

MINUTES OF THE BOARD MEETING HELD
ON WEDNESDAY THE 20TH DEC, 1972.

A meeting of the Board of Capital Development Authority was held in the Conference Room on Wednesday the 20th December, 1972 at 9.30 A.M. Brig. Riazul Haq,

Chairman presided the meeting. Following were present:-

1. F.A/Member
2. Secretary
3. Director Arch:
4. Director Planning
5. Director Coordination
6. Director Finance
7. Director Horticulture
8. Director Audit & Accounts
9. Director Public Relations
10. Director Municipal Admn
11. Law Officer
12. Coordination Officer

Following decisions were taken in the meeting.

1. ESSO Petrol Pump in Ramna 6,
Class V, Centre, Islamabad.

The drawings for the additions/alterations proposed by Esso Petrol Pump located Ramna 6 Class V Centre, Islamabad were displayed to the Board by Director Arch. The Board felt that before any decision could be given, it is essential to determine what are the basic requirements of various components at a petrol pump. It is understandable that there should be a show-room, few bays for service station and perhaps a store. There is hardly any necessity for having a service place and reading room which are likely to be converted into a restaurant in due course. It was, therefore, decided that Director Planning and Director Arch should determine the basic requirements of various functions at the petrol pump. In the instant case the Board agreed that a rectangular show-room instead of circular one may be allowed. Two bays for the servicing of cars may also be allowed. There may be a small store room which may be allowed. The reading room & other service rooms proposed on the Post Office Road should be dis-allowed.

2. Construction of approach road to the
Grand National Mosque, Islamabad.

The Director Planning put up the summary on

the captioned item to the Board. The Director Planning while explaining the summary suggested that there is no necessity of main carriage way in between the 'F' series and 'E' series and may be deferred till the completion of the mosque. His view was that the service road of Sector 'F' should be used for thorough traffic. Similar service road should be constructed for E-7 which should be linked with the approach road to the mosque.

The Board felt that the expenditure to be incurred now on principal roads and service roads is to come from sectors. Obviously the main carriage way will have to be constructed out of the income accruable from the development charges on land. Any deferrment for indefinite period would involve C.D.A. into financial problems as the money so recovered as development charges would fall short of the requirements of funds. The Board, therefore, felt that the entire scheme should be phased out in two phases. In the first phase the proposal of Director Planning may be accepted. However, when these sectors are sold to the Defence authorities, the construction of carriage way should be undertaken after the money is recovered from the Defence Services who have asked for the land of Sectors E-8, E-9 & half of E-10.

3. Provision of adequate parking and construction of additional block in the Model School

The summary on the captioned item was explained to the Board by Director Planning. The Director Planning who had discussed the case earlier with the Principal felt that the extension of the parking space would perhaps ease the congestion regarding the parking of the cars. The Board, however, felt that perhaps the real problem was the entry and exit of the cars through a single road which is acting as test tube. Obviously, it is essential to improve the access if the problem is to be solved. The other alternative is to provide entry and exit on two roads which however the Director Planning considers not feasible because of two-way traffic on the roads in front of the Covered Market. The Board, therefore, decided that Director Planning should again contact the Principal and discuss with him the question of widening of the road leading to the school and at-least provision of an island on the entry of the road.

so that there is no unnecessary jamming of the traffic. The extension of the parking space may perhaps be hazardous to the lives of children and this may also be discussed with the Principal.

Regarding the construction of the additional rooms, it was pointed out in the Board that earlier the Board had rejected the extension. Subsequently, however, it was decided that a committee consisting of Director Arch & Director Planning should visit the site and may allow upto 5 rooms extension. The plan now submitted to the Board envisages not only the addition of 7 rooms but also extension of other services. There is hardly any space left in the school building. Obviously the proposal of the School authorities will congest the entire area. Moreover, the plan has not been approved by the Board of Governors of the School. It was decided that the Board of Governors may be informed of the impressions of the Board and requested to re-examine the entire plan. Board of Governors may also be informed that the other schools building which are located in other sectors, are lying under utilized. It may be worthwhile for the Board of Governors to consider shifting of junior section of the school to some other school building which is either lying vacant, or is under utilized.

4. Allotment of additional strip of 8' width to the University of Islamabad for the extension of service road

The summary on the captioned item was explained to the Board by Director Planning. The University authorities were earlier allowed to have a service road in the right-of-way of the Margalla Avenue and for this purpose they were given 117' wide strip. Because of storm drainage the width prescribed for the service road in the Doxiadis Plan could not be achieved. Therefore 8' wide strip is still needed which would mean 125' wide strip within the right-of-way of Margalla Avenue will be utilised by the University authorities. The Board felt that on the terms and conditions prescribed earlier by the Board, 8' wide strip may be allowed to be utilised by the University for the extension of the road. It should be ascertained whether the University authorities had made the payment for the land they utilised earlier, if not, the University authorities should be asked to make payment first before 8' wide

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strip is handed over to the University.

ANY OTHER ITEM

Construction of Chaklala Road

The Chairman observed that there are still mounds and hillocks in the right-of-way of Chaklala Airport Road which not only vitiates the view but also acts as the bottle necks to the traffic. Director Works explained that these are being removed. The Board desired that these hillocks and mounds should be removed from the right-of-way of the road and should be developed into green plantation.

Malik