

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO. F.1(24)2002/484

Dated: 30-4-03

**MINUTES OF THE 6TH TECHNICAL COMMITTEE MEETING FOR
THE YEAR 2002 HELD ON 28.11.2002. THE LIST OF THE
PARTICIPANTS IS ALSO ENCLOSED.**

SUB: Confirmation of minutes of Technical Committee held on 22.10.2002

Above minutes were confirmed.

Item No. 29/2002:

Sub: Construction of Clover Leaf at the intersection of Mathura Road and Road No. 13-A. F5(9)98-MP

“The proposed scheme was discussed.

It was pointed out that the proposal (phase I) approved by the DUAC consists of 4 cloverleaves at Four Corners of the intersection and slip roads. Under pass below the Railway line along road no. 13-A leading to Okhla falls in phase II.

The proposal is already approved by DUAC and Technical Committee. The construction of Cloverleaf and slip road be dovetailed in such away that construction of under pass is feasible at later stage”.

Item No. 30/2002:

Sub: Redevelopment of Anand Parbat Industrial Area. F16(33)71-MP

Technical Committee has taken a view that observations as given by Engg. Deptt. of DDA, after having the details site survey may be taken up and the site earmarked for flatted factories in the already approved scheme, be considered for the re-development of the parking in the area. The encroachment on the existing roads be removed. Shifting of the manufacturing units from the roads which was proposed earlier as 30 m and 40 m may not able to provide much relief in the area. The proposal detailed out by Chief Engineer was approved.

Item No. 31/2002:

Sub: Redelination of boundaries of Anand Parbat Industrial Area. F17(1)2001-MP-Pt.III

Postponed.

Item No. 32/2002:

Sub: Construction of Bridge Across River Yamuna near Geeta Colony and Master Plan Road over disused canal in East Delhi. F5(17)2000-MP

The consultant of PWD had described the proposal considering the stretch from Vikas Marg Road no. 57 intersection (Karkardooma More)

Compared with Original

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upto Ring Road. The Technical Committee, however, considered the proposal in the stretch between Karkardooma intersection and Marginal Bund Road intersection in the first instance. Rest of the proposal i.e. the bridge over River Yamuna between Marginal Bund Road to Ring Road is to be submitted to Technical Committee again with further details. MPD 2001 recommended Rajghat bridge alignment should be examined further in consultation with Rajghat Committee, ASI and other concerned agencies, if any, for clearance.

The Technical committee has agreed in principle the proposal of 30 m road over disused canal in the stretch from Karkardooma intersection to Marginal Bund Road only subject to the following conditions:

1. PWD will confirm whether the disused canal is a part of the approved plan of drainage, sewer, storm water drain of Trans Yamuna Area of Delhi Jal Board / MCD.

2. Detailed alignment plan showing R/W line shall be submitted.

It further decided that a Sub Committee constituted by the Technical Committee shall examine the following issues of the proposal: where in Mr. S C Tayal, Chief Engg. (NZ) DDA will be a special invitee. The committee will also examine, where there is a desirability of a drain in the centre or an alternative is feasible.

ISSUES:

a) Intersection details showing final and stages of implementation, if any, at both ends and the intermediate intersections lying in the stretch.

b) The Traffic circulation system integrating with the intersecting roads.

c) The preferable bridge location whether (i) through Rajghat (as proposed in MPD 2001) or (ii) through Shanti Van (as proposed by PWD) or (iii) any other suitable location. Clearance from various other concerned agencies shall be taken into consideration.

d) Whether the disused canal road and the Yamuna bridge road shall intersect Marginal Road at one point or would be staggered as proposed by PWD.

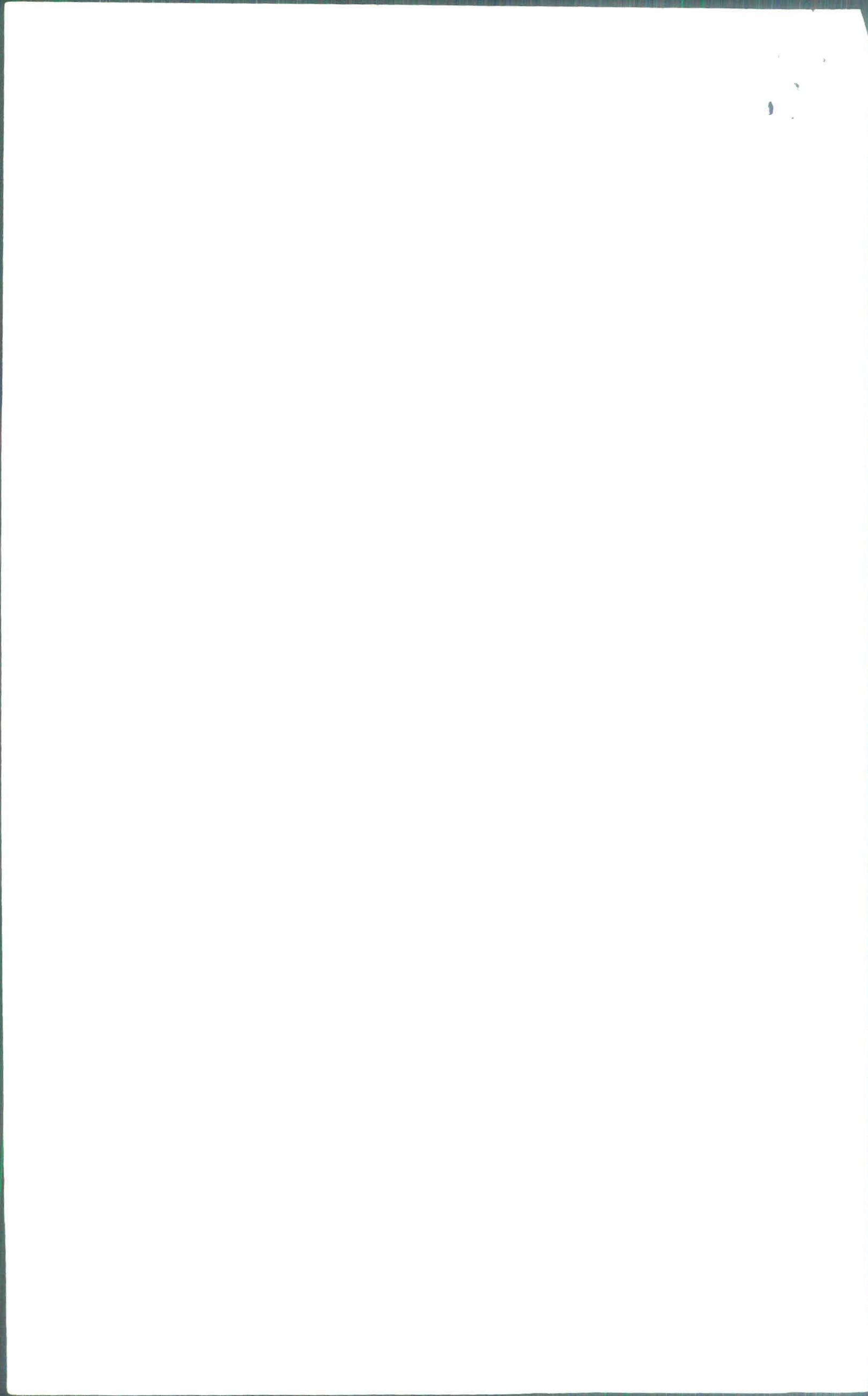
Item No. 33/2002

Sub: Access controlled National Highway project of 6/8 Lanning of NH - 8 (Delhi Jaipur Road) from K.M. 14.30 (Rao Tula Ram marg) to K M 42.00 (Gurgaon in Haryana)

Part of the stretch from K M 14.30 (Rao Tula Ram Marg) to K M 23.1.90 (Delhi Gurgaon Border) lie in National Capital Territory of Delhi.
F5(27)77-MP

1. There was no representatives from National Highway Authority of India (NHAI) or their consultants.

2. The item could not be discussed as a result and it was decided to convey the issues, contained in Para 2 and 3 of the Agenda, to the Director (PIU) NHAI with the request for necessary compliance. Further it is recommended that :



i) Authority had earlier approved the alignment plan of NH-8 with 90 M R/W. Also, the R/W of NH-8 was approved as 90 M in a cabinet Decision subsequently. Therefore, 90 M R/W be maintained by NHAI.

ii) NHAI, therefore is to consider the 90 M of NH-8 and the flyover alignment shall be proposed / considered accordingly. NHAI shall arrange for taking over of land from Airport Authority of India wherever required at the intersections / locations of flyovers taking into account the comprehensive development of flyovers in the given stretch of road.

iii) DDA is planning a proposal of 4 armed intersection on NH-8 at the intersection of Dwarka Road (South of airport Boundary)

iv) Two no. Petrol pumps affected due to the construction of Mahipalpur fly over and others are one of the essential highway facilities NHAI may integrate the petrol pumps with the NH-8 proposal. Any relocation / resitement, if required, be done.

v) Keeping in consideration of MPD 2021 there is likely hood that the proposed road to Dwarka (South of Airport Boundary) may require to be extended towards East, as part of urban extension plan.

NHAI therefore, may consider this as signal free comprehensive 4 arm intersection having development in phased manner.

Item No. 34/2002

Sub: Proposal of a fly over Najafgarh Road - Patel Road intersection and Corridor improvement plan from Patel Road to Ring Road
F5(18)2001-MP

The item is discussed. The Technical Committee recommended for approval the said proposal.

2. The Technical committee already observed that some of the issues yet to be complied by the MCD Necessary compliance and submissions to DDA shall be done by MCD in a time bound manner.

Item No. 35/2002

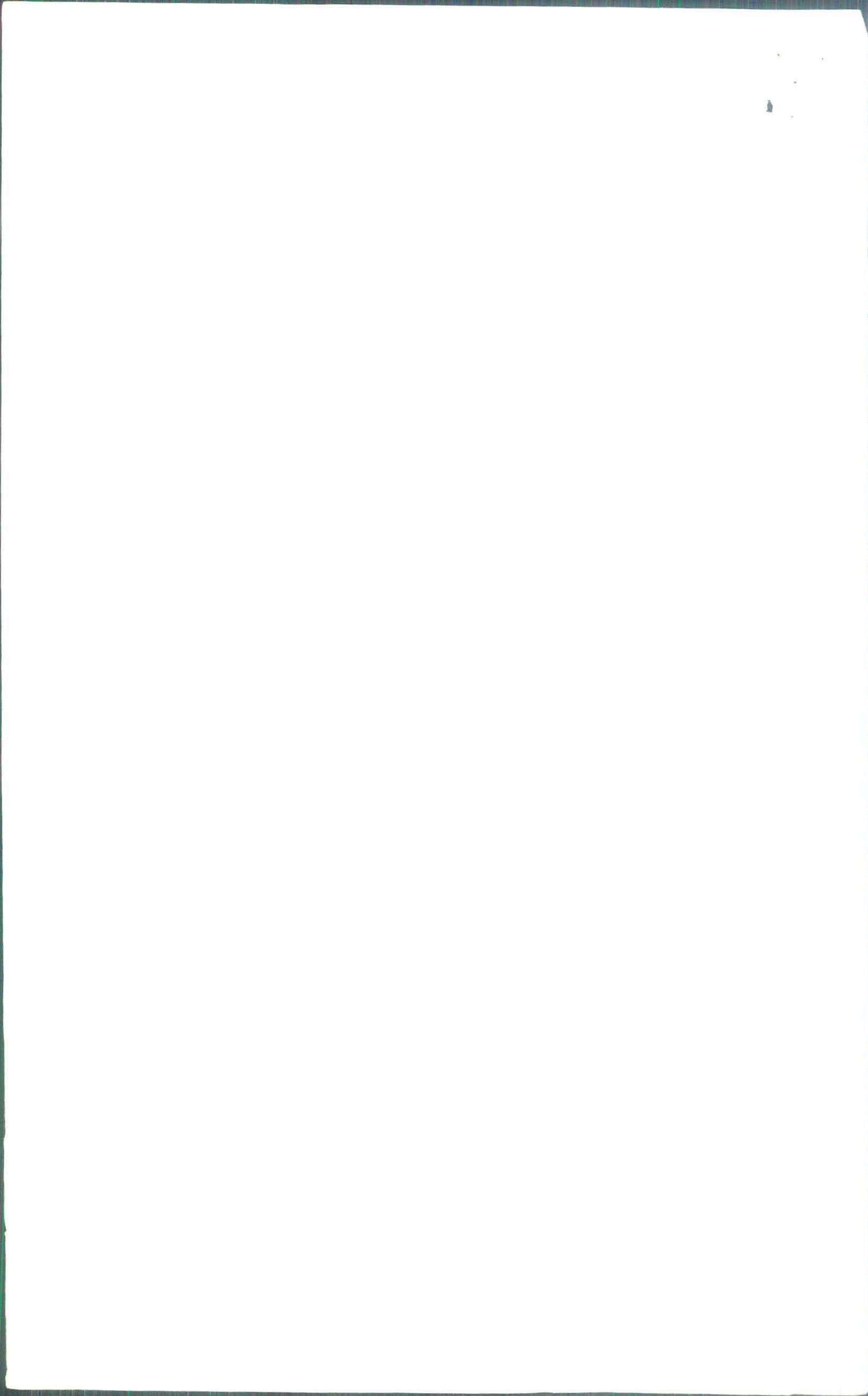
Sub: Issue concerning to 100 mtr. And 80 mtr. R/W roads in Narela Sub city Project and Urban Extension.
F5(17)2001-MP

1. Technical committee approved to acquire 100 mtr. And 80 mtr. Wide passage. The construction of 63 mtr. Road be taken up and the balance area to be reserved for further mode of transport, utility and services.

2. Regarding the agency for construction it was decided that as a principle, DDA should construct the roads which are falling in the development area and balance by Delhi Government (PWD / DSIDC) In case of any anomaly, decision may be given by EM, DDA

Item No. 36/2002:

Sub: Proposal of 9 M wide road connecting Ring Road with Sports Complex passing through facility Centre 53 and Service Centre no. 19 Pitampura, Delhi. F5(9)99-MP



The proposal of CE (NZ) was discussed in the Technical Committee meeting. A purely temporary 9 M wide link connecting Sports Complex with the Service Road of the Ring Road is agreed subject to the conditions that :

i) Clearance from Commr. (LD) DDA with respect to land status on allotment / ownership etc.

ii) Permission for cutting of trees from Competent Authority.

iii) CE (NZ) shall ensure dismantling of this link after commissioning of the Road No. 37 and 37 A and Ring Road intersection.

vi) Approval of various other concerned agencies before taking up the implementation shall be taken.

These minutes are issued with the approval of Vice Chairman, DDA.


(SURENDRA SRIVASTAVA)
DIRECTOR (DC)

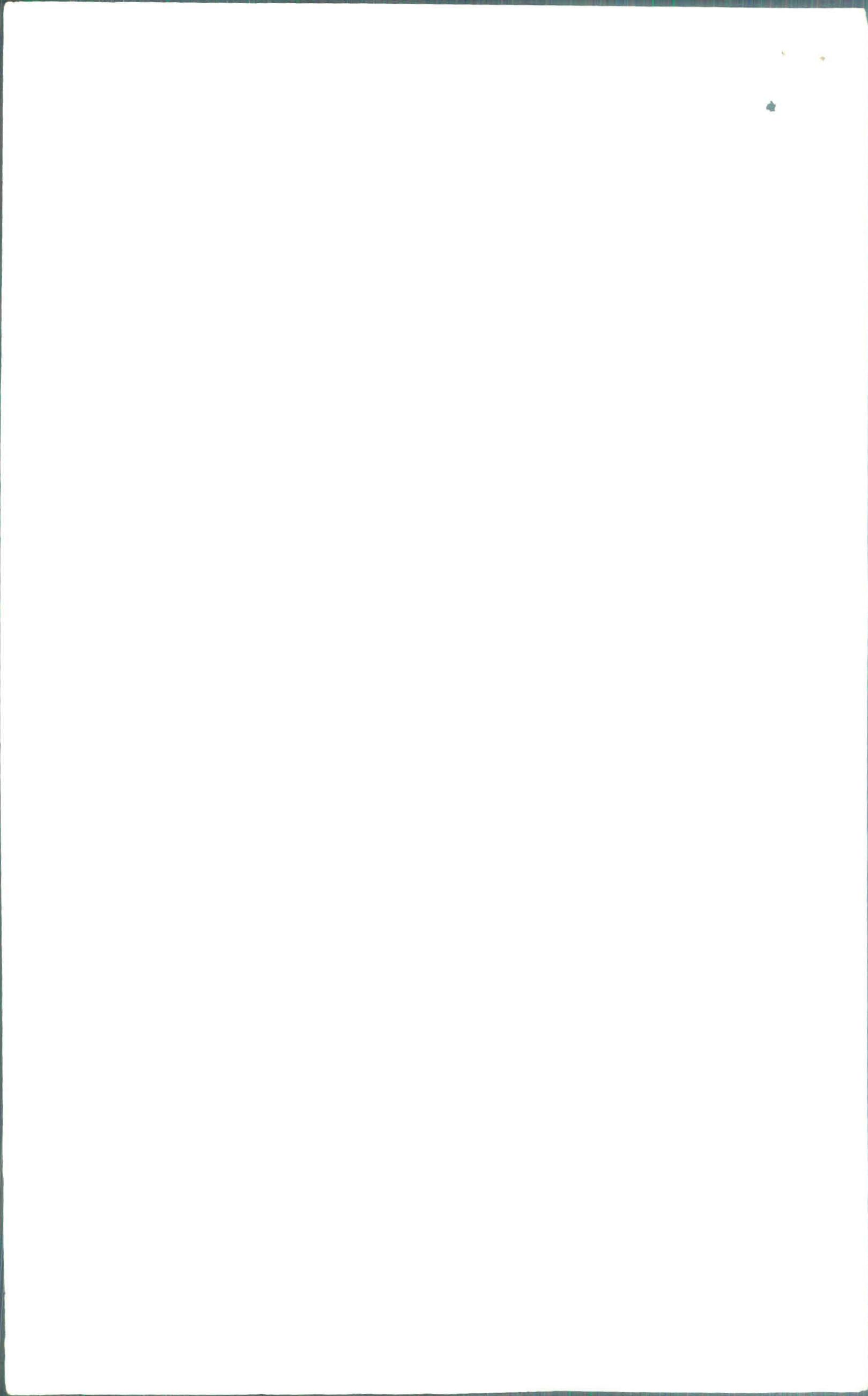
Copy to:

1. E.M. DDA
2. Commr. (Plg.) DDA
3. Commr. (LM)I DDA
4. Commr. (LM)II DDA
5. Commr. (LD) DDA
6. Town Planner, MCD
7. Chief Town Planner, TCPO
8. Chief Architect, DDA
9. Chief Architect, NDMC
10. Chief Engg (Elect) DDA
11. Addl. Commr. I DDA
12. Addl. Commr. II DDA
13. Addl. Commr. III DDA
14. OSD (MPPR) DDA
15. Secretary DUAC
16. Land & Development Officer (L&DO)
17. Sr. Architect (H&TP) CPWD
18. Dy. Commr. Of Police (Traffic) Delhi
19. Director (land Scape) DDA
20. Director (DC) DDA
21. Director (TT) DDA
22. OSD to Vice Chairman, DDA for information.


(A K MANNA)
JT.DIR. (MP)


Compared with Original





List of participant of 6th meeting of Technical Committee held on 28.11.2002.

DELHI DEVELOPMENT AUTHORITY
S/SHRI

R K Bhandari EM
Vijay Risbud Commr. (Plg.)
A K Jain, Addl. Commr. (Plg.)I
N K Aggarwal, Addl. Commr. Plg. II
Prakash Narayan, Addl. Commr. PLG III
Ashok Kumar, OSD (MPPR)
B L Khurana, CE (Elect) DDA
Savita Bhandari Director (LS)
Surendra Srivastava, Director (DC)

DELHI POLICE:

S Chaudary ACP

TCPO

Udit Ratna Associate TCP

SPECIAL INVITEES

B K Chugh CE PWD
S K Rustagi SE PWD
Sharad Bansal Consultant PWD
SC Tayal CE (NZ) DDA
T S Reddy Consultant
J K Mittu Consultant
H S Rohilla Asstt. Engineer PWD
G Chatterjee Consultant
S P Bansal Director DWK DDA
B K Jain Director (MPPR) DDA
R K Jain Director (AP)I DDA
S K Jain SE (W) MCD
Kuldeep Raj Director (Plg.) Rohini DDA
S P Saini Manatger LQ Surveys Pvt. Ltd.
N Tarun Kumar Ssingh Consultant.



संख्या
No.
सेवा क्र.
From
सेवा दि.
To:

दिल्ली विकास प्राधिकरण
DELHI DEVELOPMENT AUTHORITY
विकास मिनार
VIKAS MINAR vb41
इन्द्रप्रस्थ इस्टेट
INDRAPRASTHA ESTATE
नई दिल्ली-2
NEW DELHI-2

NO. F.1(24)2002-MP / 48
FROM; A K MANNA
JT.DIR. (MP)

दिनांक
Dated..... 27/11/03.....

To:

1. ✓ Addl. Commr. I/II/III
2. OSD (MPPR)
3. Director (DC)

Sub: Instances / Cases of change of land use.

Sir,

The instances / cases of change of land use are processed under section 11 A, DD Act 1957. These are dealt by the concerned Wing / Unit of the Planning Department depending on the land / area under reference.

VC, DDA has desired that such cases be put up to him before placing them in the Technical Committee.

Thanking you,

Yours faithfully,

(A K MANNA)
JT.DIR. (MP)

COPY TO:
Commissioner (PLG) for information

*Seen - pl - see before plany to
TC it is seen by VC
JD(MP) Pls keep in the T/C file
0-11*

Commr (Plg)'s Office
Jary No. A-369
Date 27/11/03

JD/MP/175
28/11/03



संख्या
No.
सेवा
From
सेवा में,
To,

82
NO. F.1(24)2002-MP / 48
FROM: A K MANNA
JT.DIR. (MP)

दिल्ली विकास प्राधिकरण
DELHI DEVELOPMENT AUTHORITY
विकास मिनार
VIKAS MINAR vb41
इन्द्रप्रस्थ इस्टेट
INDRAPRASTHA ESTATE
नई दिल्ली-2
NEW DELHI-2

दिनांक
Dated... 29/1/03

To:

1. Addl. Commr. I/II/III
2. OSD (MPPR)
3. Director (DC)

Sub: Instances / Cases of change of land use.

Sir,

The instances / cases of change of land use are processed under section 11 A, DD Act 1957. These are dealt by the concerned Wing / Unit of the Planning Department depending on the land / area under reference.

VC, DDA has desired that such cases be put up to him before placing them in the Technical Committee.

Thanking you,

Yours faithfully,

(A K MANNA)
JT.DIR. (MP)

COPY TO:
Commissioner (PLG) for information.

O/c

checked
29/1/03



Delhi Development Authority
(Office of the Vice Chairman)

81

No.PS/VC/DDA/02/ 266-N

November 15, 2002.
18

Commissioner (Planning) may kindly let me know details of the cases where various individuals/institutions etc. have requested change of land use. Since these cases are to be discussed in the Technical Committee, it would be better if each individual case is put up to me beforehand before placing them before the Technical Committee.

(Signature)
(Subhash Sharma)
Vice Chairman.

(Signature)
Commissioner (Plg.)

~~Dir (De)~~

J.D (Plg)

20/11

Pls discuss

URGENT

(Signature)
20/11

Sh. B. Singh

Pls put up to the
T/c file after discussion.
(Signature)

U-II

2011/1864
20/11/02

Office
No. 266
Date 20/11/02

Director (Deputy Controller)
DDA, De. No. 266
Dated 20/11/02

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DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO. F. 1(24)2002-MP / 697

DATED:-- 22-11-2002

MEETING OFFICE

The 6th meeting of the Technical Committee of Delhi Development Authority for the year 2002 will be held on 28.11.2002 at 11.30 a.m. in Conference Hall, 5th floor, Vikas Minar, New Delhi. A list of item with agenda to be discussed is enclosed herewith.

