



2004

# दिल्ली विकास प्राधिकरण

अनुभाग Master Plan

मिसिल संख्या F 1 (15) 2004/MP

पृष्ठा

विषय

सच-न्यबहार

4th Meeting of T.C held on 25/10/2004





दिल्ली विकास प्राधिकरण







OFFICE OF THE DIRECTOR (PLG.) ROHINI  
DELHI DEVELOPMENT AUTHORITY

No. PPR/4001/Ph.IV-V/2004/78

Dated: 8-2-2005

Sub: Urban Extension road (100 mtr. wide) from NH-10  
to Western Yamuna Canal in Rohini.

....

This case was discussed in the Technical Committee meeting held on 25.10.2004 vide item No.35/2004. The minutes recorded and sent to the undersigned were as follows:-

"The Technical Committee approved the proposed and observed that this should be in conformity to earlier approval of the Technical Committee meetings (item Nos. 22/2004 and 33/2004 held on 12.5.2004 and 3.8.2004 respectively".

In the said technical meeting dated 25.10.2004, Alternative (i) and Alternative (ii) of alignment of 100 mtr. wide road <sup>were</sup> discussed in detail and it was decided that Alternative No. (i) was approved. Alternative No. (i) is on the Eastern side of 220 KV H.T. line. Therefore, the above said minutes need amendment giving the specific approval of alternative No. ~~(ii)~~ (i)

For reference purpose, minutes of Item No.22/2004 and 33/2004 held on 12.5.2004 and 3.8.2004 respectively are also enclosed.

It is requested that necessary amendment in the minutes may please be get approved and forwarded to this office at the earliest

*Anil Barai*  
(ANIL BARAI)  
DIRECTOR (PLG.) ROHINI

*9/2/05*  
Addl. Commr. (Plg.) III.  
Commr. (Plg.)  
Director (DC).

*10.2.05*

*let us discuss with  
Dir (DC)*

*AD APP)*

*Pl discuss with  
dt. 25/10/04*

*Sh. Chameyat*

*file No. T.C. 70  
Mafur  
7/3/05*

Comdant G's Office

Diary No. A-372

Date: 10/2/05

*DDMP-215  
11/2/05*

अति. आ. यो. III  
डायरी सं. 165  
दिनांक 9/2/05

*25-80  
10/2/05*



THE UNIVERSITY OF CHICAGO

CHICAGO, ILLINOIS, MAY 1, 1921

Dear Sir:

I have the honor to acknowledge the receipt of your letter of the 28th inst.

and in reply to inform you that the same has been forwarded to the proper authorities for their consideration.

I am, Sir, very respectfully,  
Yours very truly,

W. B. ELLIOTT

Director of the University of Chicago

W. B. ELLIOTT



DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

NO. F.1(15)2004-MP / 400

DATE: 1-12-04

The draft minutes of the 4<sup>th</sup> Technical Committee meeting for the year 2004 held on 25.10.2004.

The list of the participants is enclosed at Annexure I.

Item No. 34/2004:

Sub: Confirmation of Minutes of Technical Committee Meeting held on 3.8.2004.  
F1(7)2004-MP

The draft minutes of the Technical Committee Meeting held on 3.8.2004 circulated vide this office letter no. F1(7)2004-MP/297 dated 13.9.2004 were confirmed.

Item No. 35/2004:

Sub: Urban Extension of 100 mtrs Road.  
F/PPR/4001/Ph. IV-V/2004

The Technical Committee approved the proposal and observed that this should be in conformity to earlier approval of the Technical Committee meetings (item nos. 22/2004 and 33/2004 held on 12.5.2004 and 3.8.2004 respectively).

Item No. 36/2004

Sub: Approval of Layout plan of Shree Atma Vallabh Jain Samarak Shikshan Nidhi G T Karnal Road, Development Area no.175.  
F13(166)99/Bldg./Vol. II

Technical Committee agreed with the proposal which is in pursuance of the Authority Resolution no. 40/98 dated 30.3.98 subject to provision of independent services by the applicant.

