

oct 2

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO. F. 1(38)2001-MP

MINUTES OF THE TECHNICAL COMMITTEE HELD ON 1.10.2001 THE LIST OF THE PARTICIPANTS IS ENCLOSED.

Sub: Confirmation of Minutes of Tech. Committee held on 4.9.2001.

The minutes of Technical committee held on 4.9.2001 have been confirmed. The draft minutes were circulated to all members for their observations and comments and no comments / observations were received.

Item No. 42/2001

Sub: Regularisation of roof projection / sun shades outside the plot line for small size allotment category plots for EWS/LIG/MIG in Rohini F-JD/B/R/48/2001

The item was withdrawn by Director (Bldg.) DDA to incorporate the MCD observations received recently.

Item No. 43/2001

Sub: New sites for petrol pumps on CNG filling station in Rohini Phase III. F.DDA/Rohini/Plg/1061/Part

The Tech. Committee agreed to the proposal and it has been further directed that such cases be put up in file for approval of Competent Authority.

Item No. 44/2001

Sub: Denotification of Development area no. 71 F.JD(B)S&E/Bldg./Notification / H/2001/ Pt. I

Deferred.



Item No. 45/2001

Sub: Denotification of Development area no. 153 Shahzada Bagh Industrial area.
F3(52)2001-MP

Deferred.

Item No. 46/2001

Sub: Corridor improvement plan for the stretch of Ring Road between Ashram and Moolchand intersection.

A. RING ROAD - CAPT. GAUR MARG
B. RING ROAD - LAJPAT NAGAR MARKET ROAD.
F5(11)2001-MP

The proposal recommended by the sub committee was considered by the technical committee. The proposal of 3 + 3 lane continuous fly over on above two intersection along ring road has been recommended by approval by technical committee with following conditions :

1. The traffic management / circulation plan of surrounding area as per approved guidelines shall be prepared by DTTDC for approval of Competent Authority
2. The proposed underpass at Moolchand intersection is to be kept in abeyance for the time being as suggested by the sub committee.
3. Keeping the site constraints in view and also the technical advice given by consultant and also be experts, technical committee agreed for 1:25 gradient. Technical Committee desired that this be placed before Authority for consideration as a modification in already approved guide lines.
4. The design of grade separator requires further examination by the engineering wing of DTTDC in term of design ;speed structure, seismic loads, super elevation and other engineering aspects.
5. The Consultant informed that the existing 3 petrol pumps are neither affecting ciruclatins nor any land is required from these Petrol Pumps The straight moving traffic on surface after the construction of fly overs shall be 70% of the present value. The Technical Committee decided that these petrol pumps do not require resitement.
6. The DTTDC / consutlant will supply the details cross sections and longitudinal section adopting the revised guidelines approved by the Authority.
7. The approval from various other agencies, where ever required, shall be got obtained by the executing agency before starting of the work.
8. The traffic diversion plan during construction of the fly over will be got approved from the Delhi Traffic Police by DTTDC and be submitted to DDA.
9. DTTDC will submit land scape plan of the scheme after obtaining approval from the Competent Authority.



10. The modified plan will also required approval from the DUAC. The copy of the approved drawings containing directions / guidelines will be submitted to DDA For consideration and approval of the Authority.

11. The DTTDC shall submit three copies of the final modified plan along with up to date report duly authenticated by the Consultant and the Competent Authority to the Master Plan Section of DDA Incorporating all the decisions of the technical committee and DUAC with up to date action taken report.

12. Sh. J.K. Mittoo, Expert on Corridoe Committee also emphasized the importance of developing proper connections with the surrounding colonies along the Ring Road. In this case Sh. Mittoo suggested that the existing nallah / drain flowing perpendicular to Ring Road connecting Lajpat Nagar part I & II with Lajpat Nagar, part IV could be used for providing a connection between these colonies.

Item No. 47/2001

Sub: Proposed fly over at the intersection of Ring Road & B Avenue.
F.5(10)2001-MP

The proposal recommended by the sub committee was considered by the technical committee. The proposal of 3 + 3 lane flyover on above inter section along Ring road has been recommended for approval by technical committee with following conditions ;

1. The traffic management / circulation plan of surrounding area as per approved guidelines shall be prepared by DTTDC for approval of Competent Authority.

2. The existing road network be developed as per the standard cross section.

3. The head clearance below the High Tension Lines crossing the Ring Road may be maintained as per the safety norms.

4. The Consultant informed that the existing petrol Pump is neither affecting circulation nor any land is required from it. The straight moving traffic on surface after the construction on fly overs shall be 70% of the present value. The Technical Committee decided that this Petrol Pump does not require resitement.

5. As per the feasibility report by the Consultant, some marginal land has been proposed to be acquired at the corner of Jhandu Singh Marg for proposing left turns. The status of land may be confirmed.

6. Keeping the site constraints in view and also the technical advice given by consultant and also by experts, technical committee agreed for 1:25 gradient. Technical Committee desired that this be placed before the Authority for consideration as a modification in already approved guidelines.

7. The necessary structure details seismic loads, turning radii, super elevation design of srvcies and other engineering details be looked into by the Engineering Wing of the PWD.

8. The approval from various other agencies, where ever required be got obtained by the executing agencies before starting of the work.

9. The landscape plan will be got prepared by the DTTDC / Consultant and submitted to the DDA after ist approval from the Competent Authority.

10. A traffic diversion plan during the course of implementation of the project and other modifications required in the catchment area on either side of the proposal within 1.0 k.m. length be got prepared and the same be got approved from the Traffic Police and the road owning agencies. The necessary approval will be submitted by the PWD / Consultant to the DDA.

11. The PWD will submit three sets of complete drawings along with feasibility report / proforma duly signed by the Consultant and Competent Authority of PWD including the recommendations of the Technical Committee for office record of the DDA. This will also include directions if any, desired by the Technical Committee.

12. Necessary clearance of this project will be got obtained from the DUAC and their directions / recommendations will be complied and the copy of the proposal will be submitted by the PWD to the DDA.

13. Sh. J.K. Mittoim Expert on Corridor Committee, also emphasized the importance of developing proper connections with the surrounding colonies along the Ring Road. In this case, Sh. Mittoo suggested that a link Road connecting Jhandu Singh Road with Aurbindo Marg be developed as a local road to facilitate the cross moving traffic.

Item No. 13/99:

Sub: Clarifications Policy for Multi Level Parking. F3(98)98-MP

The Technical Committee had observed that this is a pilot project. It is possible that certain guidelines / norms may not find direct application for such a project. The T.C. decided that following norms may be applied to this project and after coming true, these can be incorporated in MPD 2021.

1. The T.C approved para 3 (ii) of ~~the~~ Agends with following additions :

a. Parking Standard for buses

i) Bus bay size (average 13 M x 3.5 m (This is based on the Ashok Leyland Tata CNG Bus and Timer Saver Standard etc.)

ii) Turning Radius (As per time saver standard)

Internal 9.2 m

External 15.3 m

Turning Radius (average as per data supplied by Ashok Leyland) 11.05 m.

Keeping these guidelines in view the plan may be developed according to the architectural and structural design of the building.

b. The TC recognized the fact that especially in the evening the idle bus parking proposed on ground floor of Multi Level Parking Building shall also be used like a Terminal apart from the main use of parking.



c. The occupancy load of parking area is hence, estimated to be similar to the item no. 1, junction station, intermediate stations and bus stations given in Table 21 Sanitary Requirements for Large Stations and Airports of the Building Bye laws 1983 given at page 66. The total requirement of W.C for male and female be combined and distributed in a suitable ratio of 70% 30% (male female) since the premises use is more of parking.

The above minutes have been confirmed in the meeting of Tech. Committee held on 3.11.2001.


(PRAKASH NARAYAN)
11/12/2001
OSD (DC&TT)
MEMBER SECRETARY

COPY TO:

1. OSD to VC for information of the latter
2. Engineer Member, DDA
3. Commissioner (Planning) DDA
4. Commissioner (LD) DDA
5. Commissioner (LM) I & II DDA
6. Chief Town Planner, TCPO
7. Chief Architect, DDA
8. Chief Architect, NDMC
9. Chief Engineer (Elect) DDA
10. Addl. Commissioner (AP) DDA
11. Addl. Commr. (MPPR) DDA
12. Addl. Commr. (UDP) DDA
13. Town Planner MCD
14. Secretary DUAC
15. Land & Development Officer, (L&DO)
16. Senior Architect, (H&TP) CPWD
17. Dy. Commissioner of Police (Traffic) Delhi
18. Director (Land Scape) DDA.


11/12/2001
(R. K. JAIN)
JT.D/MP



Oct 2

**DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)**

NO: F1(38)2001-MP /732

Date: 3.10.2001.

**DRAFT MINUTES OF THE TECHNICAL COMMITTEE HELD ON 1.10.2001.
THE LIST OF THE PARTICIPANTS IS ENCLOSED.**

1. **Confirmation of minutes of the Technical Committee held on 4.9.2001.**
The minutes of Technical Committee meeting held on 4.9.2001 have been confirmed. The draft minutes were circulated to all members for their observations and comments and no comments / observations were received.

2. **ITEM No. 42/2001**

Sub: Regularisation of roof projection / sun shades out side the plot line for small size allotment category plots for EWS/LIG/MIG in Rohini
F. JD/B/R/48/2001

The item was withdrawn by Director (Buildings), DDA to incorporate the MCD observations received recently.

3. **ITEM No. 43/2001**
Sub: New sites for Petrol Pumps on CNG filling station in Rohini Phase III
F. DDA/Rohini/Plg/1061/Part.

The Technical Committee agreed to the proposal and its has been further directed that such cases be put up in file for approval of competent Authority.

4. **ITEM No. 44/2001**
Sub: Denotification of Development area no 71
F. JD(B)S&E/Bldg./Notification/H/2001/Pt.-I

Deferred

5. **ITEM No. 45/2001**
Sub: Denotification of Development area no 153
F. 3/(52)/2001-MP

Deferred

6. ITEM NO. 46/2001

**CORRIDOR IMPROVEMENT PLAN FOR THE STRETCH OF RING ROAD
BETWEEN ASHRAM CHOWK AND MOOL CHAND INTERSECTION.
FLY OVERS AT THE INTERSECTION OF:**

- A. RING ROAD - CAPT. GAUR MARG
- B. RING ROAD – LAJPAT NAGAR MARKET ROAD.
No.F5(11)2001-MP

The proposal recommended by the sub committee was considered by the technical committee. The proposal of 3 + 3 lane continuous flyover on above two intersections along ring road has been recommended for approval by technical committee with following conditions:

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3. Keeping the site constraints in view and also the technical advice given by consultant and also by experts, technical committee agreed for 1:25 gradient. Technical committee desired that this be placed before Authority for consideration as a modification in already approved guide lines.
4. The design of grade separator requires further examination by the engineering wing of DTTDC in term of design speed, structure, seismic loads, super elevation and other engineering aspects.
5. The Consultant informed that the existing 3 Petrol Pumps are neither affecting circulations nor any land is required from these Petrol Pumps. The straight moving traffic on surface after the construction of fly overs shall be 70% of the present value. The Technical Committee decided that these Petrol Pumps do not require resitement.
6. The DTTDC/ consultant will supply the detailed cross sections and longitudinal section adopting the revised guidelines approved by the Authority.
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11. The DTTDC Shall submit three copies of the final modified plan along with up to date report duly authenticated by the consultant and the competent Authority to the master plan section of DDA Incorporating all the decisions of the technical committee and D.U.A.C. with up to date action taken report.
12. Sh. J.K. Mittoo, Expert on Corridor Committee, also emphasized the importance of developing proper connections with the surrounding colonies along the Ring Road. In this case, Sh. Mittoo suggested that the existing Nallah / drain flowing perpendicular to Ring Road connecting Lajpat Nagar, Part I & II with Lajpat Nagar, Part IV could be used for providing a connection between these colonies.

6. ITEM NO. 47/2001

**CONSTRUCTION OF GRADE SEPARATOR AT THE INTERSECTION OF RING ROAD – B AVENUE.
F.5(10)2001/MP**

The proposal recommended by the sub committee was considered by the technical committee. The proposal of 3 + 3 lane flyover on above inter-section along ring road has been recommended for approval by technical committee with following conditions:

1. The traffic management / circulation plan of surrounding area as per approved guidelines shall be prepared by DTTDC for approval of competent Authority.
2. The existing road network be developed as per the standard cross section.
3. The head clearance below the High Tension Lines crossing the Ring Road may be maintained as per the safety norms.
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5. As per the feasibility report by the Consultant, some marginal land has been proposed to be acquired at the corner of Jhandu Singh Marg for proposing left turns. The status of land may be confirmed.
6. Keeping the site constraints in view and also the technical advice given by consultant and also by experts, technical committee agreed for 1:25 gradient. Technical committee desired that this be placed before the Authority for consideration as a modification in already approved guide lines.

7. The necessary structure details, seismic loads, turning radii, super elevation, design of services and other engineering details be looked into by the Engineering Wing of the PWD.
8. The approval from various other agencies, where ever required, be got obtained by the executing agencies before starting of the work.
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10. A traffic diversion plan during the course of implementation of the project and other modifications required in the catchment area on either side of the proposal within 1.0 Km length be got prepared and the same be got approved from the Traffic Police and the road owning agencies. The necessary approval will be submitted by the PWD / Consultant to the DDA.
11. The PWD will submit three sets of complete drawings along with feasibility report/proforma duly signed by the Consultant and Competent Authority of PWD including the recommendations of the Technical Committee for office record of the DDA. This will also include directions, if any, desired by the Technical Committee.x
12. Necessary clearance of this project will be got obtained from the DUAC and their directions / recommendations will be complied and the copy of the proposal will be submitted by the PWD to the DDA.
13. Sh. J.K. Mittoo, Expert on Corridor Committee, also emphasized the importance of developing proper connections with the surrounding colonies along the Ring Road. In this case, Sh. Mittoo suggested that a link Road connecting Jhandu Singh Road with Aurbindo Marg, be developed as a local road to facilitate the cross moving traffic.

7. ITEM NO. 13/99

**CLARIFICATIONS: POLICY FOR MULTI LEVEL PARKING.
F.3(98)98-MP.**

The Technical Committee had observed that this is a pilot project. It is possible that certain guidelines / norms may not find direct application for such a project. The T.C. decided that following norms may be applied to this project and after coming true, these can be incorporated in MPD 2021:

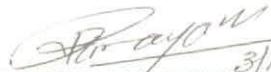
1. The T.C. approved para 3(ii) of the Agenda with following additions:
 - a. **Parking standard for buses.**
 - i) **Bus bay size** - (average) 13Mx 3.5M (This is based on the Ashok Leyland, Tata CNG Bus and Time Saver Standard etc.)
 - ii) **Turning Radius** (As per time saver standard):
 - Internal – 9.2M
 - External – 15.3M
 - Turning Radius (average ;as per data supplied by Ashok Leyland.) – 11.05M

Keeping these guidelines in view, the plan may be developed according to the architectural and structural design of the building.

- b. The TC recognized the fact that especially in the evening, the idle bus parking proposed on ground floor of Multi Level Parking Building shall also be used like a Terminal apart from the main use of parking.
- c. The **occupancy load** of parking area is hence, estimated to be similar to the Item no 1: 'junction station, intermediate stations and bus stations' given in **Table 21: Sanitary Requirements For Large Stations & Airports** of the Building Bye- laws, 1983 given at page 66. The total requirement of W.C for male & female be combined and distributed in a suitable ratio of 70%:30% (male :female), since the premise use is more of parking.

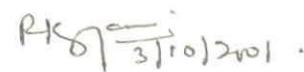
It is requested that observation / comments if any on the above minutes may please be sent to Joint Director (MP) within a week.

These minutes are issued with the approval of V.C., DDA.


3/10/2001
PRAKASH NARAYAN
OSD (DC & TT)
Member Secretary.

Copy to:

1. O.S.D to VC for information of the latter.
2. Engineer Member, DDA.
3. Commissioner (Planning), DDA.
4. Commissioner (LD), DDA.
5. Commissioner (LM)-I & II, DDA.
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8. Chief Architect, NDMC.
9. Chief Engineer (Elect.), DDA.
10. Additional Commissioner (AP), DDA.
11. Additional Commissioner (MPPR), DDA.
12. Additional Commissioner (UDP), DDA.
13. Town Planner, MCD.
14. Secretary, DUAC.
15. Land & Development Officer (L&DO)
16. Senior Architect, (H&TP), CPWD.
17. Dy. Commissioner of Police (Traffic), Delhi.
18. Director (Landscape), DDA.


