

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN)

No. F1 (3) 2004-MP / 298

Dated : 13/9/04

Sub: Minutes of the Technical Committee Meeting held on 12.5.04.

The list of the participants is enclosed at Annexure-I.

Confirmation of the minutes of the Technical Committee Meeting held on 29.1.04. F. No. 1(1)/04-MP).

The minutes of the Technical Committee held on 29.1.04 circulated vide this office letter No. F.1(1)2004-MP/52 dated 4.3.04 were confirmed with the following observations.

Bhalswa lake Complex planning parameters. (Item no. 4/04)

No change in T.C. decision is warranted.

Link Road connecting NH-8 to NH-10 through Dwarka, Rationalisation of ROW. (Item No.5/04)

This is being dealt on file and the decision be placed before the Technical Committee for information.

Parking cum Commercial Complex proposal of MCD (Item No. 14/2004)

In view of urgency and commitment of MCD before the High Court, the decision and follow up action be taken on file, which may be placed before the Technical Committee for information.

Item No. 15/2004.**Sub: Pilot Project of Multi-level Parking on DTC Terminal Nehru Place. (F.3 (98) 98-MP)**

The Technical Committee approved the proposal in principle with the stipulation that a detailed circulation plan will be worked out by the DTC in consultation with DDA / concerned Road owning Agency and the Police / Traffic authorities. This should include widening of road between the DTC Depot and the Fire Station to a width of 26 mtr. by taking 8 mtr. wide strip from DTC plot side. Another 8 m wide strip on North side of DTC plot may be developed for pedestrian movement by DTC as per recommendations of DUAC while working out the plan for multilevel parking.

MaKano
Sampt
Compared with Original

Item no. 16/2004.

Sub: Regarding alternative route of 220 KV double circuit Transmission line from Bamnoli (400 KV) to Papankala II (220 KV ESS) F1(62)90/DWK

Technical Committee after detailed discussion recommended the proposal for approval of the route alignment as proposed in the agenda subject to the following conditions:

- a) Delhi Transco Ltd. shall seek clearance of the proposed alternate overhead route from DJB, GGS Indraprastha University & DMRC in respect of the stretches falling in the Dwarka Sewage Treatment Plant Complex, proposed GGS IP University Complex & proposed traction sub-station (DMRC) respectively, before implementation.
- b) Delhi Transco Ltd. shall seek NOC from Irrigation & Flood Deptt. of Delhi Govt. for erecting the over-head pylons proposed along East of the Najafgarh Drain.
- c) Delhi Transco Ltd. will erect the overhead towers in consultation with the office of CE (Dwk) to ensure that there is minimum dislocation to the underground services and also that the pylons are located appropriately in the 30 mtr. & 60 mtr. R/W roads.
- d) More than one over-head transmission line will not be provided along the same road.
- e) Delhi Transco Ltd. will pay the charges for restoration of the services to the office of CE (Dwk) on demand before taking up the work at site.

Item No. 17/2004.

Sub: Change of land use of 252.4 acres of land at Savda Ghevra for relocation of Slum /JJ squatters. F20(1)2001-MP

The proposal was recommended for approval subject to the condition that while developing the area under reference the required land is to be left for the proposed 80 m. R/W Urban Extension Road - 1.

Item no. 18/2004.

Sub: Fixing location of MRTS Stations in DWARKA sub-city F.1(279)95/Plg/DWK/Part

The Technical Committee approved the location of proposed MRTS stations in Dwarka Sub-City, except proposed location at sector 9 & 10 (near Bharat Vandana) which may be examined by Chief Architect and Addl. Commr. (Plg.)-II alongwith DMRC, keeping in view the proposed Linear District Centre and Bharat Vandana Complex. This may be done in a time bound manner and put up in the concerned file.

Mahar
Scmpt
Compared with Original

Item no. 19/2004.

Sub: GNCTD proposal for High Capacity Bus system and Electric Trolley Bus System. F5(21)2003-MP

The item was deferred.

Item no. 20/2004.

Sub: Alignment Plan of proposed 60 mt. R/W Road from GT Karnal Road (NH 11) to Integrated Freight Complex for direct approach to Chemical Traders Layout F5(5)2004-MP

The proposal was recommended for approval.

Item no. 21/2004

Sub: Circulation improvement plan around ISBT Sarai Kale Khan and change of land use for Motor Driving School F5(3)87-MP

The Technical Committee recommended for approval the proposed change of Land Use for proposed Motor Driving school (3.1ha.). It also agreed in principle with the proposed Circulation plan. Some suggestions for modification were made keeping the use of adjacent land in view. It was decided that this may be further worked out keeping in view the GNCTD, Department of Transport proposal and site/land status and may be put up on file for any change in the Circulation plan, if considered necessary and feasible/desirable.

Item No. 22/2004.

Sub: Alignment plan of 80 mt. R/W UER 1 from GT Karnal Road (NH - 1) to Rohtak Road NH - 10 F5(17)2001/MP/Pt.I

For the proposed modification in the alignment plan of 80 mt. R/W road between Alipur - Narela Road and Western Yamuna Canal in Narela subcity, the Technical Committee approved the alternative proposal-2(para 4 (b) of the agenda).

T.C. recommended that the alignment plan of the road from Bawana Industrial Area to Rohtak Road (NH - 10), be taken up with the proposed Urban Extension Plan of Rohini.

Mafu

[Signature]
Compared with Original

Item No. 23/2004.

**Sub: Policy framework for Planning and Redevelopment of villages
F3(29)94-MP/Pt.III**

The representative of MCD stated that they are working out a proposal for the above, which they would be soon submitting to the DDA. As such, the item was deferred.

Item No. 24/2004.

**Sub: Change of Land use of plot no.12 Rajpur Road measuring 4.4.acre located in Zone C from Residential to Public and semi-public facilities.
File no. F.3(69)2003-MP.**

The Item was deferred, it was decided the Military Authorities be invited when this item is put up for consideration.

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


(B. K. Jain)
Director (DC)

Copy to:

1. Engineer Member, DDA
2. Commr. (Plg.) DDA
3. Commr. (LM) DDA
4. Commr. (LD) DDA
5. Chief Town Planner, MCD
6. Chief Town Planner, TCPO
7. Chief Architect, DDA
8. Chief Architect, NDMC
9. Chief Engineer (Elect) DDA
10. Addl. Commr. (Plg.) I DDA
11. Addl. Commr. (Plg.) II DDA
12. Addl. Commr. (Plg.) III DDA
13. OSD (MPPR) DDA
14. Secretary, DUAC
15. Land & Development Officer (L&DO)
16. Sr. Architect (H&TP) CPWD




Compared with Original


- 17. Dy. Commr. of Police (Traffic) DDA
- 18. Director (Landscape) DDA
- 19. Director (Bldg.) DDA

Copy also forwarded to:

Director (TT) DDA
Director (Dwarka) DDA
Director (NP) DDA
Director (Rohini) DDA
Director (AP II)
OSD to VC for information of the latter.



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



Compared with Original

List of participants of 2nd meeting for the year of 2004 of Technical Committee held on 12.5.2004

DELHI DEVELOPMENT AUTHORITY

S/Sh

Madhukar Gupta, Vice Chairman

Chairman

Prabash Singh, E.M.

A K Jain, Commissioner (Plg.)

Prakash Narayan Addl. Commr. (Plg) III

A K Gupta, Addl. Commr. (Plg) II

Ashok Kumar, OSD (MPPR)

Ms Savita Bhandari Director (LS)

B K Jain Director (DC)

Convenor

MCD

Sham Sher Singh, Sr. T.P.

TCPO

J B Kshisagar TCP

R Srinivas Associate TCP

DELHI TRAFFIC POLICE

Dr. Ajit Kumar Singla, ACP (Traffic)

Ravinder Suri, Inspector

L&DO

Mahendra Singh, Engineer officer

SPECIAL INVITEES:

Surender Srivastava Director(Bldg.)

Ms Tripta Khurana, Chief Arch. DMRC

Adesh Kumar, SE PWD C - V

Priyank Mittal EE PWD XX

R P Jain, Sr. Manager (C) DTC

L C Goel, Dy. G M DTC

H S Chaudhary, Dy. CE / L III, DMRC

S K Singha, CE (Elect) DDA

Kumar Keshav, Chief Project Manager DMRC

S C Tayal CE (NZ) DDA

D K Saluja Dir. (NP) DDA

H B Jha, Poject Manager (E) DWK DDA

R M Lal Dir (T) DDA

K S Satial Dy. G M Delhi Transport

K K Ahluwalia, Manager Delhi Transport

R K Sabharwal, Chief Engineer, MCD

V K Panchal, SE / CC 12 DDA

S K Sharma , EE .ND - 8 DDA

Umesh Kumar, EE/ND II DDA

Makew

Sengal

Compared with Original

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN)

No. F1 (3) 2004-MP /163

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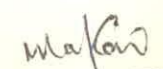

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Pappankalan may be examined in consultation with the DMRC. The likely impact with reference to the proposal regarding Convention Center should also be seen.. The Engineering Deptt. may also work out the expenditure required for restoration of existing S W Drain and road considering the detailed location of proposed pylons which is to be borne by the Transco.

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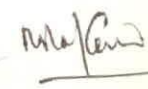
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Observations and comments, if any, on draft minutes may please be sent to Jt. Director (MP) within a week.

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



(B.K. JAIN) 3/6/04.
DIRECTOR (DC).



Copy to :

1. Engineer Member, DDA.
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3. Commr.(LM), DDA.
4. Commr.(LM)-II, DDA.
5. Commr.(LD), DDA.
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13. Addl. Commr.(Plg.)-III, DDA.
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15. Secretary, DUAC.
16. Land & Development Officer (L&DO).
17. Sr. Architect (H & TP) CPWD.
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3. Director (Narela), DDA.
4. Director (Rohini), DDA.
5. Director (AP)-II, DDA.
6. OSD to Vice-Chairman, DDA – for information of the latter.


03/06/04.
(S.B. Khodankar)
Jt. Director (MP).

2

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R K Sabharwal, Chief Engineer, MCD

V K Panchal, SE / CC 12 DDA

S K Sharma , EE .ND - 8 DDA

Umesh Kumar, EE/ND II DDA



दिल्ली नगर कला आयोग
DELHI URBAN ART COMMISSION
भारत प्रयागरा केन्द्र, कोर 6 ए
India Habitat Centre, Core 6A
लोदी रोड, नई दिल्ली - 110003
Lodi Road, New Delhi - 110003

No. 27(56)/2003-DUAC

February 1, 2004

✓ The Chief Architect,
DDA, Vikas Minar,
I.P. Estate, New Delhi.

Sub: Plans in respect of District Centre at Nehru Place Phase-II (Conceptual stage).
Ref: DDA's letter no. PS/CA(Misc)/HUPW/DDA/2003/296 dated 29.10.2003 &
PS/CA(F.26)/HUPW/DDA/2004 dated January 12, 2004.

Sir,

The proposal under reference was considered by the Sub-Committee in its meeting held on February 05, 2004 and the following observations were made for further necessary compliance at your end:-

- "(a) The proposal had last been considered by the Sub-Committee in its meeting held on November 21, 2003 and certain observations were made. Now the revised layout plan, project report and point wise clarification had been received from Chief Architect, DDA. The Sub-Committee made the following observations:-
1. Part of land from plot no. A-7 may be taken so as to provide proper bus stop area along main Kalkaji Road.
 2. At present proposed Ph-II development appeared to be in isolation and was not properly integrated with the existing development of Nehru Place District Center. The integration between the existing and the Ph-II ought to be achieved in terms of pedestrian movement/circulation, building forms etc.
 3. Specific suggestions were offered for creating an additional road, in the area comprising of MTNL plot, plot no. A-5 & plot no. A-6 which could be integrated with the 18 mt. wide road.
 4. It was stressed that it is an opportunity, where experience gained from the existing development is fully utilized.
 5. Designated food courts area may be proposed in the Phase-II development.
- (b) The Addl. Chief Architect was advised to submit accordingly revised proposal for reconsideration of the Sub-Committee."

Yours faithfully,

(Dina Nath)
Secretary

Copy to :

The Senior Architect (SZ), DDA, 8th floor, Vikas Minar, I.P. Estate, New Delhi for information.

AD

(Dina Nath)
Secretary

HOTEL (Existing)
23700 sqm.

PLOT A-1

Plot Area: 12800 Sqm
Envelope Area: 10350 Sqm

26.0 M WIDE ROAD R/W

26.0 M WIDE ROAD R/W

GREEN

18.0 M WIDE ROAD R/W

18.0 M WIDE ROAD R/W

Multi vl. Parking

PLOT A-4
Plot Area: 12320 Sqm
Envelope Area: 10677 Sqm

Proposed 26m R/W road

M.T.N.L.
10062 sqm.PLOT A-6b
Plot Area: 7833 Sqm
Envelope Area: 5504 SqmPLOT A-6c
Plot Area: 6526 Sqm
Envelope Area: 5127 SqmPLOT A-5
Plot Area: 7041 Sqm
Envelope Area: 6041 SqmPLOT A-8
Plot Area: 10645 Sqm

D.T.C. Bus Terminus

Fire Station
5989 sqm.
Cremation Ground
10790 sqm.

PARK CHURCH

CHIRAG DELHI KALKARI ROAD (45.0 M R/W)

- NOTES
- The scheme has been approved in the 221st Screening Committee vide item No: 04/2003 dated 24.02.03
 - THE OBSERVATIONS AND SUGGESTIONS AS GIVEN BY V.C. AND LANDS DEPTT IN THE SUBSEQUENT MEETINGS HAVE BEEN INCORPORATED.

AREA STATEMENT

Area of Site:	389000 Sqm
Mandatory Green as M/PD norms:	38900 Sqm
Net Area of Site:	350100 Sqm
Area Developed in Phase I	244028 Sqm
Area of site available in Phase II	106072 Sqm
Permissible (as M/PD norms)	Achieved
Green	40750 Sqm
FAR of Phase I	366042 Sqm (150)
FAR not achieved in Phase I - 'A'	17630 Sqm
FAR to be achieved in Phase II @ 125-'B'	132590 Sqm
Total FAR to be achieved in Phase II - ('A' + 'B')	150220 Sqm
FAR achieved in Phase II	145160 Sqm

Plot No	Plot Use	Plot Area (sqm)	Ground Cov. (%)	Envelope ared (sqm)	Built up ared (sqm)	No of Basement	Parking ECS/100m2 front/rear/side	Set backs (m)
A1	Gen. Comm.	13800	35%	10350	20700 (150)	2	2 ECS	F-9-R-6.5-6
A2	Cultural	10225	25%	5000	10225 (100)	2	2 ECS	F-9-R-6.5-6.45
A3	Gen. Comm.	7910	35%	4960	11865 (150)	2	2 ECS	F-9-R-6.5-6.20
A4	Millineum Plaza	18250	35%	13670	72580 (400)	3	2 ECS	F-15-R-6.5-6
A5	Parking cum Comm	11280	50%	8020	Total Builtup ared 40000 parking 32000 commercial 8000	3	1000 ECS	F-15-R-6.5-6
A6	Gen. Comm	15040	25%	11660	15040 (100)	2	2 ECS	F-9-R-6.5-6
A7	Food Court	12450	10%	8140	2490 (20)	-	-	F-15-R-6.5-6
A8	Grid Substation	10648	25%	-	4260 (40)	-	-	-

NEHRU PLACE-
IIND PHASE DEV.

PROJECT TITLE

DRG TITLE

LAYOUT PLAN

SCH. NO.

1

SCALE

DATE

MAY 2003

ARCH. ASSTT.

ASSTT. ARCH.

ARCHITECT

SR. ARCHITECT

ADD. CH. ARCH.

CHIEF ARCHITECT

HOUSING & URBAN PROJECTS WING
VIKAS MINAR, NEW DELHI-110002

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN)

No. F1(3) 2004-MP

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Land Use
Police/Traffic
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site and the
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2/6/2004

between the site - fire station / ~~the~~
SR - Faulty works by taking 8m
wide strip from the DTC plot
from North & East side

likely impact with reference to the proposal regarding ^{should also be seen} ~~Impact on the proposed~~ Convention Centre. The Engineering Deptt. may also work out the expenditure required for restoration of existing S W Drain and road considering the detailed location of proposed pylons which is to be borne by the Transco.

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T.C. recommended that the alignment plan of the road from Bawana Industrial Area to Rohtak Road (NH - 10), be taken up with the proposed Urban Extension Plan of Rohini.

Item No. 23/2004.

Sub: Policy framework for Planning and Redevelopment of villages F3(29)94-MP/Pt.III

The representative of MCD stated that they are working out a proposal for the above, which they would be soon submitting to the DDA. As such, the item was deferred.

Item No. 24/2004.

Sub: Change of Land use of plot no.12 Rajpur Road measuring 4.4.acre located in Zone C from Residential to Public and semi-public facilities.
File no. F.3(69)2003-MP.

It was decided

The Item was deferred, for which the Military Authorities be invited ~~for~~ when this item is put up for consideration.

Muker

List of participants of 2nd meeting for the year of 2004 of Technical Committee held on 12.5.2004

DELHI DEVELOPMENT AUTHORITY

S/Sh

Madhukar Gupta, Vice Chairman

Chairman

Prabash Singh, E.M.

A K Jain, Commissioner (Plg.)

Prakash Narayan Addl. Commr. (Plg) III

A K Gupta, Addl. Commr. (Plg) II

Ashok Kumar, OSD (MPPR)

Ms Savita Bhandari Director (LS)

B K Jain Director (DC)

Convenor

MCD

Sham Sher Singh, Sr. T.P.

TCPO

J B Kshisagar TCP

R Srinivas Associate TCP

DELHI TRAFFIC POLICE

Dr. Ajit Kumar Singla, ACP (Traffic)

Ravinder Suri, Inspector

L&DO

Mahendra Singh, Engineer officer

SPECIAL INVITEES:

Surender Srivastava Director(Bldg.)

Ms Tripta Khurana, Chief Arch. DMRC

Adesh Kumar, SE PWD C - V

Priyank Mittal EE PWD XX

R P Jain, Sr. Manager (C) DTC

L C Goel, Dy. G M DTC

H S Chaudhary, Dy. CE / L III, DMRC

S K Singha, CE (Elect) DDA

Kumar Keshav, Chief Project Manager DMRC

S C Tayal CE (NZ) DDA

D K Saluja Dir. (NP) DDA

H B Jha, Project Manager (E) DWK DDA

R M Lal Dir (T) DDA

K S Satial Dy. G M Delhi Transport

K K Ahluwalia, Manager Delhi Transport

R K Sabharwal, Chief Engineer, MCD

V K Panchal, SE / CC 12 DDA

S K Sharma , EE .ND - 8 DDA

Umesh Kumar, EE/ND II DDA

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DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN)

No.

Dated : .5.04

Sub: Draft minutes of the Technical Committee Meeting held on 12.5.04 for the year 2004.

The list of the participants is enclosed as Annexure-I.

Confirmation of the minutes of the Technical Committee Meeting held on 29.1.04. (File No. 1(1)/04-MP).

The minutes of the Technical Committee held on 29.1.04 circulated vide this office letter No. F.1(1)2004-MP/52 dated 4.3.04 were confirmed with the following observations, ~~for 3 items i.e item no. 4/04, 5/04 and 14/04.~~

Bhalswa lake Complex Planning parameters. (Item no. 4/04)

No change in T.C. decision is warranted -
The suggestions received from Director, (Narela), in response to the draft minutes dated 4.3.04 was discussed in the Technical Committee Meeting. The Technical Committee decided that the minutes for this item ~~will remain as same.~~ *will remain same.*

Link Road connecting NH-8 to NH-10 through Dwarka, Rationalisation ROW.)
(Item No.5/04)

This dealt on
The matter is being examined in the concerned file and the decision ~~may~~ *to* be placed before the Technical Committee for information.

Parking cum Commercial Complex proposal of MCD (Item No. 14/2004)

In view of the urgency of Committee to the MCD before the High Court, x
x the decision to follow up action to be taken on file, which may be
The matter is being examined in the concerned file and the decision ~~may~~ *to* be placed before the Technical Committee for information.

Item No. 15/2004.

Sub: Pilot Project of Multi-Level Parking on DTC Terminal Nehru Place. (F.3(98)98-MP)

approved the proposal in principle with the stipulations that
The Technical Committee ~~recommended~~ *approved* that a detailed Circulation Plan ~~is to be worked out by MCD along with the extent of basement and FAR required. The Lands Deptt. to examine the changes required to be done in lease conditions.~~

Item no. 16/2004.

Sub: Regarding alternative route of 220 KV double circuit Transmission line from Bamnoli (400 KV) to Papankala II (220 KV ESS) F1(62)90/DWK

DTC is conducting with the BDA/ Council/ Govt. DTC. ngals maha ref -16. Kals Deptt. or Govt. for tech. the provision for lease pt-2 view.

make

After detailed discussion it was decided
 The Technical Committee recommended that the impact of alternative route of 220 KV double circuit transmission line from Bamnoli to Pappankalan by identifying the areas wherein pylons are to be erected, in consultation with DMRC, on the proposed Tourism Complex and site identified for Convention Centre may be studied. The Engineering Deptt. to work out the expenditure required for restoration of existing S W Drain and road considering the detailed location of pylons required to be erected for the transmission line and to be borne by the Transco.
which is

Item No. 17/2004.

Sub: Change of land use of 252.4 acres of land at Savda Ghevra for relocation of slum & squatters. F20(1)2001-MP

The proposal was recommended for approval subject to the conditions that while developing the area under reference the required land is to be left for the 80 m. R/W Urban Extension Road - 1. Accordingly the proposal be brought before the Authority.

Item no. 18/2004.

Sub: Fixing location of MRTS Station in DWK sub-city F.1(279)95/Plg/DWK/Part

Drake
approach The Technical Committee suggested that the proposal of DMRC may be examined together by Chief Architect and Addl. Commr. (Plg.)-II of DDA and DMRC, with relation to the proposed District Centers in a time bound manner and to be put up in the concerned file for consideration.
along with *study* *except* *at* *Sector* *(near)* *Must* *vanam* *which*

Item no. 19/2004.

Sub: GNCTD proposal for High Capacity Bus system and Electric Trolley Bus System. F5(21)2003-MP

The item was deferred.

Item no. 20/2004.

Sub: Alignment Plan of proposed 60 mt. R/W Road from GT Karnal Road (NH 11) to Integrated Freight Complex for direct approach to Chemical Traders Layout F5(5)2004-MP

The proposal was approved.
recommended

Item no. 21/2004

Sub: Circulation improvement plan around ISBT Sarai Kale Khan. F5(3)87-MP

The Technical Committee approved the proposal with the following observations.
recommended *last use for* *motor driving* *school*

Mafin

(i) ~~The case may be processed for change of land use as per the proposal given in para 2.3 of the agenda.~~ ^{XX}

(ii) ~~The road alignment proposal brought by the GNCTD may be considered, if feasible, considering the land status and site conditions. The proposal is to be examined by the Lands Deptt.~~ ^{It also agreed in principle with the proposed circular plan, & Deptt 2}

Item No. 22/2004.

