

URGE

MINUTES OF
TECHNICAL COMMITTEE
HELD

दिल्ली विकास प्राधिकरण

अनुभाग Master Plan

विषय संख्या F. 1(14)/89-MP

7

दिप्कणी

पत्र-व्यवहार

विषय

Draft minutes of the Technical
Committee meeting held on 27.3.89

पिछले संवर्ष

बाब के संवर्ष

विषय (योजना) कार्यालय
संख्या सं. F.V-15
दिनांक 3/4/89
2- (D/P)
3/4

विषय (योजना) कार्यालय
संख्या सं. F-60
दिनांक 29/3/89
VC
3/3

विषय संख्या सं. 682
दिनांक 28/3

DD(MP)
4/

Minutes of the meeting of the Technical Committee held on 27.3.89 at 9.30 A.M. in Conference Hall, Vikas Minar, DDA, New Delhi.

Item No.73

Sub : Route approval for the 33KV o/h cum feeder from
(i) Patparganj 220/33 KV to Preet Vihar station
(ii) Loop & Loop out in existing Patparganj road
Shahdara feeder at Preet Vihaar.
F9(8)89-TYA.

The case was discussed and it was observed that there is a sub-way proposed at the Patparganj road through which the route alignment is proposed and also at Vikas Marg, IRT is to come which has to be kept in view. It was, therefore, decided that the alignment plan as proposed is approved subject to the following:

- i. It should pass through service portion of the sub-way.
- ii. It should go into the services part of the ^{Road} ~~sub-way~~ section.

Item No.74:

Sub : Development of 11 KV ESS at Cooperative Group Housing Societies, Chilla Dallupura.
F3(12)88-TYA.

The proposal of 11 KV electric sub stations as identified in the plan, was approved.

Item No.75:

Sub : Provision for the site office building for Chief Engineer (EZ) in Institutional area Karkardooma in Trans Yamuna Area.
F3(3)88-TYA.

The case was discussed in detail and it was desired that the case be discussed in a sub-committee before putting to the Technical Committee.

Item No.76:

Sub : Denotification of DDA Development Area No.120.
F4(1)77-UVC.

It was explained that the land under reference is with Ministry of Defence and the built-up area falling ^{there is no land under DDA for development} within this ~~area~~ ^{is} under the control of MCD. Since there is no other vacant land, it was decided that this area be denotified.

Item No.77:

Sub : Intersection design of Road No.57 and Vikas Marg
in Erans Yamuna Area.
F5(17)87-MP.

The case was discussed and it was observed that there is an existing pipeline, running above the ground level at the corner beyond the property lines. It was, therefore, decided to approve the proposal subject to modification of the slip road and to stop the service roads upto the pipelines.

Item No.78:

Sub : Grade Separator proposal on Ring Road-Rohtak Road
Intersection (General Store Crossing).
F5(9)89-MP.

The case was explained by Sh.Sanyal of NATPAC and it was observed that there is a heavy right turning traffic at this crossing. The proposal was discussed in detail and it was desired that it should be brought to the Technical Committee again with model and also with the modification to integrate the pedestrian movement.

Item No.79 :

Sub : Grade separator proposal near Safdarjang Hospital.
F5(7)87-MP.

The proposal, which was discussed in the Special Meeting, was agreed to by the Technical Committee subject to the petrol pump near the intersection on Aurbindo Marg be also resited.

Item No.80

Sub : Widening of 60' wide road in Hauz Khas Colony linking
Baldev Saxena Marg and the road leading to ASIAD Village.
F4(38)A/Dir.CP

The proposal put up was approved.

Item No.81

Sub: Provision of direct access for DDA SFS Scheme at Vijay
Manial Enclave from Mehrauli Road.
F.PA/DD/Tt/87/66.

The proposal was discussed and it was pointed out that there is a stay on some portion of the land ^{falling} under the proposal. It was, therefore, decided to approve the proposal ~~to see~~ in principle subject to that the proposed alignment ^{shall} mainly passes through the acquired land ^{and}. Also the proposed R/W be increased from 9 mt. to minimum 10 mts.

Item No.82:

Sub : Allotment of land for Police Post at Baba Kharag Singh Marg.
F8(2)81-MP.

The layout plan as put up to the Technical Committee was approved along with the proposal of location ~~to~~ two taxi stands in the strip of the land behind the petrol pump.

Item No.83

Sub : Resitment for objectionable petrol pump-National Service Station 'H' Block, Connaught Place.
F7(29)66-MP.

It was desired that the case be discussed in ^{the} a sub-committee to formulate a policy regarding dealing with such cases and then ~~it~~ should be brought before the Technical Committee.

Item No.84

Sub : 3 acres from 'recreational use' to 'institutional' for Krishna Consciousness Glory of India at East of Kailash.
F20(18)87-MP.

The objections raised by Addl.Chief Architect were discussed and it was decided that Addl.Chief Architect (Sh.Bhatia) should do a site inspection and submit a detailed report, giving suggestions about approach to the plot and the set-backs etc.

Item No.85

Sub : Change of land use of an area 3.44 acres from 'District Parks and Open Spaces' to 'Residential' in Zone G-17, Paschim Puri.
F20(13)87-MP.

~~The Technical Committee discussed the case of change of land use of the plot under reference and desired that Commissioner (Plg.), Chief Engineer (West Zone) and Director (Horticulture) should submit a report about the utilization of this plot. As there is no land to be earmarked for green use in New of this plot - in the vicinity of this area, it was decided that this matter should be brought again before the T/Committee when C&W is present.~~

Item No.86

Sub : Change of land of an area of 33 acres of land acquired for new Grain Market at Narela.
F20(27)86-MP.

The details ~~were~~ ^{were} discussed and it was observed that the proposal needs further study and therefore decided that a proper scheme with models etc. should be submitted for the consideration of the Technical Committee.

Item No.87

Sub : Scheme for resettlement of Village Nangal Devat.
PA/Jt.Dir.(Plg.)83/1/65.

The detailed scheme was approved subject to that in the cluster ~~and~~ smaller plots also consolidated open space be provided.