3/10/2001
(R.K. JAIN)
Joint Director(Master Plan)

List of the Participants of the 10th meeting of the Technical committee held on 1.10.2001

DELHI DEVELOPMENT AUTHORITY

1. Sh. P.K. Hota, Vice Chairman, DDA
2. Sh. Vijay Risbud, Commr. (Plg.)
3. Sh. Chandra Ballabh Addl. Commr. (Plg.)
4. Sh. A.K. Jain, Addl. Commr. (Plg.)
5. Sh. C.L. Aggarwal, Chief Architect
6. Sh. V.D Dewan, Addl. Chief Arch.
7. Sh. Prakash Narayan OSD (DC&TT)
8. Smt. Savita Bhandari, Director (LS)

DELHI TRAFFIC POLICE

9. Sh. Sanjay Singh DCP Traffic
10. Sh. Ashok Sikka ACP Traffic
11. Sh. Ravinder Suri Inspector.

SPECIAL INVITEES

11. Sh. B.L. Khurana CE (Elec) DDA
12. Sh. Surender Srivastava Diector (DC) DDA
13. Sh. B.K. Jain, Director (Plg.) DDA
14. Sh. Ashok Kumar, Dir. (Plg.) DDA
15. Sh. Anil Barai, Dir. (Plg.) DDA
16. Sh. I Mohan, Dir. (Plg.) DDA
17. Sh. Atul Kumar Rai, Dir. (LC)
18. Sh. S.P. Banwat CE I PWD
19. Sh. Sant Lal CE (MCD)
20. Sh. S.C. Tayal PM (FOP)Gr. I DDA
21. Sh. S.P. Rastogi CE (HQ) DDA
22. Dr. T.S.Reddy, CRRI
23. Sh. R.M. Lal, Dy. Dir.
24. Sh. J.K. Mittoo Consultant
25. Sh. Anand Sharan (CLD)DDA
26. Sh. T.K. Mandal, Jt. Dir. DDA
27. Sh. S.P. Pathak Jt. Dir. DDA
28. Sh. A.L. Garg, PM (DS & CM) PWD
29. Sh. S. Kant Jt. Dir. (Plg.) DDA
30. Sh. D. Sanyal Consultant
31. Sh. I ose Kurrain CE DTTDC
32. Sh. P.K. Dey EE DTTDC
33. Sh. R.K. Jain , Jt. Director (MP)



DELHI DEVELOPMENT AUTHORITY
(URBAN DEV. PROJECTS & BUILDING)

No.PS/AC(UDP&B)/2001/132

Dated : 5.10.2001

Sub : Draft Minutes of the Technical Committee held on 1.10.2001

The following observations may please be noted in respect of the draft minutes circulated vide F.1(38)2001/Pt./732 dated 3.10.2001:-

1. The draft minutes of the Technical Committee meeting held on 4.9.2001 were not discussed:
2. **Item Nos. 46/2001 & 47/2001**
The Minutes contain detailed description of the various points/information given by the consultants/members. The approval of T.C. with these creates ambiguity and the points which were not agreed be deleted from the minutes.

(A.K. JAIN)
Addl. Commr. (UDP &B)

Jt. Director (MP)

May be seen by member Secy of the

R/S

~~OSD (DC & IT)~~

if dis. with minutes

9/10

JD(MP)

PI put up with file
R/S 10/10

SKS
FE

Office of OSD (DC & IT), DDA
No. 124
Date

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO: F1(38)2001-MP / 732

Date: 3.10.2001.

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**DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)**

NO: F1(38)2001-MP / 732

Date: 3.10.2001.

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THE LIST OF THE PARTICIPANTS IS ENCLOSED.**

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6. ITEM NO. 46/2001

CORRIDOR IMPROVEMENT PLAN FOR THE STRETCH OF RING ROAD
BETWEEN ASHRAM CHOWK AND MOOL CHAND INTERSECTION.
FLY OVERS AT THE INTERSECTION OF:

- A. RING ROAD - CAPT. GAUR MARG
 - B. RING ROAD - LAJPAT NAGAR MARKET ROAD.
- No.F5(11)2001-MP

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1. The traffic management / circulation plan of surrounding area as per approved guidelines shall be prepared by DTTDC for approval of competent Authority.
2. The proposed underpass at Moolchand intersection is to be kept in abeyance for the time being as suggested by the sub committee
3. Keeping the site constraints in view and also the technical advice given by consultant and also by experts, technical committee agreed for 1:25 gradient. Technical committee desired that this be placed before Authority for consideration as a modification in already approved guide lines.
4. The design of grade separator requires further examination by the engineering wing of DTTDC in term of design speed, structure, seismic loads, super elevation and other engineering aspects.
5. The Consultant informed that the existing 3 Petrol Pumps are neither affecting circulations nor any land is required from these Petrol Pumps. The straight moving traffic on surface after the construction of fly overs shall be 70% of the present value. The Technical Committee decided that these Petrol Pumps do not require resitement.
6. The DTTDC/ consultant will supply the detailed cross sections and longitudinal section adopting the revised guidelines approved by the Authority.
7. The approval from various other agencies, where ever required, shall be got obtained by the executing agency before starting of the work.
8. The traffic diversion plan during construction of the fly over will be got approved from the Delhi Traffic Police by DTTDC and be submitted to DDA.
9. D.T.T.D.C will submit land scape plan of the scheme after obtaining approval from the competent Authority.

10. The modified plan will also require approval from the D.U.A.C. The copy of the approved drawings containing directions/guide lines will be submitted to DDA For consideration and approval of the Authority.
11. The DTTDC Shall submit three copies of the final modified plan along with up to date report duly authenticated by the consultant and the competent Authority to the master plan section of DDA Incorporating all the decisions of the technical committee and D.U.A.C. with up to date action taken report.
12. Sh. J.K. Mittoo, Expert on Corridor Committee, also emphasized the importance of developing proper connections with the surrounding colonies along the Ring Road. In this case, Sh. Mittoo suggested that the existing Nallah / drain flowing perpendicular to Ring Road connecting Lajpat Nagar, Part I & II with Lajpat Nagar, Part IV could be used for providing a connection between these colonies.

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F.5(10)2001/MP

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5. As per the feasibility report by the Consultant, some marginal land has been proposed to be acquired at the corner of Jhandu Singh Marg for proposing left turns. The status of land may be confirmed.
6. Keeping the site constraints in view and also the technical advice given by consultant and also by experts, technical committee agreed for 1:25 gradient. Technical committee desired that this be placed before the Authority for consideration as a modification in already approved guide lines.

7. The necessary structure details, seismic loads, turning radii, super elevation, design of services and other engineering details be looked into by the Engineering Wing of the PWD.
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9. The landscape plan will be got prepared by the DTTDC / Consultant and submitted to the DDA after its approval from the Competent Authority.
10. A traffic diversion plan during the course of implementation of the project and other modifications required in the catchment area on either side of the proposal within 1.0 Km length be got prepared and the same be got approved from the Traffic Police and the road owning agencies. The necessary approval will be submitted by the PWD / Consultant to the DDA.
11. The PWD will submit three sets of complete drawings along with feasibility report/proforma duly signed by the Consultant and Competent Authority of PWD including the recommendations of the Technical Committee for office record of the DDA. This will also include directions, if any, desired by the Technical Committee.x
12. Necessary clearance of this project will be got obtained from the DUAC and their directions / recommendations will be complied and the copy of the proposal will be submitted by the PWD to the DDA.
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**CLARIFICATIONS: POLICY FOR MULTI LEVEL PARKING.
F.3(98)98-MP.**

The Technical Committee had observed that this is a pilot project. It is possible that certain guidelines / norms may not find direct application for such a project. The T.C. decided that following norms may be applied to this project and after coming true, these can be incorporated in MPD 2021:

1. The T.C. approved para 3(ii) of the Agenda with following additions:
 - a. **Parking standard for buses.**
 - i) **Bus bay size** - (average) 13Mx 3.5M (This is based on the Ashok Leyland, Tata CNG Bus and Time Saver Standard etc.)
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oct5

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- No.F5(11)2001-MP

The proposal recommended by the sub committee was considered by the technical committee. The proposal of 3 + 3 lane continuous flyover on above two intersections along ring road has been recommended for approval by technical committee with following conditions:

1. The traffic management / circulation plan of surrounding area as per approved guidelines shall be prepared by DTTDC for approval of competent Authority.
2. The proposed underpass at Moolchand intersection is to be kept in abeyance for the time being as suggested by the sub committee.
3. Keeping the site constraints in view and also the technical advice given by consultant and also by experts, technical committee agreed for 1:25 gradient. Technical committee desired that this be placed before Authority for consideration as a modification in already approved guide lines.
4. The design of grade separator requires further examination by the engineering wing of DTTDC in term of design speed, structure, seismic loads, super elevation and other engineering aspects.
5. The Consultant informed that the existing 3 Petrol Pumps are neither affecting circulations nor any land is required from these Petrol Pumps. The straight moving traffic on surface after the construction of fly overs shall be 70% of the present value. The Technical Committee decided that these Petrol Pumps do not require resitement.
6. The DTTDC/ consultant will supply the detailed cross sections and longitudinal section adopting the revised guidelines approved by the Authority.
7. The approval from various other agencies, where ever required, shall be got obtained by the executing agency before starting of the work.
8. The traffic diversion plan during construction of the fly over will be got approved from the Delhi Traffic Police by DTTDC and be submitted to DDA
9. D.T.T.D.C will submit land scape plan of the scheme after obtaining approval from the competent Authority.
10. The modified plan will also require approval from the D.U.A.C. The copy of the approved drawings containing directions/guide lines will be submitted to DDA For consideration and approval of the Authority.

Q

11. The DTTDC Shall submit three copies of the final modified plan along with up to date report duly authenticated by the consultant and the competent Authority to the master plan section of DDA Incorporating all the decisions of the technical committee and D.U.A.C. with up to date action taken report.
12. Sh. J.K. Mittoo, Expert on Corridor Committee, also emphasized the importance of developing proper connections with the surrounding colonies along the Ring Road. In this case, Sh. Mittoo suggested that the existing Nallah / drain flowing perpendicular to Ring Road connecting Lajpat Nagar, Part I & II with Lajpat Nagar, Part IV could be used for providing a connection between these colonies.

6. ITEM NO. 47/2001

**CONSTRUCTION OF GRADE SEPARATOR AT THE INTERSECTION OF RING ROAD – B AVENUE.
F.5(10)2001/MP**

The proposal recommended by the sub committee was considered by the technical committee. The proposal of 3 + 3 lane flyover on above inter-section along ring road has been recommended for approval by technical committee with following conditions:

1. The traffic management / circulation plan of surrounding area as per approved guidelines shall be prepared by DTTDC for approval of competent Authority.
2. The existing road network be developed as per the standard cross section.
3. The head clearance below the High Tension Lines crossing the Ring Road may be maintained as per the safety norms.
4. The Consultant informed that the existing Petrol Pump is neither affecting circulation nor any land is required from it. The straight moving traffic on surface after the construction on fly overs shall be 70% of the present value. The Technical Committee decided that this Petrol Pump does not require resitement.
5. As per the feasibility report by the Consultant, some marginal land has been proposed to be acquired at the corner of Jhandu Singh Marg for proposing left turns. The status of land may be confirmed.
6. Keeping the site constraints in view and also the technical advice given by consultant and also by experts, technical committee agreed for 1:25 gradient. Technical committee desired that this be placed before the Authority for consideration as a modification in already approved guide lines.
7. The necessary structure details, seismic loads, turning radii, super elevation, design of services and other engineering details be looked into by the Engineering Wing of the PWD.

8. The approval from various other agencies, where ever required, be got obtained by the executing agencies before starting of the work.
9. The landscape plan will be got prepared by the DTTDC / Consultant and submitted to the DDA after its approval from the Competent Authority.
10. A traffic diversion plan during the course of implementation of the project and other modifications required in the catchment area on either side of the proposal within 1.0 Km length be got prepared and the same be got approved from the Traffic Police and the road owning agencies. The necessary approval will be submitted by the PWD / Consultant to the DDA.
11. The PWD will submit three sets of complete drawings along with feasibility report/proforma duly signed by the Consultant and Competent Authority of PWD including the recommendations of the Technical Committee for office record of the DDA. This will also include directions, if any, desired by the Technical Committee.
12. Necessary clearance of this project will be got obtained from the DUAC and their directions / recommendations will be complied and the copy of the proposal will be submitted by the PWD to the DDA.
13. Sh. J.K. Mittoo, Expert on Corridor Committee, also emphasized the importance of developing proper connections with the surrounding colonies along the Ring Road. In this case, Sh. Mittoo suggested that a link Road connecting Jhandu Singh Road with Aurbindo Marg, be developed as a local road to facilitate the cross moving traffic.

7. ITEM NO. 13/99

CLARIFICATIONS: POLICY FOR MULTI LEVEL PARKING. F.3(98)98-MP.

The Technical Committee had observed that this is a pilot project. It is possible that certain guidelines / norms may not find direct application for such a project. The T.C. decided that following norms may be applied to this project and after coming true, these can be incorporated in MPD 2021:

1. The T.C. approved para 3(ii) of the Agenda with following additions:
 - a. **Parking standard for buses.**
 - i) **Bus bay size** - (average) 13Mx 3.5M (This is based on the Ashok Leyland, Tata CNG Bus and Time Saver Standard etc.)
 - ii) **Turning Radius** (As per time saver standard):
 - Internal – 9.2M
 - External – 15.3M
 - Turning Radius (average ;as per data supplied by Ashok Leyland.) – 11.05M
- Keeping these guidelines in view, the Architect may develop the plan according to the architectural and structural design of the building.

- b. The TC recognized the fact that especially in the evening, the idle bus parking proposed on ground floor of Multi Level Parking Building shall also be used like a Terminal apart from the main use of parking.
- c. The **occupancy load** of parking area is hence, estimated to be similar to the Item no 1: 'junction station, intermediate stations and bus stations' given in **Table 21: Sanitary Requirements For Large Stations & Airports** of the Building Bye- laws, 1983 given at page 66. The Total Requirement of W.C for male & female be combined and distributed in a suitable ratio of 70% : 30% (male :female), since the premise use is more of parking.

Table-21

SANITARY REQUIREMENTS FOR LARGE STATIONS AND AIRPORTS

Sl. No.	Place	WC for Males 3	WC for Females 4	Urinals for Males only. 5
1	2			
1.	Junction stations, intermediate stations and bus stations	3 for first 1000 persons and 1 for every subsequent 1000 persons or part thereof	4 for first 1000 persons and 1 for every addl. 1000 persons or part thereof	4 for every 1000 persons and 1 for every addl. 1000 persons or part thereof
2.	Terminal stations and bus terminals	4 for first 1000 persons and 1 for every subsequent 1000 persons or part thereof	5 for first 1000 persons and 1 for every subsequent 2000 persons or part thereof	6 for first 1000 persons and 1 for every additional 1000 persons or part thereof
3.	Domestic airports—			
	Min.	2*	4*	2*
	For 200 persons	5	8	6
	For 400 persons	9	15	12
	For 600 persons	12	20	16
	For 800 persons	16	26	20
	For 1000 persons	18	29	22
4.	International airports—			
	for 200 persons	6	10	8
	for 600 persons	12	20	16
	for 1000 persons	18	29	22

Note :- Provision for wash basins, baths including shower stalls, shall be in accordance with Part IX Section 2-Drainage and Sanitation of National Building Code of India.

* At least one Indian style water closet shall be provided in each toilet. Assume 60 males to 40 females in any area.

23. SIGNS AND OUTDOOR DISPLAY STRUCTURES

23.1 No advertising signs (including hoardings) on buildings or on land shall be displayed without the prior approval of the Authority. The standards specified in Part X - Signs and outdoor display structures of National Building Code of India published by Indian Standards Institution, shall be applicable.

nt.49

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO.F.1(38)2001-MP

DATED:

MEETING NOTICE

The 10th meeting of the Technical Committee of Delhi Development Authority for the year 2001 will be held on 1.10.2001 (Monday) at 10.a.m. in the Conference Hall 5th floor, Vikas Minar, IP Estate, New Delhi.

The part agenda for the meeting is enclosed. You are requested to kindly make it convenient to attend the meeting.


(PRAKASH NARAYAN)
OSD (DC&TT)
Tel. No. 3379149

Copy to:

1. Vice-Chairman, DDA - Chairman
2. Engineer member, DDA
3. Commissioner (Planning) DDA
4. Commissioner (LD) DDA
5. Commissioner (LM) DDA
6. Chief Architect, DDA
7. Chief Planner, TCPO
8. Chief Town Planner, MCD
9. Chief Architect, NDMC
10. Secretary, DUAC
11. Chief Engineer (Plg.) DVB
12. Chief Engineer (Elect.) DDA
13. Addl. Commissioner (MPPR) DDA
14. Addl. Commissioner (UDP) DDA
15. Addl. Commissioner (AP) DDA
16. Land & Development Officer, MOUA&E
17. DCP (Traffic)
18. Sr. Architect (H&TP) CPWD
19. Director Land Landscape, DDA
20. OSD (TT&DC) DDA

Special Invitees

1. Manager (FOP) Group I DDA
2. Manager (FOP) Group II DDA
3. Director (DC) DDA
4. Director (MPPR) DDA.

INDEX

S.NO.	ITEM NO.	SUBJECT	PAGE
		Confirmation of Minutes of Tech. Committee held on 4/9/2001	
1	42/2001	Regularisation of roof projection/sun shades out side the plot line for small size allotment category plots for EWS/LIG/MIG in Rohini F-JD/B/R/48/2001	1-4
2	43/2001	New sites for petrol pumps on CNG filling station in Rohini Phase-III F.DDA/Rohini/Plg./1061/Part.	5-6
3	44/2001	Denotification of Development area no. 71. F. JD(B)S&E/Bldg./NotificationJ/H/2001/Pt. I	7-9
4	45/2001	Denotification of Development area no. 153 Shahzada Bagh Industrial area F.3(52)2001-MP	10-11
5	46/2001	Proposed flyover at teh intersection of Ring Road and Captain Gour Marg. F.5(11)2001-MP Corridor improvement plan in teh stretch of Ring Road between Ashram and Moolchand intersection.	To be circulated separately or item shall be laid on table.
6	47/2001	Proposed fly over at the intersection of Ring Road & B Avenue F.5(16)2000	-do-
7	48/2001	Clarifications - Policy for Multi level parking F.3(98)98-MP	

INDEX

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AGENDA FOR TECHNICAL COMMITTEE

Sub: Regularisation of roof projections/sun-shades outside the plot line for small size allotment category plots for EWS/LIG/MIG in Rohini.