Sub: Alignment plan of 80 mt. R/W UER 1 from GT Karnal Road (NH - 1) to Rohtak Road NH - 10 F5(17)2001/MP/Pt.I

For the proposed alignment of 80 mt. R/W road between Alipur & Narela Road and Western Yamuna Canal in Narela subcity, the Technical Committee ~~approved the proposal at (para 4 (b) of the agenda) i.e. Alternative Proposal-2.~~ ^{approved with alternative}

~~For the alignment of the road from Bawana Industrial Area to Rohtak Road (NH - 10), the Technical Committee has recommended that this part of the proposal be taken up with the Urban Extension Plan of Rohini.~~ ^{TC recommended that plan}

Item No. 23/2004.

Sub: Policy framework for Planning and Redevelopment of villages F3(29)94-MP/Pt.III

The representative of MCD stated that ~~they will be submitting their observations on the Agenda. As such, the item was deferred.~~ ^{they are working out a proposal for the above which they would submit soon}

Item No. 24/2004.

The Item was deferred, ~~since the~~ ^{Sub: _____ Mafan}
 ~~in Military authorities be invited.~~

List of participants of 2nd meeting for the year of 2004 of Technical Committee held on 12.5.2004

DELHI DEVELOPMENT AUTHORITY

S/Sh

Madhurkar Gupta, Vice Chairman

Chairman

Prabhas Kumar, E.M.

A.K. Jain, Commissioner (Plg.)

Prakash Narayan Addl. Commr. (Plg) III

A.K. Gupta, Addl. Commr. (Plg) II

Ashok Kumar, OSD (MPPR)

Savita Bhandari Director (LS)

B K Jain Director (DC)

Prabash
Singh

MCD

Sham Sher Singh, Sr. T.P.

TCPO

R. Srinivas Associate TCP

J.B. Kshirsagar TCP

DELHI TRAFFIC POLICE

Dr. Ajit Kumar Singla, ACP (Traffic)

Ravinder Suri, Inspector

L&DO

Mahendra Singh, Engineer officer

SPECIAL INVITEES:

Surender Srivastava Director(Bldg.)

Ms Tripta Khurana, Chief Arch. DMRC

Adesh Kumar, SE PWD C - V

Priyank Mittal EE PWD XX

R P Jain, Sr. Manager (C) DTC

L C Goel, Dy. G M DTC

H S Chaudhary, Dy. CE / L III, DMRC

S K Singha, CE (Elect) DDA

Kumar Keshav, Chief Project Manager DMRC

S C Tayal CE (NZ) DDA

D K Saluja Dir. (NP) DDA

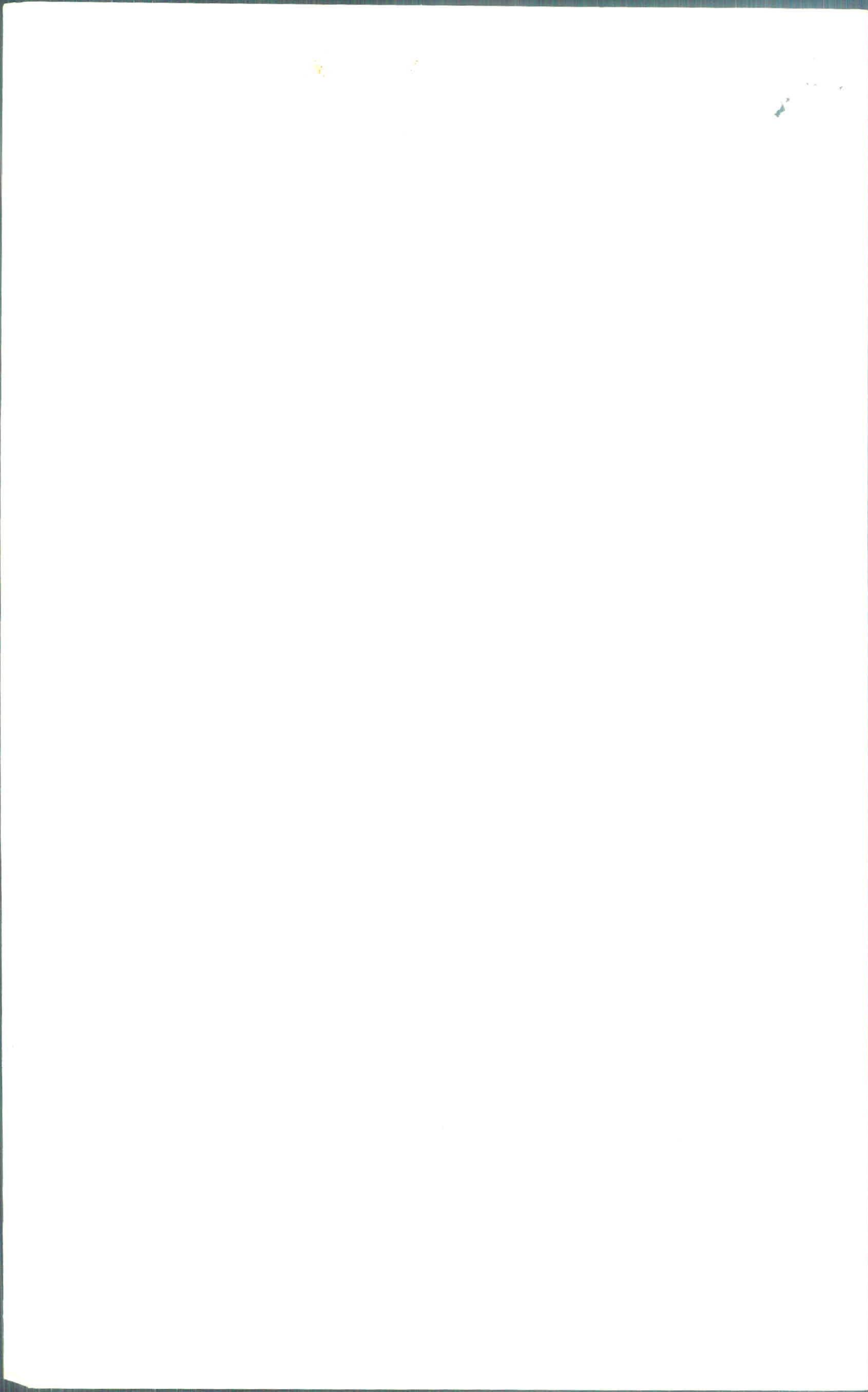
H B Jha, Project Manager (E) DWK DDA

R M Lal Dir (T) DDA

K S Satial Dy. G M Delhi Transport

K K Ahluwalia, Manager Delhi Transport

R K Sabharwal, Chief Engineer, MCD



dvj/10

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO.F.1(D2004-MP/52

Dated: 4-3-04

Sub: Draft minutes of the Technical committee meeting for the year 2004
held on 29.1.2004.

The list of participants is enclosed at Annexure 1

Item No. 1/2004

Sub: Confirmation of Minutes of Technical Committee held on 30.9.2003.
FI(12)2003

The minutes of the Technical Committee held on 30.9.2003 circulated vide this office letter no. F.1(12)2003-MP-432 dated 29.10.2003 were confirmed.

Item No. 2/2004

Sub: Proposed Link Road connecting Ring Road and Mathura Road
along Hara Pullah Nallah Nizamuddin (East)
F5(10)2003-MP

The Technical Committee agreed with the proposal contained in the agenda.

Item No. 3/2004

Sub: Development control norms for the residential development scheme
area in redevelopment scheme of Dev Nagar.
F20(24)04-MP

The item was withdrawn.

Item No. 4/2004

Sub: Okhla Lake Complex Planning Parameters.
F20(2)04-MP

Technical committee agreed with the proposed development control norms for commercial development as contained at para 3.1 of the agenda. For Lake side development i.e. para 3.2 and 3.3 of the agenda, Technical Committee observed that a uniform FAF of 5% should be followed with single storey development. It was also observed that the improvement of surrounding roads and widening of bridge over supplementary drain should form part of the development conditions.

Comptroller

Wiafer

72 108 - 70.52

Item No. 5/2004

Sub: Link Road connecting NH-1 to NH-10 through Dwarka,
National Capital Region.
F1(430)21(2)2004-2005

Minutes deferred

Item No. 6/2004

Sub: Policy for acquisition and de-notification of Development Areas of
DDA.
F3(55)21(2)2004-2005

Technical Committee observed that the Delhi Development Act already provides a policy for notification and does not warrant any modification. However, Technical Committee agreed with the proposed policy for de-notification of Development Area in principle and recommended for putting up the matter to the Authority. It has also been recommended that de-notification of specific areas for the Development Area of the DDA should be taken up with the consent of the MCD.

Item No. 7/2004

Sub: Approach Road between Central Library and Arts faculty in Delhi
University Area.
F5(13)2002-F.F.

The proposed design submitted & presented by the Consultant is approved.

Item No. 8/2004

Sub: Change of land use of 2753 sq.m. of land from public and semi
public facilities to Govt. use.
F.20(4)2004-2005

The Technical Committee recommended the approval of the proposed change of land use of 2753 sq.m. from 'Public and Semi Public' to 'Govt. Use' and its further processing under section 11 A of the DD Act, 1957.

Item No. 9/2004

Sub: Proposal of road bridge over the DWD Flyway by NOIDA. Tol
Bridge (2x10m) (2004-2005)
F7(9)2004-2005

The Technical Committee noted the contents of para 4 of the report and further necessary action.


Committee Secretary



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Item No. 10/2004

Sub- Change of land use from Public & Semi public facilities (FC 53) to Commercial use measuring 2.84 ha at Wazirpur (DMRC Project)
F3(81)2001-MP

The Technical Committee agreed with the proposal as contained in the agenda and recommended for its further processing under section 11 A of DD Act 1957.

Item No. 11/2004

Sub: Change of land use for the DMRC Project in Vishwa Vidyalaya Area from Public to semi public to Residential (3.05 ha) and residential to Commercial (0.77 ha)
F.20(2)2000-MP/Pt.IV

Technical Committee recommended the proposed change of land use of above pockets be processed under section 11 A of DD Act 1957, subject to the development control norms for residential as per 4 (i) of the agenda and for commercial development @ 25% ground coverage and 100 FAR, (as approved by the Authority for property development vide resolution no. 18/2003, which stands referred to Ministry of Urban Development, Govt. of India).

Item No. 12/2004

Sub: Change of land use of an area of 3.36 ha in Tri Nagar for DMRC Project.
F.20(2)2000-MP-Pt.II

The Technical Committee agreed with the proposal contained at para 5 (i) of the agenda and recommended that the matter be processed under section 11 A of DD Act, 1957.

Item No. 13/2004

Sub: Approval of Development Control norms for flyash brick plant at IP Estate (Zone 'O')
F.13(182)2002/Bldg.

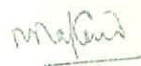
Technical Committee agreed with the proposal contained at para 3 of the agenda for further necessary action.

Item No. 14/2004

Sub: Parking cum Commercial Complex proposal of MCD.
F3(1)2004-MP

Minutes deferred.


Compared with Original



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

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


(B.K. JAIN)
DIRECTOR (DC)

Copy to:

1. Engineer Member, DDA
2. Commr. (Plg.) DDA
3. Commr. (LM) DDA
4. Commr. (LM) II DDA
5. Commr. (LD) DDA
6. Chief Town Planner, MCD
7. Chief Town Planner, TCPO
8. Chief Architect, DDA
9. Chief Architect, NDMC
10. Chief Engg. (Elect.) DDA.
11. Addl. commr. (Plg.) I, DDA.
12. Addl. Commr. (Plg.) II DDA.
13. Addl. Commr. (Plg.) III DDA.
14. OSD (MPTR) DDA.
15. Secretary, DUAC.
16. Land & Development officer (L&D)
17. Sr. Architect (H&IP) CPWD.
18. Dy. Commr. of Police (Traffic) DDA.
19. Director (Landscape) DDA.
20. Director (Bldg.) DDA.

Copy also forwarded to:

1. Director (IT) DDA.
2. Director (Dwarka) DDA.
3. Director (AP) II DDA.
4. OSD to Vice Chairman, DDA for information of the later.


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


with original


Mia

List of participant of 1st meeting for the year of 2004 of Technical Committee held on 29.1.2004

DELHI DEVELOPMENT AUTHORITY:

S/SHRI

Anil Baizal Vice Chairman (Chairman)

Prabhash Singh E.M.

A K Jain Commr. (Plg.)

S C Karanwal Chief Architect

Prakash Narayan Addl. Commr. III

A K Gupta Addl. Commr. II

Ashok Kumar OSD (MPPR)

Savita Bhandari Director (LS)

B K Jain Director (DC)

M.C.D. :

Rakesh Mehta Commr. (MCD)

SS Hadke Chief Architect

V K Bugga, Chief Town Planner

TCPO:

J B Kshirsagar TCP

R Srinivas Associate Planner

DCP (Traffic)

M K Meena DCP (Traffic)

SPECIAL INVITEES:

K Sri Niwasan Chief Urban Planner DMRC

S S seni Dy. Supdt. Archeologist

G S Giri Ex Engg Delhi University

S K Garg Sef I&FC Deptt.

Jaswant Rai Manager IDPC

S P Padhy DLM LM II DDA

M C Gupta C E (East Zone) DDA

P M Parate Director (TYA)

D K Saluja Director (NP) DDA

R M Lal Director (TT) DDA

S P Bansal Director (Dwarka) DDA

Anil Bara Director (Rohini) DDA

R K Jain Director (API) DDA

Santlal Chief Engineer MCD

1

akm

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO. F1(3)2004/

DATED:

MEETING NOTICE

The 2nd meeting of the Technical Committee of the Delhi Development Authority for the year 2004 will be held on 12.5.2004 at 10.30 a.m. in the Conference Hall, 5th floor, Vikas Minar, New Delhi. A list of items along with agenda to be discussed is enclosed herewith.

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

(B.K. JAIN)
DIRECTOR (DC)

Copy to:

✓ Vice Chairman, DDA

✓ EM, DDA

✓ Commr. (Plg.) DDA

✓ Commr. (LM) I DDA

✓ Commr. (LM) II DDA

✓ Commr. (LD) DDA

Town Planner, MCD

Chief Town Planner, TCPO

Chief Architect, NDMC

Chief Engg. (Elect) DDA

Addl. Commr. I DDA

Addl. Commr. II DDA

Addl. Commr. III DDA

OSD (MPPR) DDA

Secretary, DUAC

Land & Development Officer, (L&DO)

Sr. Architect, (H&TP) CPWD

Dy. Commr. Of Polcie (Traffic) Delhi

Director (land Scape) DDA.

✓ Director (Bldg.)

Special Invitees:

Dy. GM, DTC, IP Estate

Director (TT)

Director (DWK)

CE (DKW)

CE (Line 3) DMRC

Project Manager (Elect) Dwarka

Manager (400 KV/220 KV)

Delhi Transco Limited

Engineer in Chief MCD

Engineer in Chief PWD

Chief Engineer Officer BSES

Commr. TPT Delhi Govt.

✓ DLM (HQ) DDA

C E (NZ) DDA.

Director (NP) DDA

FOR ITEM NOS.

15/2004 19/2004

15/2004 17/2004

18/2004

18/2004 16/2004

18/2004

16/2004

16/2004

19/2004

19/2004

19/2004

19/2004

19/2004

19/2004

17/2004



D: 6-5-04

DATED:

(B K JAIN)
DIRECTOR (DC)

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

(B K JAIN)
DIRECTOR (DC)

FOR ITEM NOS.

Dy. GM, DTC, IP Estate	15/2004	19/2004
Director (TT)	15/2004	17/2004
Director (DWK)	18/2004	
CE (DKW)	18/2004	16/2004
CE (Line 3) DMRC	18/2004	
Project Manager (Elect) Dwarka	16/2004	
Manager (400 KV/220 KV)	16/2004	
Delhi Transco Limited		
Engineer in Chief MCD	19/2004	
Engineer in Chief PWD	19/2004	
Chief Engineer Officer BSES	19/2004	
Commr. TPT Delhi Govt.	19/2004	
DLM (HQ) DDA	19/2004	
C E (NZ) DDA.	19/2004	
Director (NP) DDA	17/2004	

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3.	16.2004	Regarding alternative route of 220 KV double circuit Transmission line from Bamnoli (400 KV) to Papankala II (220 KV ESS) F1(62)90/DWK	9-19
4.	17/2004	Change of land use of 252.4 acres of land at Savda Ghevra for relocation slum / squatters. F20(1)2001-MP	20-22
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7.	20/2004	Alignment Plan of proposed 60 mt. R/W Road from GT Karnal Road (NH -1) to Integrated Freight Complex for direct approach to Chemical Traders Layout F5(5)2004-MP	35-36
8.	21/2004	Circulation improvement plan around ISBT Sarai Kale Khan. F5(3)87-MP	Laid on table
9.	22/2004	Alignment plan of 80 mt. R/W UER I from G T Karnal Road (NH - 1) to Rohtak Road NH - 10 F5(17)2001/MP/Pt.I	Laid on table
10.	23/2004	Policy framework for Planning and Redevelopment of villages F3(29)94/MP/Pt.III	Laid on table.

SUB: PILOT PROJECT OF MULTILEVEL PARKING ON DTC TERMINAL-NEHRU PLACE
F.3(98)98-MP

1. BACKGROUND

The proposal of multi-level parking in Delhi was discussed in the Technical Committee meeting held on 26.5.98 wherein it was decided that DTC may frame a pilot project for multilevel parking. The Chairman cum Managing Director, DTC, vide letter no. Sr.MGR.F.54/98/575 dated 26.8.98 had submitted a pilot project. This was examined in DDA and was put up to the Technical Committee meeting held on 30.6.99 vide Item No.13/99/TC. The item was deferred on the request of the consultant. The proposal has again been taken up on the request of DTC.

2. PROPOSAL

The DTC terminal site at Nehru Place measuring 16500 sq.mt. plot facing Outer Ring Road has been proposed for 8 storeyed building/parking lot. A double height ground floor has been contemplated with the part mezzanine floor. It has three storeyed basement for parking. The ground floor is mainly used for large two/three storey high Concourse Piazza of the Bus Terminal with waiting space facilities, toilets etc. A limited part of the ground floor and part of the mezzanine are to be used for showrooms and shops. It is also proposed to provide space for DTC activities.

The building has a multi level car parking facilities from 2nd floor to 5th floor which provides for total car parking of about 700 cars. The office accommodation is proposed in the 1st, 6th and 7th floors which have smaller area than the floor area of lower floors which are to be used for parking.

The abstract of the floor area break up is under:

♦ Total Number of floors	8
♦ TOTAL NUMBER OF BASEMENTS	3
♦ GROUND COVERAGE	49.8% of plot area
♦ HEIGHT OF THE BUILDING	32 mts.
♦ FAR 112.3	(Annexure-I)

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3.0 DETAILS OF EXAMINATIONS:

DEVELOPMENT CONTROL NORMS As per MPD-2001

MAX coverage on different floors of Terminal:

FLOOR	FAR	USE
Ground Floor	3%	for passenger facilities
First Floor	3%	for facilities
Second Floor	10%	for terminal offices
Total	16%	

MAXIMUM FLOOR AREA PERMISSIBLE SHALL BE 500 sq. mts.

MAXIMUM HEIGHT 14 M

OTHER CONDITIONS:

- a) The space on first and second floor shall be essentially used for public services like Post & Telegraph Offices Police Post & other essential services.
- b) Bus queue shelters are not to be included in the coverage and FAR.

Policy for multilevel parking approved by the Authority

A policy for multilevel parking has been approved by the Authority vide Item No.66/2000 dt.18.8.2000 which stipulate the following:

a) Land use permissibility:

Parking being one of the utilities is permissible in all zones. However, from planning point of view, it is desirable that multilevel parking be developed preferably in the designated parking spaces or in the vacant areas (forming part of undeveloped green) in the layout plan. Multi-level parking project shall not be provided in area under regional park/ridge.

b) Minimum size of plot:

Size of multi level parking plot should ideally be 4000 sq.mt. However, the smaller size of the plot if technically feasible can also be considered.

c) Commercial component:

In order to compensate the cost of multi level parking and also to fulfill the growing need of parking spaces within urban areas, it may be desirable to permit the maximum of 30% of gross floor area proposed to be developed for multi level parking as commercial/office utilisation. This is likely to make the multi level parking project economically viable. However, commercial/office use may preferably be located on upper floors leaving the ground floor and its adjacent floors for parking use.

d) Far and Height:

Maximum height as well as permissible FAR need not be prescribed but the same will be subject to height of the surrounding developments and specific clearance from the concerned agencies and specific clearance from the concerned agencies (DUAC, Delhi Fire Service, Airport Authority, Traffic Police etc.) . The total parking space to be decided will be based on surrounding road capacity.

e) Setback:

Setbacks as specified in the Master Plan/approved layout plan shall be applicable. However, in exceptional circumstances relaxation may be made after detailed studies.

f) Basement:

Master plan provisions about basement shall be applicable. Hence, it should be confined within the building envelopes like, Ramps etc., if required, may be allowed within the setbacks

General guidelines for locating multi level parking project by the concerned local bodies in Delhi

- 1) The traffic management scheme of the influence area should form an integral part of the proposal. This would include traffic circulation, entry/ exist, and utilisation of spaces vacated for the proposed multi level parking.
- 2) The directions of the Ministry of Urban Development including directions from Hon ble Courts on the subject be kept in view while formulating the project.
- 3) To maintain layout facility additional parking if required could be developed below the areas identified/designated as green yet to be developed. The surface level to be developed as green/recreational.
- 4) The mixed land use policy as recommended by MUD-2001 be duly considered by respective local agencies while working out the economic viability of multi level parking lots.
- 5) The necessary clearance of the scheme required, as per law from various agencies e.g. DUAC, DMRC, Traffic Police, Fire Deptt. etc. be obtained by project owning agency.

This has been submitted to MOUD&PA for approval. The policy after approval may be made applicable to the DEC proposal by modification required may be submitted by DEC for consideration.

4.0 Planning Observations

The observations of different departments/agencies were obtained on the proposal which are as follows:

A TCPO.

Chief Planner TCPO vide D.O.No.1-20/97-TCPO/UT dated 23rd Oct., 1998 has provided following observations:

1. Such type of proposals will generate huge traffic and may lead to congestion and bottlenecks in future. Besides

This will be permanent loss to the future expansion of terminal activities.

2. MPD-2001 has not postulated for provision for multi storeyed parking of cars and buses in bus terminals.
3. It is necessary to study the implications of such high rise development including environmental impact and generation of traffic at entry and exit points.
4. The proposal under consideration needs modification in building bye-laws.
5. The urban form skyline etc. needs to be kept in view.
6. The impact on the road network with respect to quality and capacity needs to be undertaken. Moreover, such a proposal should form an integral part of traffic management plan of the area.
7. It is necessary to devise a parking policy for the whole of the area in order to assess parking demand, pricing, operational management etc.