Item No.88

Sub : Regularisation of Shiv Mandir at Kirti Nagar Warehousing Scheme.
PB(13)85-Instl.

The regularisation of Shiv Mandir as proposed in the agenda item to the extent of 384.64 sq.mtr. was approved; ^{and} balance area be utilised for facilities.

Item No.89

Sub : Route alignment and location of proposed electric sub-station (ESS) 220 KV and 66 KV within the area covered under Zone F-19 and F-7 and its vicinity.

After detailed discussion, it was decided that Commissioner (plg.) may call a meeting with DESU Officers and finalise the proposal.

Item No.90

Sub : M/s.Ram Ice Factory, Plot No.4-A Pusa Road, New Delhi.
S/5(258)/47-OSB.

The case was discussed keeping in view the background of other ice factory cases on similar situations, both ^{falling} in L&DO and other areas. It was observed that the ice factory which was located in L&DO area had a perpetual lease for commercial use and, therefore, Govt. of India changed the land use of this plot to commercial purpose. ~~In other similar cases, ice factories relocated elsewhere,~~ ^{It} was observed that the lease in the present case has already expired and this land is proposed to be utilised for a higher secondary school which is an essential community facility for this area. The Technical Committee, therefore, did not agree for utilisation of this plot for residential use.

Item No.91

Sub : Proposal for construction of National Museum of Natural History at Delhi.
F3(99)/77/MP.

The Technical Committee discussed the proposal submitted by the Govt. of India; Ministry of Environment and Forest for the construction of a building for Natural History in the vicinity of Zoological Park, on ^{the} site located between Mathura Road and Zoological Park. After considering the various alternatives, the Technical Committee was of the view that the proposal indicated in blue lines

(alternative 3) may be considered subject to (a) that the portion of the proposed construction inside the zoological park may be readjusted in such a way that it may not infringe the boundary of zoological park so as to avoid cutting of existing trees along the boundary b) that the proposed structure should confine within the line of the existing building (entrance hall) to zoological park so that the area used for parking may not be disturbed (c) that the height of the proposed building/structure remains below 103 mt. level (Mathura Road level is 100 mtr.) and the top of the structure be developed as green area with proper landscape and (d) all the existing trees, which are likely to be cut, should be indicated with full details.

S. S. S.

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

Agenda for the meeting of Technical committee to be held on 27th March, 1989 at 9.30 a.m. in the Conference Room of Delhi Development Authority, 5th floor, Vikas Minar, IP. Estate, New Delhi.

<u>S.NO.</u>	<u>Item No.</u>	<u>Subject</u>	<u>Page No.</u>
1.	73	Route approval for the 33 KV o/h cum feeder from (i) Patparganj 220/33 KV to Preet Vihar stn. (ii) Loop & Loop out in existing patparganj Road Shahdara feeder at Preet Vihar. F9'(8)89-TYA 932 MP	1
2.	74	Development of 11 KV ESS at Co-op. Group housing Societies, Chilla Dallupura. F3(12)88-TYA 931 MP	2
3.	75	Provision for the site office building Chief Engineer (EZ) in Institutional area Karkarduma in TYA. F3(3)88-TYA 915 MP	3 to 4
4.	76	Denotification of DDA Development Area no. 120 F4(1)77-UVC 951 MP	5
5.	77	Intersection design of road no. 57 and Vikas Marg in TYA. F5(17)87-MP	6 to 7
6.	78	Grade Separator proposal on Ring Road Rohtak Road intersection (General Store crossing) F5(9)89-MP	8 to 11
7.	79	Grade separator proposal near Safdarjung Hospital. F5(7)87-MP	12 to 14
8.	80	Widening of 60' wide road in Haus khas colony linking Baldev Saxena marg and the road leading to ASIAD village F438-A/Dir.(CP) dt. 11.3.88	15
9.	81	Provision of direct access for DDA SFS scheme at Vijay Mandal enclave from Mehrauli F.PA/DD/TT/87/66 729 MP	16
10.	82	Allotment of land for police post at Baba Kharag Singh Marg. F8(2)81-MP	17 to 18
11.	83	Resitement for objectionable Petrol pump National service station H Block Connaught Place. F7(29)66-MP	19 to 20
12.	84	3 acres from "recreational use" to "Institutional" for Krishna Conscious glory of India at East of Kailash. F.20(18)87-MP	21 to 22
13.	85	Change of land use of an area 3.44 acres from "Distt. Parks and open spaces to "Residential" in zone G-17 Paschim Puri F20(13)87-MP	23 to 24

14. 86 Change of land use of an area 33 acres of land acquired for new Grain Market at Narela F20(27)86-MP 25 to 26
15. 87 Scheme for resettlement of village Nangal Deval PA/Jt.Dir.(Plg.)88/1/65 27
16. 88 Regularisation of Shiv Mandir at Kirti Nagar warehousing scheme. F8(13)85-Instl. 28
- 89 Route alignment and location of proposed Electric sub-station(ESS) 220 KV and 66 KV with in the area covered under zone F-19and F-7(Part) and its vicinity.
F.6(6)/83-MP.

Sub: Route approval for the 33 KV O/H dum feeder from
(i) Patparganj 220/33 KV to proposed Preet Vihar S/Stn.
(ii) Loop in and loop out of existing Patparganj G.I.
Road Shahdara feeder at Preet Vihar S/Stn.
F.9(8)89-TYA.

Executive Engineer (Plg.I) DESU in his letter no.
XEN(PL-I).2/111/73 dt. 16.5.88 has requested for the route
approval for the 33 KV O/H dum feeder from (i) Patparganj
220/33 KV to proposed Preet Vihar S/Stn. (ii) Loop in and
loop out of existing Patparganj G.I. Road Shahdara feeder at
Preet Vihar S/Stn.

The case has been examined with respect to standard
road cross section and it is observed that the proposal is
with the conformity of standard road section. We may not
have any objection in approving the proposal as mentioned
on the copy of the plan placed at flag 'A' subject to slight
modifications that loop in and loop out arrangement as shown
in the drawing no. '13-4096 shown as cross section 'H-H'
in the drawing. The said arrangement should be provided
along one side of the road as the proposed road is 80 ft.
wide.