Item No. 37/2004

Sub: Grade separator proposal of the Inter section of Vikas Marg and Eastern Marginal Bund Road (ITO) Chungi Inter Section.  
F5(19)91-MP

Technical Committee desired that the proposal be examined with respect to proposed alignment of DMRC, and also considering the site constraints and traffic volume, option of underpass may also be examined. The clearance from YSC, ( CWC ) may also be obtained by PWD. It was also observed that Landscape Plan to form part of all the flyovers / RUB proposals.

pl provide a copy of min. in reply

cpc

Technical meeting circular no - 22/2004 and 33/2004 held on 12/5/04 and 3/8/04 altered.

10/12/04



**Item No. 38/2004**

Sub: Declaration of two pockets of Narela Project as Development Area of DDA. F3(56)2004-MP

The proposal of notification of the two areas in Narela Project measuring 1000 ha. (details in para 2 of the agenda) for declaration of development area was approved. On the suggestions made by the representative of MCD, it was agreed that the existing village of Sanoth may also be notified as Development Area.

**Item No. 39/2004:**

Sub: Provision of Burial and Cremation Ground at Phase III Madanpur Khadar. F3(21)2001-MP

Technical Committee recommended the approval of proposal at para 5 of the agenda for further processing of change of land use under section 11 A of the DD Act, 1957.

**Item No. 40/2004:**

Sub: Change of land use for construction of Judicial Academy at Sector 14 phase II Dwarka. F20(10)2004-MP

Technical Committee recommended the approval of the proposal of the agenda for further processing of change of land use under section 11 A of DD Act, 1957.

**Item No. 41/2004**

Sub: Proposal of 1<sup>st</sup> phase widening of 80 mt. & 100 mt. R/W UER I - II & III roads in the Urban Extension Plan. F5(14)2004-MP

The Technical Committee recommended the approval of the proposal as given below:

- First phase widening proposal for 80 mt R/W UER I and III with six lane divided carriageways and 2 mt. wide footpaths on either sides.
- The widening proposal for 100 mt. R/W UER II has already been approved by Technical Committee for Dwarka Project on 3.8.2004. The same may be adopted in Rohini & Narela Projects. 1.5 mtr width was agreed earlier by Technical Committee for Dwarka shall be modified to 2.0 mtr in all the three projects i.e. Dwarka, Rohini and Narela.
- Appointment of consultants shall be taken up by the concerned Chief Engineers of the Project for preparation of the Road Development Plan of 1<sup>st</sup> phase as explained in para 3 of the agenda.

*[Handwritten signatures]*



- The cross sections earlier approved by Authority vide Resolution no. 23/96 dated 19.12.96 shall be kept in abeyance.

**Item No. 42/2004:**

Sub: Readjustment of 55 hects of land allotted to Delhi Jal Board at Iradat Nagar along Western Yamuna Canal in Narela Project.  
F3(59)2004-MP

- The details of area proposed by DJB for different uses was not found to be justifiable keeping in view the land requirements projected by DJB for earlier use in Rohini and Dwarka Projects, it was decided that DJB may restrict the total area of 35 ha as in the case of Dwarka and Rohini Projects.
- Change of landuse for land being proposed for residential use by DJB be processed and case be referred to Finance Wing for costing etc. as per policy.
- Adjustment of landuse within the Narela Project shall be processed by Director (NP), DDA keeping in view the land required for 80/100 mt. Road & existing HT line.

**Item No. 43/2004:**


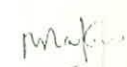
Sub: Identification of about 200 acres for relocation of non - conforming industries on South of Rohtak Road.  
F20(12)95-MP

Technical Committee agreed to the proposals at 2 c) & d) of agenda subject to the condition that the processing of change of landuse would be taken up after the Industries Department, GNCTD / DSIDC submits the details and survey of the area proposed to be acquired. Views of Fire & Explosive Department may also be obtained.