B. M/s. CRAPHTS:

The DTC proposal has been examined by M/s. Craphts, the consultants of PWD, NCTD for the flyover project at the intersection of the Outer Ring Road and Hans Raj Marg. The consultants vide letter no. CRTS/PWD FO/98/2033 dt. 19.9.98 has informed that "The circulation plan as visualised by CRAPHTS does not in any way interfere with the circulation of buses being contemplated at the Nehru Place DTC Terminal.

5.DDA OBSERVATIONS:

1. As per policy that multi level parking approved by the Authority, the min. size of multi level parking plot has been envisaged to be 4000 sq.mt. the proposal for multi level parking at Nehru Place has been worked out for a plot area measuring 16500 sq.mt.
2. The FAR and maximum height as approved by the Authority is to be in accordance with the FAR and height of the surrounding developments. The proposal comprises of 8

BT

storeyed building and the FAR is = 112.3. The multi level parking site at Nehru Place forms a part of the District Centre as per MPD-2001, FAR permissible is 125 and maximum height permissible is 37 m.

3. MPD-2001 has provided that the maximum area of basement is to be equivalent to the plot area while DTC has proposed 1.88 times of the plot area.
4. DTC has provided 3 basements while as per MPD-2001 and Authority Resolution on the subject states 2 basements are permissible.
5. MPD-2001 has envisaged only surface and basement parking in the District Centres while DTC proposal has used 4 floors above the ground for parking.
6. The area for commercial use has been proposed as 30% of the gross floor area. This is in conformity with the Authority Resolution 66 dated 18.9.00 for multi level parking policy.
7. The ground coverage of 50% of the plot has been proposed by DTC which is higher than 25% as provided in MPD-2001.
8. As per general guidelines approved by the Authority Resolution No.66 it is essential that a Traffic Management Scheme of the influence area should form an integrated part of the proposal. No such traffic management scheme has been prepared by DTC.
9. As per MPD-2001 provision, the basement beyond the ground coverage shall be kept flushed with the ground and shall be ventilated with mechanical ventilation. This proposal is not in conformity with MPD-2001 provision.
10. The policy for dealing with misuse of planned parking spaces needs to be worked out otherwise additional parking so generated shall be prone to misuse.

60

5. RECOMMENDATIONS FOR CONSIDERATION:

The DTC proposal given in para-2 and observations in para-4 are placed before the Technical Committee for its consideration

ag/12
R. M. I. A. C.
Director (T.C.)

H. H. Hillon
Lt. Dir. T.T.

Draft Agenda

Subject : Regarding alternative route of 220 kv double circuit transmission line from Bamnoli (400 KV) to Papankala-II (220 KV ESS).

No. F.1(62)90/Dwk/

1. Background :

Delhi Transco Ltd. through their construction deptt. has been requesting for approval of alternative Route for erection of 220 kv double circuit overhead tower line between existing Bamnoli 400 kv sub station in Sector 29, to existing 220 kv ESS (Papankala-II) in Sector 16-b, Dwarka.

2. Observations :

- i) As per the approved power plan of Dwarka Sub-city, the proposed 220 kv overhead route runs west of Najafgarh Drain up to Sector 16-c and thereafter enters the 60 Mtr loop road via District Park (Master Plan green) to reach 220 kv ESS in Sector 16-b (refer plan laid on table).
- ii) Delhi Transco vide their letter No. Manager (400 kv/220 kv)TL/T-80/726 dated 18.3.04 (copy enclosed, as annexure-1) based on a joint inspection carried-out on 16.3.04 have furnished that due to unauthorised encroachments in the form of Farm houses, existing Rai International School, existing structures of Qutub vihar Ph-I, etc., the approved overhead alignment is not feasible.
- iii) The alternative overhead route proposed by Transco, runs along existing/proposed 30 m road, east of Najafgarh drain, in sector 24, 16-c, 16-d till it meets the original approved route. The alternative proposed overhead route has been examined jointly by Dwarka Civil & Electrical Wing, and Dwarka Planning Office. The specific observations on this route are, as given below :

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- 57 48
- a) The approved overhead route alignment between Bamnoli 400 kv ESS up to Sector 16-c was to run outside the Dwarka project boundaries, as well as beyond the DDA development area. Due to constraints of unauthorised encroachments/built-up area, and also the urgency of meeting the increasing power load requirement of Dwarka Sub-city; it was felt essential to consider the alternative overhead alignment proposal of Transco.
- b) The 30 m road between sector 16-c up to the junction of Palam drain with Najafgarh drain has already been implemented, whereas, the said road up to Bamnoli 400 kv sub station is yet to be demarcated and constructed. Hence, it may be appropriate, at this stage to take the proposed 220 kv overhead towers as close as possible to the embankment of the Najafgarh drain. Foundation of few pylons may effect plantation done by Dwarka horticulture division. One or two pylons may have to pass through the Sewage Treatment Plant under D.J.B. & G.G.S. Indraprastha University Campus.
- c) Location of 220 Kv towers in sector 24, may pose impediment in planning of District Park along the Najafgarh drain, likely to be developed as GOLF COURSE.
- d) As per approved Dwarka power plan along 60 m loop road, a 220 kv overhead line and a 66 kv underground line is proposed. The 60 m loop road in Sector 16-b, c & d has already been executed, with about 3.5 m wide drain. Due to erection of towers/pylons along the road, restoration of existing S.W. drain and 60 m road in about 600 m stretch would be required. As per Engineering Wing (Letter F.3(11)04/CC-17/DDA/ dt, 25.3.2004) it is estimated to cost about Rs. 40.46 lacs (Annexure 2). The same may have to be born by Transco.
- e) In Dwarka, as per approved power plan, two overhead tower lines have not been permitted by DDA/DUAC along Master plan roads. Hence, in future any overhead 66 kv or 220 kv tower line along the 60 m road would have to be laid underground by Transco/BSES. This point was already explained to Transco officials during the meetings on the subject.

Contd.....

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f) As per the tower details furnished by Transco, the proposed Towers for entry/exit from 220 kv ESS (Papankala-II) in Sector 16-c would freeze proposal to develop any Cremation/Burial ground in Sector 16-c. This condition is acceptable to MCD.

g) The Transco will have to obtain NOC for the proposed alternative overhead route from Airport Authority of India, Irrigation & Flood deptt, DJB, I.P. University and any other service agency, as may be required before implementation.

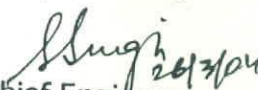
3. With the observations given above, the alternative route proposal is put up for consideration of DDA Technical Committee.



Director(Plg.)
Dwarka



Project Manager (Electrical)
Dwarka



Chief Engineer
Dwarka

- 12-A -

ANNEXURE-1 44

DELHI TRANSCO LIMITED
(CONSTRUCTION DEPARTMENT)

Room No. 30, "Shakti Deep",
Anarkali Market Building,
Jhandewalan Extension,
New Delhi - 110 055
Phone: 011-23593250

No. Manager (400KV/220KV) 11/T-80/ 726

Dated: 18-03-2004

✓ Jt. Director (Planning),
Delhi Development Authority,
Dwarka Project Office,
Mangla Puri,
New Delhi - 110 045.

Kind Attention: Shri Sabyasachi Das

Subject: Approval of the alternate route alignment for erection of 220KV Double Circuit Tower Line between Bamnauli 400KV S/Stn. and Pappankalan-II 220KV S/Stn.

Dear Sir,

This has reference to the Joint Site Inspection carried out on 16-03-2004 for the above-referred Transmission Line. As desired, the details of the encroachments on the approved route of this line have been marked on the composite plan of Dwarka provided to us. The alternate route proposal has also been marked on this map. For laying of pylons along this new route you are requested to provide us a 10-meter wide strip along the Najafgarh Drain in DDA Area. The route alignment of two no. existing 220KV Tower lines emanating from Bamnauli 400KV Grid, have also been plotted on the same map.

It is again requested to accord us the approval of the revised route alignment at the earliest for expeditious erection of the aforesaid line.

Thanking you,

Yours faithfully,

B. Singh
18/3/2004
Manager (400KV/220KV) TL

Encl: Two Copies of Composite Plan of Dwarka
and one copy of layout plan of
sector 16a and 16b DWK.

*Pls. name it
on above attached plan
Sabyasachi Das
22/3/04
SD(PG)E*

- 13 -
54
ANNEXURE-2
43

DELHI DEVELOPMENT AUTHORITY
'ENGINEERS'
SUPTDG. ENGINEER/CC-17

No. F 3(11) 54/CC-17/DDA/447

Dt: 25.3.2014

To

✓ The Director,
Planning/Dwarka,
D.D.A. Manglapuri,
New Delhi.

Sub:- Regarding Alternative route for 220 KV
Double civil transmission line from
Bamoli (400 KV) to Papankalan-II (220 KV)
E.S.S. in Sector 16b.

Please find enclosed herewith the Estimate
amounting to Rs. 49,46,316.00 (Rs. ^{Nine}Forty, lacs; ^{Forty Six}thousand three hundred ^{Sixteen} only) on account of
Restoration charges for existing damage S.W. Drain and
allied services coming in the alignment of 220 K.V line
to be laid by Delhi Transco Ltd; at the location mentioned
under subject.

Encl:- One Estimate
As Stated Above.

Copy to:

1. CE (DWK) DDA, for his kind information please.
2. EE/W.D.3/DDA.


(P.C. GUPTA)
SUPTDG. ENGINEER/CC-17/DDA
LAKKAR MANDI: KIRTI NAGAR

Suptdg. Engineer/CC-17/DDA

SCHEDULE OF QUANTITIES

Estimate for Restoration charges of damaged S.M. Drains and allied services for laying 220KV Route from Village Bannoli to 220 KV grid station in sector-16B(Dwarka)

Estimated cost.	Rs. 26,46,718.00
Add 3% contingencies	Rs. 79,402.00
Add 15.66% cost index.	Rs. 27,26,120/-
	Rs. 4,26,910/-
	Rs. 31,53,050/-
Add anticipated Enhancement @ 25%	Rs. 7,88,258/-
Add D.C. + interest 25.5%	Rs. 39,41,288/-
	Rs. 10,05,028/-
	Rs. 49,46,316/-

(Rs. Forty nine lacs, forty six thousand three hundred sixteen only)

C/20

8/2/24
AGC(1)
EE (P)/22-1)
Don

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SE (22-1)
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SCHEDULE OF WORK

Estimate for Restoration charges of damaged SI Bridges and allied services for lifting 230 HY Beams from Willa to Ramnoli to 200 HY Beams in Sector-16B (Dwarka).

S.No.	Description of item.	Qty.	Unit.	Rate.	Amount.
1.	Providing and fixing interlocking paver block 60mm thick from manufacturer with 1:3 grade cement concrete on pavement including setting in position over 50mm bed of sand including cutting, placing and levelling etc. and complete with plate vibrator complete as per the direction of Engineer-in-charge.	913	Sqm.	Rs. 365.00	Rs. 3,33,245.00
		(Rs. Three hundred sixty five only).			
2.	Providing and laying non pressure TF-2 class (light duty) RCC pipes with collars jointed with stiff mixture of cement mortar in the proportion of 1:2 (1 cement: 2 fine sand) including testing of joints etc. complete. 250mm dia RCC pipe.	100	Mtr.	Rs. 191.70	Rs. 19,170.00
		(Rs. One hundred ninety one and paise seventy only).			
3.	Supplying and filling in plinth with jamuna sand under floors including watering, ramming, consolidating and dressing complete.	2388	Cum.	Rs. 213.30	Rs. 5,09,360.00
		(Rs. Two hundred thirteen and paise thirty only).			
4.	Reinforcement for RCC work including straightening, cutting, bending, placing in position and binding all complete.	7880	Kg.	Rs. 21.85	Rs. 1,72,178.00
		(Rs. Twenty one and paise eighty five only).			
5.	Centering and shuttering including strutting, propping etc. and removal of form for suspended floors, roofs, landing, balconies and access plate form..	334	Sqm.	Rs. 111.20	Rs. 37,141.00
		(Rs. One hundred eleven and paise twenty only)			

Cont. P-2

Rs. 10,71,094.00

2

Cont. P_∞ 3

Rs. 14,09,942.00

1. Providing and laying in position specified grade of reinforced cement concrete excluding the cost of centering, shuttering, finishing and reinforcement. All work up to plinth level.
- a) 1:1.5:3 (1 cement: 1.5 coarse sand: 3 graded stone aggregate 20mm nominal size).
12. Brick work with FPS bricks of class designation 75 in foundation and plinth in cement mortar 1:4 (1 cement: 4 coarse sand).
13. Making bell mouth opening/entrance of size 100x50x50 cm. for drainage pipe under foot path including providing cement concrete 1:3:6 (1 cement: 3 coarse sand: 6 graded stone aggregate 20mm nominal size) for shape of bell mouth including plastering mixproving providing and fixing 100x50x5cm. size precast RCC slabs 1:2:4 (1 cement: 2 coarse sand: 4 graded stone aggregate 12.5mm nominal size) reinforcement with cold twisted bars reinforcement 3 100 Kg. per cum. of reinforced concrete including plastering with cement mortar 1:3 (1 cement: 3 fine sand) of 6mm thickness on exposed surface of the slab and bell mouth including centering, shuttering and neat cement punning inside the bell mouth etc. all complete.
14. Kerb stone (using 50% old kerb stone and 50% damaged)

Cont. P-4

52.36	Cum.	Rs. 2116.20	Rs. 1,10,677.00
(Rs. Two thousand one hundred sixteen and paise twenty only).			
328.00	Cum.	Rs. 1478.40	Rs. 4,24,915.00
(Rs. One thousand four hundred seventy eight and paise forty only).			
40 Nos.	Each.	Rs. 588.95	Rs. 23,558.00
(Rs. Five hundred eighty eight and paise ninety five only).			
240.00	Mtr.	Rs. 136.17	Rs. 32,681.00
(Rs. One hundred thirty six and paise seventeen only).			

Rs. 20,61,773.00

... 4 ...

1. 2.

15. Providing lining and placing in foundation 7cm. thick, Hb-20 grade precast G.P.C coloured covers as per IS: 12592-2802 and as per design drawing shade and size as approved by Engineer-in-charge.

16. Disposal of materials by mechanical transport loading, unloading and stacking within 200. lead.
1) Earth.

3. 4. 5. 6.

500 Sqm. Rs. 895.50 Rs. 4,47,450.00
(Rs. Eight hundred ninety five and paise ~~thirty~~ fifty only).

3483 Cum. Rs. 39.39 Rs. 1,37,195.00
(Rs. Thirty nine and paise thirty nine only).

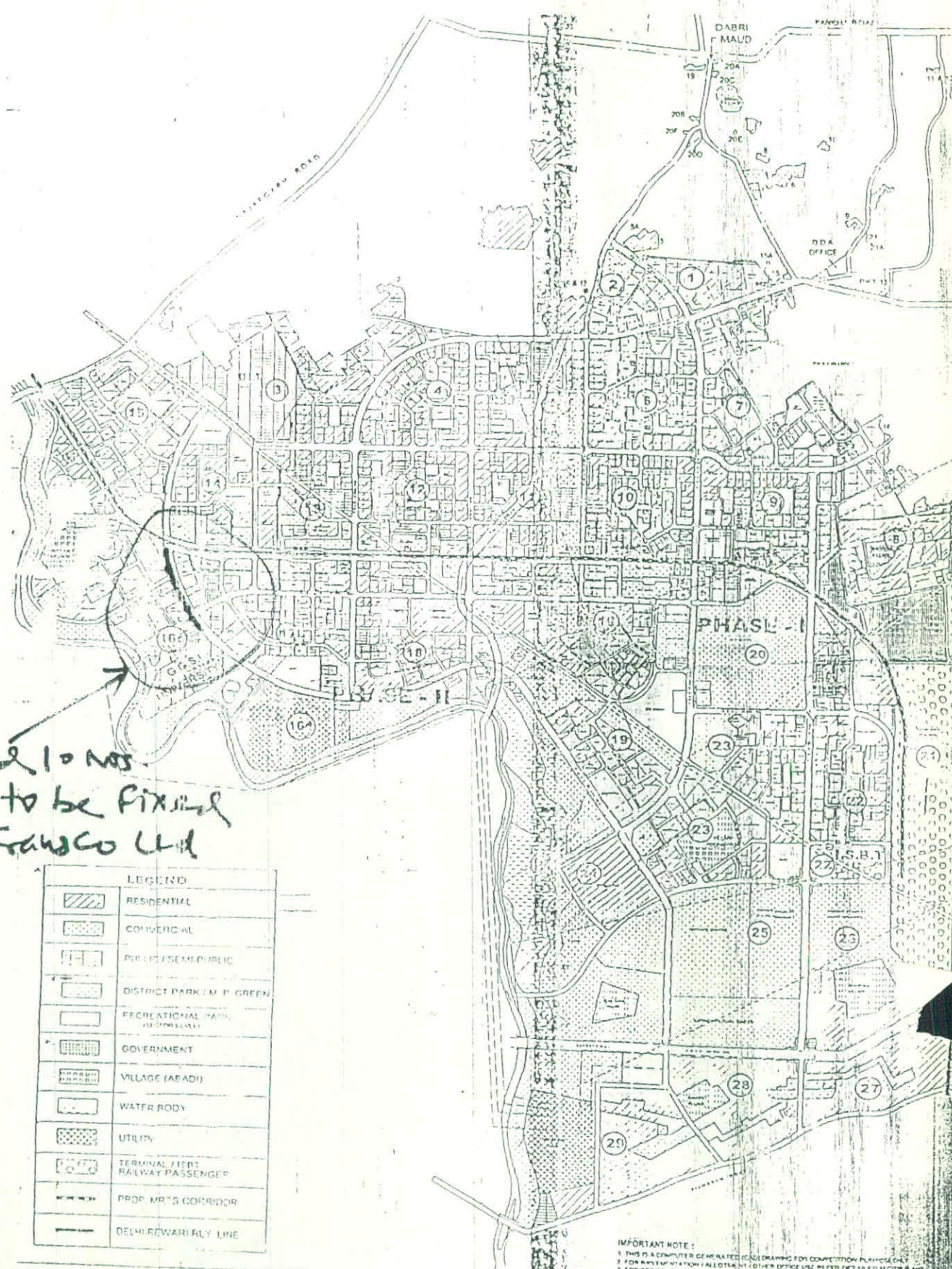
Rs. 26,46,718.00 (A)

Rs.
FERD

8/2/2017/25/1/2017
AG-10/10-17

Signature

SD



Proposed 10 nos.
Pylon to be fixed
by Transco Ltd

LEGEND	
	RESIDENTIAL
	COMMERCIAL
	PUBLIC/SEMI-PUBLIC
	DISTRICT PARK / M. P. GREEN
	RECREATIONAL PATH (UNDEVELOPED)
	GOVERNMENT
	VILLAGE (ABADI)
	WATER BODY
	UTILITY
	TERMINAL / FEED RAILWAY PASSENGER
	PROP. M.R.T.S. CORRIDOR
	DELHI SEWAGE LINE

IMPORTANT NOTE:
1. THIS IS A COMPUTER GENERATED DRAWING FOR COMPETITION PURPOSE ONLY.
2. FOR ANY INFORMATION / ALLOCATION / OTHER OFFICE USE, REFER ONLY TO THE SITE PLAN.
3. FOR OFFICE USE ONLY.

VARKA SUB - CITY : COMPOSITE PLAN OF PHASE I **DWARKA PROJECT, DELHI DEVELOPMENT AUTHORITY**

1.2 → 400 / 17.2001

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- 20 -

DRAFT AGENDA FOR THE TECHNICAL COMMITTEE

Sub: Change of landuse of 252.4 acres of land at Savda-Ghevra for relocation Slum / Squatters.
(File No.F20(1)2004/MP/)

1.0 Background

In pursuance of orders of Hon'ble High Court for the purpose of relocation of existing Slum/ Squatters of Jamuna Pusta, MCD had earlier identified some land at Savda-Ghevra and subsequently requested DDA for issuance of NOC for acquisition of land measuring 253 acres(approx.)accordingly.

Upon examination, JD(Master Plan) vide its letter dt.16.7.2001 has conveyed the NOC for acquisition under the following conditions:-

- i. For land at Kadipur, proper linkages/road network and services may be developed integrating other Slum & JJ lands.
- ii. The site at Savda/Gavera is to be integrated with the urban extension plan where a 60mts wide road linking NH-10(Rohtak Road) and NH-1(GT Karnal Road) is proposed. The proposed area under road may be reserved as open/green.
- iii. The proposals for change of landuse may be referred on the basis of actual acquisition of land by Slum & JJ Wing.

Director (Town Planning)MCD vide his letter dt.7.8.2003 has confirmed thereafter that Slum & JJ Deptt. has already been provided with 252.4 acres of land by Lands and Building Deptt. Of GNCTD at Savda / Gavera after acquiring the same under section-4,6 and 17(i) of land acquisition act-1894 for squatter relocation. Now it has requested to expedite and consider the proposal for change of landuse of the said site, so that upon approval of Competent Authority, the implementation of the scheme can be undertaken in a time bound manner on priority.

2.0 The site and present status

The site is an area of 252.4 acres, located in between Rohini Project Scheme and U.T.Boundary. It forms part of Planning zone 'N' for which no zonal development plan has yet been prepared and hence the

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598

:2:

site under reference as such can not be established on a physical plan. However, as identified by MCD, the site ~~plan~~ has been marked and shown in the copy of structure plan (of rural area) along with physical references for better understanding of its location.

In addition, the location of site is ⁱⁿ conflict with the proposed alignment of 80 mts road (i.e. UER-I) which connects NH-I (i.e. G.T. Karnal Road) and NH-10 (i.e. Rohtak Road). The said alignment is yet to be finalized which may require some considerable amount of time on account of on-site studies / services to assess existing physical constraints.

3.0 Planning observations:

- i. As per MPD-2001, the site is part of rural area and needs integration with the urban extension plan as per condition attached with NOC. Now in absence of the zonal development plan of the area, the same may not firm up at present.
- ii. The site w/r also falls within the specified depth of green belt to be reserved along the U.T. Boundary as a part of mandatory provision.
- iii. The proposed alignment of 80 mts road (i.e. UER-I) is passing through the middle of the site, thus bisecting it in two equal parts. Now pending finalization of this alignment, the areas under this road network and infrastructure within the site are required to be maintained as green, so that the same can be developed / accommodated later.

4.0 Recommendation

Now being a priority case under the monitoring of Hon'ble High Court, appropriate consideration may be given in favour of change of land use of the site measuring 252.4 acres from "Rural" to "Residential" under the following conditions:

- i. That the layout plan be prepared for the site in which area under proposed 80 mts road is to be kept as green till finalisation of its alignment.

- ii. No further acquisition of land ^{at} the west of the present site (i.e. towards the UT Boundary) be initiated by the MCD till the finalisation of 80 mts. road alignment, as there may be a possibility of aligning the road to the periphery of the villagers adjoining U.T. Boundary.