File No. JD/B/R/48/01/

1.0 BACKGROUND

1.1 Hon'ble Lt. Governor, Delhi as well as Under Secretary, Ministry of Urban Development and Poverty Alleviation, Delhi Division, Govt. of India have forwarded a request of Sh. Jai Bhagwan Aggarwal, MLA Delhi (Annex-A) for regularisation of roof projection/sun-shades constructed by the lessees of allotment category plots in Rohini for protection of their doors and windows etc. from rain and sun shine.

1.2 The M.L.A. has pointed out that these projections are neither any encroachment on the public land/road nor any hinderance in the movement of vehicles/men and material. Commissioner(Plg.) has ordered that the matter may be put up for consideration of the Technical Committee.

2.0 EXAMINATION:

2.1 Allotment category plots ranging from 26 sqm. to 90 sqm. for EWS/LIG/MIG of Rohini are governed by Bldg. guidelines issued by DDA and the Building Bye-laws, 1983 of DDA are not applicable for small size plots. Standard designs in each category have been issued by DDA and almost all the lessees opt for these. In the standard designs issued by DDA as well as in MPD-2001 there are

no mandatory prescribed set backs for plots upto 60 sqm. plot size, which literally means, that there is no distinction between the plot line and building line for these categories of plots.

2.2 However, most of the lessees have been projecting the roof at the ground/first floor roof level outside the plot line and in a few cases steel bars are found projecting outside the plot line, perhaps with the intention of constructing chajjas at a later stage.

2.3 The matter regarding construction/regularisation of projections on public land alongwith other proposed modifications in building permission on residential plots in Rohini was last discussed by the Technical Committee in its meeting held on 24-10-2000 vide Item No.38/99 which recommended the following:

In view of the recent decision of MCD, as well as, prevailing Building Bye-laws, Technical Committee did not agree to the proposal of regularisation of encroachments/projections on roads and other public lands. After detailed discussion, Technical Committee recommended that Building Deptt. may seek comments of all the concerned municipal service agencies i.e. Delhi Vidyut Board, Delhi Jal Board, CSE(MCD), Telecom Deptt. etc. in the first instance, highlighting the problem and the likely consequences of the proposal. As per the decision of the Technical Committee Meeting, letters have been sent to all these municipal services agencies for their comments/observations.

2.4 As per the Building guidelines issued for Rohini by DDA "no part of the foundation/structure is to be projected outside the plot line". As such the appli-

cations for issue of 'D' forms are being rejected in all such cases, since these are considered as non-compoundable deviations, for which Show Cause Notices are being issued.

2.5 A large number of lessees as well as Residents Welfare Associations are requesting for compounding for regularisation of the roof projection which, as per them, have been necessitated due to the following:-

- I Protection of doors & windows from rains
- II Protection from the heat and sun shine.
- III Utilisation of the space for fixing coolers.
- IV sitting/sleeping outside due to small size of plots.

2.6 Already as per the notified Pre-1983 Bldg. Bye-laws as adopted by DDA vide Resolution No.229 dt. 1-5-1965, the projections on public land upto maximum of 2' width were permissible in the form of weather shades over doors, windows and ventilators abutting on public land. (Annex 'B')

2.7 Hon'ble V.C., DDA during his visit in Rohini on 27-2-98 observed the following:-

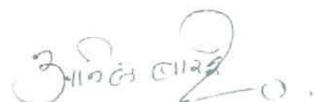
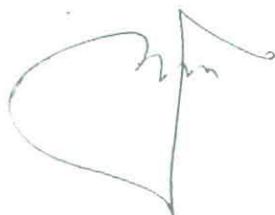
"....that projections on public land are frequently occurring in Rohini. It was observed by VC, DDA that as a basic principle, any encroachment or projection on public land which does not affect or cause hazard to the community or affects services and pedestrian movement, can only be considered for compounding or regularisation".

3.0 PROPOSAL:

3.1 Keeping in view the fait accompli provisions of Pre-1983

MCD/DDA Bldg. Bye-laws as well as the small size of the plots without any provision of mandatory set backs, roof projections/Chajjas upto a width of 90 cm. (3') in the shape of full width balcony could be considered for regularisation through provisional compounding say @ Rs.500/- per sqm. of the area projecting outside the plot line, subject to the structural stability and safety distance from LT/HT lines as per DVB guidelines as well as undertaking from the lessees for removal of the same, if objected by the Civic Agencies at any stage.

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



Annex - A



925
285

जयभगवान अग्रवाल
JAI BHAGWAN AGGARWAL

सदस्य विधान सभा, दिल्ली
Member of Legislative Assembly, Delhi

कार्यालय: अग्रवाल धर्मशाला, पाकेट ए-3, सेक्टर-7,
रोहिणी, दिल्ली-110085

निवास : ए-17, सरस्वती विहार, दिल्ली-110034

फोन : (का०) 7048575, (नि०) 7017818

अर्ध. शा. पत्र. स. वि०/बा०/2001- 468

दिनांक 12-05-2001

माननीय उपराज्यपाल जी,

विषय :- रोहिणी कालोनी में निर्मित आवासीय मकानों में दरवाजे, खिड़कियाँ व जंगलों पर निकाले गये छज्जों को नियमित करवाने के सम्बन्ध में ।

महोदय,

रोहिणी कालोनी एक निम्न आय वर्ग के लोगों की कालोनी है । इस कालोनी में 70 प्रतिशत लोग 26 मीटर, 32 मीटर, 48 मीटर एवं 60 मीटर के मकानों में रहते हैं । इन छोटे-छोटे मकानों में रहने वाले लोगों ने कर्षा व धूस से बचाव हेतु अपने मकानों के दरवाजों, खिड़कियों व जंगलों पर 2 फुट से 3 फुट तक चौड़े छज्जे निकाले हुये हैं ।

इस सम्बन्ध में उल्लेखनीय बात यह है कि इन लोगों ने आम रास्ता या सरकारी जमीन पर एक ईंच भी अतिक्रमण नहीं किया है और न ही इन छज्जों के कारण किसी भी प्रकार का यातायात या आवागमन अक्रूढ़ होता है । इसलिए मैं यह चाहूँगा कि जनता की कसबूरी एवं छज्जों की आवश्यकता को ध्यान रखते हुये इन छज्जों को तोड़ने की कृपाय नियमित करवा दिया जाये ।

धन्यवाद सहित,

आपका

श्री पंकज कपूर जी,

उपराज्यपाल

दिल्ली

4 राजनिवास मार्ग,

दिल्ली- 110 054

प्रतिलिपि:-

1. शहरी विकास मंत्री, भारत सरकार
2. उप-प्रधान, दिल्ली विकास प्राधिकरण, विकास सदन, आई. एन. ए. निदेशक, भवन विभाग दिल्ली विकास प्राधिकरण, विकास सदन
3. उप-निदेशक, भवन विभाग, दिल्ली विकास प्राधिकरण, सेक्टर-3 रोहिणी दिल्ली- 110 085
- 4.

Bhagwan

जय भगवान अग्रवाल

Bhagwan

जय भगवान अग्रवाल

19/5/2001

(Bldg)
21/5/01

दिल्ली विकास प्राधिकरण
124-VC
21/5/01

Dir(Bldg)

Dir(Bldg)
28/5
21.5.2001

BUILDINGS BYE-LAWS

No. 40/8/58-Delhi.—In exercise of the powers conferred by Sections 333, 334, 335, 336, 346 and sub-section (1) of Section 481 of the Delhi Municipal Corporation Act, 1957 (66 of 1957) read with sub-section (2) of the said Section 481, the Central Government hereby makes the following bye-laws relating to Building, the same having been previously published as required by sub-section (1) of Section 483 of the said Act, namely :—

PART—I

Preliminary

1. Short title.—These bye-laws may be called the Delhi Municipal Corporation (Buildings) Bye-laws, 1959, as amended vide Delhi Administration Notification dated 13th April, 1964.

2. Definitions.—In these bye-laws, unless the context otherwise requires:—

(1) "Act" means the Delhi Municipal Corporation Act, 1957 ;

(2) "addition to a building" means addition to the cubic contents or to the floor area of a building ;

(3) "area" in relation to a building means the superficies of a horizontal section thereof made at the plinth level inclusive of the external walls and of such portions of the party walls as belong to the building ;

(4) "Balcony" means a horizontal projection including a hand rail, balustrade or a parapet to serve as a passage or sitting out place ; if roofed, becomes balcony verandah ;

(5) "barsati" means a shed or covered space, whether enclosed on all sides or not, used for shelter on the roof of a building ;

(6) "base" applied to a wall means the under side of the course immediately above the plinth, if any, or in the case of wall carried by a bressummer, immediately above such bressummer, or in the case of a building having no plinth, immediately above footings ;

(7) "basement storey" or "cellar" means any storey of a building which is under the first storey and any portion of which is below the level of the adjoining pavement or the surrounding ground ;

27. Open spaces in Commercial-cum-residential buildings:—A building, the ground floor of which is used entirely for commercial purposes, such as a shop, warehouse hotel or office shall be governed by the definitions and standards contained in bye-law 26 ; provided that the area of any of the upper floors used for residential purposes shall not exceed the area prescribed by bye-law 25.

Provided further that in the localities where uniform front elevation design makes it obligatory to construct a verandah the area covered by such verandahs shall be included for purpose of calculating the percentage covered area on any floor under this bye-law.

Note:—This bye-law shall be applicable only to buildings covered by bye-law No. 25 (2) (IV) B.

28. Special provision for Commercial-cum-residential plots:—In the commercial-cum-residential plots, no person shall provide in a building—residential accommodation on the ground floor.

29. Weather shades over doors, windows and ventilators abutting on public land:—Weather shades shall be permissible above a height of 8 ft. 6 inches upto a maximum width of one foot, if the road on which they project is not less than 15 ft. in width, upto a maximum of 1-ft. 6 inches, if such road is more than 15 ft. but less than 30 ft. in width and upto a maximum of 2 feet if such road is 30 ft. or more in width. The construction of weather shades upto a maximum width of 2 ft. 6 inches on one's own land shall be permissible and this shall not be considered as covered area.

30. Minimum area of interior courtyards: The minimum superficial area of every interior courtyard of a residential building upon which habitable rooms abut shall be one-fourth of the aggregate floor area of the rooms and verandahs on the ground floor abutting on the courtyard.

Provided that in determining the said aggregate floor area:

- (i) only one half of the floor area of such rooms and verandahs as abut on another courtyard or on open space or road not less than 10 feet in width shall be taken into account ;
- (ii) any room which is separated only by an open verandah from the courtyard shall, for the purposes of this bye-law, be deemed to abut on such courtyard ; and
- (iii) the minimum width of every such courtyard in any direction shall be 10 feet but in the case of irregular and triangular shaped courtyard the minimum of 10 feet clear width shall be determined at right angles from the centre of doors and windows of the habitable rooms (including bath, water closet rooms, kitchens and store rooms for food stuffs which abut and solely depend for light and ventilation on such interior courtyards.

Provided further that if no habitable room is ventilated or lit exclusively through the interior courtyard, the width of the courtyard shall not be less than 2 feet.



**DELHI DEVELOPMENT AUTHORITY
ROHINI PROJECT (PLANNING & DESIGN)**

No. DDA/ROHINI/PLG/1061/part/

Subject: New sites for Petrol Pump and CNG Filling Stations in Rohini Phase - III

1.0 INTRODUCTION

The Rohini Phase -III Scheme was approved by the Authority in February 1990 and the sector plans were approved by the Screening Committee in July 1990. The main features are as under -

Total Scheme Area	1010 Hectares
Effective Planning Area	- 700 Hectares
Population	- 1,58,000
Gross Density	- 400 Persons per Hectare
Gross Residential Area	- 395 Hectares

The project is in advance stage of development and the allottees are in the process of shifting. The project area is part of development area of D.D.A. This area is part of Zone- M, for which Draft Zonal Development Plan is approved by the DDA and forwarded to Ministry of U.D. &P.A.

2.0 EXISTING SITUATION

The Master Plan for Delhi - 2001 has proposed standards and based on this the Petrol Pumps sites have been provided / to be provided in different land uses. The total requirement based on the norms and sites already approved is given below :-

USE	MPD-2001 NORMS	SITES REQUIRED AS PER NORMS	EXISTING SITES APPROVED (petrol pump/filling station)	NEW PROPOSED
Residential	One / 150 Ha.	2 to 3 nos.	3	1 (CNG filling station)
District Centres	Two per D.C.	2 nos.	-	1 (petrol pump)
Community Centres	One per C.C.	3 nos.	-	To be provided in detail scheme
TOTAL		7 to 8	3	

- 118 -

3.0 PROPOSALS

Commissioner (Planning) vide letter no. PS/Commr. (Plg) / 2001 dated 30/7/2001 communicated the decision in the meeting by UDM held on 27/7/2001 to identify sites on priority for Petrol Pump and CNG Filling Stations.

The proposed sites identified are given in the following table.

LOCATION & SIZE	LAND USE AS PER DEVELOPMENT PLAN	LAND USE AS PER DRAFT ZDP APPROVED BY DDA	REMARKS
40 mtrs. Wide Kanjhawala Road, 30X36 metres, CNG Filling Station	Commercial (District Centre)	Public & Semi Public	Use of pockets interchanged
40 mtrs. Wide road dividing sectors 23 & 24. 30X36 metres, Petrol Pump	Public & Semi Public	Commercial (District Centre)	

In view of urgency the site has been identified in District Centre. However, this will be incorporated at the time of preparation of detail scheme.

The proposal given in para 3.0 above is placed before Technical Committee for consideration and approval.

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- 10 -
T.C. Item No 44/2001

DELHI DEVELOPMENT AUTHORITY
(AREA PLANNING WING, III)

Dt: 13.09.01

Sub: Denotification of Development Area no. 71.
for Services.

1.0 BACKGROUND

- 1.1 Sh. R.Narayan Swami, Principal Secretary Urban Development vide B.O.letter dt. 28.06.01 addressed to V.C. DDA has requested that after removing certain encroachments, possession of the CF sites be handed over to the Land & Estate Deptt. of the MCD in Jyoti Nagar Area.
- 1.2 General Secretary Jyoti Nagar East & West Residents Welfare Association vide letter dt. 27.06.01 addressed to Dr. A.K.Walia, Hon'ble Minister of Urban Development Delhi has requested that the colony being one of the oldest in the area and having literally all basic amenities available in the colony. Jyoti Nagar should be treated on par with Dilshad Colony which has recently been taken over by the MCD. Jyoti Nagar(West) be also taken over by the MCD as an unauthorised and authorised colony.
- 1.3 A letter dt. 22.08.01 from Dr. A.K.Walia, Hon'ble Minister of Urban Development addressed to Commr.(Plg) has requested that the building activities of East & West Jyoti Nagar be denotified and transferred to MCD.
- 1.4 Director(Bldg) vide noting dt. 3.7.01 has requested to denotify Jyoti Nagar(East) part I & II and Jyoti Nagar(West).
- 1.5 E.O.III to EM vide dt. 10.7.01 addressed to Commr.(Plg) and copy to OSD to VC intimated that Bldg. activities of Jyoti Nagar colony is with DDA & to be transferred to MCD as colony is under their control.
- 1.6 In the meeting held in the office of Commr.(Plg) on 11.08.01 it has been decided that Development Area no. 71 as a whole is to be denotified Jyoti Nagar East & West falls in the Development Area.
- 2.0 EXAMINATION
- 2.1 In the pursuance of the decision taken by Commr.(Plg) letters to the different Deptt. of DDA were sent with request to mention the areas to be retained for development vide letter dt. 28.08.01. A letter

[Handwritten signature]
20/9/01

from Sr. Arch(EZ) has been received with the following observations:

A) The boundry shown in yellow denotes the housing layout of pockets A, B & C of East of Loni Road Area which falls in the Development Area no. 71, which has been planned by HUPW and has already been sent to Engineering wing for development and construction. This has been developed partly at site because some part of this land is under encroachment as per site report from Engineering Wing.

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B) The area shown in red colour in the enclosed plan which falls in the development area no. 71 has already been earmarked for Community centre in the Zonal plan. As per information available in this unit, 90% of the site is already encroached by Ashok Nagar, part of this area (out of earmarked area for community centre) has been allotted for Community hall and club to MCD by the Lands Deptt. on their own decision. This was not recommended by the HUPW.