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

Sub:- Development of 11 KV ESS at Co-operative Group Housing Societies, Chilla Dallupura.

F-3(12)/88/TYA.

S.E. (E), Circle-III, DDA vide his letter dated 22.4.88 informed that the DESU has demanded 16 sub-station sites for the entire complex of south of Hindon cut. Out of the 16 sites 5 sites are falling in the area Kondli Gharoli Complex. Therefore, he has requested for finalising the location of remaining 11 sub-station sites in the co-operative Societies complex of Chilla Dallupura.

2. The case has been examined. As per the approved plan of Chilla Dallupura CGHS complex there are four electric sub-station sites earmarked in the plan. Out of which one ESS site is not available due to the existing MCD Effluent Channel. The case was discussed under the chairmanship of V.C., DDA on 26.7.88 in which it was explained that as per norms of PDP, six sites would be required for this complex. This case was again discussed in the meeting under the chairmanship of Commissioner (Plg.) as a follow up action of the minutes of the meeting held on 26.7.88, where the representatives of DESU were also present. It was agreed that nine sub-station sites of 11 KV would be sufficient to meet the requirement of Group Housing Societies in this area. These sites have been identified and approved by the V.C., DDA on 31.7.88 subject to clearance of Technical Committee plan laid on table.

3. In the subsequent discussions with DESU and S.E. (E), DDA it was felt that at least one site would be required in Block A of the complex also. V.C., D.D.A. has approved nine sites for ESS in Chilla Dallupura Complex. It was agreed that out of 9 sites approved would be handed over in Block B & C and one would be handed over in Block A.

4. The proposed has been marked on copy of the plan (placed on table).

5. The case is submitted for consideration and approval of Technical Committee.

Sub:- Provision for the site office building for Chief Engineer(EZ) in Institutional Area karkardooma in Trans Yamuna Area.

F.3(3)/88/TYA.

A site of 3000 sq. mtrs. comprising of Pocket 9, 10 & 11 (1000 sq. mtr. each) for the purpose of DDA office is proposed in the lay out plan of Institutional area Karkardooma. The brief history of the layout plan is as under:-

Earlier the layout plan was prepared by the City Planning Wing. The layout plan for institutional area prepared by the city planning wing was in accordance with the land use plan of MPD-1962. In this plan land was proposed for various institutions. Subsequently after the approval of the layout plan land was allotted to some of the institutions also.

Later on in one of the meeting held under the chairmanship of V.C., BDA it was decided to cancel all the allotment made to various institutions in this area because this area has to be planned for a commencing the LRT Terminal. Accordingly the layout plan was modified. The modified proposal consists of the following facilities :-

1. LRT Terminal/alignment of light rail.
2. Site for police station.
3. Site for DESU
4. Site for post & Telegraph Deptt.
5. Railway office etc.

Besides the above proposal it also contains institutional plots measuring 1000 and 1500 sq. mtrs. The plan is duly approved vide VC's order dated 12.11.87 in the file no. Instl(1)86/Dir(CP)/Pt.I. The land use of this pocket as per MPD-1962 is institutional. The land use as per MPD-2001 is facility centre no.F.18.

Seeking the urgency of shifting of Engineer office from Laxmi Nagar Distt. Centre it was suggested that a temporary office for the time being can be constructed in the area earmarked for park in the approved layout plan of Karkardooma Institutional area and plot no.9,10 and 11(1000 sq. mtrs. each) was proposed for the permanent DDA office building. After making the permanent building these temporary office could be demolished and area would be used for the park as proposed in the layout plan. For this proposal may please refer plan placed at flap 'X'.

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

Item No.76

Sup:- Denotification of DDA Development Area no.

120.
F.4(1)/77-UVC.

A piece of land is falling in G-8, located to the south west of Ring Road near village Nariana, was declared as DDA Development area vide notification no.F.16(56)/77/71 L&B dated 10.5.03. The schedule of this is given below:-

Dev. Area No.	Zone No.	Area in Hec. (Acs.)	Description
120	G-8	60.55 Hec. (150 acs.)	Northeast-Ring Road 210' wide. South-Contonment Boundary. North west Railway line to Rewari.

2. This area was transferred to Defence Department by Secretary, Land & Building, Delhi Administration and the possession of the land only remained with the DDA for about 2 years.

3. Large number of unauthorised construction has taken place in this area, which is continuous. Notices under section 30(1) of the DD act 1957 were issued to the buildings/owners. They have come forward with the objection that this area comes under the jurisdiction of Delhi Contonment Board and building activities are to be controlled by the Board. Taking into consideration the controvertial position it is becoming difficult for DDA to undertake the demolition of the unauthorised construction.

4. In view of the facts stated in para 3 above, the DDA is not in a position to formulate and implement scheme in this area. It would therefore, be appropriate if the area convered in development area no 120 is denotified from the development area of the DDA.

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

Sub:- Inter section design of road no. 57 and Vikas Marg
in Trnas Yamuna Area.
P.5(17)/87-MP.

Background

Intersection of road no. 57 with Vikas Marg is one of the important intersections in the trans yamuna area. Therefore this intersection needs to be improved due to the high intensity of heavy vehicular local as well as regional traffic. At present a signalised intersection is in existence at this location, but it is very congested and needs to be improved due to following reasons:

- i. The weaving distance at the intersection is too less due to the existence of trunk services. Further there is no separate slip road for left turning.
- ii. The Disuse nala from Shastri Park side meets at the intersection in an acute angle, a part of this needs to be covered to allow left hand turning.
- iii. Alignments of Vikas Marg and Vikas Marg Extension (75-B) is not in a line and is skewed there by not allowing traffic to move freely.
- iv. The intersection design has not been improved with the widening of carriage way of IP Marg and road no. 57.
- v. Carriage ways of road no. 57 have been developed on two levels as per side conditions.

Zonal / Master Plan Proposals:

The right of way of Vikas Marg as well as road no. 57 as per zonal / master plan is 45 meter. The alignment plan of road no. 57 has earlier been prepared and approved by the authority. The draft alignment plan of Vikas Marg has been prepared. Road no. 57 is in two levels.