Dir (Plg.) Rohini


J.D. (Plg.) Rohini


A.D. (Plg.) Rohini

23- T.C. Item No 18/2004

Sub: Draft Agenda for Technical Committee on fixing location of MRTS Stations in Dwarka Sub-City.
F1(279)/95/Plg./DWK/Part

1.0 Background :

Delhi Metro Rail Corporation is constructing MRTS East-West corridor (line No.3). In its phase-I it was initially proposed to connect Barakhamba^{road}-Connaught Place-Patel Nagar-Najafgarh. DMRC latter agreed to extend this corridor into the Dwarka Sub-City. As per the approved structural plan of Dwarka Sub-City a 30 m. ROW rail corridor, is reserved for the construction of MRTS/ light rail. In the plan rail corridor starts from sector 21 and passes through the sector 8, 9,10,11,12,13,14 and between the 15 & 16a sectors and it further extends into the other urban extension schemes of Delhi. As per the present proposal of DMRC^(placed as Annexure-I), MRTS corridor of line no-3 enters Dwarka in Sector-15-16(a) & terminates in Sector-9 and there is a slight difference in the DMRC's alignment & Dwarka approved plan in the initial entry point. This issue was discussed in Technical Committee on 30-09-2003 as item no 31/2003. Technical Committee, in principle has agreed for sight modifications in the sector 15 and sector 16a&b, to have a smooth link with the main corridor i.e. line no 3 of DMRC.

2.0 MRTS stations in Dwarka sub-city:

As per the approved Dwarka sub-city plan, 5 MRTS stations (refer plan 1 laid on table) are proposed with a terminal in Sector-21 as part of Integrated Metropolitan Passenger Terminal (IMPT). In the DMRC's proposal there were 7 stations proposed, in the present phase of development and the corridor terminates at sector 9 of Dwarka sub-city. In the next phase of development DMRC prepares to extend this corridor further into IGI Airport. The station locations proposed by DMRC have been examined and our observations, station by station, are as given below :-

i) Station No. 1(Sector - 15 & 16 a) :

- a) As per the approved structure plan of Dwarka, an area of about 7500 Sq.m has been reserved, in between the Sector 15 & 16a. DMRC has slightly shifted this station location towards the Najafgarh road (refer plan 2 laid on table).

- 45
- b) The existing, as well as, the proposed station is surrounded the un-authorized/ built up area. In view of this, accessibility of the station area from the surrounding built up area, circulation system details in and around the station area, and the details of parking areas needs to be worked out by DMRC.
 - c) The land ownership status of the land & the Engineering feasibility may need to be examined by the Lands Management & the Dwarka Engineering Wing, respectively.

ii) Station no. 2 (Sector 14) :

- a) As per the approved structure plan of Dwarka, an area of about 8000 Sq. m has been reserved for the station area. With a view to maintain the distance between the two consecutive stations, DMRC has proposed a slight change in the station location.
- b) The proposed station starts from the middle of the approved station location in Dwarka plan and ends towards sector 15 of Dwarka (refer plan 3 laid on table). On both sides of the station we have proposed District Centre Pockets.
- c) Accessibility of the station area from the 60 m. loop road & the adjacent areas, circulation system details in and around the station area, and the parking provisions for commuters as well as District Centre pockets need to be worked out by DMRC.
- d) The land ownership status of the land, Engineering feasibility & integration of station with planning of adjacent District Centre pockets needs to be examined by L.M. Branch, Dwarka Engineering & HUPW, respectively.

iii) Station No. 3 (Sector - 13) :

- a) As per the approved structure plan of Dwarka an area of about 10,800 Sq.m has been reserved for MRTS station, in sector 13. DMRC has retained the same location in the Sector 13 Dwarka sub-city (refer Plan-4 laid on table).
- b) The station location is in between the linear District Centre pockets.
- c) Accessibility of the station area from the adjacent 30 m. roads on both sides, circulation system details in and around the station area and the parking provisions needs to be worked out by DMRC.

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- d) The land ownership status of the land, Engineering feasibility & integration of station with planning of adjacent District Centre pockets needs to be examined by L.M. Branch, Dwarka Engineering & HUPW, respectively.

iv) Station No. 4 (Sector 12)

- a) As per the approved structure plan of Dwarka sub-city an area of about 3500 Sq.m has been reserved for railway station in sector 12. DMRC proposes a slight change in the station location (refer plan 5 laid on table).
- b) The proposed station location starts from the approved station location in Dwarka plan ends near the 45.0 m road ROW, (dividing the sector 12 & 11). One side of the proposed station has a linear district centre pocket and the other side has existing mixed land use plots.
- c) Accessibility of the station area from 45.0 m, 30.0 m road ROW and the adjacent areas, circulation system details in and around the station area, and the parking provisions for the commuters, as well as District Centre needs to be worked out by DMRC.
- d) The land ownership status of the land, Engineering feasibility & integration of station with planning of adjacent District Centre pocket needs to be examined by L.M. Branch, Dwarka Engineering & HUPW, respectively.

v) Station No. 5 (Sector 11)

- a) As per the approved structure plan of Dwarka sub-city, no station is proposed in sector 11, where as DMRC proposes a MRTS station in Sector 11(refer plan 6 laid on table).
- b) One side of the proposed station has a linear District Centre pocket & a existing senior secondary school plot and the other side is district park & existing plotted development plots.
- c) Accessibility of the station area from the adjacent areas, circulation system details in and around the station area, and the parking provisions for the commuters needs to be worked out by DMRC.

vi) The land ownership status of the land, Engineering feasibility & integration of station with planning of adjacent District Centre pockets needs to be examined by L.M. Branch, Dwarka Engineering & HUPW, respectively.

vii) Station No. 6 (Sector 19)

- a) As per the approved structure plan of Dwarka an area of about 7500 Sq.m has been reserved for METS station. Where as per DMRC proposal MRTS station is slightly shifted from the envisaged station location (refer plan 7 laid on table).
- b) The station location is in between the linear District Centre pockets.
- c) Accessibility of the station area from the adjacent roads, circulation system details in and around the station area, and the parking provisions for the commuters as well as District centre, needs to be worked out by DMRC.
- d) The land ownership status of the land, Engineering feasibility & integration of station with planning of adjacent District Centre pockets needs to be examined by L.M. Branch, Dwarka Engineering & HUPW, respectively.

viii) Station No. 7 (Sector 9)

- a) As per the approved structure plan of Dwarka the station is proposed in sector 9. Dwarka DMRC proposes a station in sector 9, along the envisaged alignment plan of MRTS as vide (refer plan 8 laid on table).
- b) Station no. 7 in sector 9 is last station for the present phase of development of MRTS corridor in Dwarka sub-city. One side of the station is part of service of corridor in Sector 9 and on the other side of station is Bhilai Vihar (Bharat Vardana) of Sector 20. Part of the corridor involves shifting of various transport programme plots.
- c) Accessibility of the station area from the adjacent roads, circulation system details in and around the station area, and the parking provisions for the commuters needs to be worked out by DMRC.
- d) The land ownership status of the land, Engineering feasibility & integration of station with planning of adjacent Service Centre pockets & Bhilai Vardana Scheme needs to be examined by L.M. Branch, Dwarka Engineering & HUPW, respectively.

3.0 Recommendations:

The DMRC's proposal was discussed in a meeting under the chairmanship of Commr.(Plg.) on 6.4.2004, where the officers of Engineering wing of Dwarka, HUPW, T.T. Unit, DMRC & Dwarka Planning Office were also present. Based on decision following is recommended for consideration of DDA Technical Committee -

- a) From planning point of view, it may be desirable to visually & functionally link the elevated Metro Corridor space on ground, level between the sectors. It may therefore, be desirable to allocate only the standard station area to DMRC, instead of entire corridor space.
- b) The location of stations may be firmed up by DMRC in each of the seven sectors of Dwarka by 50 to 100m., on either side to integrate the circulation and parking requirements in and around the station. From planning point of view the circulation & parking details needs to be worked out in an integrated manner between DMRC & HUPW of DDA for the linear District Centre pockets located on both sides of the corridor.
- c) DMRC shall interact with Dwarka Engg. Wing, BSES, TRANSCO, I&F, DJB, AAI etc., for fixing the location of pylons etc., so as to minimize disturbance to already laid underground services and also the existing road sections.

4. With the above recommendations, as given in Para-3 above, the DMRC's proposal is put up for consideration of DDA Technical Committee.

Adal
(N.P. Agarwal.)
AD(Plg.) Dwarka

Kalyanadas Dey
JO (Plg.) Secy.

S.P. Bhanu
15.4.04.
Dr S.P. Bhanu
DG (Plg.) DDA

- 28 - T.C Item No. 19/2004
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**DELHI DEVELOPMENT AUTHORITY
TRAFFIC AND TRANSPORTATION UNIT
6TH FLOOR, VIKAS MINAR, NEW DELHI**

Agenda for Technical Committee

GNCTD Proposal for High Capacity Bus system and Electric Trolley Bus System

F.5 (21) 2003-MP

1. BACKGROUND

The office of Minister-Transport, Tourism and Travel, GNCTD dt. 26.8.2003 submitted a proposal of high capacity bus system alongwith a copy of the report of the committee on sustainable transport development for Delhi prepared under the chairmanship of Chief Secretary, GNCTD.

2. PROPOSAL

Govt. of NCT of Delhi has prepared a feasibility report for the introduction of high capacity bus system (HCBS) and Electric Trolley Bus (ETB) corridors in Delhi as given below:-

TABLE 1 : HIGH PRIORITY CORRIDORS HIGH CAPACITY BUS SYSTEM (HCBS)

S.NO	CORRIDOR	LENGTH (KM.)
1.	Nangloi - Peeragarhi - Punjabi Bagh-Anand Parbat-Rani Jhansi Road-Link Road-Gole Market-Shivaji Terminal	20
2.	Azadpur-Wazirpur Industrial Area- Punjabi Bagh-Raja Garden-Naraina Vihar-Dhauli Kuan-Moti Bagh-South Extn.-Mool Chand-LSR-Nehru Place	32
3.	Jahangirpuri-Azadpur-Rana Pratap Bagh-Malka Ganj-St.Stephen's Hospital-Mori Gate-Old Delhi Rly.Station	12
4.	Dr. Ambedkar Nagar-Masjid Moth-Mool Chand-Sunder Nagar-Appu Ghar-Delhi Gate-Lal Quilla-ISBT	19
5.	Anand Vihar-Karkardooma Chowk-Swasthya Vihar-Lakshmi Nagar-ITO-Bara Kharnba Road-Shivaji Terminal	15
		98 = 100 km.

TABLE 2 : HIGH PRIORITY CORRIDORS FOR ELECTRIC TROLLEY BUS

S.No	Corridor	Length (km.)
1.	Hari Nagar Clock Tower-Lajwanti Garden-Kirby Place-Dhauli Kuan-SP Marg-Wilington Crescent-Talkatora Stadium-Central Sectt.	16
2.	Badarpur-Sarita Vihar-Ashram Chowk-Humayun's Tomb-Sunder Nagar-Pragati Maidan	16
		32

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It is proposed to cover a total length of about 100 kms. Of high capacity bus system and Electric Trolley Bus in two corridors extending to 32 Kms.

The draft final report highlights the introduction of high capacity bus system along the 1st corridor identified at Dr. B.R. Ambedkar Marg, Lal Bahadur Shastri Marg, Josip Broz Tito Marg i.e. from Ambedkar Nagar to Moolchand (Ring Road). The total length of this corridor is approximately 6 kms. as Phase-I. However, this corridor will be extended touching Sunder Nagar-Appu Ghar-Delhi Gate-Lal Quilla-ISBT in Phase-II making a total of one route length of 19 kms. (REFER ANNEXURE I, II & III)

A small corridor has been selected to have a first hand experience for studying practical problems likely to be faced later. This will also study the problems on account of shifting of road cross sections, services and erection activities for the bus system, rationalization of bus stop locations and designs and operation of existing traffic signals and their improvement. As per this report, the Delhi Govt. has informed that tenders have already been accepted from M/s Tata Motors Ltd. for supplying of high capacity low floor buses incurring an expenditure of Rs. 5.10 crores for the purchase of 13-14 buses and the buses are expected to be supplied within a period of 3-4 months.

**TABLE 3
DETAILS OF THE CORRIDORS**

Ambedkar Nagar Chowk to Chirag Delhi Intersection (3.0 Km)	Chirag Delhi to Moolchand Flyover (2.8 Km)
3 median cuts available all signalised (for vehicular use)	2 median cuts both signalised (for vehicular use)
21 bus routes merging/diverging at Ambedkar Chowk	26 bus routes ply on this section
<ul style="list-style-type: none"> 5 bus stops Ambedkar Nagar DDA flats Madangir Camp Pushp Bhawan Sheikh Sarai 	<ul style="list-style-type: none"> 6 bus stops Chirag Delhi Panch Sheel Krishna Vihar Siri Fort Road Sadq Nagar Kendriya Vidyalaya
Pedestrian facilities	Pedestrian facilities
Inadequate crossing facilities	Inadequate crossing facilities
Absence of subways/FOB	Absence of subways/FOB
Segregated pedestrian	Segregated pedestrian facilities are required
Existing R/W	Existing Right of way
Average R/W 45 M (Refer Table 4)	Average R/W 45 M (refer Table 5)
Critical Sections	Critical Sections
<p>Ambedkar Nagar Chowk to Chirag Delhi Intersection (3.0 km),</p> <p>The required land width is available throughout the Section except at Vinit Marg crossing facing Hanuman Mandir (ROW < 31 m) and near the drain between sectors 3 & 4 of Pushp Vihar (ROW < 32 m).</p> <p>The terminal design (that is planned on/around the vacant land lying near the mosque facing the intersection) at Ambedkar Chowk will depend on the junction arrangement and the decision to make the present intersection four arm to facilitate entry and exit of buses from the terminal. The intersection and terminal design shall also take into consideration the existing PWD proposal of a straight flyover over the intersection on the Mehrauli - Badaipur Road, and the availability of land for development for the terminal.</p>	<p>Chirag Delhi Intersection to Moolchand Flyover/Intersection (2.8 km)</p> <p>The required land width is available throughout the Section except at Andrews Ganj Extension T Intersection (ROW < 37 m) and at Moolchand flyover (ROW < 24 m).</p> <p>The intersection design shall take into consideration DDA's proposal of a straight flyover over the Andrews Ganj Extension T intersection on the Joseph Broz Tito Marg.</p>

Table 4
Existing Right of ways

S.No.	Location	Existing way(m)	Right of	Land Owning authority
1.	Ambedkar Marg North of A.Nagar junction	48.0		MCD
2.	Ambedkar Marg at Hanuman Mandir	30.0		-do-
3.	Ambedkar Road just before Sheikh Sarai Red Light	40.9		-d-
4.	Ambedkar Road near Sheikh Sarai Red Light	47.5		-do-
5.	Ambedkar Road near Chirag Delhi Red Light	45.7		-do-
6.	Ambedkar Road near Chirag Delhi Red Light	45.8		-do-
7.	50 m before Chirag Delhi Flyover	51.4		-do-
8.	Chirag Delhi Flyover	47		PWD

Table 5
Existing Right of ways

S.No.	Location	Existing way(m)	Right of	Land Owning authority
1.	Chirag Delhi Flyover	47.0		PWD
2.	J.B.Tito Marg 50 m from Chirag Delhi Flyover	51.0		-do-
3.	Nala near Krishi Vihar	30.6		-do-
4.	Just before Siri Fort Red Light	53.9		-do-
5.	Just after Siri Fort Red Light	47.2		-do-
6.	Just before L.S.R.T-Point	36.3		-do-
7.	Just after L.S.R. T-Point	47.2		-do-
8.	Moolchand Flyover (Road Deck)	23.7		-do-

3.0 PLANNING OBSERVATIONS

The proposal was discussed in a meeting held under the chairmanship of VC-DDA and accordingly vide letter dt. 27.1.2004 communicated the following observations

- i) As per MPD-2001 and also from traffic and transportation plan, the volume of traffic as well as the centripetal and centrifugal urban pattern requires a multi modal transport system for Delhi comprising of roads, railways, MRTS and other innovative modes such as HCBS and ETB. As such, this is a welcome proposal from planning point of view.
- ii) The proposal is duplicating and overlapping on the routes which are already well served such as ring roads, Lal Bahadur Shastri Marg, Aurobindo Marg, Vikas Marg etc. While it may be alright for taking up 1 or 2 routes on experimental basis but keeping in view that along these routes MRTS is also coming up besides ring railway, Mudrika etc. This proposal will only duplicate the ongoing efforts which may result into redundant expenditure


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and efforts. The recent studies for development of flyovers have estimated an average daily traffic of around 1,25,000 PCU per day (10000 PCU in peak hour) (Peak directions) and estimated to be around 14000 PCU in peak hour (Peak directions) by 2021. As such, it is necessary that while working out the routes and corridors for HCBS and ETB an integrated view is taken. The major problems in which HCBS and ETB could touch upon would be providing reliable and speedy transport from the out lying areas such as Narela Bawana, Tikri Kalan, Nazafgarh, Jonapur, Chhatarpur and the traffic could be brought upto main ring road or major work centers such as Central Sectt, ITO Complex, Connaught Place and railway stations, ISBT etc.

- iii) Another major area which should be considered for HCBS and ETB is to replace high volume of chartered buses which are running during the peak hours from Delhi Suburbs to major work centers like ITO, Nehru Place, Bhikaji Cama Place, ISBT, Central Sectt. etc.
- iv) Keeping in view the restricted R/W of major roads and constraints like flyovers etc. , the proposal for running of HCBS and ETB in the center of road R/W needs careful re-assessment. It is suggested that a detailed alignment and route plan will require to be prepared for 1 or 2 roads to examine the proposal by GNCTD itself.
- v) The report is not clear about the starting of HCBS and ETB buses (i.e. terminals and their infrastructure etc.) and the rolling stock. This needs to be examined and prima fascia it could be taken up with DTC so that their spare capacity could be utilises for the same.
- vi) The proposal may also take into account the proposed Commonwealth Games in Delhi in the year 2010 for which a complete system would be required to be worked out.
- vii) It had been earlier suggested that the major Trade Fair activities should be shifted from Pragati Maidan to a out lying area like Narela. HCBS and ETB could play an important role in working out such a proposal. As such the proposal of the GNCTD could be linked with development of relocation of trade fair grounds.
- viii) Provisions of infrastructure for safe and convenient passage for pedestrians and cyclists shall be one of the major considerations while detailed planning for HCBS/ETB system.
- ix) Logistics including space for parking land requirement etc. needs to be detailed out.
- x) Overall city structure should be considered while doing detailed planning for HCBS specially along the major areas, intersections and flyover locations etc.

4.0 RECOMMEDATIONS

The proposal is placed before the Technical Committee for the consideration of Phase I of the High Capacity Bus System and Electric Trolley Buses viz-a-viz planning observations given in Para 3 for consideration.


11/03/04
R. M. Lal
Director (PL&T)


11/03/04
Jyoti D. Pyal
Asstt. Dir (IT)-II

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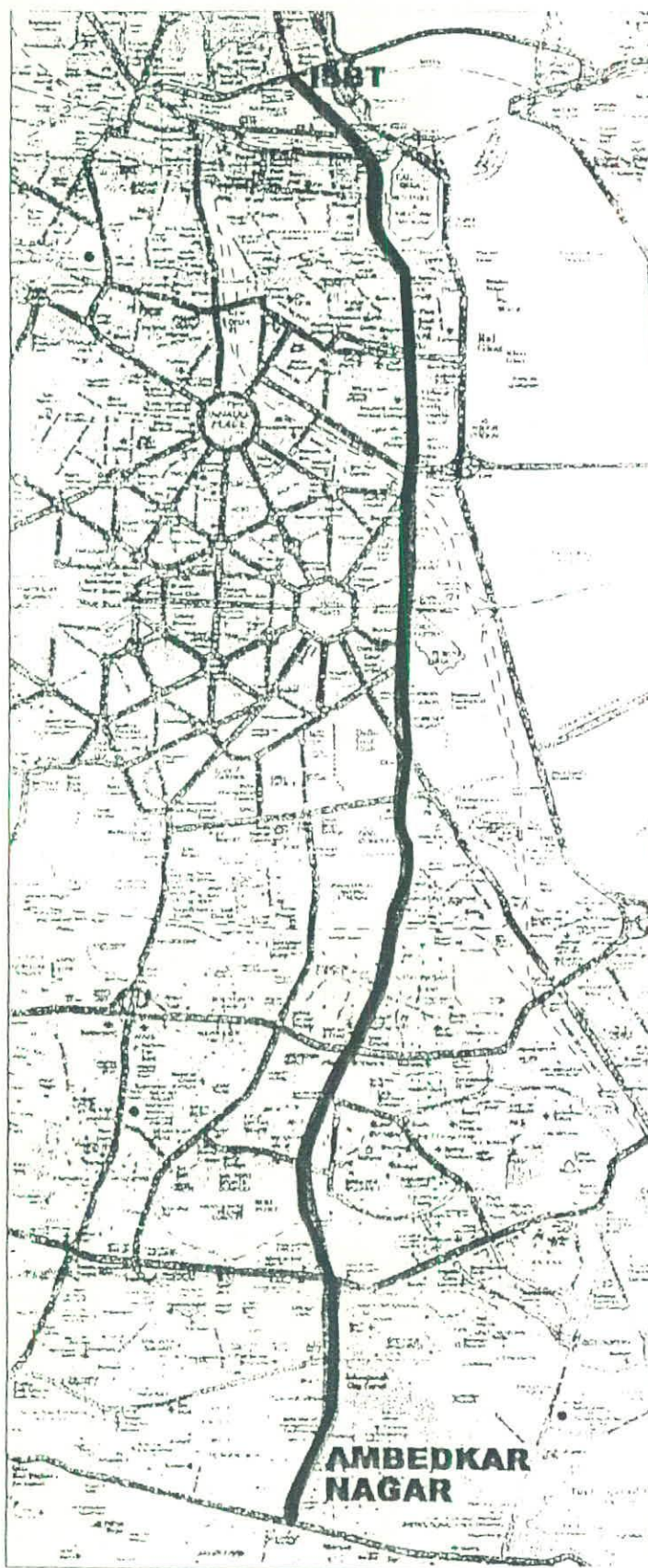


