

दिल्ली विकास प्राधिकरण

अनुभाग Master Plan

मिसिल संख्या PA/00/MP/88/1193

टिप्पणी

पत्र-व्यवहार

विषय

T.C.
Draft Minutes of the meeting
held on 22-9-88

पिछले संदर्भ

संख्या (योजना) प्राधिकरण
दिनांक सं०..... 5/9/88
विषय..... 23/8

बाद के संदर्भ

1202

Item No. 5:

Sub: Alignment plan of Roshanara Road from its junction with Rani Jhansi Road upto its crossing with Malka Ganj Road near Dina Ka Talab incorporating all the junctions inter section design of 24 mt. and above R/W roads. F.5(41)84-MP

Tech. committee noted that the proposed alignment is passing through the area identified as Special Area in PDP-2001 (Modified). In the proposed alignment, specially in the part 3 from GT Road intersection Clock Tower to Malka Ganj Road, the comments of the MCD have not been obtained. Therefore, it was desired that a copy of the plan be sent to MCD for getting their comments.

2. Tech. committee also desired that the MCD should work out the area to be acquired and the ~~format~~ ^{shall formulate} of rehabilitation scheme of the persons affected. Number of trees which are likely to be affected, if any, be worked out. The scheme may also be seen with a view whether there is any alternative to avoid acquisition and demolition of properties by way of traffic management.

Item No. 6

Sub: Alignment plan of road no. 28 from the junction with ring road upto the periphery of Vishnu Garden near Raghbir Nagar. F.5(5b)79-MP

Tech. committee was of the opinion that a rehabilitation scheme of the peoples affected and alternative site for religious structures etc., be worked out by the MCD. The road right of way of Road no. 31 be also shown in the plan. Bus terminal be shown ^{at the} ~~on the~~ end of the road after taking into consideration ^{at the} ~~both~~ the roads Road no. 28 and 31.

The portion of the road passing by the side of Raja Garden Distt. Centre be studied with a ^{proposal} ~~view~~ as how the entry and exit and total approach ~~is to~~ be provided for proper functioning of the Distt. Centre, ~~be worked out~~

Item No. 7

Sub: Alignment plan of road no. 51 in the extension of ring road (adjoining Azadpur Subzi Mandi) upto its junction with road no. 50 (National bye pass) F.5(27)85-MP

Item was postponed.

Item No. 8

Sub: Allotment of land for Co-operative Group Housing Society Limited. F.4(385)80/GH/DDA/Pt.

Tech. committee observed that the area of the existing temple with an approach from the road be only adjusted ^{and} equivalent area to this be given to the society ^{by way of} of a small strip out of the green linkage provided in the plan.

Item No. 9:

Sub: Utilisation of premises no. B-7/18 Safdarjung Extra Residential Scheme. F.40(4)81-LAB

Tech. committee observed that the commercial activity should be allowed only which is covered under the policy followed for such permission on residential plots, i.e. the space to the extent of 500 sq.ft. or 25% whichever is less may be allowed to be used for professional category.

Item no. 10

Sub: Approval of set back cum structure plan Mandawali Fazalpur Group Housing Societies. F.5(5)84-Dir.(CP)Pt.III

Postponed.

Item No. 11

Sub: Permission to use extra power load upto the extent of 50 HP Electric Connection on plot no. 1/37 Kirti Nagar, New Delhi. F.3(15)88-MP

Postponed.

Item No. 12

Sub: DESU policy regarding ^{ENERGY} ~~power~~ Demands for Delhi-2001 F.16(24)88-MP

DESU's representative pointed out that they have already appointed Swiss Consultants to workout the total requirement and the system of energy distribution in the ^{U.T.} South for a Perspective ^{upto} 2005. Also they have been asked to provide norms and standards which may be required. ^{to be followed.} Therefore, ^{it was} suggested that before taking any decision on this item, it would be better if their report is awaited. Tech. Committee desired that the preliminary report already received by DESU be sent to DDA so that ^{DDA officers} they are also in picture and can examine with reference to the studies conducted ^{by PW} and can offer their comments. It was pointed out that final report is likely to be received by DESU within 10 months.

Item No. 13

Sub: Allotment of land to DESU in Gazipur for establishing 200 KV Grand Station F.9(3)88-TYA

Tech. committee decided that the location of 200 KV Grid Station be approved however necessary adjustment in the circulation pattern and the site location for cremation ground be examined in detail and adjusted accordingly.

Item No. 14

Sub: Laying of 1500 mm die PSC main by WSE SDU at Indira Vihar.

Postponed.

Item No. 15:

Sub: Allotment of gas godown site to SPCL for distribution-ship of Sh. P. Murli for the area in Gandhi Nagar. F.13(74)87-CRC/DDA

Tech. committee did not find the site suitable for Gas Godown ^{as} indicated on the plan and suggested that after taking care of land required for drain which is to pass along the bandh road and after reserving the road right of way, the site may be adjusted near the pocket earmarked for health facilities etc., having approach by the side of the proposed drain.

Item No. 16

Sub: Route alignment and location of proposed electric sub stations (ESS) 220 KV+66 within the area covered under F.19+F.7 (Part) and its vicinity. F.6(6)83-MP, F.6(2)87-MP., F.6(26)85-MP

Tech. committee examined the observations made by the PPW in para 4. Point (i), (ii), (iii), (iv), (v), (vi), as ~~suggested~~ were agreed. Point (vi) needs further examination by DESU whether they can take the route alignment underground near the built up area or if it is not feasible how they are going to have alternative alignment without affecting the built up area. Point (vii), it was decided that Central Electricity Authority be consulted whether it is feasible to provide both 220 KV line and 66 KV on the same towers. Point (viii) was agreed by the Tech. Committee. Point ix (a) and (b) were deleted and (c) the location of 220 KV indicated near the monument is neither existing nor there is any proposal, point (x), DESU indicated that specifications were already approved and only approved ones are being followed; point (xi), the minimum distance as required

ISS standards are

under the ~~first stand~~ is difficult to be achieved and therefore DESU is following the distance on the basis of the availability of land which varies from location to location or area to area; point (xii), the size of 66 KV sub-station was already approved, point (xiii), wherever DUAC approval is necessary the same ^{should} will be obtained.

The Tech. committee desired that on the basis of the above action be taken.

Item No. 17

Sub: Layout plan of gas godown and SKO/LDO site near Gopalpur village along road no. 50 (NH-2 bye pass) F.13(3)87-CRC

Tech. committee examined the proposal of the location of Gas Godown and approved the site no. 1 shown red on the plan.

Item no. 18

Sub: Layout plan for carving out gas godown site opposite DESU colony, Janakpuri, Block 'D' F.13(77)87/CRC/DDA.

Tech. committee examined the proposal and observed that the adjacent to the existing two sites, the proposed third site be agreed.

Tech. committee however, desired that the number of gas godowns on the basis of the guide lines given by the Authority and keeping in view the population standards to which such godowns have to serve, should be worked out on the basis of planning divisions / zones and after fixing the number of sites no more sites be carved out. ^{the exercise be taken} This exercise should be taken into practice. *W. V. G. S.*

Meeting ended with the vote of thanks to the Chair.

Refunder

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN UNIT)

PA/DD/MP/88/1193

23.9.88

Draft minutes of the meeting of the Technical Committee held on 22.9.88 at 9.30 a.m. in the Conference Room of Delhi Development Authority, 5th floor, Vikas Minar, IP Estate, New Delhi are submitted for the kind approval of the Vice Chairman.

Pradip Behari
(PRADIP BEHARI)
DY. DIRECTOR (MP) ^{23/9/88}

Encls:

1. List of the participants.

2. Agenda copy of the Vice Chairman ~~PM also enclosed~~

~~DIRECTOR (DEEP)~~

The minutes as corrected may kindly be seen for approval.

[Signature]

22/9/88

~~VICE CHAIRMAN.~~

[Signature] 23/9

E.M. San. may be noted.

[Signature]

24/9.88.

~~Director (DEEP)~~

for struccs.

[Signature] (b)

CT III

विभागा (प्रशासन) प्रमुख
कक्षा नं०... F/984
दिनांक 23/9/88

विभागा निदेशन संख्या
संख्या नं०... 1203
23/9

MOST IMMEDIATE
MEETING NOTICE

DELHI DEVELOPMENT AUTHORITY
MASTER PLAN SECTION
VIKAS MINAR
INDRAPRASTHA ESTATE
NEW DELHI

No. F.1(10)/87-MP.

Dated the 20/9/88

From

Asstt. Director(MP)
Delhi Development Authority,

To

The Engineer Member,
D.D.A., Vikas Sadan,
I.N.A.

Sir,

I am directed to inform that the next meeting of the Technical Committee of the Authority will be held on Thursday the 22-9-88 at 9-30 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.

Encl: As above.

Yours faithfully,


ASSISTANT DIRECTOR (M.P.)

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DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

Agenda for the meeting of Technical Committee to be held on Wednesday, 14th September, 1988 at 9.30 A.M. in the Conference Room of Delhi Development Authority, 5th floor, Vikas Minar, I.P. Estate, New Delhi.

