by using suitable traffic engineering and management measures in such a manner that the entire influence area becomes consistent with regard to safety, efficiency and economy of traffic operation.

Scope of the study includes :

- 1) Traffic Surveys
- 2) Road inventory and physical surveys
- 3) Assessment of adequacy of the present system
- 4) Development of alternative solutions
- 5) Selection of preferred alternative
- 6) Preparation of detailed designs and plans for the selected alternative.

3. Traffic Circulation- Circulation system permits two way traffic on Ring Road and composition of traffic is heterogeneous in character. Carriage way along Monkey Bridge permit only slow traffic which operates oneway towards west in morning and in reverse direction in the evening. Traffic to/from Rajghat side uses the road connecting the old Yamuna bridge to Salingarh intersection. Both fast and slow traffic in opposite direction use the road connecting Jamuna Bazar to Old Yamuna bridge. Traffic condition at

calcutta bridge is chaotic. Eastern end of this bridge is fed by road from Jamuna Bazar intersection and in addition to the one coming from Monkey bridge. Condition at this location is further worsened because of local traffic generated by the activities in this area. At the southern end of the study section is the traffic rotary of Salingarh and presently suffers from capacity limitations.

#### 4. Alternatives :

Two options are identified for achieving consistency in traffic quality along Ring Road (keeping in view opening of ISBT bridge) through improving the vertical clearance at Monkey bridge. They are :

- a) Raising Monkey bridge to allow traffic to pass smoothly under it, and
- b) dismantle the monkey bridge.

In the first case the slow moving traffic at Jamuna Bazar intersection would remain the same. In later case slow moving traffic presently using the monkey bridge would be transferred to Jamuna Bazar. But the traffic on ring road would be at ease due to the removal of monkey bridge.

5. Since the segregation of traffic at Yamuna Bazar intersection is most desirable, merits and demerits of various forms of segregation is assessed. The alternatives considered are :

- i) Subways for slow traffic under Ring Road (Ring Road retained at existing level)
- ii) Subway for slow traffic under Ring Road by partially raising ring road.
- iii) overpass for slow traffic by lowering Ring Road.

Of these three alternatives, alternative two i.e. "subway for slow traffic at Yamuna Bazar through raising of Ring Road" was selected and a plan for subway at Jamuna bazar intersection has been prepared.

6. The proposal for the subway for slow moving traffic necessitates an overall reorganisation of traffic circulation. The circulation pattern that would emerge out of the plan will of course solve the problem of slow traffic particularly at Yamuna Bazar intersection. On the other hand, this proposal would involve shifting of some fast traffic from Ring Road to Lothian road and this will involve improvement of Sharnath Marg and Bonlevard road intersection near ISBT. This appears to be unacceptable on the grounds that all efforts shall aim at full utilisation of Ring Road in a way attracting more traffic from other parallel roads. In fact, Lothian road is already over-utilised and further traffic on this road may not be a viable solution.

7. Under the proposed improvement scheme, Salingarh intersection will gradually be altered as a parallel cycle track and at Shauthivan intersection slow traffic have to cross ring road towards Daryaganj. Circulation pattern of this slow traffic around Daryaganj may not be practical as the added detour distance is somehow unacceptable for slow moving traffic.

8. Above all the proposal is wholly based on the presumption that old Yamuna bridge will cater to only slow traffic and the fast vehicles will be diverted to new ISBT bridge. This is not anticipated in PDP-2001 or in any other transport plans so far. Even if this is assumed so, it will be a half hearted attempt to opt for this proposal merely to solve an intersection problems. Consequences of traffic circulation on the other side of Yamuna is unpredictable and may be disastrous. In other words, any proposals of restricting certain kind of traffic either fast or slow on any of the bridges on Yamuna should be carefully seen in the light of overall traffic circulation and traffic composition in the Delhi Urban Area.

9. Lastly reserving the stretch between Lothian bridge and Yamuna Bazar intersection only for slow traffic needs to be looked at more seriously. This would mean restricting fast traffic access to the commercial and other activities in this area.

10. The matter is placed for Tech. Committee for its consideration.

Item No.3.

Sub: Allotment of land for Police Station Preet Vihar  
File No. F. 25(12)86-GH

A reference has been received from Sh. Ajay Chadha, Dy. Commr. of Police: HQ.(II) vide his letter dt. 1-9-86 wherein he has stated that on the recommendations of the Study Group Govt. of India MHA's sanction for the creation of a new Police Station, Preet Vihar is likely to be received shortly. Therefore, to put up a permanent building of police station, some suitable site is essential. For this purpose, a plot of land measuring 2 acres at District Centre, Laxmi Nagar near Radhu Palace Complex or in Preet Vihar along Vikas Marg is proposed for allotment by the Police Deptt.

2. The matter was examined in the Architectural wing of DDA and they have stated that plot area of the size of 2 acres is neither available in the Community centre, Preet Vihar or in the District Centre of Laxmi Bai Nagar. Therefore, DDA is not in a position to accede to the request made by Police Deptt.

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

Item No.4.