Figure 2.1 Proposed HCBS Corridor From Ambedkar Nagar to ISBT

Figure 2.2 SECTION 1: A. N. TERMINAL TO CHIRAG DILLI

UDA FLATS MASJID MOUTH

PH-1

CHIRAGH DELHI

SHEIKH SARAI

PUSHPA VIHAR

PUSHPA VIHAR

DEEAMBEDKAR NAGAR

KHANDID

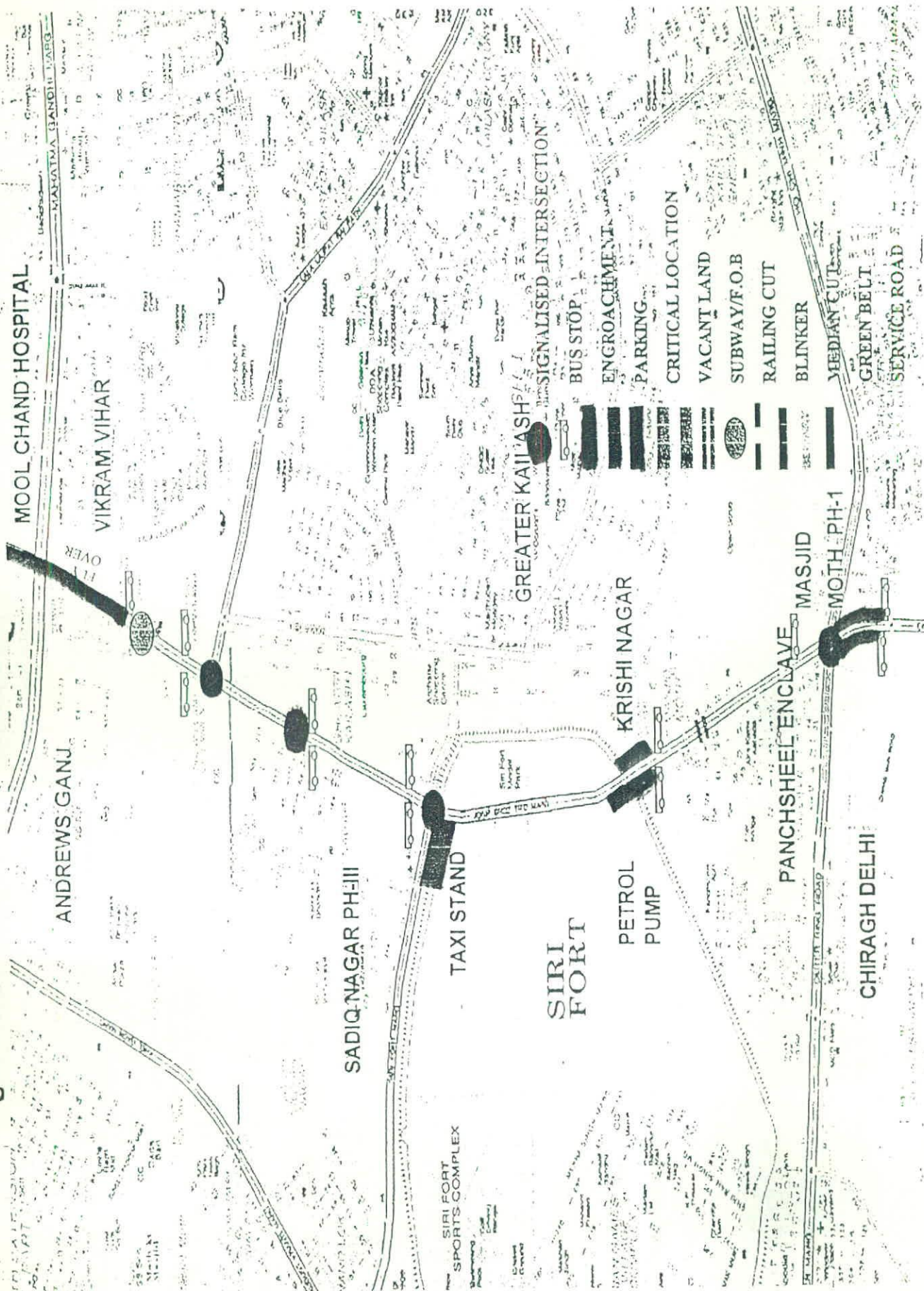
- SIGNALISED INTERSECTION
- BUS STOP
- ENCROACHMENT
- PARKING
- CRITICAL LOCATION
- VACANT LAND
- SUBWAY FLOOR
- RAILING CUT
- BLINKER
- MEDIAN CUT
- GREEN BELT
- SERVER ROAD
- CONJUNCTION

DAKSHINFUR



Figure 2.3

SECTION 2 : CHIRAGH DELHI TO MOOLCHAND



Agenda for the Technical Committee

Sub: Alignment plan of proposed 60 mt. R/W road from G.T. Karnal Road (NH-1) to Integrated Freight Complex for direct approach to Chemical Traders Layout.

F 5(5) 2004/MP

1. Background

A 60 mt. R/W road is proposed between 80 mt. R/W UER- I and 100 mt. R/W UER II in the zonal plan of Narela Subcity (zone M, N & P (Pts) which is approved by T.C./Authority. This road shall provide direct approach to Integrated Freight Complex where a layout for chemical traders has already been developed. Accordingly, the development of this road has become a priority otherwise the traders shall have to take a long detour to reach their site. Length of this proposed road between G.T. Karnal Road (NH-1) on the east and 20 mt. + 20 mt. wide road on the west is about 1.64 kms.

2. Examination

A plane table survey to a scale of 1:500 of this road was got done by survey unit attached to Narela Project. Based on this survey a draft alignment plan with 60 mt. R/W has been prepared. The landuse of the area along this road on the northern side is proposed for Facility Centre-6 /Community Centre site. On the southern side of this road, a zonal green has been proposed between the road R/W and the AIR boundary. At present, two 66 KV HT lines and 2 L.T. lines are cutting across this road. There are 25 existing trees falling in the road alignment. There is no pucca/semi pucca structures falling in the proposed road R/W.

3. Land Acquisition Status

The land of this road stands acquired and is in possession of Engineering Deptt. of DDA with Ex. Engineer ND-12. The boundary stories of this road have been put up.

4. Proposal

The road R/W has been proposed keeping in view the zonal plan proposals, existing site conditions and the existing 30 mt. R/W road from the DSIDC industrial area. A six lane divided carriageway (3 lanes of 11 mt. width on either sides of a central verge of 2 mt. width) is proposed with 7 mt. wide service roads for slow moving/local traffic on either sides separated by an inner footpath of 6.75 mts and an outer footpath of 4.25 mts respectively. The inner footpath has been proposed to accommodate tree plantation recessed busbay and scope for adding another 3 mts. wide lane in the main carriageway in future. Trunk services shall be laid in the outer footpath/service road. No service shall be laid below the main carriageways. The cross section is broadly on the same lines as per the standard cross section approved by T.C.P.O with minor modifications in the width of central verge and inner/outer footpath.


The eastern end of this road shall join G.T. Karnal Road (N-III-) in a "T" junction where a channelizer and slip roads for leftin-leftout movements are envisaged. A signalized junction is proposed at this location as the 80 mt. and 100 mt. R/W roads in the north and south are located at a distance of about 1 Km and 1.75 Kms. respectively. G.T. Karnal Road being a National Highway No. I cannot have many junctions to provide proper level of service. There is a skewed junction of 30 mt. R/W road from DSIDC Industrial Area on the west. At this location a signalized intersection with the said road is proposed as shown in the plan laid on table.

5. Feasibility

The feasibility of this road has been checked by S.E. (C.C. 12) BDA with respect to the existing H.T./L.T. lines, trees, structures, services etc. 25 trees are falling in the road R/W, out of which 12 have been adjusted in the central verge/inner/outer footpath. The remaining 14 trees of Sheesham, shehtoot & Neem species shall have to be cut. Two 11 KV lines cutting across the road R/W for serving the existing tubewells shall have to be removed. One tubewell/pumphouse is affected in the R/W. No pucca/semi pucca built up structure is falling in the alignment.

6. Recommendations

The alignment plan proposal as explained under para above is put up to the T.C. for consideration


Ashok Bhattacharjee
Jt. Director (NP)


V.K. Panchal
S.E. C.C. 12


D.K. Saluja
Director (NP)

Agenda for Technical Committee

Sub:- Circulation Improvement Plan Around ISBT Sarai Kale Khan and Change of Landuse of Land measuring 31.707 sq.mtr. approximately (3.1 hact.) to IDTR.

File No. F.5(3)97/MP

1. BACKGROUND

A reference dated 5.2.2004 has been received from Transport Department, GNCTD for developing a Motor Driving School in the land allotted by the DDA to Transport Department for ISBT at Sarai Kale Khan. A meeting was also held under Hon'ble Minister of Tourism, with VC, DDA on 12.3.2004 wherein it was desired to work out a proposal for circulation improvement around ISBT Sarai Kale Khan.

- 1.1 According to the Transport Department, GNCTD the details of the land allotted are as given below :-
- (i) Land allotted to Transport Department - 32.27 acres.
 - (ii) Possession handed over on 17.5.93 for 32.96 acres.
 - (iii) Possession taken back from Transport Department and handed over to NDMC in January 2000 - 1 acre.

At present, ISBT Sarai Kale Khan is in operation in the part of the land and the remaining is undeveloped land. Some part of the land is under encroachment and stay. As soon as the encroachment is removed and the stay vacated the land shall be integrated by Transport Department in their plan. Presently ISBT is operating in temporary structures.

- 1.2 Secretary to LG vide her note dated 3.4.2003 has observed that Lt. Governor has recorded in his minute thereon supporting the extension centre to be opened at Sarai Kale Khan in view of the excellent set up at Loni Road. L.G. has therefore, advised that the proposal initiated earlier for taking back 10 acres of land from Transport Department GNCTD be dropped.
- 1.3 A meeting was taken by VC, DDA on 30.4.04 where Commissioner-cum-Secretary Transport GNCTD was also present. In this meeting Transport Department was requested to work out a layout plan and proposed Institute of Driving Training Research (IDTR) keeping in view the proposed circulation network & green buffer along Ring Road. Accordingly vide their letter of 5.5.04 they have submitted the proposed scheme.

2. MPD 2001 PROVISIONS

- 2.1 MPD-2001 stipulates that "to cater to the requirements four new inter state bus terminals need to be developed each of 10 ha within metropolitan railway terminals: besides one exclusive bus terminal should be developed at Dhaula Kuan or at the junction of ring road and national highway bypass near Nizamuddin."
- 2.2 The landuse of the site under reference between Ring Road and Railway line upto Barapullah nalla is broadly shown as 'District Park' as per approved Zonal Development Plan of Zone-'D' and in MPD-2001.

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'Recreational area' has been shown where a symbolic Bus Depot has been indicated.

3. THE PROPOSAL

- 3.1 In order to improve the circulation around ISBT Sarai Kale Khan and to control the access from Ring Road, a 24 mtr. R/W road has been proposed along Barapullah Nalla and Sarai Kale Khan which joins the Ring road at Barapullah Nalla at one end and existing second entry of Nizamuddin Railway Station at the other end. To maintain the greenery along the Ring Road a 15 mtr. wide mandatory green buffer has been proposed all along the Transport Department site. The ownership of the green area will remain with the Transport Department, GNCTD.
- 3.2 Land adjustment in the area allotted to Transport Department would be necessary due to the proposed 24 mtr. R/W road, development of which can be taken up by Transport Department, GNCTD itself. The Transport Department will work out the detailed plans keeping in view feasibility, lands status and ownership, and other constraints. The implementation of the same shall be separately worked out by GNCTD.
- 3.3 In view of para 1.2 the change of landuse will be required for land measuring 31,707 sq.mtr. approximately (3.1 hact.) approximately from 'Recreational' to 'Public Semi Public' use (Motor Driving cum Traffic Training centre) for the area bounded by the following:

In the East	-	Ring Road
In the South	-	Proposed 24 mtr. R/W road along Barapullah Nalla
In the West	-	Proposed 24 mtr. R/W road and Sarai Kale Khan.
In the North	-	ISBT Sarai Kale Khan.

4. RECOMMENDATIONS

- 4.1 The proposal for circulation improvement plan around ISBT Sarai Kale Khan as proposed in para 3 is placed before Technical Committee for consideration and approval. A mandatory green belt (15 mtr. wide) is proposed in the Layout plan and access to ISBT and IDTR shall be only from 24 mtr. wide road along Barapullah Nalla and Sarai Kale Khan and not directly from Ring Road. Transport Department of the GNCTD will undertake the development of road (24 mtr. R/W), and the direct entry to ISBT Sarai Kale Khan, from the Ring Road, shall be closed.
- 4.2 The change of land use of area measuring 31,707 sq.mtr. approximately (3.1 hact.) from 'Recreational' to 'Public Semi-public use' (Motor Driving Training Centre) with development control norms for public, semi public premises as per MPD-2001.

[Signature]
11.05.04. *[Signature]*
11/5/04

[Signature]
B. J. JAIN
Director (DC & RYP)

Agenda for Technical Committee

Sub: Alignment Plan of 80 mt. R/W UER-I from G.T. Karnal Road (NH-1) to Rohtak Road Nh-10.

F5(17)2001/NP/Pt. I

F15(19)2000/NP/Pt. III

1.0 BACKGROUND

This road is a part of the urban extension proposal of MPD-2001. The total length of this road from NH-1 to NH-10 is about 28 KMs. The Alignment Plan of this road from NH-1 to Alipur-Narela Road in a length of about 3.20 K.M. was approved by the T.C./Authority in 1995/96. A four lane carriageway on the southern part of this road has already been implemented by DDA which is the main entry corridor to Narela Project. DSIDC has also developed a length of 1.20 KM across Western Yamuna Canal passing through Bawana Industrial Area.

(a) The alignment plan of this road from Alipur-Narela Road to Western Yamuna Kanal prepared by PWD was approved by the Technical Committee on 29/1/2002. Minutes of the Meeting is reproduced below:-

The proposal of 80 mtr /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 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 Sanath village and the other Bharat Mata Vidhyala 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 separated" with existing/proposed roads ROB/PUB on railway lines. Technical Committee also desired that intersections with NHs be planned as grade separated 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 extended upto Rohtak road in first 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 flyover of Delhi Karnal Railway Line and Alipur Narela Road for consideration of the Technical Committee along with the feasibility.

(b) The issue concerning to 100 mtr and 80 mtr R/W roads in Narela Subcity project and Urban Extension was placed before the Technical Committee on 28/11/2002. The minutes of the meeting are reproduced below:-

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 future 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

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by Delhi govt. (PWD)/DSIDC in case of any anomaly, decision may be given by E.M. DDA.

(c) The alignment plan of this road with cross section of 80 mtr R/W was again placed before the Technical Committee on 10/7/03. The minutes of the Meeting are reproduced below:-

"It was explained that the 80 mt. R/W road is part of the overall proposal envisaged in the urban extension plan from NH-1 to NH-10. Alignment plan of the road from G.T. Karnal Road (NH-1) to Western Yamuna Canal in Narela Project along with the cross section has been recommended for approval. The detailed road development plan of this road for the entire stretch from NH-1 to NH-10 be worked out with the help of consultant for further approval. The road development plan should clearly indicate the following:

1. Details of built up structures affected
2. Details of trees affected
3. Details of land acquisition status
4. Feasibility Report."

(d) The land of this road in the stretch between Alipur-Narela road to Western Yamuna Canal with 80 mt. R/W and 40 mt. wide green belt stands acquired and handed over to the DDA.

(e) Earlier an alignment plan of this road was got prepared by PWD through a private consultant which has since been approved by the T.C. Later on it was decided in a meeting under Chief Secretary that this road upto Western Yamuna Canal being part of Narela Project be constructed by DDA & remaining part of this road from Bawana Indl. area to NH-10 passing through rural area is to be constructed by PWD.

2.0 FOLLOW-UP ACTION

(a) As a follow up to the T.C. decision, the S.F. C.C. II, DDA was requested to get the detailed of alignment prepared through a private consultant. In the meantime we have received a number of representations from L.G.'s Office/Ministry (refer Annexure I) for the following two schools and PFA Goshala falling in the road alignment:

- i) Sarvodaya Sr. Secondary School
- ii) Bharat Mata Saraswati Sr. Secondary school
- iii) Part of pasture land of PFA Goshala.

(b) The matter was discussed in a meeting under V.C., DDA on 16.10.03 in which the following decision was taken:

"V.C. desired that the cases be individually examined after getting input from all the concerned depts and be brought before the T.C. for final decision in the matter."

c) A joint site inspection was done with the Ex. Engineer ND-8 officials of Land Management Deptt. and Narela Project to see whether the said structures could be saved by alternative alignment proposals.

3. EXAMINATION

The matter was earlier examined and the possibility of modifying the alignment was also explored. In the Alignment plan approved by the T.C. on 10.07.03, the R/W

For file
27/11

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line had been fixed keeping in view the following constraints in the north of existing Bawana-Narela Road.

- i) Boundary of CRPF complex
- ii) Boundary of existing 220 KV sub station.
- iii) Boundary of Water Treatment Plan of Delhi Jal Board.
- iv) Proposed DSIDC land
- v) Utilization of the existing Bawana-Narela road to the maximum extent possible.

Keeping in view the said constraints, the alignment plan with 80 mt. R/W road and 40 mt. wide green belt on either sides was planned and joined to the existing alignment across Delhi-Karnal Railway Lines on the eastern side and with the road developed by DSIDC (across Western Yamuna Canal) on the west.

Accordingly, this alignment was approved by the T.C. in which it was clearly stated that two existing schools, part of goshala and two farm houses were affected. The farm houses have since been demolished. The temporary sheds of PFA goshala have also been demolished.

Therefore, it was found that the modification in the alignment may not be desirable in view of various reasons stated in the note approved by VC, DDA dated 7/6/03 at P-15/N i in file No. F9(31)2002/CRC/North/DDA (Annexure-11)

4.0 MODIFIED PROPOSAL

In view of the decision taken in the Meeting under VC, DDA on 16/10/03, the matter has been again examined and two alternate proposals have been prepared:

a) ALTERNATE - 1

In this proposal, the alignment of this 80 mtr R/W road has been shifted southward for about 40-100 mtrs. In this proposal following two schools will be saved:-

- (i) Bharat Mata Saraswati Bal Mandir;
- (ii) Sarvodaya Sr Sec School

IMPLICATION

- (i) Acquisition of additional land falling under the proposed alignment of 80 mtr R/W road and land between the proposed road and the earlier approved alignment
- (ii) Modification in the Zonal Plan/Layout Plan wherever necessary
- (iii) This would delay the road development process further

b) ALTERNATE - 2

In this proposal also, the proposed alignment of this road has been partly shifted southward by saving Bharat Mata Saraswati Bal Mandir.

3/11/2003
20/12

IMPLICATION

- (i) Considering that this proposal would save only one structure, this would set a precedent for all such cases which will create difficulty in implementation of development of such roads in future.
- (ii) Modification in the Zonal Plan/Layout Plan wherever necessary
- (iii) This would delay the road development process further

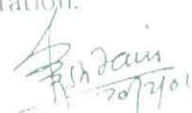
THE ALIGNMENT OF THE ROAD FROM BAWANA INDUSTRIAL AREA TO ROHTAK ROAD NH-10


This part of the road passes through rural area and if it is constructed at present without linking it with the expansion programme of Rohini Project, the entire area in between may get encroached upon. Therefore, the alignment proposal of this part of the road be taken up with the Rohini Extension Plan and may be kept in abeyance for the time being.

RECOMMENDATION

The case is placed before the Technical Committee for consideration.


Ashok Bhattacharjee, 12/04
JD(NP)


Rajesh Kumar Jain
A.D.(NP)II


D.K. Saluja
Director (NP)



NISHA SINGH
Director (DD)

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ANNEXURE-I

भारत सरकार

शहरी विकास और गरीबी

उपशमन मंत्रालय

GOVERNMENT OF INDIA
MINISTRY OF URBAN DEVELOPMENT
& POVERTY ALLEVIATION

नई दिल्ली-110011, तारीख 200
New Delhi-110011, Dated the 200

D.O.No. 4-DDR/VIP/2003-DDVA

Dated the 2nd January, 2004.

Dear Shri Jolly,

Please refer to this Ministry's letter of even number dated 14.1.2003 regarding denotification of land at Bawana Road, Narela, Delhi. In response to this letter a report was sent by Director (LM) HQ DDA vide his letter No.F(931)/2002/CRC/North/DDA/344 dated 12.6.2003.

2. The report received was discussed in the chamber of Joint Secretary (DL) on 25-6-2003 when Shri Dharmendra (then functioning as CLM(I) & CLD) was present. JS had desired that a detailed report on the points raised in the representation may be sent by DDA. No such report has been received so far.

3. It is requested that a detailed report may please be furnished to this Ministry within a week positively so that the Honourable M.P. could be apprised of the position.

With regards,

Yours sincerely,

(NISHA SINGH)

✓ Shri U.S. Jolly,
Pr. Commissioner (LM-II),
Delhi Development Authority,
Vikas Sadan,
INA Colony,
New Delhi - 110 023.

Please send report / reply
to the Ministry within 2 days.
(Kishan Singh)

Top / private

over/over

Copy

DDM

Ten (10)

6/1/2004

3/1/04

ANNEXURE

Most immediate
VIP Reference

248



Dy. No. 4-DDR/VIP/2003/DD-VA

Government of India

Ministry of Urban Development & Poverty Alleviation
(Delhi Division)

Nirman Bhawan, New Delhi-110 011
Dated the 6th Oct., 2003.

To

The Commissioner (LD),
Delhi Development Authority,
Vikas Sadan,
INA Colony,
New Delhi - 110 023.

Sub:

VIP reference regarding denotification of land at Bawana road,
Narela, Delhi.

Ref:

DDA's Lr. No. E-31/2002/CRC/North/DDA/344 dated 12-6-2003
from Shri Suresh P. Padhy, Director (LM) HQ.

Sir,

I am directed to say that pursuant to above report a detailed report was
required to be sent by the Commissioner (LD) in the matter.

2. The report is still awaited. It is, therefore, requested that the
requisite report may please be furnished to this Ministry immediately.

Yours faithfully,

(PREM KUMAR)

Under Secretary to the Govt. of India

4432/CRC
8/10/03

2599 Tehan
10/10/03

8.21/1011/1103
7/10/03

1.10/03
1.10/03

178-Prin
1/10/03

CMH

2.10/03

10/10/03

7/10

20/10/03

NT(N)

16/10

10/10/03

DDA

9/10

7/10/2003

10.10.2003

10.10.2003

16/10/03

13

- 351 -

please attach the file no. 19 C3D2.022/CXC 11-102/14
urgently please.

~~1. inc.~~
~~2. inc.~~
2.1/10/03

The above mentioned file has been sent to ADIMP
therefore this letter may be sent to ADIMP for
necessary action please.

~~1. inc.~~
2.1/10/03

~~1. inc.~~
2.1/10/03

~~1. inc.~~
2.1/10/03

9/15
17 10/03

24 -350- 32-

9.1.93/DE

Bharatmata Saraswati Bal Mandir Senior Sec. School

(Affiliated to CBSE, New Delhi)

RECOGNISED

BAWANA ROAD, NARELA, DELHI-110040



Sep 1, 2003
Date.....

F. BSBM / Land / 2003 /

Ref. No.....

Brought by Shri Chandra.

Please request the DDA officer concerned to explain to me the alignment of Bawana - Narela road on the attached map.

To

His Excellency the Lieutenant Governor of Delhi,
Raj Niwas,
Delhi

OSD

Rate
1.9.03

Subject: Future of Bharatmata Saraswati Bal Mandir, Narela as a result of acquisition of land for construction of Bawana Narela Road

Your Excellency,

It is most respectfully and humbly submitted that Bharatmata Saraswati Bal Mandir, a recognized senior secondary school affiliated to the CBSE is located on 1.7 acres on the Narela-Bawana Road. The school has classes from I to XII having 800 odd students, all coming from rural areas in and around Narela and Bawana.

The school has been in existence since 1992, now being run by Rajaram Harikishan Dharmarath Trust, an organisation dedicated to nationalism and ancient Indian culture. The school also reflects the philosophy of its parent body.

