

DELHI DEVELOPMENT AUTHORITY,  
MASTER PLAN SECTION.

No: F.1(7)/2002-MP/581

Dated: 5-9-2002

SUB: Minutes of the 2nd Technical Committee meeting held  
on 2-4-2002. List of participants is enclosed.

1. Sub: Confirmation of minutes of Tech. Committee held on 29-1-2002.

Minutes of the Technical Committee have been confirmed and it was indicated that actions have already been initiated based on the draft minutes.

2. Item No. 5/2002

Sub: Access to Dwarka Project from NH 8 through proposed 60 m wide road and RUB on Rewari Railway Line near Sector 21 & 26 Dwarka.  
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The item was presented by Dir. (Dwarka). The Technical Committee recommended for approval the proposed alignment which has already been agreed by the Ministry of Urban Development. The proposed modification in the road network of Dwarka were also considered and agreed. The Committee recommended that the detailed designing of road rail under bridge, land transfer from Airport Authority and acquisition of land etc. as proposed in para 3 of the agenda be pursued on priority by concerned Departments of DDA with concerned agencies / experts.

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F.5(2)/2002-MP

The proposal was discussed in detail. The location of grade separator was agreed in principal. Technical Committee desired that a suitable long term proposal be worked out by PWD keeping in view the existing and proposed road network in surrounding area. This also be integrated with proposed of NH-1 improvements by NHAI. The various alternatives be discussed in the sub group constituted by Technical Committee in its meeting held on 15-3-2001 before being the detailed proposal Technical committee.

Compared with Original

appropriate action for clearing the plans expeditiously so that this public project could be implemented early. The portion coming under jurisdiction of ASI Zone was, however, not to be considered for regularisation as part of these decisions.


The above minutes have been confirmed in the III<sup>rd</sup> meeting of Tech. Committee held on 2-7-2002.

  
(Surendra Srivastava)  
Director (DC)

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(A.K.Manna)  
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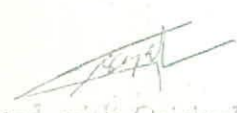
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20

*Dir (DC)*  
*10/11/02*

  
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List of participant of the 2nd meeting of Tech. committee held on 2.4.2002

# DELHI DEVELOPMENT AUTHORITY

## MEMBERS

1. P.K. Hota, Vice Chairman
2. R.K. Bhandari E.M.
3. Vijay Rishbud Commr. (Plg.)
4. U.S. Jolly Commr. (LM) II
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10. Anand M. Sarna Commr. (LD)
11. Sushila Bhandari Director (LS)

## T.C.P.O.

B.K. Atom Town Planner

## M.C.D.

Suresh Singh Sr. Town Planner

## D.V.B.

Lalish Chander S2 (Plg I)

## DELHI TRAFFIC POLICE

Praveen Hota DCP (Traffic)

## SPECIAL INVITES

- S.C. Karnwal Addl. CA I DDA
- S.P. Bansal Director (DWK)
- S.C. Tyagi PM (FOP) DDA
- V.D. Dewal Addl. CH DDA
- Surender Srivastava Director (DC) DDA
- T.K. Mandot Jr. Dir. DDA
- P.P. Pant Jr. Dir. DDA
- R.M. Lal Jr. Dir. DDA
- S.P. Sasengl S.A. DDA
- Prabhash Singh CH PWD III
- M.N. Doss SE MCD
- A. Bhargava CH (IV) MCD
- S.K. Gupta Ex. Engrg. (B) MCD
- S.V. Mohla DC GNCTD
- S.C. Mehta J2 DFO DDA



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The remodelling plans of cricket stadium at Feroz Shah Kotla were presented and explained by representatives of Planning & Building Deptt. of MCD before the Technical Committee on 2-4-2002. It was observed that Delhi have number of Sports Stadium, which were developed during Asiad-1982. The planning parameters/norms of these stadium were based on specific functional requirements. The same can hold true for instant case presented by MCD. This emerged as a consensus view in the Tech. Committee. The Tech. Committee agreed to the proposal and was concerned about two issues, namely parking and traffic dispersal because of increase in seating capacity.

Later these two issues were discussed by Vice-Chairman, Commissioner (Engg.) Director (DC), Chief Engineer (Bldg.), MCD, SE (Building) and Ex. Engineer (Bldg.) together with Hon'ble Lt. Governor. After listening to the various viewpoints, Lt. Governor instructed that parking could be taken care of by 'Park and Ride' facility and traffic issues by better management of the traffic by Traffic controlling agency. It was also agreed that main entry would be taken from Bahadur Shah Zafar Marg side. Hon'ble Lt. Governor directed MCD officers to take further





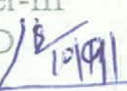
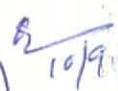
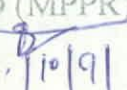



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(A.K.Manna)  
Jt. Director (MP)

  
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Pradeep Hota DCP (Traffic)

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S C Tayal PM (FOP) DDA  
V D Dewal Addl. CE DDA  
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T K Mandal Jt. Dir. DDA  
I P Parate Jt. Dir. DDA  
R M Lal Jt. Dir. DDA  
S P Satsangi S A DDA  
Prabhash Singh CE PWD III  
M N Dass SE MCD  
J C Dhingra CE (IV) MCD  
R K Gupta Ex. Engg. (B) MCD  
X V Mahta DC GNCTD  
R K Misra Jt. Dir. (M) DDA



## INDEX

ITEM NO.	SUBJECT.
42/2001	Regulation of roof projection/ sun shades outside the plot line for tiny size allotment category plots for EWS/LIG/MIG in Rohini.
10/2002	Examination of corridor improvement plan by committee constituted by Technical Committee.
11/2002	Use premissibility in service centre number 16 at Vikas Puri.



EY 3(14) 77/ud-30/ 5045

01-5-02

Sub: Confirmation of the Technical Committee minutes held on 29.1.2002.

Ref: File No.F.1(7)2002-MP/314.

.....

Following may be added for Item No.8/2002 i.e. Paper Market for IFC Gazipur -

It was also decided that the matter will be discussed with the Chief Engineer(EZ) to ascertain the status of the existing development. Minor modification may be carried out so as to avoid any infructuous expenditure on the works already taken up as per the earlier design and approval.

M. Manthar  
20/11/02  
EO II to EM

OSD(DC&TT).

Br (P/B)

7/5

J.D. Jure

M. M. 2/5

Section 107 =  
FR/

12 Issued  
com

Office of OSD (DC & TT), DDA.  
File No. 384  
Date 1.5.02

Inspector (Dev. Control)  
DDA, Dy. Secy.  
513-13  
Dated 2/5/02



173444  
26/4

DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

DATED: 23.4.2002

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*This needs to be discussed with CE(E.2), in the light of development already carried out in Pkt 'C', to avoid any further expenditure. Minor modification can be carried out keeping in view the OSD to (P&S TR) informed about this.*



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Observations and Comments if any on the draft minutes may please be sent to Jt. Director (MP) within a week time.

These draft minutes are issued with the approval of VC DDA.

(PRAKASH NARAYAN)  
OSD (DC&TT)  
MEMBER SECRETARY

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M N Dass SE MCD  
JC Dhingra CE (IV) MCD  
R K Gupta Ex. Engg. (B) MCD  
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The proposal was discussed in detail. The location of grade separator was agreed in principle. Technical Committee desired that a suitable long term proposal be worked out by PWD keeping in view the existing and proposed road network in surrounding area. This also be integrated with proposed NH - 1 improvements by NHAI. The various alternative be discussed in the sub group constituted by Tech. committee in its meeting held on 15.3.2001 before bring the detailed proposal in Tech. Committee.

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F3(01)96/Dir.SP/Pt.III

The Tech. Committee recommended for approval of the proposal of the whole sale paper market. Tech. Committee also desired the provision of modern equipment for loading and unloading in the Central Ware Housing area may be examined further.



35  
Item No. 9/2002

Sub: Alignment plan of NH 8 for its junction with Palam Road upto Delhi Haryana Border. F5(27)77-MP

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#### LAI D ON TABLE

SUB: Formulation of development control norms for Sports Stadium

F3(45) 242-MP  
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These draft minutes are issued with the approval of VC DDA.

(PRAKASH NARAYAN)  
OSD (DC&TT)  
MEMBER SECRETARY

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18. Director (Land Scape) DDA
19. OSD (DC&TT)

RK 23/4/2002  
(R K JAIN)  
JT DIR(MP)

39  
List of participant of the 2nd meeting of Tech. committee held on 2.4.2002

**DELHI DEVELOPMENT AUTHORITY**

**S/SHRI**

1. P.K. Hota, Vice Chairman
2. R K Bhandari E.M
3. Vijay Risbud Commr. (Plg.)
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11. Savita Bhandari Director (LS)

**T.C.P.O.**

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**M.C.D.**

Samsher Singh Sr. Town Planner

**D.V.B.**

Jagdish Chander SE (Plg I)

**DELHI TRAFFIC POLICE**

Pradeep Hota DCP (Traffic)

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S P Bansal Director (DWK)  
S C Tayal PM (FOP) DDA  
V D Dewal Addl. CE DDA  
Surender Srivastava Director (DC) DDA  
TK Mandal Jt. Dir. DDA  
IP Parate Jt. Dir. DDA  
R M Lal Jt. Dir. DDA  
S P Satsangi S A DDA  
Prabhash Singh CE PWD III  
M N Dass SE MCD  
JC Dhingra CE (IV) MCD  
R K Gupta Ex. Engg. (B) MCD  
X V Mahta DC GNCTD  
R K Mishra Dy. Secy. DDA  
R K Jain Dy. Secy. DDA

विकास प्राधिकरण



DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

NO. F. 1(7)2002-MP

DATED: 23.4.2002

1. Sub: Confirmation of minutes of Tech. Committee held on 29.1.2002

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F1(404)99/DWK/Plg.

The item was presented by Dir. (Dwarka) The Tech. Committee recommended for approval the proposed alignment which has already been agreed by the Ministry of Urban Development The proposed modification in the road network of Dwarka were also considered and agreed. The committee recommended that the detailed designing of road rail under bridge, land transfer from Airport Authority and acquisition of land etc as proposed in para 3 of the agenda be pursued on priority by concerned Departments of DDA with concerned agencies / experts.