**Item No. 44/2004**

Sub: Improvement of Traffic Circulation of Nelson Mandela Road (Road No. 17) and provision of dedicated entry to Shopping Mall, Vasant Kunj Phase II.  
F5(3)72-MP-Pl.I

The Technical Committee agreed with the proposal (Alternative II) subject to feasibility report and with the observation that this being a PWD road, the consent of the PWD, GNCTD may be obtained even though funding for the project is to be done by DDA. Since the proposal for improving the traffic circulation for proposed shopping Mall adjacent to the road, in view of the comments of Traffic Police, parking facilities including multi storeyed parking may be ensured. Traffic Management Plan may also be prepared alongwith a feasibility report of the proposal.

Item No. 45/2004:

Sub: Improvement of Ring Road Joseph Broz. Tito Marg intersection  
(Moolchand underpass)  
E.5(11)2001-MP

Technical Committee recommended the proposal for approval subject to clearance from the DMRC and also from Delhi Government about two level Ring Road and High capacity buses. It further desired that the proposal be put up to LG on file for relaxation of the height and gradient keeping in view the site constraint for this specific case, which is not to be taken as a precedent in future.

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

These draft minutes are issued with the approval of Finance Member, DDA

(B K JAIN)  
DIRECTOR (DC)

Copy to:

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

Copy also forwarded to:

Secretary (L&B) GNCTD

Director (Rohini) DDA

Engineer in Chief PWD

Chief Engineer Irrigation & Flood

Chief Engineer (G) DMRC

Chief Engineer Yamuna Standing Committee

Director (IT) DDA

Director (RYP) DDA

Director (NP) DDA

In Chair,

Joint Director (MP)



augv8

DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

NO. F.1(7)2004-MP/297

Date: 13-9-04

Draft minutes of the Technical Committee meeting held on 3.8.2004.

The list of participants is enclosed at Annexure I.

Item No. 25/2004:

Sub: Confirmation of minutes of the Technical Committee meeting held on 12.5.2004.

Draft minutes of the Technical Committee held on 12.5.2004 circulated vide this office letter no. F1(3)2004/MP/163 dated 3.6.2004 were confirmed with the following modifications:

Pilot Project of multi level parking at DTC Terminal, Nehru Place. (Item no. 15/2004)

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.

Regarding alternative Route of 220 KV double circuit transmission line from Bamnoli (400 KV) to Papankalan II (220 KV ESS) (Item No. 16/2004)

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

- 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.
- 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.

M-206

For record in  
TC minutes file

RK

1.10.2004

Technical meeting item no-22/2004  
12/5/04 and 3/8/04 altered

10/12/04

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. 26/2004:

Sub: Proposed minor modification in the cross section 80 m R/W road (UER III) F5(6)95-MP

The Technical Committee decided that the matter may be put up to EM for his concurrence.

Item No. 27/2004

Sub: Allocation of a site for weighbridge in Mayapuri Industrial Area. F.3(39)99-MP

In the meeting DCP (T) informed that they will confirm their observations in this case, within a week.

Technical Committee decided that the matter be put up thereafter in a file to Competent Authority for a decision

Item No. 28/2004

Sub: Building Plan for mosque and madarisa at HAF Pocket B Sector II Dwarka Relaxation in Setback F13(94)2003-Bldg.

Technical Committee recommended the proposal for proposed exchange of setback of 3 m from rear to side.

Item No. 29/2004

Sub: Change of land use of plot no. 12, Rajpur Road measuring 4.4 acres located in Zone 'C' from 'Residential' to 'Public and Semi Public Facilities' F3(69)2003-MP

Technical Committee recommended the proposal for change of landuse of above property with the following observations:

i) Clearance from Traffic Police from traffic / parking point of view may be obtained.