-: 9 :-

Subject: Allotment of IBP retail outlet known as Rakesh Filling Station, Samaipur-Badli  
File no. F.7(12)84-MP

The IBP Petrol Pump in the name of M/s Rakesh Filling Station was found objectionable as it was falling in Sanjay Gandhi Transport Nagar at Samaipur Badli. An alternative site to this petrol pump was offered in the 'Master Plan green Strip' which runs through the colony of Saraswati Vihar and a site for petrol pumps was marked in the Master Plan for petrol pump on Outer Ring Road in this ~~green~~ strip. But the objections were raised for the allotment of this site and after long considerations the allotment of this site was cancelled. The matter is under examination since then for allotment of an appropriate site to this petrol pump. City Planning Wing after making the studies have now suggested an alternative site for the petrol pump on the Outer Ring Road itself (Road No. 45) by the side of "Varun Niketan" (Water Supply Staff quarters) Lands section has confirmed that the land is with DDA and it forms part of the Pitampura Resd-1. Scheme. Both the sites i.e. (a) earlier allotted in Saraswati Vihar (b) Site now proposed near Varun Niketan are marked on the copy of the Zonal Plan 1 (which is laid on the table).

2. The alternative site proposed by the side of "Varun Niketan" is also marked on the copy of the lay out plan of Pitampura residential scheme which will be laid on the table. The site falls in the Group housing pocket. The lay out plan on this pocket is yet to be prepared by DDA. It is recommended that in view of a Master Plan site which was proposed at Saraswati Vihar, an alternative site proposed near "Varun Niketan" be agreed to for allotment to IBP for the objectionable petrol pump which is to be resited from Sanjay Gandhi Transport Nagar. It is also recommended that the site for shopping centre which is proposed in the same pocket be also readjusted in the detailed plan of the pocket so that the petrol pump and the shopping complex is combined to another.

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



Item No.5.

Sub: Increasing capacity of N.G. Drain from Dhansa Regulator to Bharat Nagar Bridge - Extn. of Dhansa Bund along Delhi Haryana Boundary.  
F.No. PPW/Infra/86/288

.....

A reference has been received from Sh. K.V. Roy Sikka, Executive Engineer, N.D.D.: II, Delhi Adm n., Basaidarapur Office Complex, Opposite ESI Hospital, Delhi vide his letter No. T-10(1)/NDD.II/86/2240 dt. 9-10-86 wherein he has desired a land use certificate for extension of Dhansa Bund along Delhi Haryana Border. (Plan laid on table).

2. The request has been examined in the PPW. They have stated that as per the drawing (Laid on the table), land in width of 23 mts. and 27 mts. along U.T. Boundary is required permanently and land in width in 50 mts. and 75 mts is required temporarily. The existing Dhansa Bund, has been shown in pink colour, the permanent and temporary land required for work, has been shown in red & blue colour.

3. As per master Plan for Delhi, this land comes in rural use zone and no objection certificate for construction of the above may be considered.

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

3000 x 26  
75000  
2

Item No.6.

*Deferred*

Sub:- Tourist Complex at Badli.  
(File No.F.3(33)/85/M.P.)

....

A reference has been received from Sh. D.D. Mathur, Town Planner, MCD for developing a Tourist Complex in an area of 20 acres which belongs to MCD and the same is located at the crossing of Outer Ring Road and G.T. Karnal Road. This land was formed as a part of mini city forest which is being developed by MCD.

2. The main features of the scheme are as under :

- i) A Lake : Since the area is undulating and there are deep depressions, therefore, it is proposed to develop a lake in this complex to make use of the topography of the area.
- ii) Restaurant : Sites for two Restaurants have been proposed. One of these will be located near the entrance of site and other one shall be located on a small Island within the lake. The Restaurant near the entrance of site, would have a covered area of approx. 6000 sq.ft., whereas the other restaurant, located on the small Island would be only an open air Restaurant. For kitchen and lab. etc. for this open air Restaurant, a covered area of 600 sq.ft. would be allowed.
- iii) Picnic Huts : It is proposed to provide 18 picnic huts. These shall be developed in clusters of 8 units, 4 units and 2 units. These have been proposed around the lake. Each hut would have approx. an area of 450 sq.ft. Various buildings such as Restaurants and Picnic Huts etc. would be constructed according to prescribed architectural control to be approved by the Cm.
- iv) Boating facilities : It is also proposed to provide a platform and other adequate arrangements for boating in the lake.

...p/.....

The entire area for Tourist complex would be properly landscaped and flowering trees, shrubs and Rock Garden shall be developed. It is also proposed to have a children park in the complex.

/ and draft  
plan-1962

3. The request has been examined in the Perspective Planning Wing of DDA and as per the Master Plan-1962, the land falls in the agricultural green belt :

As per the gazette notification, the following uses are permitted in this zone :

- i) Rural Centre
- ii) Orchard
- iii) Plant Nursery
- iv) Forest land
- v) Extractive Industries.

It is stated that the rural character of the area should be maintained and constructions of buildings is to be discouraged to the maximum possible extent and the minimum construction like Picnic Huts constructed by DDA in various areas namely Hauz Khas, Tuglakabad etc. may be permitted.