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**LAID ON TABLE**

SUB: Formulation of development control norms for Sports Stadium

F3(15) 202-MP

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(PRAKASH NARAYAN)  
OSD (DC&TT)  
MEMBER SECRETARY

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(R. K. JAIN)  
JT DIR(MP)



List of participant of the 2nd meeting of Tech. committee held on 2.4.2002

## **DELHI DEVELOPMENT AUTHORITY**

### **S/SHRI**

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### **M.C.D.**

Samsher Singh Sr. Town Planner

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Jagdish Chander SE (Plg I)

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R K Gupta Ex. Engg. (B) MCD  
X V Mahta DC GNCTD  
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DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

NO. F. 1(7)2002-MP / 314

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The proposal of shifting the boundary wall towards the residential colony was agreed to ensure that the existing road network is at least seven mtr. wide.

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The proposal was discussed in detail The location of grade separator was agreed in principal Technical Committee desired that a suitable long term proposal be worked out by PWD keeping in view the existing and proposed road network in surrounding area. This also be integrated with proposed of NH - 1 improvements by NHAI The various alternative be discussed in the sub group constituted by Tech. committee in its meeting held on 15.3.2001 before bring the detailed proposal in Tech. Committee.

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(R. K. JAIN)  
FIDUR(MP)

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DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

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The proposal of shifting the boundary wall towards the residential colony by 2.1 mtr. was agreed. <sup>A minimum of</sup> The 7.00 mt. wide road shall be provided <sup>around</sup> in front of the L.S.C plots. ~~The existing road~~ to ensure that the existing road network is at least seven mtr. wide.

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OSD (DC&TT)  
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19. OSD (DC&TT)

(R. K. JAIN )  
JT.DIR(MP)

DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

File No. 1(7)2002 MP

Date 23.1.2002

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List of Participants of the 2nd meeting of T.C.  
held on 2-4-2012



D.D.A.

S/Secy

P.K. Jata, Vice Chairman

R.R. Bhandari Em

Vijay Rishad Commr (Plg)

C.L. Aggarwal Chief Architect

A.K. Jain Addl. Commr (UDP)

Chander Ballabh Commr (MPPA)

M.K. Aggarwal Addl. Commr (AP)

Prakash Narayan OSD (TOSD)

Anand M. Saran CLD

U.S. Jolly CLM - II

Savita Bhandari Dircls (LS)

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M.E.D.

Sansher Singh Sr. Town Planner

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Jadot Chander SE (Plg-P)

Delhi Traffic Police

Pradeep Holu DCP Traffic

Special Invitees

S.C. Karmwal Addl. CA - I D.D.A.

S.P. Basa Dir (DWA) D.D.A.

S.C. Tyel P.M. (FOP) D.D.A.

V.D. Dewan Addl. CE D.D.A.

Surinder Srivastava Dir (DC) D.D.A.

T.K. Mandal Jt. Dir. D.D.A.

I.P. Parake Jt. Dir. D.D.A.

R.M. Lal Jt. Dir. D.D.A.

S.P. Satsangi S.A. D.D.A.

Prabhathi Singh CE PWD, 2-II



- 41 -

M. K. Dasg  
J. C. Dhillon  
R. K. Gupta  
X. V. Mahto  
G. C. Mishra  
R. K. Jais

S. B. M. C. D  
C. E. (U) M. C. D  
E. B. (O) M. C. D  
D. C. E. M. C. D  
Dy. C. F. O. D. F. S  
J. D. M. (M. P.) D. D. D

36

DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

No.F.1(7)2002-MP

MEETING NOTICE

The 2nd meeting of the Technical Committee of Delhi Development Authority for the year 2002 shall be held on 2.4.2002 at 2.30 p.m. in Conference Hall, 5th floor, Vikas Minar. Copy of the agenda is enclosed

You are requested to make it convenient to attend the meeting.

26/3/2002  
(PARKASH NARAYAN)

OSD (DC&TT)

OFFICE PHONE NO. 3379149

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- |       |                                     |          |
|-------|-------------------------------------|----------|
| 1. ✓  | Vice Chairman, DDA                  | CHAIRMAN |
| 2. ✓  | Engineer Member DDA                 |          |
| 3. ✓  | Commissioner (Plg) DDA              |          |
| 4. ✓  | Commissioner (LD) DDA               |          |
| 5. ✓  | Commissioner (LM) I DDA             |          |
| 6. ✓  | Commissioner (LM) II, DDA           |          |
| 7. ✓  | Chief Architect, DDA                |          |
| 8. ✓  | Addl. Chief Architect, I            |          |
| 9. ✓  | Addl. Chief Architect II            |          |
| 10. ✓ | Chief Planner TCPO                  |          |
| 11. ✓ | Chief Architect, NDMC               |          |
| 12. ✓ | Chief Town Planner MCD              |          |
| 13. ✓ | Secretary DUAC                      |          |
| 14. ✓ | Chief Engineer (Plg.) DVB           |          |
| 15. ✓ | Chief Engineer (Elect) DDA          |          |
| 16. ✓ | Addl. Commr. (MPPR) DDA             |          |
| 17. ✓ | Addl. Commr. (UDP) DDA              |          |
| 18. ✓ | Addl. Commr. (AP) DDA               |          |
| 19. ✓ | Land & Development Officer, MOUA&E  |          |
| 20. ✓ | Dy. Commr. of Police Traffic Delhi. |          |
| 21. ✓ | Sr. Architect (H&TP) CPWD           |          |
| 22. ✓ | Director (Land Scape) DDA           |          |
| 23. ✓ | OSD (DC&TT)                         |          |

SPECIAL INVITEES

- |       |  |  |
|-------|--|--|
| 1. ✓  | Manager (FOP) Group I DDA              |  |
| 2. ✓  | Manager (FOP) Group II DDA             |  |
| 3. ✓  | Director (DC) DDA                      |  |
| 4. ✓  | Director (MPPR) I DDA                  |  |
| 5. ✓  | Director Dwarka DDA                    |  |
| 6. ✓  | Dy. Fire Officer                       |  |
| 7. ✓  | Division Commissioner Tis Hazari Court |  |
| 8. ✓  | Senior Architect South Zone            |  |
| 9. ✓  | Director (AP) I                        |  |
| 10. ✓ | Chief Regional Town Planner NCR Board  |  |
| 11. ✓ | Engineer in Chief PWD                  |  |
| 12. ✓ | Member (Operation) AAI by Post         |  |
| 13. ✓ | General Manager NHAI Dwarka.           |  |

Janak Puri  
9521, 24, 30

Page 7, 8  
22, 23



35

DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

No.F.1(7)2002-MP

/284

26-3-2002

MEETING NOTICE

The 2nd meeting of the Technical Committee of Delhi Development Authority for the year 2002 shall be held on 2.4.2002 at 2.30 p.m. in Conference Hall, 5th floor, Vikas Minar. Copy of the agenda is enclosed

You are requested to make it convenient to attend the meeting.

(PARKASH NARAYAN)

OSD (DC&TT)

OFFICE PHONE NO. 3379149

COPY TO:

1. ✓ Vice Chairman, DDA CHAIRMAN
2. ✓ Engineer Member DDA
3. ✓ Commissioner (Plg) DDA — 28/27/3
4. ✓ Commissioner (LD) DDA
5. ✓ Commissioner (LM) I DDA
6. ✓ Commissioner (LM) II, DDA
7. ✓ Chief Architect, DDA — 27/3/02
8. ✓ Addl. Chief Architect, I — 27/3/02
9. ✓ Addl. Chief Architect II — 27/3/02
10. ✓ Chief Planner TCPO
11. ✓ Chief Architect, NDMC
12. ✓ Chief Town Planner MCD
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21. ✓ Sr. Architect (H&TP) CPWD — 27/3/02
22. ✓ Director (Land Scape) DDA — 27/3/02
23. ✓ OSD (DC&TT) — 27-3-02

SPECIAL INVITEES

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11. ✓ Engineer in Chief PWD
12. ✓ Member (Operation) AAI
13. ✓ General Manager NHAI Dwarka.

1. Security officer VIKAS MINAR — 27/2/02

2. AE Maintenance VIKAS MINAR

3. AE Electric VIKAS MINAR

27/3

pq67

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

No.F.1(7)2002-MP

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*(Signature)*  
(PARKASH NARAYAN)

OSD (DC&TT)

OFFICE PHONE NO. 3379149

**COPY TO:**

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|-----|-------------------------------------|----------|
| 1.  | Vice Chairman, DDA                  | CHAIRMAN |
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| 22. | Director (Land Scape) DDA           |          |
| 23. | OSD (DC&TT)                         |          |

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DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

No.F.1(7)2002-MP

1254

25-3-2002

MEETING NOTICE

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You are requested to make it convenient to attend the meeting.

(PARKASH NARAYAN)

OSD (DC&TT)

OFFICE PHONE NO. 3379149

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| 23. | OSD (DC&TT)                         |          |

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6.	9/2002	Alignment plan of NH 8 for its junction with Palam Road upto Delhi Haryana Border F5(27)77-MP	24-30

**SUB:** Access to Dwarka Project from NH-8 through proposed 60 M. wide road and RUB on Rewari Railway line near Sector-21 & 26, Dwarka.

F.1(404)/99/Dwk/(Plg)

1. **BACKGROUND:**

As per the approved structure plan of Dwarka Project, there are four major approaches proposed for the Dwarka sub city. At present, phase-II of Dwarka sub city i.e. beyond oil pipeline is under acquisition.. In addition to the approach road from the Eastern side i.e. Maude Road, additional approach from NH-8 is proposed along Southern boundary of IGI Airport to enter Dwarka near Southern boundary of passenger terminal in Sector 21 with Rail Under Bridge (RUB) on Rewari railway line.

2. **EXISTING SITUATION:**

Approximately a stretch of road between present NH-8 and old NH-8 (Gurgaon Road) is presently under control of PWD, GNCTD. Further from NH-8 to Rewari railway line, it passes through Airport Authority of India land and has approximately 22 M. R/W. However, the proposed 60 M. wide R/W is available all along the road. The location plan of the road is placed as Annexure-I.

3. **PROPOSAL:**

- i) **Broad alignment:** In order to improve the connectivity of Dwarka, the proposed link from NH-8 through Southern boundary of Airport was discussed with the officers of Airport Authority of India and, further in the Ministry of Urban Development on 24.12.2001 (copy of the minutes placed as Annexure-II). Subsequently, based on a detailed plain table survey conducted by the Physical Survey Unit of Dwarka Project on 1:1000 scale conceptual alignment plan of the proposed road has been finalized. The same was approved by VC, DDA in file No. F.1(404)99/Dwk/Pt. (Refer Annexure-III). The alignment is put up for concurrence of the Technical Committee. Further action regarding preparation of detailed planning of the road, engineering design of the road, services details, etc. are being pursued by SE, CC-16, DDA with all concerned Agencies e.g. AAI, NHAI, PWD-GNCTD, DVB, IOC, Railways, etc. through Traffic Engineering Consultant.
- ii) **Rail Under Bridge on Rewari line:** The proposal would require construction of RUB at the Southern tip of proposed passenger


Combl. --- 2/-



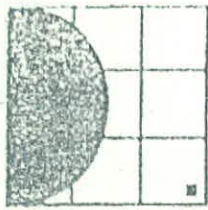
terminal (Phase-I). A level crossing is presently existing on the site. The issue of RUB was discussed with railway officials and recently in a meeting with the Chief Engineer(Railways) held on 18.2.2002, the railways have agreed for RUB on the proposed location. Further action for feasibility, etc. are being pursued by concerned Engineering Wing i.e. Office of SE, CC-16, DDA.