Existing problems/bottlenecks and proposals:

The major problem/bottlenecks existing at this intersection and the proposal for their improvements are stated as below:

Problems:

- i. The weaving distance of the intersection is too less due to the existence of trunk services. Further there is no separate slip road for left turning.
- ii. The Disuse nala from Shastri park side meets at the intersection in an acute angle, a part of this needs to be covered to allow left hand turning.
- iii. Alignment of Vikas marg and Vikas Marg extension (75-B) is not in a line and is skewed thereby not allowing traffic to move freely.

iv. The intersection design has not been improved with the widening of carriage ways of IP Marg and road no. 57.

v. Carriage way of road no. 57 has been developed on two levels as per site conditions.

Proposals:

i. The weaving length at the intersection has been improved by covering a part of the disuse nala and trunk drain no. 1 as indicated on the plan. The existing bridge over the trunk no. 1 on road no. 75B is also proposed to be widened to bring the axis of Vikas Marg and Vikas marg extension in a line and for providing a separate slip road for left turning.

ii. Separate slip roads, traffic islands, zebra crossing and other signals are proposed for safe and steady movement of pedestrian vehicular traffic.

pedestrian vehicular traffic.

iii. Four phased electronic signals will be providing for movement of traffic in different directions. Straight and right hand turning movement will be allowed in each direction at a time.

iv. Carriage way of road no. 57 which has been developed on two levels will meet the intersection in a slope.

v. Necessary modification in a standard road cross section for Vikas marg and road no. 57 have been done with regards to the width of central verge, inner foot path and width of service road to suit the site conditions.

vi. 3.0 mt. wide central verge has been proposed on Vikas Marg for accommodating LRT Columns.

Plantation

The varieties of trees as recommended in the PDP-2001 will be planted in the space available between road no. 57 and trunk drain no. 1. The trees will also be planted between the space available along service road of Gagan Vihar/Preet Vihar and road no. 57. The trees will also be planted in the central verge as per the recommendations of PDP-2001.

Feasibility Study:

As per the feasibility report submitted by the Executive Engineer, (PWD(DA) Div. XXIII, the intersection design as proposed will not involve any problem provided flood control deptt. closes the old abandoned bridge and the outfall water line does not create any problems in the same. Copies of the plan have been sent to concerned deptt. and PWD (DA) will coordinate with them.

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

Sub: Grade separator proposal on Ring Road Rohtak road intersection
(General Store crossing). F5(9)89-MP

PWD (DA) has forwarded a scheme for long range improvement of Ring Road - Rohtak Road intersection prepared by NATPAC. Ring Road with a R/W of 63 mts. has the status of a major arterial road and caters to the long distance through traffic. Rohtak Road with a R/W of 61 mt. is a National Highway connecting central areas of Delhi with West Delhi and Rohtak. Both the intersecting roads carry comparable volumes of through traffic across this intersection.

2. As per the study conducted by NATPAC, there is a peak hour traffic volume of 9500 PCU's at this intersection. This is likely to increase to approximately 16000 PCU's by the turn of this century as per the report of NATPAC. A grade separator proposal at this location is also envisaged in PDP-2001.

At present, the intersection is controlled with the help of automatic traffic signals with the total cycle time of about 120 seconds. Cycle time of 120 seconds is usually considered to be a maximum for urban areas.

The peak hour morning and evening traffic volume in PCU's at each arm of the intersection is as follows:-

Ring Road from Punjabi Bagh side

Towards	Peak hour traffic vol. in PCUs	
	Morning	Evening
Wazirpur (straight)	1157	1137
Zakhira (Right)	668	662
Rohtak Road (left) (Rohtak side)	410	553

Ring Road from Wazirpur side

Towards		
Punjabi bagh (straight)	1637	1189
Rohtak road (right) (Rohtak side)	301	410
Rohtak road (left) (Zakhira side)	511	410

Rohtak Road from Zakhira side

Towards

Rohtak (Straight)	698	658
Wazirpur (right)	302	371
Punjabi Bagh (left)	215	593

Rohtak Road from Rohtak side

Towards

Zakhira side (straight)	978	293
Punjabi Bagh (right)	1062	684
Wazirpur (left)	554	367

From the above said data, it will be seen that out of the total 9500 PCUs during peak hour nearly 4500 account for straight movement on ring road and balance 5000 for right hand and left hand from all the four arms of the intersection. The total righthand turning traffic accounts for nearly 3400 PCUs out of which 1062 PCUs is from Rohtak Road towards Ring Road on Punjabi Bagh side.

Other constraints

a. There are six bus stops and bus bays on the four arms of the intersection which have to be properly integrated with the total proposal.

b. There is a lot of pedestrian cross movement on Ring road (Punjabi Bagh side) and on Rohtak Road.

c. The entry / exit to the transport centre has to be duly integrated with the overall plan.

d. A proper circulation of the traffic coming from Rani Bagh side presently meeting in acute angle with ring road has to be sorted out.

3. The alternative proposals for this intersection are as follows:

- i. A partial interchange in the form of through flyover on ring road and a signalised intersection/ rotory at the ground level.
- ii. A three level grade separator with two through cross overs at two different levels and a signalised rotory intersection at a third level.

NATP C has prepared the plan with the proposal at sl.no.ii a flyover is proposed on Ring Road, an underbridge is proposed on New Rohtak Road for the straight traffic and an elliptical rotory is proposed on the ground level for right turning traffic. Thus a three level grade separation is proposed to achieve a higher level of traffic operation at this location.