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

Item No. 7

Sub: Additional land to Indian Oil for M/s  
Dhingra Service Station Chirag Delhi.  
File No. F.7(6)81-MP

An Indian Oil Corporation Petrol Pump M/s Dhingra Service Station is existing near Chirag Delhi on the road connecting outer ring road to Mehrauli Badarpur Road. Chief Divisional Manager IOC vide letter no. DD:R:240 dated 26.9.86 (Appendix A) has again requested for additional land to this petrol pump to bring it to the size of 150'x120' instead of 120'x100' as existing at present. It is a very old demand and the then Dy. Director (MP) vide letter no. F.4(1)79-MP dated 9th April 1979 (Appendix B) had conveyed IOC our no objection in allotting the additional land subject to the condition that the annual rent is paid up to date and the photostate copies of all the receipts in respect of rent paid to the DDA are submitted before the additional land is allotted. Sh. Bhagat Singh A.O. (Fin.) Delhi Administration Land & Building Deptt. vide letter no. F.17(1)(8)76-L&B/RBC/978 dt. 4.7.86 (Appendix C) has informed that as per the records of their office Dhingra Service Station is in occupation of an area measuring 1361.25 sq. yds. w.e.f. 1.11.69 and provisional ground rental charges have been paid upto 14.1.87 by the IOC.

2. The matter was referred to Horticultural Department also and they had no objection for the additional land for the petrol pump by shifting a little towards south and east direction to protect some trees. Authority vide Resolution No. 28 dated 20.4.76 had agreed to increase the sizes of petrol pumps to 120'x150 wherever it is technically feasible. The site was also inspected by the Dy. Director (ZP) again recently and it was found that the 150'x120' site marked as A'B'C'D' on the plan (laid on the table) is feasible. It may also be mentioned that a strip of 20ft. width out of the present dimension of the petrol pump is affected in the road widening. The proposed site has, therefore, been pushed back by 20' to keep the provision for the widening of the road.

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

554/100  
100 x 100  
120 x 150

D-1

Appendix - A to item no 7

Ref: DD: R: 240

26.9.86

Jt. Director (ZD)  
Delhi Development Authority  
Vikas Sadan, I.P. Estate,  
NEW DELHI

(K.A. Sh. V.N. Sharma)

Sub:- Allotment of additional land at M/s Dhingra S/stn.  
.....

Dear Sir,

We invite your attention to our letter no. DRD/Genl.dt. 3.1.79 (copy enclosed) to allot us additional land for our existing retail outlet site at M/s Dhingra S/stn. Chirag Delhi. The present dimension of the outlet is 120 x 100 sq. feet and the additional land required is of 30' in the front and 20' in the rear and the total size of the plot would be 150' x 120'.

The present size of the plot is insufficient to meet the requirements of the area. With the introduction of long chassis vehicles, the manoeuvrability of these vehicles becomes difficult and unable to draw their fuel requirements from this RO.

It is, therefore, requested that the additional land may please be sanctioned at the earliest to enable us to develop the total land of 150 x 120 sq. feet into an ideal s/stn. Your early action in this regard is highly appreciated.

Thanking you,

Yours faithfully,  
for Indian Oil Corporation Ltd.

s/-

(CHIEF DIVL. MANAGER)

No. F.4(1)/79/M.P.

9th April, 19 79

From: S. R. Sak sena,  
Addl. Secretary (M.P)

To

Shri V.P. Malik,  
Manager (Delhi Retail Development),  
Indian Oil Corporation Ltd.,  
Indian Oil Bhawan,  
Janpath, New Delhi.

Sub: Indian Oil Retail outlet on Chirag Delhi Badarpur Road.  
.....

Sir,

With reference to your letter no. DRD/GWNL/dt.3.1.79 on the subject noted above. I am directed to say that from planning point of view, DDA has no objection in allotting the additional land to IOC.

However, before the additional land is allotted, you are requested to clear the upto date annual rent due to DDA and submit the photostate copies of all the receipts in r/o the rent paid to DDA.

Yours faithfully,

sd/-

(S. R. SAKSENA)  
Additional Secretary (M.P)

D-3

DELHI ADMINISTRATION: DELHI  
LAND & BUILDING DEPTT.  
VIKAS BHAWAN: NEW DELHI

No. F.17(1)/(8)/76-L&B/RRC/978

Dt: 4.7.86

To

The Chief Divisional Manager,  
Indian Oil Corporation,  
Surya Kiran Building,  
19, Kasturba Gandhi Marg,  
New Delhi-110001.

Sub: Copy of original allotment letter of land to M/s Dhingra  
Service Station, Chirag Delhi.

Sir,

In continuation to this office letter no. F.17(1)/(18)/76-  
L&B/RRC/16791 dated 17.5.86 on the subject cited above, it is to  
inform you that as per records of this office the Dhingra Service  
Station is in occupation of an area measuring 1361.25 sq.yds. w.e.f.  
1.11.80 and provisional ground rental charges have been paid upto  
14.1.87 by the Indian Oil Corporation.