- iii) Emergency acquisition of land in Dwarka, phase-II: For proper connectivity with existing road network of Dwarka, phase-I and the proposed road network of Dwarka, phase-II, 98.4 hectares of land has been identified as shown in plan placed as Annexure-IV for emergency acquisition. A note in this regard through the Office of Commissioner (Plg) has already been sent to the Lands Deptt. The proposed road in Dwarka, phase-II would necessitate minor adjustment in the proposed circulation pattern of Dwarka, phase-II. Further action about expediting land acquisition is to be pursued by the Lands Deptt. of DDA with the Lands & Building Deptt. of GNCTD.
- iv) Minor adjustment of the circulation pattern: In view of the proposed road link and the tentatively approved Western peripheral express way, the proposed circulation pattern of Dwarka, phase-II would require minor modifications. The same may be seen in the plan laid on table as Annexure-V.
- v) Identification of land to be given to the Airport Authority of India: As per the decision taken during the meeting held in the Ministry on the subject on 24.12.2001, about 20.5 hectares (Equivalent of the land to be surrendered by AAI) under the air funnel has been identified in Sector-25, phase-II for utilization by AAI as green and other aviation related activity. The land is presently under acquisition (Refer plan laid on table, as Annexure-V).

The proposal as given in para 3 above, is put up for concurrence/consideration please.

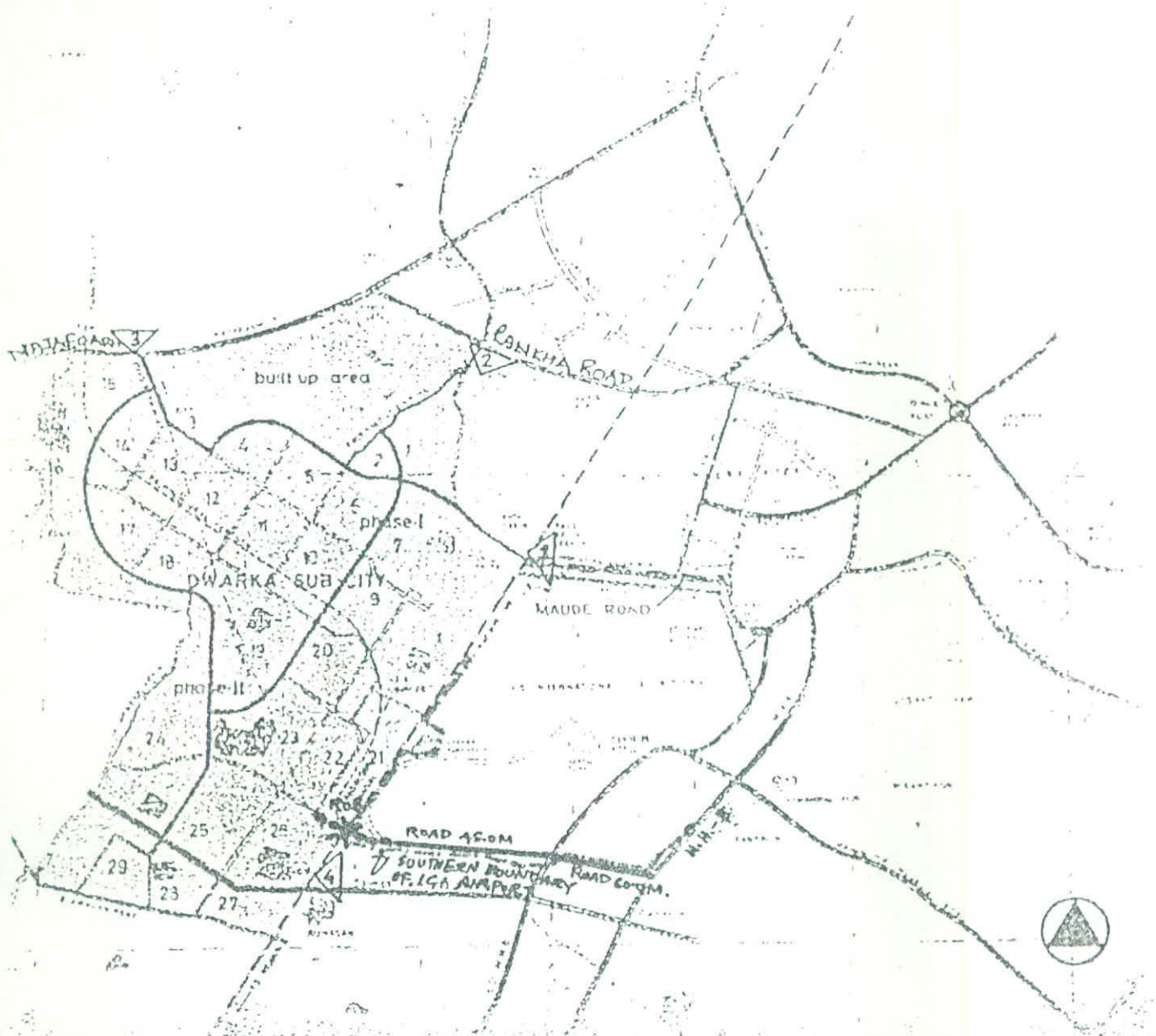
  
A.D. (Plg)

  
21/2



# DWARKA

A SUB-CITY FOR THE 21ST CENTURY



**ACCESS ROADS TO DWARKA SUB-CITY**  
(INCLUDING PROPOSED ALIGNMENT OF MAUDE ROAD)



Minutes of the meeting held on 24.12.2001 regarding construction of roads from NH-8 to Dwarka through airport area.

The list of participants is annexed.



The Hon'ble Minister for Urban Development & Poverty Alleviation chaired the meeting.

Engineer Member, DDA explained the proposed alignment of the road, which is necessary to provide connectivity to the Dwarka sub-city and the clearances required from GNCTD and Airport Authority of India. Chairman, Airport Authority of India explained their future proposals and options available.

After detailed discussions, the following decisions were taken:-

- (i) The Airport Authority of India would provide the ownership of land for 60 mtrs width of road falling within their area to DDA.
- (ii) DDA will construct and upgrade the road with specifications provided to suit the requirements of Airport Authority of India and PWD and also construct a underpass under the railway line.
- (iii) DDA will construct a boundary wall for security purposes alongside the road.
- (iv) DDA will provide 60 acres of land along the funnel of the proposed runway to Airport Authority of India. This land will be utilized by the AAI for maintaining as green and for aviation-related activities.
- (v) The land of Dwarka, Phase-II notified for acquisition on 21.12.2001 would be expedited for emergency acquisition. A formal request in this regard would be sent by DDA to

(5)

Secretary(L&B), GNCTD to enable them to complete land acquisition within two months. Land acquisition for about 2 KM stretch between Bapraula and Najafgarh Road to connect Bapraula with Rohtak Road via Bakarwala by GNCTD/DDA

-----  
Government of India  
Ministry of Urban Development & Poverty Alleviation

J-13029/2/96-DDIIA(Pt)

Dated. 24<sup>th</sup> Dec, 2001

Copy to all present


  
(P.K. Pradhan)  
Joint Secretary to the Govt. of India



**Members present:-**

1. Minister of Urban Development & Poverty Alleviation
2. Secretary(UD)
3. Joint Secretary(D&L)
4. Chairman, Airport Authority of India
5. Joint Director General, Civil Aviation
6. Member Secretary, NCRPB
7. Secretary(PWD & L&B), GNCTD
8. Engineer-in-Chief (PWD), GNCTD
9. A.E (Civil), DSIDC
10. Engineer Member, DDA
11. Director (Planning), Dwarka, DDA, Manglupuri, Dwarka,
12. OSD (DL&TT), DDA, Vikas Minar, I.P. Estate

In the Chair

pt. Wadh-  
  
24/1

Asst. Director C D  
DA

⑦

T.C - Items No. 6/2002

Subject: Modification of layout plan of LSC at Vasant Kunj Sector 'C' Pkt. 6 & 7 due to relocation and reconstruction of wall of LSC.

BACKGROUND

1. Housing Pkt. C-6 & 7 and Local Shopping Centre C-6 & 7 are situated adjacent to each other.
2. Residential layout was approved and the construction has already been completed and it is fully occupied.
3. Subsequently <sup>L.S.C.</sup> layout was approved and the construction is about to be completed.
4. A boundary wall was constructed around the plot of ~~LSC~~ before construction of <sup>LSC</sup> ~~use~~ to avoid encroachment.
5. While constructing the plot the boundary wall of LSC was demolished for facilitating entry from internal road leading to the residential flat of Pkt. 6 & 7.
6. The RWA objected to this on security reasons<sup>g</sup> and demanded that no entry should be made from the road leading to the residential flats. RWA also filed a writ in the Hon<sup>ble</sup> High Court.
7. Lessee of plot no.3 LSC M/s Super Restaurant has <sup>also</sup> filed a counter writ petition which is pending before the a double bench of Delhi High Court.
8. A temporary <sup>by a</sup> temple structure by RWA has been constructed in front of plot no.3
9. The petitioner has pleaded that the original layout plan as in force during the time of the auction should be honoured and wall should be removed from the residential flat side and direct access should be given to his plot besides adequate frontage in front in front of the plot.

Examination: To resolve the problem and to safeguard the interest of both the parties various meetings of Architect Department, Engineering Department and Lands Department with the Vice Chairman were held. The DDA has now to strike a balance between the stand already taken and also to address the grievance of the petitioner and that of the RWA. The V.C. has desired that following proposals which have been discussed



(B)

PROPOSAL.