4. Following problems are envisaged in this proposal:
- a. There will be a considerable bottleneck at the rotory due to the heavy volume of right hand turning and non availability of proper turning radius and weaving distances at the junction. The available radius at the junctions will not allow a maximum vehicle speed of 10 to 15 km. per hour. This will result in greater queue length and subsequent delay in travel time.
 - b. The entry/exit of the transport centre has not been integrated with the plan.
 - c. The cross movement of pedestrians ~~xxx~~ is proposed through the rotory which is not at all desirable.
 - d. The bus stop and bus bays have not been integrated along any of the four arms of the intersection.
 - e. In the road cross sections the distance between footpath and R/w line has not been defined such areas are prone for encroachments.
 - f. On the western side of the intersection one of the corners is occupied by C. store stores and the other by Indane gas both these uses are non conforming and are to be shifted, an alternative solution integrating these spaces needs to be worked out.
 - g. The three level grade separator will lead to the complications/ restrictions in the provision of any new public transport system (LRT/MRTS)

Looking into the observations mentioned above, it is felt that a two level interchange with a flyover on ring road as suggested in the Sl. no. 1) would be more desirable. The three

level grade separation will allow only a marginal improvement over the two level grade separator. This will ensure free flow of traffic on ring road and will have adequate weaving space on the ground level with signalised intersection. As per NATPAC study a cycle time of 150 seconds would be required by the end of the century on the intersection below the flyover which may not be very authentic looking into the change in the future modes of mass transport and likely shift to the same from personalised and other modes.

5. The case is put up to the Technical committee for consideration

Sub: The three level grade separator at Safdarjung crossing. F.5(7)87-MP

PWD, Delhi Administration has submitted a proposal of grade separator at Safdarjung crossing. On behalf of PWD, Delhi Admn. NATPAC has prepared the proposal of a three level intersection at this point. As per the proposal ring road has been raised 6 mt. above average road level whereas the Aurbindo Marg has been sunkened down by 6 mts. The right turning traffic has been proposed to be handled at ground level.

2. Existing conditions:

At present the intersection handles over 11,200 PCU during the peak hour. The operation of this intersection is controlled with the help of traffic signal with a total cycle time of 155 seconds. On the southern side of this intersection to important hospitals of Delhi viz. All India Institute of Medical Sciences and Safdarjung Hospital are located very close to the intersection. These two hospitals generate lot of pedestrian movement.

3. The project report prepared by NATPAC is placed at Appendix I. The salient points are as given below:

- i. The traffic volume during peak hour is projected to increase from 11,200 PCU to 17,000 PCU by the turn of the century.
- ii. The traffic signal cycle time of 155 seconds is much higher against 120 seconds as acceptable in urban areas.
- iii. A total delay of more than 1,000 hours per day is calculated.
- iv. The grade separator is necessary even if rapid mass transit system comes into operation near this point.
- v. Cost benefit analysis of this project has also been enclosed.

4. Few meetings on this subject have taken place under the chairmanship of Secretary (L&B), Delhi Admn. The meeting was attended by

...2/-

Chief Engineer, Ministry of Surface transport, Chief Engineer, PWD, Delhi Administration and officers from MCD, DDA, AIIMS, WS&SDU, DESU and others, The project has been modified from time to time.

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

- i. A grade seperated intersection on Safdarjung (Aurbindo Marg) has been identified in the Master Plan for Delhi Perspective-2001 as such it is beeded.
- ii. Three level seperation as suggested by NATPAC is not required. Because even in case of three level (i) bus (ii) alow 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. Incase 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.

The final proposal was discussed earlier in the Technical Committee meeting held on 22.9.88 where representatives from various Govt. bodies were present. As the project is of significant importance the Technical Committee desired that the matter be discussed in a seperate meeting in the presence of members from various Govt. bodies.

5. A special meeting on the grade separators in Delhi was held on 28.11.88 under the Chairmanship of E.M., DDA wherein officers from Delhi Administration, Delhi Police Delhi Telephone, CRRI, DGHS, DESU, MCD, NDMC, DDA, Safdarjung Hospital and NATPAC were present. The above proposal as discussed in this meeting and the proposal as approved for further processing subject to:

- i. Pedestrian sub-ways to be provided near the bus bays alongwith the provision of escalators as this proposal falls in the vicinity of two hospitals.

- ii) The existing petrol pumps should be retained.
- iii) Provision should be made for ducts/torughs to run telephone cables, electric lines and other services.

6. The minutes of the meeting was circulated to all the members by the Dy. Director(MP). In response to the minutes Director(CP) pointed out that petrol pump near the intersection on Aurbindo Marg near INA side is objectionable. The matter was further examined in detail and it has been found that the filling point of the petrol pump do not get affected by the lane carrying left turning traffic. For space compensation to the petrol pump the matter can be taken up with the petrol pump authorities for negotiations. The adjustment of the land is to be considered parallel to Aurbindo Marg as there is a service road behind the petrol pump. The matter is placed before the Technical Committee for consideration.

IV

The case has been referred to DDA from MCD; presently, the available width of this road is 45 m. in the stretch between Baldev Saxena colony upto the DDA SFS Flats. On the opposite side of DDA Flats is a road park. The MCD's proposal is to widen the existing road to 60' R.O.W. boundary wall of SFS pocket as well as the park opposite are affected in the proposal. A narrow strip of 0.4 mt. width of park is proposed to be taken up for the proposed widening. A strip of land varying from 2mt. to 3.4 mt. width is proposed to be taken up from the open area towards SFS flats side. This proposal was also examined by Architecture wing of DDA. It was suggested that if boundary wall is shifted as per MCD's proposal, one residential block would become as close as 4.3 mt. from the road, which is not desirable. It was suggested that boundary wall be shifted only to the extent ensuring atleast 3 m. distance from the closest residential blocks. In this case the boundary wall could be shifted roughly 1.85 mt. while providing 3 mt. setback to the residential block. In this case, at this particular stretch uniform 60' R/W cannot be achieved and standard cross section is not possible. Width of footpath can be minimised to certain extent.

With the above modification to the proposal submitted by MCD a workable road cross section can be achieved. The case is placed before the Technical committee for consideration.

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

F.PA/DD/TT/37/66.

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 HOPC and they do not have any objection for the same. Landuse 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 and Building Deptt. It is also informed that a private party has filed a writ against the above said modification and is under process in the legal branch. The other link

4. The case is put up to the Technical Committee for consideration. 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 HOPC and they do not have any objection for the same. Landuse 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 and Building Deptt. It is also informed that a private party has filed a writ against the above said modification and is under process in the legal branch.