<u>Sl. No.</u>	<u>Subject</u>	<u>Page No.</u>
1.	A three level grade separator at Safdarjung Crossing! F.5(7)/87-M .	1 to 2
2.	Proposed alignment plan of Najafgarh Road from Moti Nagar to Zakhira, F.3(103)/63-MP.	3 to 4
3.	Preparation of plans of grade separators at important intersection where by 2010 A.D. traffic load in going to be more than 10,000 PCU's . F.5(23)/88-MP.	5 to 6
4.	Change of land use of an area measuring about 6.07 hac. from 'Agricultural Green' to Public and Semi Public facilities' Indian Special Inquiries, Vasant Kung.F.20(2)/87-MP.	7
5.	Alignment plan of Roshanara Road from its junction with Rani Jhansi Road upto its crossing with Malka Ganj Road near Dina-ka-Talab incorporating all the junctions inter-section design of 24 mt. and above R/W roads. F.5(41)/84-MP.	8 to 9
6.	Alignment plan of Road No.28 from the junction with ring road upto the periphery of Vishnu Garden near Raghbir Nagar. F.5(50)/79-MP.	10 to 11
7.	Alignment plan of Road No.51 in the extension of ring road (adjoining Azadpur !Sabzi Mandi) upto its junction with Road No.50 (National bye-pass) F.5(27)/85-MP.	12 to 13
8.	Allotment of land for Co-operative Group Housing Society Limited. F.4(385)80/GH/DDA/Pt.	14

9. Utilisation of promises No.B-7/18 Safdar-
jung Extra Residential Scheme. 15 to 16
F.40(4)/81-LAB
10. Approval of set back cum structure plan Manda-
wali Fazalpur Group Housing Societies. 17 to 18
F.5(5)/84-Dir(CP)Pt-III
11. Permission to use extra power load upto the
extent of 50 HP Electric Connection on plot
No.1/37, Kirti Nagar, New Delhi. 19
F.3(15)/88-MP.
12. DESU Policy regarding powers demands for Delhi
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F.16(24)/88-MP
13. Allotment of land to DESU in Gazipur for estab-
lishing 220 KV Grand station. 22
F.9(3)/88-TYA
14. Laying of 1500 mm die PBC main by WSE SDU at
Indira Vihar. 23
PA/Jt.Dir.(Plg) 88/98.
15. Allotment of gas godown site to SPCL for distri-
butionship to Sh. P. Murli for the area in Gandhi Nagar. 24
F.13(74)/87-CRC/DDA. (postpond)
16. Route alignment and location of proposed
electric sub-stations (ESS) 220 KV+66 KV within
the area covered under F.19+F.7(part) and its
vicinity. 25 to 27
F.6(6)/83-MP., F.6(2)/87-MP., F.6(26)/85-MP.
17. Layout plan of gas godown and SKO/LDO site
near Gopalpur Village along road No.50(NH-2bye
pass) 28
F.13(3)/87-CRC.

Item No.1

Subj- A three level grade separator at Safdarjang crossing.

File No.F.5(7)/87-MP.

1. NATPAC has prepared a plan of grade separator at three levels by taking road at +6mt. level for straight traffic Aurobindo Marg at +6mt. for straight traffic and crossing of the two roads at a level for -i) right hand turning traffic via a rotary,ii) approaches to AIIMS and Safdarjang Hospital,iii) four sub-ways for pedestrians,iv) left slips in all the four directions for left hand turning traffic.

2. NATPAC also prepared a project report on the subject cited above. A copy of the same has been placed at Appendix-I.

The salient features of the project report are as under:-

- Present peak hour volume is over 11,200 PCUs and likely to increase to 17,000 PCUs by the turn of the century.
- The cycle time of 155 seconds against 120 seconds acceptable in urban areas.
- It creates a total delay of more than 1,000 hours/days.
- The grade separator is necessary even if a mass rapid transit system comes into operation at this point.
- Details of cost benefit analysis has been given in table No.I to 5 in the project report placed as Appendix-I.

3. Few meetings on the subject have been taken place under the chairmanship of Secretary (L&B), Delhi Administration, Appendix-II attended by Chief Engineer, Ministry of Surface Transport, Chief Engineer, PWD, Delhi Administration, officers of MCD, DDA AIIMS, WS&SDU, DESU and others. The latest plan and project report under consideration is after getting it modified from time to time.

4. Structures affecteds-

- i. Part of the compound of AIIMS
- ii. Part of the compound of Safdarjang Hospital
- iii. Petrol pump & BPC Filling Station
- iv. Part of the open areas ground of Kidwai Nagar.

No alternate allotment will be made to- i) AIIMS :
ii) Safdarjung Hospital, iii) ground of Kidwai Nagar, and
for iv) BPC Filling Station, it is proposed to relocate it
on outer ring road in the north of it, in front of servitri
Cinema between the portion for Wireless Station and road on
the western boundary of Mehru Place.

6. The proposal has been also examined by PPW and their
observations are as follow:-

- i) A grade separated intersection on Safdarjung
(Aurbindo Marg) has been identified in the
Master Plan for Delhi Perspective-2001 as such
it is needed.
- ii. Three level separation as suggested by NATPAC
is not required. Because even in case of three
level (i) bus (ii) slow moving traffic (iii)
cyclists would have to remain on the surface.
The three level would be unnecessary and would
create problems for the bus passengers mainly
for the AIIMS & Safdarjung Hospital.
- iii. In case of two level grade intersection, it would
be desirable to have road-over-bridge on Ring
Road and Aurbindo Marg to be on the surface.
- iv. Widening of Aurbindo Marg after Institute of
Medical Sciences should also be developed with
implementation of the two level grade inter-
section.

6. The item is placed before the Technical Committee for
discussions.

BRIEF NOTE ON PROPOSED LONG RANGE
IMPROVEMENT SCHEME FOR
RING ROAD-AUROBINDO MARG INTERSECTION

1. INTRODUCTION:

The intersection of Ring Road with Sh. Aurobindo Marg is one of the most important intersections on the southern part of Ring Road. It has a total peak hour volume of over 11200 pcu. which is likely to increase to approx. 17,000 puc. by the turn of this century. The operation of this intersection is controlled with the help of an automatic traffic signal with a total cycle time of 155 seconds. The total cycle time itself indicates that the intersection is unable to operate efficiently (a cycle time of 120 secs. is usually considered to be the maximum applicable volumes of through traffic across this intersection. The study carried out by the NAHPAC at the instnace of the PWD (DA) towards working out long range improvement proposals for this intersection reveals that in the present shape, it inflicts a total delay of more than 1000 hours/day on the traffic negotiating this crossing. Two of the most important hospitals the All India Institute of Medical Sciences (AIIMS) and the Safdarjung Hospital are located very close to the intersection on the south eastern and south western quadrants respectively. Together, these two hospitals impose a great physical constraint to any capacity augmentation programme that could be thought of for this area. Even the residential flats towards the north east and north west quadrants though somewhat off set from the road land do not allow much liberty towards exploitation of the site for such purposes. In fact the intersection capacity has already been augmented to the extent that could be achieved at grade.

2. APPROACH:

The intersection is already signalised and thus no other at grade treatment will be in a position to improve the efficiency of this intersection beyond the present level. Even if efforts are made to further widen the approach arms, it would mean a further increase in total cycle time and a proportionate increase in aggregate delay. Besides, pedestrian clearance time across such roads will be intolerably long and extremely hazardous. A grade-separated treatment for this intersection therefore, must be thought of. The present peak hour traffic volume itself more than meets the criteria for provision of a grade separator at this location. The form of Mass Rapid Transit System (MRTS) that may be introduced in Delhi during the next decade is not yet very clear but in any case, even the highest capacity MRTS will not be able to reduce the peak hour traffic load at this intersection through more than 10 percent. Provision of a grade separator at this intersection therefore, seems inevitable from the point of view of ensuring a desirable degree of efficiency of traffic operation in this area.

3. CHOICE OF GEOMETRIC FORM FOR GRADE SEPARATOR:

The built up nature of the location generally precludes the possibility of implementing any space intensive option. In fact, for urban area, the forms usually adopted are space-economic as in most cases space is not available and in many others, land is too costly. The emphasis, in such cases, is either on multi-levelled design or on multi-structures where as multi-level structure is broken down into several two level structures. Interchange ramps in the form of loops (e.g. cloverleaf) are rather uncommon in such an outfit in urban areas. Considerations like these have given rise to the "Diamond" and such other variety of interchanges with or

without signalised intersections at ramp terminals. Signalised ramp terminals can be dispensed with only if multi-structure interchanges are opted for. In the present case unfortunately, space is inadequate even for a multi-structure option. In order to achieve a higher level of efficiency of traffic operation at this location, the options ultimately remaining are:

- i) a partial interchange in the form of a through crossover and a signalised/rotary intersection at a different level and.
- ii) a three level grade separator with two through crossovers at two different levels and a signalised/rotary intersection at a third level.

One need not dwell upon at length on the subject of comparative efficiency levels of the two options as mentioned as it is obvious that a three level grade separator would invariably be more efficient as compared to a two level one. However, increasing the degree of split in space also means higher levels of investment and selection of any option must be supported by scientific benefit cost analysis.

4. BENEFIT COST ANALYSIS:

Following the guidelines given in Technical Circulars of the Ministry of Surface Transport (Roads Wing) benefit-cost analysis has been carried out for the possible options. Modewise delays in hours at Safdarjung intersection are given in Table 1. The average delays on each arm of this intersection are given in table 2. The Net present values (NPV) of the project with two tier and three tier solutions are presented in Tables 3 and 4. The net savings that could result from the implementation of a two tier system and a three tier system are given in Table 5 and 6. It could be noted from this analysis that implementation of three tier system has the potential to give maximum returns in terms of user benefit and hence economically, this is the most viable proposition.