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


(SURENDRA SRIVASTAVA)
DIRECTOR (DC)

COPY TO:

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

SPECIAL INVITEES:

22. Engineer in Chief PWD
23. Engineer in Chief MCD
24. Mr. J K Mittoo Consultant
25. Dr. T S Raddy CRR I
26. Dr. Bansal Director (Dwarka)
27. Chief Engineer I & F
28. Mr. Sandhoo Chief Engineer MCD
29. Chief Engineer Zone IV PWD
30. Mr. Salwan Director MHAI
31. Director (CL)
32. Director (AP) I

I N D E X

S.NO.	ITEM NO.	SUBJECT	PAGE NO.
1.		Confirmation of 5th Tech. Committee meeting held on 22.10.2002	
2. ✓	29/2002	Construction of clover leaf at the intersection of Mathura Road and Road no. 13 A F5(9)98-MP	1 to 3
3. ✓	30/2002	Redevelopment plan of Anand Parbat Industrial Area F16(33)71-MP	4 to 6
4. ✓	31/2002	Redelination of boundary of Anand Parbat Industrial Area. F17(1)2001-MP Pt. III	Laid on Table
5. ✓	32/2002	Construction of New Bridge over River Yamuna at Gita Colony Construction of Road covering disused drain in TYA F5(17)2000-MP	Laid on table
6. ✓	33/2002	Construction of Access Control National Highway Project of NH 8 (6/8 laning) from KM 19.3 (Rao Tula Roam Marg) to KM 42.0 (Gurgaon in Haryana) part of the stretch from KM 19.3 to km 23.19 Delhi Gurgaon Boarder F5(27)77-MP	Laid on table
7. ✓	34/2002	Construction of Grade Seperator at Patel Road & Rama road Near Kirti Nagar F5(18)2001-MP	Laid on table
8. ✓	35/2002	Issue concerning to 100 m and 80 m R/W roads in Narela Sub City Project and Urban Extension F5(17)2001-MP	
9. ✓	36/2002	Proposal of 9 m wide road connecting Ring Road with Sports Complex passing through facility Centre 53 and Service Centre No-19 Pitampura Delhi F5(9)99MP	

AGENDA FOR TECHNICAL COMMITTEE

SUB: CONSTRUCTION OF CLOVER LEAF AT THE INTERSECTION OF MATHURA ROAD AND ROAD NO. 13 - A.

INTRODUCTION:

Additional proposal for construction of a clover leaf and a slip road at the intersection of Mathura Road (NH-2) and Road No. 13-A connecting the recently constructed straight flyover has been received from Executive Engineer, Flyover Division No. 4, DDA dated 9th September, 2002. Plan (2 Nos) showing the layout of the clover leaf and the slip road is enclosed with the letter of Executive Engineer, Flyover Division No. 4, DDA.

BACKGROUND:

The flyover proposal was discussed in the meeting of the Technical Committee held on 30th June, 1999 subsequently on 20th July, 1999. The Technical Committee accorded its approval subject to certain conditions. In the first phase, straight flyover along NH-2 over the intersection has been constructed and open to traffic in February, 2001. The planning and designing of the Sarita Vihar flyover was done by RITES. The concept envisages the construction of 4 numbers of clover leaves with matching slip roads and the underpass below the Railway Line to make it a signal free junction. The complete proposal was discussed in the DUAC meeting while the DUAC has approved the Phase-I of the proposal vide their minutes dated March 30, 2001.

PROPOSAL:

The detailed note of the part proposal, containing one clover leaf and a slip road, of Executive Engineer, Flyover Division No. 4 is given as under:

The Technical Committee, DDA, in its 98th meeting held on 20th July, 1999 has cleared construction of straight flyover at the intersection of NH-2 and Road No. 13-A. Straight flyover has since been completed and opened to traffic on 21st February, 2001.

M/s RITES the consultant of this project, made the provision in concept plan for the construction of four clover leaves alongwith the matching slip roads and underpass below the railway line to make the junction signal free. During construction of the straight flyover provisions for future attachment of the clover leaves have been kept. After the flyover was opened to traffic necessity was felt to construct one clover leaf to facilitate the traffic coming from Faridabad and going to Noida and a slip road from Noida side to Delhi side. A number of representations have also been received in this regard.

125 77

This issue was discussed during the meeting taken by Hon'ble L.G. Delhi at Raj Niwas on 29th November, 2001 to review the progress of the flyovers. Minutes of the meeting circulated vide letter no. PM 2(FO)F4(5)/90/2000/934 dated 14th December, 2001. The extract of the meeting related to this issued is reproduced below:-

"In order to make the junction signal free, a proposal to construct a clover leaf along with the slip road was evolved and LG approved the idea."

It is to point out that with the said construction, this intersection will become "SIGNAL FREE" till such time it is decided to construct underpass below existing rail line for access to Okhla Industrial Area which is not foreseen in the near future.

As may be evident from the enclosed plan, the movement of traffic on the already constructed straight flyover, the proposed clover leaf and the proposed slip road will be as below:

- a. There is already free flow of traffic on the straight flyover from Delhi side to Faridabad side and vice versa.
- b. Traffic from Delhi to Noida and Noida to Faridabad side moves uninterrupted on side slip roads.
- c. The following traffic however faces signal:
 - i) Traffic from Faridabad side to Noida Side.
 - ii) Traffic from Noida side to Delhi Side.

With the construction of the proposed clover leaf, as may be evident from the plan, the traffic from Faridabad side and willing to go to Noida will travel on the straight flyover and then negotiate the proposed clover leaf and then move on surface under the obligatory span for uninterrupted movement to Noida.

Likewise the traffic from Noida side and willing to go to Delhi side will travel on surface under the obligatory span and then move on to the slip road (at surface) circumventing the proposed clover leaf.

Thus, the intersection shall become "SIGNAL FREE" by just construction of one clover leaf and a slip road.

OBSERVATIONS:

1. Observations of DUAC vide dated March 30, 2001 is annexed at ANNEXURE - I. The Commission observed that the existing design of the clover leaf need to be improved including from the geometry point of view, their utility as well as the proposed commercial centre on the Northern corner. The scheme needs to be looked into respect to the operationalization of "Delhi-Noida Bridge" since the volume of traffic

at this intersection will change. Necessary spaces be reserved as green for second stage proposal.

2. In a meeting of Hon'ble Lt. Governor, Delhi, held on 29th November, 2001, it was decided that "in order to make the junction signal free a proposal to construct a clover leaf along with slip road was evolved and Lt. Governor approved the idea."
3. While submitting the proposal, it has been stated that access of Road No. 13-A to Okhla Industrial Area for which an underpass below the existing railway line is not foreseen in the near future. However, for planning point of view, it has been felt and communicated to Project Manager Group - II, Flyover Project that the RUB road No. -13 with Road No. 13-A proposal may be referred to railways for their observations and after getting the approval of the railway in principle the following works may also be initiated to take care of the dispersal:
 - a) Simultaneously, PWD, may be advised to improve the cross section of Anand Mai Marg;
 - b) The acquisition of two industrial plots, removal of jhuggies and other constraints existing at site may be cleared, and
 - c) The scheme of NH-2 Bypass be finalized by PWD.

After taking the above actions, construction of loops along with RUB will be taken.

4. Executive Engineer, Flyover Division No. 4, in a meeting held on 1st October, 2002 has described that the present proposal of a clover leaf and a slip road out of Road No. 13-A are part of a complete proposal prepared by the RITES. When the RUB below the railway line will be taken up for construction, the present slip road shall become the left turn slip road from Road No. 13 to NH-2 (towards Ashram).
5. The proposed clover leaf and the slip road at the North-East corner of the intersection has been proposed keeping in view the position of commercial centre. This clover leaf presently is not being considered.

As per the present proposal, it being a 'T' intersection to right turn from Road No. 13-A to NH-2 and from NH-2 to Road No. 13-A and 'U' Turn from Appolo Hospital side towards Ashram will be made signal free.

RECOMMENDATIONS:

The proposal is submitted for consideration of the Technical Committee.


 J.P.(11)

 Div.(11)

4 T.C. Item No 24/2002 75

AGENDA FOR THE TECHNICAL COMMITTEE

Sub: Redevelopment plan of Anand Parbat Industrial area

1.0 Background:

In the Master Plan for Delhi 2001, Anand Parbat area has been considered as Light industrial area for which redevelopment schemes is required to be prepared after proper survey and appraisal. Industrial unit which are safe and compatible in the use zone could be regularised after upgrading the environment.

The regularisation of each industrial units shall be on individual merits. The land tenure could be decided while taking up the regularisation of these schemes. The charges for the development of these areas shall be levied by the authority on the beneficiaries.

2.0 Decision of Technical Committee

- i. The redevelopment plan for Anand Parbat Industrial area was considered in the meeting of Technical committee vide item no.44/99/TC held on 28.9.99 wherein following was decided:

“ This item was laid on the table. After detailed presentation it was desired that the scheme be first discussed internally under the chairmanship of Commr.(Plg.) within the Planning deptt. where representatives of MCD, Delhi Police, Fire Deptt., Lands deptt., DDA and concerned agencies be invited.”

- ii. As a follow up decision of the Technical Committee, a meeting was held under the chairmanship of Commr.(Plg.) on 24.3.01 wherein the representative of DVB, CFO, MCD, Traffic Police, Directorate of Industries, Associations, Land deptt., DDA and Dir.(TT) were invited. the proposal considered in the TC meeting held on 28.9.99 was principally agreed by all the present.

Thereafter, pursuant to the decision of the TC meeting the subject matter was again considered by the TC in its meeting held on 30.5.2000 vide item no.29/00/TC wherein following was decided:

“The broad redevelopment scheme of Anand Parbat industrial area was presented by Dir.(AP) III, DDA. In view of the fact that the scheme presented before the Technical Committee had the consent of the Associations of Anand Parbat Industrial area as well as it met the requirements of DVB, CFO, MCD, Traffic Police, Directorate of Industries etc. Technical Committee approved the scheme for implementation of the proposed improvement plan. During the discussion, it was also pointed out that the industrial units which were not compatible/polluting as per MPD-2001 should not be regularised, in view of the environmental consideration.”

The salient features of the proposal considered by the TC are reproduced below:

- a. Redevelopment has been envisaged through environmental improvement and provision of physical infrastructure as well as improvement of the circulation system.
- b. For Environmental improvement closing down of non conforming industries and removal of the unauthorised projections from the road have been suggested.
- c. Relocation of the industries in the already acquired land which is available with DDA (area meas.5.31 ha. to be set exclusively for transport).

3.0 Follow up action:

- i. The plan so approved by the TC was issued to the Land deptt./Eng. deptt. for implementation purposes and also estimated the industrial units which were getting/affected in the proposal approved by the TC.
- ii. So far no development has taken place and, however, it has been informed that a total number of 324 structures (details annexed) will get affected which will have to be considered for relocation if the scheme is implemented.
- iii. In the mean time, a meeting was also held with the leader of the House of MCD alongwith the representatives of the Association and they were issued the plan prepared by DDA to decide/suggest modification if any in the plan approved by the TC. Till date there has been no response from the Associations.
- iv. In the mean time, there has been a court case also (CWP no.664/97 New Rohtak Road Manufacturing Association Vs UOI & Others) wherein the plan approved by TC on 30.5.2000 was brought to the notice/record of the High Court and the case stands dismissed with the following orders of the Hon'ble high Court:

“ The order states that no further directions are required to be issued in this petition except by way of direction that DDA and MCD will continue to make endeavour to carry out development works in accordance with its plans for which we hope and expect that the members of the petitioners will fully cooperate with the respondents.”

4.0 Observations of chief Engineer (Rohini)

In the mean time, Chief Eng.(Rohini) via his note no.PS/CE(R)/Misc./Pt.I/38 dt. 19.8.2002 has forwarded the observations on the scheme annexed at (B). Salient features of the observations are as under:

- i. By using the existing roads of width 7.0 m. to 9.0 mtrs. wide for laying the services there will be minimum disturbance/shifting of factories whereas it requires the shifting of 200 to 250 factories as per the approved proposal.
- ii. As per the approved proposal, the factories proposed to be shifted shall be given built up space to be constructed in the area earmarked for flatted factories. It means, the development cannot be taken up till the area earmarked for flatted factories is constructed.
- iii. Only few factories abutting on the proposed 30 mtr. wide road shall be benefited by the services. whereas if the existing roads of 6 to 9 mtr. are retained, services can be laid easily along these roads and most of the area can be benefited.
- iv. The area earmarked for flatted factories can be used for parking which will solve the parking problem as envisaged by the planners.
- v. Main artillery road no.10 connecting Rohtak Road is sufficiently wide to feed the area. If required, the width of this road can be increased from existing 12 m. to 18 mtr. without much disturbance.

5.0 Proposal:

The scheme stands approved by the TC which has been brought to the knowledge of the Hon'ble High Court or would need modification as per the observations of the Engg.deptt. needs to be decided so that further action can be taken.

R/S
16/10/2002

Details of the property affected by road widening

Sl.No	Area in Sqm	Size(in sqm.) (Existing)
1	Upto 10	34
2	11-15	26
3	15-25	52
4	26-35	17
5	36-45	24
6	46-55	19
7	56-65	9
8	66-75	11
9	76-90	35
10	91-160	47
11	161-200	15
12	201-300	12
13	301-400	7
14	401-600	4
	Total	312
	Information not available	38

vtd60

DRAFT MINUTES OF 6th TECHNICAL COMMITTEE MEETING FOR THE YEAR 2002 HELD ON 28-11-2002 . THE LIST OF THE PARTICIPANTS IS ALSO ENCLOSED.

Dated 3-1-2003

F1(24) 2002/4

SUB: Confirmation of minutes of Technical Committee held on 22-10-2002.

Above minutes were confirmed.

Item No. 29/2002

Sub: Construction of Clover Leaf at the intersection of Mathura Road and Road No. 13-A. F5(9)98-MP

The proposed scheme was discussed

It was pointed out that the proposal approved by the DUAC consists of 4 clover leaves at four comers of the intersection and under pass below the Railway Line along Road No. 13-A leading to Okhla and slip roads.

The proposal is already approved by DUAC and Technical Committee. The construction of Clover Leaf and underpass be dovetailed in such a way that constuction of underpass is feasible at later stage.

Item No. 30/2002

Sub: Redevelopment of Anand Parbat Industrial Area F16(33)71-MP

Technical Committee has taken a view that observations as given by Engg. Deptt. of DDA, after having the details site survey may be taken up and the site earmarked for flatted factories in the already approved scheme, be considered for the re-development of the parking in the area. The encroachment on the existing roads be removed. Shifting of the manufacturing units from the roads which was proposed earlier as 30m and 40m may not able to provide much relief in the area. The proposal detailed out by Chief Engineer was approved.

Item No. 31/2002:

Sub: Redelination of boundaries of Anand Parbat Industrial Area. F17(1)2001-MP-PT.III

Postponed.

Compared with Original

[Handwritten signature]

M. K. G. 31/1/03

Item No. 32/2002 :

Sub: Construction of Bridge Across River Yamuna near Geeta Colony and Master Plan Road over disused canal in East Delhi.
F. 5(17)2000-MP

The consultant of PWD had described the proposal considering the stretch from Vikas Marg Road No. 57 intersection (Karkardooma More) upto Ring Road. The Technical Committee, however, considered the proposal in the stretch between Karkardooma intersection and Marginal Bund Road intersection in the first instance. Rest of the proposal i.e. the bridge over River Yamuna between Marginal Bund Road to Ring Road is to be submitted to Technical Committee again with further details. MPD 2001 recommended Rajghat bridge alignment should be examined further in consultation with Rajghat Committee, ASI and other concerned agencies, if any, for clearance.

The Technical Committee has agreed in principle the proposal of the 30 M road over disused canal in the stretch from Karkardooma intersection to Marginal Bund Road only subject to the following conditions :

- 1. PWD will confirm whether the disused canal is a part of the approved plan of drainage, sewer, storm water drain of Trans Yamuna Area of Delhi Jal Board / MCD.
- 2. Detailed alignment plan showing R/W line shall be submitted.

It further decided that a Sub Committee constituted by the Tech. Committee shall examine the following issues of the proposal: where in Mr. S C Tayal, Chief Engg. (NZ) DDA will be a special invitee. The committee will also examine, where there is a desirability of a drain in the centre or an alternative is feasible.

ISSUES :

- a) Intersection details showing final and stages of implementation , if any, at both ends and the intermediate intersections lying in the stretch.
- b) The Traffic circulation system integrating with the intersecting roads.
- c) The preferable bridge location whether (i) through Rajghat (as proposed in MPD 2001) or (ii) through Shanti Van (as proposed by PWD) or (iii) any other suitable location. Clearance from various other concerned agencies shall be taken into consideration.
- d) Whether the disused canal road and the Yamuna bridge road shall intersect Marginal Bund Road at one point or would be staggered as proposed by PWD.

[Handwritten signature]

[Handwritten signature]
31/10/02

[Handwritten signature]
Compared with Original

Item No. 33/2002

Sub: Access controlled National highway project of 6/8 Lanning of NH 8 (Delhi Jaipur Road) from K.M. 14.30 (Rao Tula Ram Marg) to KM. 42.00 (Gurgaon in Haryana)

Part of the stretch from KM 14.30 (Rao Tula Ram Marg) to KM 23.190 (Delhi Gurgaon Border) lie in national Capital Territory of Delhi.
F.5(27)77-MP

1. There was no representatives from National Highway Authority of India (NHAI) or their consultants.

2. The item could not be discussed as a result and it was decided to convey the issues, contained in Para 2 and 3 of the Agenda, to the Director (PIU) NHAI with the request for necessary compliance. Further it is recommended that :

i) Authority had earlier approved the alignment plan of NH - 8 with 90 M. R/W. Also, the R/W of NH - 8 was approved as 90 M. in a cabinet Decision subsequently. Therefore, 90 M R/W be maintained by NHAI.

ii) NHAI, therefore is to consider the 90 M of NH - 8 and the flyover alignment shall be proposed / considered accordingly. NHAI shall arrange for taking over of land from Airport Authority of India wherever required at the intersections / locations of flyovers taking into account the comprehensive development of flyovers in the given stretch of road.

iii) DDA is planning a proposal of 4 armed intersection on NH - 8 at the intersection of Dwarka Road (South of Airport Boundary)

iv) Two no. Petrol pumps affected due to the construction of Mahipalpur fly over and others are one of the essential highway facilities NHAI may integrate the petrol pumps with the NH - 8 proposal Any relocation / resitment., if required, be done.

v) Keeping in consideration of MPD 2021 there is likely hood that the proposed road to Dwarka (South of Airport Boundary) may require to be extended towards East, as part of urban extension plan.

NHAI therefore, may consider this as signal free comprehensive 4 arm intersection having development in phased manner.

Item No. 34/2002

Sub: Proposal of a fly over Najafgarh Road - Patel Road intersection and Corridor improvement plan from Patel Road to Ring Road. F5(18)2001-MP

1. The item is discussed. The Technical Committee recommended for approval the said proposal.

[Signature]

[Signature]
31/10/03

[Signature]
Compared with Original

2. The Technical Committee already observed that some of the issues are yet to be complied by the MCD Necessary compliance and submissions to DDA shall be done by MCD in a time bound manner.

Item No. 35/2002

Sub: Issue concerning to 100 mtr and 80 mtr R/W roads in Narela Sub City Project and Urban Extension.

F5(17)2001-MP

1. Technical Committee approved to acquire 100 mt. and 80 mt. wide passage. The construction of 63 mtr. road be taken up and the balance area to be reserved for further mode of transport, utility and services.

2. Regarding the agency for construction it was decided that as a principle, DDA should construct the roads which are falling in the development area and balance by Delhi Government (PWD / DSIDC) In case of any anomaly, decision may be given by EM DDA.

Item No. 36/2002

Sub: Proposal of 9 M wide road connecting Ring Road with Sports Complex passing through facility Centre 53 and Service Centre No. 19 Pitampura, Delhi. F5(9)99-MP

The proposal of CE (NZ) was discussed in the Technical Committee meeting A purely temporary 9 M wide link connecting Sports Complex with the Service Road of the Ring Road is agreed subject to the conditions that :

- i) Clearance from Commr. (LD) DDA with respect to land status on allotment / ownership etc.
- ii) Permission for cutting of trees from Competent authority
- iii) CE (NZ) shall ensure dismantling of this link after commissioning of the Road no. 37 and 37 A and Ring Road intersection.
- iv) Approval of various other concerned agencies before taking up the implementation shall be taken.

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

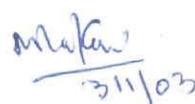
These draft minutes are issued with the approval of Vice Chairman, DDA.


(SURENDRA SRIVASTAVA)
DIRECTOR (DC)

COPY TO:

- 1. OSD to VC for information of the latter
- 2. Engineer Member, DDA
- 3. Commissioner (Plg.) DDA
- 4. Commissioner (LD) DDA
- 5. Commissioner (LM) I & II, DDA
- 6. Town Planner, MCD


Compared with Original

 
31/10/03

- 68
7. Chief Town Planner, TCPO
 8. Chief Architect, DDA
 9. Chief Architect, NDMC
 10. Chief Engineer (Elect) DDA
 11. Addl. Commr. I, DDA
 12. Addl. Commr. II, DDA
 13. Addl Commr. III DDA
 14. OSD MPPR
 15. Secretary, DUAC
 16. Land & Development Officer, L&DO
 17. Sr. Architect, (H&TP) CPWD
 18. Dy. Commissioner of Police (Traffic Delhi)
 19. Director (Land Scape) DDA
 20. Director (DC)


(AK MANNA)
JT.DIR.(MP)

66

DRAFT MINUTES OF 6th TECHNICAL COMMITTEE MEETING FOR THE YEAR 2002 HELD ON 28.11.2002. THE LIST OF THE PARTICIPANTS IS ALSO ENCLOSED.

Sub: **Confirmation of Minutes of Technical Committee held on 22.10.2002.**

Above minutes were confirmed:

Item No.29/2002:

Sub: **Construction of Clover Leaf at the intersection of Mathura Road and Road No.13-A. F.5(9)98-MP.**

The proposed scheme was discussed.

It was pointed out that the proposal approved by the DUAC consists of 4 clover leaves at four corners of the intersection and underpass below the Railway Line along Road No.13-A leading to Okhla and slip roads.

The proposal is already approved by DUAC and Technical Committee. The construction of Clover Leaf and underpass be dovetailed in such a way that construction of underpass is feasible at later stage.

Item No.30/2002:

Sub: **Redevelopment of Anand Parbat Industrial Area:
F.16(33)71-MP.**

Technical Committee has taken a view that observations as given by Engineering Department of DDA, after having the details site survey may be taken up and the site earmarked for flatted factories in the already approved scheme, be considered for the re-development of the parking in the area. The encroachment on the existing roads be removed. Shifting of the manufacturing units from the roads which was proposed earlier as 30M and 40M may not be able to provide much relief in the area. The proposal detailed out by Chief Engineer was approved.

Item No.31/2002:

Sub: **Redelination of boundaries of Anand Parbat Industrial Area.
F.17(1)2001-MP-Pt.III.**

Postponed.

Item No.32/2002:

Sub: Construction of Bridge across River Yamuna near Geeta Colony and Master Plan Road over disused canal in East Delhi.
F.5(17)2002-MP.

The consultant of PWD had described the proposal considering the stretch from Vikas Marg Road No.57 intersection (Karkardooma More) upto Ring Road. The Technical Committee, however, considered the proposal in the stretch between Karkardooma intersection and Marginal Bund Road intersection in the first instance. Rest of the proposal i.e. the bridge over River Yamuna between Marginal Bund Road to Ring Road is to be submitted to Technical Committee again with further details. MPD 2001 recommended Rajghat Bridge alignment should be examined further in consultation with Rajghat committee, ASI and other concerned agencies, if any, for clearance.

The Technical Committee has agreed in principle the proposal of the 30M road over disused canal in the stretch from Karkardooma intersection to Marginal Bund Road only subject to the following conditions –

1. PWD will confirm whether the disused canal is a part of the approved plan of drainage, sewer, storm water drain of Trans Yamuna Area of Delhi Jal Board/MCD.
2. Detailed alignment plan showing R/W line shall be submitted.

It further decided that a Sub-Committee constituted by the Technical committee shall examine the following issues of the proposal wherein Shri S.C. Tayal, Chief Engineer(NZ), DDA will be a special invitee. The Committee will also examine, where there is a desirability of a drain in the centre or an alternative is feasible.

ISSUES:

- a) Intersection details showing final stages of implementation, if any, at botha ends and the intermediate intersections lying in the stretch.
- b) The traffic circulation system integrating with the intersection roads.
- c) The preferable bridge location whether (I) through Rajghat (as proposed in MPD 2001) or (ii) through Shanti Van (as proposed by PWD) or (iii) any other suitable location. Clearance from various other concerned agencies shall be taken into consideration.
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**Part of the stretch from KM 14.30 (Rao Tula Ram Marg) to KM 23.190 (Delhi Gurgaon Border) lie in National Capital Territory of Delhi.
F.5(27)77-MP.**

1. There was no representatives from National Highway Authority of India (NHAI) or their consultants.
2. The item could not be discussed as a result and it was decided to convey the issues, contained in para 2 and 3 of the Agenda to the Director(PIU) NHAI with the request for necessary compliance. Further it is recommended that –
 - i) Authority had earlier approved the alignment plan of NH-8 with 90M R/W. Also the R/W of NH-8 was approved as 90M in a cabinet decision subsequently. Therefore, 90M R/W be maintained by NHAI.
 - ii) NHAI, therefore, is to consider the 90M of NH-8 and the flyover alignment shall be proposed/considered accordingly. NHAI shall arrange for taking over of land from Airport Authority of India wherever required at the intersections/locations of flyovers taking into account the comprehensive development of flyovers in the given stretch of road.
 - iii) DDA is planning a proposal of 4 armed intersection on NH-8 at the intersection of Dwarka Road (South of Airport Boundary).
 - iv) Two No. Petrol Pumps affected due to the construction of Mahipalpur Flyover and others are one of the essential highway facilities. NHAI may integrate the petrol pumps with the NH-8 proposal. Any relocation/resitment, if required, be done.
 - v) Keeping in consideration of MPD 2021 there is likelyhood that the proposed road to Dwarka (South of Airport Boundary) may require to be extended towards East, as part of urban extension plan.