Sub:- Allotment of land for police post at Baba Kharak Singh Marg.

F.8(2)/8[-MP.

Reference may kindly be made to L&DO U.O. No.

L-II-12(69)71 dated 1.12.80 regarding police post at Baba Kharak Singh Marg. In the meeting held on 23.6.81 in the room of Secy. Home, Delhi Administration, it was suggested that the police post may be given out of the facility area belonging to CPWD at Baba Kharak Singh Marg.

2. In the modified zonal plan for zone D-4, a strip of land to the south west of Hanuman Mandir, Baba Kharak Singh Marg was earmarked to be developed partly for police post, partly for petrol pump and partly for general parking. The police department objected to the 'L' Shape land and requested to modify the plan for a regular size plot of 0.5 acres.

A meeting was held on 26.12.88 in the room of Sh. Harjit Singh Director(Lands) Ministry of Urban Development when it was decided to make adjustment to the extent that the police post is given a regular shape and the 'L' shape can be put off the parking area. It was also decided that the quantum of areas may not be changed. The Sr. Architect Sh. T.K. Sinha of CPWD was asked to prepare a plan keeping the above consideration.

The modified plan has been received from Sr. Architect, CPWD vide his letter dated 9.2.89 incorporating the decision taken in the meeting referred to above with the following break up of facilities:-

1. Police Post 145'x150' = 0.5 acres.
2. Petrol Pump 120'x100' = 0.275 acres.
3. Car/Scooter parking = 1.46 acres
30'x100' + 404'x155'

It is further suggested that the strip of land behind the petrol pump measuring 30'x100' could be considered for two taxi stands(each 30'x 50') for 5-6 taxis. By NDMC/L&DO

Sub: Resitement for objectionable petrol pump National Service station H Block C Place, New Delhi F7(29)66-MP

The Secretary NDMC had forwarded a case of resitement shifting of petrol filling station in Connaught Place namely M/s National service station of Bharat Petrol dealers H block, Connaught Place, it was stated that due to traffic and parking problems in Connaught Place it is necessary to shift all the petrol pump from Connaught Place in a phased manner and above mentioned pump should be taken up first for resitement.

2. The case was examined with respect to NDRAC and for various alternative locations (V nos.) for resitement. The matter put up to the Tech. committee on 17.6.88 with specific recommendation of site for filling cum service station on a piece of land in zone F 10. The Horticulture department of DDA would examine the alternative suggested and recommended this site for consideration mentioning that there is not much plantation and is also on the main road. It was also stated that due to non availability of water it has become difficult to maintain the green area on this location.

3. The Tech. committee noted that in the zonal development plan of zones F 10 and 16 approved by the govt. a site is earmarked for a petrol pump in the location where Panchsheel colony is in existence and since that site is not available along the same road towards the east, a site has been proposed between Swami nagar and Panchsheel colony. The Tech. committee approved the site subject to

- a. That it will be a filling station i.e. size 100 ft. x 55 ft.
- b. That the approach will be from the service road and there should be no cut in the central verge
- c. The specific location should be between existing taxi stand and swami nagar.
- d. No cutting of trees and are involved.

4. Subsequently the dealers of this petrol pump represented against the resitement of filling station only without service facility and had given a number of examples in which the resitement of filling station have been done by giving them a filling cum service station. It was also mentioned that the petrol pump is at present situated in a prime location and therefore, shifting will mean loss of profits. It was further stated that there is a need of repair and servicing and also to avoid mushroom growth of road side repair shops.

5. The matter was further examined and it was observed that in some of the cases as referred by the applicant had been given the alternative land on resitement for filling cum service station in lieu of filling station., namely M/s Prom Service Station, M/S Allied Motors Pvt. Ltd. etc.

6. After the approval of the Technical Committee for resitement of the petrol pump as a filling station only, Bharat Petroleum Corporation Limited confirmed their agreement and acceptance for filling station only and the company is insisting on handing over the physical possession of the site.

7. The case is again submitted before the Technical Committee in view of the representation of the party for ending the site for a filling cum service station.

Sub:-Change of land use of an area measuring about 3 acres from 'Recreational use' to 'Institutional' (Religious) East of Kailash, Kalkaji, New Delhi.

F.20(18)/87-MP.

Reference is invited to Authority resolution no. 14 dated 14.4.88 vide which the Authority approved the change of land use of an area measuring about 3 acres from 'recreational use' to 'Institutional' (religious) subject to the following condition:

1. The ground coverage shall not exceed 2400 sq. mtrs. i.e. 20% of the plot area with a maximum FAR of 30.
 2. The site is properly landscaped.
 3. The cutting of the trees should be avoided to the maximum and if any tree is to be cut, atleast three times the number of trees cut be planted.
2. Accordingly, the Govt. of India, Ministry of Urban Development was requested to convey the approval of the Central Govt. under section 11-A of Delhi Development Act, 1957 to issue a public notice for inviting objection/suggestion from the public vide this office letter dated 30.5.88. The Govt. of India, Ministry of Urban Development conveyed the approval of the Central Govt. vide their letter no. K-13011/19/87-DDI/VA dated 16.1.89. Accordingly, a public notice was issued on 11.2.89.
3. In response to this public notice, only one objection was received from Additional Chief Architect(I), HUPW, DDA which is as under:-
- i. The recreational area which is proposed to be changed from 'recreational' to 'Institutional' (religious) is situated at a height of 30' to 40' from the 24 m. (80ft.) wide road.
 - ii. Proposed road of 18 mtrs. R/W is highly objectionable as it has to go up to 40 feet high. Therefore, this road should be converted to a stair cases so

that the vehicle-s does not move on it, which shall be prove to accidents.

- iii. If the building is allowed to be constructed with present amendments it will look dangerous, therefore, the building should not abutt the road but should be set backed by min. 50Ft. or more.

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

Sub:-Change of land use of an area measuring 3.44 hects. in Pachim Puri Zone G-17 area from 'District Park & Open Spaces' to 'Residential (Group Housing).
F.20(13)/87-MP.