*[Signature]*  
Consented with ...



- ii) While dealing with the Building Plan, the MCD to ensure that the building is not in the heritage list.
- iii) Norms for Bungalow Zone shall be applicable.

Item No. 30/2004

Sub: Corridor Improvement Plan and Grade Separator proposals at Rani Jhansi Road. F5(9)88-MP

Technical Committee agreed with the proposal at para 2 of the agenda subject to the following conditions:

- i) Details to be worked out for intersections as listed at para 6 of the agenda.
- ii) The detailed proposals of traffic management to be worked out.
- iii) the proposal of rehabilitation of the existing shop keepers may be worked out by the MCD, which is not permissible under the flyover.

The proposal giving above details may be submitted to the DDA by the MCD.

Item No. 31/2004

Sub: Utilisation of land made available by demolition of structure in South East of Siraspur village. F3(5)2004-MP

The Technical Committee desired that the matter may be further examined keeping in view of the i) Court order ii) overall area details in terms of status of land and land use proposals.

Item No. 32/2004

Sub: Modification in layout plan on CRRI Campus Mathura Road (Zone F) and change of land use from District Park (Green) to Residential F3(67)2003-MP

Technical Committee recommended the proposal at para 3 of the agenda for approval and for further processing under section 11 A of DD Act, 1957.

Item No. 33/2004

Sub: Modified Cross Section of proposed 100 m R/W arterial road between Najafgarh Drain upto NH - 10.  
F1(430)2002/Plg/Dwk/Part I.

The Technical Committee agreed with the concept of raising the carriage-way in order to make the Urban Extn road a segregated freeway and desired that Techno economic feasibility may be got done.

*[Signature]*  
Copy sent to the ...

122  
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 MANNA)  
Director (DC)

Copy to:

- In Chair
1. Finance Member, DDA
  2. Engineer Member, DDA
  3. Commr. (Plg.) DDA
  4. Commr. (LM) 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 Engineer (Elect) DDA
  11. Addl. Commr. (Plg.) I DDA
  12. Addl. Commr. (Plg.) II DDA
  13. Addl. Commr. (Plg.) III DDA
  14. OSD (MPPR) DDA
  15. Secretary, DUAC
  16. Land & Development Officer (L&DO)
  17. Sr. Architect (H&TP) CPWD
  18. Dy. Commr. of Police (Traffic) DDA
  19. Director (Landscape) DDA
  20. Director (Bldg.) DDA

Copy also forwarded to:

Director (AP I) DDA  
Director (AP II) DDA  
Director (MP) DDA  
Director (Dwk) DDA  
Director (TI)  
OSD to VC for information of the latter.

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

  
Comr

  
Comr



ANNEXURE I.

List of participants of 3<sup>rd</sup> meeting for the year of 2004 of Technical Committee held on 3.8.2004

DELHI DEVELOPMENT AUTHORITY:

S/Shri

A K Patnaik, F.M. (Acting VC) Chairman  
Prabash Singh E M  
A K Jain, Commr. (Plg.)  
Prakash Narayan, Addl. Commr. (Plg.) III  
Ashok Kumar, OSD (MPPR)  
Ms. Savita Bhandari, Director (LS)  
H B Jha, CE (E)  
B K Jain, Director (DC)

M.C.D.:

Shamsher Singh, Senior Town Planner

T.C.P.O:

Pawan Kumar, ATP

DELHI TRAFFIC POLICE

Mukesh Kumar Meena, DCP

L & D O :

S C Saxena, Building Officer

SPECIAL INVITEES:

R K Meena, Engineer in Chief, MCD  
Sant Lal, Chief Engineer, MCD  
Lt. Col. Rakesh Mishra, AJAG  
Col. I. S Singh, Army  
S. Srivastava, Director (Bldg.) DDA  
R K Jain, Director (AP) I DDA  
R M Lal, Director (TT) DDA  
R P Jain, Sr. Manager, (Civil) DTC  
Mahabir Singh, Director MFS  
H S Dharamsattu, SE CCZ (DWK)

  
Comd

  
Comd

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.