NHAI, therefore, may consider this as signal free comprehensive 4 arm intersection having development in phased manner.

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Sub: **Proposal of a flyover Najafgarh Road – Patel Road intersection and corridor improvement plan for Patel Road to Ring Road.**
F.5(18)2001-MP.

1. The item is discussed. The Technical Committee recommended for approval the said proposal.
2. The Technical Committee already observed that some of the issues are yet to be complied by the MCD. Necessary compliance and submissions to DDA shall be done by MCD in a time bound manner.

3. **Item No.35/2002:**

Sub: **Issues concerning to 100 Mtr. and 80 Mtr. R/W roads in Narela Sub-city project and Urban Extension.**

1. Technical Committee approved to acquire 100 Mtr. and 80 Mtr. wide passage. The construction of 63 M. road be taken up and the balance area to be reserved for further mode of transport, utility and services.
2. Regarding the agency for construction it was decided that as a principle, DDA should construct the roads which are falling in its development area and balance by Delhi Government (PWD/DSIDC). In case of any anomaly, decision may be given by EM, DDA.

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Sub: **Proposal of 9 M. wide road connecting Ring Road with Sports complex passing through facility Centre 53 and Service Centre No.19, Pitampura, Delhi.**
F.5(99)-MP.

The proposal of CE(NZ) was discussed in the Technical Committee meeting. A purely temporary 9M wide link connecting Sports Complex with the Service Road of the Ring Road is agreed subject to the conditions that –

- i) Clearance from Commr.(LD), DDA with respect to land status on allotment/ownership etc.
- ii) Permission for cutting of trees from competent authority.
- iii) CE(NZ) shall ensure dismantling of this link after commissioning of Road No.37 and 37 A and Ring Road intersection.
- iv) Approval of various other concerned agencies before taking up the implementation shall be taken.

62

List of participant of 6th meeting of Technical Committee held on
28.11.2002.

**DELHI DEVELOPMENT AUTHORITY
S/SHRI**

R K Bhandari EM
Vijay Risbud Commr. (Plg.)
A K Jain, Addl. Commr. (Plg.)I
NK Aggarwal, Addl. Commr. Plg. II
Prakash Narayan, Addl. Commr. PLG III
Ashok Kumar, OSD (MPPR)
B L Khurana, CE (Elect) DDA
Savita Bhandari Director (LS)
Durendra Srivastava, Director (DC)

DELHI POLICE:

S Chaudary ACP

TCPO

Udit Ratna Associate TCP

SPECIAL INVITEES

B K Chugh CE PWD
S K Rustagi SE PWD
Sharad Bansal Consultant PWD
SC Tayal CE (NZ) DDA
T S Reddy Consultant
J K Mittu Consultant
H S Rohilla Asstt. Engineer PWD
G Chatterjee Consultant
S P Bansal Director DWK DDA
B K Jain Director (MPPR) DDA
R K Jain Director (AP)I DDA
S K Jain SE (W) MCD
Kuldeep Raj Director (Plg.) Rohini DDA
S P Saini Manager LQ Surveys Pvt. Ltd.
N Tarun Kumar Ssingh Consultant.

vtd / 5

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The proposed scheme was discussed

It was pointed out that the proposal approved by the DUAC consists of 4 clover leaves at four ^{corners} corners of the intersection, and under pass below the Railway Line along Road No. 13-A leading to Okhla and slip roads.

A U Turn facility under flyover to facilitate traffic coming from Appollo Hospital side to ashram side may be got examined.

Technical Committee has recommended that the DUAC approved proposal be submitted indicating the phases of construction, traffic diversion etc.

→ The implementation process for extending Road No. 13-A below the Railway Line may be expedited.

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Item No. 30/2002

Sub: Redevelopment of Anand Parbat Industrial Area
F16(33)71-MP

Technical Committee has taken a view that observations as given by Engg. Deptt. of DDA, after having the details site survey may be taken up and the site earmarked for flatted factories in the already approved scheme, be considered for the re-development of the parking in the area. The encroachment on the existing roads be removed. Shifting of the manufacturing units from the roads which was proposed earlier as 30m and 40m may not able to provide much relief in the area.

Item No. 31/2002:

Sub: Redelination of boundaries of Anand Parbat Industrial Area.
F17(1)2001-MP-PT.III

The Technical Committee has taken a view that any departure from the boundaries of the Industrial Area as per MPD-2001 /approved zonal plan of 'B' division at this stage is not required. The issue of delination of boundary of this industrial area may be considered in the MPD-2021 plan.

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F5(17)2000-MP

The consultant of PWD has described the proposal considering the stretch from Vikas Marg Road No. 57 interesection (Karkardooma More) upto Ring Road. The Technical Committee, however, considered the proposal in the stretch between Karkardooma intersection and Marginal Bund Road intersection in the first instance. Rest of the proposal i.e. the bridge over River

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ISSUES :

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F.5(27)77-MP

1. There was no representatives from National Highway authority of India (NHAI) or their consultants.

2. The item could not be discussed as a result and it was decided to convey the issues, contained in Para 2 and 3 of the Agenda, to the Director (PIU) NHAI with the request for necessary compliance. Further it recommended that :

i) Authority had approved NH - 8 alignment plan with 90 M R/W The R/W be maintained as 90 M

ii) As per Cabinet decision the R/W of NH 8 is 90 M R/W and while approving building plan of Radison Hotel 30 M extra strip of land from Airport Authority is to be taken as widening (to 90M) is not possible equally on both sides of the road.

NHAI therefore is to consider the 90 M Right of Way of NH - 8, Flyover alignment shall be proposed / considered, accordingly, keeping C/L of road considering 90M R/W only.

NHAI shall arrange for taking over land from AAI whenever required, at the intersections / locations of fly overs, from the beginning. This will keep provision for future widening of the rest of the alignment upto 90 M R/W without disturbing grade separators within the alignment.

iii) Planning of diversion of Mehrauli - Mahipalpur Road to intersect the NH - 8 at the same location where the 60 M R/W road (South of Airport boundary) to Dwarka intersects NH - 8, making 4 arm junction, is in the process.

This will necessitate :

a) Combined grade separator consisting of Airport Junction (NHAAI proposal) and Dwarka (60 M) road junction instead of Mahipalpur - Airport Junction combined grade separator as proposed by NAAI.

b) The existing Mahipalpur junction be treated as 'left in' and left out' intersection, by closing the median. No grade separator would be required at this intersection.

Item No. 34/2002

Sub: Proposal of a fly over Najafgarh Road - Patel Road intersection and Corridor improvement plan from Patel Road to Ring Road. F5(18)2001-MP

1. The item is discussed. The Technical Committee recommended for approval the said proposal.

2. The Technical Committee already observed that some of the issues are yet to be complied by the MCD Necessary compliance and submissions to DDA shall be done by MCD in a time bound manner.

Item No. 35/2002

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1. Technical Committee approved to retain the R/W of 100 mtr and 80 mtr roads and for the provisions of the approved Zonal Plan and suggested to implement the cross section of 63 mtr road and the balance area to be reserved for further mode of transport, utility and services.

2. Regarding the agency for construction it was decided that as a principle, DDA should construct the roads which are falling in the development area and balance by Delhi Government (PWD / DSIDC) In case of any anomaly, decision may be given by EM DDA.

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- ii) Permission for cutting of trees from Competent authority and
- iii) CE (NZ) shall ensure dismantling of this link after commissioning of the Road no. 37 and 37 A and Ring Road intersection.
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Amg

List of participant of 6th meeting of Technical Committee held on 28.11.2002.

DELHI DEVELOPMENT AUTHORITY
S/SHRI

- R K Bhandari EM
- Vijay Risbud Commr. (Plg.)
- A K Jain, Addl. Commr. (Plg.)I
- N K Aggarwal, Addl. Commr. Plg. II
- Prakash Narayan, Addl. Commr. PLG III
- Ashok Kumar, OSD (MPPR)
- B L Khurana, CE (Elect) DDA
- Savita Bhandari Director (LS)
- Gurendra Srivastava, Director (DC)

DELHI POLICE:

- S Chaudary ACP

TCPO

- Udit Ratna Associate TCP

SPECIAL INVITEES

- B K Chugh CE PWD
- S K Rustagi SE PWD
- Sharad Bansal Consultant PWD
- SC Tayal CE (NZ) DDA
- T S Reddy Consultant
- J K Mittu Consultant
- H S Rohilla Asstt. Engineer PWD
- G Chatterjee Consultant
- S P Bansal Director DWK DDA
- B K Jain Director (MPPR) DDA
- R K Jain Director (AP)I DDA
- S K Jain SE (W) MCD
- Kuldeep Raj Director (Plg.) Rohini DDA
- S P Saini Manatger LQ Surveys Pvt. Ltd.
- N Tarun Kumar Ssingh Consultant.

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DELHI DEVELOPMENT AUTHORITY
(O/s Addl. Commr.(Plg.)II)

No. PS/AC(Plg.)II/2002/L-2696

Date : 18.11.2002

Sub : Draft Minutes of the 5th Technical Committee meeting for the year 2002 held on 22.10.2002.

Attention is invited to the draft minutes of the meeting referred above vide item No.26/2002. To me, it appears that there is some ambiguity about the recording of the minutes. As I recollected, following was decided in the matter:-

"Since allotment of additional land is out of the recreational area and there is already a court case against the allotment already made by the DDA, it was decided that the matter be put up by the Lands Deptt. for reconsideration of the approval accorded for the allotment of the additional land instead of processing the change of land use proposal."

May please see.

(Signature)
(N.K. AGRAWAL) 18/11
Addl. Commr.(Plg.)II

Director(DC)

J.D. (Handwritten)

M.L. 20/11

pls spe with
T/c file by tomorrow
for J.D. 20/11

sh. channyal

DD/MP/1867
20/11/02

Director (Dev. Control)
DDA. Dy.No. 12556
Dated. 20/11/02

58

dvj110

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

F.1(21)2002-MP/669

DATED 11.11.2002

Draft Minutes of the 5th Technical Committee meeting for the year 2002 held on 22.10.2002 The list of the participants is also enclosed.

Sub: Confirmation of minutes

- a) Special Technical Committee meeting held on 13.8.2002
- b) Technical Committee meeting held on 3.9.2002.

Both the minutes were confirmed.

Item No. 24/2002

Sub: Land use of khasra no. 944 (C - 274) Greater Kailash enclose, New Delhi F20(20)93-MP

Vice Chairman desired that the matter need not to be processed through Technical Committee instead this be examined and put up in the file itself.

Item No. 25/2002

Sub: R/W of road existing in front of house no. 1-17 of B 2 Block (SFS flats and Happy Model School) F3(27)02-MP

The Technical committee agree with the proposal and desired that Zonal plan of the area i.e 'G' division to be corrected accordingly and copy of the same be sent to the Ministry.

Item No. 26/2002

Sub: Change of land use from recreational to residential (Public and semi public school) in Ashok Vihar Phase I. F3(60)2001-MP

The case is deferred The Technical Committee has asked to bring the matter again after conducting more studies with respect to court case, land allotment etc.


Original

Item No. 27/2002

Sub: Change of land use of land form Residential to Public and semi public use (PS - 7 Burial Ground) F3(20)87-MP

The Technical Committee agreed the proposal and asked to bring the proposal to the Authority for its consideration.

Item No. 28/2002

Sub: Allotment of additional land to Sri Ashobila Lakshmi Nrisimha Mutt. F6(7)79-OSB/Ins.

Technical committee agreed with the proposal.

Observation and comments if any on draft minutes may please be sent to Jt. Director (MP) within a week's time.

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


(SURENDRA SRIVASTAVA)
DIRECTOR (DC)

COPY TO:

1. OSD to VC for information of the latter
2. Engineer Member, DDA
3. Commissioner (Plg.) DDA
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7. Chief Town Planner, TCPO
8. Chief Architect, DDA
9. Chief Architect, NDMC

Contd...../-



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10. Chief Engineer (Elect) DDA
11. Addl. Commr. I, DDA
12. Addl. Commr. II, DDA
13. Addl Commr. III DDA
14. OSD MPPR
15. Secretary, DUAC
16. Land & Development Officer, L&DO
17. Sr. Architect, (H&TP) CPWD
18. Dy. Commissioner of Police (Traffic Delhi)
19. Director (Land Scape) DDA
20. Director (DC)



(AK MANNA)
JT.DIR.(MP)



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List of participants of 5th meeting of the Technical Committee held on 22.10.2002

DELHI DEVELOPMENT AUTHORITY

SHRI :

P K Hota Vice Chairman
Vijay Risbud Commissioner (Plg.)
A K Jain Addl. Commr. I
N K Aggarwal, Addl. Commr. II
Ashok Kumar, OSD (MPPR)
Savita Bhandari Director (LS)
Surender Srivastava, Director (DC)

C P O

R Srinivas Sr. Associate TCP

B D O

R I. Singh, Building Officer

SPECIAL INVITEES :

R K Jain Director (AP) I DDA
K L Sabharwal, Director (AP) II DDA
P M Parate Director (TYA) DDA
B K Jain Director (MPPR) DDA.

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DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO. F. 1(24)2002-MP / 697

DATED:-- 22-11-2002

MEETING NOTICE

The 6th meeting of the Technical Committee of Delhi Development Authority for the year 2002 will be held on 28.11.2002 at 11.30 a.m. in Conference Hall, 5th floor, Vikas Minar, New Delhi. A list of items with agenda to be discussed is enclosed herewith.

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


(SURENDRA SRIVASTAVA)
DIRECTOR (DC)

COPY TO:

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

SPECIAL INVITEES:

22. Engineer in Chief PWD
23. Engineer in Chief MCD
24. Mr. J K Mittoo Consultant
25. Dr. T S Raddy CRRI
26. Dr. Bansal Director (Dwarka)
27. Chief Engineer I & F
28. Mr. Sandhoo Chief Engineer MCD
29. Chief Engineer Zone IV PWD
30. Mr. Salwan Director MHAI
31. Director (CL)
32. Director (AP) I

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I N D E X

S.NO.	ITEM NO.	SUBJECT	PAGE NO.
1.		Confirmation of 5th Tech. Committee meeting held on 22.10.2002	
2.	29/2002	Construction of clover leaf at the intersection of Mathura Road and Road no. 13 A F5(9)98-MP	1 to 3
3.	30/2002	Redevelopment plan of Anand Parbat Industrial Area F16(33)71-MP	4 to 6
4.	31/2002	Redelination of boundary of Anand Parbat Industrial Area. F17(1)2001-MPPt. III	Laid on Table
5.	32/2002	Construction of New Bridge over River Yamuna at Gita Colony Construction of Road covering disused drain in TYA F5(17)2000-MP	Laid on table
6.	33/2002	Construction of Access Control National Highway Project of NH 8 (6/8 laning) from KM 19.3 (Rao Tula Roam Marg) to KM 42.0 (Gurgaon in Haryana) part of the stretch from KM 19.3 to km 23.19 Delhi Gurgaon Boarder F5(27)77-MP	Laid on table
7.	34/2002	Construction of Grade Seperator at Patel Road & Rama road Near Kirti Nagar F5(18)2001-MP	Laid on table
8.	35/2002	Issue concerning to 100mts and 80mts R/W roads in Narala Sub City Project and Urban Extension F5(17)2001 MP	
9.	36/2002	Proposal of 9 M wide road connecting Ring Road with Sports Complex passing through facility Centre 53 and Service Centre No-19 Pitampura Delhi F 5(9)99 MP	

47 Item No. 29/2002

AGENDA FOR TECHNICAL COMMITTEE

SUB: CONSTRUCTION OF CLOVER LEAF AT THE INTERSECTION OF MATHURA ROAD AND ROAD NO. 13 - A.

INTRODUCTION:

Additional proposal for construction of a clover leaf and a slip road at the intersection of Mathura Road (NH-2) and Road No. 13-A connecting the recently constructed straight flyover has been received from Executive Engineer, Flyover Division No. 4, DDA dated 9th September, 2002. Plan (2 Nos) showing the layout of the clover leaf and the slip road is enclosed with the letter of Executive Engineer, Flyover Division No. 4, DDA.

BACKGROUND:

The flyover proposal was discussed in the meeting of the Technical Committee held on 30th June, 1999 subsequently on 20th July, 1999. The Technical Committee accorded its approval subject to certain conditions. In the first phase, straight flyover along NH-2 over the intersection has been constructed and open to traffic in February, 2001. The planning and designing of the Santa Vihar flyover was done by RITES. The concept envisages the construction of 4 numbers of clover leaves with matching slip roads and the underpass below the Railway line to make it a signal free junction. The complete proposal was discussed in the DUAC meeting while the DUAC has approved the Phase-I of the proposal vide their minutes dated March 30, 2001.

PROPOSAL:

The detailed note of the part project containing one clover leaf and a slip road, of Executive Engineer, Flyover Division No. 4 is given as under:

The Technical Committee, DDA, in its 3rd meeting held on 20th July, 1999 has cleared construction of straight flyover at the intersection of NH-2 and Road No. 13-A. Straight flyover has since been completed and opened to traffic on 21st February, 2001.

M/s RITES the consultant of this project made the provision in concept plan for the construction of four clover leaves along with the matching slip road and underpass below the railway line to make the junction signal free. During construction of the straight flyover provisions for future attachment of clover leaves have been kept. After the flyover was opened to traffic, it was felt to construct the clover leaf to facilitate the traffic coming from the north and going to Noida and a slip road from Noida side to DDA side. A number of representations have also been received in this regard.

This issue was discussed during the meeting taken by Hon'ble L.G. Delhi at Raj Niwas on 29th November, 2001 to review the progress of the flyovers. Minutes of the meeting circulated with letter no. PM 2(FO)F-4(5)/90/2000/934 dated 14th December, 2001. The extract of the meeting related to this issued is reproduced below:-

"In order to make the junction signal free, a proposal to construct a clover leaf along with the slip road was evolved and LG approved the idea."

It is to point out that with the said construction, this intersection will become "SIGNAL FREE" till such time it is decided to construct underpass below existing rail line for access to Okhla Industrial Area which is not foreseen in the near future.

As may be evident from the enclosed plan, the movement of traffic on the already constructed straight flyover, the proposed clover leaf and the slip road will be as below

- a. There is already free flow of traffic on the straight flyover from Delhi side to Faridabad side and vice versa.
- b. Traffic from Delhi to Noida and Noida to Faridabad side moves uninterrupted on side slip roads.
- c. The following traffic however faces signal:
 - i. Traffic from Faridabad side to Noida Side
 - ii. Traffic from Noida side to Delhi Side

With the construction of the proposed clover leaf, as may be evident from the plan, the traffic from Faridabad side and willing to go to Noida will travel on the straight flyover then negotiate the proposed clover leaf and then move on surface under the obligatory span for uninterrupted movement to Noida.

Likewise the traffic from Noida and willing to go to Delhi side will travel on surface under the obligatory span and then move on to the slip road (at outside) circumventing the proposed clover leaf.

Thus, the intersection shall become "SIGNAL FREE" by just construction of one clover leaf and a slip road.

OBSERVATIONS:

Observations of DUAC vide dated March 2001 is annexed ANNEXURE - I. The Commission observed that the existing design of the clover leaf need to be improved including from their entry point of view their utility as well as the proposed commercial activity on the Northern corner. The scheme needs to be looked into with special reference to operationalization of "Delhi-Noida Bridge" since it will be a major source of traffic.

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at this intersection will change. Necessary spaces be reserved as green for second stage proposal.

2. In a meeting of Hon'ble Lt. Governor, Delhi, held on 29th November, 2001, it was decided that "in order to make the junction signal free a proposal to construct a clover leaf along with slip road was evolved and Lt. Governor approved the idea."

While submitting the proposal, it has been stated that access of Road No. 13-A to Okhla Industrial Area for which an underpass below the existing railway line is not foreseen in the near future. However, for planning point of view, it has been felt and communicated to Project Manager Group - II, Flyover Project that the RUB road No. -13 with Road No. 13-A proposal, may be referred to railways for their observations and after getting the approval of the railway in principle the following works may also be initiated to take care of the dispersal:

- a) Simultaneously, PWD, may be advised to improve the cross section of Anand Mai Marg,
- b) The acquisition of two industrial plots, removal of jhuggies and other constraints existing at site may be cleared, and
- c) The scheme of NH-2 Bypass be finalized by PWD.

After taking the above actions, construction of loops along with RUB will be taken up.

4. Executive Engineer, Flyover, Division No. 4, in a meeting held on 1st October, 2002 has described that the present proposal of a clover leaf and a slip road out of Road No. 13-A are part of a complete proposal prepared by the RITES. When the RUB below the railway line will be taken up for construction, the present slip road shall become the left turn slip road from Road No. 13 to NH-2 (towards Ashram).
5. The proposed clover leaf and the slip road at the North-East corner of the intersection has been proposed keeping in view the position of commercial centre. This clover leaf presently is not being considered.

As per the present proposal, it being a 'T' intersection to right turn from Road No. 13-A to NH-2 and from NH-2 to Road No. 13-A and 'U' Turn from Appolo Hospital side towards Ashram will be made signal free.

RECOMMENDATIONS:

The proposal is submitted for consideration of the Technical Committee.

(Signature)
(Date)
(Signature)
(Date)

AGENDA FOR THE TECHNICAL COMMITTEE

Sub: Redevelopment plan of Anand Parbat Industrial area1.0 Background:

In the Master Plan for Delhi 2001, Anand Parbat area has been considered as Light industrial area for which redevelopment schemes is required to be prepared after proper survey and appraisal. Industrial unit which are safe and compatible in the use zone could be regularised after upgrading the environment.

The regularisation of each industrial units shall be on individual merits. The land tenure could be decided while taking up the regularisation of these schemes. The charges for the development of these areas shall be levied by the authority on the beneficiaries.

2.0 Decision of Technical Committee

- i. The redevelopment plan for Anand Parbat Industrial area was considered in the meeting of Technical committee vide item no.44/99/TC held on 28.9.99 wherein following was decided:

" This item was laid on the table. After detailed presentation it was desired that the scheme be first discussed internally under the chairmanship of Commr.(Plg.) within the Planning deptt. where representatives of MCD, Delhi Police, Fire Deptt., Lands deptt., DDA and concerned agencies be invited."
- ii. As a follow up decision of the Technical Committee, a meeting was held under the chairmanship of Commr.(Plg.) on 24.3.01 wherein the representative of DVB, CFO, MCD, Traffic Police, Directorate of Industries, Associations, Land deptt., DDA and Dir.(TT) were invited. the proposal considered in the TC meeting held on 28.9.99 was principally agreed by all the present. Thereafter, pursuant to the decision of the TC meeting the subject matter was again considered by the TC in its meeting held on 30.5.2000 vide item no.29/00/TC wherein following was decided:

"The broad redevelopment scheme of Anand Parbat industrial area was presented by Dir.(AP) III, DDA. In view of the fact that the scheme presented before the Technical Committee had the consent of the Associations of Anand Parbat Industrial area as well as it met the requirements of DVB, CFO, MCD, Traffic Police, Directorate of Industries etc. Technical Committee approved the scheme for implementation of the proposed improvement plan. During the discussion, it was also pointed out that the industrial units which were not compatible/polluting as per MPD-2001 should not be regularised, in view of the environmental consideration "

The salient features of the proposal considered by the TC are reproduced below.

- a. Redevelopment has been envisaged through environmental improvement and provision of physical infrastructure as well as improvement of the circulation system.
- b. For Environmental improvement closing down of non conforming industries and removal of the unauthorised projections from the road have been suggested.
- c. Relocation of the industries in the already acquired land which is available with DDA (area meas.5.31 ha. to be set exclusively for transport)

3.0 Follow up action:

- i. The plan so approved by the TC was issued to the Land deptt./Eng. deptt. for implementation purposes and also estimated the industrial units which were getting/affected in the proposal approved by the TC.
- ii. So far no development has taken place and, however, it has been informed that a total number of 324 structures (details annexed) will get affected which will have to be considered for relocation if the scheme is implemented.
- iii. In the mean time, a meeting was also held with the leader of the House of MCD alongwith the representatives of the Association and they were issued the plan prepared by DDA to decide/suggest modification if any in the plan approved by the TC. Till date there has been no response from the Associations.
- iv. In the mean time, there has been a court case also (CWP no.664/97 New Rohitak Road Manufacturing Association Vs UOI & Others) wherein the plan approved by TC on 30.5.2000 was brought to the notice/record of the High Court and the case stands dismissed with the following orders of the Hon'ble high Court:

" The order states that no further directions are required to be issued in this petition except by way of direction that DDA and MCD will continue to make endeavour to carry out development works in accordance with its plans for which we hope and expect that the members of the petitioners will fully cooperate with the respondents."