Yours faithfully,

sd/-

(BHAGAT SINGH)  
Accounts officer (Fin.)

Item No. 8

Sub: Modified alignment plan of supplementary Najafgarh Drain.

File No. F.MP(2)/34-Dir.CP-Pt.I

Sometimes in 1979, DDA approved the alignment plan of supplementary N-jafgarh Drain in a total length of 37.93 km. starting from Kakrola Regulator at Najafgarh Drain to River Yamuna near Wazirabad Barrage.

The Govt. of India sanctioned a project vide their letter dt. 6.2.82 at an estimated cost of the project of Rs. 25.04 crore.

2. Problems in execution of the project:

Part of the supplementary drain from river Yamuna near Wazirabad Barrage up to crossing with G.T. Karnal Road railway line has been executed.

Alignment of the drain from crossing with G.T. Karnal Road railway line upto Nangloi Drain has also been finalised after many site inspections of the LG, Delhi along with representatives of villages. Some unauthorised colonies which have come after 1981.

There is a dispute in the alignment plan of the drain from the point with Nangloi drain upto Kakrola Regulator and for this, many meetings took place under the chairmanship of LG, Delhi and representatives of the villages whose lands were to be acquired.

3. Alternate alignment of the supplementary drain from Kakrola Regulator upto Nangloi Drain.

There are two alternatives, one earlier proposed by flood Deptt., Delhi Admn. in a length of 23.23 km. and the second proposed by DDA in one of the meetings at Raj Niwas in a length of 20-15 km.



The first alignment as proposed by Flood Deptt. Delhi Admn. and earlier approved by DDAs passing through any revenue estates of rural villages. This drain will be of a width of 200 mtr. and as such, affects many villages in terms of acquisition of lands, approach roads to the villages, and affects to their agricultural fields i.e. creation of unemployment.

The second alignment will be, first along with the existing Najafgarh Drain, then meet the existing Nangloi Drain which will be widened to take extra water for which supplementary drain has to be built.

The two alignments have been studied and salient features given under:-

<u>Item</u>	<u>1st proposal</u>	<u>2nd proposal</u>
Length	23.23 km.	20.15
Acquisition of land	Endless problems	Only at few points otherwise land is available either with Flood Deptt., Delhi Admn. or with the DDA.
Type of drain	Kutcha	Pucca.
Time taken	Prediction cannot be made due to problems in acquisition of land.	Within a reasonable time of 4 to 5 yrs.
Cost	26.62 crores	26.62 crores.

4. The case is put up to Technical Committee for the approval of modified alignment of supplementary Najafgarh Drain. It is also stated that Ministry of Water Resources is pressing and reminding again and again to Delhi Admn. to execute the project of construction of supplementary drain, so chances of flooding of Delhi is avoided. The item has been discussed in 3 or 4 meetings with the LG, Delhi and then in three meetings with Secretary (L&B).

*Deformed*

Item No. 9

Sub: Issue regarding transportation of fly ash from Badarpur Thermal Power Plant to the Project site of Cement Corpn. of India. (File No. F(507)/Ind.Unit/DD/PPW/86.

.....

A site near Okhla Industrial Area/Warehousing area has been allotted to Cement Corpn. of India for a cement grinding unit to be set up in Delhi. The grinding unit is supposed to use the raw material which is a bye-product in Badarpur Thermal Power Plant. The Thermal Power Plant is located about 2 Kms from the project site, therefore, the raw material for grinding is to be transported to the project site. Out of this distance about 100 mts. is part of Mathura Road.

2. The capacity of proposed plant is 300 tonnes per day. There are two solutions of the transportation of the fly ash as studied by Cement Corporation of India in their report.

- a. By Pneumatic Pressure Conveying System through pipe line.
  - b. In enclosed containers by road.
- a. By Pneumatic Pressure Conveying System through Pipe line.

In the route of road transportation three high tension transmission lines, Badarpur village residential area, Mathura Road, Okhla Industrial Area, Main Railway Track, Wide Railway Yard of Tuglakabad and open railway/DDA land etc. are existing.

As stated in the report crossing of all these through pipe line is very difficult. The technology of pneumatic pressure conveying system is available in India but foreign collaboration is needed for the same. After considering three systems i.e. conveying through vacuum system, dilute phase pressure conveying system and dense phase pressure conveying system, the last one i.e. dense phase conveying system has been suggested. The total distance for this system will be 2.5 kms which will require an intermediate pumping station. The pipe line system has to cross the following.

- i) NTPC land and boundary wall.
- ii) Mathura Road.
- iii) High tension transmission line.
- iv) Railway track and overhead traction lines.
- v) Badarpur Mehrauli Road.

In the report it has been stated that permission from all the concerned authorities need to be obtained and the crossing of pipe line has to be overhead as underground system is not feasible. A stripe of land of average of 7 mts. width along the pipe line is needed and land will also be needed for the transfer silos etc. The total land requirement estimated is 7600 sq.mts.