For record  
in T.C. minutes  
SRE

M-17  
2004

1.10.2004

Makino

Comp.

22/9  
D. (Bldg)  
D. (NP)  
D. (RP)  
D. (70)

उत्ति. आ. चो. - III  
डापरी सं. 1336...  
दिनांक ... 13/9/04



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

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.

*maifur* *S. Chandra*

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. J. Singh*

*Sanjay*



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. (I.D) 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



  
Chairman, DDA

List of participants of 2<sup>nd</sup> meeting for the year of 2004 of Technical Committee held on 12.5.2004

DELHI DEVELOPMENT AUTHORITY  
S/Sh

Madhukar Gupta, Vice Chairman  
Prabash Singh, E.M.

Chairman

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&amp;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



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)





# INDEX

S.NO.	ITEM NO.	SUBJECT	PAGE NO.
1.	34/2004	Confirmation of Minutes of Technical Committee meeting held on 3.8.2004 F1(7)2004-MP	
2.	35/2004	Urban Extension of 100 mtrs Road F/PPR/4001/Ph..IV-V/2004	1 to 5 (Agenda already Circulated vide letter no. 1(15)2004-MP/346 dated 12.10.2004)
3.	36/2004	Approval of Layout Plan of Shree Atma Vallabh Jain Samarak Shikshan Nidhi GT Karnal Road, Development Area No. 175.	6 to 8 (Agenda already circulated vide letter no. 1(15)2004-MP/346 dated 12.10.2004)
4.	37/2004	Grade Separator Proposal of the Inter Section of Vikas ;Marg and Eastern Marginal Bund Road (ITO) Chungi Inter Section F5(19)91-MP	9 to 13 Agenda already circulated vide letter no.1(15)2004-MP/346 dated 12.10.2004.
5.	38/2004	Declaration of two pockets of Narela Project as Development Area of DDA. F3(56)2004-MP	14 to 17 Agenda already circulated vide letter no.1(15)2004-MP/346 dated 12.10.2004.
6.	39/2004	Provision of Burial and Cremation Ground at Phase III Madanpur Khadar. F3(21)2001-MP	18 to 20 (Agenda enclosed)
7.	40/2004	Change of land use for construction of judicial Academy at Sector 14 phase II Dwarka F20910)2004-MP	21 Agenda enclosed
8.	41/2004	Proposal of 1 <sup>st</sup> Phase widening of 80 mt & 100 mt R/W UER I – II & III roads in the Urban Extension Plan. F5(14)2004-MP	22 to 27 Agenda enclosed
9.	42/2004	Readjustment of 55 hecets of land allotted to Delhi Jal Board at Iradat Naga along Western Yamuna Canal in Narela Project. F3(59)2004-MP	28 to 30 Agenda enclosed

P.T.O



10. 43/04 Identification of about 200 acres for - Table (Laid on)  
relocation of non conforming industries  
on south of Rohit Road.  
F 20(12)95/MP

11. 44/04 Imp of Traffic Circulation of Nelson Table (Laid on)  
Mandela Road (Road No. 17) and provision  
of dedicated entry to Shopping Mall, Warant  
Kunj More-II  
F 5(3)72/MP/PTI

12. 45/04 Improvement of Ring Road - Joseph Broz Table (Laid on)  
Tito Marg intersection (Moolchand  
underpass)  
F 5(11)2007/MP

## DRAFT AGENDA FOR THE TECHNICAL COMMITTEE

Sub: Proposed alignment of 100mts wide road(i.e. the U.E.R-II)from Western Yamuna Canal to Rohtak Railway Line through Rohini Project Scheme.(File No.PP/R/4001/Ph.IV/2004)