5. LAYOUT OF THE INTERSECTION AREA:

For a three tier system the idea is to allow uninterrupted flow for the two major movements. In the present case the major

movement identified are:

- i) through traffic along Sri Aurobindo Marg : and
- ii) through traffic along the Ring Road.

These two movements are therefore, to be accommodated in two separate levels without any conflict being caused by the turning traffic. Peak hour turning traffic at this intersection is of the order of approximately 25% of the total traffic. It is observed that this volume can be conveniently accommodated with the help of a properly designed traffic rotary that could ensure continuous movement of turning traffic at this intersection.

While deciding on the layout of the proposal the following considerations were kept in view:

- i) the general profile of Sri Aurobindo Marg within the influence area of this intersection:
- ii) the general profile of Ring Road within the influence area of this intersection:
- iii) underground and overhead services along both the cross corridors:
- iv) abutting land use along both the roads:
- v) space inventory of the intersection area.

As already mentioned, a properly designed traffic rotary was proposed to be installed at the existing road level and thus the turning traffic would negotiate the intersection area at grade. In order to make this operation even more conflict free, left turn slip lanes were proposed at the quadrants wherever land for such purposes could be available.

Uninterrupted flow along the major cross corridors could be provided by dipping or raising one or the other axis. However, after careful consideration of the present and future profiles, it was decided that the Ring Road could be raised over

this intersection while Sri Aurobindo Marg could be dipped below the present road level in the manner of an underpass. Pedestrian surveys within the influence area of this intersection reveal that on an average, 2355 and 920 pedestrians cross the Ring Road in front of Safdarjung Hospital and AIIMS respectively during the peak hour. During the same hour an average volume of 2400 pedestrians cross Sri Aurobindo Marg between AIIMS and Safdarjung Hospital. The pedestrian-vehicle conflict level are very high at this intersection and keeping in view the aspect of pedestrian safety, pedestrian subways have been recommended for implementation at this location.

There could be two options for provision of pedestrian subways at an intersection like this. In the first place, four subways could be provided, one across each arm at the end of the slope. Alternatively using the traffic rotary as a central pedestrian refuge, pedestrian subways (again four in number) could be provided, one each across the turning roadway at each intersecting corner. While the first option will entail extended pedestrian effort for diagonal movements at the intersection for all time to come, the second one will create problems if the traffic rotary is required to be changed into a signalised intersection at a subsequent date. A quick estimate of the likely future volume of peak hour turning traffic at this intersection would indicate that a rotary will function quite satisfactorily till the end of this century. It will also give a scope for suitable landscaping of the area and the collection and dispersal of pedestrians within the traffic rotary could be suitably

blended with the landscape. Since the turning buses will have bays close to the traffic rotary average walking distance for pedestrians will be substantially reduced (bays for through buses will be located only ~~at~~ the end of the slopes). However, in this option any pedestrian crossing activity will involve climbing up and down the steps twice. But considering the reduction in overall walking effort climbing up and down the steps may not be so objectionable. In more clear terms, a diagonal cross with pedestrian subways located at the end of the slopes, would mean covering an average distance of about one kilometre (including climbing up and down twice) as against an average distance of 150m in the case of pedestrian subways through the traffic rotary. Keeping such considerations in view, it is felt that pedestrian subways through the traffic rotary may be a more desirable option.

The improvement proposals alongwith the traffic flow diagram are shown in the enclosed plan. An architectural model has also been prepared and submitted before the PWD (DA) for consideration of this scheme.

Table I

Midwise delays in hours at Safdarjung Intersection

Mode	Delay in hours/per day Safdarjung Intersection
Car	402.71
Bus	79.01
Scooter/Motorbike	255.73
Auto-rickshaw	162.07
Trunk	27.95
Cycle	104.87
Total	1034.34

Table 2

Average delay per vehicle on different approach
arms at Safdarjung intersection

Sl.	Direction of traffic	Average delay per vehicle in seconds
1.	Mehrauli side to INA	43.49
2.	INA to Mehrauli side	49.15
3.	Moolchand side to Dhaula Kuan side	47.20
4.	Dhaulta Kuan side to Moolchand	47.23
5.	INA side to Dhaulta Kuan side	71.00
6.	Dhaulta Kuan side to Mehrauli side	45.00
7.	Moolchand side to INA side	20.17
8.	Mehrauli side to Moolchand side	122.00

Table 3

Net Present value of project
(Rupees in Lakhs)
(Two tier grade separator at
Safdarjung Intersection)

Year	Annualised	Benefit	Discounted at 15%	
			Cost	Benefit
1	250	6	250.00	-
2.	250	-	217.39	-
3.	250	-	189.04	-
4.	250	-	164.38	-
5.	-	285.34	-	163.98
6.	-	319.58	-	158.99
7.	-	357.93	-	154.94
8.	-	400.88	-	150.70
9.	-	448.99	-	147.20
10.	-	502.87	-	143.26
11.	-	563.21	-	139.40
12.	-	630.80	-	135.65
13.	-	706.49	-	132.05
14.	-	791.27	-	128.66
15.	-	886.22	-	125.34
16.	-	992.57	-	122.08
17.	-	1111.68	-	118.89
18.	-	1245.08	-	115.71
19.	-	1394.00	-	112.73
20.	-	1561.83	-	109.75
Total	1000		820.81	2159.33

NPV = 2159.33 - 820.81 = 1338.52

Table 4

Net Present value of project
in Rupees in Lakhs
(three tier grade separator at
Safdarjung Intersection)

Year	Annualised	Benefit	Discounted at 15%	
			Cost	Benefit
1.	375	-	375	-
2.	375	-	326.08	-
3.	375	-	283.55	-
4.	375	-	246.56	-
5.	-	474.86	-	272.90
6.	-	531.84	-	264.59
7.	-	595.66	-	257.86
8.	-	667.14	-	250.80
9.	-	747.20	-	244.98
10.	-	836.86	-	238.42
11.	-	937.28	-	232.00
12.	-	1049.76	-	225.75
13.	-	1175.72	-	219.76
14.	-	1316.81	-	214.11
15.	-	1474.82	-	208.60
16.	-	1652.00	-	203.19
17.	-	1850.02	-	197.86
18.	-	2072.02	-	192.56
19.	-	2320.66	-	187.60
20.	-	2599.14	-	182.65
Total	1500		2131.19	3593.63

$$NPV = 3593.63 - 1231.19 = 2362.44$$

Table 5

Net savings (Rupees in Lakhs)
with two tier system at Safdarjung Intersection

Item	Cost-under present conditions	Cost-after implementation of two tier facility	Net savings
Vehicle operating cost	668.38	661.57	6.81
Travel time cost	697.83	523.30	174.53
Total	1366.21	1184.87	181.34

Table 6

Net savings (Rupees in lakhs)
with three tier system at Safdarjung Intersection

Item	Cost under present conditions	Cost after implementation of three tier facility	Net savings
Vehicle operating cost	668.38	668.06	0.32
Travel time cost	697.83	396.37	301.46
Total	1366.21	1064.43	301.78

Agenda note for the meeting dated 29.7.87 regarding traffic circulation at ISBT of intersections of Raja Garden at Safdarjang crossing and improvement plan of Ring Road and sardar patel Road intersection at Dhola Kuan.

1. Traffic circulation scheme near ISBT at Kashmere gate, Delhi.

The Additional Commissioner of Police (S&T) got a study conducted from the NAITPAC regarding Traffic Circulation and parking plan at Kashmere Gate Delhi. A copy of the recommendation of the NAITPAC is enclosed (Annexure I).

2. Construction of fly overs at Raja Garden and Safdargang crossing with Ring Road.

The improvement of intersections has earlier been discussed in the meetings held on 14.2.87, 10.4.87, 11.5.87 and 16.6.87. The DDA has expressed its views that before construction of any grade separations is contemplated, comprehensive traffic studies should be completed for the entire Delhi taking into consideration, the proposed construction of LRT or Metro and then only planning of three grade separators at Raja Garden crossing and Safdarjang crossing should be undertaken.

The Central Road Research Institute has expressed its view as under :-

1. The proposals as envisaged for the improvement plan are quite elaborate and involve huge investments. As such these proposals should be based on economic evaluation. It must be kept in view that there may be other competing intersections in Delhi which would perhaps benefit more if half of the investment could be diverted to improve those intersections by providing only grade separators for one major traffic flow movement at the above intersection. In any case, it would only be desirable to implement any such proposals in phases.

2. Traffic flow movements at above intersections as they exist and as forecast for the horizon year have not been spelt out. No improvements involving heavy investments such as for the above proposal can be justified without traffic flow analysis. It is to be noted that the right turning movements on all the approaches of this intersections are very heavy and will continue to be heavy and this must be kept in view while developing any proposals for the above intersections.

3. The slip roads provided on all the four arms for the left turning traffic are not justified in any case. The obvious disadvantages of this are that the intersections are becoming unduly large for no obvious use and the proposed pedestrian subway costs are increased substantially without any gain to the road users.

4. Pedestrian circulation system on proposed in the intersection area needs to be reviewed and planned adequately.

The clarifications given by the NAITPAC is enclosed as annexure 1.

Replies to certain observations made by the Central Road Research Institute, New Delhi on proposed improvement plans for the intersections on Ring Road at AIIMS and Raja Garden.