4.0 Observations of chief Engineer (Rohini)

In the mean time, Chief Eng.(Rohini) via his note no PS/CE(R)/Misc./PI.1/38 dt. 10.8.2002 has forwarded the observations on the scheme annexed at (B). Salient features of the observations are as under:

- i. By using the existing roads of width 6.0 m to 9.0 mtrs wide for laying the services there will be minimum disturbance/shifting of factories whereas it requires the shifting of 200 to 250 factories as per the approved proposal.
- ii. As per the approved proposal, the factories proposed to be shifted shall be given built up space to be constructed in the area earmarked for flatted factories. It means, the development cannot be taken up till the area earmarked for flatted factories is constructed.
- iii. Only few factories abutting on the proposed 30 mtr. wide road shall be benefited by the services. whereas if the existing roads of 6 to 9 mtr. are retained, services can be laid easily along these roads and most of the area can be benefited.
- iv. The area earmarked for flatted factories can be used for parking which will solve the parking problem as envisaged by the planners.
- v. Main artillery road no. 10 connecting Rohitak Road is sufficiently wide to feed the area. If required, the width of this road can be increased from existing 12 mtr. to 18 mtr. without much disturbance.

5.0 Proposal:

The scheme stands approved by the TC which has been brought to the knowledge of the Hon'ble High Court or would need modification as per the observations of the Engg deptt. needs to be decided so that further action can be taken.

16/10/2002

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Details of the property affected by road widening

Sl.No	Area in Sqm	Size(in sqm.) (Existing)
1	Upto 10	34
2	11-15	26
3	15-25	52
4	26-35	17
5	36-45	24
6	46-55	19
7	56-65	9
8	66-75	11
9	76-90	35
10	91-160	47
11	161-200	15
12	201-300	12
13	301-400	7
14	401-600	4
	Total	312
	Information not available	38

Sub: Modification of the boundaries of Anand Parbat Industrial area

1.0 Background:

1.1 As per MPD-2001, Anand Parbat Industrial area is recommended for redevelopment as Light and Service industries with stipulated conditions contained therein.

1.2 During the process of shifting of the polluting industries in the Union Territory of Delhi as per the orders of the Hon'ble Supreme Court, it was decided by the Ministry of Urban Dev. and Poverty Alleviation that the industrial units which are located in designated industrial area as per MPD-2001 may not be considered for sealing purpose by the officers of the GNCTD.

1.3 Accordingly to identify the Anand Parbat industrial area as per MPD-2001/approved Zonal plan of Zone B, the matter was considered by the TC in its meeting held on 15.3.2001 wherein following boundaries of Anand Parbat area were agreed to and subsequently communicated to various depts. of GNCTD for appropriate action in the matter. (Plan laid on the table)

Pocket A

North Railway Line/properties
 South New Rohtak Road
 East Road going to Shakti Nagar(Kali Dass Marg)
 West Gali No.3

Pocket B

North Railway line/properties
 South New Rohtak Road
 East Gali no.10(Daya Basti, Shiv Marg/Kuan Wali Road)
 West Junction of Railway/properties, Rohtak Road

Pocket C

North New Rohtak Road
 South Ramjas School boundary and Defence boundary
 East Godadia Marg
 West Gali no.10, Gali no.11(Part) and Gali no.13

1.4 A number of representations from the Association of left out industrial units have been received and have also been forwarded by one of Authority member, MLA, Former Chairman of Standing Committee of MCD and the M.P. of the area requesting therein to modify the boundaries so that they also form part of the industrial area keeping in view of the redevelopment plan approved by the TC in its meeting held on 31.5.02.(Plan laid on the table).

2.0 Details of the examination:

The whole issue has been examined in view of agitation by existing industrial units in Anand Parbat Area and following are the observations:

- a) In the redevelopment plan considered and approved by the TC in its meeting held on 31.5.2000 the boundaries were delineated as per the industrial use existing in the area.
- b) In the boundaries considered and decided in the TC meeting as per MPD-2001/Approved Zonal plan, some of the residential area like Than Singh Nagar etc. are also forming part of the industrial area. But the same was not included while considering the redevelopment scheme.
- c) As a policy followed for delineation of the industrial area which are recommended for redevelopment like Anand Parbat, Samay pur Badli, and G.T.road Shahdara etc. The boundaries as per the approved Zonal Development plan were followed and suitably defined with some permanent bench mark so as to facilitate the action to be taken by the concerned depts. of GNCTD.

3.0 Proposal

Keeping in view the difficulty being faced by the industrial units in this area, it is proposed that the area with following description be considered as industrial area. The Pocket D has been added in continuity to Pocket A which includes gali no.3,4,5 and 6 and Pocket E is towards the western side of gali no.11 defined as under

a) Description

The description of Pocket D is as under:

North	Railway line
South	New Rohtak Road
East	Gali no.3
West	Gali no.6

Pocket E

North	New Rohtak Road
South	Road adjoining to the open land and meeting at the junction of gali no.11 and 13
East	Gali no.13
West	Proposed Recreational

b) The industrial units falling in this area may also be allowed to continue till the land use proposals are suitably considered as a part of MPD-2021.

4.0 The proposal contained in the above para is placed before the TC for approval

26/11

3.0 Proposal:

Keeping in view the difficulty being faced by the industrial units in this area, it is proposed that the area with following description be considered as industrial area. The Pocket D has been added in continuity to Pocket A which includes gali no.3,4,5 and 6 and Pocket E is towards the western side of gali no.11 defined as under

a) Description

The description of Pocket D is as under:

North	Railway line
South	New Rohtak Road
East	Gali no.3
West	Gali no.6

Pocket E

North	New Rohtak Road
South	Road adjoining to the open land and meeting at the junction of gali no.11 and 13
East	Gali no.13
West	Proposed <i>Recreational</i>

b) The industrial units falling in this area may also be allowed to continue till the land use proposals are suitably considered as a part of MPD-2021.

4.0 The proposal contained in the above para is placed before the TC for approval.

Pragati
26/11

Sub: Modification of the boundaries of Anand Parbat Industrial area

1.0 Background:

1.1 As per MPD-2001, Anand Parbat Industrial area is recommended for redevelopment as Light and Service Industries with stipulated conditions contained therein.

1.2 During the process of shifting of the polluting industries in the Union Territory of Delhi as per the orders of the Hon'ble Supreme Court, it was decided by the Ministry of Urban Dev. and Poverty Alleviation that the industrial units which are located in designated industrial area as per MPD-2001 may not be considered for sealing purpose by the officers of the GNCTD.

1.3 Accordingly to identify the Anand Parbat industrial area as per MPD-2001/approved Zonal plan of Zone B, the matter was considered by the TC in its meeting held on 15.3.2001 wherein following boundaries of Anand Parbat area were agreed to and subsequently communicated to various depts. of GNCTD for appropriate action in the matter. (Plan laid on the table)

Pocket A

North Railway Line/properties
 South New Rohtak Road
 East Road going to Shakti Nagar(Kali Dass Marg)
 West Gali No.3

Pocket B

North Railway line/properties
 South New Rohtak Road
 East Gali no.10(Daya Basti, Shiv Marg/Kuan Wali Road)
 West Junction of Railway/properties, Rohtak Road

Pocket C

North New Rohtak Road
 South Ramjas School boundary and Defence boundary
 East Godadia Marg
 West Gali no. 10, Gali no.11(Part) and Gali no.13

1.4 A number of representations from the Association of left out industrial units have been received and have also been forwarded by one of Authority member, MLA, Former Chairman of Standing Committee of MCD and the M.P. of the area requesting therein to modify the boundaries so that they also form part of the industrial area keeping in view of the redevelopment plan approved by the TC in its meeting held on 31.5.02.(Plan laid on the table).

2.0 Details of the examination:

The whole issue has been examined in view of agitation by existing industrial units in Anand Parbat Area and following are the observations:

- In the redevelopment plan considered and approved by the TC in its meeting held on 31.5.2000 the boundaries were delineated as per the industrial use existing in the area.
- In the boundaries considered and decided in the TC meeting as per MPD-2001/Approved Zonal plan, some of the residential area like Than Singh Nagar etc. are also forming part of the industrial area. But the same was not included while considering the redevelopment scheme.
- As a policy followed for delineation of the industrial area which are recommended for redevelopment like Anand Parbat, Samay pur Badli, and G.T.road Shahdara etc. The boundaries as per the approved Zonal Development plan were followed and suitably defined with some permanent bench mark so as to facilitate the action to be taken by the concerned depts. of GNCTD..

AGENDA FOR THE TECHNICAL COMMITTEE

SUB: CONSTRUCTION OF BRIDGE ACROSS RIVER YAMUNA NEAR GEETA COLONY AND MASTER PLAN ROAD OVER DISUSED CANAL IN EAST DELHI.

F. 5(17)2000/MP.

1.0. INTRODUCTION:

Due to increase in population in Trans Yamuna Area, there is a demand for additional East-West Corridor. PWD intended to propose a bridge over River Yamuna connecting Ring Road near Shanti Van on the West Bank with Geeta Colony on the East Bank having four lanes corridor. This issue was discussed in the meeting of Minister of Health and Urban Development, Govt. of Delhi in January, 1999. Further in August, 2001, during the inspection of Hon'ble Minister, the feasibility of constructing 30 M R/W Road covering the disused canal, which carries soil and rain water. Consequently, connecting to the above stated Geeta Colony Bridge was sought for. The Project Manager, Punjabi Bagh Flyover Project, PWD, Govt. of Delhi, has submitted the proposal "Construction of Bridge across River Yamuna near Geeta Colony and Master Plan Road over Disused Canal in East Delhi."

2.0 BACKGROUND:

2.1 Number of meetings have taken place under the Chairmanship of Hon'ble Minister of Health and Urban Development, Govt. of Delhi, on the various conceptual alternatives of PWD.

2.2 The Planning view points of DDA in the meeting are as under:

2.2.1 As per MPD-2001 A 30 M R/W road covering disused canal from Karkardooma intersection to Marginal Bund Road, thereafter, extending via a bridge on river Yamuna upto Ring Road meeting at Rajghat crossing is recommended. However, on the Western side because of the construction of Rajghat Thermal Power Station, a feasible alignment of the Yamuna Bridge is required to be explored to connect Ring Road as per MPD-2001.

2.2.2 Presently, PWD has shown another location of Yamuna Bridge near the existing Pantoon Bridge. At present, the existing Pantoon Bridge is however mainly used by slow moving vehicles.

It was suggested that before providing the bridge at this location, studies of traffic circulation and dispersal on both sides and interconnecting with the proposed road by covering the disused canal may be examined in detail. The location of the bridge may also be discussed with Traffic Police. A composite scheme be prepared by the road owning / implementing agencies.

2.2.3 As regards construction of road by covering the existing disused canal will also need no objection from land owning agency.

2.3 Project Manager, Punjab Bagh Flyover Project, PWD vide dated 9th of August, 2002 and 18th of October, 2002 has submitted the proposal consisting of -

- a) Proposed Bridge over River Yamuna near Geeta Colony.
- b) Proposed Master Plan Road of 30M R/W over Disused Canal in continuation to the proposed bridge over River Yamuna.

3.0 PROPOSAL:

The proposal of PWD is divided into two parts:

1. Proposed Master Plan Road of 30 M R/W over Disused Canal.
2. Proposed Bridge over River Yamuna near Geeta Colony;

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**PART- 2 PROPOSED BRIDGE OVER RIVER YAMUNA NEAR
GEETA COLONY.**

- 3.1 The MPD-2001, as earlier stated, has recommended the location of the proposed bridge near Raj Ghat intersection of Ring Road. Whereas the preferred location, as per the report of the PWD, is near the existing Pantoon Bridge intersecting the Ring Road at Shanti Van.
- 3.2 A comparative analysis of these two alternative locations of the proposed bridges as provided by PWD concluded that Geeta Colony Bridge intersecting Ring Road at Shanti Van is better option.
- However,
- i) No alternative alignment plan superimposing on the physical survey along the Raj Ghat intersection has been provided.
 - ii) Chief Engineer-IV, PWD, Govt. of Delhi vide letter dt. 21.11.2002 has forwarded the no objection of Delhi Police for the proposed construction of the new Yamuna Bridge near Shanti Van connecting Geeta Colony in Trans Yamuna Area subject to some conditions. (Letter No. 25387/X-III(A) dated 16.11.02 of DCP(HQ) Delhi)
- 3.3. In consideration of this, it is observed that the proposal of bridge across River Yamuna is not complete for examination / to put up for consideration of Technical Committee. Hence, the second part of the proposal i.e. the **Proposed Master Plan Road of 30 M R/W over the Disused Canal starting from Marginal Bund Road (Geeta Colony) up to Road No. 57 Intersection (Karkardooma)** is brought for consideration of Technical Committee.

**PART-I PROPOSED MASTER PLAN ROAD OF 30M R/W OVER
DISUSED CANAL.**

3.4 Alignment:

As per Master Plan – 2001, the road over disused canal is recommended from the intersection of Vikas Marg and Road No. 57 (karkardooma intersection) up to the Marginal Bund Road passing through various colonies on both sides. (Figure – I).

A flyover along the Road No. 57 at the Karkardooma intersection has already been commissioned. The Vikas Marg and the disused canal meet each other at acute angle at surface level.

A link along North-South axis from disused canal is also proposed at Shastri Nagar which is not taken into consideration. It is not a Master Plan Road.

The disused irrigation canal is now in use as a drain and any road constructed in this corridor will have to have provision for a drain on the same alignment. The PWD report mentions about the substantial encroachment along the corridor of 30M R/W recommended in the MPD-2001.

This proposed road shall provide access to the area on both sides namely Shastri Nagar, Bank Enclave, Kundan Nagar, Priyadarshani Vihar, New Brij Puri, Chitra Vihar, Radhu Palace Distt. Centre, Mausam Vihar, New Rajdhani Enclave, Gagan Vihar, Park End etc.

3.5 Covering of Drain:

As already been stated that the proposal is of the 30M R/W road covering the existing drain. As this disused irrigation canal is now substantially being used as an important collector drain, this has been proposed to be maintained. Therefore, the interrelated problem is to keep provisions / arrangements for cleaning the drain. As mentioned earlier, the existing drain is performing its task of carrying the foul water (storm and domestic waste), a box drain of similar dimensions of the existing drain has been adopted. The width of the box drain proposed at various points along the length of the drain increases from 9 Mtr. Shastri Nagar to 17 Mts. At Karkardooma intersection. Intermediate details are 11 & 15 Mtrs.

3.6 Cross Section:

Cross section of the drain indicates 7.5 M carriage way (both sides), central verge made up of two 1.0 mtr. plinth with 1.0 Mtr. crash barriers and a 4.0 M wide opening for drain maintenance and cleaning, 1.5 M footpath on each side and 3M service road on each side thus utilizing the full 30M R/W. The service road can be used for cable runs, other utilities etc. (Figure - 2)

3.7 Intersection:

The two major intersections at both ends are proposed with signalized crossings. At the intersection the drain will be covered having 2 M central verge with man holes to facilitate cleaning and maintenance mechanism.

PWD / Consultant indicated that due to encroachments the available varying cross sections along the route is from 18M to 30M. An assessment of number and type of structures falling within RAW are given in the report.

3.8 Traffic Volume:

Analysis of Origin & Destination flow:

The study area was sub-divided into zones as given in the Figure - 3. Following indicates the sector to sector movement and choice of river crossing (O-D Survey).

A. Between EN and WN1 & WN2

Via ROR Bridge - 211 Veh.
Via ITO Bridge - 287 Veh.

Conclusion: Very few vehicle would travel on proposed new bridges.

B. Between EN and WS1 & WS2

Via ROR Bridge - 237 Veh.
Via ITO Bridge - 1521 Veh.

Conclusion: Traffic choosing the proposed Geeta Colony Bridge will be small. More Traffic may be expected to use proposed Raj Ghat Bridge.

C. Between EN and WW1 & WW2

Via ROR Bridge - 171 Veh.
Via ITO Bridge - 387 Veh.

Conclusion: Raj Ghat Bridge utilization would expected to be more than the proposed Geeta Colony Bridge.

D. Between EN and WC

Via ROR Bridge - 555 Veh.
Via ITO Bridge - 936 Veh.

Conclusion: Traffic currently using ITO bndge and ROR may switch over to Geeta Colony or Raj Ghat Bridge.

E. Between ES and WN1 & WN2

Via ROR Bridge - 324 Veh.
Via ITO Bridge - 3418 Veh.

Conclusion: A disadvantage of the proposed bridges is that access to the North beyond Shanti Van is not good.

F. **Between ES and WS1 & WS2**

Via ROR Bridge – 1094 Veh.
Via ITO Bridge – 16675 Veh.

Conclusion: A few vehicle usage to the proposed new bridges.

G. **Between ES and WW1 & WW2**

Via ROR Bridge – 266 Veh.
Via ITO Bridge – 7003 Veh.

Conclusion: Proposed new bridges will not provide good West Ward distribution.

H. **Between ES and WC**

Via ROR Bridge – 1330 Veh.
Via ITO Bridge – 12055 Veh.

Conclusion: Raj Ghat Bridge will be some what more attractive.

I. **To / From EE**

Via ROR Bridge – 1253 Veh.
Via ITO Bridge – 5971 Veh.

Conclusion: (about 40% is to/from WS1). Geeta Colony Bridge will attract less traffic, a small amount of traffic may be attracted to Raj Ghat Bridge.

J. **Between EC and WN1 & WN2**

Via ROR Bridge – 3613 Veh.
Via ITO Bridge – 6048 Veh.

Conclusion: 8 laning of marginal bund road will tend to make NH-24 and Wazirabad Road Bridge more attractive. The proposed Geeta Colony / Raj Ghat Bridge may attract significant proportion of traffic.

K. **Between EC and WS1 & WS2**

Via ROR Bridge – 1094 Veh.
Via ITO Bridge – 16675 Veh.

Conclusion: Raj Ghat Bridge may attract more traffic than proposed Geeta Colony Bridge.

L. **Between EC and WW1 & WW2**

Via ROR Bridge – 2458 Veh.
Via ITO Bridge – 11919 Veh.

Conclusion: Proposed new bridges will not have good West Ward distribution. Relatively small proportion on proposed Geeta Colony Bridge and slightly greater proportion on Raj Ghat Bridge may be attracted.

M. **Between EC and WC**

Via ROR Bridge – 9314 Veh.
Via ITO Bridge – 18119 Veh.

Conclusion : Proposed new bridges will be very attractive. Improvement of marginal bund road to 8 lanes will increase attractiveness. Distribution system from Shanti Van is not as good as from Raj Ghat Bridge or the existing ITO bridge. More traffic will be attracted to Raj Ghat Bridge.

RESULTANT CONCLUSION:

The O-D flow analysis indicate estimated traffic attracted to Raj Ghat Bridge could be 44,000 Vehicles and to Geeta Colony Bridge could be 32,000 Vehicles.

4.0 EXAMINATION / OBSERVATIONS:

- 4.1 As per MPD – 2001, 30 M R/W road starting from Karkardooma Intersection to Marginal Bund Road covering the disused canal thereafter extending towards West through a bridge over River Yamuna to connect Ring Road. However, this leads to Raj Ghat Power Station presently in operation. The approximate length of the disused canal road is 2.75 km.
- 4.2 The basic objective of the road over disused canal is to decongest the Vikas Marg and also to provide better circulation to the colonies lying along the stretch on both sides.
- 4.3 To achieve the objective stated at Sl. No. 4.2, proper intersection details at Karkardoom Intersection and Marginal Bund Intersection are required. A flyover along Road No. 57 at Karkardooma intersection has already been commissioned. The Vikas Marg and the access of the disused canal meets road no. 57 at acute angle, creating a critical junction there.
- 4.4 Although, the report of the PWD has provided various cross sectional details fitting into available width, it is suggested that the full R/W of 30M is essentially required to be developed as per recommendations of MPD-2001, based on a detailed property / structures affected along the stretch and required course of action. All the issues regarding the structures affected in the road alignment, acquisition of land and demarcation of R/W etc. in possession of PWD will be vested with the PWD.
- 4.5 A schematic design of intermediate intersection with cross roads is also discussed in the report. As proposed the intersection are to be signalized.

MAJOR INTERSECTIONS:

- 4.6 Circulation upto 1 km. or next major intersection with regard to a MPD 30 M R/W Road from Vikas Marg leading towards north by the side of Radhu Palace District Centre intersecting the disused canal road needs to be indicated.
- 4.7 keeping in view the improvement / widening of Marginal Bund Road, the future provisions for improvement of intersection of disused canal road and Marginal Bund Road needs to be taken into account. Land reservations, any other actions etc. required for the above needs to be indicated for further action.
- 4.8 Initially, the Karkardooma intersection is proposed with only *left-in and left-out* system. This will not justify the full utilization of the 30M R/W proposed road. The **straight and right turning traffic** movement are not clear in the proposal of PWD.

After follow up discussion and site inspection, following scheme of Karkardooma intersection is submitted on dated 22.11.2002, as addendum:

The proposal of *five roads* – *Karkardooma intersection* consists of –

- i) Two clover leaves (NE & SE corner – being developed by DDA / its consultants M/s RITES),
- ii) An elongated Rotary Type Island and
- iii) A curved flyover (two lanes) from Road No. 57 to disused canal road

With signalized traffic movement. The details of the scheme shall be laid on table by PWD / Consultant.

- 4.9 The proposed circulation system considered by TC as part of Road No. 57 Flyover, indicates utilization of a 24M R/W road from Preet Vihar Community Centre, crossing Vikas Marg leads between New Rajdhani Enclave and Defence Enclave, further crossing the disused canal joins with Road No. 57 running around Gagan Vihar. Circulation system integrating the above may also be examined / considered. Any improvement required thereby at the Vikas Marg – (the said) 24M R/W Road may be spelt out for further action to arrive at a comprehensive circulation system.

- 4.10 Feasibility report is yet to be submitted.
- 4.11 Right of Way (R/W) line of 30M on alignment plan of proposed Disused Canal Road superimposing on physical survey is also to be shown.

5.0 RECOMMENDATIONS:

The alignment plan of **PROPOSED MASTER PLAN ROAD OF 30M R/W OVER DISUSED CANAL** as described in Paras 3.0, 4.0 & 5.0 is submitted for consideration of Technical Committee.