Now the very existence of the School has become most uncertain due to the acquisition of land on which the school is located for the construction of Bawana Narela highway.

In this connection, we met Your Excellency a few months back and Your Excellency was kind enough to take a very sympathetic view. We also met the DDA officials and saw the map of the proposed highway.

We were astounded to see that the projected highway is taking an unnecessary curve which is totally avoidable. It is due to this curve that the school faces the most tragic and catastrophic prospect of demolition. On being asked the reason, the DDA officials gave an answer which, to say the least, is laughable. They said that a straight road is more prone to accidents and a curve has deliberately been introduced to avoid accidents.

Given by hand today in weekly meeting of the L.A. to examine & take time from L.A. sect. to explain the matter of this.

AC (P/S) M. [Signature]

Condt.....P/2

With the file/Committee
- [Signature] 09/09
JOS

3/9/03

697
4/9/03
D.D.A.

349 - 23 - 31
(2)

Your Excellency, this reply did not satisfy us nor, we are sure, will it satisfy any rational person. A curve in the road and that too a deep one is a major cause of accidents and moreover, results in longer distance, more space, more time consumed, higher fuel consumption and inconvenience to everyone. Above all, a straight highway will spare a number of structures from demolition.

When we pointed it out to the officers of the planning department of the DDA, they expressed their helplessness in making any change in the plan unless instructions were received from Your Excellency.

It is, therefore, humbly requested that Your Excellency may kindly direct the planning department of the DDA to keep the proposed highway straight and, at the same time, save the school which has been serving the rural areas of Delhi for the last 11 years.

With thanks and apologies,

Yours faithfully

Ravinder Kumar

(Ravinder Kumar)
Chairman

N2/44

This is a case of releasing of land of Bharat Mata Saraswati Mandir Vidhayala Building, Bawana Road, Narela from acquisition which is falling in the alignment plan of 80 mtr R/W Road/40 mtr wide Green Belt on either side. Under Secretary, Govt. of India, UDM&PA vide his letter dated 14/1/03 (Placed at P-21/Cor) has forwarded the representation of Shri Lal Bihari Tiwari, MP forwarded by honourable Urban Development Minister for examination of the denotification of the land of Bharat Mata Saraswati Bal Mandir Vidhayalaya.

The matter has been examined, following are the observations:-

1. A broad alignment plan of 80 mtr R/W road with 40 mtr wide green belt on either sides was got prepared by PWD, GNCTD and the same stands approved by the Technical Committee of DDA in its meeting held on 29/1/02.
2. The land of this road stands notified U/S 4, 6 and 17 of the Land Acquisition Act.
3. A copy of the alignment plan showing the structures affected in the alignment is placed at P-24/C(Flag X) in which almost the entire building of Bharat Mata Saraswati Bal Mandir is affected in the Road R/W / Green Belts
4. The other major building affected in the road alignment are a double storied Sarvodaya Sr Secondary School building of MCD Two Farm Houses/land, an old age home for blind, PFA, Goshal Land Sheds, Temple and a few other semi pucca isolated structures.
5. Shifting of alignment to save a particular building create a difficult precedence as several lands/buildings are affected in the alignment to contest on the basis of this case and it shall not be possible to modify the alignment every now and then;
6. After receiving the representation from the school, an exercise was undertaken to save the existing structures to the extent sensible but it was seen that a sizeable potential acquired area will be lost and the progress of acquisition will receive a set back as new areas will have to be notified for the road alignment.

Keeping in view the above, it may not be desirable to modify the alignment. A suggestion had been made in the note of the undersigned dated 4/2/03 at P-5-6/N vide which it was suggested that the school authorities may apply to DDA for allotment of land in the planned area of Narela Project through Directorate of Education, Govt. of Delhi;

Submitted, please.

(DK Saluja)
Director(NP)

A.C.(Plg)-III

Commr.(Planning)

Alone is submitted
in compliance of order of 9-5-03 (P-11/N)

CLM/II

7/6/03

Please send a
to the Planning

21



AGENDA FOR TECHNICAL COMMITTEE.

Sub: Policy framework for Planning and Redevelopment of villages.

File No.F.3(29)94-MP/Pt.III

1.0 BACKGROUND:

- 1.1 Technical Committee of the DDA in its meeting dated 10.7.2003 vide item No. 24/2003 on the above subject decided as follows:

"In view of the fact that most of the urban villages fall within the jurisdiction of MCD and also declared urban under DMC Act Section 507(a). Technical Committee decided to constitute a committee under Chief Town Planner, MCD with the representatives from the DDA & GNCTD to examine the proposal and come up with a concrete policy for planning and Re-development urban villages."

- 1.2 As per the resolution of the Authority No. 106/2002 dated 20.12.02, (Annexure-A) "LG pointed that it was not easy to implement the Re-development Plans because of practical reasons and in most of the cases the Re-development Plans were yet to be published. He advised that Re-development plans should be minimal and similar approach should be adopted for the Special Areas also. After detailed discussions, it was decided that the Technical Committee should re-examine its recommendations in consultation with all the Local Bodies and the GNCTD."

As a follow up of the decision of the Authority as mentioned above, Technical Committee vide item No. 14/2003 dated 9.5.03 (Annexure-B) decided as under.

"After deliberation, it was agreed by the Technical Committee that the City Area Policy of MCD may be adopted for sanction of building plans within the approved abadi/Lol Dora area of the villages in Urban and Rural Delhi. Technical Committee further reiterated that as directed by the L.G's Court, an exercise to prepare circulation plans of the villages may be taken up by the concerned local body. It was also agreed that the matter may be brought to the Authority and then referred to the Ministry of Urban Development."

- 1.3 In Writ Petition (civil) No. 4677/1985, MC Mehta Vs. Union of India & Others, the Hon'ble Supreme Court directed as follows:

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"The Government of NCT, Delhi as well as other governmental authorities in this behalf are directed to inform that why preferential treatment in this behalf is extended to Lal Dora area, Either the villages are not urbanised or, if they are urbanised, then all the laws applicable in the urban area should apply, enforcement of course, is a different matter."

In view of the above, Principal Secretary, UD & PWD, GNCTD, vide his d.o. dated 19.4.2002 asked the DDA's stand on the status of Lal Dora land in Delhi. In reply to this letter, DDA has expressed the opinion that as the villages have completely different life style for centuries, they need sensitive treatment in planning and development and further suggested some relaxation in development control norms.

2.0 EXAMINATION.

2.1 Examination of the MPD-2001 : "The village settlements should get the modern services and amenities and should also be catered for their traditional cultural styles. Village settlements of historic significance should be conserved. Development of villages should be integral part of the development scheme of the area. Around these settlements, education, health and recreational facilities and work areas should be developed for the benefit of village population in urban as well as rural Delhi."

The villages are shown as 'Residential' Land use in MPD-2001.

2.2 MCD Recommendations : In pursuance of Technical Committee decision dt. 10.7.03, the Chief Town Planner, MCD has given the following suggestions/proposals:

- i) In urban extension/sub-city where the area is declared a Development Area, the building activity within the village abadis should be brought under the purview of Master Plan/Zonal Plan/Building Bye-laws. Since, only residential buildings within the abadis of rural villages are exempt from the purview of sanction of building plans, the civic agency or DDA need not wait till the villages are notified u/s 507(a) of DMC Act to enforce land use/Development Regulations of Master Plan.
- ii) The re-development plans of those villages which area covered under the Development Area should be prepared by DDA simultaneously with the scheme of the urban extensions.

- iii) After approval of the comprehensive norms for villages by the Technical Committee, the provisions of MCD Act related to certain exemptions of villages from the regulation of building activity shall have to be withdrawn.
- iv) Lal Dora/Extended Lal Dora must be physically defined on ground by constructing the 'Phirni' road. This would avoid unauthorised construction/extension of villages.
- v) The existing levy of development charges at the rate of Rs.15.00 per sqm. in urban villages and in old abadi area as well as in the area that has been adjusted in the re-development plan as per MCD's office order issued by Town Planner on 19.6.1984 be reviewed considering the present situation
- vi) The villages being covered under 'Residential' in the MPD-2001, household industrial units with maximum 5 workers and 1 KW power may be allowed to continue (stipulated in the MPD-2001 for residential area). No polluting industrial unit shall be permitted as a household industry.

2.3 As per "Part-I Administration" of Building Bye-Laws, 1983 Clause 1.2 building bye laws are not applicable to urban villages.

The only guidelines presently applicable to regulate the building activities in villages is 'City Area Policy' of MCD

2.4 In the appeal Under Section-5 of the Indian Limitation Act, Municipal Corporation Vs. Absolute Aromatics Ltd. Hon'ble Lt.Governor while upholding the order of the Appellate Tribunal observed "MCD and DDA should take up preparation of circulation plan of urban villages and concrete steps by way of acquisition of requisite land, and construction of streets and development of other public places will be taken. People would be induced to get their building plans passed in accordance with the building bye laws."

2.5 In another case in the court of LG (1999/91 CA, MCD Vs. Kehar Singh, Nahar Singh). The Hon'ble LG gave the following verdict:

"Once the word "Urban Village" has been used in the notification, it means that the entire village which was declared "Urban Village by a notification under Section-507 of the Municipal Corporation of Delhi Act, was de-notified as development areas. The respondent has nowhere claimed that the construction had the requisite sanction either of the Municipal

Corporation of Delhi or of the Delhi Development Authority. Therefore, I have no doubt that the construction has come up in violation of both Municipal Corporation of Delhi Act and the Delhi Development Act and that Municipal Corporation of Delhi was fully justified in taking action against the unauthorised construction."

- 2.6 The consolidation of villages in the rural area is often done under the Delhi Land Reforms Act, 1954, which results in undue extension of Lal Dora areas. This often conflicts with the Delhi Master Plan and creates the problem of misuse, unauthorised construction, services and parking.
- 2.7 Earlier, the re-development plans for several villages were prepared by the DDA, most of which could not be implemented. As a result the development of villages had been suffering and unauthorised building activities are taking place.
- 2.8 After the notification under Section 507 of DMC Act, 1957 a village ceases to be rural, where no benefit of Lal Dora construction exemption of building plan approval should continue as per MOUD order of Sept, 99.

3.0 PROPOSAL :

- 3.1 In view of the above, following guidelines are proposed for the preparation of re-development plans of Urban and Rural Village.

3.1.1 The Re-development plans of villages shall be prepared by the concerned local bodies i.e. MCD, NDMC and DDA (in the notified Development Areas), keeping in view the following:-

3.1.2 The Re-development plan should be a broad circulation and land use plan based on upto-date physical survey. It should adopt the policy of

- i) Minimum Possible relocation/demolition.
- ii) Retaining the tradition character of the village.
- iii) Local community participation.
- iv) Provision of broad circulation network ensuring proper accessibility, parking, access for fire, security and emergency services.
- v) Width of trafficable roads shall be minimum 9 mt R/W (30 ft.)


- vi) Circulation Plan should be prepared for the villages with adequate provision for physical infrastructure and common parking areas.
- vii) From safety point of view the length of a street/road of less than 9m. width should be limited to a maximum of 100m
- viii) Provision of Community facilities at the reduced standards as given below shall be earmarked in the village Redevelopment Plans.


Sl.No	Item	Norms (minimum).
i)	Primary School & Senior Secondary School	As per the norms of Directorate of Education for recognition of such schools. (Gaon Sabha lands).
ii)	Community building/Hall	200 -- 660 Sqm
iii)	Dispensary	200 sqm.
iv)	ESS (Electric sub-station)	As per requirement and site availability, (Pole mounted ESS be provided in the eventuality of non-availability of land).
v)	Tot-lots/open spaces	As per site conditions and availability.

3.2 Following Development Control Norms are proposed for the urban/rural villages.

- a) For plots facing width less than 9.0 mts., ground coverage up to 100% maximum, subject to the maximum permissible FAR as per Master Plan of Delhi-2001/Building Bye-Laws.
- b) On the plots facing 9.0 mts (30 ft.) and above roads, the construction to be as per MPD-2001/BBL.

- 15
- c) No projection outside plots line, except sunshade of 0.45 cm. On openings shall be permissible.
- 3.3 No extension of Lal Dera and consolidation of villages falling in urban area/urban extension under Delhi Land Reforms Act, 1956 may be taken up. Lal Dera may be properly defined on ground by constructing a Phirni Road.
- 3.4 Exemption of villages for regulation of building activity granted under MCD Act and Building-Bye Laws may be withdrawn. The Building Plans may be sanctioned by the concerned local body within the framework of City Area Policy of the MCD and guidelines proposed in para 3.2. The preparation of redevelopment plan may be taken up in time bound manner, and wherever such plans have not been prepared, the provisions of Master Plan and Zonal Plans may be adopted for approval of building plans.
- 4.0 The proposal contained in para 3.0 above is submitted for consideration/approval of the Technical Committee.


B. K. JAIN
DIRECTOR (DC & RYP)


S. B. KHOSLA
J. D. (P.D.)

AGENDA FOR AUTHORITY.

ITEM NO

No: F.3(29)/94-MP/Pl.III/

Dated:

106/2002

Dt. 20/12/2002

SUB: Policy framework for sanctioning of Building plans in Urban Villages.

1.0: PROPOSAL IN BRIEF:

The proposal for policy framework for sanctioning of building plans in Urban Villages was discussed in the 3rd Technical Committee meeting for the year 2002 held on 2-7-2002 vide item no. 14/2002. Decision of the Technical Committee is as follows:

"The various issues relating to the Supreme Court matter, Lt. Governor's order regarding urban villages were discussed in detail and the following were decided:

a. The Technical Committee agreed with the modified form of development control norms, for residential plots in the urban villages as has already been communicated to Delhi Govt.

"The other development control norms such as FAR, height and no. of DUs may be as per the respective sizes of residential plots as mentioned in the Master Plan 2001. However, in case the building is to be reconstructed, the set back and ground coverage may be made flexible to ensure smooth circulation, space for essential services and parking to be examined by the concerned agency."

b. The development in rural villages will also be regulated in the same manner as the urban villages.

c. As has already been emphasised in the Lt. Governor's order that proper circulation plans should be prepared for urban villages, the Technical Committee felt that adequate provisions for provision of physical infrastructure and common parking area could be made at the time of preparation of these plans by concerned local bodies. This decision of the Technical Committee should be communicated to MCD, NDMC etc.

d. As the decision of the Tech. Committee as at a), b) & c) above requires modification to the MPD-2001, these may be referred to Ministry for obtaining concurrence / dispensation without taking the matter to the Authority because of its urgency relating to the Supreme Court matter.

1.1: In accordance with the decision of the Tech Committee, the matter was referred to the MOUD & PA, Govt. of India, to accord concurrence / approval for inviting objections / suggestions under section 11(A) of the DDA Act. Ministry vide their letter no. D.O.No. K-20013/13/2002-DDA dated 10-10-2002 has asked DDA that the matter may be put up to the Authority for consideration and sent thereafter for detailed examination.

2.0: BACKGROUND:

2.1: Urban villages : MPD-2001 provisions:

Presently there are 106 villages within the urbanisable limits, more villages would be added into the urban area because of its extension. The settlements having a completely different life style for centuries are now getting merged into the urban environment and need a sensitive treatment in the planning and development process. The settlements should get the modern services and amenities and should also be catered for their traditional cultural styles. Village settlements of historic significance should be conserved. Development of villages should be integral part of the development scheme of the area. Around these settlements education, health and recreational facilities and work areas should be developed for the benefit of village population in urban as well as rural Delhi.

The villages are shown as "Residential" land use in MPD-2001.

2.2: In W.P.(Civil) no. 4677/1985 M.C.Mehra Vs. Union of India & Others, the Hon'ble Supreme Court observed as follows:

"The Government of NCT, Delhi as well as other governmental authorities in this behalf are directed to inform the court why preferential treatment in this behalf is extended to Lal Dora area. Either the villages are not urbanised or, if they are urbanised, then all the laws applicable in the urban area should apply. Enforcement of course, is a different matter."

2.3: In view of the above case, Principal Secretary, UD & PWD, GNCTD, vide his d.o. dated 19-4-2002 has asked for DDA's stand on the status of Lal dora land in Delhi. In reply to this letter, DDA has expressed the opinion that as the villages have completely different life style for centuries they need sensitive treatment in planning and development and further suggested some relaxation in development control norms.

2.4: As per part-I, Administration of building bye laws 1983 clause 1.2, building bye laws are not applicable to urban villages.

2.5: The only tool perhaps presently applicable to regulate the building activities in villages is 'City Area Policy' of MCD which was meant for walled city and its extension and was also made applicable to urban villages.

2.6: In the appeal under section 5 of the Indian Limitation Act, Municipal Corporation vs. Absolute Aromatic Ltd., Hon'ble Lt. Governor while upholding the order of the Appellate Tribunal observed that MCD and DDA should take up preparation of circulation plan of urban villages and concrete steps by way of acquisition of requisite land and construction of streets and development of other public places will be taken. People would be induced to get their building plans passed in accordance with the building bye laws.

3.0: ISSUE FOR CONSIDERATION OF THE AUTHORITY:

In view of the background given in para 2, approval of the Tech. Committee and observations of the Ministry, matter is put up to the Authority for consideration of proposal contained in para no. 1 above.

ITEM NO. 10/1992

Decision

Sub: Policy framework for sanctioning of Building plans in urban villages.
F. 3(29)9.14.1992 P. III

The Principal Secretary (UD), Shri O.P. Kellkar pointed out that the enforcement of the Development Control norms and the Building Bye-Laws cannot be separated. He questioned the wisdom of the M.C.D. in filing an affidavit before the Hon'ble Supreme Court that building bye laws are applicable in the Urban Villages. He also wanted to know how DDA had sent these proposals to the Government of India without consulting the Local Bodies and the GNCTD.

Chief Planner (TCPO) pointed out that the building bye-laws as per Master Plan provisions could not be made applicable to Urban or Rural villages. He wanted to know how the circulation plans would be implemented without actual availability of clear land.

Smt. Nisha Shigh, Director (DD) suggested that the problems of the Rural Villages required a sensitive treatment.

The Lt. Governor pointed out that it was not easy to implement the Re-Development Plans because of practical reasons and in most of the cases the Re-development plans were yet to be published. He advised that Re-Development Plans should be Minimal and similar approach should be adopted for the special areas also.

After some brief discussions it was decided that the Technical Committee should re-examine its recommendations in consultation with all the Local Bodies and the GNCTD.

AC(P)/M/10

24.11
2013
Item No. 18/2003
ANNEX - C

AGENDA FOR THE COMMITTEE

No. F.3(79) MPD/11

Dated:

Subject: Police framework for sanctioning of building plans in urban villages.

1.0 BACKGROUND.

1.1. Urban villages : MPD-2001 provisions.

Presently there are 106 villages within the definable limits, more villages would be added into the urban area because of its extension. The settlements having a completely different life-style for centuries are now getting merged into the urban environment and need a sensitive treatment in the planning and development process. The settlement should get the urban services and amenities and should also be catered for their traditional cultural style. Village settlement... its significance should be conserved. Development of villages should be integral part of the development scheme of the area. Around these settlement education, health and recreational facilities and ward areas should be developed for the benefit of village population in urban as well as rural Delhi.

The villages are shown as 'Urban Villages' and use in MPD-2001.

1.2. In W.P.(Civil) no. 4677/1985, *Sh. G. Meena v. Union of India & others*, the Hon'ble Supreme Court observed as follows:

"The Government of NCT, Delhi as well as other governmental authorities in this behalf are directed to inform that why preferential treatment in this behalf is extended to Lal Dora area. Either the villages are not urbanised or, if they are urbanised, then all the laws applicable in the urban area should apply; enforcement of course, is a different matter."

1.3. In view of the above case, Principal Secretary UD & PWD, GNCTD, vide his d.O. dated 19.4.2002 has asked for DDA's stand on the status of Lal Dora land in Delhi. In reply to this letter, DDA has expressed the opinion that as the villages have completely different life style for centuries, they need sensitive treatment in planning and development and further request for relaxation in development control norms.

2.0 DETAILS OF EXAMINATION.

2.1. As per part-I Administration of Building Bye Laws, 1933 Clause 1.2 building bye laws are not applicable to urban villages.

2.2. Letter of the Ministry no. J-13036/2001/VIH/DDIB dated 28.3.2001 regarding gross misuse of Lal Dora land in Delhi is enclosed at annexure-I. And letter dated 28.3.2000 regarding unauthorised encroachment and illegal construction in Delhi is enclosed at annexure-II.

2.3. The only tool perhaps presently available to regulate the building activities in villages is 'City Area Policy' of MPD which was meant for walled city and its extension and was also made applicable to urban villages.

2.4. In the appeal under section 5 of the Municipal Corporation Act Municipal Corporation vs. Absolute Aromatics Ltd. Hon'ble H. G. Verma while upholding the order of the Appellate Tribunal observed that MCD and PDA should take up preparation of detailed plan of urban villages and carry out steps by way of acquisition of surplus land, and construction of roads and development of other public places.

- will be taken. People would be induced to get their building plans passed in accordance with the building by laws.
- 3.0 The matter was put up to the Technical Committee in its third meeting for the year 2002 held on 2.7.2002 vide item no: 14/2002 and the decision of the Technical Committee is reproduced below:

The various issues relating to the Supreme Court matter, Lt. Governor's order regarding urban villages were discussed in detail and the following were decided:

- a) The Technical Committee agreed with the modified form of development control norms, for residential plots in the urban villages as has already been communicated to Delhi Government.
"The other Development Control Norms such as FAR, height and number of DUs may be as per respective sizes of residential plots as mentioned in the Master Plan-2001. However, in case the building is to be reconstructed the set back and ground coverage may be made flexible to ensure smooth circulation, space for essential services and parking to be examined by the concerned local agency."
- b) The development in urban villages will also be regulated in the same manner at the urban village.
- c) As has already been emphasised in the Lt. Governor's order that proper circulation plans should be prepared for urban villages, the Technical Committee felt that adequate provisions for provision of physical infrastructure and common parking area could be made at the time of preparation of these plans by concerned local bodies. This decision of the Technical Committee should be communicated to MCD, NDMC, etc.
- d) As the decision of the Technical Committee as at a), b) & c) above requires modification to the MPD-2001, these may be referred to Ministry for obtaining concurrence/dispensation without taking the matter to the Authority because of its urgency relating to the Supreme Court matter.

- 3.1 Subsequently, the matter was put up to the Authority in its meeting held on 20.12.2002 vide item no. 106/2002. Decision of the Authority is reproduced below:-

"After detailed discussions, it was decided that the Technical Committee should re-examine its recommendations in consultation with all the Local bodies and the GNCTD." Minutes of the meeting enclosed at Annexure 'A'

- 3.2 As a follow up of the decision of the Authority, a meeting was held on 28.01.03. Minutes of the meeting are enclosed at Annexure "B".

- 3.3 A view was expressed in the meeting that about 90% houses and building in many urban villages have already been rebuilt and are in very good condition as the socioeconomic status of the families in villages have improved a lot over the period of time. It is only in few cases where new houses are to be constructed these can be covered under the 'City Area Policy' of the MCD which is already in the practice. It was further suggested that issues relating to planning and development of urban villages can also form a part of the overall policy framework being worked for projected population up to year 2021, as part of the exercise of Master Plan for Delhi-2021.