1. With reference to the relative priorities of different intersections requiring improvements it may be noted that unless a comprehensive transportation study is carried out for Delhi it would be impossible to derive intense priorities of such locations requiring improvements. It may, however, be stated that primarily that is an urgent need to improve the intersection on Ring Road at the AIIMS in view of both the traffic volume as well as the functional characteristics (Hierarchy) of the intersecting roads. The ground features surrounding this intersection area are fairly rigid and a long term improvement plan for this intersection has to be necessarily worked out keeping in view the physical constraints imposed by the adjoining landuse. A two level intersection at this point would achieve the objective of safe and efficient traffic operation only to a limited extent and it will not, in any case, be a truly long term solution. Due to site constraints no configuration of a two level interchange would suit the ground and that is why the idea of a three level interchange was introduced. A two level interchange at this location while assuring of a lower resulted in a higher vehicle operation cost and as a long term measure, would have proved to be uneconomical. A three level interchange will definitely be costlier to implement having a two level one but, in the long run this is expected to result in considerable social benefits. As regards, the implementation of this proposal in phases, it would be really difficult to ascertain proper phasing of this change as both the roads are of arterial nature carrying considerable volumes of traffic. Constructional difficulties are also of similar degree on both the exit.

2. Complete traffic surveys were carried out for this intersection. In fact, a plan of this nature can not be drawn up in the absence of relevant traffic data. Perhaps the copy of the plan supplied to the CRRI does not contain the traffic flow diagram which was incorporated in the original scheme. The total volume of peak hour traffic at the intersection is over 11000 pcu's. Interestingly this has remained fairly stable over the last six years (survey as carried out by the NATPAC at this location during 1981 and again during 1987). For projection purposes, however, simple growth factor of 3.5 percent per annum has been considered. Volumes of straight moving traffic on both the arms at this intersection are predominantly high. It is not very correct to state that all the right turning movements are very heavy. In fact, volume of total peak hour right turning traffic at this intersection comes to 2235 pcu's which constitutes little less than 20 percent of the total intersection traffic volume. As against this, total left turning traffic during the same hour comes to 2733 pcu's with very heavy movements being registered as left turns from INA side to Andrews Ganj side. In fact, all the left turns are actually as heavy as the right turns but the impact of the left turns is not felt at the moment because this movement is not subjected to "stop and go" operations.

3. Left turn slips at this intersection were provided in order to cater to the needs of the left turning traffic and with the obvious intention of keeping this traffic away from the traffic rotary (the traffic rotary will cater only to the right turning traffic). This was so done because the volume of total turning traffic during peak hour at the base year itself comes to about 5000 pcu's which is the maximum capacity for a traffic rotary. By segregating the left turns the turning traffic admitted within the rotary would be the order 2300 pcu and this volume can be served with confidence by a traffic rotary.

The apprehension that provision of slip road would render the intersection area a unduly large is rather misplaced. An intersection area is considered to be large mainly in terms of clearance time required by the vehicles to cross the conflicting zone. In this particular case, there will be a major conflict zone and as such the concept of the intersection area being large or small will not be applicable from the point of view of flow of vehicular traffic. However, as correctly pointed out by the CRR, provision of slip roads would increase the length of the pedestrian subways. But, this will be inevitable if adequate provision for signalisation of this intersection has to be built into this scheme. Even otherwise, regarding adequate area at a intersection such as this, is always desirable as the control line in such a case would ensure safe and efficient traffic operation of this location. Various aspects of pedestrian facility at this intersection have already been discussed in detail and it has also been pointed out by the NATPAC that the scheme for safe movement of pedestrians will be finalised only after the study of this aspect.

Sub:- proposed alignment plan of Najafgarh Road from Moti Nagar to Zak-hira.

F.3(103)/43-MP.

The alignment plan of Najafgarh Road from Moti Nagar to Zakhira is prepared in this unit on the basis of fresh surveys supplied by MCD. The R/W of this road as per the zonal development plan of zone G-1 and G-4 is 150 ft. and that of Patel Road is 200 ft. At site, the existing road has two carriageway of width ranging from 10 mt. to 12.3 mt. with 1.3 mt. wide central verge. The electric lighting is provided on the central verge at regular intervals. There are no trees existing within the existing carriageway.

2. While preparing the alignment plan the already existing carriageway have been fully utilised and the central verge is also retained with slight modifications at the intersection. The intersection design of Patel Road with Najafgarh Road has been incorporated in the alignment plan which already stands approved by the Technical Committee in its meeting held on 25.8.87 vide item No.8. Similarly the intersection of Najafgarh Road with Rama Road and the intersection design of Najafgarh Road with Rohtak Road is as per the plan of Zakhira fly over vide Drg. No. DCP-CI-12-82/P-10 which also stands approved by the Authority vide its Resolution No.12 dated 29.3.82.

3. This plan was sent to MCD for examining it from the feasibility point of view. The proposal was put up in the LOSC of MCD and was approved from planning point of view vide item No.409/86 dated 30.12.86. MCD has also furnished the list of affected properties which is as follows:-

Pucca Property	Factory			Shop		B/W & open land of factory.	
	S/S	D/s	T/S	Pucca	T.S.		
3	8	13	17	13	26	27	10

4. The matter has been examined in PPW and they have observed that as per draft PDP-2001 R/W of this master Plan road from Patel Road intersection to Zakira is kept as 45 mtrs.
5. The matter is placed for the consideration of the Technical Committee.

Sub:- Preparation of plans of grade separators at important intersections where by 2010 A.D. traffic load is going to be more than 10,000 PCU's.

F.5(23)/88-MP

Projections of traffic based on 1969 & 1982 have been made for 1995 AD, 2000 AD and 2010 AD of all the important intersections of Delhi of MP roads and found that there are 45 intersections which may require grade separators.

2. Names of the intersections with projected peak hour traffic volume in PCU's have been given under:-

Arterial Road	Intersecting Road	Projected peak hour traffic volumes in pcu.		
		1995 A.D.	2000 AD	2010 AD
Ring Road	i) J.L. Nehru Marg	10,670	12,200	15,200
	ii) Yamuna Bazar Road	8,800	10,028	12,500
	iii) New Daryaganj Road	11,315	12,900	16,100
	iv) Boulevard Road	8,900	10,200	12,650
	v) N.H.24 bypass	-	-	-
	vi) I.P. Marg	14,725	16,800	20,950
	vii) Mathura Road	9,628	10,380	13,687
	viii) J.B. Tito Marg (Moolchand)	16,220	18,500	23,060
	ix) Gurgaon Road (Dhaura Kuan)	11,495	13,110	16,342
	x) Aurobindo Marg	16,430	18,740	23,360
	xi) Rama Road	11,737	13,388	16,688
	xii) Najafgarh Road	17,850	20,350	25,370
	xiii) Rohtak Road	10,940	12,480	15,560
	xiv) Patel Road	9,567	10,911	13,600
	xv) G.T. Karnal Road	13,770	15,700	19,570
Outer Ring Road	i) Lala Lajpat Rai Path (Nehru Place)	7,216	8,230	10,250
	ii) Rama Road	7,218	8,130	10,135
	iii) Rohtak Road	10,662	12,160	15,158
Lodi Road (Inner Ring Road)	Aurobindo Marg	9,110	10,400	12,950
Boulevard Road	B.T. Karnal Road	13,275	15,150	18,875
J.L. Nehru Marg & Asaf Ali Road	i) Netaji Subhash Road	14,820	16,900	21,060
	ii) Ranjit Singh Marg	7,755	8,845	11,020
	iii) Minto Road	9,250	10,550	13,150
	iv) Shradhanand Marg	13,660	15,580	19,420

S.P. Mukherji Marg	Netaji Subhash Road	7,530	8,590	10,710
Netaji Subhash Road	New Daryaganj Road	7,500	8,560	10,675
Chelmsford Road	Qutab Road	11,680	13,320	16,660
D.B. Gupta Road	i) Chitra Gupta Rd.	9,355	10,670	13,330
	ii) Rani Jhansi Rd.	9,710	11,075	13,800
Patel Road	i) Pusa Road	12,166	13,876	17,296
	ii) Rama Road	11,639	13,275	16,548
	iii) Najafgarh Road	10,168	11,597	14,456
Mathura Road	Tilak Marg	13,205	15,060	18,770
Bahadur Shah Zafar Marg.	I.P. Marg	19,580	22,330	27,840
Park Street	Baba Kharak Singh Marg.	10,286	11,730	14,625
Lala Lajpat Rai Path	J.B. Tito Marg (Andreesganj central School)	10,992	12,458	15,528
Rafi Marg	i) Dr. R.P. Marg	9,590	10,930	13,630
	ii) Maulana Azad Rd.	7,835	8,925	11,125
Tolstoy Marg	i) Parliament street	7,495	8,550	10,660
	ii) Janpath	7,110	8,110	10,110
Ashok Road	i) Parliament street	-	11,785	14,690
	ii) Baba Kharak Singh Marg	9,200	10,500	13,075
Janpath	i) Maulana Azad Road	7,255	9,275	10,315
Aurobindo Marg	Prithvi Raj Road	9,065	10,340	12,890
G.T. Shahdara Road	i) Road No.57	8,433	9,620	12,000

3. Approximate cost of these grade separators at 44 intersections may be Rs.440 crores. Physical/fiscal planning may be done @ 2 grade reparators per year at the cost of about Rs.20 crore per annum.

4. The item is placed before the Technical Committee to formulate a view on the subject about system of physical and fiscal planning of grade separator.