1. The existing wall has to be shifted by 2.75 mtrs. towards residential area side., which would result in reduction of the right of way of the existing internal Road from 11.75 mtrs. to 9 mtrs. This is to facilitate widening of circulation area between the plot line and the relocated wall from existing 4.90 mtrs to 7.65 mtrs so as to allow two way vehicular movement. The 9 mtrs. wide road will be sufficient enough to tackle the traffic flow of the residential area. The measurements mentioned are as communicated by the SE/CC-I, as per plan annexed.
2. Lower the height of relocated wall to about 3 ft. so as to give a frontal effect to the plot of the LSC.
3. To give direct entry to the LSC from the main road connecting it to the proposed widened circulation of area of 7.65 mtrs. wide between the relocated boundary wall and LSC plot boundaries, i.e. a single stretch from main road to the end of the LSC along the boundary wall.
4. Relocating the temple in front of the plot no.3, of LSC which is now situated on the foot path, to be shifted in park located in the residential flats with the consent of RWA.

The proposal is placed for consideration and approval by Technical Committee Meeting.

  
28/02/02  
Sr. Architect (SZ)

T.C. Item No 7/2002

(9)

DELHI DEVELOPMENT AUTHORITY  
TRAFFIC & TRANSPORTATION UNIT

NO: F5(2)2002-MP/

Dt:

Sub: Grade Separator at the intersection of outer Ring Road  
GT Road (NH-1) known as Mukerba Chowk.  
-----

1. BACKGROUND :

SE/PWD, C-II vide his letter No.23(680)/PWD/C-II/D-1/117 dt.30.1.02 has submitted the proposal for the improvement of above intersection. The proposal has been prepared by M/s M.S.Craft Consultants (India) Pvt.Ltd. on behalf of the PWD.

Mukerba Chowk forms a part of North South & East West Corridor project under National Highway Development Programme as declared by the Hon'ble Prime Minister of India. In this context, it was decided to improve the capacity of Mukerba Chowk and simultaneously to improve the adjacent roads namely Road No.26, Road No.50 (namely Outer Ring Road and GT Karnal Road).

National Highway Authority has also delineating the widening of 4/6 Lane National Highway (Road No.50) between the stretch of GT road to Wazirabad. "The intersection under reference serves the Northern Gateway to the Delhi City".

2. LOCATION :

Mukerba Chowk intersection is located on the meeting point of Road No.26 and Road No.50 with GT Karnal Road near Jahangirpuri. While Road No.50 leads to ISBT towards East & Road No.26 leads to some of the adjacent residential colonies like Rohini, Vikaspuri etc. National Highway No.1 going towards Karnal, Ambala takes off from this intersection towards North on the left side of this NH-1 and in Northern side Narela subsidy is coming up. The GT Karnal Road leads right into Azadpur Subzi Mandi and rest of the Delhi City towards South. Road No.50 starting from this intersection serves as a by-pass to Delhi City for traffic coming from North & going towards East Gaziabad/U.P.) (KEY PLAN ENCLOSED AS ANN.I)

2.1 LAND USE :

A supplementary drain linking Nazafgarh Drain to Yamuna River runs parallel adjacent to road No.26 & 50. Presently, the intersection is slightly staggered (between NH-1 & GT Karnal Road).

Contd..



- a) North of Road No. 50 - Supplementary drain & Yamuna Bed
- b) North of Road No. 26 - Supplementary drain, Master Plan Green & Sanjay Gandhi Transport Nagar.
- c) South of Road No. 50 - Master Plan Green and Residential Colony of Jahangirpuri.
- d) South of Road No. 26 - Commercial - Ware Housing
- e) East of NH-1 - Supplementary drain & Yamuna Bed Bhalaswa Dairy/Bhalaswa Lake.
- f) West of NH-1 - Master Plan Green
- g) East of GT Karnal - Master Plan Green & Resdl. Colony Jahangirpuri Road
- h) West of GT Karnal - Commercial (Ware House ). Road

### 2.3 R/W DETAILS

The R/W roads as per MP 2001/approved zonal plans are as follows :-

- 1) Road No. 26 - 200 ft. (60 M.)
- 2) Road No. 50 - By pass - 300ft. (90M.)
- 3) National Highway No. 1 - 90 M.
- 4) G.T. Karnal Road - 60 M.

### 2.4 EXISTING TRAFFIC CHARACTERISTICS :

M/s Craft Consultants (India) Pvt. Ltd. carried out traffic surveys to find out the existing traffic characteristics at the intersection. It is observed that the traffic volume at Mukerba Chowk is 18,857 PCU during morning peak hours (11-12PM) and 20,343 PCU during evening peak hours (7.15 - 8.15 PM). The composition of heavy traffic is approximately 20% to 30% (buses & trucks). The stretch of NH-1 carries between 9,000 PCU to 13,000 PCU at various hours whereas road No. 50 (to Wazirabad) caters to traffic in between 8,000 PCU to 10,000 PCU; road No. 26 (leading to Rohini) carries volume of traffic between 6500 to 10,000 PCU; whereas GT Karnal Road leading to Azadpur Mandi carries the traffic of approximately 10,000 PCU during the morning peak hours. The diagram indicating the traffic volume is enclosed as Annexure 2. At present the NH-1 & GT Road are staggered intersections and the combined signal time at the intersection is around 3.55 seconds (generally manual control). It is observed that there is a quing around the intersection during peak hours.

Contd..

## 2.5 TRAFFIC PROJECTION :

The consultant has taken 2004 as the base year for assessment of traffic loads and has projected traffic for a usual span of 20 years i.e. for the horizon year as 2024. Based on time series data on peak hours traffic volume, he has projected a simple growth rate of 1.5% per annum. However, on account of capacity augmentation of NH-1 by NHAI the national highway traffic is expected to have simple growth rate of 3% p.a. estimating similar to along NH-24 bypass earlier. Considering the above growth factors in view, the design year peak hours traffic volume for Mukerba Chowk works out to be 29,819 PCU.

## 3.0 PROPOSAL :

M/s Craft Consultants (India) Pvt.Ltd. on behalf of PWD has worked out two alternatives improvement schemes contained in the technical note. However, the preferred alternative is alternative No.1 and the same is described as follows :-

The study of physical features around the study location reveals that the Delhi - Ambala Rly. Track cross the Road No.26 approximately 610 M. West of Mukerba Chowk whereas supplementary drain runs parallel along North of Road No.26 & Road No.50. A bridge across supplementary drain is now being constructed to remove the staggered intersection for re-alignment of NH-1 and the stretch of Road No.50 between Mukerba Chowk and Road No.59 (leading to Wazirabad) is being widened to six lanes carriage way by the NHAI as part of the North & South, East & West project programme corridor initiated under National Highways Development Programme (NHDP). The Consultant while recommending the proposal of grade separators at Mukerba Chowk has taken care of the on going schemes that are being implemented around the intersection as well as the traffic circulation constraints. Under the given circumstances, the proposal of fly over along road No.26 - road No.50 axis has been recommended by him. Since the peak hours volume is in excess of 20,000 PCU, he has further improved the intersection by way of proposing 4 Nos. clover leaf inter changes and free left turn bays which could allow uninterrupted flow of traffic, taking into account the general urban growth being under taken towards Rohini & Narela Projects. Elevated bus bays integrated with foot over bridges for

Contd..



pedestrians has also been proposed in the adjacent span of main fly over as indicated in the detailed scheme.

#### 4.0 EXAMINATION AS PER AUTHORITY GUIDELINES :

##### Sl.No. Authority Guidelines

##### Observation On Revised 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. | Over Bridge is proposed along Outer Ring Road. This is as per the policy to make Outer Ring Road a limited/access road. The grade separator is proposed as two level flyover. |
| II  | Fly over provision could be made for 3rd level below ground when found necessary.  | Two level proposal is presently envisaged.  |
| III | On the Ring Road 64 mtrs. R/W and parts of the Outer Ring Road with 60 mtrs. R/W the flyover shall cons. of 9 mtrs. width of 3 lanes (3 mtrs. each in each direction.)   | 3 lanes with 3 mtrs. width in either direction is proposed on the flyover.  |
| B   | In case where the R/W of Outer Ring Road is 45 M. then 2 lanes of 7.5 M. could be provided. In such cases effort should be made to increase the R/W of Outer Ring Road in 300 M. length of flyover section.  | Not applicable, as RW of Outer Ring Road (R.No. 50) is 90 Mtrs. (300').   |
| C   | Service road of about 6 mtrs. should be provided which could be reduced to 4.5 mtrs. in case of 45 mtrs. R/W   | In order.   |
| D   | The minimum width of the footpath should be specified as 2 mtrs.   | In order.   |
| E   | The clear headway between Rd. Chamber & bottom of the beam should be 5.5 mtrs.   | The height needs to be retained as 5.5 Mtrs. being part of National Highway.  |
| F   | 3.5 M. wide strip (as based on one side) shall be reserved for H.T. lines  | Not maintained.   |
| G   | The slope of the bridge should be 1:30. For smooth movement of cyclist depending upon the volume.  | The slope on the bridge is taken as 1:30.   |
| H   | The road improvement upto the next major intersection on each & on all the areas shall form part of a grade separator.   | Not in order, as the same is not submitted  |

Contd...

S. No.	Authority Guidelines	Observation on Revised Proposal
I	The grade separator design should provide for smooth movement of cyclists depending upon the volume by design or by traffic movement.	Cyclists shall use the intersection at surface level for cross movements.
IV	Road movement upto the next major intersection on each & all the arms shall form part of the grade separators.	These have not been given NH-1 and extension of Ring Road needs to be incorporated.
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 not 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 PLANNING OBSERVATIONS :

1. The intersection at Mukerba Chowk is a prime intersection and is a gateway of Delhi for the traffic coming from North India along NH-1. Therefore, the R/W of NH-1 as stipulated in the development proposal of NHAI be properly incorporated with the carriage ways of other urban roads. These observations were conveyed to the PWD vide minutes of the meeting held on 5.12.01 under the Chairmanship of Minister(Health & UD), GNCTD, Delhi, copy enclosed as Annexure 3. The R/W details on all the arms be properly integrated.
2. The overall proposal of National Highway Authority of India linking NH-1/Ring Road/Wazirabad Barrage is part of National Highway & there should be one corridor improvement plan on this account linking all approach roads viz. Ring Road Extension (Road No.51, Burari Road, Jahangirpuri & Dheerpur Scheme Roads) including provision of any road net work coming on account of development in between Yamuna River & NH-1 on the North of Road No.50. In case the scheme is not finalised then access road locations of approach roads be identified & incorporated in the corridor development plan. Keeping the topography of land in mind since adjoining areas are lower than Road No.50. The Plan of this Corridor should highlight the movement of regional traffic giving less priority to the city bound traffic particularly entering GT Road which has a limited capacity.

Contd...