Further no reply has been received from Hort., Lands & Engg

2.2 Vide notification no. F.42(7)67-L&B dt. 24.4.68 the Development Area no. 71 for which boundaries details are given as under is to be denotified, excluding area proposed by Sr. Arch(EZ) as in

para 2.1

2.3 Vide notifications nos. (cf. annex. A) area approx 100 H has already been denotified.

Development Area No. Description of the Dev. Area Area in acres

71 (Zone E-15)	North	National Bye pass	6.30
	South	100' Master Plan Road	
	East	Railway line to Saharanpur	
	West	Eastern Jamuna Canal	

3.0 PROPOSAL

The boundaries given in para 2.2 above are placed for denotification ^{for services} (which includes area already denotified given in Annexure 'A' before TC meeting for consideration. and keeping in view the observation of Sr. Ar. (EZ) in para 2.1

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agenda has been
made

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FOLLOWING COLONIES/SCHEMES/POCKETS HAVE ALREADY BEEN DENOTIFIED FROM DEV. AREA NO. 74

Sl.no.	Dev. Area no./DENOTIFICATION No.	AREA IN HA	COLONY/SCHEME/POCKET	BOUNDARY DESCRIPTION
1	71 F.12(108)86/L&B/Pt.dt dt. 14.7.87	53.05	Durga puri Extn. Nathn colony Ashok Nagar	N- Mazirabad Rd(National Bye Pass) S- Proposed 100' R/W(Ram nagar) E- Railway Line W- Loni Road
2.	71 -do-	5.15	West Jyoti Nagar Extn.	N- Existing Jyoti Nagar S- Road 30.48mt R/W E- Loni Road W- Proposed 18 mt R/W
3.	71 -do-	24.66	Chharupur Shkarpur Kablr Nagar	N- Master Plan road S- 30.48 mt Rd. E- Loni Road W- 13.05 R/W proposed
4.	71 F.12(138)/88/L&B Plg.II Dt. 26.11.97	9.85	1536 MIG at East of Loni road/912 MIG	N- National Highway S- M.H.P. E- Gr.Haysing/13.5 mt road W- Loni Road
5.	71 F.12(138)88/L&B/Plg II Dt. 26.11.97	3.10	396 LIG at East of Loni Road	N- H.S.S. S- 24 mt R/W E- Community Centre W- 45 mt R/W
6.	71 F.12(21)95/L&B/Plg II Dt. 9.5.2000	.17 ha	OSC at East of Loni Rd. pocket C	N- Nurseri school S- Rd. 24.0 at R/W E- Rd. 2. t R/W W- Primary school
7.	71 -do-	.24/0	OSC at East of Loni Rd Pocket-B	N- 60.0mt R/W S- Nurseri school E- 13.5 mt R/W W- Primary sche 1

TOTAL AREA SL.NO. 1 to 7 = 101.224 HAC

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DELHI DEVELOPMENT AUTHORITY
(Director-AP- III)

AGENDA ITEM FOR THE TECHNICAL COMMITTEE
F.17(1)2001/(Part II)

Subject : Denotification of Development Area 153
Div. (AP-III)

1.0 : BACK GROUND

1.1. : A request from Sh. Kunwar Karan Singh JE, (PLA) and Chairman, Delhi Khadi & Village Industries Board was made to Commissioner (Plg.) for denotification of Shahzadabagh Industrial Area.

1.2. : Also an other request is received from General Secy. Shahzada Bagh Industrial Welfare Association addressed to Commissioner Planning was also made for denotification of Shahzada Bagh Industrial Area so that, the basic amenities could be provided to this area.

2.0. : Details of Examination :

2.1. : Vide Notification No. F.16(2)/22/76-AP/L&B dated 12.3.61 issued by Land & Building Department, Govt. through which development area No. 153 has been declared as development area under sub-section(i) of section (12) of Delhi Development Act, 1957 (CI of 1957) the boundaries are given as under :

S.No.	Development No.	Area	Zone	Area in Hects.	Description of the boundaries
22	153		B-4	100 Hect.	100' Road in N.E. West : Boundary of Slum tenement. North: Proposed MF Road(200' R/W) South: Railway Line

2.2 : Vide Notification No. LB: D-LO (S)/658 dt. 6th Dec. 98 issued by Commissioner/MCD under Clause(c) of Sec. 2 of Slum Areas(Improvement & Clearance) Act, 1956 as amended by ACT 43 of 1964 has denotified Shahzada Bagh industrial area XIX and declared as slum area under Section 3 of the said act vide respective notification No. SO.2(61)63 dt. 5.6.65 with

Ym
19/9/61

Sharma
20/9/61

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T.C. ITEM NO. 46/2000 dated 1.10.2001

AGENDA FOR TECHNICAL COMMITTEE

SUB: CORRIDOR IMPROVEMENT PLAN FOR THE STRETCH OF RING ROAD BETWEEN ASHRAM CHOWK AND MOOL CHAND INTERSECTION.

FLY OVERS AT THE INTERSECTION OF

- a. **RING ROAD _ CAPT. GAUR MARG**
 - b. **RING ROAD – LAJPATRAI MARG MARKET ROAD**
- No.F.5(11)2001-MP

1.0 INTRODUCTION

Superintending Engineer (P.G.), Delhi Tourism & Transportation Development Corporation Ltd. Vide his letter no. DTTDC/Engg./SE(PG)/I(13)/511 dated 25.9.2001 has submitted the above Corridor Improvement Plan prepared by their Consultant M/s. Craphts Consultants (India) Pvt. Ltd. This grade separator is one of the proposals of the D.D.A. fly over to be constructed in Phase-II as approved by Committee constituted under the Chairmanship of Hon'ble L.G., Delhi.

While discussing the other Corridor Improvement Plan details from Ashram to Mool Chand in the Technical Committee Meeting held on 15.3.2001 and after observing the complexity of the development of fly overs along the Ring Road, the Technical Committee decided that "The Corridor Improvement Plan be examined in detail by a Committee consisting of the representatives from Delhi Traffic Police, N.D.M.C., P.W.D. and D.D.A. and two experts (Shri T.S. Reddy, C.R.R.I. and Shri J.K. Mittoo, Expert). This Committee can co-opt, representatives of various agencies as per the requirement."

The draft proposal submitted by the D.T.T.D.C. was forwarded to the Consultants and a joint site inspection of the above team was held on 31.7.2001 and 12.9.2001 under the chairmanship of Commissioner (Planning), D.D.A.. During the site inspection the Sub-Committee had divergent views for a feasible alternative. To arrive at the final consensus a meeting of the sub-committee was held on 21.9.2001 to finalize the proposal. Based on the discussion the modified proposal has been submitted by the DTTDC on 25.9.2001.

2.0 LOCATION AND LAND USES:

This part of the Ring Road is situated in between two major radials viz. Mathura Road on the eastern side and Mool Chand fly over on the western side. The other radial known as Capt. Gaur Marg radiate out on the south side from the Ring Road near Srinivaspuri. This Capt. Gaur Marg intersection thus is a T arm intersection. This part of the Corridor on the northern side has residential colonies like Nehru Nagar, Lajpat Nagar-1,2 & 3 and Jal Vihar

whereas, on the southern side, the colonies are Friends Colony, Srinivaspuri, Lajpat Nagar No.4, Dayanand Colony, Amar Colony etc. The Lajpat Nagar Part-2 has developed a Central Market- a commercial area well developed which caters to the shopping needs with a wide catchment spanning south, south central and eastern district of Union Territory of Delhi. Delhi-Mathura Railway line crosses Ring Road in the north south direction which is presently covered by Ashram Railway fly over as part of the Ring Road. A trunk drain at zonal level crosses over Ring Road. In fact, in detail scrutiny it is observed that five drains at various heights are flowing parallel to each other along the road right of way of Capt. Gaur Marg connecting Jal Vihar area to Okhla sewerage treatment plant. The embankment carrying these drains is about 2-2.5 mtrs. higher than the adjoining land level. The location plan is enclosed at Annexure-1.

2.1 RIGHT OF WAY AND ALIGNMENT DETAILS:

As per MPD 2001 the right of way of the ring road is 64 mtrs.(210') . The right of way of Capt. Gaur Marg as per MPD 2001 and approved zonal plan of division-F is 30 mtrs. (100'). The divisional plan also proposes a cycle track along Capt. Gaur Marg.

R/W DETAILS OF ROADS CROSSING RING ROAD

S.NO	NAME OF ROAD	AS PER MPD-2001	AS PER ZONAL PLAN
i	Ring Road	64 M (210 ft)	64 M (210 ft)
ii	Srinivaspuri Road	Nil	24M (80 ft)
iii	Captain Gaur Marg	30M (100 ft)	30M (100 ft)
iv	Road leading to Lajpat Nagar(Shiv Mandir)		30M (100 ft) (Existing Road)
v	Amar Colony Marg	Nil	Nil
vi	Mool Chand Marg	45M (150 ft)	Not specified

3. EXISTING TRAFFIC CONDITIONS:

As per the report submitted by M/s. Craphts Consultant the study stretch of ring road consists of 2.7 k.m. length. This stretch has three closely spaced intersections namely Srinivaspuri, Capt. Gaur Marg and Lajpat Nagar intersection within a distance of 600 mtrs. which have been considered for detail study. At present these intersections operate in the form of signalised intersections. The intersection at Capt. Gaur Marg and Srinivaspuri have approaches on slopes on account of the five drains crossing Ring Road in the north south direction at higher level.

- 3.1 The average daily traffic along ring road varies between 1,10,000 PCU to 1,25,000 PCU and the peak hour component is of the order of 8.8 to 9.5% of ADT.
- 3.2 Peak/anti peak directional split has been observed to be 57-43. Out of the two peaks evening peak hour observed to be more critical for almost all the intersections along the stretch.

- 3.3 The peak hour traffic at Srinivaspuri intersection has 8780 PCU and at Moolchand it becomes 19278 PCU (including traffic over the existing fly over). The ring road Moolchand intersection handles 12,406 PCU on the ground level out of which 4529 P.C.U. is along ring road (both directions).
- 3.4 The average journey speed along the study stretch is ranging between 6.09 KPH to 48.68 KPH. The journey speed is worst affected between Lajpat Nagar- Amar Colony intersection to Srinivaspuri intersection.
- 3.5 The percentage of buses varies between 13 to 25% (22 & 25% in case of Capt. Gaur Marg and Srinivaspuri intersection). On account of presence of DTC terminals namely Lajpat Nagar, Jal Vihar etc.along the ring road. The percentage of slow moving traffic varies between 10-11%- of total traffic volume within the study stretch. The slow vehicles (cycles, cycle-richshaw and cycle cart) constitutes approximately 16-15% (in terms of P.C.U. of total traffic volume in the study stretch).
- 3.6 As per the Consultant's report the land uses in the adjoining areas of the study stretch of the ring road could generally be treated as stabilised therefore, a simple growth rate of 1.5% per annum has been extracted from the available time series data available with the Consultant. The projected peak hour traffic volume at various intersections in the study stretch is given in Annexure-II.
- 3.7 As per Master Plan Delhi- 2001 road based transportation is on the concept of Ring and Radial system. The ring road will act as a major spine. The present proposal of corridor improvement plan is based on the concept that this will improve the corridor traffic flow in between the above stretch as grade separator on next adjoining intersection are either already existing or are under construction. As per the report submitted by the Consultant, this stretch Of ring road contains the following segments:-
- i) Ashram Chowk intersection – Srinivaspuri intersection.
 - ii) Srinivaspuri intersection – Capt. Gaur Marg intersection.
 - iii) Capt. Gaur Marg intersection – Lajpat Nagar intersection.
 - iv) Lajpat Nagar intersection – Amar Colony intersection.
 - v) Amar Colony intersection – Moolchand intersection.

After working out various alternative proposals the preferred alternative at each intersection is described below:-

a) Grade Separator at Ashram Chowk:-

The fly over crosses Ashram Chowk along ring road has been planned as a straight fly over. The activities of this fly over has already been initiated. This proposal stands approved by the Technical Committee of D.D.A.

b) **Sriniwaspuri Intersection:-**

Sriniwaspuri T-junction is located on the west of Ashram ROB at a distance of 400 mtrs. from its toe. This three arm intersection itself is at a gradient.

c). **Capt. Gaur Marg Intersection:-**

Capt. Gaur Marg is a T-junction on a slope besides being at a higher elevation on account of five drains passing below the ring road at a higher elevation in the north south direction.

d. **Lajpat Nagar Intersection:-**

This is a T intersection providing access to the Jal Vihar Colony and Lajpat Nagar Market from the Ring Road.

e. **Amar Colony Intersection:-**

This is an existing T junction providing access to Amar Colony. At present traffic flow through a central verge on the ring road on either side.

f. **Moolchand Flyover:-**

At this intersection a flyover along J.B. Tito Marg already exists and at grade the movement is controlled through signalized intersection.

4. **PROPOSAL:**

GRADE SEPARATOR AT SRINIWASPURI, CAPT. GAUR MARG AND LAJPAT NAGAR INTERSECTION:

Based on the discussion held in the Sub-Committee Meeting on 21.9.2001 in the office of D.T.T.D.C., they have submitted the modified proposal on 25.9.2001 which is described as below:-

The above T-intersections along the stretch of ring road are closely spaced within a distance of 600 mtrs. The Consultant has evolved an integrated scheme for all the three intersections as a preferred alternative consisting of 3+3 lane (9+9 mtrs.) full flyover starting at a distance of about 200 mtrs. from the toe of the Ashram flyover opposite Sriniwaspuri.

- i) Grade Separator at Ashram Chowk has been planned as a straight flyover along the ring road. This proposal stands approved by the Technical Committee of D.D.A. The construction activity of this flyover has already been initiated.
- ii) The intersection beyond Ashram flyover has been treated by the Consultant in a comprehensive manner combining full grade separator at the intersection of Sriniwaspuri, Capt. Gaur Marg and Lajpat Nagar.

- iii) This six lane fly over having a slope of 1 in 25 crosses over the Srinivasपुरi intersection opposite PG DAV College with a provision of right turning and U turning at grade. This six lane fly over further continues with a slope of 1 in 50 (on account of sloping terrain) crosses over intersection of Capt. Gaur Marg towards Lajpat Nagar intersection providing other movements at grade with signalized inter section. Necessary U turn for the DTC buses will be provided below the fly over. The cycle movement is provided along Capt. Gaur Marg as per recommendations of the divisional plan. At the intersection of Capt. Gaur Marg at ring road this has been proposed to be dealt at grade. The Y shape pedestrian movement at this intersection has been proposed below the road level.
- iv) After crossing over the Capt. Gaur Marg intersection the six lane flyover with a slope of 1 in 60 crosses over the Lajpat Nagar intersection to land near Amar Colony intersection. After crossing over the Lajpat Nagar intersection the bridge has a gradient of 1 in 30.
- v) The central median opening of the ring road opposite Amar Colony has been proposed to be closed thereby directing the traffic to utilize Lajpat Nagar intersection or the Moolchand intersection.
- vi) On account of various complexities involved in the Moolchand intersection the proposal of a under pass is proposed to be kept in abeyance by the sub-committee.
- vii) The sub-committee further desired that the secondary level road net work passing through the residential colony on either side of the ring road within a stretch of 1 km on either side be also strengthened and improved to give proper access to the adjoining areas for a better circulation.

5. EXAMINATION AS PER AUTHORITY GUIDELINES :

S.N.	AUTHORITY GUIDELINES	OBSERVATION ON PROPOSAL
I	Grade Separator should be provided on Ring Road\Outer Ring Road. The grade separator shall be aesthetically well designed and fit in with the environment considering the problems of storm water drainage at the cost, the grade separator should be overground as two level flyover.	As per the preferred alternative all the flyovers have been proposed along the Ring Road.
II	Flyover provision could be made for 3 rd level below ground when found necessary.	Two level proposal is envisaged.
III (a)	On the Ring Road 64mts. RW and parts of the Outer Ring Road with 60mts. RW the flyover shall cons. Of 9mts. Width of 3 lanes(3mts. each in each direction).	3 lane with 9M width in either direction is proposed on the flyover.
(b)	In case where the RW of Outer Ring Road is 45mts. Then 2 lanes of 7.5 could be provided. In such cases effort should be made to increase the RW of Outer Ring Road in 300mts length of	Not applicable.

	flyover section.	
(c)	Service road of about 6 mts. should be provided which could be reduced to 4.5 mts in case of 45 mts. RW.	In order.
(d)	The minimum width of the footpath should be specified as 2 mts.	In order, at the ground level.
(e)	The clear headway between Rd. Chamber & bottom of the beam should be 5.5mts.	As per revised guidelines it is proposed as 5.0M and is in order. (Except at Mool Chand).
(f)	3.5 mts. Wide strip (as based on one side) shall be reserved for H.T.Lines.	One side maintained in anti clockwise direction.
(g)	The slope of the bridge should be 1:30. For smooth movement of cyclist depending upon the volume.	The slope on the bridges varies in each sub-section viz..1: 25, 1: 30, 1: 50, 1: 60 etc. But cycle movement is proposed at grade.
(h)	The road improvement upto the next major intersection on each and on all the areas shall form part of a grade separator.	In order.
(i)	The grade separator design should provide for smooth movement of cyclists depending upon the volume by design or by traffic movement.	(a) Cycle movement has been provided on the service road. (b) Cyclists shall use the intersection at surface level for cross movements.
IV (a)	Road improvement up to the next major intersection on each and all the arms shall form part of the grade separator.	These have been given.
(b)	The circulation of the surrounding area covered in IV (a) shall be properly integrated with grade separator.	Broad circulation on either side of the fly over has been given. Further detailing may be made as per need.
V	A proper landscape plan shall be prepared for the scheme.	This shall be submitted to DUAC after the scheme is approved by Technical Committee.