Item No.4

Sub:- Change of land use of an area measuring about 6.07 hec. from 'Agricultural Green' to Public and Semi -Public Facilities' Indian Special Inquiries, Vasant Kunj.

F.20(2)/87-MP.

The Authority has approved the change of land use of the above said area vide resolution No.36 dated 27.4.87 (Annexure-D) and the same was referred to the Ministry of Urban Development for the approval of the Central Government under Section 11-A of DDA Act.1957 for issue a public notice for inviting objection /suggestion. The Ministry of Urban Development conveyed the approval of the Central Government vide their letter No.13011/13/87/DDIIA dated 1.1.88.

2. Accordingly, the matter was processed for change of land use under section 11-A of DD Act-1957 and the public notice was issued on 22.2.88 for inviting objection/suggestion.

3. In response only suggestion received from Director PPW- who has suggested that to allot the site to the Indian Institute for Spinal Injuries(Hospital) so near the Monument may not be wise. A Conservation zone near the Monument has been identified and it is proposed to stop any construction/allotment of land in that zone. Various uses surrounding the conservation zone also need to be controlled so that they do not spoil the beauty of the monument and contradict the controls. Keeping the conservation of monument in view and a modification in the land to be allotted to the Indian Institute for spinal Injuries Hospital has been suggested adjustment for the proposed site (Plan laid on table).

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

Sub: Layout plan of gas godowns and SKO/LDO site near Gopalpur Village along road no. 50(NH-2 bypass) F.13(3)87-CRC

1. A Request has been received from M/s. Bharat petroleum Corpn. for allotment of land for gas godown for Dr. Mukherjee Nagar Area. There is no approved gas godown site available in this area. Accordingly, an exercise was done for locating a suitable area for accommodating a cluster of three gas godowns and one SKO/LDO site so that the future demands of the oil companies for the adjoining areas could also be met with.
2. A piece of land was identified between the existing HT lines along road no. 50(NH)-2bypass) and a pathway leading to an existing primary school of MCD in zone C-14, 15. The above said land is a low lying area and partially water logged. The land use of this site is for district parks, playgrounds and open spaces as per MPD'62. It is partially residential and partially green (Distt. park) as per PDP-2001. Subsequently, the site was inspected by Comm. (Plg.) along with Jt. Dir. (CP) and DD (CP) in order to ascertain the suitability of locating the above said sites with regard to the surrounding development, access and other site conditions. The site was considered suitable for the gas godowns & SKO/LDO site. Accordingly, a layout plan accommodating three gas godowns and one SKO/LDO has been prepared. Access to these godowns is proposed by a 9mt. wide road, a separate parking bay has been proposed in this cluster as indicated in the plan. High tension lines are passing on the northern side of these sites which are at a distance of about 12 mt. to 15 mt. from the edge of the gas godown sites. The land for the gas godown & SKO/LDO is in possession of the DDA as per the report of Lands Deptt. After these sites are approved by the Technical Committee of DDA and VC, the respective oil company to whom the sites are allotted will get a NOC from Fire Deptt., Delhi Admn. before the sites are handed over to them by DDA.
3. The case is put up to the Technical Committee for consideration of site no. 1 (red colour) (plan laid on table)

Sub:- Change of land use for land measuring about 6 hecets. located in South of Mehrauli-Mahipal Pur Road, from 'Agricultural Green Belt' to 'Instl.' (Hospital).

F.11(20)/84/Instl. + F20(2)/87-MP.

P R E C I S

INTRODUCTION:

- i. The Indian Spinal Injuries registered under societies Regisyeration Act XXI of 1860 had applied for allotment of land for the purpose of setting up a medical care-cum-research centre to cater the Spinal Injuries cases. The request has been recommended by Deptt . of Health, Delhi Adminis tration vide their letter No.F.6/40/82/M&PH dated 22.11.84.
 - ii. As submitted by the Centre this would be the only centre of its kind to be located in India and is proposed to have linkages not only with various parts of Delhi, but also with the other parts of the Country, and as such, preferred a location near the Air Terminal.
 - iii. The centre had requested for allotment of land of also about 14 hecets. so as to meet their requirements like, paraplegic hospital training and research centre, and housing complex accommodating about 500 dwelling units. It is also proposed to provide facilities of wheeled vehicle training sports, outdoor etc. in the centre.
 - Iv. Keeping in view the special nature of the hospital ratio of staff to patient, mobility of parients, need for horizontal planning viz-aviz verticle planning and other requirements allotment of land measuring 6.07 hecets. has been made in favour of the Centre in the area South of Mehrauli Mahipalpur Road (Plan laid on the table)
2. Location: The land measuring 6.07 hecets. is located south of Mehrauli Mahipalpur Road, East - of Sultan Garhi Monuments and West of Sector D of Vasent Kunj Scheme.

3. Land use: The plot under reference as per Master Plan for Delhi-62 falls in land use Category of 'Agricultural Green Belt' and as per PDP-2001 (as proposed to be modified) in Rural Use Zone.
4. The matter was considered in the Technical Committee meeting held on 19.3.87 and it was stated that the land measuring 6.07 hect. is in the 'Agricultural Green Belt' as per Delhi Master Plan. In PDP 2001, the site is adjacent to the residential area and shown for 'Rural Use' therefore, the proposal for locating a spinal injuries centre on land measuring 6.07 hecets. south of Mehrauli Mahipalpur from 'Agricultural Green' to 'Institutional' is required to be changed. Technical Committee recommended the proposal.
5. The matter is placed before the Authority for its consideration.

RESOLUTION:

The Authority resolved that the change of land use of land measuring 6.07 hecets. allotted to the Indian Spinal Injuries Centre located in South of Mehrauli Mahipalpur Road East of Sultan Garhi Monuments and West of Sector D of Vasant Kunj scheme from 'Agricultural Green Belt' to 'Institutional' as detailed in the agenda item be approved. It further observed that in future plans of the site form part of the agenda item and be attached with the same.

Sub:- Alignment plan of Roshanara Road from its junction with Rani Jhansi Road upto its crossing with Malka Ganj Road near Dina-Ka Talab incorporating all the junctions/intersection designs of 24 mt. and above R/W Roads.

F.5(26)/86-MP
F.5(41)/84-MP.

Alignment plan of Roshnara Road from Rani Jhansi Road to Dina-ka-Talab has been prepared in the following three parts based on the survey supplied by MCD.

- Part-I From Rani Jhansi Road upto the existing rotary near MCD store.
- Part-II From the existing rotary near MCD store upto clock Tower.
- Part-III From G.T. Road intersection (Clock Tower) to Malka Ganj Road crossing i.e. Dina-ka-talab.

The R/W of Roshnara Road as per zonal plan is 24 mt. but the available R/W varies between 24 to 29.6 mt. and certain places it is even more, same is proposed to be retained.

2. This road is an important link for the densely populated colonies of Shakti Nagar, Kamla Nagar, Old Subzi Mandi, Rana Partab Bagh, Gurmandi etc. for going to Rani Jhansi Road, G.T. Road, Boulevard Road, Delhi University area. Apart from this, almost entire stretch of this road has been developed into a shopping belt, causing bottlenecks/traffic hazards at different locations especially near the existing Mata Mandir, Ghanta Ghar and the stretch between Ghanta Ghar and Dina-ka- talab.

3. At present, the carriagewidth in the whole stretch is varying between 5.5. mts. to 14.3 mts. A central verge is in existence in the stretch between Rani Jhansi Road and Roshnara Bagh. With the increase in traffic volume as also of parking requirements along this road, efforts have been made to develop maximum extent of the road R/W for carriageways and parking.

A varying width of 10 mt. to 15 mt. is proposed with a central verge of 100 mt. between Rani Jhansi Road & Mata Mandir. The width of the carriageways will be taken as 10 to 11 mt. and the extra space available will be utilised for parking of vehicles

Sub:- Provision of direct access for DDA SFS scheme at Vijay Mandal Enclave from Mehrauli Road.

F.PA/DD/TT/87/66

1. President vijay Mandal Enclave Residents Welfare Association has requested for a direct access to their colony from Mehrauli Road by linking it with a 9 mt. wide road. There are 220 flats in Vijay Mandal Enclave designed and planned by the Housing and projects Wing of DDA.
2. At present, the access to this locality is through a zig zag road passing by the side of Village Kalu Sarai and Azad Apartments to meet with Mehrauli Road. The other link is through a 9 mt. wide road of Sarpriya Vihar.
3. A direct link of this locality with Mehrauli Road has been indicated in red on the plan placed at flg. 'A' which passes along the boundary of others school and a part of it through private land. This proposed link has been examined by HUPC and they do not have any objection for the same. Land use of the stretch under the proposed road, is partly for institutional & partly for residential use. As per the report of the land section, the land required for the proposed road has been notified and is under section 4, 6 & 17 but the possession has not been handed over by the lands & Building Deptt. It is also informed that a private party has filed a writ against the above said notification and is under process in the legal branch.
4. The case is put up to the Technical Committee for consideration.

The junction and intersection design of 24 mt. and above R/W roads, have been integrated in the plan. Two alternative proposals for Ghanta Ghar crossing have been prepared one by retaining it improving the geometrics and the other by removing it by having a proper signalised intersection.

4 The proposed improvements as suggested above will improve the efficiency of the road and the flow of traffic at the junction/intersections. A darat plan showing the above said proposal with a varying R/W's depending upon the availability of land at different locations was prepared and was sent to MCD for feasibility/comments. The plan was discussed in the layout sub-committee of MCD in its meeting held on 24.3.87 under item no.105/8 and the same was approved from the planning point of view.