3. On account of National Highway touching Mukerba Chowk, the clear height should be 5.5 Mtrs. to facilitate regional traffic.
4. The GT Karnal road and the road coming from the Rohini side (outer Ring Road) acts as a feeder for traffic inter change from local traffic to regional traffic (I.e. for Delhi-Ambala Highway). The inter change requires proper integration of roads and passenger handling facilities in this regard.
5. Due to proposed 4 loops the side slip road falls at a distance of more than a half Kilometer apart where inter change of local traffic & regional traffic will occur. This requires linking of bus facilities and cycle movement to be studied in detail. The side slip roads from Ring Road & from Wazirabad side to G.T.Karnal Road require to be re-examined for left turning merging traffic. The proposal of supplementary drain & its widening etc. may be got confirmed from the concerned agency & be incorporated in the scheme.
6. The road net work upto 1 Kilometer length on either side or the next master plan intersection required to be studied in detail & needs incorporation while working out the overall circulation system.
7. The left slip arm from Azadpur Subzi Mandi side to Rohini Side is coming very close to a CNG filling station. The impact of the left arm requires further study.
8. The status of land required for constn. of proposed clover leaves, side slip roads beyond R/W of the road needs to be established.
9. On account of presence of resettlement colony, Azadpur Subzi Mandi, Sanjay Transport Nagar & Bhaleswa Lake etc. the cycle movement & pedestrian movement required to be studied in detail.
10. The utilization of the space in between the loops & the service roads requires further detailing including land scaping wherever proposed. The Land Scape Plan be got prepared by the Consultant in consultation with Director(LS), DDA and be got approved from the Competent Authority.
11. Necessary N.O.C. from the concerned agencies / Authorities wherever required be got obtained by the executing agencies before starting of the work. The apportionment of work between NHAI & the PWD may be got sorted out before implementation

Contd..

of the unified scheme.

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


13. 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 upto the 1 KM length be got prepared and same may be got approved from the Traffic Police by the PWD/Consultant & get submitted to the DDA.

14. The PWD will submit three sets of complete drawings alongwith feasibility report/proforma duly signed by the Consultant/Competent Authority of PWD including the recommendations of the Technical Committee for office record of DDA. This will also include compliance of the directions of Technical Committee.

15. The necessary clearance of this project will be got obtained from DUAC & their directions/recommendations will be submitted by the PWD to DDA for consideration of the Authority.

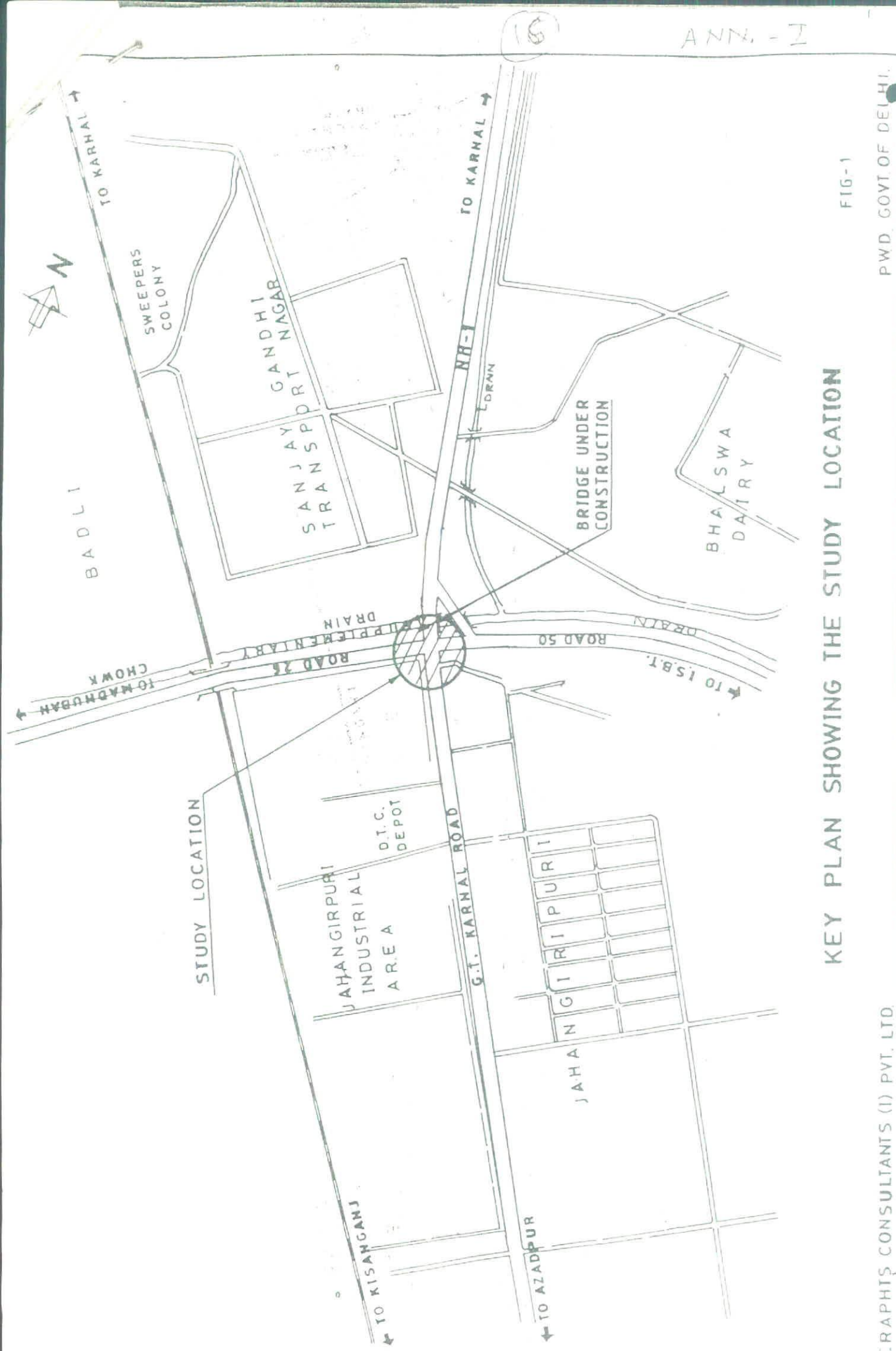
RECOMMENDATIONS:

The Design Proposal submitted by the SE/PWD, GNCTD alongwith Planning Observations contained in para No. 5 above are put up for consideration. Para Nos. 5.2, 5.3 & 5.12 require special attention of the Technical Committee before the scheme is recommended for approval.

  
15/3/2002  
( R.M.Lal )  
Jt. Director (Plg.) TT

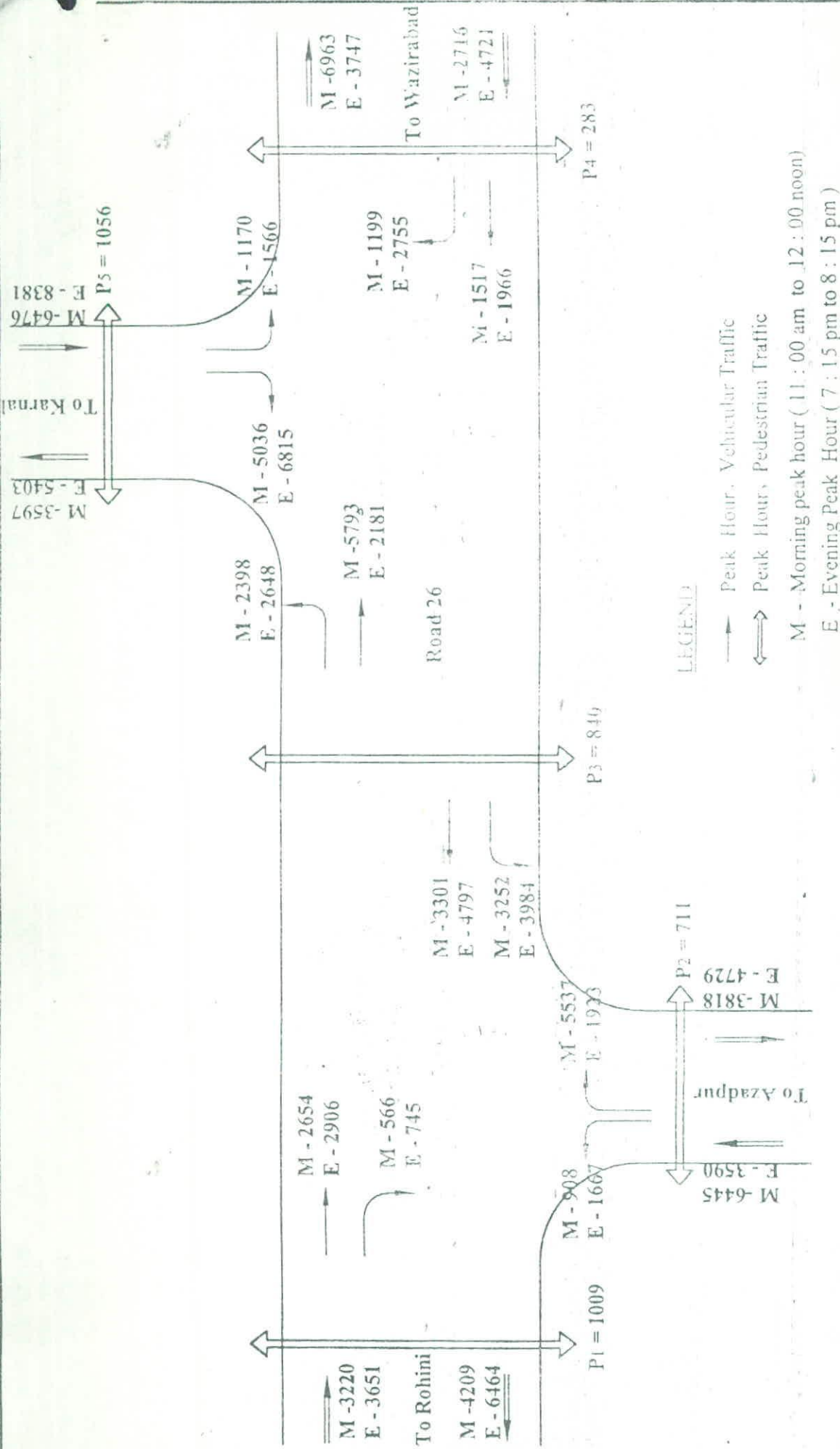
  
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KEY PLAN SHOWING THE STUDY LOCATION

FIG-1



PEAK HOUR TRAFFIC FLOW DIAGRAM ACROSS ROAD 26 - ROAD 50 INTERSECTION  
(MUKARBA CHOWK)

FIG. 2



15  
18  
OF THE MEETING HELD IN THE CHAMBER OF MINISTER OF HEALTH,  
LAND & BUILDING ON 5.12.2001 REGARDING CONSTRUCTION OF 6 LANE  
BRIDGE ACROSS RIVER YAMUNA DOWNSTREAM OF EXISTING WAZIRABAD  
BRIDGE.