JT.DIRECTOR (TT) 

DIRECTOR (TT) 

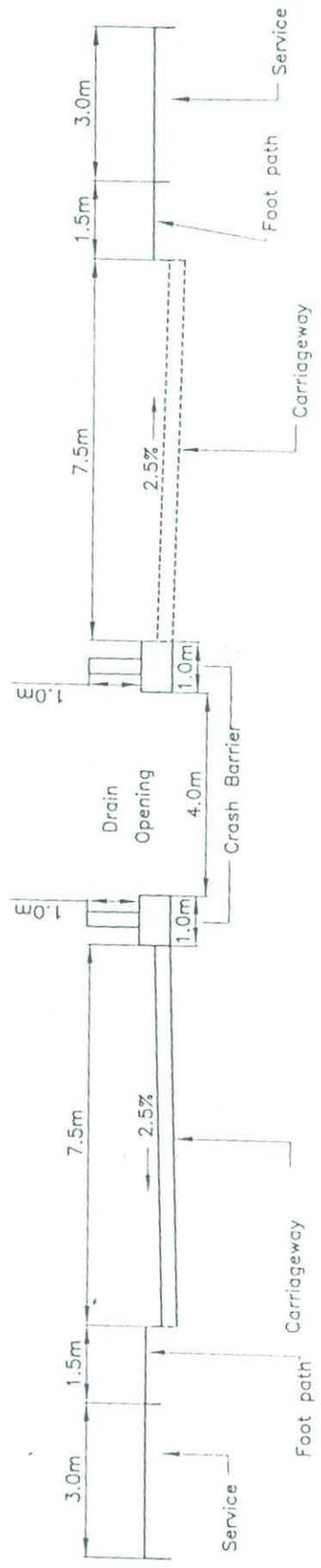


Figure - 2.0 Full Cross-Section of Road

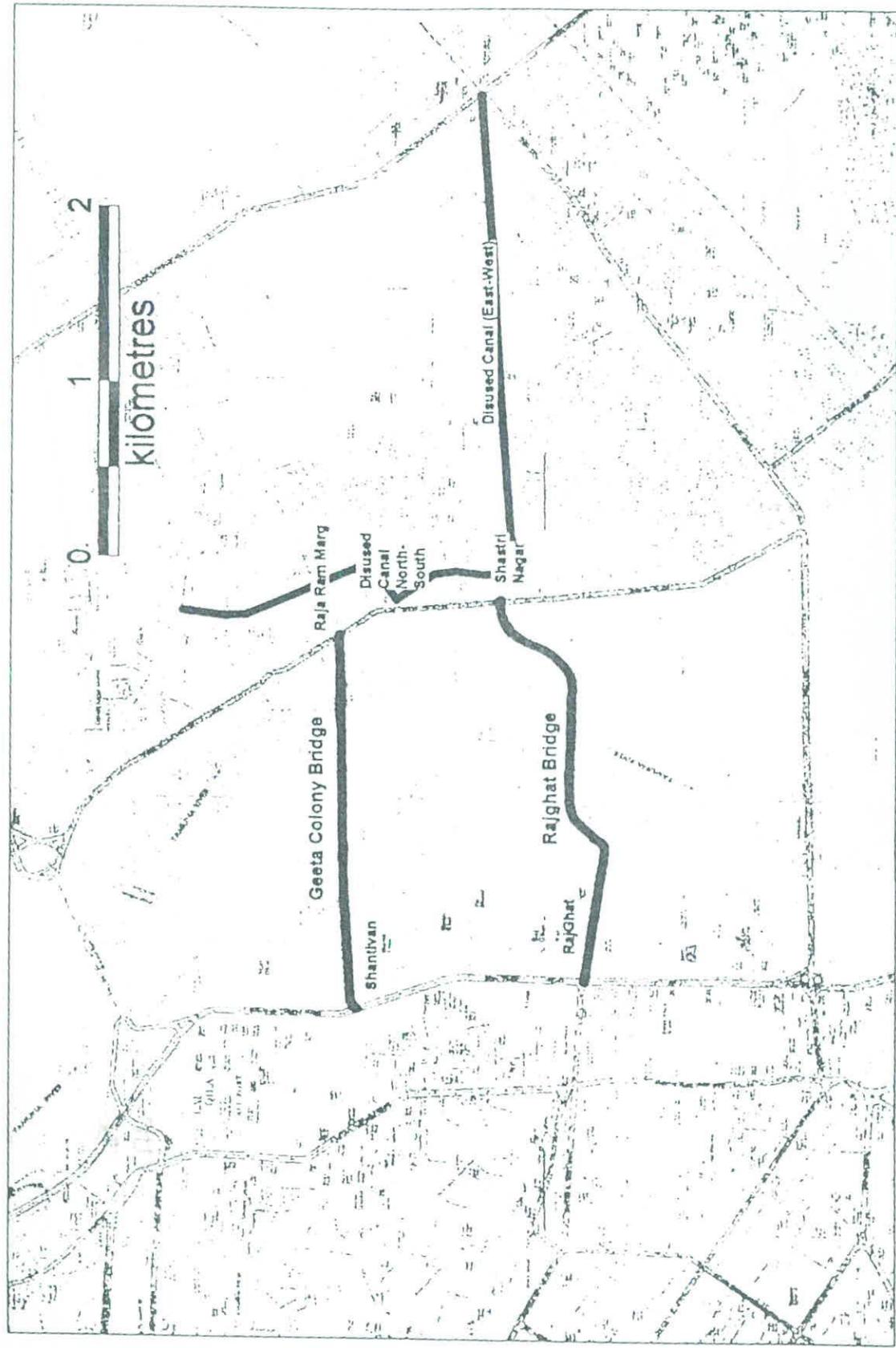


Figure 1. : The Alternative Bridges and the Disused Canal

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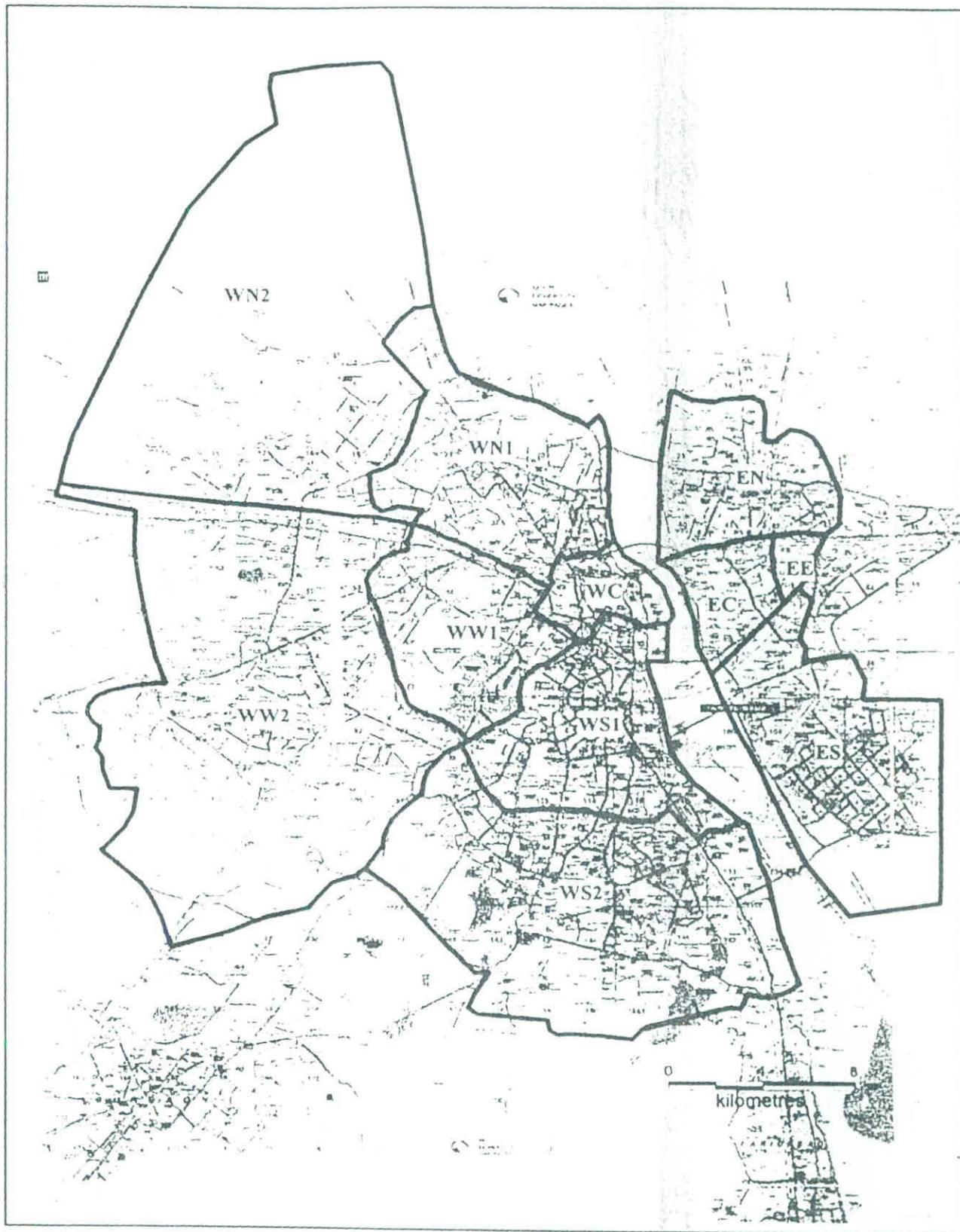


Figure 3.0: Sector Specifications

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SL. NO. 6
ITEM NO: 33/2002
LAID ON TABLE

AGENDA FOR TECHNICAL COMMITTEE

**SUB: ACCESS CONTROLLED NATIONAL HIGHWAY PROJECT OF 6/8 LANNING OF NH 8 (DELHI JAIPUR ROAD) FROM K.M. 14.30 (RAO TULA RAM MARG) TO KM. 42.00 (GURGAON IN HARYANA)
PART OF THE STRETCH FROM KM 14.30 (RAOTULA RAM MARG) TO KM 23.190 (DELHI- GURGAON BORDER) LIE IN NATIONAL CAPITAL TERRITORY OF DELHI.**

File No: F.5 (27) 77-MP

1.0 BACKGROUND:

Technical Committee Meeting: Dated 2nd April 2002

- (a) The Item of NH-8 was discussed in the Technical Committee meeting held on 2nd April 2002. The decision of the TC is reproduced below:-

"Item was deferred as EM, DDA, desired to hold the meeting with NHA at the first instance."

- (b) The Item of "Access to Dwarka Project from NH-8 through proposed 60M wide road and RUB on Rewari Railway line near Sector 21 and 26 Dwarka" was discussed in the TC meeting on 2nd April 2002. The decision is reproduced below:-

The Item was presented by Director (Dwarka). The Tech. Committee recommended for approval of 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 perused on priority by concerned departments of DDA with concerned agencies / experts.

FOLLOW UP ACTION:

A Press Conference was held on 21st February 2002 regarding upgradation of NH-8 at Raj Niwas. Two Linkages from NH-8 to Dwarka were also the issues discussed.

As follow up, another meeting was held in the Office of EM, DDA on 12th April 2002. The two important links from NH-8 to Dwarka Sub City were emphasised. It was decided to dovetail the intersection details of both these link roads with the NHA's proposal of NH-8, which were conveyed during the meeting. Layouts of these link roads were again made available to NHA. (Reference letter of SE/CC-16 DT. 15.4.2002).

Technical Committee Meeting: Dated 2nd July 2002

(C) The Item was again discussed in Technical Committee Meeting held on 2nd July 2002. During deliberation following issues emerged and highlighted:

- (i) Two (2) link roads to Dwarka,
- (ii) Decision on RW of NH-8 in NCT of Delhi Area and.
- (iii) Provision of Service Roads on both sides to facilitate access to abutting properties / uses.

The above issues including the earlier issues required clarification from NHAI. Minutes of the TC meeting held on 2.7.2002 is reproduced below:

"ITEM NO. 9/2002

Sub: Access controlled National Highway Project of 6/8 Lanning of NH-8 (Delhi Jaipur Road) from K.M. 14.30 (Rao Tula Ram Marg) to K.M. 42.00 (Gurgaon in Haryana)

Part of the stretch from Km. 14.30 (Rao Tula Marg to Km. 23.19 (Delhi Gurgaon Border) lie in National Capital Territory of Delhi.

The representatives of NHAI explained the broad outline of the proposal. VC desired that a meeting may be organized in the office of GM, NHAI. This meeting would be coordinated by Addl. Commr. (Plg.) III and Director (TT) DDA. The representatives of Traffic Police, PWD, NCRPB and other concerned agencies may be called in the meeting. Some petrol pumps and other properties would also get affected due to flyovers and alignment decision on this would also be taken after the presentation by NHAI.

ITEM NO: 15/2002

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

The alignment plan between NH-8 and Rewari Railway Line (Dwarka sub city) was agreed in principle subject to incorporation of a detail intersection / junction design of this approach road with NH-8 by NHAI."

2.0 FOLLOW UP ACTION

2.1 As follow up, emerging issues were discussed in detail with Shri B.R.Salwan, Project Manager (PIU), NHAI and Mr. James D Allison, Consultant of NHAI in the office of Addl. Commissioner (Plg.)-III, DDA.

The observations and the Planning issues put up in the Technical Committee were discussed in detail, for consideration / necessary action of NHAI. Some emphasized issues are: -

- i) Fixation of RW of NH-8 in the stretch falling within Delhi.
- ii) To dovetail intersection details of the two(2) link roads to Dwarka Sub City from NH-8;

- iii) Details of provision of service roads, traffic circulation system in the adjoining areas etc.

Project Director (PIU) NHAI has stated to re-examine and provide drawings, reports etc. (including incorporation / modifications, if any) on the observations / issues (copy of TC agenda was made available to him during the meeting).

2.2 Dy. General Manager (Tech.), PIU-I vide letter dated 29th October, 2002, with reference to the meeting s of Technical Committee, Informed that –

- i) There is provision of service road in the R/W available land of 60M wide in Delhi. Accordingly, within 60M further widening is being proposed.
- ii) As regards other relevant details of features, letter of 23rd April, 2002 was referred to refer for further action.

2.2.1 Vide letter dated 23rd April, 2002, the Project Director (PIU – I) NHAI had sent a copy of "Detailed Project Report" of RITES, with comments of Introduction, Design Standard, Traffic Survey & Analysis, Rehabilitation and Upgrading proposals.

2.2.2 RITES has suggested therein a minimum R/W width of 90M would be desirable for access control highway. ROW to accommodate junctions, interchanges, rest areas, plazas etc. is required to be suitably increased. However, in consultation with NHAI, the R/W is limited to 60M and 45M.

3.0 PLANNING ISSUES:

A summary of the issues emerged and discussed in the previous Technical Committee Meetings are described as under, the clarification, modified proposal (report, drawings etc.) of which are awaited:-

3.1 To decide the Right of Way (R/W) of NH – 8: 90M or less or more.

Keeping in view the recommendations of –

- a) Authority vide Item No. 25 dated 13th March, 1987,
- b) MPD-2001,
- c) NCR Planning Board – being outside urban limits the R/W of NH-8 in the stretch with green strip of 100M on either side was proposed to be maintained, and
- d) Cabinet decision to achieve 90M R/W:-
While clearing the building plan of Radisson Hotel, 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."

- 3.2 Providing continuous service roads on both sides of NH-8 and traffic circulation system in the adjoining areas: -

This involves fixing of longitudinal centerline (c/l) of NH-8 at initial stage of planning.

- 3.3 To dovetail intersection details of the two link roads to Dwarka Sub City from NH-8.

Preferably to provide signal free and toll free access to Dwarka Sub City.

- 3.4 Bye passing traffic entry through NH-8 with respect to the order of Hon'ble Supreme Court.

- 3.5 Some petrol pumps and other properties would get affected due to flyovers and alignment:

A decision on this needs to be taken

- 3.6 Reservations of Power Line Route, bus stop, cycle track, trees and street furniture, pedestrian sub-ways etc.:

Details may be shown.

- 3.7 Clearance of SPG / other competent authority with regard to the VIP movement to and from IGI Airport:

Approval of other agencies such as NAAI, DUAC, DDA.

4.0 RECOMMENDATION FOR CONSIDERATION:

Being a government priority project and to expedite the item of the proposal of NH-8 of NHAI with the stated observations and issues, the matter is placed before the Technical Committee for consideration.

Jt. Director (TT)-II

Director (TT)

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SL NO. 7.
ITEM NO: 34/2002
LAID ON TABLE

AGENDA FOR TECHNICAL COMMITTEE

Sub: Proposal of a Flyover over Najafgarh Road - Patel Road Intersection and Corridor Improvement Plan from Patel Road to Ring Road.
F.5 (18) 2001/MP

1.0 INTRODUCTION:

The proposal was submitted by Chief Engineer-I, MCD on 8.7.02. On behalf of the MCD the Consultant presented the proposal which was considered in the Technical Committee meeting held on 13.8.02. As per the minutes of the meeting - *"The proposal was agreed in principle. It was decided that the proposal alongwith the feasibility reports, the requisite survey along the roads and the 1- km.radius of area circulation plan be submitted to the Technical Committee for consideration."*

1.1 In the mean time, the proposal was discussed in detail in a meeting held under the Chairmanship of Hon `ble L.G., Delhi on 21.6.02 also. As per the minutes of the meeting, the salient points of the decision of the meeting are as under:

- a) The 2+2 lane flyover of 7.5M. Carriage way on each side be constructed along Patel Road at Patel Road - Najafgarh Road intersection.
- b) Median / Rotary at Rama Road intersection be treated as closed and two U - turn movements- one below the proposed flyover and another one below the existing bridge over railway line are proposed.
- c) Two half - flyovers each at the intersection of Patel Road -Ring Road intersection & at Punjabi Bagh Club Road - Ring Road intersection were agreed which are to be prepared by PWD. The intersection details containing the half flyover at Patel Road - Ring Road intersection is to be integrated with this Patel Road Corridor Improvement Plan.

2.0 FOLLOW UP ACTION:

The MCD was conveyed vide letter dated 27.9.2002 for compliance of the following:

- 2.1 Feasibility report with property status and physical features.
- 2.2 Circulation plan in 1 km. radius area along Patel Road Corridor in the concerned stretch.
- 2.3 The alignment plan of Patel Road from proposed flyover at Najafgarh Road Intersection upto Ring Road has not been submitted, thus, the proposal of the Patel Road Corridor is incomplete. The complete proposal with feasibility, RW etc. are required to be submitted.

3.0 APPROVAL CONVEYED TO MCD:

- 3.1 As a follow up action, a meeting was held on 30.9.02 in the chamber of VC, DDA with Chief Engineer-I, MCD, Commissioner (Planning) and Officers of MCD & dda.

The drawings incorporating the modifications laid on table on 30.9.02 by Chief Engineer-I, MCD, were discussed in detail.

3.2 It has been decided that the straight flyover only along Patel Road at the NAJAFGARH Road –Patel Road intersection be approved in the public interest so that the MCD could take up the construction activity. The approval is subject to the following conditions: -

- i) The straight portion of flyover having a clear height of 5.0 M. at the Patel Road-Najafgarh Road intersection and more than 4.5 M. at the points of U - turns shall be maintained.
- ii) Detail of Cross-section with 60M R/W, providing service roads on both sides shall be submitted by MCD.
- iii) Longitudinal sections of the flyover upto the Railway line showing the recommended clear heights are to be submitted by MCD.
- iv) The MCD will re-examine the cross sectional detail of Flyover with a single column support.
- v) MCD will obtain necessary clearances / NOCs from the concerned agencies such as DMRC, DUAC, Traffic Police etc.
- vi) This clearance is accorded only for the straight portion of Flyover, in public interest. The structures effected in the road alignment, the acquisition of land & demarcation of R/W in possession of MCD will be vested with the MCD.
- vii) The design of grade separator requires further examination by the MCD in terms of design speed, super elevation and seismic design other Eng. Aspects.
- viii) The Area circulation Plan of 1.0-km radius be submitted and Traffic diversion plan during construction is to be got approved from the Traffic Police.
- ix) The movement of traffic generated by DMRC will be taken care of and integrated in the said proposal.
- x) The MCD will submit landscape plan of the scheme to DDA.
- xi) The modified plan duly authenticated by the MCD be submitted to DUAC. The DUAC approved plan be then submitted to DDA for consideration of the Authority.
- xii) MCD will submit three copies of the final plans duly authenticated to the Master Plan Section, DDA incorporating the decision of the T.C. and DUAC alongwith the action taken report.

4.0 The conditions communicated vide dated 1st October, 2002 along with the approval of the straight flyover only along the Patel Road at Najafgarh Road – Patel Road Intersection to Chief Engineer-I, MCD are replied vide letter of Shri A. Upadhyay, Executive Engineer, Divn. 20, MCD dated 6th November, 2002

Parawise observations are as under:-

4.1 OBSERVATIONS:

Conditions conveyed to MCD by DDA vide Dt. 1.10.2002	Reply of MCD vide Letter dated 6.11.2002	Observations
Sl No. i)	The straight portion of flyover having a clear height of 5.00 M at the Patel Road - Najafgarh Road Intersection and more than 4.50 M at the points of U-Turns will be maintained	—
Sl No. ii	Detail of Cross section with 60M ROW providing service roads on both the sides and	60M ROW line is yet to be identified /

	revised copy of feasibility report are enclosed.	marked on the plan in the stretch between Najafgarh Road and Ring Road.
Sl. No. iii	L-Section of the flyover showing U-Turns is enclosed.	Provided
Sl. No. iv	The Cross sectional detail of flyover with a single column support has been considered.	The Cross sectional detail at flyover portion does not, however, show entire cross section at ground level.
Sl. No. v	MCD will obtain NOC's from the DMRC, DUAC and Traffic Police.	NOC from DMRC with regard to CP to Dwarka MRTS Corridor to be submitted.
Sl. No. vi	No reply applicable.	-----
Sl. No. vii	GAD of flyover has been re-prepared with the design speed of 60 KMH in place of 80 KMH. Other engineering aspects will be dealt at the stage of Detailed Structural design.	
Sl. No. viii	Area circulation plan of 1.00 km. radius is enclosed herewith. Traffic diversion plans will be got approved from Traffic Police.	Circulation system proposed taking into consideration of intermediate roads are not clear.
Sl. No. ix	The proposal of Traffic circulation of Delhi Metro Station are prepared by the DMRC and will be taken care of by MCD.	Yet to be submitted along with the proposal.
Sl. No. x	The landscape plan of the scheme shall be submitted to DDA after getting the approval of the scheme in totality.	- DO -
Sl. No. xi	The scheme will be submitted to the DUAC after getting the approval of scheme in totality from DDA.	- DO -
Sl. No. xii	Final Plan will be submitted after taking necessary approval from DUAC & DDA.	- DO -

5.0 RECOMMENDATION:

As per the minutes of the Technical Committee Meeting held on 13th August, 2002, the revised proposal of MCD and the compliance sent vide dated 6th November, 2002 is put up for consideration of the Technical Committee.

Jt. Director (TT)-II 

Director (TT) 

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**Subject:-ISSUES CONCERNING TO 100.0 MTR AND 80.0 MTR
R/W ROADS IN NARELA SUB - CITY PROJECT
AND URBAN EXTENSION**

No. F5(17)2001/MP/PART

INTRODUCTION:

The proposal is related to the 100.0Mtr and 80.0 Mtr R/W road in the Narela Sub-city which connects National Highway No. 1 with National Highway No. 10 and shall form a major transportation corridor catering the need of the intra-city and intercity traffic. The roads passing through the important areas such as Rohini Phase IV and V, Narela-Bawana Industrial area and passing through the heart of Narela Project and also connecting Dwarka sub-city.

- i) **MPD-2001 Provisions:** As per the MPD-2001 under arterial roads category, the primary roads which are vehicular routes carrying heavy volume of traffic at high speed (about 60 Kms/hr) under free flow conditions. There will be access control on these roads recommended minimum R/W proposed in urban extension is 80.0 mtrs.
- ii) **Urban Extension Plan Provision:** As per the Urban Extension Plan which is approved by the Authority vide Resolution No. 79 dated 30/6/1987, the R/W of these proposed roads has been shown as 100 mtr and 80 mtrs R/W.
- iii) **Draft Zonal Plan of Narela Sub-City:** As per the draft Zonal Plan of Narela Sub-city which is submitted to MOUD&PA for notification, the R/W of these roads are 100 mtrs and 80 mtrs respectively with a green belt of 40.0 mtr wide on either side.
- iv) **Rohini Phase IV and V Scheme Provisions:** The R/W of these roads have been retained as 100 mtr and 80 mtr. This plan has been approved by the Authority and again submitted to Authority for approval ^{after} the processing of objections/suggestions.
- v) **Bawana-Narela Industrial Area Scheme Provisions:** As per the Scheme which is approved by Authority vide Resolution No. 52/89 dated 26/10/99, the R/W of these two roads has been retained as 100 mtr and 80 mtr respectively. 80.0 mtr road has been implemented at site.
- vi) The alignment plan of 80 mtr wide road from GT Road to Alipur-Narela Road has been approved by the Authority vide Resolution No.162/97 dated 23/12/97 and is being implemented at site by DDA.

BACKGROUND

A Issues related to R/W

1. The broad alignment plan of 80.0 mtr and 100.0 Mtr R/W was discussed in the Technical Committee Meeting held on 29/01/2 and following decisions were taken:-

a) **80.0 Mtr R/W** *The proposal of 80 mtr R/W road from GT Karnal Road (NH-1) to Bawana Industrial Area as prepared by PWD was discussed in detail. The 40 mtr wide green belt as proposed in the north of the proposed R/W in rural zone was agreed. It was specifically pointed out that there are two existing school buildings i.e. one of Sarvodaya School near Sanoth Village and the other Bharat Maa Vidhyalaya are affected. Both these buildings shall have to be acquired in order to implement the alignment plan. The conceptual alignment plan proposal as notified for acquisition was agreed and resolved that the affected properties shall be dealt as per the policy.*

PWD shall work out the detailed alignment of this 80 mtr R/W road integrating intersection at grade/grade seperated with existing/proposed road. ROB/RUB on railways lines. Technical Committee also desired the intersections with NHs be planned as grade seperated at the initial stage and be coordinated with NHAI/Railways/MCD etc. The proposal with all related details be submitted to DDA for the consideration of Technical Committee/Authority.

Technical Committee also desired that this road be expanded upto Rohtak Road in 1st phase to provide better accessibility/dispersal of traffic from proposed Bawana-Narela Industrial Area/

PWD shall now submit the alignment plan to a scale of 1:1000 integrating the detailed junction/intersection designs of all Master Plan Roads including the composite fly over proposals of Delhi Karnal Railway Line and Alipur Narela Road for consideration of the Technical Committee along with the feasibility report.

b) **100 mtr R/W Road** *The alignment Plan proposal as prepared by PWD from GT Karnal Road (NH-1) to Bawana Industrial Area was discussed in detail. The road alignment showing the 40 mtr wide green belt on either side were agreed considering the draft Zonal Plan of Zone-M,N & P (Pt) proposals and development plan of Narela in the stretch between Bawana Industrial Area and Barwala/Rohini Phase-IV and V. The Director (Narela) explained that due to existing 220 KV HT line, the road alignment as shown in Rohini Phase-IV and V development Plan be taken towards the south of the road alignment as shown in the Plan has been modified. This will also involve change in the Rohini Phase II and V Plan. This was agreed by TC.*

Technical Committee also desired that this road alignment be extended upto Rohtak Road in the first phase to provide better accessibility to Bawana Industrial Complex, Narela and Rohini.

PWD may work out the detailed alignment of this 100mtr R/W road integrating MRTS routes, intersections with (at grade/grade separators) design/as per requirement of the present and projected. Technical Committee and ROB/RUB on railways lines. Technical Committee desired that intersection with NH-1 be planned with grade separators at the initial stages and also be coordinatd with other agencies like Railways, NHAI, MCD etc.

The proposal with all details be submitted to DDA for the consideration of Technical Committee/Authority.