5. As per the feasibility report of MCD pucca shops 13 shop cum residences including 5 double storey buildings and 18 other structures are affected in the above said proposal.

6. No earlier approved alignment plan of this road is available either in this file nor as per the plans received from TCPO-

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

Sub:- Alignment plan of road No.28 from its junction with ring road upto the periphery of Vishnu Garden near Raghbir Nagar.

F.5(50)/79-MP.

1. Road No.28 starting from its junction with ring road along the northern periphery of Raja Garden District Centre was proposed to connect outer ring road passing through Vishnu Garden/Khyala unauthorised colonies as per MPD-62. Subsequently, due to the heavy encroachments in Vishnu Garden/Khyala, the said link between Vishnu Garden and outer Ring road has been dropped in the draft PDP-2001 and the same is proposed to join Najafgarh Road in a loop from by Road No.31.
2. In the Technical Committee meeting held on 9.7.87 under item No.2 alignment plan of 30 mt.R/W road No.31 between Road No.28 and Najafgarh Road was discussed and it was decided that in view of a large number of affected structures of transit camp, the link already existing should be retained and properly improved upon and the proposed link be deferred. Now, this road No.28 would be a part of the loop connecting ring road and Rohtak Road through Road No.29, however, road No.28 has been extended upto the periphery of Vishnu Garden in order to facilitate the running of DTC buses to the colony.
3. The R/W of Road No. 28 is 30.48 mt. as per Master Plan/Zonal Plan proposal and the same has been retained in the proposed alignment plan. At present, a two lane undivided carriageway is in existence, widening of the road is in progress. As per the standard cross section for 30.48 mt. road a four lane divided carriageway with cycle tracks on either sides are proposed. Considering the existing/proposed developments along this road i.e. the existing DTC terminal district centre, college, part of Vishnu Enclave, Raghbir Nagar, it is felt

that a six lane divided carriageway be constructed to facilitate proper circulation and free flow of vehicular traffic. Cycle traffic along this road is mainly during the morning and evening peaks and that traffic is not of high intensity as such the cycle track have been amalgamated in the main carriageway. Further, this has been done to avoid the extension of existing plot boundary/encroachments on the cycle tracks especially in the stretch about Raghbir Nagar and for providing wider carriageway for free flow of traffic from the district centre. The junction/intersection design of all 24 mt. and above R/W roads have been integrated with the alignment plan.

4 As per the feasibility report submitted by PWD(DA) 35 trees, 28 telephone poles, 31 electricity poles, 24 semi pucca structures and 21 pucca structures including part of 8 religious structures are affected in the R/W.

5 The case is put up to the Technical Committee for approval of the alignment plan as explained above. The case is not of high intensity as such the cycle track have been amalgamated in the main carriageway. Further, this has been done to avoid the extension of existing plot boundary/encroachments on the cycle tracks especially in the stretch about Raghbir Nagar and for providing wider carriageway for free flow of traffic from the district centre. The junction/intersection design of all 24 mt. and above R/W roads have been integrated with the alignment plan. As per the feasibility report submitted by PWD(DA) 35 trees, 28 telephone poles, 31 electricity poles, 24 semi pucca structures and 21 pucca structures including part of 8 religious structures are affected in the R/W. The case is put up to the Technical Committee for approval of the alignment plan as explained above.

Sub:- Alignment plan of Road No.51 in the extension of ring road (Adjoining Azadpur Subzi Mandi) upto its junction with Road No.50 (National bye pass).

F.5(27)/85-MP.

The above said case was discussed in the Technical Committee-e meeting held on 25.8.87 under item No.3 in which the case was deferred on the request of Dir.(PPW) for studying it in detail.

Comments of Perspective Planning Wing are as follows:-

This link is not shown in the MPD-2001 to avoid the regional traffic coming from G.T. Road on the Ring Road. As the road No.50 provides the direct link to the National Bye-pass (Wazirabad Bridge) and also to the Ring Road for the traffic going to South Delhi. However, if this link is considered necessary by Municipal Corporation of Delhi and the City Planning Wing of DDA, the provision of this link could be considered keeping in view that this may create more problems on Mall Road, Boulevard Road etc.

In case this link is to be constructed, the following points may also be considered along with the preparation of alignment plan for this road.

- i) It will be better that uniform right of way is provided for the complete link.
- ii) There is a level difference between the Ring Road & Road No,50. As most of the development in this area is at the level of Ring Road. It may be difficult to provide proper linkages of the internal road with the proposed Road No.51.
- iii) It will be better if both the inter-sections
 - a) With the Ring Road
 - b) With the road No.50 are also designed with the alignment plan of Road no.50.

From the agenda item placed before the Technical Committee held on 25.8.87 it appears that a number of structures will be affected. This matter needs to be sorted out by MCD and City Planning Wing of DDA.

In case the Technical Committee/Authority agrees for the provision of this road, this may have to be processed as per the D.D. Act (as modified from time to time) for the modifications in the draft MPD-2001 which is already been submitted to the Govt. for its approval.

2. The proposed alignment connects the bypass at the same point where a 30 mt. R/W road also meets the bypass. To avoid two parallel road in such a close vicinity and to provide adequate accessibility to the appoposed district centre in this area, the alignment plan of Road No,51 may be modified as indicated in the plan laid on the table. R/W of the proposed 30 mt. road required upgradation to 60 mt.
3. Agenda note put up to the Technical Committee in its meeting held on 25.8.87.
4. The case is put up th the Technical Committee for consideration of the following:
 - i. Inclusion of this road in the draft PDP-2001.
 - ii. Approved of the modification in the alignment which is marginally modified to keep conformity with the road network proposed in PDP-2001 as well as provide proper access to the proposed District Centre in this area,
 - iii. Proposed 30 mt. R.O.W. road adjoining the Distt. Centre requires realignment at its junction with Road No.51 to form a prpper intersection. As a result of this realignment the sites for District Centre and Facility Centre need re-adjustment (Plan laid on table).

The 30 mt. road sketch between point 'B' and 'C' may be discontinued.

Sub:- Allotment of land for Cooperative Group Housing Society at Bodella to Vik-as vihar Cooperative Group Housing Society Limited.

F.4(385)/80/GH/DDA/Pt.

A request has been received from Sh. S.K. Arora Secretary, Vikas Vihar Cooperative Group Housing Society vide their letter dated 3.9.87 in which they have stated that a land measuring 3.65 acres at Bodella has been taken over by them on 13.11.84 and DDA was supposed to remove this unauthorised temple from their site. Thereofre, they have requested to remove the unauthorised temple existing at site or they may be allotted another plot.

2. The matter was examined in CP Wing and it is stated that a temple was in existence in one corner of the society's land along the 18 mt. wide road as indicated in the plan (laid on table). Society has taken possession of this plot subject to the removal of the said encroachment. Jt. Director(CP) stated that the removal of the religious encroachment may take considerably long time and accordingly, the site was got surveyed for making suitable modifications/readjustment in the allotted plot.

3. As per the survey report, the area under the existing temple works out to 329.52 sq. mtrs. Further as the temple is placed in an angular directions, an area of about 1922.40 sq. mt. has to be set aside to give proper demarcation for the society's plot. The land use of this 1922.40 sq. mt. area may be proposed as green so that it will merge with the following green. However, equivalent area for the society has been taken from the green belt on the rear side of the plot as indicated in the plan (laid on table) Therefore, land use calculations for this layout remain unchanged.

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

Sub:- Utilisation of premises No. B-7/18, Safdar-
jang Exta. Residential Scheme.
F.40(4)/81-LAB.

In pursuance of the decision of the Central Government to resettle persons whose houses were demolished during Emergency, at their original places, applications were invited from affected persons of Arjun Nagar which is one of the areas where Govt. has made commitment to resettle the evictees. The intimation of the Govt. was to restore status quo ante demolition. It was proposed that persons whose lands were not acquired but whose houses were demolished be given plots on free hold basis in exchange of their land.

2. On 22.9.1958, an offer was sent to Smt. Ram Dulari Joshi for allotment of an alternative plot measuring 200 sq. meters in lieu of an area measuring 306 sq. yds. claimed by her. Subsequently it was noticed that the documents purporting to the ownership of the land only one duly registered in which the area has been mentioned 227.00 sq. yds. The sale deed was in the name of Sh. Rattan Chaud, husband of the applicant, Smt. Ram Dulari Joshi. There were no documents showing the transfer of land in the name of Smt. Joshi. The applicant had raised certain objections to the offer made to her and has asked for some clarification.