List of officers who attend the meeting is enclosed at Annexure 'A'.

Explaining the background, Chief Engineer, PWD stated that the existing bridge at Wazirabad is only two lane wide and is able to take traffic load of 1500 pcus per day while, as per the traffic survey conducted in 1998, the traffic volume was over 1,00,000 pcus per day. Considering the volume of traffic and perpetual congestion, it was necessary to provide additional 6-lane bridge parallel to the existing barrage. Accordingly PWD had submitted a scheme to Technical Committee of DDA. Provision of Rs. 60 crores has been made in IX Five Year Plan (1997-2002). In a meeting held earlier in July 1998 at Rajniwas, it was desired that the possibility of constructing a new bridge as a bridge-cum-barrage with higher pondage level should be examined. This matter has been under examination since then, and it is now felt that, PWD may take up the proposal for construction of the proposed bridge.

2. Composite bridge-cum-barrage would result in higher pondage and submergence of fresh areas which will need to be studied in detail and will definitely have Inter State ramifications. It will also entail shifting and rehabilitation of affected people and, therefore, add to the cost and delay. So far only pre-feasibility studies of bridge-cum-barrage have been done which has already taken over 2 years. The study based on actual site data is likely to take another couple of years in which time the entire construction work of the bridge can be completed.

3. The existing barrage has a storage capacity of about 7 days and additional barrage can further augment by another 4-5 days by raising the pondage level by 1 1/2 mtrs. Central Water Commission was of the view that the height of the existing barrage cannot be raised. Construction of second barrage about 200 mtrs. upstream can be examined, provided there is a sufficient justification. The estimated cost of barrage would be about Rs.160 crores. It would, however, make the existing barrage redundant and require acquisition of land.

✓ 4. National Highway Authority of India has prepared plans for construction of a Flyover along the Ring Road between Burari and Timarpur. It was decided that the proposal may be submitted to DDA immediately. PWD would study the NHAI plans and dovetail Wazirabad Bridge with the flyover. PWD, thereafter, will submit plans to DDA for examination within 2 months.

✓ 5. Minister (UD) desired that as soon as DDA's approval is received, PWD and NHAI will send their proposals to DJB and DVB for shifting of services wherever necessary.

(RAKESH BALI)

Secretary to Minister (Health & UD)

dated:

5/12/2001

No. HM/2001/5046-52

Copy to:-

1. Shri Rakesh Behari, Secretary (PWD)
2. Engineer-in-Chief (PWD)
- ✓ 3. Chief Engineer (Zone-II), PWD
4. Shri G.R. Singhal, General Manager, National Highway Authority of India
5. Chief Executive Officer, DJB
6. Shri Tapan K. Mandal, Jt. Director (TT) DDA
7. Shri S.K. Das, Member (River Management), Central Water Commission

FIG-1

KEY PLAN SHOWING THE STUDY LOCATION

CRAPHTS CONSULTANTS (I) PVT. LTD.

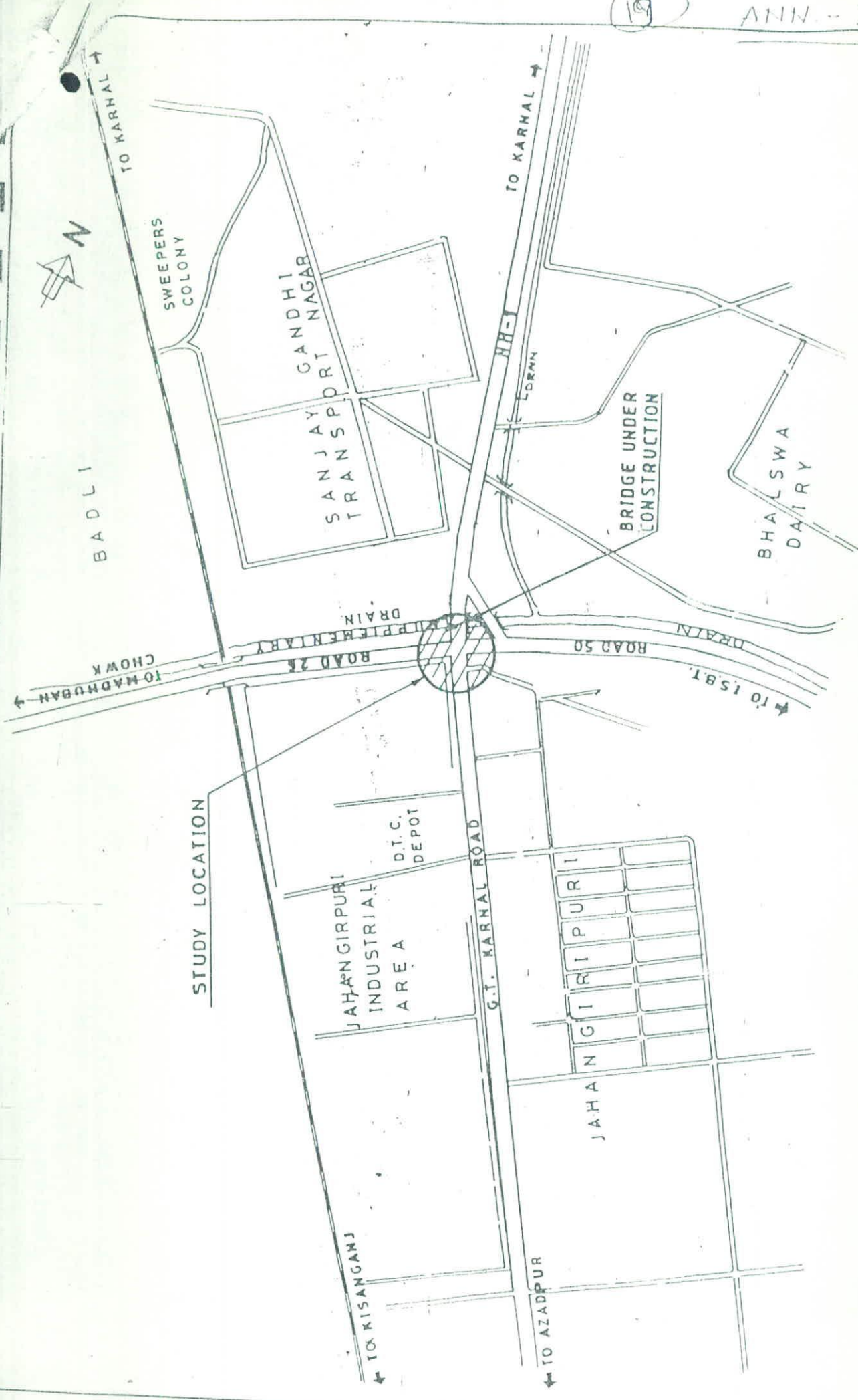
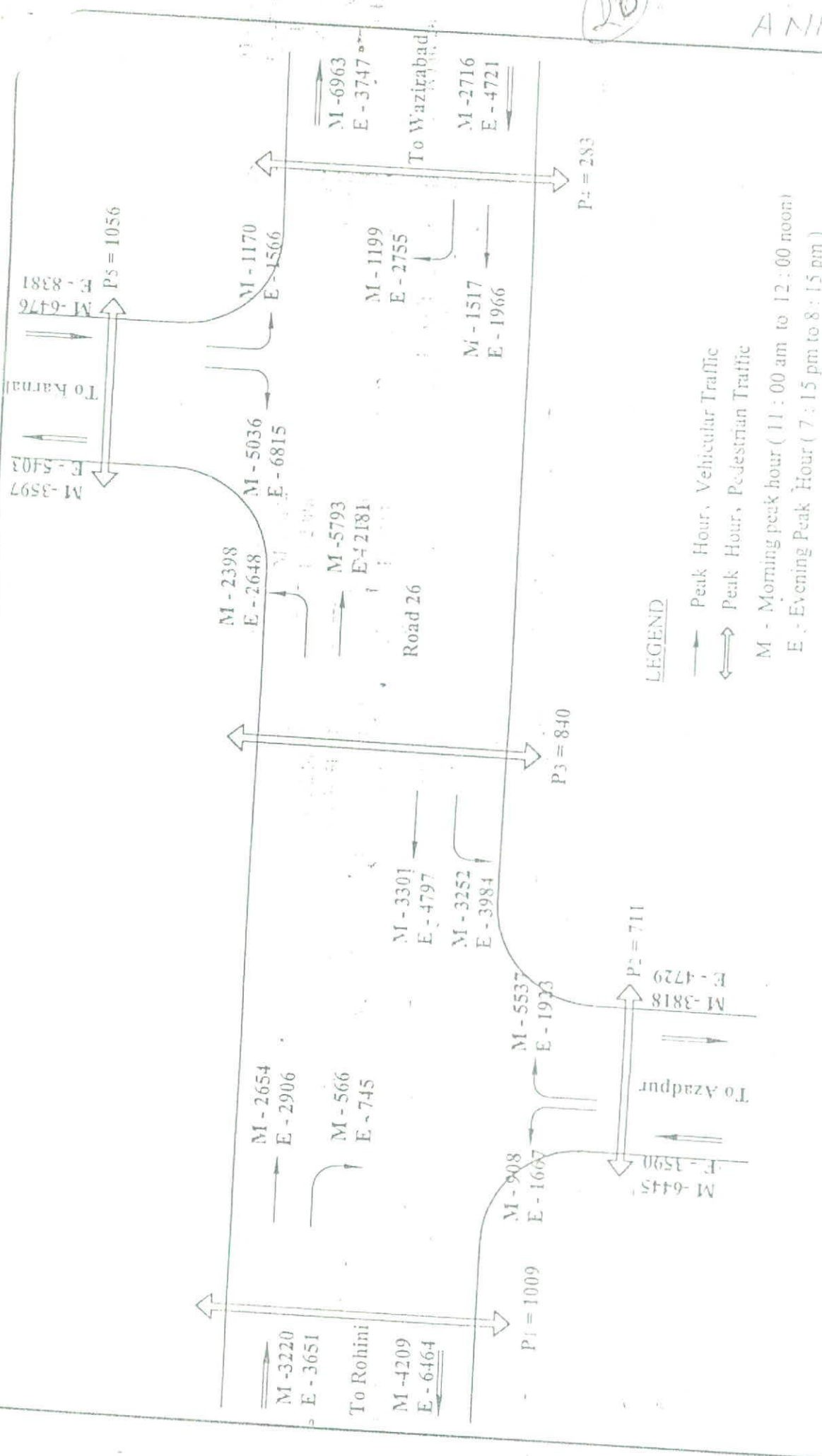