5.1 FEASIBILITY REPORT:

The report submitted by the Consultant deals in detail the affected trees, structures, if any, as part of the preferred alternative also indicated on the drawing and contained in the detailed report. The drawings along with the report are displayed before the Technical Committee for consideration.

5.2 PLANNING OBSERVATIONS:

The proposal has been examined as per the earlier Authority's Guidelines/revised guidelines of the Authority Meeting held on 30th March, 2001. The following are the planning observations:

- i) In the stretch of Ring Road from Srinivas Puri intersection to Lajpat Rai Marg intersection the Consultant has provided full fly over at the intersection of Srinivas Puri and Captain Gaur Marg but not much importance has been given to U turning and right turning traffic at Capt. Gaur Marg including buses which is considerably higher than the right turning traffic at Srinivas Puri intersection.

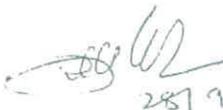
- ii) a) All the above three described intersections in para 4.1 and 4.2 are in the close proximity, as such, treating them separately for solving right turning traffic will not be desirable, therefore, the alternative suggested by the sub-committee seems to be a better option from planning point of view. In this alternative a straight six lane fly over starting from the toe of existing Ashram-Sriniwas Puri Railway over bridge and terminating after crossing all the three described intersections touches down before the Amar Colony intersection. The merits of this alternative is that right turning traffic will not have to take 'U' turns from the next intersections, thus, saving precious time, fuel and capacity of the Ring Road at the lower level the approach to the Central Market Lajpat Nagar maintains its linkages and will also provide swift travel along the Ring Road at the upper level.
- (b) In this alternative the straight moving traffic at Ring Road will have the opportunity to move at much faster speed without roller-coaster movements. Since the provisions for straight destined traffic has been made at grade therefore, it will be advantageous for the local traffic to enter and leave Ring Road at the desired point without obstructing through traffic of Ring Road.
- (c) There is a commercial as well as residential development on either side of referred Ring Road stretch, it is advisable to segregate the local traffic from the fast moving traffic of Ring Road. This will maintain the desired interaction of multiple land uses developed on either side of Ring Road in the given stretch of the segment maintaining the urban form.
- iii) The improvement proposal of the Ring Road at Mool Chand Flyover by way of providing a six lanes divided underpass referred by the Consultant has been proposed to be kept in abeyance by the sub-committee for the time being.
- iv) The examination with reference to the Authority Guidelines and feasibility report has been dealt earlier under point 5.0 with suitable remarks may be seen specifically the slope of 1: 25 which is critical in part of the proposal opposite Sriniwaspuri.
- v) The problem of 'U' turn traffic of D.T.C. buses in the suggested alternative by the sub-committee has been solved to the maximum extent possible.
- vi) The pedestrian movement and the cycle movement proposed by the Consultant is in conformity with the Authority Guidelines.
- vii) The location of bus stops / bus bays have been shown by the Consultant.
- viii) The design of grade separator requires further examination by the Engineering Wing of DTTDC in term of design speed, structure, seismic loads, super elevation and other engineering aspects.
- ix) The Consultant will supply the detailed cross sections and longitudinal section adopting the revised guidelines approved by the Authority.
- x) The approval from various other agencies where ever required shall be got obtained by the executing agency before starting of the work.

- xi) The traffic diversion plan during construction of the fly over will be got approved from the Delhi Traffic Police by DTTDC and be submitted to D.D.A.
- xii) D.T.T.D.C. will submit Land Scape Plan of the scheme after obtaining approval from the competent authority.
- xiii) The modified plan will also require approval from the D.U.A.C. The copy of the approved drawings containing directions/guide lines will be submitted to D.D.A. for consideration and approval of the Authority.
- xiv) The D.T.T.D.C. shall submit three copies of the final modified plan along with up to date report duly authenticated by the Consultant and the Competent Authority to the Master Plan Section of D.D.A. incorporating all the decisions of the Technical Committee and D.U.A.C. with up to date action taken report.

6. RECOMMENDATIONS:

The proposal submitted by the Superintending Engineer, D.T.T.D.C. contained in para -4 with detailed plans and report along with planning observations contained in para 5 are placed before the Technical Committee for consideration and approval.


(PRAKASH NARAYAN)
OSD (DC & TT)


28/9/2001
(R.M.LAL)
JT.DIRECTOR (PLG.)

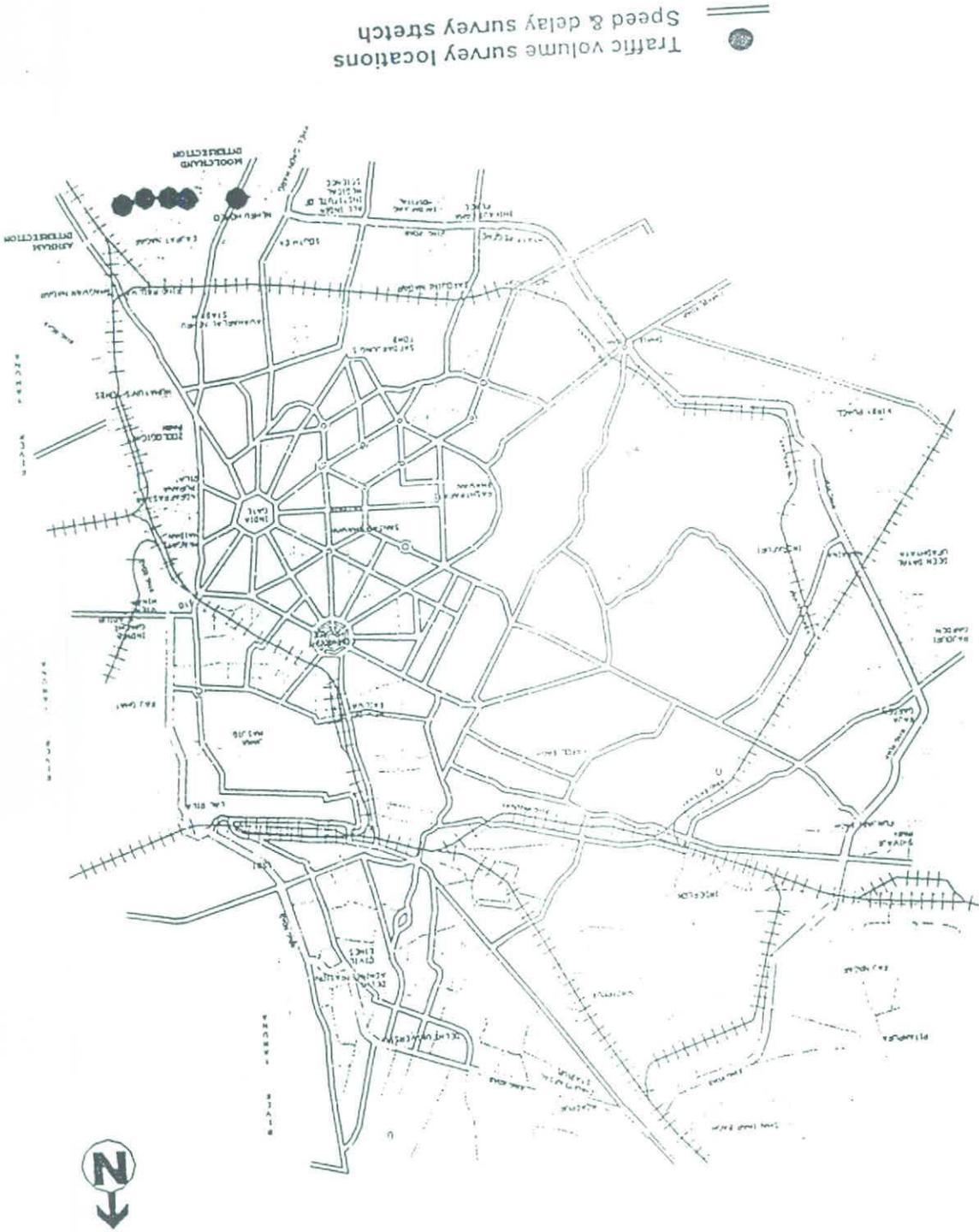


Figure 2: Key plan showing the traffic survey locations

Traffic volume survey locations
Speed & delay survey stretch

3.0 OBSERVED TRAFFIC CHARACTERISTICS

The CRAPHTS Consultants (I) Pvt. Ltd. carried out following traffic surveys to find out the actual traffic characteristics at the intersections formed with the delineated stretch of Ring Road and traffic flow patterns along the approach arms of the intersections:

- i) Classified traffic volume survey for 24 hours on an average weekday capturing all the turning movements at the intersections.
- ii) Pedestrian volume survey for 12 hours (8:00 am to 8:00 pm) on an average weekday to assess the number of pedestrians crossing the approach arms of the intersection at various locations.
- iii) Signal time survey for the intersections under study.
- iv) Speed and delay survey for the delineated stretch of Ring Road in peak and off-peak directions during peak hour.

Figure - 2 shows the locations of traffic surveys in the form of key plan. Data collected through traffic surveys have been analysed to ascertain the traffic characteristics for the delineated stretch of Ring Road. Figures 3 - 7 give the peak hour traffic flow diagrams and composition of traffic for the intersections formed with the delineated stretch of Ring Road.

The study stretch of Ring Road carries an Average Daily Traffic (ADT) varying between 1,10,000 p.c.u to 1,25,000 p.c.u. The peak hour component is of the order of 8.8 to 9.5 percent of ADT. The peak / anti peak directional split has been observed to be 57:43. Out of the two peaks evening peak hour is observed to be more critical for almost all the intersections along the study stretch of Ring Road. The traffic characteristics at the intersections are very typically similar at most important intersections along the study stretch of Ring Road. Peak hour intersection traffic volumes vary between 8,780 p.c.u in case of Srinivaspuri intersection and 19,278 p.c.u in case of Moolchand intersection (including traffic over the existing flyover). The lower level intersection at Moolchand itself carries a peak hour traffic volume of 12406 p.c.u. An average of 36 - 72 percent of the total intersection traffic moves straight along Ring Road across the intersections (91% in the case of Srinivaspuri intersection). Right turning movements (all directions) at the intersections along the

study stretch of Ring Road account for nearly 15 - 30 percent of total peak hour intersection traffic (5% in the case of Srinivaspuri intersection).

As regards composition of vehicular traffic at intersections formed with the study stretch of Ring Road, percentage of car/jeep varies between 31% and 50% (50% at Moolchand intersection) followed by Sc/MC, which constitutes 15-18 percent (in terms of p.c.u.). Percentage of buses varies between 13 to 25 percent (22 % and 25 % in the case of Capt. Gaur Marg and Srinivaspuri intersection respectively) over the study stretch. Percentage of auto rickshaws varies between 10-11% of the total traffic volume at intersections formed with the study stretch of Ring Road.

Slow vehicles (cycle, cycle-rickshaw and cycle cart) constitute approximately 6-15 percent (in terms of p.c.u.) of total traffic volume at intersections formed with the study stretch of Ring Road. The highest percentage of such traffic is observed at Amar Colony and Lajpat Nagar intersection. Figures 3 - 7 give the compositions of traffic at the intersections formed with the delineated stretch of Ring Road.

The average journey speed along the study stretch of Ring Road is observed to be in the range of 6.09 kph to 48.68 kph. Considering journey speed as an index of functional efficiency, it is observed that the worst affected sections are between Lajpat Nagar and Amar Colony intersection followed by the stretch between Srinivaspuri and Capt. Gaur Marg intersection. Nearly 90% of total delay along Ring Road is in the form of stopped delays at the intersections. Table 1 gives the speed and delay characteristics for the stretch under consideration.

4.0 TRAFFIC GROWTH RATE AND PROJECTED TRAFFIC

4.1 Design year

The design year, while projecting traffic volumes for the determination of design traffic, is usually taken as 20 years from the date of completion of a project. Assuming that a high type facility that may be recommended for the location under study would take two years for completion, the design year works out to be 2023 A.D.

4.2 Design traffic

There could be several methods of estimating the design traffic (projected traffic for the year 2023A.D in the present case). However, estimation of projected traffic at micro level is rather difficult through application of sophisticated methods particularly because of the uncertain levels of accuracy that may be extracted for a singular location from the global scenario. The CRAPHTS Consultants (I) Pvt. Ltd. has the benefit of certain type of time series data, and it had been established through earlier submittals to DDA pertaining to planning and designing of flyovers at the instance of Delhi Development Authority and PWD, Govt. of Delhi, that growth trends extracted from time series data could provide a reasonably reliable basis for computation of design year traffic (provided the land use and transport network is stable within the influence area).

In the present case the land use along the study stretch of Ring Road could generally be taken as stabilised. There is no major activity centre contemplated within the influence area. Provision of flyovers, interchanges etc. along the study stretch of Ring Road would improve the level of service and the net effects of such improvements cannot be gauged objectively at this point of time and, in any case, such impacts will have a large dispersal zone before reaching the intersections under study. Under the circumstances, such factors are not being considered towards estimating design year traffic for the intersections under study. imp

The CRAPHTS Consultants (I) Pvt. Ltd. has time-series data on peak hour traffic volumes for intersections formed with the study stretch of Ring Road including the data collected during 1990 in connection with the development of *Long Term Improvement Plan for Ring Road to make it an urban expressway*. A simple growth rate of 1.5% per annum has been extracted from the available time-series data and following the same philosophy as had been adopted for estimating design year peak hour traffic at other intersections, the design year traffic for the

intersections under study could be estimated. Table 2 gives an idea of the design year traffic (during peak hour) for the intersections formed with the study stretch of Ring Road.

Moolchand intersection, by this logic, seems to end up with a peak hour traffic volume upwards of 27,000 p.c.u. However, it has been the observation of the consulting agency that traffic volume (peak hour) much in excess of 20,000 p.c.u. may not materialise at such intersections as the approaches to the intersection would become saturated at that level of traffic activity. The design traffic volume for Moolchand intersection has thus been restrained at 20,000 p.c.u. (peak hour). In other words, Moolchand intersection has already reached its design volume and very significant increase in this is not visualised at this moment.

Table 2

PROJECTED PEAK HOUR TRAFFIC VOLUMES DURING DESIGN YEAR (2023 A.D)
FOR THE INTERSECTIONS FORMED WITH THE STUDY AREA OF RING ROAD

Sl. No.	Name of Intersection	Peak hour traffic volume during base year (1999) (in PCU)	Signal cycle time during base year (Seconds)	Projected peak hour traffic volumes during design year (2023 AD)
1	Moolchand Intersection	19,278	165	20,000 (27,558)*
2	Amar Colony Intersection	8,973	120	<u>12,827</u>
3	Rajpat Nagar Intersection	10,444	124	<u>14,930</u>
4	Capt. Gaur Marg Intersection	11,450	124	<u>16,368</u>
5	Srinivaspuri Intersection	8,780	100	<u>12,551</u>

* Theoretical design volume

AGENDA FOR TECHNICAL COMMITTEE.

SUB: CONSTRUCTION OF GRADE SEPARATOR AT THE INTERSECTION OF RING ROAD – B AVENUE.

FILE NO.: F. 5 (10) 2001/ MP.

1.0 BACKGROUND:

Superintending Engineer (P&A) I, PWD has sent the above proposal prepared by their Consultant M/s CRAPHTS Consultant (India) Pvt. Ltd. vide his letter dated 22nd June, 2001. This grade separator is one of the proposal of the DDA flyovers to be constructed in Phase – II as approved by the Committee constituted under Hon'ble Lt. Governor, Delhi.

- 1.1 This item initially came up for discussion during the 4th Technical Committee meeting held on 15th March, 2001 vide Item No. 13/2001 as part of the proposed Corridor Improvement Plan for a stretch of Ring Road between Mool Chand Flyover (existing) and Dhaula Kuan Intersection (already planned). This includes a flyover at Banitto Marg and Ring Road Intersection specifically. While dealing this item being part of the Corridor Improvement Plan, the Technical Committee decided that the Corridor Improvement Plan be examined in detail by a committee consisting of the representatives of Delhi Traffic Police, MCD, NDMC, PWD, DDA and two experts Shri T.S. Reddy from CRRI and Shri J.K. Mittoo, Consultant. This can co-opt. representatives of various agencies as per the requirement.
- 1.2 The above Committee constituted by the Technical Committee jointly inspected the site of this flyover on 12th September, 2001 alongwith the Consultant. Wherein the proposals prepared by the Consultant was discussed at site. Certain modification within the feasible alternatives were discussed at site and the consultant was directed to carry out minor modifications to the alternative submitted by him. The final discussion of the Sub Committee with the Consultant was held in the meeting on 21st September, 2001.

2.0 LOCATION:

This proposed intersection is located at the Ring Road crossing over B - Avenue and Jhandu Singh Marg forming a four arm intersection. One Petrol Pump is presently operating within the vicinity of the intersection and a High Tension Line is passing over the Ring Road. (Please refer ANNEXURE – I)

2.1 LAND USES :

The land uses abutting this intersection is given below:

- i. On the North side Govt. residential colony namely Sarojini Nagar, Kidwai Nagar are existing,
- ii. Whereas on the South-East side Ansari Nagar West is situated along the Jhandu Singh Marg, and
- iii. On the South-West side Safdarjung Enclave, Naroji Nagar residential areas are existing.