The estimated investment cost is Rs. 178/- lakhs out of which Rs.42 lakh is estimated as the cost of land and Rs.136/- lakhs as the implementation cost of the pneumatic pressure conveying equipments/system. It is also stated that 12 KWH units per tonne of material is required for pneumatic conveying and assuming the cost per unit @ 75 paise the transportation cost per tonne comes to Rs.9/-

b. Inclosed containers by road :

The transportation in closed containers has been suggested keeping in mind the dust pollution. The total distance by this route is 45 knts. and the route is through Mathura Road, Badarpur Mehrauli Road, Railway Crossing, Anand Mayee Marg etc.

The transportation capacity of one closed container has been estimated as 9 tonnes. The operation time has been assumed 12 hrs. in a day. With 5 trucks in operation the frequency of trucks comes out to be 10 minutes. The frequency time may be reduced by increasing the capacity of container trucks but that will give very big size of the trucks which may need many changes in road profiles. For the truck with about 10 tonnes capacity, it has been stated that no changes in road profile is needed.

It has been estimated that this trucks at the rate of Rs.6 lakhs per truck will cost Rs.36 lakh. The operation cost considering the distance and fuel consumption with lubricant etc. has been calculated which comes out to Rs.2.5 per tonne of fly ash.

As per the report, in the first system the investment cost is Rs. 178 lakh whereas in the second system it is only Rs. 36 lakhs. As far as operating cost is concerned it is Rs.9/- per tonne in the first system and Rs.2.5/- per tonne in the second system.

3. OBSERVATIONS :

Considering the present traffic at Mathura Road and Badarpur Mehrauli Road, it will not be wise to permit heavy traffic any more. Due to the railway crossing also the accumulation of traffic may happen, which will be still worst, if this traffic is also added to the existing one. The frequency time of 10 minutes is at the initial stage of setting up of the project the capacity may be increased in the future which may cause reduction in frequency time also. If due to the one reason or the other in place of closed containers open trucks, start plying it may cause heavy air pollution.

4. The matter is placed before the Technical Committee for its consideration and recommendation, for the system to be adopted for the transportation of fly ash from Badarpur Thermal Power Station to Project site of Cement Corporation of India.

Item No. 10

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

.....

The area between the existing development of group housing societies of zone H-4 & 5 and boundary wall of Ordinance Depot presently lying vacant was to be developed for extensive manufacturing with a provision of green buffer in between the residential development and the proposed industrial development in the area as per Master Plan 1961-81.

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

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

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

Land Use :

Total scheme of area	30.00 hac.	100%
Residential	2.52 hac.	8.40%
Commercial	.65 hac.	2.16%
Public & Semi Public facilities	18.23 hac.	60.76%
College	3.90 hac.	
Hospital (4)	9.70 "	
Nursing Home (3)	.60 "	
Police Station	1.25 "	
Fire Station	1.10 "	
Telephone Exchange	.80 "	
E.S.S. (33 KV)	.40 "	
other commercial facilities	.48 "	

4. In this complex, a small part of the area has been used for residential plots to those whose land has been acquired. The layout plan prepared by City Planning has been seen by Dir. (PPW) also and stands approved by the then V.C. DDA vide his orders dated 14.4.86 in file No. F.11(56)/85/LSB(I) in pursuance of Authority Resolution no. 161 dt. 21.10.78 on the subject Delegation of powers to the V.C. DDA under section 13 of the Delhi Development Act.

5. The plan is laid on the table for the consideration and approval of the Committee.

Item No. 11

Sub: Sewage Pumping Station site at Geeta Colony.  
(File No. F 23(20)/85/Instl.)

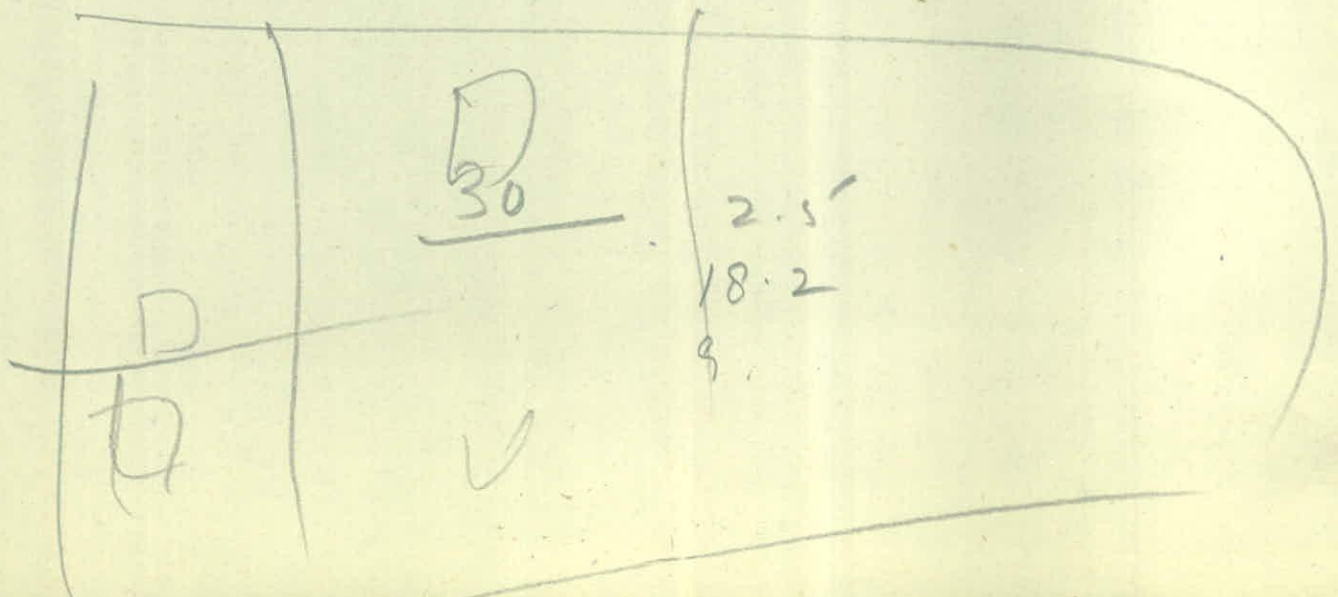
.....