FIG. 2



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(MUKARBA CHOWK)

OF THE MEETING HELD IN THE CHAMBER OF MINISTER OF HEALTH,  
LAND & BUILDING ON 5.12.2001 REGARDING CONSTRUCTION OF 6 LANE  
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} 'A'

(RAKESH BALI)  
Secretary to Minister (Health & UD)

dated: 6/12/2001

No. HM/2001/5046-52

Copy to:-

1. Shri Rakesh Behari, Secretary (PWD)
2. Engineer-in-Chief (PWD)
3. Chief Engineer (Zone-II), PWD
4. Shri G.R. Singhal, General Manager, National Highway Authority of India
5. Chief Executive Officer, DJB
6. Shri Tapan K. Mandal, Jt. Director (TT) DDA
7. Shri S.K. Das, Member (River Management), Central Water Commission



AGENDA FOR TECHNICAL COMMITTEE

Sub: Layout plan for wholesale Paper Market at pocket 'C', IFC Gazipur  
File no. F.3(01)96/Dir.SP/Pt.III

1. Background:

The composite plan for Integrated Freight complex at Gazipur was approved in the Technical Committee, DDA dt.22.5.2001. In the approved Plan, mainly the structure of the IFC indicating the major Road Network was modified as a grade separator was proposed along NH 24. Planned on an area of 168.50 Ha., the freight complex comprises of three pockets which are separated by NH 24 and Hindon canal. The first pocket 'A' has an area of about 35 ha. The land for Fruit and Vegetable market to be developed by DAMB has already been allotted and the land earmarked for commercial use has been referred to HUPW deptt. for designing. The second pocket 'B' has an area of about 57.5 ha. and already the Fish market and Poultry Market by DAMB are functioning. The third pocket 'C' has an area of about 76 ha. and a 400 KV ESS site has already been allotted. The area available for development in the pocket is 68.2903 ha. The plan was approved alongwith all the allotments which had already been made in these pockets. It was decided that no commodity wise allocation of space would be made and considering the demand, decision would be taken.

In the meantime, a committee was constituted in March 2001 under the chairmanship of Divisional Commr. to consider shifting of Paper Market from the Walled city. In the meeting held in July 2001 of the Committee, it was decided to shift the paper market to the IFC Gazipur i.e. Pocket 'C' where a major chunk of land was available for wholesale activities.

2.0 Details/Examination:

2.1 The pocket 'C' at IFC Gazipur has been designed for shifting of the Wholesale Paper Market from the Walled city. The overall area of the pocket is 68.2903 ha. However, the area under wholesale activities has been kept as 46.9149 ha. Following things have been kept under consideration while designing of Pocket 'C'.

- i. Existing settlements of Mullah colony and Sapera Basti including proposals for construction of CTC toilets by MCD.
- ii. Existing Grid station of 66 KV ESS and the proposed Green pocket adjoining the Grid station site.
- iii. Kabristan for mullah colony and Sapera Basti
- iv. Two proposed pockets for Truck parking.

The road adjoining the Khora colony of UP has been reduced to 18.0 m. in consultation with the SE, CC X, DDA. The Eng. wing concerned has desired that a boundary wall be constructed along this road in order to separate the wholesale market complex from the unauthorised settlements along the UP border in Khora colony.

2.2 The requirements of Paper merchants were worked out by the Committee and it was decided to provide the plots of the following sizes.

<u>Plot area</u>	<u>No. of plots</u>
50 sqm.	255 nos.
100 sqm.	425 nos.
200 sqm.	170 nos.
	850 nos.

This number was worked out to meet the present demand of the 850 units. It was desired that an additional provision be kept for 100 units. It was also desired that space provision be made for additional warehousing/storage facilities. Further more it was decided that the market would be designed for shifting of warehousing, wholesaling and retail activities. In view of above, the design of the complex has been worked out.

### 3.0 Proposal

Conceptually, the design has been based on a cluster concept wherein stress has been laid on segregating the LMV movement from HMV. Whereas LM vehicles have a parking right at the entrance of the clusters. The trucks can park in front of the plot where loading/unloading platforms will be provided. The office related activities will be carried out from the rear side of the plot where pedestrianised movement has been maintained.

Every cluster has been provided with minimum facilities like Restaurant, kiosks etc. At the overall level, space has been provided for various facilities like Fire station, Police post, Commercial complex, Bank, Post office, Night shelter and Workshops, petrol pumps etc. Also a major chunk of land has been reserved for warehousing activities.

The design proposal is submitted for the consideration /approval of the Technical committee. Once approved, the proposal would also be sent to DFS for obtaining the NOC, as the activities mentioned in the plan falls under the hazard material. The suggestions of DFS once obtained would be duly incorporated in the plan.

3.1 The draft layout plan of the proposed wholesale paper market has been sent to concerned depts. of DDA for furnishing information to incorporate in the layout plan. Information about the Electric Sub-station has been received from SE(Elect.) III and the same has been incorporated in the layout plan. Copy of the layout plan and the unit design have also been sent to Chief Fire Officer, DFS for observations/comments from fire point of view as paper being hazardous material. Comments from CFO, DFS are still awaited. However, CFO shall be asked to bring the comments/views from fire point of view at the time of consideration of the plan for Technical Committee. The scheme once approved by the Technical committee would be sent to DFS for clearance.

4.0 The layout plan and the unit design are submitted for consideration and approval of the Technical Committee.

  
Dir (AP-I)

Margi Paul  
AD (AP) I  
4/3/02



24 T.C. Item No. 113/92 dated 25.11.1992

AGENDA FOR THE TECHNICAL COMMITTEE

SUB: CONVERTING OF DUAL HIGHWAY PROJECT: 6/8 LANING OF NH-8 KM. 14.3 (RAO TULA RAM MARG) TO KM. 42.0 (GURGAON IN HARYANA) INTO THE ACCESS CONTROLLED HIGHWAY.  
FILE NO.: F. 5 (27) 77 / MP

1. INTRODUCTION:

Chief General Manager (Tech), National Highway Authority of India (NHAI) has submitted a *conceptual layout plan* indicating locations of flyovers on National Highway (NH-8) vide letter dated 23<sup>rd</sup> August 2001 for approval of Competent Authority. Further, Project Director (PIU-I) NHAI vide letter dated 29<sup>th</sup> January 2002 has supplied the following information:

- 1.1. NHAI is planning to construct 6/8 lane access controlled National Highway project of NH-8 from Km. 14.3 to Km. 42.0, alongwith provision of service roads in the available R/W of 60 M in the NCT of Delhi.
- 1.2. Model of the scheme shall be submitted to Technical Committee as and when required.

2 BACKGROUND:

The alignment plan of **New Diversion of NH - 8** from its junction with Palam Road (existing NH - 8) upto Delhi - Haryana Border in Gurgaon has been approved by the Authority vide Item No. 25 dated 13<sup>th</sup> March 1987.

2.1 Following are the Salient points:

- 2.1.1 The *Right of Way* shall be of 90 M as provided in the Master Plan 1962 and MPD - 2001.
- 2.1.2 There shall be wire fencing on either side with green creepers to enclose right of way of road.

2.2 Further discussions in Technical Committee:

Various related issues subsequently, were discussed as under:

- 2.2.1 T.C. dated 30.9.1992 - IAAI request on arrangements for smooth and fast to & fro access between the Airport and the City, Widening of NH - 8. Formulation of a structure plan for the area in the vicinity as required by MOUD.
- 2.2.2 T.C. vide Item No. 113/92 dated 25.11.1992 - The conceptual scheme of the are along the said stretch of NH-8.

### 3 ISSUES RELATED TO FIXING OF RIGHT OF WAY OF NH – 8.

#### 3.1 As per NCR 2001,

Being out side urban limits, the R/W of NH – 8 (90M R/W) in the stretch with green strip of 100 M on either side was proposed to be maintained.

#### 3.2 As per MPD – 2001,

For National Highway, "the recommended minimum R/W out side the urban limits is 100 M and within the urban limits minimum 60 M and 80 M (wherever possible)".

#### 3.3 The pre Technical Committee meeting held on 17<sup>th</sup> May, 1995 where it was recommended that the alignment plan of this road should be as per Authority decision and also the alignment to be checked with IGI Airport Scheme.

#### 3.4 Meeting of Addl. Secretary, UD, on 14<sup>th</sup> February, 1997

On construction of a Hotel Complex near IGI Airport. It was decided therein that a joint inspection of PWD, DDA & MOST be conducted and a clear map is submitted to achieve R/W of 90M.

PWD worked out an option to achieve 90M R/W as shown in the sketch plan laid on table. (annex pwd map)

#### 3.4.1 As a follow up action of the minutes of the meeting taken by Addl. Secretary, UD, MOUAE on 14<sup>th</sup> February 1997, EM, DDA submitted a status note on dated 6<sup>th</sup> March 1997 to Jt. Secretary (WA) MOUAE. The salient features are as under:

- a) A length of new NH-8 is about 7.79 Kms. leaving 20 – 25 M on either sides of existing 60 M R/W single / double storied defence residential quarters exist between the Palam Road junction and Air strip of IAAI. A continuous ribbon development on East of NH – 8 from Mahipal Pur Village Extn. upto Shiva Statue (about 3.8 Km.) exist. On West, vacant land of IAAI exists. From Shiva Statue to Rajokari intersection private land on both sides of NH – 8 (60 M R/W) could be acquired to achieve 90 M R/W. From Rajokari intersection to Haryana Border about 75 M R/W is available, where 15 M R/W has to be acquired from private land on western side to achieve 90 M R/W.
- b) Mehrauli – Mahipal Pur Road on road leading to IGI Airport needs to be treated as an intersection instead of two closely spaced 'T' Junction.
- c) A kink in the road in front of Radisson Hotel needs to be smoothened.
- d) A study is required to achieve continuous flow of traffic from IGI Airport.

#### 3.4.2 Vide letter of Jt. Secretary (WA) MOUAE dated 17<sup>th</sup> March, 1997 to Vice Chairman, DDA, it has been stated that "suitable directions may be issued in this connection to the IAAI and others concerned requiring preservations of 30 M wide land strip (s) as open space for future road widening on one or both sides of National Highway, as per DDA's Resolution"



Member (Operation), IAAI, vide dated 2<sup>nd</sup> September, 1997 reiterated that "reservations of 30M vide land strip (s) as open space out of Airport land is not possible on the Airport side due to operational requirements which includes provisions for safety of passengers and flying operation. However, if requirement for flyover / grade separator entry from NH-8 towards Terminal - II is required, then IAAI can make the land available, on agreed terms and conditions, for actual roadway requirements".