AGENDA FOR TECHNICAL COMMITTEE

Sub: Change of landuse of Plot no. 12, Rajpur Road measuring 4.4 acres located in Zone C from 'Residential' to 'Public and Semi Public Facilities'.
F.3(69)2003/MP

1.0 BACKGROUND

- 1.1 The Military Authorities have prepared layout plan on the above property for developing Military Law Institute for imparting military law education to Military Officers. The land in question is owned and in possession of the Defence.
- 1.2 The proposal has been submitted to MCD and MCD have sent a letter dated 21.11.2003 to DDA stating that as per the Bungalow Zone Plan, the landuse of the site in question is residential with permissible ground coverage of 25% and FAR 75. As per the layout plan for the proposed institute received from MCD, the development control norms stipulated for public and semi public facilities in MPD-2001 with 100 FAR, 25 ground coverage and 26 metre maximum height of the building have been availed.
- 1.3 In view of above it has been requested by MCD that necessary clarification/clearance for the proposal may be given defining the development controls.

2.0 EXAMINATION

- 2.1 As per the Master Plan for Delhi 2001 and the approved Zonal Plan of Zone-C, the plot under reference is located in Civil Lines Bungalow Zone in Sub-Zone C-3 and the landuse is 'Residential'.
- 2.2 The Development Control Norms for bungalow plots having an area of more than 4000 sqm as prescribed in the approved Zonal Plan are given here under:

Ground Coverage	-	25%
FAR	-	75
Height	-	11 mtr.
Density	-	62-75 PPA or 15 DUs per acre.

2.3 For plots other than residential following has been provided:

"Development norms for such plots shall be worked out keeping in view the urban form studies within the prescribed code of MPD-2001 so as to maintain the existing character of the area."

2.4 Site Condition: At present certain old structures are in existence. The 4.4 acre plot is located on the road having right-of-way of 24 meter. There is a narrow entry passage. The land is mostly vacant except a few old structures being used for need based activities.

3.0 PROPOSAL/PLANNING OBSERVATIONS

3.1 The proposal has been examined and it observed that the same is not in conformity with the Zonal Development Plan of Zone 'C' and Master Plan. The Master Plan 2001 stipulates "that the Civil Lines has mainly Bungalow Area and studies should be conducted to maintain its basic character." The basic character of the area is low density and low rise (maximum 35 ft.). However, in the proposal, the maximum height has been achieved is 25 meter, FAR 99.2 and ground coverage 24.4%. The proposal will require change of landuse from 'Residential' to 'Public and Semi Public facilities', and the development of norms are also required to be worked out in view of the stipulations provided in the Zonal Plan.

3.2 It has also observed that the institute of Military Academy can be accommodated in the Cantonment Area by Military Authorities as vast chunk of vacant land is available.

4.0 RECOMMENDATIONS

4.1 The proposal with planning observations as given in para 3.0 is put up for consideration of the Technical Committee.

Manjit
5/5/04

Manjit Bhalla
A.D. A.P.E.

Man 6/5/04
(S. K. ARIZ)
A.D. A.P.E.

akm

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO. F1(3)2004/ 125

DATED: 6/5/04

MEETING NOTICE

The 2nd meeting of the Technical Committee of the Delhi Development Authority for the year 2004 will be held on 12.5.2004 at 10.30 a.m. in the Conference Hall, 5th floor, Vikas Minar, New Delhi. A list of items along with agenda to be discussed is enclosed herewith.

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


(R.K. JAIN)
DIRECTOR (DS)

Copy to:

Vice Chairman, DDA 24699121
EM, DDA 24692174 BL
Commr. (Plg.) DDA
Commr. (LM) I DDA 24624487 Rs. L
Commr. (LM) II DDA 24698958 Rs. not used
Commr. (LD) DDA 24698350 BL
Town Planner, MCD 23967442 T.P.L
Chief Town Planner, TCPO
Chief Architect, NDMC 23742984 Rs. L
Chief Engg. (Elect) DDA
Addl. Commr. I DDA
Addl. Commr. II DDA
Addl. Commr. III DDA
OSD (MPPR) DDA
Secretary, DUAC
Land & Development Officer, (L&DO) 23019257 (X)
Sr. Architect, (H&TP) CPWD 23019681 Arch
Dy. Commr. Of Polcie (Traffic) Delhi 26190850 Rs. for
Director (land Scape) DDA.
Director (Bldg.) 24699279 -

Special Invitees:

FOR ITEM NOS.

Dy. GM, DTC, IP Estate 15/2004 19/2004
Director (TT) 15/2004 17/2004
Director (DWK) 25036238 X 18/2004
CE (DKW) 25058684 18/2004 16/2004
CE (Line 3) DMRC 24365732 18/2004
Project Manager (Elect) Dwarka 16/2004
Manager (400 KV/220 KV) 23533304 16/2004
Delhi Transco Limited
Engineer in Chief MCD 23962913 19/2004
Engineer in Chief PWD 23899800 19/2004
Chief Engineer Officer BSES 19/2004
Commr. TPT Delhi Govt. 19/2004
DLM (HQ) DDA 24698394 Rs 19/2004
C E (NZ) DDA. 19/2004
Director (NP) DDA 17/2004

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DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO. F1(3)2004/125

DATED: 6/5/04

MEETING NOTICE

The 2nd meeting of the Technical Committee of the Delhi Development Authority for the year 2004 will be held on 12.5.2004 at 10.30 a.m. in the Conference Hall, 5th floor, Vikas Minar, New Delhi. A list of items along with agenda to be discussed is enclosed herewith.

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


(R.K. JAIN)
DIRECTOR (DC)

Copy to:

Vice Chairman, DDA
EM, DDA

Commr. (Plg.) DDA

Commr. (LM) I DDA

Commr. (LM) II DDA

Commr. (LD) DDA

Town Planner, MCD

Chief Town Planner, TCPO

Chief Architect, NDMC

Chief Engg. (Elect) DDA

Addl. Commr. I DDA

Addl. Commr. II DDA

Addl. Commr. III DDA

OSD (MPPR) DDA

Secretary, DUAC

Land & Development Officer, (L&DO)

Sr. Architect, (H&TP) CPWD

Dy. Commr. Of Polcie (Traffic) Delhi

Director (land Scape) DDA.

Director (Bldg.)

Special Invitees:

Dy. GM, DTC, IP Estate

Director (TT)

Director (DWK)

CE (DKW)

CE (Line 3) DMRC

Project Manager (Elect) Dwarka

Manager (400 KV/220 KV)

Delhi Transco Limited

Engineer in Chief MCD

Engineer in Chief PWD

Chief Engineer Officer BSES

Commr. TPT Delhi Govt.

DLM (HQ) DDA

C E (NZ) DDA.

Director (NP) DDA

FOR ITEM NOS.

15/2004 19/2004

15/2004 17/2004

18/2004

18/2004 16/2004

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DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)


NO. F1(3)2004/ 121

DATED: 6-5-04

MEETING NOTICE

The 2nd meeting of the Technical Committee of the Delhi Development Authority for the year 2004 will be held on 12.5.2004 at 10.30 a.m. in the Conference Hall, 5th floor, Vikas Minar, New Delhi. A list of items along with agenda to be discussed is enclosed herewith.

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


(R.K. JAIN)
DIRECTOR (DC)

Copy to:

Vice Chairman, DDA
EM, DDA

- ✓ Commr. (Plg.) DDA - 7/5/04
✓ Commr. (LM) I DDA
✓ Commr. (LM) II DDA
✓ Commr. (LD) DDA
✓ Town Planner, MCD
✓ Chief Town Planner, TCPO - 7/5/04
✓ Chief Architect, NDMC
✓ Chief Engg. (Elect) DDA
✓ Addl. Commr. I DDA
✓ Addl. Commr. II DDA - 7/5/04
✓ Addl. Commr. III DDA - 7/5/04
✓ OSD (MPPR) DDA
✓ Secretary, DUAC
✓ Land & Development Officer, (L&DO)
✓ Sr. Architect, (H&TP) CPWD
✓ Dy. Commr. Of Polcie (Traffic) Delhi
✓ Director (land Scape) DDA - 7/5
✓ Director (Bldg.)

Special Invitees:

- | | FOR | ITEM NOS. |
|-----------------------------------|---------|-----------|
| ✓ Dy. GM, DTC, IP Estate - 7/5/04 | 15/2004 | 19/2004 |
| ✓ Director (TT) - 7/5/04 | 15/2004 | 17/2004 |
| Director (DWK) | 18/2004 | |
| CE (DKW) | 18/2004 | 16/2004 |
| CE (Line 3) DMRC | 18/2004 | |
| Project Manager (Elect) Dwarka | 16/2004 | |
| Manager (400 KV/220 KV) | 16/2004 | |
| Delhi Transco Limited | | |
| Engineer in Chief MCD | 19/2004 | |
| Engineer in Chief PWD | 19/2004 | |
| ✓ Chief Engineer Officer BSES | 19/2004 | |
| Commr. TPT Delhi Govt. | 19/2004 | |
| DLM (HQ) DDA | 19/2004 | |
| ✓ C E (NZ) DDA - 7/5/04 | 19/2004 | |
| ✓ Director (NP) DDA - 7/5/04 | 17/2004 | |
| ✓ Director (DC) - 7/5 | | |

✓ AEL (maintenance) - 7/5/04
✓ AE (Electric) - 7/5/04
✓ Security officer - 7/5/04



भारत शासन

~~File~~

S/C

4

Please find enclosed a copy of minutes of the weekly meeting of Lt. Governor, with the officers of DDA held at Raj-Nagar on 12.3.2003, for necessary action.

(Alok Singh)
OSD to L.G.

FILE NO. 100-220/C-1/1893-1701

Dated 18/3/2003

- 1. - A.C. T.P.
- 2. - P.O. DDA
- 3. - P.O. DDA
- 4. - Commr. DDA
- 5. - Commr. DDA
- 6. - Commr. DDA
- 7. - Commr. DDA
- 8. - Commr. DDA
- 9. - Commr. DDA
- 10. - Commr. DDA

27/3/03

24.3.03

Sd/-

Minutes of meeting may be seen for further

detail compliance of P.M.C.

pls put up in S/C file

M. M. B. 3

The following matters were discussed and decisions taken in the weekly meeting of J.A. Governor with the officers of DDA held at Raj Niwas, Delhi on 12.3.2003 :

Minutes of Technical Committee

L.G. desired that due to involvement of number of agencies regarding work being carried out for road alignment, flyovers, etc. which come up before the Technical Committee, the final minutes be issued after showing the draft to him.

Industrial Plots

It was desired that the left out industrial plots which are available with DDA should be disposed off through auction.

Re-modelling of roads

Comptroller (Engg.) informed that the plans for re-modelling of roads identified have been prepared. He further informed that the designs of these roads would be issued after discussing the matter with the traffic police and the local bodies. L.G., however, desired that the plans may be sent to the traffic police and the local bodies for sending their consent within 15 days. In the meanwhile the plans be issued to the Engineering Department so that the tendering process could be initiated immediately.

Flyovers

L.G. again referred that V.C., DDA may discuss the matter regarding construction of clover leaves at NOIDA Mor and Sarita Vihar Flyovers with the M.D./J.P. State Bridge Corporation, who have been awarded the work with the view to expedite the construction.

2

Y. Dwarka

L.G. again reiterated that Dwarka should be declared as a 'D' tolerance zone and for this purpose the Chief General Manager should be designated immediately. He also desired that the focus should be on completing the work of construction of roads, for disposal of commercial plots and for construction of Local Shopping Centres in various sectors of Dwarka. L.G. further desired that the encroachments which have come up on the lands of Dwarka should immediately be cleared.



DELHI DEVELOPMENT AUTHORITY
PLANNING WING, MONITORING UNIT
4TH FLOOR VIKAS MINAR
I.P. ESTATE, NEW DELHI
TELEPHONE NO. 3379951

No.F.5(3)97-MP

Dt. 5.5.2004

A meeting was held in the chamber of VC, DDA on 30.4.04 regarding circulation improvement plan around ISBT Sarai Kale Khan wherein Commissioner, Transport was also present and other representatives of DDA. VC, DDA desired that the said proposal may be placed "Laid on table" on the next T.C. meeting scheduled to be held on 12.5.04. Joint Director (Master Plan) may take necessary action accordingly.

Director (Plg.) DC.

Joint Director (Plg.) Master Plan.

(AMIT DAS)
JOINT DIRECTOR (PLG.)
MONITORING

756 B
5-5-04

V-11

Handwritten signature and date 6/5



DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN)

Dated : 3.6.04

No. F1 (3) 2004-MP -163

Sub: Draft minutes of the Technical Committee Meeting held on 12.5.04.

The list of the participants is enclosed at Annexure-I.

Confirmation of the minutes of the Technical Committee Meeting held on 29.1.04. F. No. 1(1)/04-MP).

The minutes of the Technical Committee held on 29.1.04 circulated vide this office letter No. F.1(1)2004-MP/52 dated 4.3.04 were confirmed with the following observations.

Bhalswa lake Complex planning parameters. (Item no. 4/04)
No change in T.C. decision is warranted.

Link Road connecting NH-8 to NH-10 through Dwarka, Rationalisation of ROW.) Item No.5/04

This is being dealt on file and the decision be placed before the Technical Committee for information.

Parking cum Commercial Complex proposal of MCD (Item No. 14/2004)

In view of urgency and commitment of MCD before the High Court, the decision and follow up action be taken on file, which may be placed before the Technical Committee for information.

Item No. 15/2004.


Sub: Pilot Project of Multi-level Parking on DTC Terminal Nehru Place. (F.3 (98) 98-MP)

The Technical Committee approved the proposal in principle with the stipulation that a detailed Circulation Plan be worked out by the DTC in consultation with the DDA/concerned Road Owning agency and the Police/Traffic authorities. This should include widening of the road to 26m R/W and providing of pedestrian plaza between the site - Fire Station/site-facilities plots by taking 8m wide strip from the DTC plot both North & East side.

Item no. 16/2004.

Sub: Regarding alternative route of 220 KV double circuit Transmission line from Bannoli (400 KV) to Papankala II (220 KV ESS) F1(62)90/DWK

After detailed discussion it was decided that the impact of alternative route of 220 KV double circuit transmission line from Bannoli to

 mla/Con 46

F. pponkalam may be examined in consultation with the DMRC. The likely impact with reference to the proposal regarding Convention Center should also be seen. The Engineering Deptt. may also work out the expenditure required for restoration of existing S/W Drain and road considering the detailed location of proposed pylons which is to be borne by the Transco.

Item No. 17/2004.

Subj: Change of land use of 252.4 acres of land at Savda Gheyra for relocation of Slum /JJ squatters. F20(1)2001-MP

The proposal was recommended for approval subject to the condition that while developing the area under reference the required land is to be left for the proposed 80 m. R/W Urban Extension Road - 1.

Item no. 18/2004.

Subj: Fixing location of MRTS Stations in DWARKA sub-city F.1(279)95/3lg/DWK/Part

The Technical Committee approved the location of proposed MRTS stations in Dwarka Sub-City, except proposed location at sector 9 & 10 (near Bharat Vandana) which may be examined by Chief Architect and Addl. Commr. (Plg.)-II alongwith DMRC, keeping in view the proposed Linear District Centre and Bharat Vandana Complex. This may be done in a time bound manner and put up in the concerned file.

Item no. 19/2004.

Subj: GNCTD proposal for High Capacity Bus system and Electric Trolley Bus System. F5(21)2003-MP

The item was deferred.

Item no. 20/2004.

Subj: Alignment Plan of proposed 60 mt. R/W Road from GT Karnal Road (NH 11) to Integrated Freight Complex for direct approach to Chemical Traders Layout F5(5)2004-MP

The proposal was recommended for approval.

Item no. 21/2004

Subj: Circulation improvement plan around ISBT Sarai Kale Khan and change of land use for Motor Driving School F5(3)87-MP

The Technical Committee recommended for approval the proposed change of Land Use for proposed Motor Driving school (3.1ha.). It also agreed in principle with the proposed Circulation plan, some suggestions for modification were made keeping the use of adjacent land in view. It was decided that this may be further worked out keeping in view the G.I.C.D. Department of Transport proposal and site/land status and may be put up on

 17

file for any change in the Circulation plan, if considered necessary and feasible/desirable.

Item No. 22/2004.

Sub: Alignment plan of 80 mt. R/W UER 1 from GT Karnal Road (NH-1) to Rohtak Road NH-10 F5(17)2001/MP/Pt.I

For the proposed modification in the alignment plan of 80 mt. R/W road between Alipur - Narela Road and Western Yamuna Canal in Narela subcity, the Technical Committee approved the alternative proposal-2(para 4 (b) of the agenda).

T.C. recommended that the alignment plan of the road from Bawana Industrial Area to Rohtak Road (NH-10), be taken up with the proposed Urban Extension Plan of Rohini.

Item No. 23/2004.

Sub: Policy framework for Planning and Redevelopment of villages F3(29)94-MP/Pt.III

The representative of MCD stated that they are working out a proposal for the above, which they would be soon submitting to the DDA. As such, the item was deferred.

Item No. 24/2004.

Sub: Change of Land use of plot no.12 Rajpur Road measuring 4.4.acre located in Zone C from Residential to Public and semi-public facilities.
File no. F.3(69)2003-MP.

The Item was deferred, it was decided the Military Authorities be invited when this item is put up for consideration.

[Handwritten signature]
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When the President has signed the bill, on draft minutes they please be sent to the Director of the Board of Directors.

The draft minutes are issued with the approval of Vice Chairman.

211.

DIRECTOR (DO)

Copy 101

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Recol minutes of the meeting
 (N.C. Jam)
 Rem/15BT
 O/L

(S.B. Sherkar)
 J. Director (MR)

15/6/04

List of participants of 2nd meeting for the year of 2004 of Technical Committee held on 12.5.2004.

DELHI DEVELOPMENT AUTHORITY

S/Sb

Madhukar Gupta, Vice Chairman
Prabash Singh, E.M.
A K Jain, Commissioner (Plg.)
Prakash Narayan Addl. Commr. (Plg) III
A K Gupta, Addl. Commr. (Plg) II
Ashok Kumar, OSD (MPPR)
Ms Savita Bhancari Director (LS)
B K Jain Director (DC)

Chairman

Convenor

MCD

Sham Sher Singh, Sr. T.P

TCPO

J B Kshirsagar TCP
R Srinivas Associate TCP

DELHI TRAFFIC POLICE

Dr. Ajit Kumar Singla, ACP (Traffic)
Ravinder Suri, Inspector

L&DO

Mahendra Singh, Engineer officer

SPECIAL INVITES:

Sunder Srivastava Director(Bldg.)
Ms Tripta Khurana, Chief Arch. DMRC
Ajesh Kumar, SE PWD C-V
Priyank Mittal EE PWD XX
R P Jain, Sr. Manager (C) DTC
L C Gosi, Dy. G M DTC
H S Chaudhary, Dy. CE / I. HL DMRC
S K Singha, CE (Elect) DDA
Kumar Keshav, Chief Project Manager DMRC
S C Tayal CE (NZ) DDA
D K Saluja Dir. (NP) DDA
H B Jha, Project Manager (E) DWK DDA
R M Lal Dir (T) DDA
K S Satial Dy. G M Delhi Transport
K K Ahluwalia, Manager Delhi Transport
R K Sabharwal, Chief Engineer, MCD
V K Panchal, S D CC 12 DDA
S K Sharma, I D ND - 8 DDA
Umash Kumar, EE/ND II DDA

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN)

No. F1 (3) 2004-MP / 298

Dated : 13/9/04

Sub: Minutes of the Technical Committee Meeting held on 12.5.04.

The list of the participants is enclosed at Annexure-I.

Confirmation of the minutes of the Technical Committee Meeting held on 29.1.04. F. No. 1(1)/04-MP).

The minutes of the Technical Committee held on 29.1.04 circulated vide this office letter No. F.1(1)2004-MP/52 dated 4.3.04 were confirmed with the following observations.

Bhalswa lake Complex planning parameters. (Item no. 4/04)
No change in T.C. decision is warranted.

Link Road connecting NH-8 to NH-10 through Dwarka, Rationalisation of ROW. (Item No.5/04)

This is being dealt on file and the decision be placed before the Technical Committee for information.

Parking cum Commercial Complex proposal of MCD (Item No. 14/2004)

In view of urgency and commitment of MCD before the High Court, the decision and follow up action be taken on file, which may be placed before the Technical Committee for information.

Item No. 15/2004.

Sub: Pilot Project of Multi-level Parking on DTC Terminal Nehru Place. (F.3 (98) 98-MP)

The Technical Committee approved the proposal in principle with the stipulation that a detailed circulation plan will be worked out by the DTC in consultation with DDA / concerned Road owning Agency and the Police / Traffic authorities. This should include widening of road between the DTC Depot and the Fire Station to a width of 26 mtr. by taking 8 mtr. wide strip from DTC plot side. Another 8 m wide strip on North side of DTC plot may be developed for pedestrian movement by DTC as per recommendations of DUAC while working out the plan for multilevel parking.

Malhotra
Compared & signed

Item no. 16/2004.

Sub: Regarding alternative route of 220 KV double circuit Transmission line from Bamnoli (400 KV) to Papankala II (220 KV ESS) F1(62)90/DWK

Technical Committee after detailed discussion recommended the proposal for approval of the route alignment as proposed in the agenda subject to the following conditions:

- a) Delhi Transco Ltd. shall seek clearance of the proposed alternate overhead route from DJB, GGS Indraprastha University & DMRC in respect of the stretches falling in the Dwarka Sewage Treatment Plant Complex, proposed GGS IP University Complex & proposed traction sub-station (DMRC) respectively, before implementation.
- b) Delhi Transco Ltd. shall seek NOC from Irrigation & Flood Deptt. of Delhi Govt. for erecting the over-head pylons proposed along East of the Najafgarh Drain.
- c) Delhi Transco Ltd. will erect the overhead towers in consultation with the office of CE (Dwk) to ensure that there is minimum dislocation to the underground services and also that the pylons are located appropriately in the 30 mtr. & 60 mtr. R/W roads.
- d) More than one over-head transmission line will not be provided along the same road.
- e) Delhi Transco Ltd. will pay the charges for restoration of the services to the office of CE (Dwk) on demand before taking up the work at site.

Item No. 17/2004.

Sub: Change of land use of 252.4 acres of land at Savda Ghevra for relocation of Slum /JJ squatters. F20(1)2001-MP

The proposal was recommended for approval subject to the condition that while developing the area under reference the required land is to be left for the proposed 80 m. R/W Urban Extension Road - 1.

Item no. 18/2004.

Sub: Fixing location of MRTS Stations in DWARKA sub-city F.1(279)95/Plg/DWK/Part

The Technical Committee approved the location of proposed MRTS stations in Dwarka Sub-City, except proposed location at sector 9 & 10 (near Bharat Vandana) which may be examined by Chief Architect and Addl. Commr. (Plg.)-II alongwith DMRC, keeping in view the proposed Linear District Centre and Bharat Vandana Complex. This may be done in a time bound manner and put up in the concerned file.