A piece of land measuring about 3.44 hects is lying vacant on the Eastern side of Outer Ring Road (Plan laid on the table) which is shown under district park and open spaces as per MP/ZP of the area. The plot is situated between 384 MIG DDA flats and DTC Depot. Though the plot is shown as a part of district park paschimpuri, but the same does not remain in contiguous with the Master Plan green due to construction of DTC Depot. To avoid mis use/ encroachments on this plot, it was proposed to construct houses on this plot of land.

2. The site was visited by VC DDA on 29.10.87 and he has concurred to the proposal for construction of houses on this piece of land.

Since the land was a low lying area and required earth filling to a depth of 2 to 3 mtrs. to bring it to the level of adjoining area/ roads it required pile foundations etc.

Thus, it was proposed to construct SFS houses on this land as no other housing could be economical on this piece of land. This involves change of land use from 'District Park' and open space to 'Residential'.

The matter was considered by the Technical Committee meeting held on 12.2.88 and it approved the change of land use from 'District Park & Open Spaces' to 'Residential' (Group Housing), keeping in view that equal area has been earmarked for 'District Parks in the vicinity.

Commissioner (Planning) desired that Director (PPW) may examine the proposal for change of land use for his comments.

There upon Director (PPW) observed that the case may be reviewed by the Technical Committee because.

1. The equivalent area earmarked on the plan on the West of Outer Ring Road is indicated as I Green in the Development Plan which has already been constructed upon unauthorisedly.
- ii. 3.44 hec. is a reasonably good chunk for the development of a good park.
5. The site was inspected by Commissioner (Plg.) on dated 19.8.88 along with the Director (PPW) Director (DCW) and Jt. Director (CP) during the site inspection it was observed that unauthorised construction has taken place on the land which was proposed to be left green in lieu of proposed DDA housing. Moreover, the proposed master plan green area to be developed for DDA Housing is low lying, it will be appropriate that it should be developed as green area.
6. The matter was placed before the T.C. for its consideration in the meeting held on 13.1.89. The Technical Committee recommended that the area which is in continuation of the existing housing measuring 3.44 hec. and earmark for 'district park and open spaces' be used for 'Residential' purpose (group Housing) and equivalent area in the zone, may be ascertained for earmarking as district park.
7. The case has been examined and it is noted that the adjoining area being a part of approved schemes has already been developed/built up and it has not been possible to identify an area of 3.44 hec. for earmarking as 'district park and open spaces'.
8. The matter is placed before the Technical Committee for its consideration.

Sub:- Change of land use in respect of land acquired for New Grain Market at Narela, by Delhi Agricultural Marketing Board (DAMB).

F.20(27)/86-MP.

Delhi Agricultural Marketing Board (DAMB) has a proposal to shift the whole sale trade in grains at present being conducted in the Narela and relocate it in a bigger and better premises. For this purpose, 33 acres of land was acquired in Narela and the case was placed before the Technical Committee for the change of land use. The Technical Committee in its meeting held on 29.4.80 desired that a comprehensive scheme be prepared and submitted for finally agreeing the change of land use.

PROPOSALS:

The proposal has been submitted by the D.A.M.B. for the proposed grain market on the acquired land. This proposal is also accompanied by a market survey report conducted by Chamakya Consultants Pvt. Ltd. From the survey Report and the plan submitted following observations are made:-

1. The survey conducted indicates that more than 50% of the trade is outside Delhi.
2. The major areas of inflow of grain are from Haryana and Punjab.
3. The existing site is lacking in the facilities such as parking, hospitals, police station, fire station etc.
4. The existing Mandi at Narela is having 68 plots at present. The proposal submitted provides for 156 shops/residential plots. This would amount to the expansion of the Mandi to over 250%. This will definitely aggravate the problems of parking within the site as well as on the already congested Narela Alipur Road.
5. The proposal will generate 80,000 sq. mtrs. floor space and as it is commercial activity the parking provided is inadequate.

With reference to the above observations, following actions are suggested to be taken:-

1. No expansion of the existing trade be provided in the plan of shifting. The N.C.R. proposal had already identified a growth centre in Haryana and Punjab which can be developed to cater the regional whole-sale trade.
2. Area of 14 acres which was originally earmarked for Transport Centre be exclusively utilised for the purpose of parking (cars, trucks, bullock carts etc) The balance land of 19 acres be utilised for shifting of the whole-sale trade as the facilities such as hospitals, police station etc. as proposed in the plan.
3. Only the whole-sale trade be shifted to the new site as the present site is also to be used for residential purposes on the upper floors. After the shifting, the present site be utilised for residential purposes and the open area which is at present being used for storing of grain be converted into parks.
4. Time limit for the shifting of the trade be also specified.
3. The case is now put up to the Technical Committee for decision of the above mentioned pts.

Sub:- Scheme for resettlement of village Nangal Dewat.
PA/Jt.Dir./Plg./88/(1)/65.

Indira Gandhi International Airport Authority has approached DDA to develop a scheme for resettlement of village Nangal Dewat as a deposit work on the land measuring about 25.48 hectare out of which a total land of about 60 hectare acquired by them in the area south of Mehrauli Mahipalpur Road near Sultan Garhi monuments.

2. The issue has been under active consideration with the DDA and the various meetings have taken place with L-8/ Secretary L&B, the then V.C. DDA and finally it has been decided to formulate a scheme carving out a total number of 963 plots of various sizes in order to implement the same.

3. Accordingly a scheme has been formulated on the site handed over by International Airport Authority of DDA for which the salient features are given as under:-

- i. The total area of the scheme work out 25.48 hectares.
 - ii. The land use of the site handed over as per MPD-62 and PDP-2001 is agricultural green belt/rural use zone and is recommended to be changed to residential by the Technical Committee in its meeting held on 13.1.89.
 - iii. The entire scheme is conceived on the basis of plotted development and the plots of 26.32 and 60 sq. mtrs. are clustered in such a manner that even the smallest size of plot is able to get 2 sides open for proper light and ventilation.
 - iv. A total number of 974 plots against the total requirements of 963 plots of various sizes have been provided in the scheme with supporting sites of community facilities required for the population in the area.
4. The layout plan alongwith detailed report and standard designs(laid on the table) to be followed for plots of 26.32 and 60 sq. mtrs. are placed before the Technical Committee for its consideration.