### 3.5 **Radisson Hotel:**

The Radisson Hotel was constructed without the approval of competent authority. Finally the case was referred to MOUAE/Cabinet. While clearing the plan the MOUAE / Cabinet observations are as under: -

"The building has been constructed considering the R/W of NH - 8 as 60 M whereas the approved R/W of the said road is 90M. Since the Hotel has already been constructed, it will not be possible to increase the R/W towards this side. Therefore, the widening of the road should be made towards the opposite side and since the land on the opposite side also belongs to the IAAI, they should earmark 30M extra strip for road widening on that side."

## 4 **PROPOSAL:**

- 4.1 Member (Plg.) NHAI vide dated 5<sup>th</sup> September, 1997 has stated that the Ministry of Surface Transport, Govt. of India, has entrusted the task of development of Delhi - Gurgaon Section of NH - 8 to the National Highway Authority of India. (Pl. ref. Para 1.1)
- 4.2 A meeting was held on 15<sup>th</sup> March 1999 in the Conference Room of NHAI to discuss the project. Vide dated 13<sup>th</sup> April 1999 following points were conveyed to Chief General Manager (Tech.) NHAI to be considered while finalizing the proposal -
  - a) PWD, GNCTD, is planning an express way connecting NH - 2, NH - 8, NH - 10 and NH - 1. This express way is proposed to be passing within the periphery of NCTD. In view of this, it is suggested that National Highway Authority of India may coordinate & integrate the proposal under consideration with PWD, GNCTD / NCRPB to avoid duplication of work.
  - b) It was also requested during the meeting that provisions of service road on both sides of NH - 8 shall be made to provide access to abutting properties / villages.
  - c) All such developments shall also need approval of DDA.
  - d) In case they are elevated or under ground, they may also need approval of DUAC.

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4.3 The proposal was also considered by the Sub Committee of the DUAC in its meeting held on 5<sup>th</sup> August 1999. DUAC Sub Committee has requested General Manager (PIU) NHAI to ensure compliance of the following suggestions made so that the proposal could be examined further –

4.3.1 The traffic plans of the adjoining areas showing position of various settlements on both the sides of the National Highway including the inter sections in the whole stretch need to be submitted.

4.3.2 The model of the overall scheme need to be submitted.

4.3.3 NHAI should also look into the aspect of utilization of the space below the proposed ROB / Flyover.

Shri Chahal, G.M. (PU) NHAI was requested to ensure the compliance of the above that the proposal could be examined further.

4.4 Meanwhile, with reference to the NHAI letter dated 20<sup>th</sup> August, 1999, it was requested to NHAI to submit the complete proposal with plans super imposed on physical survey of existing site conditions on 1:500 scale, along with project report indicating various features like traffic volume (existing and proposed), feasibility report and improvement proposal upto 1 Km. on all arms or at major intersection etc.

4.5 A meeting was also held in the Conference Room of Secretary, Department of Road Transport and Highways, MOST on 3<sup>rd</sup> April 2000. Some of the salient features are:

- a) As per M/s RITES – the capacity of 8 lane road as 96000 PCUs, the approach road on commissioning will be able to provide a 'B' surface level.
- b) A regards service roads, it was intimated that they have been provided to cater to the local traffic in such a manner, so as to avoid leakage of toll traffic.
- c) it was agreed that the land may not be transferred to NHAI and AAI will allow the construction of necessary structure without transfer of land to NHAI.
- d) DDA intimated that the Delhi Government is planning peripheral express way around Delhi, which needs to be integrated with the Delhi – Gurgaon 8-lane project. It was decided in this meeting that RITES would contact PWD, GNCTD, and will integrate the proposal of peripheral express way with Delhi – Gurgaon project.

4.6 It was pointed out, in a meeting of PWD held on 12<sup>th</sup> July 2000, that all the three express ways would form a ring around Delhi. In view of peripheral express way being planned by Delhi Government / NCRPB and express way by NHAI, it is necessary that plans / proposals of both the agencies are integrated.



- 4.7 Dwarka Plg, DDA has intimated to Director (Project) PIU – I, NHAI that a 60 M R/W road connecting NH-8 with Dwarka through southern boundary of Airport Authority of India has been proposed / cleared by the Hon'ble Minister for Urban Development on 24<sup>th</sup> December 2001, necessary action on which is to be taken by NHAI.

It is to mention that the other important access to Dwarka Sub City ( Airport as well) is through the *old NH-8* starting from its intersection with the *new NH-8*.

## 5 EXAMINATION / PLANNING OBSERVATIONS:

The proposals submitted by NHAI vide letter dtd. 29.1.2002 is not as per the guidelines already intimated to NHAI on 3<sup>rd</sup> January 1999. In absence of Detail Project Report and Drawings it is not possible to examine the proposal in detail.

- 5.1 However, following **Broad Planning Observations** are brought before to arrive at a decision on the **major issues** so that NHAI could work out the detail Proposal within the guidelines and submit for further necessary action:
- 5.1.1 The NH-8 access-controlled proposal of NHAI need to be integrated with the proposal of Peripheral Expressway being planned by PWD, GNCTD/ NCRPB (pl. ref. Para 4.2.1, 4.5 and 4.6)
- 5.1.2 As per the decision of Hon'ble Supreme Court the bypassing / through traffic shall not be allowed to pass through the city.
- 5.1.3 As per the NHAI brief note submitted initially in April 1999, the present traffic volume is shown as 70000 to 120000 PCU per day. This is expected to grow @ 7.5% p.a. upto 2007 and @ 6% p.a. beyond 2007. Projected Through-traffic is about 80%. It is pertinent to mention that grade separator at Dhaula Kuan is under construction. The design-traffic-capacity of the same should match with that of proposed NH-8 proposal.
- 5.1.4 The projected Traffic on this existing corridor / road needs to be re-examined with reference to the order of Hon'ble Supreme Court and proposed peripheral express way.
- 5.1.5 The impact due to dispersal of the said traffic volume on city roads & intersections in the influence area also needs to be examined in detail to make necessary improvements.
- 5.1.6 DDA have been requesting NHAI to provide service roads on both sides along NH-8 to provide access to abutting properties / villages. As the drawings are not complete, it is difficult to make specific observation. Broadly it appears that service roads / slip roads are provided only near the intersections such as Mahipal Pur – NH-8, road leading to Airport and on Rajokari Village Junction. (pl. ref. Para 4.2)
- 5.1.7 State Level Coordinator Oil Industry vide letter dated 27<sup>th</sup> November, 2000 requested for resitment of HPCL retail outlet situated on NH-8, as NHAI has informed SLC that

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"The proposed dual highway on NH-8 will be developed along the existing alignment of the NH-8 from Km. 15.4 (Domestic Airport Junction) to Km. 36.63 (commencement point of on going ABD-III Project). No access will be provided to any retail outlet or private property along the 8-lane dual highway."

- 5.1.8 As per MPD-2001, NH-8 has 90 M R/W. It has been decided by various Authorities to achieve 90M R/W (pl. ref. Para 3). Whereas NHAI proposed it as 60M R/W (pl. ref. Para 1.1)
- 5.1.9 Signal-free access to and from Domestic and International Airport has to be provided keeping in view the movement of the VIP traffic. Clearance of SPG in this regard may have to be obtained.
- 5.1.10 It is proposed to be a toll road. Simultaneously, MCD also has toll collection points at the entry point of highways. At this point following three Toll Plazas are likely be located:
- a. MCD Toll Plaza.
  - b. NH - 8 Toll Plaza.
  - c. Peripheral Express Way Toll Plaza.
- These may need proper integration.

The mechanism / parity on toll collection of this road vis-a-vis other roads from neighboring States may, therefore, have to be examined.

- 5.1.11 It is opined that all the national highways entering to Delhi should terminate at Peripheral Express Way with a common policy of toll fee and collection. The stretch of National Highways between the Peripheral Express Way and Outer Ring Road should be developed as access controlled roads with proper service roads on both sides. These stretches should be toll free.
- 5.1.12 Approvals of various agencies such as DUAC and Airport Authority of India (with reference to elevated structure) are required.
- 5.1.13 Diversion / traffic management / regulations of traffic during construction are required.
- 5.1.14 Feasibility report indicating affected lands/structures/trees/services (on surface / underground) etc. are required.
- 5.1.15 The NH-8 stretch situated between the Delhi border and Rao Tula Ram Mg. consists of several grade separators. Now to access to both side abutting properties, small roads, Signal-Free entry/ exit to/fro Airport (domestic & international), Dwarka sub-city (pl. ref. Para 4.7) etc. from other parts of the city, following are not clear from the proposal:
- Whether local traffic shall use the flyovers keeping in consideration that the NH-8 is designed to be access -controlled & Toll highway.
  - If not, what is the proposal of local traffic dispersal to & from intermediate areas lying between flyovers
  - What is the Toll policy on the stretch within Delhi.



## 6. BROAD PLANNING ISSUES

- 6.1 To decide the Right-of-Way (R/W) of NH-8 : 90M or less or more  
Keeping in view of recommendations of—  
Authority (pl.ref.para 2)  
MPD 2001(pl.ref.para 3.2)  
NCR Planning Board (pl.ref.para 3.1)  
Cabinet Decision to achieve 90M R/W (pl.ref.para 3.4, 3.4.2, 3.5)
- 6.2 Providing continuous Service Roads on both sides of NH-8, which shall lead to fixing of longitudinal c/l (center line) of NH-8 now (pl.ref.para 4.2.b, 5.1.6 )
- 6.3 Providing Signal-Free & Toll-Free (to & from Delhi) entry/exit to Dwarka sub-city & Airport (pl.ref.para 4.7, 5.1.9, 5.1.15)
- 6.4 To decide Toll-Road should be upto (a) Outer Ring Road or, (b) Delhi Border/ Peripheral Expressway or, (c) any other location (pl.ref.para 5.1.10, 5.1.15)
- 6.5 By-passing Traffic entry through NH-8 with respect to order of Hon'ble Supreme Court (pl.ref.para 5.1.2, 5.1.4, 5.1.5)
- 6.6 Reservation of Tower Line route, bus stop, cycle track, trees & street furnitures, pedestrian subways etc – a combined alignment plan from border to Dhaula kuan may be prepared by NHAI, PWD & NCRPB.
- 6.7 Clearance of SPG / other competent authority with respect to VIP movements to & from I.G.I. Airport (pl.ref.para 5.1.9, 5.1.15).
- 6.8 Approval of DDA / DUAC.

### RECOMMENDATION FOR CONSIDERATION:

6. The matter is placed before the Technical Committee for consideration of Para 5 and

J.D. (TT - II)

O.S.D. (DC & TT - II)