Delhi Water Supply and Sewerage Disposal Undertaking has requested for the construction of a Sewerage Pumping Station site at Geeta Colony. There is a plot of land measuring 60 mt. x 28 mt. in Geeta Colony abutting the existing land of DWSSDU facing proposed 45 mt. r/w road no. 58.

2. The land has been inspected by DDA and DWSSDU officials. The land is under cultivation and some euclyptus plantation are existing besides a pathway passing through the site. As per the reports of the Land Section, the land in question vests with DDA. The cultivation is being done unauthorisedly. The adjoining land is in possession of DWSSDU and this would be an extension of the same.

3. The proposed site mentioned above was discussed in a meeting when CE, DWSSDU and Director (CP) were present. Chief Engineer, DWSSDU informed that the land already in possession of DWSSDU has been fully utilised and the additional area is required for construction of Sewerage Pumping Station.

4. The case is put up to the Technical Committee for consideration and approval of the location of sewerage pumping station.



Item No.12

Sub:- Change of land use of an area measuring 598.67 sq.mts. in Jung Pura from 'Residential' to 'Public utilities'. (File No. F.20(25)/86/M.P.)

.....

A reference has been received from Desk Officer, Ministry of Urban Development, Govt. of India, vide his letter no. K-13011/18/86/DDIIA for the change of land use of an area measuring 598.67 sq.mts. in Jung Pura from 'Residential' to 'Public Utility' for allotting the same to the P&T Deptt. for construction of their departmental telegraph office. The description of the proposed land use would be as under :-

"An area measuring 598.67 sq.yds. (7.25.) bounded by 60' wide road in the south, Lane in the west & North and Residential area & 50' road in the East falling in Zone D-17 is proposed to be changed from 'Residential' to 'Public & Semi Public Facilities' (P&T OFFICE)."

2. The request has been examined and we may have no objection for changing the land use as desired by the Ministry of Urban Development.

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

Item No. 13

Sub:- Regarding approval of route alignment of 220 KV Towerline for the inter connection of Rajghat Power House and I.P. Power House (File No. F.6(7)/89/MP.)

.....

A reference from the Ex.Engg.(Pl.II) of the DESU has been received for the approval of route alignment of 220 KV Towerline for the inter-connection of the Rajghat Power House and I.P. Power House as two nos. 67.5 MW generators are being installed at Rajghat Power House.

2. The proposal of the route alignment was submitted by the Ex. Engineer (PL.IV) of the DESU (laid on the table) According to which the 220 KV route is proposed through the buffer along the railway lines on the eastern side of the I.G. Complex starting from Rajghat Power House upto 220 KV Switchyard of I.P. Power Station. The entire route proposed is overhead. This proposal was discussed in the meeting taken by Dir.CP) on 25.4.86 and it was recommended to consider for approval the proposed route subject to its clearance from DUAC.

3. The matter was discussed in the Technical Committee meeting held on 23.9.86 and the Technical Committee observed that the proposed route alignment is in vicinity of Indra Gandhi Indoor Stadium Complex and River Front Scheme. The Technical Committee, therefore, desired that DESU should re-examine the proposal as an underground alignment.

4. Shri P.D. Sharma, Chief Engineer (Plg.) D.E.S.U. vide his letter no. CE (Plg.)/XEN (PL.IV)/109/1098 dt.17.12.86 has stated that the proposed route alignment is very important interconnection required between Rajghat Power House and Indraprastha Power House and the underground connection is not feasible due to technical reasons. The major portion of the route is coming in the green area on the back side of the Indira Gandhi Stadium and the route is sufficiently away from the River Front Scheme. He has strongly recommends that the original proposal of route alignment of 220 KV Tower line for the interconnection of Rajghat Power House and I.P. Power House may be approved on priority.