Mafur *Schuy*
Compared with Original

Item no. 19/2004.

Sub: GNCTD proposal for High Capacity Bus system and Electric Trolley Bus System. F5(21)2003-MP

The item was deferred.

Item no. 20/2004.

Sub: Alignment Plan of proposed 60 mt. R/W Road from GT Karnal Road (NH 11) to Integrated Freight Complex for direct approach to Chemical Traders Layout F5(5)2004-MP

The proposal was recommended for approval.

Item no. 21/2004

Sub: Circulation improvement plan around ISBT Sarai Kale Khan and change of land use for Motor Driving School F5(3)87-MP

The Technical Committee recommended for approval the proposed change of Land Use for proposed Motor Driving school (3.1ha.). It also agreed in principle with the proposed Circulation plan. Some suggestions for modification were made keeping the use of adjacent land in view. It was decided that this may be further worked out keeping in view the GNCTD, Department of Transport proposal and site/land status and may be put up on file for any change in the Circulation plan, if considered necessary and feasible/desirable.

Item No. 22/2004.

Sub: Alignment plan of 80 mt. R/W UER 1 from GT Karnal Road (NH - 1) to Rohtak Road NH - 10 F5(17)2001/MP/Pt.I

For the proposed modification in the alignment plan of 80 mt. R/W road between Alipur - Narela Road and Western Yamuna Canal in Narela subcity, the Technical Committee approved the alternative proposal-2(para 4 (b) of the agenda).

T.C. recommended that the alignment plan of the road from Bawana Industrial Area to Rohtak Road (NH - 10), be taken up with the proposed Urban Extension Plan of Rohini.

M. K. S.

S. S. S.

Compared with Original

Item No. 23/2004.

**Sub: Policy framework for Planning and Redevelopment of villages
F3(29)94-MP/Pt.III**

The representative of MCD stated that they are working out a proposal for the above, which they would be soon submitting to the DDA. As such, the item was deferred.

Item No. 24/2004.

Sub: Change of Land use of plot no.12 Rajpur Road measuring 4.4 acre located in Zone C from Residential to Public and semi-public facilities.

File no. F.3(69)2003-MP.

The Item was deferred, it was decided the Military Authorities be invited when this item is put up for consideration.


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


(B K Jain)
Director (DC)

Copy to:

1. Engineer Member, DDA
2. Commr. (Plg.) DDA
3. Commr. (LM) DDA
4. Commr. (ED) DDA
5. Chief Town Planner, MCD
6. Chief Town Planner, TCPO
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15. Land & Development Officer (L&DO)
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Compared with Original

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Director (TT) DDA
Director (Dwarka) DDA
Director (NP) DDA
Director (Rohini) DDA
Director (AP II)
OSD to VC for information of the latter.


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




Compared with original

List of participants of 2nd meeting for the year of 2004 of Technical Committee held on 12.5.2004

DELHI DEVELOPMENT AUTHORITY

S/Sh

Madhukar Gupta, Vice Chairman

Chairman

Prabash Singh, E.M.

A K Jain, Commissioner (Plg.)

Prakash Narayan Addl. Commr. (Plg) III

A K Gupta, Addl. Commr. (Plg) II

Ashok Kumar, OSD (MPPR)

Ms Savita Bhandari Director (LS)

B K Jain Director (DC)

Convenor

MCD

Sham Sher Singh, Sr. T.P.

TCPO

J B Kshisagar TCP

R Srinivas Associate TCP

DELHI TRAFFIC POLICE

Dr. Ajit Kumar Singla, ACP (Traffic)

Ravinder Suri, Inspector

L&DO

Mahendra Singh, Engineer officer

SPECIAL INVITEES:

Surender Srivastava Director(Bldg.)

Ms Tripta Khurana, Chief Arch. DMRC

Adesh Kumar, SE PWD C - V

Priyank Mittal EE PWD XX

R P Jain, Sr. Manager (C) DTC

L C Goel, Dy. G M DTC

H S Chaudhary, Dy. CE / L III, DMRC

S K Singha, CE (Elect) DDA

Kumar Keshav, Chief Project Manager DMRC

S C Tayal CE (NZ) DDA

D K Saluja Dir. (NP) DDA

H B Jha, Project Manager (E) DWK DDA

R M Lal Dir (T) DDA

K S Satial Dy. G M Delhi Transport

K K Ahluwalia, Manager Delhi Transport

R K Sabharwal, Chief Engineer, MCD

V K Panchal, SE / CC 12 DDA

S K Sharma, EE ND - 8 DDA

Umesh Kumar, EE/ND II DDA

Mahar

Singh

Computerized Original

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

NO. F.1(1)2004-MP / 296

DATED: 13/9/04

**SUB: Minutes of the Technical Committee meeting for
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**Sub Proposed Link Road connecting Ring Road and
Mathura Road along Bara Jullah Nallah
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F5(10)2002-MP**

The Technical Committee agreed with the proposal contained in the agenda.

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scheme area in redevelopment scheme of Dev Nagar.
F.20(29)94-MP**

The item was withdrawn.

Item No. 4/2004

**Sub: Bhalswa Lake Complex Planning Parameters.
F20(2)94-MP**

Technical Committee agreed with the proposed development control norms for commercial development as contained at para 3.1 of the agenda. For Lake side development i.e. para 3.2 and 3.3 of the agenda, Technical Committee observed that a uniform FAR of 5% should be followed with single storey development. It was also observed that the improvement of surrounding roads and widening of bridge over supplementary drain should form part of the development conditions.

ma/cw
[Signature]
Copy to be sent to the following

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F3(55)2003-MP

Item No. 7/2004

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ma/cw
~~Beryl~~
Carrington, Virginia

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(3.05 ha) and residential to Commercial (0.77 ha)
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Technical Committee recommended the proposed change of land use of above pockets be processed under section 11 A of DD Act 1957, subject to the development control norms for residential as per 4 (i) of the agenda and for commercial development @ 25% ground coverage and 100 FAR, (as approved by the Authority for property development vide resolution no. 18/2003, which stands referred to Ministry of Urban Development, Govt. of India)

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In view of urgency and commitment of MCD before the High Court the decision and follow up action be taken on file which may be placed before the Technical Committee for information.

Manoj

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(R K Jain)
Director (DC)

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





List of participant of 1st meeting for the year of 2004 of Technical Committee held on 29.1.2004

DELHI DEVELOPMENT AUTHORITY:

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M K Meena DCP (Traffic)

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G S Giri Ex Engg. Delhi University

S K Garg Sef I&FC Deptt.

Jaswant Rai, Manager IDPC

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Anil Barai, Director, (Rohini) DDA

R K Jain, Director, (AP) I DDA

R M Lal, Director (TT) DDA

Santlal, Chief Engineer MCD

M/K

29.1.2004

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

NO. F.1(1)2004-MP / 296

DATED: 13/9/04

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The Technical Committee agreed with the proposal contained in the agenda.

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The item was withdrawn.

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Ma/cur
Corr

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Technical Committee observed that the Delhi Development Act already provides a policy for notification, which does not warrant any modification. However, Technical Committee agreed with the proposal policy for de-notification of Development Area in principle, and recommended for putting up the matter to the Authority. It has also been recommended that de-notification of specific areas for the Development Area of the DDA should be taken up with the consent of the MCD.

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Ma/Cw
[Signature]
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(A K MANNA)
JT.DIR. (MP)




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DELHI TRAFFIC POLICE

M K Meena DCP (Traffic)

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G S Giri Ex Engg. Delhi University

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R K Jain, Director, (AP) I DDA

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Santlal, Chief Engineer MCD

M. G. S.

[Signature]
Commr.

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

NO. F.1(1)2004-MP / 296

DATED: 13/9/04

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mafor
[Signature]
Copy to ... Original

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M. J. Singh

Secretary

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Director (DC)

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(A K MANNA)
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Malhotra

Comp. no.

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

NO. F.1(1)2004-MP / 296

DATED: 13/9/04

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ma/cw
[Signature]
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Item No. 5/2004

Sub: Link Road connecting NH - 8 to NH - 10 through Dwarka,
Rationalisation of ROW.
F1(430)2002/Plg./Dwk/Pt.I

This is being dealt on file and the decision be placed before the Technical Committee for information.

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Sub: Policy for notification and de-notification of Development
Areas of DDA.
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Technical Committee observed that the Delhi Development Act already provides a policy for notification, which does not warrant any modification. However, Technical Committee agreed with the proposal policy for de-notification of Development Area in principle, and recommended for putting up the matter to the Authority. It has also been recommended that de-notification of specific areas for the Development Area of the DDA should be taken up with the consent of the MCD.

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The proposed design as submitted / presented by the Consultant is approved.

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Sub Change of land use of 2700 sq.m of land from public and
semi public facilities to Govt. use.
F20(4)2004-MP

The Technical Committee recommended the approval of the proposed change of land use of 2700 sqm from 'Public and semi Public' to 'Govt. use' and its further processing under section 11 A of the DD Act, 1957.

Item No. 9/2004

Sub: Proposed of petrol pump on the DND Flyway by
NOIDA Toll Bridge Co. Ltd. (MTBC)
F7(19)2003-MP

The Technical Committee noted the contents of para 4 of the agenda for further necessary action.

Man/aw

[Signature]
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Item No. 10/2004:

**Sub: Change of land use form Public & Semi Public facilities
(FC 53) to Commercial use measuring 2.84 ha at Wazirpur
(DMRC Project)
F3(81)2001-MP**

The Technical Committee agreed with the proposal as contained in the agenda and recommended for its further processing under section 11 A of DD Act 1957.

Item No. 11/2004

**Sub: Change of land use for the DMRC project in Vishwa
Vidyalaya Area from Public to semi Public to Residential
(3.05 ha) and residential to Commercial (0.77 ha)
F20(2)2000-MP-Pt.IV**

Technical Committee recommended the proposed change of land use of above pockets be processed under section 11 A of DD Act 1957, subject to the development control norms for residential as per 4 (i) of the agenda and for commercial development @ 25% ground coverage and 100 FAR, (as approved by the Authority for property development vide resolution no. 18/2003, which stands referred to Ministry of Urban Development, Govt. of India)

Item No. 12/2004

**Sub: Change of land use of an area of 3.36 ha. in Tri Nagar for
DMRC Project.
F20(2)2000-MP-Pt.II**

The Technical Committee agreed with the proposal contained at para 5 (i) of the agenda and recommended that the matter be processed under section 11 A of DD Act, 1957.

Item No. 13/2004


**Sub: Approval of Development Control Norms for flyash
brick plant at IP Estate (Zone 'O')
F13(182)2002/Bldg.**

Technical Committee agreed with the proposal contained at para 3 of the agenda for further necessary action.

Item No. 14/2004

**Sub: Parking cum Commercial Complex proposal of MCD.
F3(1)2004-MP**

In view of urgency and commitment of MCD before the High Court the decision and follow up action be taken on file which may be placed before the Technical Committee for information.

Manoj 

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


(R K Jaiswal)
Director (DC)

Copy to:

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OSD to VC, DDA for information of the latter.


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





List of participant of 1st meeting for the year of 2004 of Technical Committee held on 29.1.2004

DELHI DEVELOPMENT AUTHORITY:

S/Shri
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Prabash Singh E M
A K Jain, Commr. (Plg.)
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A K Gupta Addl. Commr. II
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DELHI TRAFFIC POLICE

M K Meena DCP (Traffic)

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Jaswant Rai, Manager IDPC
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Anil Barai, Director, (Rohini) DDA
R K Jain, Director, (AP) I DDA
R M Lal, Director (TT) DDA
Santlal, Chief Engineer MCD

May/2004

Comp. 10

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

NO. F.1(1)2004-MP / 296

DATED: 13/9/04

**SUB: Minutes of the Technical Committee meeting for
the year 2004 held on 29.1.2004.**

The list of participants is enclosed at Annexure I

Item no. 1/2004

**Sub: Confirmation of Minutes of Technical Committee held on
30.9.2003
F1(12)2003**

The Minutes of the Technical Committee held on 30.9.2003 circulated vide this office letter no. F.1(12)2003-MP-432 dated 29.10.2003 were confirmed.

Item No. 2/2004

**Sub Proposed Link Road connecting Ring Road and
Mathura Road along Bara Jullah Nallah
Nizammuddin (East.
F5(10)2002-MP**

The Technical Committee agreed with the proposal contained in the agenda.

Item No. 3/2004

**Sub: Development Control Norms for the residential development
scheme area in redevelopment scheme of Dev Nagar.
F.20(29)94-MP**

The item was withdrawn.

Item No. 4/2004

**Sub: Bhalswa Lake Complex Planning Parameters.
F20(2)94-MP**

Technical Committee agreed with the proposed development control norms for commercial development as contained at para 3.1 of the agenda. For Lake side development i.e. para 3.2 and 3.3 of the agenda, Technical Committee observed that a uniform FAR of 5% should be followed with single storey development. It was also observed that the improvement of surrounding roads and widening of bridge over supplementary drain should form part of the development conditions.

mla/cw
[Signature]
Comp. Secy. to the Secy.

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Ma/Gw
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Technical Committee recommended the proposed change of land use of above pockets be processed under section 11 A of DD Act 1957, subject to the development control norms for residential as per 4 (i) of the agenda and for commercial development @ 25% ground coverage and 100 FAR, (as approved by the Authority for property development vide resolution no. 18/2003, which stands referred to Ministry of Urban Development, Govt. of India)

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brick plant at IP Eastate (Zone 'O')
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Technical Committee agreed with the proposal contained at para 3 of the agenda for further necessary action.

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In view of urgency and commitment of MCD before the High Court the decision and follow up action be taken on file which may be placed before the Technical Committee for information.

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Director (DC)

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Manoj
Comp. 16

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

NO. F.1(1)2004-MP / 296

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





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Anil Barai, Director, (Rohini) DDA
R K Jain, Director, (AP) I DDA
R M Lal, Director (TT) DDA
Santlal, Chief Engineer MCD

May 2004

Copy 10

List of participants of 2nd meeting for the year of 2004 of Technical Committee held on 12.5.2004

DELHI DEVELOPMENT AUTHORITY

S/Sh

Madhukar Gupta, Vice Chairman

Chairman

Prabash Singh, E.M.

A K Jain, Commissioner (Plg.)

Prakash Narayan Addl. Commr. (Plg) III

A K Gupta, Addl. Commr. (Plg) II

Ashok Kumar, OSD (MPPR)

Ms Savita Bhandari Director (LS)

B K Jain Director (DC)

Convenor

MCD

Sham Sher Singh, Sr. T.P.

TCPO

J B Kshisagar TCP

R Srinivas Associate TCP

DELHI TRAFFIC POLICE

Dr. Ajit Kumar Singla, ACP (Traffic)

Ravinder Suri, Inspector

L&DO

Mahendra Singh, Engineer officer

SPECIAL INVITEES:

Surender Srivastava Director(Bldg.)

Ms Tripta Khurana, Chief Arch. DMRC

Adesh Kumar, SE PWD C - V

Priyank Mittal EE PWD XX

R P Jain, Sr. Manager (C) DTC

L C Goel, Dy. G M DTC

H S Chaudhary, Dy. CE / L III, DMRC

S K Singha, CE (Elect) DDA

Kumar Keshav, Chief Project Manager DMRC

S C Tayal CE (NZ) DDA

D K Saluja Dir. (NP) DDA

H B Jha, Project Manager (E) DWK DDA

R M Lal Dir (T) DDA

K S Satial Dy. G M Delhi Transport

K K Ahluwalia, Manager Delhi Transport

R K Sabharwal, Chief Engineer, MCD

V K Panchal, SE / CC 12 DDA

S K Sharma, EE ND - 8 DDA

Umesh Kumar, EE/ND II DDA

Mafar

Singh

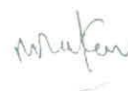
Compared with Original

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OSD to VC for information of the latter.


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




Copy sent to the Director

Item No. 23/2004.

**Sub: Policy framework for Planning and Redevelopment of villages
F3(29)94-MP/Pt.III**

The representative of MCD stated that they are working out a proposal for the above, which they would be soon submitting to the DDA. As such, the item was deferred.

Item No. 24/2004.

**Sub: Change of Land use of plot no.12 Rajpur Road measuring 4.4 acre located in Zone C from Residential to Public and semi-public facilities.
File no. F.3(69)2003-MP.**

The Item was deferred, it was decided the Military Authorities be invited when this item is put up for consideration.

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(B. K. Jain)
Director (DC)

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Compared with Original

Item no. 19/2004.

Sub: GNCTD proposal for High Capacity Bus system and Electric Trolley Bus System. F5(21)2003-MP

The item was deferred.

Item no. 20/2004.

Sub: Alignment Plan of proposed 60 mt. R/W Road from GT Karnal Road (NH 11) to Integrated Freight Complex for direct approach to Chemical Traders Layout F5(5)2004-MP

The proposal was recommended for approval.

Item no. 21/2004

Sub: Circulation improvement plan around ISBT Sarai Kale Khan and change of land use for Motor Driving School F5(3)87-MP

The Technical Committee recommended for approval the proposed change of Land Use for proposed Motor Driving school (3.1ha.). It also agreed in principle with the proposed Circulation plan. Some suggestions for modification were made keeping the use of adjacent land in view. It was decided that this may be further worked out keeping in view the GNCTD, Department of Transport proposal and site/land status and may be put up on file for any change in the Circulation plan, if considered necessary and feasible/desirable.

Item No. 22/2004.

Sub: Alignment plan of 80 mt. R/W UER¹ 1 from GT Karnal Road (NH - 1) to Rohtak Road NH - 10 F5(17)2001/MP/Pt.I

For the proposed modification in the alignment plan of 80 mt. R/W road between Alipur - Narela Road and Western Yamuna Canal in Narela subcity, the Technical Committee approved the alternative proposal-2(para 4 (b) of the agenda).

T.C. recommended that the alignment plan of the road from Bawana Industrial Area to Rohtak Road (NH - 10), be taken up with the proposed Urban Extension Plan of Rohini.

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Somali

Item no. 16/2004.

Sub: Regarding alternative route of 220 KV double circuit Transmission line from Bamnoli (400 KV) to Papankala II (220 KV ESS) F1(62)90/DWK

Technical Committee after detailed discussion recommended the proposal for approval of the route alignment as proposed in the agenda subject to the following conditions:

- a) Delhi Transco Ltd. shall seek clearance of the proposed alternate overhead route from DJB, GGS Indraprastha University & DMRC in respect of the stretches falling in the Dwarka Sewage Treatment Plant Complex, proposed GGS IP University Complex & proposed traction sub-station (DMRC) respectively, before implementation.
- b) Delhi Transco Ltd. shall seek NOC from Irrigation & Flood Deptt. of Delhi Govt. for erecting the over-head pylons proposed along East of the Najafgarh Drain.
- c) Delhi Transco Ltd. will erect the overhead towers in consultation with the office of CE (Dwk) to ensure that there is minimum dislocation to the underground services and also that the pylons are located appropriately in the 30 mtr. & 60 mtr. R/W roads.
- d) More than one over-head transmission line will not be provided along the same road.
- e) Delhi Transco Ltd. will pay the charges for restoration of the services to the office of CE (Dwk) on demand before taking up the work at site.

Item No. 17/2004.

Sub: Change of land use of 252.4 acres of land at Savda Ghevra for relocation of Slum /JJ squatters. F20(1)2001-MP

The proposal was recommended for approval subject to the condition that while developing the area under reference the required land is to be left for the proposed 80 m. R/W Urban Extension Road - 1.

Item no. 18/2004.

Sub: Fixing location of MRTS Stations in DWARKA sub-city F.1(279)95/Plg/DWK/Part

The Technical Committee approved the location of proposed MRTS stations in Dwarka Sub-City, except proposed location at sector 9 & 10 (near Bharat Vandana) which may be examined by Chief Architect and Addl. Commr. (Plg.)-II alongwith DMRC, keeping in view the proposed Linear District Centre and Bharat Vandana Complex. This may be done in a time bound manner and put up in the concerned file.

Mafus *Schmidt*
Completed on 10.10.2004

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN)

No. F1 (3) 2004-MP / 298

Dated : 13/9/04

Sub: Minutes of the Technical Committee Meeting held on 12.5.04.

The list of the participants is enclosed at Annexure-I.

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Maftun
Comp.

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18. Director (Landscape) DDA
19. Director (Bldg.) DDA

Copy also forwarded to:

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Director (Dwarka) DDA
Director (NP) DDA
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OSD to VC for information of the latter.


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




Completed with original

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A K Gupta, Addl. Commr. (Plg) II

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Priyank Mittal EE PWD XX

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L C Goel, Dy. G M DTC

H S Chaudhary, Dy. CE / L III, DMRC

S K Singha, CE (Elect) DDA

Kumar Keshav, Chief Project Manager DMRC

S C Tayal CE (NZ) DDA

D K Saluja Dir. (NP) DDA

H B Jha, Poject Manager (E) DWK DDA

R M Lal Dir (T) DDA

K S Satial Dy. G M Delhi Transport

K K Ahluwalia, Manager Delhi Transport

R K Sabharwal, Chief Engineer, MCD

V K Panchal, SE / CC 12 DDA

S K Sharma , EE ND - 8 DDA

Umesh Kumar, EE/ND II DDA

Mafan

Report

Computerized by [illegible]

**DELHI DEVELOPMENT AUTHORITY
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Malhotra
Compared with original

Item no. 16/2004.

Sub: Regarding alternative route of 220 KV double circuit Transmission line from Bamnoli (400 KV) to Papankala II (220 KV ESS) F1(62)90/DWK

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- a) Delhi Transco Ltd. shall seek clearance of the proposed alternate overhead route from DJB, GGS Indraprastha University & DMRC in respect of the stretches falling in the Dwarka Sewage Treatment Plant Complex, proposed GGS IP University Complex & proposed traction sub-station (DMRC) respectively, before implementation.
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Manoj
S. Chandra

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Mafu

Sanjay
Computerized Original

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**Sub: Policy framework for Planning and Redevelopment of villages
F3(29)94-MP/Pt.III**

The representative of MCD stated that they are working out a proposal for the above, which they would be soon submitting to the DDA. As such, the item was deferred.

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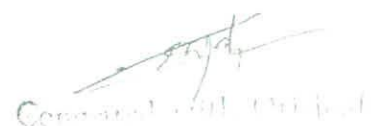
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(B K Jain)
Director (DC)

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3. Commr. (LM) DDA
4. Commr. (LD) DDA
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16. Sr. Architect (H&TP) CPWD




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DELHI DEVELOPMENT AUTHORITY
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M. G. G.
Compared with original

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[Signature]
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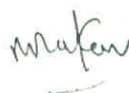
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(A K MANNA)
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S K Sharma , EE .ND - 8 DDA
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Mafer

Kapoor

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Manu *Scind*
Compared Original

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Somath

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S K Sharma, EE .ND - 8 DDA

Umesh Kumar, EE/ND II DDA

Makur

Singh

Compare with Original