3. There was a contempt case pending in the Delhi High Court which has been filed by the applicant against the officers of the D.D.A. and a suit for recovery of damages had also been filed by her. In the interest of the D.D.A., it was thought to arrive at a compromise with Smt. Joshi and the matter was brought to the kind notice of Lt. Governor, Delhi. With the approval of Lt. Governor, Delhi vide his order dt. 28.3.81, Smt. Joshi vide this office letter No. PA/DD(NL)/3 dated 10.3.81 was informed as under:-

* It has been decided to allot you a residential plot in B-7 Extn., Safdarakang Residential Scheme measuring 260 sq. meters in exchange of your land of the same size falling in Khasra No. 635/69, 636/69 & 637/69 of village Hamayunpur. The other terms & conditions of allotment are given below:-

1. You would be required to pay development charges at the rate of Rs.27/- per sq. meter. This amount will be subject to necessary adjustment after the completion of works.
2. As desired by you, you may salvage the usable material so that the malba may be removed from the site.
3. You are advised to submit the building plans to the Building Section of D.D.A. Your request for use of the part of the building for commercial purposes will be examined as per policy of the D.D.A. after completion of the building at the relevant time.
4. Mrs. Ram Dulari Joshi has made a representation dated 16.7.87 that she was already having commercial use of her old house No.33-C, Arjun Nagar before coming into existence of Master Plan for Delhi and it was illegally demolished by the Delhi Development Authority. According to her, she was allotted present plot No.B-7/Extn./18, Safdarjang Residential Scheme on the 'AS IS AND WHERE IS BASIS' of the her old plot. She has constructed and completed the building on the aforesaid plot and has also filed photostat copies of Form C & D which was obtained from the Building Department DDA. She has also stated that she has taken huge loans from Co-operative & Banks and various other sources and in order to enable her to repay the loans and as per D.D.A. assurance she has re-iterated her request for being allowed use of the basement and ground floor of the building for commercial purposes.
5. The matter has been looked into from land use point of view. Director(DC&B) has observed that as per D.D.A. Resolution No.7 dated 20.4.76, the owner can use only upto 35% of the covered area or 500 sq. feet which over is less under professional category. If ground floor is allowed for commercial purposes, then the land use will be changed in the layout plan/zonal development plan of this area under Section 4(A) of Delhi Development Act, 1957.
6. The matter is placed before the Technical Committee for consideration.

Sub:- Approval of set back cum Structure plan
Mandawali Fazalpur Group Housing Societies Area.

F.R.5(5)/84-Dir, (CP) Pt-III

The lay out plan/ structure plan of Mandawali Fazalpur complex of cooperative societies along with extended area was approved by VC/DUAC. Lands to 114 cooperative group housing society have been allotted /handed over/ houses constructed in this complex. In the lay out plan the provision of various community facilities such as primary School, higher secondary schools, parks, open spaces, and health centres etc. has been made, as per details given below:

Community Facilities	No of sites.
1. Hr. Secondary School	4
2. Primary Schools	5
3. Health centre	1
4. Small Hospital	1
5. Telephone exchange	1
6. Electric sub station site	1
7. Parks & open spaces	2
8. Telephone exchange	1
9. Police Post	1
10. Religious	1
11. Community centre	1

Most of these sites earmarked for facility have been encroached upon by unauthorised construction. Removal of encroachments from R/W from major roads and community facility has been discussed in various meetings but no action has been taken. Most of these societies have not taken up construction of flats and in a number of cases societies have completed construction of flats and therefore, community facilities will be required to cater to the needs of population. Societies have represented for provision of such facilities on priority basis.

3. For making provision of water supply in this complex a community centre site earmarked in the lay out plan was found suitable for provision of under ground water storage tank and therefore, the site of community centre is being utilised for this purpose.

4. In addition to above sites for telephone exchange, police station, DESU, Delhi Administration small hospital etc were allotted land in the Karkardooma institutional area on the basis of a plan prepared by DDA in 1984 but subsequently in 1987 it was decided to recast the plan keeping in view that area for LRT terminal is required. Thus only a small strip of land available for carving out plots for small institutions. Allotments to other institutions were cancelled due to non-availability of plot and it was decided that alternate allotment to these institutions be made in the near by areas.

5. A piece of land, measuring 25.8 hect. in the adjoining area is earmarked for truck terminal as per PDP-2001 and it was also marked for transportation (truck terminal) in the draft zonal development plan on the basis of MPD-1962. A distance of 2.5 km. on the same highway no.24, BP Govt. is developing a large size truck terminal named SAARTHI in an area of about 120 hect.

6. Thus the site marked for the same purpose in U.T may not be necessary. A layout plan has, therefore, been prepared by City Planning Wing for this area for utilization it, for providing community facility and institutional plot as per the details given below;

Total Area		25.80 Hect.
Educational Facilities	3 H.S Schools 6 P. Schools	6.90 hect.
Community facilities like (police stn. Fire stn. Small hospital, P&T Deptt., Health Septt. DEIDC etc.		5.05 hect.
Park		4.71 hect.
Circulation		4.24 hect.
cultural		6.8 hect.

7. For utilization of this land this will require change of land use of this pocket. The case was examined by PPW and observed that the facilities in fact should form part of the residential area. The truck centre would be required to cater to the whole sale market proposed in the adjoining area. As such it is suggested that there should be change of land use for this area.

8. The case is placed before the Technical Committee for co-nsideration.

Sub:- Permission to use extra Power Load upto the extent of 50 H.P. Electric connection on plot no.1/37, Kirti Nagar, New Delhi.

F.3(15)/88-MP.

Smt. Nawant Kaur Prop. has forwarded a proposal regarding permission to use extra Power Load up to the extent of 50 H.P. Electric connection on plot No.1/37 W.H.S. Kirti Nagar, New Delhi.

2 The matter has been discussed in the I.P.C. Meeting held on 10.5.88 in the room of Director(CP) and it was observed that the Technical Committee meeting held on 29.8.69 recommended and decided that there would be no objection to a saw mill with a power load up to 10 H.P. in Kirti Nagar ware-housing area. In August, 1985 in one case permission was granted for extra power load up to the extent of 50 H.P. on plot No.204-A Kirti Nagar, ware-housing scheme.

3. In the I.P.C. meeting of 10.5.88, it was further recommended that the case of additional power load may be placed before the Technical Committee with the recommendation that there should not be any ban on power load in approved Industrial Ware-housing areas subject to the following conditions:

- i. Trade as permissible in the scheme is not changed.
- ii. Occupancy certificate has been obtained by the unit.
- iii. There is no addition to the permissible floor space.

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

Item No. 2

- 26 -

Sub: DESU - Policy regarding power demands for Delhi-2001.

F.16(24)/88- MP.

Draft Master Plan for Delhi Prospective-2001 in consultation with Delhi Electric Supply Undertaking has worked out the demand of power for Delhi as 4000 MW for the year 2001. To meet this targeted demand a comprehensive detailed power distribution network needs to be worked out incorporating the existing level of facilities. This would involve setting up of new electric substations & tower lines as well as augmentation of some of the existing substations/lines.

2. In view of advancements in technology world over on one hand & increasing competitive demand for the developed urban land in Delhi on the other, it may be justified in long term that the land utilisation is optimum i.e. norms/standards for the non remunerative uses be stringent. Land allotment to the electric substations & set backs for power lines be no exception in this regard.

3. The generation and bulk distribution of power in Delhi is the responsibility of DESU. Hence normally DESU prepares details regarding the likely power demand of an area, need of requisite type of electric sub station, its location & further distribution pattern within the area. These are then submitted to the DDA for issue of no objection & allotment of land.

4. Based on the experiences of examining these cases from the planning point of view in DDA, following are some of the observations which require consideration:

With the increasing growth of urban population in Delhi and pressure on developed land for residential, commercial, industrial & similar other activities, DDA continues to receive request from DESU & NDMC for allotment of land for electric substations and approval of route alignment/ tower lines for distribution electricity. Examination of these requirements

have revealed that:

- (i) The basic norms/standards for arriving at the land requirements are difficult to examine and suggest modifications .
- (ii) Certain details like safe distance between two power lines, minimum width of a pylon/tower, possibilities of erecting double or, multi circuit lines, evaluation of cost-economics of providing under ground/overhead lines etc. are not scientifically analysed
- (iii) The basis of doing the load calculations and arriving at the number of substations required .
- (iv) The Proposal are generally piecemeal when they are submitted to DDA and therefore, while examining from the planning point of view full justice is not always possible.

5. Keeping all these in view it is suggested that the Technical Committee may consider & approve creation of committee which may go into the details of these issues. In this committee electrical engineers from DESU, NDMC, & DDA, academicians from I.I.T. Delhi/Delhi College of Engineering, Govt. representative from General Electricity Authority (EEA) and NTPC & engineers from at least two State Electricity Authorities / Boards may be considered as members. The committee would be chaired by the Commissioner (Plg.) DDA.

Sub:- Allotment of land to D.E.S.U. in Gazipur for establishing 220 KV. Grid Station.

F.9(3)/88/RYA

The Hon'ble Lt. Governor, Delhi, visited Cooperative Group Housing Societies Complex, Chilla Dallupura on 20.6.88. The matter of electrification of the area, South of Hindon cut and adjoining areas including Manawali Fazalpur Complex of Group Housing Societies was discussed with the D.E.S.U. officials in detail. After detailed discussion, it was decided that for establishing 220 KV grid station, a site may be allotted to D.E.S.U. in Gazipur area.

2. In the layout plan of area, South of NH-24, East of Gazipur Cattle Dairy Farm, a site has been earmarked for 66 KV Electric Sub-Station. It was proposed that this site could be enlarged and permitted for establishing 220 KV grid station. It was decided that the site shall be finalised after joint inspection by DESU officials and DDA officials.

3. Subsequently, the site has been inspected. D.E.S.U. authorities proposed a change in location of the site to an adjoining area on the grounds that it will be economical to have necessary connections from the H.T. Line passing through the site. However, on site inspection it was observed that the alternative site proposed by DESU is full of green trees and is partly earmarked for cemetery. Under the circumstances it was not found feasible to change the earlier site. These two sites are shown at 'A' & 'B' respectively on copy of the plan enclosed.