2.2 R/W AND ALIGNMENT DETAILS:

As per the MPD – 2001 the R/W of the Ring Road is 64 M (210 feet) and the R/W of B Avenue is 30 M (100 feet). The Jhandu Singh Marg connecting Ring Road and Kamal Cinema (part of the Community Centre site) is a Zonal Road having a R/W of 24 M (80 feet).

2.3 EXISTING TRAFFIC CONDITIONS:

As per the technical report submitted by the Consultant the intersection at present is controlled by traffic signal. The usual signal cycle time at this intersection is 180 seconds. (Please refer ANNEXURE – II)

- i. The study stretch of Ring Road carries an average daily traffic from between 1,10,000 PCU to 1,25,000 PCU. The peak hour component is of the order of 8.8 to 9.5% of ADT. The peak hour intersection traffic volume on this intersection is 8922 PCU with 52% of the total intersection traffic moving straight along the Ring Road. The total right turning movement at this intersection are 17% of total peak hour volume.
- ii. The composition of vehicular traffic at this intersection consists of 39% Cars/Jeeps, Buses, Scooters/Motorcycles constituted 19% each and 5% are slow moving vehicles.

2.4 TRAFFIC PROJECTIONS:

As per the report submitted by the Consultant, the land use along the study stretch of Ring Road could generally be taken as stabilize and based on the time series data available with the Consultant, he has projected a simple growth rate of 1.67% to 2.3% p.a. while estimating the design year (Year 2023) peak hour traffic at this intersection. Based on this projection, the present 8922 PCU present traffic will become 13500 PCU uptill the design year out of which nearly 55% of the traffic has been expected to be moving straight along the Ring Road. (Please refer ANNEXURE – III)

3.0 PROPOSAL IN BRIEF:

The Consultant, as part of the feasibility report, has explained the present proposal which is part of the Corridor Improvement Plan for the stretch of Ring Road between the Mool Chand and Punjabi Bagh Intersection with a specific proposal of grade separator at B-Avenue Intersection. As per the final recommendations conveyed to the Consultant on this intersection, the Consultant was advised to prepare a grade separator along the Ring Road while maintaining all other movements at ground level with the help of signalized intersection. The salient features of the preferred alternative proposal is as follows:

- I. A 9+9 M carriageway with 1.2 M central verge takes off the Ring Road opposite Scindia Farm House having a slope of 1:25. This leaves 9M wide Ring Road at grade on either side to meet the demand of other traffic.
- II. A clear height of 5.0 M has been achieved at the intersection.
- III. The ground level at the intersection is controlled by traffic signal providing straight and right turning traffic from B Avenue to Jhandu Singh Marg and will also allow suitable 'U' turn and bicycle traffic.
- IV. The left turn traffic has been segregated from the straight traffic by providing 6.0 M wide slip roads on all the arms.
- V. Necessary provisions for the recessed bus bays having been provided in the proposal. The pedestrian traffic has been proposed to be dealt at grade with the staggered signal timing.

4.0 EXAMINATION AS PER AUTHORITY GUIDELINES:

S.N.	AUTHORITY GUIDELINES	OBSERVATION ON PROPOSAL
I	Grade Separator should be provided on Ring Road\Outer Ring Road. The grade separator shall be aesthetically well designed and fit in with the environment considering the problems of storm water drainage at the cost, the grade separator should be overground as two level flyover.	As per the preferred alternative, the flyover has been proposed along the Ring Road.
II	Flyover provision could be made for 3 rd level below ground when found necessary.	Two level proposal is envisaged.
III (a)	On the Ring Road 64mts. R/W and parts of the Outer Ring Road with 60mts. R/W the flyover shall cons. Of 9mts. Width of 3 lanes(3mts. each in each direction).	3 lane with 9M width in either direction is proposed on the flyover.
(b)	In case where the R/W of Outer Ring Road is 45mts. then 2 lanes of 7.5 could be provided. In such cases effort should be made to increase the R/W of Outer Ring Road in 300mts length of flyover section.	Not applicable.
©	Service road of about 6 mts. should be	In order.

	provided which could be reduced to 4.5 mts in case of 45 mts. R/W.	
(d)	The minimum width of the footpath should be specified as 2 mts.	In order.
(e)	The clear headway between Rd. Chamber & bottom of the beam should be 5.5mts.	As per revised guidelines it is proposed as 5.0M and is in order.
(f)	3.5 mts. wide strip (as based on one side) shall be reserved for H.T.Lines.	One side maintained in anticlockwise direction.
(g)	The slope of the bridge should be 1:30. For smooth movement of cyclist depending upon the volume.	The slope on the bridges is taken as 1:25 which is different than proposed in the guidelines.
(h)	The road improvement upto the next major intersection on each and on all the areas shall form part of a grade separator.	In order.
(i)	The grade separator design should provide for smooth movement of cyclists depending upon the volume by design or by traffic movement.	(a) Cycle movement has been provided on the service road. (b) Cyclists shall use the intersection at surface level for cross movements.
IV (a)	Road improvement upto the next major intersection on each and all the arms shall form part of the grade separator.	These have been given.
(b)	The circulation of the surrounding area covered in IV a shall be properly integrated with grade separator.	Broad circulation on either side of the flyover has been given.
V	A proper landscape plan shall be prepared for the scheme.	This shall be submitted to DUAC after the scheme is approved by Technical Committee.

5.0 FEASIBILITY REPORT:

As per the report submitted by the Consultant the detail of affected structures for preferred alternative has been given in the report / detailed drawing. The drawings alongwith the report are displayed before the Technical Committee for consideration.

6.0 PLANNING OBSERVATIONS:

The Sub Committee after detailed site inspection and evaluation of the proposals recommended a straight flyover along the Ring Road. The following are the observations:

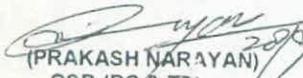
- 6.1 The existing road network be developed as per the standard cross section.
- 6.2 The head clearance below the High Tension Lines crossing the Ring Road may be maintained as per the safety norms.
- 6.3 Some part of the existing Petrol Pump has been shown affected. Clear direction for the status of the Petrol Pump may be defined in term of feasibility of the petrol

pump at the present location in terms of affected land, proportion of volume of traffic left on the surface by the PWD / Consultant whether to retain or shift the petrol pump.

- 6.4 As per the feasibility report by the Consultant, some marginal land has been proposed to be acquired at the corner of Jhandu Singh Marg for proposing left turns. The status of land may be confirmed.
- 6.5 The slope of the flyover proposed is 1:25 and is not in conformity with the prescribed Authority Guidelines. As per the report the Consultant has proposed movement of cycles along the service road which is a better option. This issue may be seen by the Technical Committee.
- 6.6 The necessary structure details, seismic loads, turning radii, super elevation, design of services and other engineering details be looked into by the Engineering Wing of the PWD.
- 6.7 Necessary NOC from the concerned Authorities, where ever required, be got obtained by the executing agencies before starting of the work.
- 6.8 The landscape plan will be got prepared by the Consultant and submitted to the DDA after its approval from the Competent Authority.
- 6.9 A traffic circulation plan during the course of implementation of the project and other modifications required in the catchment area on either side of the proposal within 1.0 Km length be got prepared and the same be got approved from the Traffic Police and the road owning agencies. The necessary approval will be submitted by the PWD/Consultant to the DDA.
- 6.10 The PWD will submit three sets of complete drawings alongwith feasibility report/performa duly signed by the Consultant and Competent Authority of PWD including the recommendations of the Technical Committee for office record of the DDA. This will also include directions, if any, desired by the Technical Committee.
- 6.11 Necessary clearance of this project will be got obtained from the DUAC and their directions / recommendations will be complied and the copy of the proposal will be submitted by the PWD to the DDA.

7.0 RECOMMENDATIONS:

The Design Proposal submitted by the Superintending Engineer (P&A) I of PWD alongwith Planning observations contained in PARA – 4 & 6 are put up for consideration and approval of Technical Committee.


(PRAKASH NARAYAN)
OSD (DC & TT)


23/11/2021
(R.M.LAL)
JT.DIR.(PIg.) TT

Annexure L

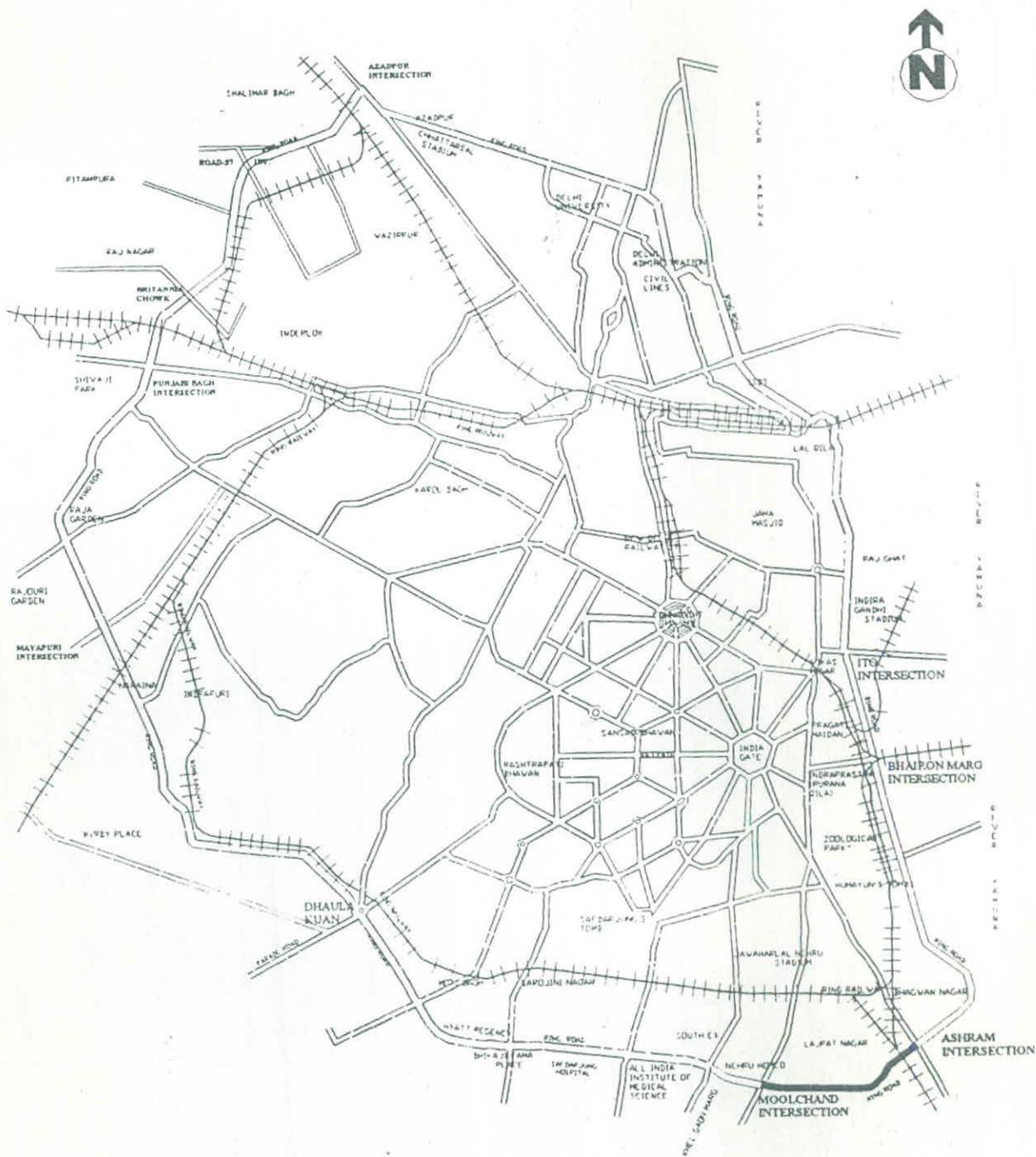


Figure 1: Key plan showing the study stretch of Ring Road between Ashram and Moolchand intersection

3.0 OBSERVED TRAFFIC CHARACTERISTICS

The CRAPHTS Consultants (I) Pvt. Ltd. carried out following traffic surveys to find out the actual traffic characteristics at the intersections formed with the delineated stretch of Ring Road and traffic flow patterns along the approach arms of the intersections:

- i) Classified traffic volume survey for 24 hours on an average weekday capturing all the turning movements at the intersections.
- ii) Pedestrian volume survey for 12 hours (8:00 am to 8:00 pm) on an average weekday to assess the number of pedestrians crossing the approach arms of the intersection at various locations.
- iii) Signal time survey for the intersections under study.
- iv) Speed and delay survey for the delineated stretch of Ring Road in peak and off-peak directions during peak hour.

Figure - 2 shows the locations of traffic surveys in the form of key plan. Data collected through traffic surveys have been analysed to ascertain the traffic characteristics for the delineated stretch of Ring Road. Figures 3 - 7 give the peak hour traffic flow diagrams and composition of traffic for the intersections formed with the delineated stretch of Ring Road.

The study stretch of Ring Road carries an Average Daily Traffic (ADT) varying between **1,10,000 p.c.u to 1,25,000 p.c.u**. The peak hour component is of the order of **8.8 to 9.5 percent** of ADT. The peak / anti peak directional split has been observed to be **57:43**. Out of the two peaks evening peak hour is observed to be more critical for almost all the intersections along the study stretch of Ring Road. The traffic characteristics at the intersections are very typically similar at most important intersections along the study stretch of Ring Road. Peak hour intersection traffic volumes vary between **8,780 p.c.u** in case of Srinivaspuri intersection and **19,278 p.c.u** in case of Moolchand intersection (including traffic over the existing flyover). The lower level intersection at Moolchand itself carries a peak hour traffic volume of **12406 p.c.u**. An average of **36 - 72 percent** of the total intersection traffic moves straight along Ring Road across the intersections (**91%** in the case of Srinivaspuri intersection). Right turning movements (all directions) at the intersections along the

study stretch of Ring Road account for nearly **15 - 30 percent** of total peak hour intersection traffic (**5%** in the case of Srinivaspuri intersection).

As regards composition of vehicular traffic at intersections formed with the study stretch of Ring Road, percentage of car/jeep varies between **31%** and **50%** (50% at Moolchand intersection) followed by Sc/MC, which constitutes **15-18 percent** (in terms of p.c.u.). Percentage of buses varies between **13 to 25 percent** (22 % and 25 % in the case of Capt. Gaur Marg and Srinivaspuri intersection respectively) over the study stretch. Percentage of auto rickshaws varies between **10-11%** of the total traffic volume at intersections formed with the study stretch of Ring Road.

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4.0 TRAFFIC GROWTH RATE AND PROJECTED TRAFFIC

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The design year, while projecting traffic volumes for the determination of design traffic, is usually taken as 20 years from the date of completion of a project. Assuming that a high type facility that may be recommended for the location under study would take two years for completion, the design year works out to be **2023 A.D.**

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AGENDA FOR TECHNICAL COMMITTEE.

SUB: CLARIFICATIONS - POLICY FOR MULTI LEVEL PARKING.

FILE NO: F-3/(98)/98-MP

1. INTRODUCTION :

- A) An inter-agency committee on "TRAFFIC MANAGEMENT TASK FORCE" constituted by L.G. Delhi, which was initially suggested to work out a policy. Later Ministry of Urban Development while according approval for zonal plan of planning zones E (East Delhi), F (South Delhi), and C (Civil Lines) also suggested to identify specific locations for parking lots to meet the parking shortages in the existing developed areas.
- B) Parking problems are particularly severe in the commercial areas, may be probably due to the fact that the existing basement meant for parking are being misused for other activities, and also the rapid increase in the number of vehicles.
- C) The proposed policy is likely to encourage the govt. agencies such as DTC to develop multi-level parking project to meet the parking requirement of their buses and also generate additional parking space for others by permitting part utilisation of DTC Depot / terminal land for commercial use. Also through the proposed policy the parking projects could be developed by the govt. / semi-govt. agencies and the local bodies in congested high value commercial and residential areas.

2. BACKGROUND

- A. As stated earlier, the broad objectives of the proposed multi level parking policy are:
 - a. to promote development of parking facilities within the existing residential, commercial and other work centre areas,
 - b. to provide a broad but uniform development controls that would permit limited commercial exploitation of space to make the project financially viable, and
 - c. to keep the parking fees / charges well within the control of users.
- B. On the policy for multi level parking Authority (DDA) vide resolution no. 66/2000 dt. 18.8.2000 has recommended the following broad development control norms :

"The policy for multi level parking be operationalised in two distinct parts (i) Broad development control norms and (ii) General guidelines to be adopted by the local bodies while

examining individual cases of multi level parking in the areas under their jurisdiction. These are as under:

i) **BROAD DEVELOPMENT CONTROLS**

- a) **LAND USE PERMISSIBILITY:** Parking being one of the utilities, is permissible in all use zones. However, from planning point of view, it is desirable that multi level parking be developed preferably in the designated parking spaces, or in the vacant areas (forming part of undeveloped green) in the layout plan. Multi level parking project shall not be provided in areas under regional park\ridge.
- b) **MINIMUM SIZE OF PLOT:** Size of multi level parking plot should ideally be 4000 Sq.Mt. However, the smaller size of the plot, if technically feasible can also be considered.
- c) **COMMERCIAL COMPONENT:** In order to compensate the cost of multi level parking and also to fulfill the growing need of parking spaces within urban areas, it may be desirable to permit the maximum of 30% of gross floor area proposed to be developed for multi level parking as commercial \ office utilisation.
- d) **FAR and HEIGHT:** Maximum height as well as permissible FAR need not be prescribed but the same will be subject to height of the surrounding developments and specific clearance from the concerned agencies (DUAC, Delhi Fire Service, Airport Authority, Traffic Police etc.) The total parking space to be decided based on surrounding road capacity.
- e) **SETBACK:** Setbacks as specified in the Master Plan \ approved layout plan shall be applicable. However, in exceptional circumstances relaxation may be made after detailed studies.
- f) **BASEMENT:** Master Plan provisions about basement shall be applicable. Hence, it should be confined within the building envelope line Ramps etc. if required, may be allowed within the setbacks.

ii) **BROAD GUIDE LINES**

- a).The traffic management scheme of the influence area should form an integral part of the proposal. This would include traffic circulation, entry\exit, and utilisation of spaces vacated for the proposed multi level parking.
- b).The directions of the Ministry of Urban Development including directions from Hon'ble Courts on the subject be kept in view while formulating the project.
- c).To maintain layout facility additional parking if required could be developed below the areas identified \ designated as green, yet to be developed. The surface level to be developed as green \ recreational.

d). The mixed land use policy as recommended by MPD-2001 be duly considered by respective local agencies while working out the economic of multi level parking lots.

e)The necessary clearance of the scheme required as per law from various agencies e.g. DUAC, DMRC, Traffic Police, Fire Deptt., Airport Authorities etc. be obtained by project owning agency.