- ii) Land Acquisition for 80 mtr road from Alipur Narela Road upto Bawana Industrial Area with 40.0 Mtr green belt on either side has been completed and land acquisition notification U/S 4, 6 and 17 uner Land Acquisition Act for 100 Mtr R/W from GT Karnal Road upto Bawana industrial Area has been made. The acquisition notifications were made for the construction of 100 mtr and 80 mtr roads for Narela Township under Planned Development of Delhi.
- iii) The honourable Supreme Court ordered dtd 13/7/02 regarding transport corridor/bye-pass has made the following observations:-

“There can be no corridors or bye pass joining different national highways through Delhi. The corridors, if and when, required/proposed and constructed will have to bye-pass Delhi.”
- iv) Consequently planning and alignment of express way of Delhi (eastern/western Delhi Peripheral express way) has been taken by NCR Planning Board.
- v) Due to shifting of the proposed 100 mtr R/W express way which was passing through Narela Project, a suggestion was made to modify the R/W of these roads and other arterial roads in Narela sub-coity. The main emphasis is on deciding the width of the proposed 80.0 mtr and 100/0 mtr R/W roads from GT Karnal Road upto NH-10.
- vi) Engineer Member, DDA in file No. F9(26)2001/CRC/north has referred the decision of honourable LG dated 17/7/2002 regarding approval of reduction of R/W from 100 mtr and 80 mtr road to 60 mtr R/W road and the area become available could be used as project planning area. (Remunerable Area) and suggested a road cross section of 63 mtr wide road. It was also suggested that the cross section could be slightly modified according to IRC guidelines maintaining the total half width to 31.50 mtr.

The suggested R/W cross section is given below:- (half width for 63.0 mtr R/W)

Central Verge	1.0 Mtr
Intra-city Traffic	7.0 Mtr(2-lanes)
Inter-city Traffic	7.0 Mtr (2-lane – one for recessed Bus-way)
Inner footpath	4.0 mtr with provision for recessed Bus-way
Local Traffic	6.0 mtr
Verge	0.5 mtrs
Slow moving/Cycles	3.50 mtr
Outer footpath	2.5 mtr
<hr/>	
31.5 mtrs	

vii) The issue concerning reduction in the R/W of 100 mtr and 80 Mtr R.W in narela subcity project and urban extension was discussed in the special Technical Committee Meeting held on 13/8/2002 in which the following decision was taken"-

The Technical Committee has requested Addl. Commr(Plng) III to bring the matter again in the Technical Committee with road cross section justifying the need of the road as proposed in the Agenda.(Copy of the agenda and minutes are placed at Annexure-A)

viii) The proposal was again examined taking into account the recommendation of EM, DDA Technical Committee. Justification for 100 mtr and 80 mtr R/W road with the road cross section were put up to the sub-committee on 18/10/2002. Copy of the agenda and minutes are placed at Annexure-B). Salient features of the road cross section which were found appropriate from Planning point of view are given below"-

100 Mtr Cross section (Half road cross section)

Half road cross section	-	(50.0 mtr)
Central Verge	-	6.0 mtr
(Land for future mode)		
Intra-city traffic	-	7.5 mtr (2-lanes)
Inter-city traffic	-	7.5 mtr (2-lanes)
Inner footpath	-	5.0 mtr with provisions for Recessed bus way and tree Plantation
Local Traffic	-	10.0 mtr
Verge	-	1.0 mtr
Slow Moving Cycles	-	4.5 mtr
Outer footpath including Utility corridors	-	8.5 mtr
<hr/>		
		50.0 mtr

18

80.0 Mtr Cross Section (Half Road Cross Section)

Half Road Cross Section	-	(40.0 mtr)
Central Verge (Land for future mode)	-	6.0 mtr
Intra-city traffic	-	7.5 mtr (2-lanes)
Inter-city traffic	-	7.5 mtr (2-lanes)
Inner footpath	-	4.50 mtr with provisions for Recessed bus way and tree Plantation
Local Traffic	-	4.50 mtr
Verge	-	0.5mtr
Slow Moving/Cycles	-	3.5 mtr
Outer footpath including Utility corridors	-	6.0 mtr
		40.0 mtr

Recommendations of the Sub-Committee

The sub-Group was of the opinion that these are going to be an important link from NH-1 to NH-2. The R/W of both these roads as conceived earlier i.e. 100 mtr and 80 mtr should be retained with proper planning of bus-bays, truck routes and green avenues. Further the development of these roads can be from the outer edge towards the central verge to minimise the apprehension of the encroachment. Adequate space for interchange be earmarked for selected inter-section.

B ISSUES RELATED TO THE AGENCY TO CONSTRUCT THE 100.0 MTR AND 80.0 MTR R/W ROAD

- a.i) As per the decision in the Meeting held under EM, DDA dtd 12/7/2002, it was decided that the stretch of the road passing through DDA project area shall be constructed by DDA out of its own funds and the cost loaded on to the beneficiaries and also in cost benefit analysis.
- ii) The stretch of road passing outside the DDA project area shall be constructed by PWD/DSIDC i.e. GNCTD out of its own funds. The cost of land shall also be paid by the Govt. of Delhi.

iii) The stretch of 80.0 Mtr road from GT Karnal Road to Alipur Narela Road has been approved by Authority and has been constructed by DDA. It passes through the project area. From Alipur Narela Road to the Proposed 60.0 mtr R/W road and upto western Yamuna Canal, it forms almost in the northern boundary of the project being a divider between rural zone and Narela subcity.

iv) Construction of 100.0 mtr R/W road from GT Karnal Road to NH-10 passing through the Narela and Rohini Project.

b) As per the note of EM, DDA in file No. F9(26)2001/CRC/North at P-40/N, the following are agreed by honourable I.G.

i) The stretch of road passing through DDA project area shall be constructed by the DDA out of its own funds and this cost loaded on to the beneficiaries and also in the cost benefit analysis of the project.

ii) The stretch of road passing outside DDA project area shall be constructed by PWD/DSIDC, GNCTD of its own funds. The cost of land shall be paid by GNCTD.

c) Vide note dated 22/7/02 in the file No. F5(17)2001/MP/Pt, Commu(Plng) made the following observations:-

1. 80.0 Mtr Wide road from GT Karnal Road to Alipur Road is to be done by DDA;
2. From Alipur Narela Road to NH-10, this road is to be done by PWD.
3. Entire alignment plans being done by PWD;
4. The 100 mtr Wide road is to be done entirely by DDA. We may assign preparation of road development plan to private consultant.

C ROAD CROSS SECTION OF 100 METERS AND 80 MTR R/W ROAD

The road cross section of 100 mtr and 80 mtr R/W has been developed copy of which has been laid on the table. In this cross section, segregated provisions for inter/intra city traffic, local traffic, slow moving vehicles/cyclists with adequate space for utility corridor has been proposed with addition to the 40 mtr wide green belt as proposed in the draft Zonal plan for Narela subcity. 12.0 mtr central verge with a vision for future mode of traffic has been provided.

D The case of relocation of industries in Delhi is monitored by honourable Supreme Court and Ministry of Industries, GNCTD. The industrial areas are being developed to relocate the non-conforming industries on the order of honourable Supreme Court and proposed on these two roads. Out of these industrial areas, some of the pockets have already been developed and allotment have been made and other areas are in process of development. In view of this, the decision on the R/W of these proposed roads is required on priority.

The matter is placed before the Technical Committee for consideration of the following:-

- a) Retention of R/W of 100.0mtr and 80.0 mtr road with 40.0mtr greenbelt on either side as approved by Technical Committee on 29/1/02 and recommended by sub-committee in its meeting held on 18/10/02.
- b) The road cross section as shown in the drawing No. for 100.0 mtr and 80.0 mtr R/W road;
- c) Agency to construct these roads i.e. 80.0 mtr road from Alipur Narela Road upto Bawana Industrial Area by PWD and 100.0 mtr wide road from GT Karnal Road to NH-10 by DDA as explained at Para-B above.
- d) Whether the purpose for which the land acquisition has been made i.e. for construction of road, could be used other than development of road.

(R K JAIN)
AD(NP)-II

(P K Behera)
Jt Director)NP-II)

B

Agenda For Technical Committee

Sub: Issues concerning the R/W of 80 mt. and 100 mt. R/W in Narela Subcity Project & Urban Extension.

F15(17)2001/MP/PL/I

I. Background:

- (a) The matter concerning the modifications in the R/W of arterial network in Narela Project was discussed in the meeting under E.M. on 12.07.02. This matter had also been earlier discussed in a meeting under E.M. on 20th July, 01. In this meeting the R/W's as proposed in the plan were recommended to be retained.
- (b) Consequently, the planning of alignment of expressway of Delhi (eastern/western Delhi peripheral expressway) has been taken up by NCR Planning Board. A part of the express way has been taken outside Delhi starting from Pitampur in Haryana on NH-1 in the North and ending near Faridabad in the South.
- (c) Due to the shifting of the proposed 100 mt. R/W Expressway which was passing through Narela Project, a need has arisen to modify the R/W of this road and other arterial roads in Narela. Presently, the main emphasis is on deciding the R/Ws of 80 mt. and 100 mt. R/W road from G.T. Karnal Road to NH-10 a part of which upto Bawana Industrial Area has been acquired under Section 4, 6 and 17 of Land Acquisition Act.
- (d) The Hon'ble Supreme Court in its order dated 15.07.02 regarding the transport corridor/byepass has made the following observations:

"There can be no corridor or bypass joining different national highways through Delhi. The corridors if and when proposed and constructed will have to bypass Delhi".

The alignment/handing over of land of 80 mt. R/W road was discussed in a meeting under Commr. (Plg) on 22.05.02 in which the following decision was taken:

"PWD informed that the land already acquired for 80 mt. R/W road is yet to be handed over by DDA to PWD. It was felt that the entire area (road + Green Belt + fisc) may be handed over to PWD with a condition that the land other than road R/W shall be handed over to DDA whenever required. For the time being PWD may be fully accountable for the protection of total land acquired. The CIM Branch may examine this land and expedite the handing over of land to PWD as per policy."

However the land could not be handed over to PWD due to the non-payment of the acquisition cost by PWD to DDA. This issue along with the issue of reduction of R/W of this road were discussed in a meeting under E.M, DDA on 12.07.02 and thereafter under Chief Secy, Delhi on 13.07.02.

(e) In the meeting under Hon'ble L.G. on 18.7.01, it was decided that all master plan roads would continue to be taken up by PWD as per normal practice.

2. Examination

The case has been examined as per the provisions of MPD-2001 and draft zonal plan of Narela Subcity (Zone N&P)

A) MPD-2001 Provision

Following are the MPD-2001 provisions for various type of roads

National Highway:

The recommended minimum R/W outside Urban Limit is 100 mt. & within Urban Limits is 60 mt./ 80mt (wherever possible).

Arterial Roads

These include primary roads with access control and primary all purpose road.

Primary Roads:

Vehicular routes carrying heavy volume of traffic moving at high speed (about 60 kms) under free flow conditions. There will be access controls on these roads. Recommended minimum R/W proposed in urban extension is 80 mts. Minimum R/W recommended within MPD -62 urban limit is 60 mt.

Primary All Purpose Roads

Vehicular roads carrying heavy volumes of traffic moving at speed of 50 kms. Mass transport routes may also be allowed on the roads, the suggested min. R/W in proposed urban extension is 60 mt. & with in DUA 81 is 45 mts.

B. Provisions as per Draft Zonal Plan of Narela Subcity

As per the draft zonal plan of Narela Subcity the above said 80 mt. & 100 mt R/W roads are part of the zonal plan approved by Authority. The draft Zonal plan is yet to be notified by MOUD & PA (Plan placed at Annexure B at page 1/C Alignment plan of 80 mt Road from G.T. Karnal Road to Alipur Road has been approved by Authority on 23.12.97 vide item no. 16. The proposal has since been implemented by DDA (copy of alignment plan is placed in file at page 2/C).

C) Provision as per Urban Extension Plan: As per the Urban Extension plan the R/W of these roads are 80 mt. & 100 mt.,

d) As per the provision of Draft Plan of Narela Subcity, there is a green buffer of 40 /50 mt. along these roads on either side

3. Acquisition/Approval Status

i) Broad alignment of 80 mt road with 10 mt green belt on either side as submitted by PWD was approved by Technical Committee in its meeting held on 29.01.02. The proposal was based on the P.T. Survey conducted by

- PWD Copy of the approved alignment placed in file at page 3/C, Agenda and minutes may be seen in file at page 4-8/C. Land Acquisition Proceedings have been completed. Land is to be handed over to PWD for construction of the road. PWD had submitted the detailed alignment plan for consideration of Tech. Committee, the same was been examined and modifications suggested which are to be incorporated in the alignment plan.
- ii) Broad alignment plan of 100 mt. road with 40 mt. green belt on either side as submitted by PWD was approved by the Tech. Committee in its meeting held on 17.01.01 for the stretch from G.T Karnal Road to Bawana Industrial Area. The proposal was based on the Survey conducted by PWD. Land Acquisition Proceedings for the said stretch of road has been completed and notifications on section 6 & 17 has been issued. Detail alignment plan has been worked out by PWD and submitted in DDA for which modifications suggested are informed to PWD, copy of the alignment plan approved by T.C. is placed at page 9/C. Agenda and minutes of the T.C. may be seen at page 10-15/C.

The matter concerning the reduction in the width of 80 mt/100 mt., road and their construction was further discussed in meeting held under Chief Secy, GNCTD on 13.07.02. Following alternatives have been worked out for changing the R/W of 100 mt. and 80 mt. to 60 mt. R/W road.

4(a) 80 MT R/W ROAD.

The total length of 80 mt. R/W road from G.T. Karnal Road (NH-1) to Rohitak Road (NH-10) is about 26 kms. From G.T. Karnal Road to Alipur-Narela Road in a length of about 3 kms. It passes through the Narela Project Area on both sides. From Alipur-Narela Road upto Bawana Industrial Area, the length is about 9 kms. A predominant part of this road on the western side is rural zone and on the southern side is the Narela Project area. From Bawana Industrial area to NH-10 in a length of about 17 kms (approx.), it shall have rural area on the west and urban area on the east as per the draft/broad urban extension concept plans.

- 1. Land acquisition process has been completed for 80 mt. road, for a width of 160 mt. including the 40 mt. green belt on either side of road, the reduction of R/W needs to be done accordingly.

The following alternative proposals are suggested:

Alternative I. Equal reduction in width of 10 mt. on either sides for utility corridor from the edge of the 80 mt. The 40 mt. wide green belt on either sides shall be retained. The 80 mt. R/W shall be retained as per the alignment approved by Tech. Committee in its meeting held on 29.01.02. Copy of cross section placed at page 17/C.

Alternative II 20 mts reduction of R/W be done towards southern side from the 80 mt. R/W. 40 mt. wide green belts be taken on either sides of the 60 mt. road. The balance 20 mt. width available may be merged with the Narela Subcity Project proposals. In this case also, the boundary of 60 mt. R/W shall be taken as the edge of DJB/DVB/CRPF boundaries on the eastern side being a permanent feature as approved by Tech. Committee in its meeting held on 29.01.02.

60 -

Note: The 80 mt R/W with greenbelt on either sides from G.T. Karnal Road (NII-1) to Alipur Narela Road has already been implemented by DDA. Copy of the same is placed at 16/C. Further the 80 mt. R/W stretch from western Yamuna canal in Bawana Industrial area has been constructed by DSIDC. The present proposed road is to connect this road constructed by DDA upto Alipur Narela Road to the road constructed by DSIDC upto western Yamuna canal.

b) 100 mt. R/W Road

The length of this road from G.T. Karnal Road (NII-1) to Bawana Industrial area is about 10 kms. The notification under Section 4, 6 & 17 has been completed. As per the alignment approved by the Tech. Committee for acquisition of land for the road, a 180 mt. width has been notified for acquisition. Now that the R/W of this road is to be reduced to 60 mts, the same analogy as applied to the 80 mt. R/W road could be considered i.e. keeping a 20 mt. wide utility corridor on either sides of the 60 mt. road as per Alternative I or just have a 60 mt. wide road with 40 mt. green belt on either sides and merging rest of the area with the subcity project. Copy of Alt. I placed at page 18/C.

5. Agency for Construction of the Road.

- i) As per the decision taken in the meeting held under E.M., DDA dated 12.07.02, it was decided that the stretch of the road passing through DDA Project area shall be constructed by DDA out of its own funds and the cost loaded on to the beneficiaries and also in cost benefit analysis (page 29/C in file)
- ii) The stretch of road passing outside the DDA Project area shall be constructed by PWD/DSIDC i.e. Govt. of Delhi out of its own fund. The cost of lands shall also be paid by the Govt. of Delhi (page 29/C in file).
- iii) The stretch of 80 mt. road from G.T. Karnal Road to Alipur- Narela Road has been approved by Authority & has been constructed by DDA. It passes through the project area. From Alipur-Narela Road to the proposed 60 mt. R/W and upto Western Yamuna Canal it forms almost in the northern boundary of the project being a divider between rural zone and Narela subcity.
- iv) Construction of 100 mt. R/W road from G.T. Karnal Road to NII-10 passing through the Narela & Rohini Project.

6. Vide note dated 22.07.02 in file no. F5(17)2001/MP/Pt. Commr. (Plg) made the following observations:

1. 80 mt wide road from G.T. Karnal Road to Alipur Road is to be done by DDA.
2. From Alipur-Narela road to NII-10 this road is to be done by PWD.
3. Entire alignment plans being done by PWD.
1. Alt-I is most appropriate (page 3/N) for both 80 mt., 100 mt. R/W.
5. The 100 mt wide road is to be done entirely by DDA. We may assign preparation of RDP to private consultant.

7. Issues for consideration of the Technical Committee

- i) Whether to adopt alternative I or II as explained in para 4(a) and 4(b) or any other alternative, only then the land could be handed over by DDA to PWD.
- ii) Agency to construct the 80 mt. wide road including ROB from Alipur Narela Road to NII-10 based on the location of these roads as explained at para 4(a) & 1(e) & para 5 (i to iv) and para 6.
- iii) Agency to construct 100 mt. R/W from G.T. Karnal Road (NII-1) to Bawana Industrial Area & further upto NII-10. The entire stretch is inside Narela and Rohini Projects.
- iv) Agency to maintain green belts along these roads.
- v) Since planning of 80 mt. & 100 mt. roads are in advance stage by PWD through the consultant, PWD shall submit the detailed proposal for 80 mt. & 100 mt. roads for the approval of Technical Committee.

The case is put up to the Technical Committee for decision on issues mentioned above in para 7.

10. Road Net work in Narela F 15(17)2001MP-PT-I

The Technical Committee has requested AC-III to bring the matter again in the Technical Committee with road cross section justifying the need of the road as proposed in the agenda.

1.7/67

SUB: NETWORK PLAN OF NARELA SUBCITY WITH SPECIFIC REFERENCE TO 80 MT. & 100 MT. R/W ROADS

1. Background

Master plan of Delhi, 2001 envisaged a population of 123 lakh persons. Population of Delhi as per 1981 census was 82 lakhs. In order to increase the holding capacity of Delhi from 82 lakhs to 123 lakhs, an area of about 18,000 to 24,000 hacts. was required for the next two decades to effectively respond to the growth of the capital. Accordingly 3 new subcities in the form of Rohini, Dwarka and Narela were envisaged. While part of the Rohini Subcity has already been developed and functional, in Dwarka Subcity major infrastructural services are being provided so that the developments that have already come up could be made functional/operational. Development of Narela Subcity started in 1991-92 after about 750 hacts. of land was acquired between Narela town and Narela Industrial Area. About 8,000 flats of different categories have been constructed by DDA in the acquired area. The subcity has not been able to take off due to the lack of economic activities inadequate frequency of public transport, non implementation of master plan roads linkages with the mother city & lack of social infrastructure. Narela is planned for 12 lakhs population as an independent subcity with all social infrastructure required for the same. The major economic activities proposed in the sub city are as follows:

- viii) Narela Industrial area.
- ix) Bawana Industrial Area.
- x) Integrated Freight Complex.
- xi) Metro politen Passenger Terminal
- xii) Freight Terminal
- xiii) Interstate Bus Terminal
- xiv) International Exhibition Centre.

Apart from above a number of District Centres, Community Centres Sports Complexes, Engineering Colleges, Schools, Hospitals etc. are also proposed. Narela Subcity was supposed to be served by a network of master roads and MRTS. The MRTS proposal under Phase I upto Holambi Kalan has since been dropped.

2. Network Plan-Narela Subcity

In the Zonal Plan of Narela subcity 115 kms. length of master plan roads comprising of 40 mt, 45 mt, 60 mt., 80 mt and 100 mt. R/W roads are

proposed as per details given below:

Sl. No.	Road R/W	Length	No of Lanes **	Expected Peak Hour Load
1.	100 mt	10 km.	14	10,000 PCU's
2.	80 mt.	15.80 km.	12	8,000 PCU's
3.	60 mt.	47 km.	9	6,400 PCU's
4.	40 mt.	42.20	6	4,800 PCU's
		Total: 115.00		

* This road shall be the main entry corridor to Narela and shall also serve to the entry/exit of Tractor Trucks, Trucks, Tempo's & interstate buses from the Integrated Freight Complex and ISBT. This road would be linking Rohini/Dwarka/International Airport after crossing NH-10 & NH-8. Earlier this road was proposed as Expressway linking NH-1 to NH-2.

** No. of lanes are for intercity, intracity and local traffic.

About 115kms length of Master Plan roads are to be implemented in Narela Subcity. Other main roads are the Alipur-Narela road and Bawana-Narela road which are in existence as part of the rural road network of Delhi.

The Narela Subcity abutting abutting G.T. Karnal Road (NH-1) is proposed to be linked to National Highway, NH-10, NH-8 and NH-1 by the major arterial network comprising of 60 mt, 80 mt. and 100 mt. R/W roads. Apart from the various master plan roads that are supposed to serve the subcity traffic, there are also arterial roads of 80 mt./ R/W, which serve to by pass inter city traffic.

A broad calculation of trip attraction, generation, distribution and dispersal is placed as Annexure "A"

3. Technical Committee Decision

- 6 -

The issue concerning 80 mt & 100 mt. R/W Roads was discussed in DDA's Technical Committee meeting held on 13.08.02 in which the following decision was taken:

"The Technical Committee has requested A.C. -III to bring the matter again in Technical Committee with road cross section justifying the need of the road as proposed in the Agenda."

The issue concerning the 80 mt. and 100 mt. R/W roads have been discussed with E.M. and Commr. (Plg). Following are the observations:

4. Proposals

4.1. 80 mt. R/W Road from G.T. Karnal Road (NH-1) to Rohtak Road (NH-10-).

Total length of this road from G.T. Karnal Road (NH-1) to Rohtak Road (NH-10) is about 26 kms. Length of this road between G.T. Karnal Road and Bawana Industrial area is about 10 kms. The road between G.T. Karnal Road and Alipur-Narela Road in a length of about 3.6 kms with 80 mt. R/W and green belts on either sides stands developed at site by DDA. The Stretch of about 1.2. kms between Western Yamuna Canal and Bawana Industrial Area also stands developed by DSIDC. This road shall provide intercity, intracity and local traffic movements. The major land uses proposed along this road from G.T. Karnal Road (NH-1) to Bawana Industrial Area are Residential, PSP, Institutional, existing Narela Industrial Area, New Industrial Area to be developed, Commercial Bawana Industrial Area. After Bawana Industrial area upto NH-10 in a length of about 16 kms, the road passes through rural area. This road is proposed to be a limited access road with grade separators at major crossings. In these roads, primarily 12 lanes divided carriageway are required for inter city, intracity and local traffic. Space is also to be reserved for central verge, busbays undergrew /overhead services and footpath. All these can be accommodated in a R/W of 60-63 mts. as suggested by learned E.M. (note placed as Annexure 'B') However, these roads being part of the urban extension which are supposed to serve a population of around 50 lakh persons, an additional strip of 10 mts. is proposed as "Utility Corridor" from where the trunk services could be taken as also another 10 mts. for future modes of transport. Therefore, the R/W of this road is proposed as 80 mts with the following cross sectional details:

Final Road Cross Section (40 M) details :

Central Verge including Land for future modes	6.00 mts.
Intercity Traffic	7.50 mts.(2 lane)
Intracity Traffic	7.50 mts. (2 lanes -one for buslane)
Inner Footpath	4.50 mts. (with provision for recessed Busbay tree plantation)
Local Traffic	4.50 mts.
Verge	0.50 mts.
Slow moving/cycles	3.50 mts.
Outer Footpath including Utility corridor	6.00 mts.

	40.00 mts.

Land for this road with green belts from G.T. Karnal Road to Bawana Industrial Area in a length of about 10 kms stands acquired. The land of 80 mt R/W has been acquired from the edge of the existing boundary wall of DVB/DJB/CRPF with 40 mts. green belts on either sides. It may be difficult at this stage to reduce R/W on account of the following reasons.