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

Item No. 14

Sub: Conversion of Park in Bus Terminal at DDA Colony,  
Kalkaji.  
File No. PA/DD/PPW/86/1704

A request regarding the above mentioned subject was addressed to Hon'ble Lt. Governor on 4th July, 1986 by Sh. Sundar Lal, General Secretary, Central Govt. Employees Residents's Welfare Association (Regd.), DDA Colony, Kalkaji, New Delhi. Hon'ble Lt. Governor in his visit to the colony on 21-12-1985 suggested the Vice-Chairman, DDA who accompanied him, to examine the possibility of converting the park into a Bus terminus for parking the DTC buses.

2. The request of Shri Sundar Lal, General Secretary CGERWA was examined by Perspective Planning Wing and Horticulture Department of DDA. The observations are as follows:

- (i) The request of Shri Sunder Lal, General Secretary culture Deptt. Director(Hort.) has observed that the park is not upto the desired standard due to the shortage of water and the site. seems to be suitable for the Bus terminal (File No. PA/DD/PPW/86/1704)
- (ii) According to MP-62 and proposed Master Plan modifications, the land use of the said site is residential where a bus terminus could be located.

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



ITEM LAID ON TABLE

Item No. 15

Sub: Proposal for location of retail outlets in Vasant Kunj complex.

File No. PA/DIM/86/3309

Master Plan of Petrol Pump which was approved by the DDA vide resolution no. 76 dated 5-2-62 proposed 306 Petrol Pump sites, each serving a population of about 15,000 people. According to a recent survey, at present 230 petrol pump sites are existing out of which 34 are declared objectionable. As such the master plan of petrol pumps is having a backlog of about 110 sites. The main reasons for this backlog have been due to slow development of commercial centres with the petrol pump sites were interlinked. Besides slow pace of development of district centres and community centres, location of petrol pump therein had been a problem due to the reasons of urban design and fire safety. Some of the sites could not be developed because of unauthorised encroachments etc. Recently, a detailed survey of unallotted sites had been undertaken for which joint sites inspections were carried out by the officers of City Planning Wing and the Oil Industry. The team inspected and reviewed 48 such sites, of which 20 sites were found feasible for release, most of which are falling in the development areas of the DDA. Another 10 sites could be available but their development may take some time. The action for finalisation of the details of sites which can be allotted is being taken on the basis of individual cases.

2. On one hand, there had been a backlog of retail outlet as required for 1981, on the other the population is galloping continuously for which DDA has undertaken several new and ambitious urban development schemes. Some of the schemes are already under implementation while few are at conceptual and Planning stage.

L.G. NO 3

1. Rohini - 2500 Ha.
2. Patparganj - 1500 Ha.
3. Sultan Puri complex - 200 ha.
4. Sarita Vihar/Madanpur Khadar - 2200 Ha.
5. Vasant Kunj - 1700 Ha.
6. South of Hindon cut - 658 Ha.
7. Papankala - 7000 Ha.

The present population of Delhi is around 75 million. As such each petrol pump is serving to an average population of 35,000 against the standard of one petrol pump for 15,000 population.

3. Perspective Plan proposal:-

According to PDP Delhi -2001, new retail outlet sites are proposed within the service centres, facilities centres, transport terminals and wholesale markets. 80 new retail outlet sites have been proposed by 2001 to serve an additional population of about 7 million which are proposed to be located in 40 such locations each having 2 sites on an average. PPW have suggested each site for a population of 75,000. At the same time, the standard size of outlet approved by the Authority are also proposed to be changed. Since the petrol pump sites are to be planned in context of larger areas, it may take considerable time in finalising the development and release of land. At the same time, most of the sites proposed for facilities or service centre are not available, encroached upon or under dispute if such concept of service centre is also not workable.

4. On the basis of master plan standards for one retail outlet per 15,000 population, about 800 petrol pumps will be required by 2001, against 230 existing. It appears that the norms based on 15,000 population will have to be reduced to one per 25,000 population total No. of 500 sites and also the norms for standard size will have to be reviewed. Already the oil industry has submitted a proposal for retail outlets for two-wheeler covering a site of 13.5 mt. X 18 mt. Such sites may be adapted for built up areas like Old Delhi, Karol Bagh, Unauthorised colonies.etc.

5. Proposal for Vasant Kunj Area:

Vasant Kunj Scheme is bounded by Vasant Vihar, JNU and III Institutional Area towards the North, Mehrauli Road in the east, Mehrauli-Mahipalpur Road and agricultural green belt towards the south and National Highway No. 8 and Cantonment area towards the west. The scheme has been planned for a population of 2.25 lakhs. The land under this scheme which is largely identified as rocky has been indicated for residential land use in the draft perspective plan for Delhi 2001. According to the Master Plan of petrol Pumps, there are 2 sites proposed on Mehrauli-Mahipalpur Road and one site on Mehrauli Road to serve this area. One of the sites located on Mehrauli-Mahipalpur Road, is existing (shown as No. 2) and another one is proposed (shown as no. 3). The complex would need 9 petrol pump sites at the rate of 1 site/25,000 population. Accordingly, in the scheme, 9 retail outlet sites have been proposed. 5 sites are proposed on Mehrauli-Mahipalpur road (including an existing site and another approved Master Plan site), two sites on 45 mtr. wide road towards west west of JNU, one site on 45 mtr. wide road towards the east of JNU. Since 3 sites are already according to the approved Master Plan of petrol pumps, the approval of remaining 6 sites for petrol pumps (each measuring 100 ft. X 120 ft.) is required. The location of these 6 new sites has been examined and verified with respect to the detailed plans of group housing schemes (flag 'A').