C. LAND : MULTI LEVEL PARKING – NEHRU PLACE.

The land in question has been allotted by DDA by way of tender on perpetual lease hold basis vide letter no. 12(01)/2001/CL/4050 dt. 23.10.2000.

RELATED EXTRACTS FROM TENDER DOCUMENT OF AUGUST, 2000.

**i. OBLIGATIONS OF THE TENDERER / LEASE
(AS PER TENDER DOCUMENT PAGE 8-9)**

1. Pay DDA the lease premium as described in subhead 2.3 Titled Payment of Lease Premium.
2. Execute the Lease Deed with DDA within 60 days of payment of full premium or 1 installment of the premium, as the case may be.
3. To design and construct (a) Multi -- storeyed Parking – cum --Commercial Complex for accommodating a minimum of 1000 cars (Equivalent Car Space), 50 buses, (b) Commercial area upto maximum of 30%of the Total Built Up Area, inclusive of the basements and (c) All requisite ancillary facilities. The construction would strictly be done in accordance with the sanctioned plan duly approved by competent authorities, including DDA.

ii. DEVELOPMENT CONTROL NORMS FOR PARKING – CUM – COMMERCIAL CENTRE AT NEHRU PLACE

1	SIZE	12985 SQ.M. (APPROX.)
2	SETBACKS	FRONT : 15 MTS , OTHER SIDES, 9 MTS
3	ENVELOP	7,350 sq. mts
4	GROUND COVERAGE	WITHIN ENEVELOP AFTER LEAVING SETBACKS
5	BASEMENTS	TWO BASEMENTS TO BE EXCLUSIVELY USED FOR PARKING. TOTAL AREA NOT TO EXCEED PLOT AREA
6	NUMBER OF PARKING FLOORS	TWO LEVELS OF BASEMENT PLUS PARKING ON OTHER FLOORS AS PER RESTRICTION ON COMMERCIAL COMPONENT SET OUT IN THE CONDITION RELATING TO COMMERCIAL COMPONENT.
7	PARKING FLOOR HEIGHT	2.4 M. CLEAR FROM FLOOR TO SOFFIT OF BEAM.
8	TOTAL AREA UNDER PARKING USE	42,385 SQ. MTRS. INCLUDING BASEMENT
9	TOTAL PERMISSIBLE BUILT UP AREA	60,550 SQ. MTRS.
10	AREA OF COMMERCIAL COMPONENT	1. 30% OF TOTAL BUILT UP AREA, INCLUSIVE OF THE TWO BASEMENTS I.E. THE PARKING AREA AND THE COMMERCIAL AREA SHALL BE IN THE RATIO OF 70 : 30 RESPECTIVELY. 2. USE OF GROUND FLOOR AND ABOVE ONLY FOR COMMERCIAL

		COMPONENT WILL BE PERMITTED.
11	TOTAL HEIGHT	NO RESTRICTION, BUT HEIGHT NOT TO DISTURB THE LIGHT PLANE OF ADJACENT BUILDINGS.
12	PARKING FOR BUSES	MINIMUM 50 ON GROUND FLOOR LEVEL ONLY.
13	PARKING CAPACITY	MINIMUM OF 1000 ECS EXCLUDING BUS PARKING
14	ENTRY EXIT POINTS	FROM ROAD, RIGHT OF WAY 18 M WIDE ONLY.
15	OTHERS	RE-PLANTATION OF TREES ON EDGES RE-SITING OF TAXI STAND NEAR UG TANK

NOTE ; The figures in the above table are likely to change marginally on the actual demarcation of plot of land.

- 3.2. USE OF THE COMMERCIAL CENTRE: The Commercial space shall be used for, business offices, departmental stores, supermarket, retail shopping, show rooms, travel information and ticketing counter, restaurants, food plaza, telecommunication, reprographic and other business related services.
- 3.3 DEVELOPMENT CONTROLS: The Development of the plot shall be regulated by Delhi Development Authority as per the rules and regulations and bye-laws made under Delhi Development Act, 1957 and Delhi Development Authority (Disposal of Developed Nazul Land) Rules, 1981 except FAR, ground coverage and height, which shall be as per details in subhead 3.

iii. ADDITIONAL TERMS AND CONDITIONS

- a) The Multi-Storied Parking shall provide parking for at least 1000 cars and 50 buses, and all requisite ancillary facilities such ticketing office, drivers' rest rooms, toilets, etc. The construction would strictly be done in accordance with the sanctioned plan duly approved by competent authorities including the DDA.
- b) A minimum of 50% of the parking area shall be available for public parking. The Lessee will be free to use 50% of the parking spaces for operating parking, or to give on sub-lease or licence basis for captive use.
- c) The construction of the Multi-storeyed Parking-cum-Commercial Complex shall provide for proper ventilation, lighting, adequate circulation space, and entry and exit arrangements.
- d) The design and construction of the Multi-storeyed Parking-cum-Commercial Complex building should be of high quality and reflect latest trends.
- e) The lessee shall obtain prior approval of the DDA to the overall design and standards of the Multi-storeyed Parking-cum-Commercial Complex and the materials and specifications to be used in its construction.
- f) The development of infrastructure will proceed in accordance with and subject to plans and programmes of the Delhi Development Authority and further subject to any unforeseen contingencies. No omission to

accomplish such plans or non-availability of the infrastructural amenity will relieve the Lessee of the obligations devolving upon it.

- g) In case the individual parking spaces are disposed of, the Lessee shall ensure proper operation and maintenance of the parking area through appropriate agreements entered into with the purchasers of parking spaces and also ensure, through appointments of professional estate management firm, proper management of common areas and facilities.
- h) The Earnest Money Deposit will bear no interest. The encashment by the DDA, of the Demand Draft deposited by the tenderer, as the Earnest Money will not be imply that the tenders is eligible.

D. PROPOSAL : ISSUES.

REF: NO.500/Addl.Comm.(E)2001 dt. 18.9.2001 from Addl. Comm.(Eng)MCD addressed to Director(DD) : on MultiLevel Parking at Nehru Place. (Annexure- I)

Following issues have been referred to DDA vide above letter:

- a) MCD has received a proposal for sanction of building plans for the multi level parking-cum-commercial complex at Nehru Place as per undertaking of allotment and terms of lease..
- b) The matter was discussed by the Building Plan Committee of MCD. MCD has conveyed that the "broad development control" norms provided by DDA are somewhat deficient due to which, MCD is not in a position to process the plan. Following are the issues:
 - i. 30% commercial component shall generate parking (say 360 ECS) It is not clear as to whether this additional car parking space is included in 1000 ECS or not / additional parking space can be provided.
 - ii. No norms for parking space calculation of Bus are given either in BBL 83 for MPD 2001.
 - iii. Norms for occupant load for parking block is also not given for e.g.
 - a. Sanitary requirement.
 - b. Refuge area for fire fighting point of view.
 - iv. Norms for parking rate on the floors above ground floor.
 - v. Norms for permissible height, number of stories etc.
 - vi. Parking standard applicable on floors above ground floor.

3. OBSERVATIONS:

Under the given parameters in the Tender Document following are computed:

I. CAPACITY FOR PROPOSED NEHRU PLACE MULTI LEVEL PARKING.

	PARKING NORMS AS PER MPD-2001	AS TENDER DOCUMENT	PER ECS	PARKING CAPACITY ECS
A.	TOTAL PLOT AREA			12985 SQ.M.
	OPEN PARKING ON THE PLOT @ 23 SQ.M / ECS	@23 SQ.MT/ECS		565.0 ECS
B.	MULTI LEVEL PARKING			
a)	TOTAL PERMISSIBLE BUILT UP AREA			60550 SQ.M.
b)	TOTAL AREA UNDER PARKING USE			42385 SQ.M.
c)	AREA FOR COMMERCIAL COMPONENT (a-b)			18165 SQ.M.
d)	ENVELOP AREA / AREA AVAILABLE FOR GROUND COVERAGE (50 BUSES ON GROUND FLOOR)	@ 28 SQ.MT/ECS		7350 SQ.M. 262.5 ECS
e)	AREA AVAILABLE FOR PARKING ON OTHER FLOORS (BASEMENT + UPPER FLOORS)(b-d)	@32 SQ.MT/ECS		35035 SQ.M 1095.0 ECS
f)	OPEN AREA ON GROUND FLOOR (a-d)			5635 SQ.M
g)	AREA AVAILABLE FOR OPEN PARKING AT GROUND FLOOR @ 1/3 OF THE OPEN AREA	@23 SQ.MT/ECS		1878.33 SQ.M. 61.66 ECS
	TOTAL PARKING SPACES AVAILABLE			1439.16 ECS
c)	PARKING REQUIRED FOR COMMERCIAL AREA (@ 1.67 ECS / 100 SQ.MT OF FLOOR AREA)			303.0 ECS

- II. A meeting of Commissioner (MCD) and Vice Chairman, DDA along with their team of officers to discuss the issues relating to the Multilevel Parking cum Commercial Complex at Nehru Place, was held on September, 27, 2001. The officers of DDA, MCD, M/s Nehru Place Hotels, the lessee of the site also attended this meeting. (Copy of the minutes are enclosed as Annexure- II)

At the out set certain basic issues were framed which are described in the following paragraphs. It was also agreed that the matter would also be taken up in the Technical Committee.

S.N	ISSUES OF MCD	SUGGESTIONS / OBSERVATIONS / CONCLUSIONS. (As per minutes of the meeting dtd.27.09.2001.)
1.	Whether the norms of Multi level parking cum commercial project at Nehru Place were submitted by DDA to the Ministry of Urban Development and whether the Ministry had conveyed any approval to the same	DDA would certify that the entire project concept including the aspects impinging on the building norms had been referred to the Ministry of Urban Development and the Ministry of Urban Development conveyed their approval thereto as already available. A certificate in this regard is to be issued by DDA to the MCD
2.	How to formulate the norms of height of the building considering the fact that the concept does not includes specific height restrictions	As regards the height of the building, it was observed that the tender document states the following a. Total height - no restriction, but height not to disturb the light plane of the adjacent buildings b. It was observed that the lessee had obtained clearance from Civil Aviation Authorities on the building height proposed. c. Further, it was also observed that the matter of building form would also be taken up by Delhi Urban Arts Commission(DUAC).

		d. Hence, it was decided that there need be no objection to the building plan as long as there are adjacent structures which are higher than the proposed building.
3.	What would be the parking requirement for buses.	Parking requirement for buses would be as stipulated by established authorities on the subject. One such authority is Neufert. The norms would be adopted for now in relation to the ramp based models of multilevel parking and the proposed building plan would be examined on this basis. DDA would take up the matter in its Technical Committee for incorporation into the Master Plan.
4	What would be the norms for parking on floors higher than ground floor.	Parking on floors higher than ground level would be regulated by the same norms for parking as the basement.
5.	How to determine the norms for the commercial components which is split between shopping and offices. In view of the fact that the norms for mercantile buildings (which among others include shopping) are separate and distinct from commercial buildings (which among others include offices but does not include shopping).	As regards the character of the building, whether it be treated as commercial or mercantile. It was observed that the proposed building has three distinct components. The largest part in that of parking spread over 42,000 square meters. The smaller part of 18,000 square meters has been distributed into two parts - a mercantile component and a commercial components. It was decided that each components needs to be addressed in its own terms. The mercantile portion would be provided for in terms of the norms applicable to the mercantile buildings. The commercial portion would be provided for in terms of the norms applicable to the commercial buildings.
6.	What would be the occupant load norms for refuge area and sanitary requirements?	The norms for refuge area and sanitary norms for the parking component would be determined by what has been the case in existing parking structure at Asaf Ali Road.
7	It was agreed that after the minutes are issued, and the required certificate is issued by the DDA to the MCD as per para 1, the matter would also be taken up in the Technical Committee.	
8.	While MCD may consider the Building Plan in the light of the decisions taken above, DDA separately work on having the norms instituted for future projects of this kind in the Master Plan.	

4. ISSUES FOR CONSIDERATION:

The issues raised by MCD and the observations / suggestions/ conclusions given in the minutes of the meeting of VC on 27.9.2001 thereof given at para 3.II above are put up for consideration of Technical Committee.

[Signature]
30/9/01
J0(17)A

[Signature]
28/9
CSD(DC/17)

ATT: Mr. AHUL KAI
4603278

ANNEXURE I

Dt 18-9-2001

MUNICIPAL CORPORATION OF DELHI
OFFICE OF THE ADDITIONAL COMMISSIONER (ENGG.)
TOWN HALL, DELHI

No. D/500-/Addl. Comm. (E)/2001

✓ Smt. Nisha Singh,
Director (DD)
Ministry of Urban Development & poverty alleviation
Nirman Bhawan, New Delhi.

Subject: Multilevel Car Parking Cum Commercial Complex at Nehru Place, New Delhi.

Madam,

MCD has received a proposal for sanction of building plans for the above-mentioned complex from M/s Nehru Place Hotels Ltd. The land use of site in question as per the approval layout plan of Nehru Place is Parking. The land in question has been allotted by DDA by way of tender on perpetual leasehold basis vide letter No. 12 (01) / 2001/CL/4050 dated 23.10.2000 for construction of above mentioned complex. The proposal has perhaps been conceived to meet the existing demand of Nehru Place complex for Car Parking which at present is highly inadequate. As per the conditions of allotment the promoter has to provide 1000 ECS and Parking space for 50 buses. As an incentive to the lessee, he can utilise 30% of the total built up area for commercial purposes.

In the plans received, a basement has been proposed to the extent of building envelope for parking and services, ground floor for parking of 50 buses, 91 shops & 4 show rooms. Above ground floor, there are two building blocks one having 7 floors proposed for parking upto 6th floor and seventh floor for workshops and offices, the other block having 15 floors (total height about 70 mtr.) is proposed for commercial activities. A chart showing norms conveyed by DDA and the proposal is enclosed.

The matter was discussed by the building plan committee of MCD and it was decided to draw kind attention of the Ministry to the norms conveyed by the DDA and proposal submitted by the promoter and also with regard to the fact that DDA's norms are somewhat deficient due to which MCD is not in a position to process the application. Kind attention of the Ministry is drawn towards the following issues.

1. DDA has conveyed that the owner has to provide parking space for 1000 ECS+ Parking space for 50 buses. However DDA has not specified as to whether they have taken into account the number of equivalent car spaces which are bound to generate due to 30% commercial component given as incentive to promoter. As per BBL 1983, 30% commercial component itself shall generate requirement of approximately 360 ECS. Moreover 1000 ECS will accommodate marginally less number of cars than the number of ECS allowed. Besides the norms for calculating the parking space for buses are neither given in BBL 1983/ MPD-2001 nor DDA has given any norms on this issue.
2. Norms conveyed by DDA also lack in respect of the norms of occupant load for parking block to enable MCD to examine the occupancy of parking portion for the purpose of calculation of sanitary requirement and refuge area from fire fighting point of view. Further MPD-2001 / BBL 1983 and DDA conveyed norms are silent about the norms of parking rate on floors above ground floor. Besides DDA conveyed norms are silent about permissible height, number of storeys etc.

Since this is the first project in Delhi of its kind and Ministry is yet to notify the norms for such projects, the matter is brought to kind notice of the Ministry for its information, concurrence & clarifications on the aspects as mentioned above, before MCD could examine the project further.

An early reply shall be highly appreciated.

Thanking You

Yours faithfully

(Signature)
(V.S. Sharma)
Addl. Commissioner (Engg.)

Encl: As Above:

Copy to:

Deputy Director (CL) DDA, INA, Vikas Sadan, New Delhi for necessary reply on the norms which have not been conveyed earlier by DDA.