- vi) The 80 mt. R/W road from G.T Karnal road to Alipur-Narela Road in a length of 3.60 kms stands developed by DDA.
- vii) The 80 mt. road with green belts on either sides already stands developed in Bawana Industrial area in a length of about 1.2 Kms.
- viii) six lane flyover is envisaged on Alipur-Narela Road and Delhi-Karnal Railway Lines in a length of about 1 km where the road R/W may not be required as the road is proposed to fly above the Railway Lines & ECI Godowns.
- ix) The green belt on the eastern side of the road is part of CRPF, DVB & DJB setbacks, the only reduction possible would be on the western side wherein we may be able to get hardly 20 mts. additional strip of land after the green belt.
- x) The only portion left is between the ending point of the flyover to Western Yamuna Canal in a length of about 3 kms. After the Western Yamuna Canal in the Bawana Industrial area the 80 mt. R/W has been constructed, it may, therefore, not be desirable to reduce the

R/W in between. It is suggested that the R/W of the road could be kept as 63 mts. from Bawana Industrial Area to NH-10 where the road passes along rural belt in a length of about 16 kms. (rural in the east and proposed urban extension in the west). Keeping in view the above, it is suggested that the 80 mt. R/W of this road be maintained between G.T Karnal Road and Bawana Industrial Area in a length of about 10 kms and 63 mts. from Bawana Industrial area to NH-10 in a length of about 16 kms.

- vi) Reduction in road R/W may also invite litigation problem as the land acquired under emergency provision is for construction of road.

Since a major part of this road passes along rural area belt, it was decided that the construction of this road be taken up by PWD. The green belt be handed over to DDA. The green belts on either sides of this road shall be developed by DDA.

4.2 100 mt. R/W road from G.T. Karnal Road (NH-1) to Delhi-Mathura Road (NH-2).

In the urban extension plan and Narela Subcity plan, this road was envisaged as expressway connecting NH-10, NH-8 and NH-2. As per orders of Hon'ble Supreme Court, the expressway is to be taken outside Delhi. The total length of this road between NH-1 and NH-10 is about 20 kms and the entire road passes through the Narela and Rohini Project Area. The major landuses proposed along this road are PSP/Residential, Integrated Freight Complex, Freight Terminal, Metropolitan Passenger Terminal, ISBT, Bawana Industrial Area in Narela Subcity and further similar developments from Rohini Subcity upto NH-10. This road would be the entry corridor to Narela Subcity from G.T. Karnal Road (NH-1). The road would also provide linkage to NH-8, International Airport and NH-2. Mainly intercity, intracity, local traffic movements and truck/bus movements for IFC/Freight Terminal/ISBT are envisaged. The lane/carrageway would normally be required for the said traffic movements along with the land required for central verge, busbay, footpath, space for underground/overhead services etc as per details given below:

Half Road Cross Section (50 mts) details:

- Central verge including : 6.00 mts.
- Land for future modes
- Intracity Traffic : 7.50 mts (2 lanes)
- Intracity Traffic : 7.50 mts. (2 lanes)

Inner Footpath	: 5.0 mts. (with provision for recessed Busbay & tree plantation)
Local traffic	: 10.0 mts.
Verge	: 1.0 mts.
Slow moving/cycles	: 4.50 mts.
Outer Footpath including	: 8.50 mts.
Utility corridor	-----
	50.00

Addl. Land for utility corridor and future mode of transport is envisaged and accordingly the R/W is proposed as 100 mts. The entire road passes through project areas of Narela, Bawana, Rohini & Dwarka. Additional land for utility corridor and future mode of transport is envisaged and accordingly the R/W is proposed as 100 mts.

5. Agencies to construct 80 mt. & 100 mt. R/W Roads.

The cross section as detailed out in the note of EM, DDA for the 80 mt. and 100 mt. R/W road are in order. However, 80 mt. and 100 mt. R/Ws are envisaged keeping in view the additional land for utility corridor space for future modes of transport.

Since the 100 mt. Road is passing entirely through the project area, it was decided that this road be constructed by DDA and green belts on either sides could also be maintained by DDA.

7. Recommendation

The proposals as explained under para 4 & 5 are put up for consideration.

ISSUE PERTAINING TO 80 M AND 100 M RW ROADS IN NARELA PROJECT.

The Sub Group was of the opinion that these are going to be an important link from NH-1 to NH-2. The RW of both these roads as conceived earlier i.e. 80 M and 100 M should be retained with proper planning of bus bays, truck routes and green avenues. Further the development of these roads can be from the outer edge towards the central verge to minimize the apprehension of the encroachments. Adequate space for inter change be earmarked for selected sections.

2

DELHI DEVELOPMENT AUTHORITY
TRAFFIC & TRANSPORTATION UNIT

AGENDA FOR THE TECHNICAL COMMITTEE

Sub: Proposal of 9 M. wide road connecting ring road with Sports Complex passing through Facility Centre No.53 and Service Centre No.19, Pitampura, Delhi.

File No. F.5(9)99-MP

1. BACKGROUND :

A reference has been received from Dr.Sahib Singh, Hon'ble Minister of Labour, Govt. of India addressed to VC, DDA. The Hon'ble Minister has desired that a link road connecting ring road with Sports Complex passing through Facility Centre No.53 and Service Centre No.19 be provided to solve the traffic choas nearby the Intersection of Road No.37-37A and Ring Road.

2. LOCATION :

The location of the road falls in the Pitampura, Facility Centre No.53 and Service Centre No.19.

3. SITE CONDITIONS :

The above proposal has been examined in the context of present development going on near the Facility Centre i.e. Construct- ion of Metro Project. The existing road alignment of road No.37 coming from Inder Lok and Road No.37A are in a skewed form which do not provide proper link for disbursal of this traffic leading to frequent traffic jams.

4. PROPOSAL :

As per the approved lay out plan of Facility Centre No.53 & Service Centre No.19, no link has been shown in the approved lay out plan. The approved lay out indicates that the part of the site is ear marked for Kasturba Gandhi Poly Technique and Guru Gobind Singh College. A temporary DDA site office is also existing towards Pitampura side. A detailed survey of the site has been received from CE(NZ) vide file No. DDA/CE(NZ)/SSW/MP/2499 dt.30.10.02 indi- cating the site and the feasibility report for a 18 M.wide link.

5. PLANNING OBSERVATIONS :

1) As per the approved Zonal plan and detailed layout plan of the service centre-cum-facility centre, there is no provision of such road.

- 2) The stretch of ring road between road No.37 and road No.41 are about 600 M. apart and a proposal of trumpet has already been implemented at the intersection of ring road road No.41 recently for improving the design of road No.41 intersection of the ring road for facilitating right turns.
- 3) The proposal of road No.37-A having a R/W of 45M. stands approved by the Technical Committee and the same is awaiting implementation.
- 4) The Intersection of road No.37-37 A and ring road has also been approved by the Technical Committee vide which the ring road will pass as an under pass easing the flow of the traffic along the ring road.
- 5) As part of over all circulation system, service roads have been provided on either side of the ring road for facilitating entering & exiting to the abutting properties including disposal of MRTS Station.
- 6) The implementing agency will obtain the necessary NOCs from the concerned agencies including clearance from Land Disposal Branch of DDA to avoid any conflicts before taking up execution of this road.
- 7) Necessary permission of cutting trees shall be obtained by the implementing agency from the appropriate authority.

RECOMMENDATIONS:

Considering the site conditions and large number of existing trees at site, it is proposed that a 9 M. wide purely temporary road link connecting Sports Complex with Service Road of the ring road may be approved till the implementation of road No.37-37A and intersection with Ring Road.

[Signature]
27.11.02
Harman P
Asst. Secy (T.T.)

[Signature]
27/11/02
R. M. LAL
Dir. Secy (T.T.)

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO. F.1(24)2002/4 & 4-

Dated: 30-4-03

**MINUTES OF THE 6TH TECHNICAL COMMITTEE MEETING FOR
THE YEAR 2002 HELD ON 28.11.2002. THE LIST OF THE
PARTICIPANTS IS ALSO ENCLOSED.**

SUB: Confirmation of minutes of Technical Committee held on 22.10.2002

Above minutes were confirmed.

Item No. 29/2002:

Sub: Construction of Clover Leaf at the intersection of Mathura Road and Road No. 13-A. F5(9)98-MP

“The proposed scheme was discussed.

It was pointed out that the proposal (phase I) approved by the DUAC consists of 4 cloverleaves at Four Corners of the intersection and slip roads. Under pass below the Railway line along road no. 13-A leading to Okhla falls in phase II.

The proposal is already approved by DUAC and Technical Committee. The construction of Cloverleaf and slip road be dovetailed in such away that construction of under pass is feasible at later stage”.

Item No. 30/2002:

Sub: Redevelopment of Anand Parbat Industrial Area. F16(33)71-MP

Technical Committee has taken a view that observations as given by Engg. Deptt. of DDA, after having the details site survey may be taken up and the site earmarked for flatted factories in the already approved scheme, be considered for the re-development of the parking in the area. The encroachment on the existing roads be removed. Shifting of the manufacturing units from the roads which was proposed earlier as 30 m and 40 m may not able to provide much relief in the area. The proposal detailed out by Chief Engineer was approved.

Item No. 31/2002:

Sub: Redelination of boundaries of Anand Parbat Industrial Area. F17(1)2001-MP-PLI.II

Postponed.

Item No. 32/2002:

Sub: Construction of Bridge Across River Yamuna near Geeta Colony and Master Plan Road over disused canal in East Delhi. F5(17)2000-MP

The consultant of PWD had described the proposal considering the stretch from Vikas Marg Road no. 57 intersection (Karkardooma More)

up to Ring Road. The Technical Committee, however, considered the proposal in the stretch between Karkardooma intersection and Marginal Bund Road intersection in the first instance. Rest of the proposal i.e. the bridge over River Yamuna between Marginal Bund Road to Ring Road is to be submitted to Technical Committee again with further details. MPD 2001 recommended Rajghat bridge alignment should be examined further in consultation with Rajghat Committee, ASI and other concerned agencies, if any, for clearance.

The Technical committee has agreed in principle the proposal of 30 m road over disused canal in the stretch from Karkardooma intersection to Marginal Bund Road only subject to the following conditions:

1. PWD will confirm whether the disused canal is a part of the approved plan of drainage, sewer, storm water drain of Trans Yamuna Area of Delhi Jal Board / MCD.

2. Detailed alignment plan showing R/W line shall be submitted.

It further decided that a Sub Committee constituted by the Technical Committee shall examine the following issues of the proposal: where in Mr. S C Tayal, Chief Engg. (NZ) DDA will be a special invitee. The committee will also examine, where there is a desirability of a drain in the centre or an alternative is feasible.

ISSUES:

a) Intersection details showing final and stages of implementation, if any, at both ends and the intermediate intersections lying in the stretch.

b) The Traffic circulation system integrating with the intersecting roads.

c) The preferable bridge location whether (i) through Rajghat (as proposed in MPD 2001) or (ii) through Shanti Van (as proposed by PWD) or (iii) any other suitable location. Clearance from various other concerned agencies shall be taken into consideration.

d) Whether the disused canal road and the Yamuna bridge road shall intersect Marginal Road at one point or would be staggered as proposed by PWD.

Item No. 33/2002

Sub: Access controlled National Highway project of 6/8 Lanning of NH -8 (Delhi Jaipur Road) from K.M. 14.30 (Rao Tula Ram marg) to K M 42.00 (Gurgaon in Haryana)

Part of the stretch from K M 14.30 (Rao Tula Ram Marg) to K M 23.1.90 (Delhi Gurgaon Border) lie in National Capital Territory of Delhi.

FS(27)77-MP

1. There was no representatives from National Highway Authority of India (NHAI) or their consultants.

2. The item could not be discussed as a result and it was decided to convey the issues, contained in Para. 2 and 3 of the Agenda, to the Director (PUB) NHAI with the request for necessary compliance. Further it is recommended that :



i) Authority had earlier approved the alignment plan of NH-8 with 90 M R/W. Also, the R/W of NH-8 was approved as 90 M in a cabinet Decision subsequently. Therefore, 90 M R/W be maintained by NHAI.

ii) NHAI, therefore is to consider the 90 M of NH-8 and the flyover alignment shall be proposed / considered accordingly. NHAI shall arrange for taking over of land from Airport Authority of India wherever required at the intersections / locations of flyovers taking into account the comprehensive development of flyovers in the given stretch of road.

iii) DDA is planning a proposal of 4 armed intersection on NH-8 at the intersection of Dwarka Road (South of airport Boundary)

iv) Two no. Petrol pumps affected due to the construction of Mahipalpur fly over and others are one of the essential highway facilities NHAI may integrate the petrol pumps with the NH-8 proposal. Any relocation / resitement, if required, be done.

v) Keeping in consideration of MPD 2021 there is likely hood that the proposed road to Dwarka (South of Airport Boundary) may require to be extended towards East, as part of urban extension plan.

NHAI therefore, may consider this as signal free comprehensive 4 arm intersection having development in phased manner.

Item No. 34/2002

Sub: Proposal of a fly over Najafgarh Road - Patel Road intersection and Corridor improvement plan from Patel Road to Ring Road
F5(18)2001-MP

The item is discussed. The Technical Committee recommended for approval the said proposal.

2. The Technical committee already observed that some of the issues yet to be complied by the MCD Necessary compliance and submissions to DDA shall be done by MCD in a time bound manner.

Item No. 35/2002

Sub: Issue concerning to 100 mtr. And 80 mtr. R/W roads in Narela Sub city Project and Urban Extension.
F5(17)2001-MP

1. Technical committee approved to acquire 100 mtr. And 80 mtr. Wide passage. The construction of 63 mtr. Road be taken up and the balance area to be reserved for further mode of transport, utility and services.

2. Regarding the agency for construction it was decided that as a principle, DDA should construct the roads which are falling in the development area and balance by Delhi Government (PWD / DSIDC) in case of any anomaly, decision may be given by EM, DDA

Item No. 36/2002:

Sub: Proposal of 9 M wide road connecting Ring Road with Sports Complex passing through facility Centre 53 and Service Centre no. 19 Pitampura, Delhi. F5(9)99-MP

The proposal of CR (HZ) was discussed by the Technical Committee on 20.04.2011 and the frequency 9.51 MHz was allocated. The length of the Ring Road to be widened from the Ring Road to be agreed upon by the concerned parties.

(i) Clearance from Cantonment (LD) (DIA) with respect to land issues and allotment / ownership, etc.

(ii) Permission for cutting of trees from Consultant Architects.

(iii) CR (HZ) shall engage dismantling of old lights and gas installation of the Road No. 37 and 37 A and Ring Road but not on.

(iv) Approval of various other concerned agencies before initiation of the implementation shall be taken.

These minutes are issued with the approval of the Chairman, CRZ.


CHAIRMAN, CRZ
18/04/2011

Page 04

1. E.M. DDA
2. Commr. (P&A) DDA
3. Commr. (L&I) DDA
4. Commr. (L&H) DDA
5. Commr. (R&D) DDA
6. Town Planner, DDC
7. Chief Town Planner, TPO
8. Chief Architect, DDA
9. Chief Engineer, DDMC
10. S.K. Khatwani (Electr) DDA
11. Asstt. Commr. / EDA
12. Asstt. Commr. / DDA
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99. Asstt. Commr. / DDA
100. Asstt. Commr. / DDA


CHAIRMAN, CRZ
18/04/2011

List of participant of 6th meeting of Technical Committee held on 28.11.73.

DELHI DEVELOPMENT AUTHORITY
S/SHRI

R K Bhandari EM
Vijay Risbud Commr. (Plg.)
A K Jain, Addl. Commr. (Plg.)
N K Aggarwal, Addl. Commr. Plg. II
Prakash Narayan, Addl. Commr. PLG III
Ashok Kumar, OSD (MPPR)
B L Khurana, CE (Elect) DDA
Savita Bhandari Director (LS)
Surendra Srivastava, Director (DC)

DELHI POLICE:

S Chaudary ACP

TCPO

Udit Ratna Associate TCP

SPECIAL INVITEES

B K Chugh CE FWD
S K Rustagi SE PWD
Sherad Bansal Consultant PWD
SC Taval CE (NZ) DDA
T S Reddy Consultant
J K Mittu Consultant
H S Rohilla Asstt. Engineer FWD
G Chatterjee Consultant
S P Bansal Director DWK DDA
B K Jain Director (MPPR) DDA
R K Jain Director (API) DDA
S K Jain SE (W) MCD
Kuldeep Raj Director (Plg.) Rohini DDA
S P Saini Manager LQ Surveys Pvt. Ltd
N Tarun Kumar Ssingh Consultant.

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO. F.1(24)2002/4-4-

Dated: 30-4-03

MINUTES OF THE 6TH TECHNICAL COMMITTEE MEETING FOR
THE YEAR 2002 HELD ON 28.11.2002. THE LIST OF THE
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SUB: Confirmation of minutes of Technical Committee held on 22.10.2002

Above minutes were confirmed.

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"The proposed scheme was discussed.

It was pointed out that the proposal (phase I) approved by the DUAC consists of 4 cloverleaves at Four Corners of the intersection and slip roads. Under pass below the Railway line along road no. 13-A leading to Okhla falls in phase II.

The proposal is already approved by DUAC and Technical Committee. The construction of Cloverleaf and slip road be dovetailed in such away that construction of under pass is feasible at later stage".

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Technical Committee has taken a view that observations as given by Engg. Deptt. of DDA, after having the details site survey may be taken up and the site earmarked for flatted factories in the already approved scheme, be considered for the re-development of the parking in the area. The encroachment on the existing roads be removed. Shifting of the manufacturing units from the roads which was proposed earlier as 30 m and 40 m may not able to provide much relief in the area. The proposal detailed out by Chief Engineer was approved.

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Postponed.

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The consultant of PWD had described the proposal considering the stretch from Vikas Marg Road no. 57 intersection (Karkardooma More)

upto Ring Road. The Technical Committee, however, considered the proposal in the stretch between Karkardooma intersection and Marginal Bund Road intersection in the first instance. Rest of the proposal i.e. the bridge over River Yamuna between Marginal Bund Road to Ring Road is to be submitted to Technical Committee again with further details. MPD 2001 recommended Rajghat bridge alignment should be examined further in consultation with Rajghat Committee, ASI and other concerned agencies, if any, for clearance.

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1. PWD will confirm whether the disused canal is a part of the approved plan of drainage, sewer, storm water drain of Trans Yamuna Area of Delhi Jal Board / MCD.

2. Detailed alignment plan showing R/W line shall be submitted.

It further decided that a Sub Committee constituted by the Technical Committee shall examine the following issues of the proposal: where in Mr. S C Tayal, Chief Engg. (NZ) DDA will be a special invitee. The committee will also examine, where there is a desirability of a drain in the centre or an alternative is feasible.

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Part of the stretch from K M 14.30 (Rao Tula Ram Marg) to K M 23.1.90 (Delhi Gurgaon Border) lie in National Capital Territory of Delhi.
F5(27)77-MP

1. There was no representatives from National Highway Authority of India (NHAI) or their consultants.

2. The item could not be discussed as a result and it was decided to convey the issues, contained in Para 2 and 3 of the Agenda, to the Director (PR) NHAI with the request for necessary compliance. Further it is recommended that :



i) Authority had earlier approved the alignment plan of NH-8 with 90 M R/W. Also, the R/W of NH-8 was approved as 90 M in a cabinet Decision subsequently. Therefore, 90 M R/W be maintained by NHAI.

ii) NHAI, therefore is to consider the 90 M of NH-8 and the flyover alignment shall be proposed / considered accordingly. NHAI shall arrange for taking over of land from Airport Authority of India wherever required at the intersections / locations of flyovers taking into account the comprehensive development of flyovers in the given stretch of road.

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1. Technical committee approved to acquire 100 mtr. And 80 mtr. Wide passage. The construction of 63 mtr. Road be taken up and the balance area to be reserved for further mode of transport, utility and services.

2. Regarding the agency for construction it was decided that as a principle, DDA should construct the roads which are falling in the development area and balance by Delhi Government (PWD / DSIDC) In case of any anomaly, decision may be given by EM, DDA

Item No. 36/2002:

Sub: Proposal of 9 M wide road connecting Ring Road with Sports Complex passing through facility Centre 53 and Service Centre no. 19 Pitampura, Delhi. F5(9)99-MP

The proposal of CE (ND) was discussed by the Standing Committee during a public meeting held on 9th July 1974 at the Municipal Corporation Office, 115 Ring Road in respect of the proposed...

to Commr. (LD) DDA with a view to finalising the plan and submitting it to the Government.

(b) To consider the matter of the proposed...

(c) CE (ND) shall ensure that the plan of the proposed...

(d) The proposal of various other matters...

These matters are listed with the report of the...

SECRETARY TO THE CORPORATION
MUNICIPAL CORPORATION OF DELHI

Copy to:

1. E.M. DDA
2. Commr. (Pig) DDA
3. Commr. (LMB) DDA
4. Commr. (LM)H DDA
5. Commr. (LD) DDA
6. Town Planner, MCD
7. Chief Town Planner, TCPO
8. Chief Architect, DDA
9. Chief Architect, NDMC
10. Chief Engg (Elect) DDA
11. Addl. Commr. I DDA
12. Addl. Commr. II DDA
13. Addl. Commr. III DDA
14. OSD (MPFR) DDA
15. Secretary BUAC
16. Land & Development Officer (L&DO)
17. Sr. Architect (R&TP) CPWD
18. Dy. Commr. Of Police (East) Delhi
19. Director (Road Schemes) DDA
20. Director (RC) DDA
21. Director (CT) DDA
22. (S) to the Chairman, DDA for information.

SECRETARY TO THE CORPORATION
MUNICIPAL CORPORATION OF DELHI

List of participant of 10th session of Technical Committee held on 23.7.1980.

DELHI DEVELOPMENT AUTHORITY
S/SIRI

R K Bhandari EM
Vijay Bisht Director (Plg.)
A K Jain Add. Secy. (Plg.)
N K Aggarwal, Add. Commr. (Plg.)
Prakash Mehta, Add. Commr. (Plg.)
Ashok Kumar, Add. Commr. (Plg.)
P L Khanna, Add. Commr. (Plg.)
Savitri Prasad Director (Plg.)
Suresh Chandra, Director (Plg.)

DELHI POLICE

S. Chandra ICP

TCPD

Udit Patra Associate TCP

SPECIAL INVITEES

B K Chugh CE PWD
S K Rastogi SE PWD
Shradh Bansal Consultant PWD
S C Triyal CE (NZ) DDA
T S Reddy Consultant
J K Nattu Consultant
H S Rohilla Asstt. Engineer PWD
G Chatterjee Consultant
S P Bansal Director DWK DDA
B K Jain Director (MPPR) DDA
R K Jain Director (APJ) DDA
S K Jain SE (W) MCD
Kuldeep Raj Director (Plg.) Rohini DDA
S P Saini Manager LQ Surveys Pvt. Ltd.
N Tarun Kumar Ssingh Consultant.

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO. F.1(24)2002/484

Dated: 30-4-03

MINUTES OF THE 6TH TECHNICAL COMMITTEE MEETING FOR
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F17(1)2001-MP-Pl.III

Postponed.

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2. Detailed alignment plan showing PVI/ Slope shall be submitted.

It is further decided that a Sub-Committee constituted by the Technical Committee shall examine the following issues of the proposal where in Lt. S C Tugal, Chief Sugg. (NE) DDA will be a special invitee. The committee will also examine, where there is a desirability of a drain in the center or an alternative is feasible.

ISSUES:

a) Intersection details showing first and stages of implementation, if any, at both ends and the intermediate intersections lying in the stretch.

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Part of the stretch from K.M. 14.30 (Rao Tula Ram Marg) to K.M. 23.1.90 (Delhi Gurgaon Border) lie in National Capital Territory of Delhi.

CR 17177-MP

1. There was no representatives from National Highway Authority of India (NHAI) or their consultants.

2. The item could not be discussed as a result and it was decided to waive the issues, contained in Part 2 and 3 of the Agenda, in the Director (DD) NHAI with the request for necessary consideration. Further it is recommended that

i) Authority had earlier approved the alignment plan of NH-8 with 90 M R/W. Also, the R/W of NH-8 was approved as 90 M in a Cabinet Decision subsequently. Therefore, 90 M R/W is maintained by NHAI.

ii) NHAI, therefore is to consider the 90 M of NH-8 and the flyover alignment shall be proposed / considered accordingly. NHAI shall arrange for taking over of land from Airport Authority of India wherever required at the intersections / locations of flyovers taking into account the comprehensive development of flyovers in the given stretch of road.

iii) DDA is planning a proposal of 4 armed intersection on NH-8 at the intersection of Dwarka Road (South of airport Boundary)

iv) Two no. Petrol pumps affected due to the construction of Mahipalpur fly over and others are one of the essential highway facilities NHAI may integrate the petrol pumps with the NH-8 proposal. Any relocation / resitement, if required, be done.

v) Keeping in consideration of MPD 2021 there is likely hood that the proposed road to Dwarka (South of Airport Boundary) may require to be extended towards East, as part of urban extension plan.

NHAI therefore, may consider this as signal free comprehensive 4 arm intersection having development in phased manner.

Item No. 34/2002

Sub: Proposal of a fly over Najafgarh Road - Patel Road intersection and Corridor improvement plan from Patel Road to Ring Road
FS(18)2001-MP

The item is discussed. The Technical Committee recommended for approval the said proposal.