6. While the general plan for locating the six new sites for petrol Pumps/Retail outlets may be considered in greater detail after ascertain their land status etc., the request of the IBP dated 10th July, 1986 .. Annexure (I), for locating the retail outlet in lieu of the terminated retail outlet at Mehrauli Gurgaon Road may be located at site No. 3 of the enclosed plan for Mehrauli Mahipalpur scheme as one of the site may be placed at the disposal of I.O.G. This site is on Mehrauli Mahipalpur Road.

7. The matter is placed before the T.C. for its consideration.

Item No. 16

Sub: Widening of Fateh Chand Sharma Marg connecting G.T. Road with Wazirabad Road (Passing through road no. 70, 64 & 69) from two lanes to four lanes with a central verge. (File No. F.5(41)/86/M.P.)  
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Fateh Chand Sharma Marg is an existing road from G.T. Shahdara Road upto Old Seemapuri Bus Terminal passing through Dilshad Garden/Seemapuri. This road connects with Wazirabad Road passing through road no. 70, road no. 64 and road no. 69 through Nand Nagri Area (key plan laid on table) At present 7.0 to 7.5 mts. wide zig zag carriageway is existing on Fateh Chand Sharma Marg which is highly inadequate in view of the heavy volume of traffic. The traffic plying on this route consists predominantly of DTC buses and trucks coming and going from Wazirabad Road to G.T. Shahdara Road. A virtual bottleneck is created at the junction of this road with road no. 70 near old Seemapuri Bus terminal. The width of the existing carriageways is absolutely inadequate to cope up with the traffic requirements even as on date.

2. DCP (Traffic) vide his letter dt. 10.11.86 addressed to DDA and copy endorsed to Secretary to L.G., has suggested to widen the carriageways on both sides of the existing road with a central verge to segregate the incoming & outgoing traffic.

3. As per the master plan of roads in Delhi, a 60 mt. r/w road (road no. 62) in the alignment of road no. 56 is proposed to meet Wazirabad Road. The detailed alignment plan of this road is approved by the Authority vide Resolution no.55 dated 4.6.82. There is another Master Plan Road, Road no. 70 perpendicular to Road no. 62 joining road no. 64 connecting with Wazirabad on the eastern side. The alignment plan of road no. 70 and 64 are also approved by the Authority. Due to the coming up of Seemapuri Resettlement Colony the link beyond old Seemapuri bus terminal as per the approved alignment of road no. 62 may not be feasible. On Road no. 64 which joins Wazirabad Road on the eastern side, the PWD (DA) has already constructed two lane carriageways of this road upto Delhi Union Territory, only about 1/2 a km. length of this road in the U.P. Territory is to be constructed by U.P. PWD. It is suggested that further action in this case may be taken up /

on the following lines :

4. i) The alignment of Fateh Chand Sharma Marg between G.T. Road and Old Seemapuri bus terminal may be implemented as per the approved alignment plan of road no. 62 prepared by DDA, thereafter a four lane divided carriageway may be developed throughout upto its meeting point with road no. 64.
- ii) A two lane carriageway has already been developed on road no. 64 on the eastern side upto the U.T. Territory, action may be taken to complete the rest of the part of this road to connect it with Wazirabad Road by U.P. (PWD).

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

Sub: Allotment of land to MCD for construction of sewage pumping station at Kalyan Puri.

File No. F.23(12)86-Instt.

MCD vide its letter dtd. 15-11-85 has requested for allotment of land measuring 0.8 hacts. for setting up a sewage pumping station at Klayan Puri in Trans Yamuna Area.

2. Land measuring 0.8 hacts was allotted vide this office letter dtd. 12-3-86 as shown on the copy of the plan(laid on the table)but could not be handed over since a pucca building for primary school has been constructed upon by MCD, thouth no allotment letter seems to have been issued.
3. Executive Engineer has now suggested two alternate sites marked 'B' and 'C' on the copy of the plan laid on the table.

The merits and demerits of each site are given as under:

Site 'B' of an area of 4775 sq. mts. is located in the area earmarked for local shopping centre in the Master Plan of Kalyan Puri resettlement colony and is free from encroachment.

Site No. 'C'

The site is located in an area earmarked for recreational use, opposite Grand Cinema. The pumping station would require an additional cost of Rs. 2 lak to DDA and Rs. 1.1 crores to MCD, in order to lay the additional pipes for in coming and out going sewage.

4. The land use of both the sites as per Master Plan is agricultural green belt, as per PDF-2001 site B is located in residential use zone while site 'C' is located for recreational use zone.

5. MCD has preferred the allotment of land marked 'B' measuring about 4775 sq. mts. since it would be economical