Sub.- Regularisation of Shiv Mandir at Kirti Nagar Warehousing Scheme.

F.8(13)/85-Instt.

Shiv Mandir, Jaunaudwar Sanatan Sabha, a registered society has requested for regularisation of plot under their occupation being used for a temple in Kirti Nagar Ware Housing Scheme for religious purpose. The case was considered in the Institutional Committee meeting held on 22.5.86 wherein following decision was taken;

"The case was considered and it was recommended for regularisation of the plot under occupation of the Sabha subject to payment of damages".

2. The case is examined by planning Cell and it is noted that (i) the Sabha is in possession of land measuring 518.32 sq. mtrs. which is partially built up as a temple on the same. (ii) The temple is constructed upon the area earmarked for facilities in the approved scheme of Kirti Nagar Ware Housing (iii) Religious use in the area earmarked for facilities in commercial areas "Ware Housing" is neither permitted nor permissible under special appeal as per Master Plan of 1962/ Zonal Plan and DraftMPD-2001.
3. Keeping in view that the temple is already existing the decision taken in the Institutional Allotment Committee meeting held on 22.5.86 and the existing built up area of the temple sites allotted to various organisation for religious purposes, it is proposed that use of land measuring 384.64 sq. mtrs. marked red on the copy of the plan laid on the table, be changed from commercial (Warehousing) to public and Semi public (religious). The balance land of the order of 133.68 sq. mtrs. would be used for locating required facilities in the area by DDA.
4. The case is placed before the Technical Committee for its consideration.

(Laid on the table)

Item No. 09

Subject: Route alignment and location of proposed Electric sub Station (ESS) 220 KV and 66 KV within the area covered under zone F-19 and F-7(part) and its vicinity.

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F.6(6)/83-MP.

F.6(2)/87-MP.

F.6(26)/85-MP.

.....

1. The case was examined in detail earlier by the PFW and subsequently in the Technical Committee meeting held on 22.9.88 as Item No.16 (Refer Annexure).

2. The Technical Committee examined and approved all the route alignments except the following route alignment which were deferred with a view to explore the possibility of using HT towers for stringing cable of different voltages i.e. 66 KV and 220 KV :

(a) 66 KV route between the existing 66 KV ESS (Okhla Phase-I) and the 66 KV ESS (Mohan cooperative).

Now that we have received a letter from Director(TTD), Central Electricity Authority (Refer Annexure-II) indicating that it may not be feasible to construct 66 KV DC line with 'goat' conductor existing 220 KV DC tower; it is proposed that the above mentioned 66 KV line is preferably taken underground.

Based on the discussions with the DESU officials held in the room of Jt.Director(T), PFW, the route alignment was discussed keeping in view the cost differentials between the over head and under

..2/-

ground lines, it was stressed by the DESU officials that the entire route should be over head. One possibility which was considered feasible is as follows:-

The route may be considered in two parts i.e. part(a) from Mohan Cooperative Existing 66 KV sub station to the junction of 45 mt. road joining the Mehrauli Badarpur Road and (b) then further extending upto the existing 66 KV Okhla sub station. Part (a) of the alignment could be over head while part (b) to be under ground. But in adopting this option a space of 20 mt. 20 mt. would be required for termination of over head line into under ground at the junction.

(b) The proposed route alignment between the existing 66 KV Mathura Road ESS & the 66 KV Mohan Co-operative was also discussed. The entire stretch was earlier proposed to be underground in the last T/C meeting held on 22.9.88. Again due to significant cost differentials between O/H & U/G lines i.e. 1: 13.5 (approx). The portion between existing 66 KV Mathura Road Sub Station to the proposed 66 KV ESS (No.P3) to be overhead & thereafter upto 66 KV ESS at Mohan Cooperative to be studied further by DESU on a exact physical survey plan of the road section/alignment. The same shall then be submitted to DDA for consideration & final view. If not found feasible the same shall have to be provided underground.

3. With the above observations, it is proposed that this route alignment and the alignments/sub stations already approved/accepted by the Technical Committee in its meeting held on 22.9.88 as item No.16 are placed for consideration of the Technical Committee together with the following conditions:-

- (i) All the proposed power network would be subject to the clearance from the Delhi Urban Arts Committee.
- (ii) DESU has not indicated any details regarding the

location size and height of pilons proposed for 66 KV and 33 KV HT lines. The same would require to be specified by DESU.

- (iii) 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.

Placed before the Technical Committee for its consideration.

C O P Y

Annexure

Government of India
Central Electricity Authority
Transmission Technology Development Dte.
West Block II: Wing I: R.K. Puram
New Delhi-110 066.

No: 13/1/89-Tr./67-68/

Dated: 27.1.89

Shri Pradip Behari,
Dy. Director (MP),
Delhi Development Authority,
Vikas Minar, I.P. Estate,
NEW DELHI:

Sub: Approval of route alignment of 220 KV - 66 KV
line between Badarpur Okhla.

Sir,

Please refer to your letter No.F.6(6)/83-MP/1286 dated 10.10.88 addressed to CEA. We understand from DESU that the Technical Committee wants to ascertain from CEA the feasibility of construction of 66 KV D/C line from Okhla Phase I sub-station to Mohan Cooperative Industrial Area Sub-station on the existing 220 KV D/C line from Badarpur to Mehrauli.

In this connection, it is intimated that it may not be feasible to construct 66 KV D/C line with 'Goat' conductor on the existing 220 KV D/C tower as adequate ground clearance as per IE Rules would not be available. Besides, the towers of the existing 220 KV line may not be suitable to take up the additional load due to proposed 66 kv D/C line.

Yours faithfully,

sd/-
(M.L.SACHDEVA)
DIRECTOR (TTD)

Copy to Chief Engineer (Plg.), DESU, MCD, Nehru Place,
New Delhi-110019.

sd/-
(M.L. SACHDEVA)
DIRECTOR (TTD)