	DDA Conveyed Norms	Proposal
3. Ground	Equal to envelope area after leaving the set backs. (8280 sq. mtr.)	8279.78 sq. mtr.
4. Parking / Service Area	70% (42385 sq. mtr.)	42382.117 sq. mtr.
5. Commercial Area	30% (18165 sq. mtr.)	18164.223 sq. mtr.
6. Total Permissible Builtup Area	60550 sq. mtr.	60546.34 sq. mtr.
7. Height	No restriction provided proposed height does not disturb the light plane of the adjacent buildings.	69.90 mtr. including machine room of lifts
8. Parking floor Height	2.4 mtr. clear from the floor to the soffit of beam.	2.4 mtr. clear from the floor to the soffit of the beam + 0.80 mtr. height of beam = 3.2 mtr.
9. Set backs	Front - 15 mtr. Sides and rear - 9 mtr.	Front 15.2 and more than 9 mtr. on all other sides and rear.
10. No of stories	No restriction	GF+ 7 stories for parking block. GF + 15 stories for commercial block
11. Basement area	Part of Parking / Service area of total 42385 sq. mtr.	Parking & Services (8012.259 sq. mtr. area which has been counted towards the parking & Services area of 42382.117 sq. mtr.
12. Loft Area	25% of the covered area of respective floor as per BBL no. 14.6	Less than 25 % of GF area. loft proposed as 25% of shops / showrooms on ground floor for storage.
13. Equivalent car space to be provided	1000 ECS + Minimum Parking of 50 buses.	1001.961 @ 28 sq. mtr. per ECS on FF & upper floors and @ 32 sq. mtr. in basement. Parking space for 50 buses shown on GF.

DDA Conveyed Norms
Equal to envelope area
after leaving the set backs
8280 sq. mtr.

Proposal
8279.78 sq. mtr.

ATTN. SHRI PRAKASH NARAYANANNEXURE - II

No.
Delhi Development Authority
(Land Costing Wing)

Vikas Sadan, New Delhi
Dated: September , 2001

**Minutes of the Meeting of the MCD and DDA on the Issues Relating to the
Multilevel Parking Cum Commercial Complex at Nehru Place
Held on September 27, 2001**

A meeting of the Commissioner (MCD) and Vice Chairman, DDA along with their team of officers to discuss the issues relating to the Multilevel Parking cum Commercial Complex at Nehru Place, was held on September 27, 2001. Following officers were present.

- 1) Commissioner, MCD
- 2) Vice Chairman
- 3) Shri Anand Mohan Sharan, Commissioner (LD), DDA
- 4) Shri V. K. Bugga, Chief ICPO, MCD
- 5) Shri M. M. Dass, Superintending Engineer (Building)
- 6) Shri R. K. Gupta, Ex. Engineer, MCD
- 7) Shri B.L. Jindal, Ex. Engineer, MCD
- 8) Shri V. D. Dewan, Addl. Chief Architect II, DDA
- 9) Shri Surajit Roy, Director (CI.), DDA
- 10) Shri Prakash Narayan, Director (TI), DDA
- 11) Shri Anil Barai, Director (Buildings), DDA
- 12) Atul Kumar Raj, Director (LC)

Apart from the above, M/s. Nehru Place Hotels who are the lessee of the site for the project were present along with their architects Consulting Engineering Services in order to elucidate the plan submitted by them.

2. At the outset the basic issues were framed as follows-

2.1 Whether the norms of the Multilevel Parking cum Commercial Project at Nehru Place were submitted by DDA to the Ministry of Urban Development and whether the Ministry had conveyed any approval to the same?

2.2 How to formulate the norms for height of the building considering the fact that the concept does not include specific height restriction?

2.3 What would be the parking requirements for buses?

2.4 What would be the norms for parking on floors higher than ground level?

2.5 How to determine the refuge area and sanitary norms for the Parking Component?

2.6 How to determine the norms for the commercial component which is split between shopping and offices in view of the fact that norms for mercantile buildings (which among others includes shopping) are separate and distinct from commercial buildings (which among others include offices but does not include shopping)

3. There was point-wise discussion on each of the above issues and the following conclusions were reached.

3.1 DDA would certify that the entire project concept including the aspects impinging on building norms had been referred to the Ministry of Urban Development and the Ministry of Urban Development conveyed their approval thereto as already available. Action may be taken by Commercial Lands Branch.

3.2 As regards the height of the building, it was observed that the tender documents states the following-

Total Height No restriction, but height not to disturb the light plane of adjacent buildings.

It was observed that the Lessee had obtained clearance from Civil Aviation Authorities on the building height proposed.

Further, it was also observed that the matter of building form would also be taken up by Delhi Urban Arts Commission.

Hence, it was decided that there need be no objection to the building plan as long as there are adjacent structures which are higher than the proposed building.

3.3 Parking requirement for buses would be as stipulated by established authorities on the subject. One such authority is Neufert. The norms would be adopted for now in relation to the ramp based models of multilevel parking and the proposed building plan would be examined on this basis. DDA would take up the matter in its Technical Committee for incorporation into the Master Plan.

3.4 Parking on floors higher than ground level would be regulated by the same norms for parking as the basement.

3.5 The norms for refuge area and sanitary norms for the parking component would be determined by what has been the case in existing parking structure at Asaf Ali Road.

3.6 As regards the character of the building, whether it be treated as commercial or mercantile, it was observed that the proposed building has three distinct components. The largest part is that of parking spread over 42,000 square meters. The smaller part of 18,000 square meters has been distributed into two parts- a mercantile component and a commercial components. It was decided that each components needs to be addressed in its own terms. The mercantile portion would be provided for in terms of the norms applicable to the mercantile

buildings. The commercial portion would be provided for in terms of the norms applicable to the commercial buildings.

4. It was agreed that after the minutes are issued, and the required certificate is issued by the DDA to the MCD as per paragraph 3.1 the matter would also be taken up in the Technical Committee. Director (TT), DDA may draw up the agenda.
5. While the MCD may consider the Building Plan in the light of the decisions taken above, DDA would separately work on having the norms instituted for future projects of this kind in the Master Plan itself.
6. This issues with the approval of Vice Chairman, DDA

(Atul Kumar Rai)
Director (LC)

- 1) Commissioner, MCD
- 2) Vice Chairman, DDA
- 3) Shri Anand Mohan Sharan, Commissioner (LD), DDA
- 4) Shri V. K. Bugga, Chief TCPO, MCD
- 5) Shri M. M. Dass, Superintending Engineer (Building)
- 6) Shri R. K. Gupta, Ex. Engineer, MCD
- 7) Shri B.L. Jindal, Ex. Engineer, MCD
- 8) Shri V. D. Dewan, Addl. Chief Architect II, DDA
- 9) Shri Surajit Roy, Director (CL), DDA
- 10) Shri Prakash Narayan, Director (TT), DDA
- 11) Shri Anil Barai, Director (Buildings), DDA
- 12) Atul Kumar Rai, Director (LC)

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DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

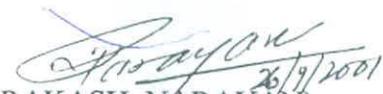
NO.F.1(38)2001-MP

DATED:

MEETING NOTICE

The 10th meeting of the Technical Committee of Delhi Development Authority for the year 2001 will be held on 1.10.2001 (Monday) at 10.a.m. in the Conference Hall 5th floor, Vikas Minar, IP Estate, New Delhi.

The part agenda for the meeting is enclosed. You are requested to kindly make it convenient to attend the meeting.


(PRAKASH NARAYAN)
OSD (DC&TT)
Tel. No. 3379149

Copy to:

1. ✓ Vice-Chairman, DDA - Chairman
2. ✓ Engineer member, DDA 2219 27511
3. Commissioner (Planning) DDA
4. ✓ Commissioner (LD) DDA 278229
5. ✓ Commissioner (LM) DDA 279-21
6. Chief Architect, DDA
7. Chief Planner, TCPO
8. Chief Town Planner, MCD
9. Chief Architect, NDMC
10. Secretary, DUAC
11. Chief Engineer (Plg.) DVB
12. Chief Engineer (Elect.) DDA
13. Addl. Commissioner (MPPR) DDA
14. Addl. Commissioner (UDP) DDA
15. Addl. Commissioner (AP) DDA
16. Land & Development Officer, MOUA&E
17. DCP (Traffic)
18. Sr. Architect (H&TP) CPWD
19. Director Land Scape, DDA
20. OSD (TT&DC) DDA

Special Invitees

1. Manager (FOP) Group I DDA
2. Manager (FOP) Group II DDA
3. Director (DC) DDA
4. Director (MPPR) DDA
5. Managing Director DDA for PLE in 556

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Tel. No. 3379149

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 5. Commissioner (LM) DDA
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 7. Chief Planner, TCPO
 8. Chief Town Planner, MCD
 9. Chief Architect, NDMC *write*
 10. Secretary, DUAC
 11. Chief Engineer (Plg.) DVB
 12. Chief Engineer (Elect.) DDA
 13. Addl. Commissioner (MPPR) DDA
 14. Addl. Commissioner (UDP) DDA
 15. Addl. Commissioner (AP) DDA
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 18. Sr. Architect (H&TP) CPWD
 19. Director Land Scape, DDA
 20. OSD (TT&DC) DDA

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2. Manager (FOP) Group II DDA
3. Director (DC) DDA
4. Director (MPPR) DDA.

Engineering - Chief FAX No.

3385326

1. *(5)* Sh Purushu (CE) *M.D.M.C.* *3363754*
 2. *(6)* Sh. B.M. Singh *Reg. in-charge*
 3. *(7)* Sh. B.K. Arora *Tel Telo*
- 10/27/91*

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DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

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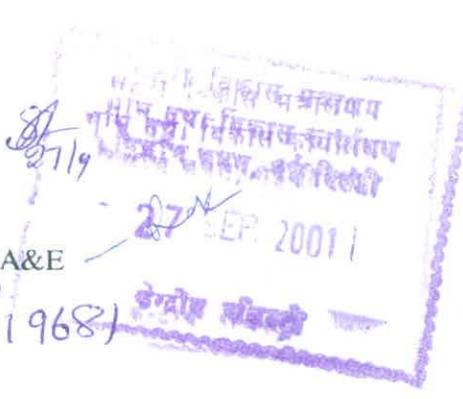
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13. Addl. Commissioner (MPPR) DDA
14. Addl. Commissioner (UDP) DDA
15. Addl. Commissioner (AP) DDA
16. Land & Development Officer, MOUA&E
17. DCP (Traffic) *Amend/23/9/940*
18. Sr. Architect (H&TP) CPWD *301968*
19. Director Land Landscape, DDA
20. OSD (TT&DC) DDA



Special Invitees

1. Manager (FOP) Group I DDA
2. Manager (FOP) Group II DDA
3. Director (DC) DDA
4. Director (MPPR) DDA

5. Sh. Puruthi C.E (NDMC)
6. Sh. J.K. Mittal Eng. asplg. Commonwealth Place

7. Sh. R.M. Singh Eng. in chd

27/9/2001

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17. DCP (Traffic)
18. Sr. Architect (H&TP) CPWD
19. Director Land Scape, DDA
20. OSD (TT&DC) DDA

AE (M) S
AE (E) 27/9/01
Security officer (M) 27/9
26/9/2001

Special Invitees

1. Manager (FOP) Group I DDA
2. Manager (FOP) Group II DDA
3. Director (DC) DDA
4. Director (MPPR) DDA.

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Tel. No. 3379149

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1. Vice-Chairman, DDA - Chairman
2. Engineer member, DDA
3. ✓ Commissioner (Planning) DDA → 28/9/01
4. Commissioner (LD) DDA
5. Commissioner (LM) DDA I
6. ✓ Chief Architect, DDA → 27/9/01
7. Chief Planner, TCPO
8. Chief Town Planner, MCD
9. Chief Architect, NDMC
10. Secretary, DUAC
11. Chief Engineer (Plg.) DVB
12. ✓ Chief Engineer (Elect.) DDA → 27/9/01
13. Addl. Commissioner (MPPR) DDA → 27/9/01
14. ✓ Addl. Commissioner (UDP) DDA → 27/9/01
15. ✓ Addl. Commissioner (AP) DDA → 27/9/01
16. Land & Development Officer, MOUA&E
17. DCP (Traffic)
18. Sr. Architect (H&TP) CPWD
19. ✓ Director Land Scope, DDA → 27/9/01
20. ✓ OSD (TT&DC) DDA → 27/9/01

o/c

Special Invitees

1. Manager (FOP) Group I DDA
2. Manager (FOP) Group II DDA
3. ✓ Director (DC) DDA → 27/9/01
4. Director (MPPR) DDA → 27/9/01

DELHI DEVELOPMENT AUTHORITY
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6. Chief Architect, DDA
7. Chief Planner, TCPO
8. Chief Town Planner, MCD ✓
9. Chief Architect, NDMC ✓
10. Secretary, DUAC ✓
11. Chief Engineer (Plg.) DVB ✓
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13. Addl. Commissioner (MPPR) DDA ✓
14. Addl. Commissioner (UDP) DDA
15. Addl. Commissioner (AP) DDA
16. Land & Development Officer, MOUA&E ✓
17. DCP (Traffic) ✓
18. Sr. Architect (H&TP) CPWD ✓
19. Director Land Scene, DDA
20. OSD (TT&DC) DDA

*Recd eight letters only
Exep no 12, 14, 15
MS 26/9 5:30 PM.*

Special Invitees

1. *MS 26/9* Manager (FOP) Group I DDA
2. Manager (FOP) Group II DDA
3. Director (DC) DDA
4. Director (MPPR) DDA.

⑤ Sh. DEEPAK MUKHOPADHAYAY
Engin-chief MCD
⑥ Sh. I M Singh Engin-chief PWD
⑦ Sh. Purushi, Chief Eng. MDM
⑧ Sh. J.S Reddy Expert
⑨ Sh. J.K. Mittal Expert
MS 26/9.

12/9/2001

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

G (38) 2001/MP / 643

The 10th meeting of the Tech. Committee is proposed to be held on 25.9.2001 at 10.00 a.m. under the chairmanship of VC DDA. It is requested that agenda if any may be sent to the DC Wing latest by 20.9.2001

R.K. JAIN
12/9/2001
(R.K. JAIN)
JT. DIR. (MP)

COPY TO;

- 1. All Additional Commissioner (A₃)
- 2. OSD (DC&TT)
- 3. Director (DC)
- 4. PS to Commr. (Plg.) for information.

Handwritten initials and date: 12/9/01, 28/12/19

5 AC (AP) *Handwritten initials and date: 12/9/01*

6 AC (ODP) *Handwritten initials and date: 12/9/01* O/C

7 AC (MPPR)

12/9/2001

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

F1(38) 2000/MP/613

The 10th meeting of the Tech. Committee is proposed to be held on 25.9.2001 at 10.00 a.m. under the chairmanship of VC DDA. It is requested that agenda if any may be sent to the DC Wing latest by 20.9.2001

R.K. Jain
12/9/2001
(R.K. JAIN)
JT.DIR.(MP)

COPY TO;

1. All Additional Commissioner (A₃) -
2. OSD (DC&TT)
3. Director (DC)
4. PS to Commr. (Plg.) for information

o/c

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO.F.1(3A)/2001-MP

Dated :

MEETING NOTICE

The 9th Meeting of the Technical Committee of Delhi Development Authority for the Year 2001 will be held on 4/9/2001 (Tuesday) at 10.00 A.M. in the Conference Hall 5th Floor, Vikas Minar, I.P. Estate, New Delhi.

The Agenda for the Meeting is enclosed. You are requested to kindly make it convenient to attend the Meeting.

Prakash Narayan
(PRAKASH NARAYAN)
OSD(DC&TT)
Tel.No. 3379149

Copy to :-

- 1) ✓ Vice-Chairman, DDA - Chairman
- 2) ✓ Engineer Member, DDA
- 3) ✓ Commissioner (Planning), DDA
- 4) ✓ Commissioner (LD), DDA
- 5) ✓ Commissioner (IM), DDA
- 6) ✓ Chief Architect, DDA *3/9/01*
- 7) ✓ Chief Planner, TCPO *3/9/01*
- 8) ✓ Chief Town Planner, MCD *3/9/01*
- 9) ✓ Chief Architect, NDMC
- 10) Secretary, DUAC
- 11) ✓ Chief Engineer (Plg.), DVB
- 12) ✓ Chief Engineer (Elect.), DDA *3/9/01*
- 13) ✓ Addl. Commissioner (MPPR), DDA
- 14) ✓ Addl. Commissioner (UDP), DDA *3/9/01*
- 15) ✓ Addl. Commissioner (AP), DDA *3/9/01*
- 16) ✓ Land & Development Officer, MOUASE
- 17) ✓ D.C.P. (Traffic)
- 18) ✓ Sr. Architect (H&TP), CPWD
- 19) ✓ Director (Landscape), DDA
- 20) ✓ OSD (TT&DC), DDA

Special Invitees:

- 1) ✓ Manager (FOP)/Group-I, DDA
 - 2) ✓ Manager (FOP)/Group-II, DDA
 - 3) ✓ Director (DC), DDA
 - 4) ✓ Director (MPPR), DDA *3/9/2001*
- S. S. Sarda*
3/9/01

(OSD(PLNG.)/DC&TT)

- 1. AE Elect. *3/9/01*
- 2. AE Maintenance *3/9/01*
- 3. Security officer *3/9/2001*



DDA
NP Sector

10th meeting of Technical Committee
is proposed to be organized on 25/9/2017.
A circular is being issued for agenda
item

~~Direct (De)~~

J.D. (Ops)

M M 17/9

Please see the send
circular

and I

M M 17/9