2. The Technical committee should observe that some of the issues yet to be complied by the MCD. Necessary compliance and submissions to DDA shall be done by MCD in a time bound manner.

Item No. 35/2002

Sub: Issue concerning to 100 mtr. And 80 mtr. R/W roads in Narela Sub city Project and Urban Extension.
FS(17)2001-MP

1. Technical committee approved to provide 100 mtr. And 80 mtr. Wide passage. The construction of 80 mtr. road to be taken up and the balance area to be reserved for further needs of transport, utility and services.

2. Regarding the agency for construction it was decided that as a principle, DDA should construct the roads which are falling in the development area and balance by Delhi Government (DDA) (2002) in case of any anomaly, decision may be given by ESI, DDA.

Item No. 36/2002:

Sub: Proposal of 9 M wide road connecting Ring Road with Sports Complex passing through facility Centre 10 and Service Centre no. 19 Pitampura, Delhi. FS(9)00-APP

List of participant of 6th meeting of Technical Committee held on 28.11.2002.

DELHI DEVELOPMENT AUTHORITY
S/SHRI

R K Bhandari EM
Vijay Risbud Commr. (Plg.)
A K Jain, Addl. Commr. (Plg.) I
N K Aggarwal, Addl. Commr. Plg. II
Prakash Narayan, Addl. Commr. PLG III
Ashok Kumar, OSD (MPPR)
B L Khurana, CE (Elect) DDA
Savita Bhandari Director (LS)
Surendra Srivastava, Director (DC)

DELHI POLICE:

S Chaudary ACP

TCPO

Udit Ratna Associate TCP

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B K Chugh CE PWD
S K Rustagi SE PWD
Sharad Bansal Consultant PWD
S C Tayal CE (NZ) DDA
T S Reddy Consultant
J K Mittu Consultant
H S Rohilla Asstt. Engineer PWD
G Chatterjee Consultant
S P Bansal Director DWK DDA
B K Jain Director (MPPR) DDA
R K Jain Director (API) DDA
S K Jain SE (W) MCD
Kuldeep Raj Director (Plg.) Rohini DDA
S P Saini Manatger LQ Surveys Pvt. Ltd.
N Tarun Kumar Ssingh Consultant.

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO. F.1(24)2002/484

Dated: 30-4-03

**MINUTES OF THE 6TH TECHNICAL COMMITTEE MEETING FOR
THE YEAR 2002 HELD ON 28.11.2002. THE LIST OF THE
PARTICIPANTS IS ALSO ENCLOSED.**

SUB: Confirmation of minutes of Technical Committee held on 22.10.2002

Above minutes were confirmed.

Item No. 29/2002:

Sub: Construction of Clover Leaf at the intersection of Mathura Road and Road No. 13-A. F5(9)98-MP

"The proposed scheme was discussed.

It was pointed out that the proposal (phase I) approved by the DUAC consists of 4 cloverleaves at Four Corners of the intersection and slip roads. Under pass below the Railway line along road no. 13-A leading to Okhla falls in phase II.

The proposal is already approved by DUAC and Technical Committee. The construction of Cloverleaf and slip road be dovetailed in such away that construction of under pass is feasible at later stage".

Item No. 30/2002:

Sub: Redevelopment of Anand Parbat Industrial Area. F16(33)71-MP

Technical Committee has taken a view that observations as given by Engg. Deptt. of DDA, after having the details site survey may be taken up and the site earmarked for flatted factories in the already approved scheme, be considered for the re-development of the parking in the area. The encroachment on the existing roads be removed. Shifting of the manufacturing units from the roads which was proposed earlier as 30 m and 40 m may not able to provide much relief in the area. The proposal detailed out by Chief Engineer was approved.

Item No. 31/2002:

Sub: Redelination of boundaries of Anand Parbat Industrial Area. F17(1)2001-MP-Pt.III

Postponed.

Item No. 32/2002:

Sub: Construction of Bridge Across River Yamuna near Gecta Colony and Master Plan Road over disused canal in East Delhi. F5(17)2000-MP

The consultant of PWD had described the proposal considering the stretch from Vikas Marg Road no. 57 intersection (Karkardooma More)

to the Ring Road. The Technical Committee, however, considered the proposal in the stretch between Karkardooma intersection and Marginal Band Road intersection in the first instance. Rest of the proposal viz. the bridge over River Yamuna between Marginal Band Road to Ring Road is to be submitted to Technical Committee again with further details. MPD 2001 recommended Reighat bridge alignment should be examined further in consultation with Rajghat Committee, ASI and other concerned agencies, if any, for clearance.

The Technical committee has agreed in principle the proposal of 30 m road over disused canal in the stretch from Karkardooma intersection to Marginal Band Road only subject to the following conditions:

1. PWD will confirm whether the disused canal is a part of the approved plan of drainage, sewer, storm water drain of Trans Yamuna Area of Delhi Jal Board / MCD.

2. Detailed alignment plan showing R/W line shall be submitted

It further decided that a Sub-Committee constituted by the Technical Committee shall examine the following issues of the proposal: where in Mr. S C Toyal, Chief Engg (NZ) DDA will be a special invitee. The committee will also examine, where there is a desirability of a drain in the centre or an alternative is feasible.

ISSUES:

a) Intersection details showing final and stages of implementation, if any, at both ends and the intermediate intersections lying in the stretch.

b) The Traffic circulation system integrating with the intersecting roads.

c) The preferable bridge location whether (i) through Rajghat (as proposed in MPD 2001) or (ii) through Shanti Van (as proposed by PWD) or (iii) any other suitable location. Clearance from various other concerned agencies shall be taken into consideration.

d) Whether the disused canal road and the Yamuna bridge road shall intersect Marginal Road at one point or would be staggered as proposed by PWD.

Order No. 33/2002

Side Access controlled National Highway project of 6/2 Lanning of NH - 8 (Delhi Jaipur Road) from K.M. 14.30 (Rao Tula Ram Marg) to K.M. 22.70 (Gurgaon in Haryana)

Part of the stretch from K.M. 14.30 (Rao Tula Ram Marg) to K.M. 22.70 (Delhi Gurgaon Border) is in National Capital Territory of Delhi.
28/07/07-MP

1. There was no representatives from National Highway Authority of India (NHAI) or their consultants.

2. The item could not be discussed as a result and it was decided to carry the issues contained in Para 2 and 3 of the Agenda to the Director, NHAI along with the request for necessary reply. Further it is recommended that:

 M. J. Singh

i) Authority had earlier approved the alignment plan of NH-8 with 90 M R/W. Also, the R/W of NH-8 was approved as 90 M in a cabinet Decision subsequently. Therefore, 90 M R/W be maintained by NHAI.

ii) NHAI, therefore is to consider the 90 M of NH-8 and the flyover alignment shall be proposed / considered accordingly. NHAI shall arrange for taking over of land from Airport Authority of India wherever required at the intersections / locations of flyovers taking into account the comprehensive development of flyovers in the given stretch of road.

iii) DDA is planning a proposal of 4 armed intersection on NH-8 at the intersection of Dwarka Road (South of airport Boundary)

iv) Two no. Petrol pumps affected due to the construction of Mahipalpur fly over and others are one of the essential highway facilities NHAI may integrate the petrol pumps with the NH-8 proposal. Any relocation / resitement, if required, be done.

v) Keeping in consideration of MPD 2021 there is likely hood that the proposed road to Dwarka (South of Airport Boundary) may require to be extended towards East, as part of urban extension plan.

NHAI therefore, may consider this as signal free comprehensive 4 arm intersection having development in phased manner.

Item No. 34/2002

Sub: Proposal of a fly over Najafgarh Road - Patel Road intersection and Corridor improvement plan from Patel Road to Ring Road
F5(18)2001-MP

The item is discussed. The Technical Committee recommended for approval the said proposal.

2. The Technical committee already observed that some of the issues yet to be complied by the MCD Necessary compliance and submissions to DDA shall be done by MCD in a time bound manner.

Item No. 35/2002

Sub: Issue concerning to 100 mtr. And 80 mtr. R/W roads in Narela Sub city Project and Urban Extension.
F5(17)2001-MP

1. Technical committee approved to acquire 100 mtr. And 80 mtr. Wide passage. The construction of 63 mtr. Road be taken up and the balance area to be reserved for further mode of transport, utility and services.

2. Regarding the agency for construction it was decided that as a principle, DDA should construct the roads which are falling in the development area and balance by Delhi Government (PWD / DSIDC) In case of any anomaly, decision may be given by EM, DDA

Item No. 36/2002:

Sub: Proposal of 9 M wide road connecting Ring Road with Sports Complex passing through facility Centre 53 and Service Centre no. 19 Pitampura, Delhi. F5(9)99-MP

List of participant of 6th meeting of Technical Committee held on 28.11.2002.

DELHI DEVELOPMENT AUTHORITY

S/SHRI

R K Bhandari EM
 Vijay Risbud Commr. (Plg.)
 A K Jain, Addl. Commr. (Plg.) I
 N K Aggarwal, Addl. Commr. Plg. II
 Prakash Narayan, Addl. Commr. PLG III
 Ashok Kumar, OSD (MPPR)
 B L Khurana, CE (Elect) DDA
 Savita Bhandari Director (LS)
 Surendra Srivastava, Director (DC)

DELHI POLICE:

S Chaudary ACP

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 S K Rustagi SE PWD
 Sharad Bansal Consultant PWD
 SC Teyal CE (MZ) DDA
 T S Reedy Consultant
 J K Mitta Consultant
 HS Rohilla Asstt. Engineer PWD
 G Chatterjee Consultant
 S P Bansal Director DWK DDA
 BK Jain Director (MPPR) DDA
 R K Jais Director (AP) DDA
 S K Jain SE (W) MCD
 Kuldeep Raj Director (Plg.) Rahim DDA
 S P Goyal Manager LQ Surveys Pvt. Ltd.
 N Tarun Kumar Singh Consultant

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO. F.1(24)2002/484-

Dated: 30-4-03

**MINUTES OF THE 6TH TECHNICAL COMMITTEE MEETING FOR
THE YEAR 2002 HELD ON 28.11.2002. THE LIST OF THE
PARTICIPANTS IS ALSO ENCLOSED.**

SUB: Confirmation of minutes of Technical Committee held on 22.10.2002

Above minutes were confirmed.

Item No. 29/2002:

Sub: Construction of Clover Leaf at the intersection of Mathura Road and Road No. 13-A. F5(9)98-MP

“The proposed scheme was discussed.

It was pointed out that the proposal (phase I) approved by the DUAC consists of 4 cloverleaves at Four Corners of the intersection and slip roads. Under pass below the Railway line along road no. 13-A leading to Okhla falls in phase II.

The proposal is already approved by DUAC and Technical Committee. The construction of Cloverleaf and slip road be dovetailed in such away that construction of under pass is feasible at later stage”.

Item No. 30/2002:

Sub: Redevelopment of Anand Parbat Industrial Area. F16(33)71-MP

Technical Committee has taken a view that observations as given by Engg. Deptt. of DDA, after having the details site survey may be taken up and the site earmarked for flatted factories in the already approved scheme, be considered for the re-development of the parking in the area. The encroachment on the existing roads be removed. Shifting of the manufacturing units from the roads which was proposed earlier as 30 m and 40 m may not able to provide much relief in the area. The proposal detailed out by Chief Engineer was approved.

Item No. 31/2002:

Sub: Redelination of boundaries of Anand Parbat Industrial Area. F17(1)2001-MP-Pt.III

Postponed.

Item No. 32/2002:

Sub: Construction of Bridge Across River Yamuna near Geeta Colony and Master Plan Road over disused canal in East Delhi. F5(17)2000-MP

The consultant of PWD had described the proposal considering the stretch from Vikas Marg Road no. 57 intersection (Karkardooma More)

upto Ring Road. The Technical Committee, however, considered the proposal in the stretch between Karkardooma intersection and Marginal Band Road intersection in the first instance. Rest of the proposal i.e. the bridge over River Yamuna between Marginal Band Road to Ring Road is to be submitted to Technical Committee again with further details. MPD 2001 recommended Rajghat bridge alignment should be examined further in consultation with Rajghat Committee, ASI and other concerned agencies, if any, for clearance.

The Technical committee has agreed in principle the proposal of 30 m road over disused canal in the stretch from Karkardooma intersection to Marginal Band Road only subject to the following conditions:

1. PWD will confirm whether the disused canal is a part of the approved plan of drainage, sewer, storm water drain of Trans. Yamuna Area of Delhi Jal Board / MCD.

2. Detailed alignment plan showing R/W line shall be submitted.

It further decided that a Sub Committee constituted by the Technical Committee shall examine the following issues of the proposal where Mr. S. C. Puri, Chief Engg. (NZ) DDA will be a special invitee. The committee will also examine, where there is a desirability of a drain in the centre or an alternative is feasible.

AGENDA:

a) Intersection details showing final and stages of implementation, if any, at both ends and the intermediate intersections lying in the stretch.

b) The DDA's circulation system integrating with the intersection details.

c) The preferable bridge location whether (i) through Rajghat (as proposed in MPD 2001) or (ii) through Nhamti Voh (as proposed by PWD) or (iii) any other suitable location. Clearance from various other concerned agencies shall be taken into consideration.

d) Whether the disused canal road and the Yamuna bridge road shall intersect Marginal Road at one point or would be staggered as proposed by PWD.

Item No. 33/2002

Sub: Access controlled National Highway project of G/S Lanning of NH - 8 (Delhi Jaipur Road) from K.M. 14.30 (Rao Tula Ram marg) to K M 42.00 (Gurgaon in Haryana)

Part of the stretch from K.M 14.30 (Rao Tula Ram Marg) to K.M 23.1.90 (Delhi Gurgaon Border) lie in National Capital Territory of Delhi.
15(27)77-MP

1. There was no representatives from National Highway Authority of India (NHAI) or their consultants.

2. The item could not be discussed as a result and it was decided to convey the issues contained in Para 2 and 3 of the Agenda, to the Director (H&A) NHAI with the request for necessary compliance. Further it is recommended that :

i) Authority has earlier approved the alignment plan of NH-8 with 90 M R/W. Also, the R/W of NH-8 was approved as 90 M in a cabinet Decision subsequently. Therefore, 90 M R/W be maintained by NHAI.

ii) NHAI, therefore is to consider the 90 M of NH-8 and the flyover alignment shall be proposed / considered accordingly. NHAI shall arrange for taking over of land from Airport Authority of India wherever required at the intersections / locations of flyovers taking into account the comprehensive development of flyovers in the given stretch of road.

iii) DDA is planning a proposal of 4 armed intersection on NH-8 at the intersection of Dwarka Road (South of airport Boundary)

iv) Two no. Petrol pumps affected due to the construction of Mahipalpur fly over and others are one of the essential highway facilities NHAI may integrate the petrol pumps with the NH-8 proposal. Any relocation / resitment, if required, be done.

v) Keeping in consideration of MPD 2021 there is likely hood that the proposed road to Dwarka (South of Airport Boundary) may require to be extended towards East, as part of urban extension plan.

NHAI therefore, may consider this as signal free comprehensive 4 arm intersection having development in phased manner.

Item No. 34/2002

Sub: Proposal of a fly over Najafgarh Road - Patel Road intersection and Corridor improvement plan from Patel Road to Ring Road
F5(18)2001-MP

The item is discussed. The Technical Committee recommended for approval the said proposal.

2. The Technical committee already observed that some of the issues yet to be complied by the MCD Necessary compliance and submissions to DDA shall be done by MCD in a time bound manner.

Item No. 35/2002

Sub: Issue concerning to 100 mtr. And 80 mtr. R/W roads in Narela Sub city Project and Urban Extension.
F5(17)2001-MP

1. Technical committee approved to acquire 100 mtr. And 80 mtr. Wide passage. The construction of 63 mtr. Road be taken up and the balance area to be reserved for further mode of transport, utility and services.

2. Regarding the agency for construction it was decided that as a principle, DDA should construct the roads which are falling in the development area and balance by Delhi Government (PWD / DSIDC) In case of any anomaly, decision may be given by EM, DDA

Item No. 36/2002:

Sub: Proposal of 9 M wide road connecting Ring Road with Sports Complex passing through facility Centre 53 and Service Centre no. 19 Pitampura, Delhi. F5(9)99-MP

(7)

vtds

List of participant of 6th meeting of Technical Committee held on 28.11.2002.

DELHI DEVELOPMENT AUTHORITY
S/SHRI

R K Bhandari EM
Vijay Risbud Commr. (Plg.)
A K Jain, Addl. Commr. (Plg.)
N K Aggarwal, Addl. Commr. Plg. II
Prakash Narayan, Addl. Commr. PLG III
Ashok Kumar, OSD (MPPR)
B L Khurana, CE (Elect) DDA
Savita Bhandari Director (LS)
Surendra Srivastava, Director (DC)

DELHI POLICE:

S Chaudary ACP

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Udit Ratna Associate TCP

SPECIAL INVITEES

B K Chugh CE PWD
S K Rustagi SE FWD
Sharad Bansal Consultant PWD
S C Tayal CE (NZ) DDA
T S Reddy Consultant
J K Mittu Consultant
H S Rohilla Asstt. Engineer PWD
G Chatterjee Consultant
S P Bansal Director DWK DDA
B K Jain Director (MPPR) DDA
R K Jain Director (AP)I DDA
S K Jain SE (W) MCD
Kuldeep Raj Director (Plg.) Rohini DDA
S P Saini Manager LQ Surveys Pvt. Ltd.
N Tarun Kumar Ssingh Consultant.

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO. F.1(24)2002/4 & 4-

Dated: 30-4-03

MINUTES OF THE 6TH TECHNICAL COMMITTEE MEETING FOR
THE YEAR 2002 HELD ON 28.11.2002. THE LIST OF THE
PARTICIPANTS IS ALSO ENCLOSED.

SUB: Confirmation of minutes of Technical Committee held on 22.10.2002

Above minutes were confirmed.

Item No. 29/2002:

Sub: Construction of Clover Leaf at the intersection of Mathura Road and
Road No. 13-A. F5(9)98-MP

"The proposed scheme was discussed.

It was pointed out that the proposal (phase I) approved by the DUAC consists of 4 cloverleaves at Four Corners of the intersection and slip roads. Under pass below the Railway line along road no. 13-A leading to Okhla falls in phase II.

The proposal is already approved by DUAC and Technical Committee. The construction of Cloverleaf and slip road be dovetailed in such way that construction of under pass is feasible at later stage".

Item No. 30/2002:

Sub: Redevelopment of Anand Parbat Industrial Area. F16(33)71-MP

Technical Committee has taken a view that observations as given by Engg. Deptt. of DDA, after having the details site survey may be taken up and the site earmarked for flatted factories in the already approved scheme, be considered for the re-development of the parking in the area. The encroachment on the existing roads be removed. Shifting of the manufacturing units from the roads which was proposed earlier as 30 m and 40 m may not able to provide much relief in the area. The proposal detailed out by Chief Engineer was approved.

Item No. 31/2002:

Sub: Redelination of boundaries of Anand Parbat Industrial Area.
F17(1)2001-MP-Pt. III

Postponed.

Item No. 32/2002:

Sub: Construction of Bridge Across River Yamuna near Geeta Colony and
Master Plan Road over disused canal in East Delhi.
F5(17)2000-MP

The consultant of PWD had described the proposal considering the stretch from Vikas Marg Road no. 57 intersection (Karkardooma More)

upon the Road. The Technical Committee, however, considered the proposal in the stretch between Karkardooma Intersection and Marginal Road Road Intersection in the first instance. Rest of the proposal for the Bridge over River Yamuna between Marginal Road Road to Ring Road is to be submitted to Technical Committee again with further details. MPD 2011 recommended Rajghat bridge alignment should be examined further in consultation with Rajghat Committee, ASI and other concerned agencies if any, for clearance.

The Technical committee has agreed in principle the proposal of 30 m road over disused canal in the stretch from Karkardooma Intersection to Marginal Road Road only subject to the following conditions:

1. PWD will confirm whether the disused canal is a part of the approved plan of drainage, sewer, storm water drain of Trans Yamuna Axis of Delhi Jal Board / MCD.

2. Detailed alignment plan showing R/W line shall be submitted.

It is further decided that a Sub Committee constituted by the Technical Committee shall examine the following issues of the proposal: where in Mr. S C Tayal, Chief Engg. (NZ) DDA will be a special invitee. The committee will also examine, where there is a desirability of a drain in the centre or an alternative is feasible.

ISSUES:

a) Intersection details showing final and stages of implementation, if any, at both ends and the intermediate intersections lying in the stretch.

b) The Traffic circulation system integrating with the intersecting roads.

c) The preferable bridge location whether (i) through Rajghat (as proposed in MPD 2011) or (ii) through Shanti Van (as proposed by PWD) or (iii) any other suitable location. Clearance from various other concerned agencies shall be taken into consideration.

d) Whether the disused canal road and the Yamuna bridge road shall intersect Marginal Road at one point or would be staggered as proposed by PWD.

Form No. 33/2012

Sub Access controlled National Highway project of 4/8 Lapping of NH-6 (Old Jaipur Road) from K.M. 14.30 (Roa Taha Term Marg) to K.M. 21.00 (Chargha to Pharyang)

Part of the stretch from K.M. 14.30 (Roa Taha Term Marg) to K.M. 21.00 (Chargha to Pharyang) lie in National Capital Region of Delhi.
17.12.2012

1. Three witness representatives from Rajghat, Gurgaon, Gurgaon of B.C. (MCD) or PWS consultant's.

2. The item could not be discussed as it was not included in the agenda items identified in Part 2 of the agenda to the Meeting of the Review with the request for meeting compliance. Part 3 is hereby deleted there.



i) Authority had earlier approved the alignment plan of NH-8 with 90 M R/W. Also, the R/W of NH-8 was approved as 90 M in a cabinet Decision subsequently. Therefore, 90 M R/W be maintained by NHAI.

ii) NHAI, therefore is to consider the 90 M of NH-8 and the flyover alignment shall be proposed / considered accordingly. NHAI shall arrange for taking over of land from Airport Authority of India wherever required at the intersections / locations of flyovers taking into account the comprehensive development of flyovers in the given stretch of road.

iii) DDA is planning a proposal of 4 armed intersection on NH-8 at the intersection of Dwarka Road (South of airport Boundary)

iv) Two no. Petrol pumps affected due to the construction of Mahipalpur fly over and others are one of the essential highway facilities NHAI may integrate the petrol pumps with the NH-8 proposal. Any relocation / resitement, if required, be done.

v) Keeping in consideration of MPD 2021 there is likely hood that the proposed road to Dwarka (South of Airport Boundary) may require to be extended towards East, as part of urban extension plan.

NHAI therefore, may consider this as signal free comprehensive 4 arm intersection having development in phased manner.

Item No. 34/2002

Sub: Proposal of a fly over Najafgarh Road - Patel Road intersection and Corridor improvement plan from Patel Road to Ring Road
F5(18)2001-MP

The item is discussed. The Technical Committee recommended for approval the said proposal.

2. The Technical committee already observed that some of the issues yet to be complied by the MCD Necessary compliance and submissions to DDA shall be done by MCD in a time bound manner.

Item No. 35/2002

Sub: Issue concerning to 100 mtr. And 80 mtr. R/W roads in Narela Sub city Project and Urban Extension.
F5(17)2001-MP

1. Technical committee approved to acquirie 100 mtr. And 80 mtr. Wide passage. The construction of 63 mtr. Road be taken up and the balance area to be reserved for further mode of transport, utility and services.

2. Regarding the agency for construction it was decided that as a principle, DDA should construct the roads which are falling in the development area and balance by Delhi Government (PWD / DSIDC) In case of any anamely, decision may be given by EM, DDA

Item No. 36/2002:

Sub: Proposal of 9 M wide road connecting Ring Road with Sports Complex passing through facility Centre 53 and Service Centre no. 19 Pitampura, Delhi. F5(9)99-MP

List of participant of 5th meeting of Technical Committee held on 28.11.2002.

DELHI DEVELOPMENT AUTHORITY
S/SHRI

R K Bhandari EM
Vijay Risbud Commr. (Plg.)
A K Jain, Addl. Commr. (Plg.) I
N K Aggarwal, Addl. Commr. Plg. II
Prakash Narayan, Addl. Commr. PLG III
Ashok Kumar, OSD (MPPR)
B L Khurana, CE (Elect) DDA
Savita Bhandari Director (LS)
Surendra Srivastava, Director (DC)

DELHI POLICE:

S Chaudary ACP

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Udit Ratna Associate TCP

SPECIAL INVITEES

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Sharad Bansal Consultant PWD
SC Tayal CE (NZ) DDA
T S Reddy Consultant
J K Mittu Consultant
H S Rohilla Asstt. Engineer PWD
G Chatterjee Consultant
S P Bansal Director DWK DDA
B K Jain Director (MPPR) DDA
R K Jain Director (AP) I DDA
S K Jain SE (IV) MCD
Kuldeep Raj Director (Plg.) Rehini DDA
S P Saini Manager LQ Surveys Pvt. Ltd.
N Tarun Kumar Singh Consultant.