4. Land use of the site as per Master Plan for Delhi 1964 is agricultural green and as per draft 2001 is recreational. The area to be allotted for 220 KV grid station is 4 hac. approximately.

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

Sub:- Laying of 1500 mm dia PSC main by W.S.& S.D.U. at Indira Vihar.

File No. PA/Jt. Dir. / (Plg.) 88/98

Water Supply and Sewage Disposal Undertaking vide their letter dated 29.3.88 has stated to lay 1500 mm dia PSC line, which is to be continued from Mukherjee Nagar to Indira Vihar and is to further pass through the open land lying between Indira Vihar and B&C DTC Depot. The land between Indira Vihar and DTC depot vests with DDA and as such permission is sought to lay the line in the area under the management and control of DDA.

2. The case has been examined and found that the lines can be laid along the park and the road between Indira Vihar and DTC depot. Executive Engineer, Water Supply and Sewage Disposal undertaking has also undertaken to repair the damage of park area if any in the process of laying the water lines.
3. Director (Hort.) has also issued No Objection for laying the water lines along the park.
4. In view of the position explained above, the case is placed before the Technical Committee for its consideration for laying the 1500 mm dia PSC lines in the portion of B&C marked on the copy of the plan placed a flag 'X'.

Sub:- Allotment of gas godown site to BPCL for distributorship to Sh. P. Murli for the area in Gandhi Nagar.

F.13(74)/87-CRC/DDA.

BPCL vide their letter dated 3rd August, 1987 had requested for allotment of site for LPG storage godown at Gandhi Nagar (Trans Yamuna Area) for Shri P. Murli.

2. This case was earlier examined considering the non-availability of any site in Gandhi Nagar area, the possibility of providing a site in nearby areas like Geeta Colony, Kundan Nagar etc. was explored. One vacant pocket was identified behind the Flood Control Office in Geeta Colony area. Two Gas Godown sites and 2 SKO/LDO sites were proposed on the vacant pocket after incorporating the master plan/ PDP-2001 proposals (Page-10/n). However, as per the report of DLM the land which falls in kh. 38 & 14 is under stay as per the court order.
3. Alternatively, a vacant pocket in Laximi Nagar Complex near the Bundh Road has been identified for providing gas godown. Two gas godowns have been proposed which will have access from the 13.5mt. road. One 9mt. wide road has been proposed to have an excess from the existing road. The land use of the proposed site as per PDP-2001 is district park. The land is lying vacant. As informed by the lands Department Field staff, the site under reference is acquired. These gas godowns are proposed about 30m away from the existing residential structures. The proposal is shown on the copy of Development plan of Laximi Nagar Complex (Laid on table).
4. The case showing the proposed 2 gas godown sites on the copy of layout plan is put up to the Technical Committee for consideration.

Sub:- Route Alignment & Location of proposed electric sub-stations (ESS) 220 KV & 66 KV within the area covered under F 19 & F.7 (part) & its vicinity.

File No. F.6(6)/83 MP
 + No. F.6(2)/87-MP
 + No. F.6(26)/85-MP.

Executive Engineer, DESU vide letter No.XEN(PL IV)/ 121A/ 462 dated 18.8.87 had submitted a proposal regarding the approval of 66 KV tower line between 66 KV existing Mathura Road (ESS) upto the 66 KV ESS in the Mohan Cooperative Industrial Area (under construction- not approved by DDA). The proposal was in fact put up for the approval of only two missing links one near proposed 66 KV ESS No.5 and the other from BTPS to the newly coming up 66 KV ESS at Mohan Co-operative Industrial area, as the rest of the route is stated to have already been approved. The case was put up in File No.6(6)/83-MP & 6(2)/87-Mp & dealt earlier by the City Planning Wing.

2. The case regarding the setting up of 5 nos. 66 KV ESS in the Mehrauli Mahipalpur Complex along with HT. lines approved by the Technical Committee as item No. 15 in its meeting held on 17.10.85 and later on allotment of a site for 220 KV ESS in Sarita Vihar was approved by the Technical Committee as Item No. 14 in its meeting held on 31.12.87. The case was dealt in the File No.6(26)/85-MP. Due to revision in the sketch plan of the Freight Complex & D.E.S.U.'s proposal of shifting the existing 220 KV line, the proposal was once again referred to PPW in the same file.

3. These proposals submitted by DESU were in the form of isolated cases which were being dealt in separate files. When these were referred to PPW it was felt that these may be better examined if they are dealt in an intergrated manner. Two meeting were therefore, organised by PPW with the officials of DESU & representatives of City Planning Wing and the master Plan Section. During the meetings it was conveyed to DESU that

the details regarding the existing and proposed power distribution system of DESU for the entire area (F. 19 & F.7 (part) and its immediate vicinity) be identified/worked out as per the land-uses proposed in the draft MPD-2001 and be submitted to DDA for approval.

4 DESU vide letter No. XEN No.(DC IV)/114/100 dated 5.5.88

submitted a revised proposal in this regard. The PPW has following observations on the proposal submitted by DESU.

- (i) 66 KV line between existing 66 KV ESS (Mathura Road) & proposed ESS No.2 would be taken in the green strip outside of the road right of way.
- (ii) 66KV line between proposed ESS No. 2 to the 220 KV ESS (Madanpur Khadar) would run in the green strip proposed as per the sketch development plan for F.19 & F.7 (Part) prepared by PPW.
- (iii) 66 KV & 220 KV Ht. Lines between 220 KV ESS (Madanpur Khadar) and 66 KV ESS (No.4) and BTPS would run in the green strip between Agra Canal & NH2. (By pass) proposed as part of the Development plan for F.19 & F.7(part) prepared by PPW.
- (iv) 66KV line between 66 KV ESS No.5 & 220 KV ESS (Madanpur Khadar) to be provided in the road right of way as per the standard cross section for 60 M road r.o.w.
- (v) 220 KV connection between the existing 220 KV line & 220 KV ESS (Madanpur Khadar) to be provided in the green strip outside the road r.o.w. (North side).
- (vi) 66 KV line between existing 66 KV ESS (Mathura Road) & 60 KV ESS Mohan Co-operative Industrial Estate to be provided entirely underground alternating. The DESU may explain the route through the built up areas etc.
- (vii) 66 KV line between the existing 66 KV ESS (Okhla Ph-I) and the 66 KV ESS (Mohan Co-operative) to be laid on the existing tower of 220 KV or to be provided under ground.

(viii) 66 KV line between 66 KV ESS (No.3) be provided along the railway track.

(ix) Status of (a) 66 KV line joining 66 KV Okhla Ph-I and proposed 66 KV ESS No.5 (b) Existing 66 KV line from 66 KV ESS at CRRI to the proposed 66KV ESS (No.2) and (c) exact location of 220 KV ESS, Mehrauli; which have not been indicated on the proposal of DESU be marked on the plan. Once these are shown there is a likelihood of modifying the proposed power network.

(x) DESU has not indicated any details regarding the location size and height of pious proposed for 66 KV and 220 KV HT Lines. The same would require to be specified by DESU.

(xi) The safe minimum clearance between 66 KV & 220 KV Needs to be stated by DESU. Also an undertaking to be submitted by DESU that all the existing 33 KV lines will be removed by them once all the proposed 66 KV network is activated.

(xii) The sizes of the proposed 66 KV sub-stations would be about 120x90 sq. mt. as per the standards worked out during the preparation of draft MPD-2001.

(xiii) All the proposed power network would be subject to the clearance from the Delhi Urban Arts Commission.

All the proposals indicated as observations (i) to (viii) have been marked on the plans by the PPW and are laid down before the Committee.

5. With the observations of PPW the matter is placed before the Technical Committee of DDA for consideration.

Sub: Layout plan of gas godowns and SKI/LDO site near Gopalpur Village along road no. 50(NH-2 bypass) F.13(3)87-CRC

1. A Request has been received from M/s Bharat petroleum Corpn. for allotment of land for gas godown for Dr. Mukherjee Nagar Area. There is no approved gas godown site available in this area. Accordingly, an exercise was done for locating a suitable area for accommodating a cluster of three gas godowns and one SKO/LDO site so that the future demands of the oil companies for the adjoining areas could also be met with.

2. A piece of land was identified between the existing HT lines along road no. 50(NH)-2bypass) and a pathway leading to an existing primary school of MCD in zone C-14, 15. The above said land is a low lying area and partially water logged. The land use of this site is for district parks, playgrounds and open spaces as per MPD'62. It is partially residential and partially green (Distt. park) as per PDP-2001. Subsequently, the site was inspected by Comm. (Plg.) along with Jt. Dir. (CP) and DD (CP) in order to ascertain the suitability of locating the above said sites with regard to the surrounding development, access and other site conditions. The site was considered suitable for the gas godowns & SKO/LDO site. Accordingly, a layout plan accommodating three gas godowns and one SKO/LDO has been prepared. Access to these godowns is proposed by a 9mt. wide road, a separate parking bay has been proposed in this cluster as indicated in the plan. High tension lines are passing on the northern side of these sites which are at a distance of about 12 mt. to 15 mt. from the edge of the gas godown sites. The land for the gas godown & SKO/LDO is in possession of the DDA as per the report of Lands Deptt. After these sites are approved by the Technical Committee of DDA and VC, the respective oil company to whom the sites are allotted will get a NOC from Fire Deptt., Delhi Admn. before the sites are handed over to them by DDA.

3. The case is put up to the Technical Committee for consideration of site no. 1 (red colour) (plan laid on table)