## 1.0 BACKGROUND

1.1 **The Broad Scenario :** This 100 mts R/W road which has also been termed as Urban Extension Road-II forms part of Urban Extension proposal of MPD-2001. The U.E. proposal envisages a major linkage between NH-1(GT Road), NH-10(Rohtak Road) and NH-8, which runs a total length of 45.62 Km.(approx.) for its entire stretch. The linkage also connects the three major sub-cities namely Narela, Rohini and Dwarka as well as the Delhi International Airport within the Urban Extension. This road was earlier conceived as Express Way for Delhi, which is now to be constructed outside Delhi as per the order of Hon'ble Supreme Court. However, the proposed road would remain as the main arterial road of Urban Extension with the R/W as 100 mts and 40 mts green(additional)on either side all along.

1.2 **The Stretch in context:** As discussed, a part of this road with a length of 11.8 km(approx) forms part of the Rohini Project Scheme as it passes through. The stretch under consideration is confined from Western Yamuna Canal(at the East end) to Rohtak Railway Line(at the West end) and comes under the purview of action of Rohini Project Wing. Moreover, to facilitate the continuity of the road implementation as well as for having a smooth integration with other sides at two ends, it was discussed and internally agreed upon that an overlapping length of 1 km at the both end would be dealt jointly by Directors of respective planning jurisdiction.

## 2.0 THE SITE:

2.1 **Land status:** The linear strip of land of 100mts wide all through lies adjoining the 220 KV, HT.line which also demarcates the extreme end of the planning zone 'M'. The area forms part of development area No.175 which is planned as phase-V of Rohini Residential Scheme. At present, the said area stands notified under section -4 and 6 under the Land Acquisition Act.

2.2 **Area and Existing Structure:** The area under proposal is predominantly of agricultural use at present, although interrupted



with built up structures which are concentrated mainly at three locations. These areas of conflict are part of village Barwala, Rama Vihar colony, Bhagya Vihar Colony and Rani Kheta Colony which exist as a part of unplanned growth. The structures are mostly in the form of scattered single storey tenements with/without exterior plaster, while there are a no. of large plots lying vacant with only compound wall around it. These areas of conflict have been demonstrated through photographic reconnaissance in drawing sheet No.3 to assess and evaluate feasibility of such proposal. Survey has also been carried out by the Engg. Wing for the existing structures (would be affected) information on which are placed in annexure-I.

- 2.3 Provision in zonal plan :** As envisaged in the draft zonal plan of zone 'M'(part) (i.e. The Rohini sub city phase-III, IV & V), a broad linkage in the form of 100 mt road stands approved to connect the NH-10 to NH-1 (i.e. G.T.K. Road). This road has been aligned along the 220 KV H.T. Line for its entire course within the project area. However, this alignment happens to be in conflict with few built up structures at site as it passes through unauthorized colonies at three locations.

### 3.0 EXAMINATION

Based on the above premise (i.e. the approved provision in the zonal plan viz-a-viz the existing physical scenario) under the stretch at site, the proposal has been formulated. Out of the two alternatives as suggested, the alignment in alternative - I is as envisaged in the draft zonal plan of zone 'M'(part) w.r.t. Rohini Sub-city and forms part of planning zone 'M'. While, in the alternative II the alignment is as per the draft zonal plan of Narela Sub-city, in which the same is indicated on the other side of H.T. Line passing through planning zone 'N'. The area under this Zone has not yet been notified as development area as also no initiative has yet been taken at present in preparation of zonal plan.

However, general discussion with CE(Rohini) and SE(CC-9) on survey findings adequately suggest for the alignment as suggested at alternative -I, although, the feasibility at site is yet to be received from the Engg. Wing.

### 4.0 PROPOSAL

The broad alignment as discussed above under alternative -I & II is proposed for the stretch from Rohini Railway Line to the Western Yamuna Canal as shown in the drawing No.1 & 2 placed at flag-'B' and 'C'. The basic difference between two alternatives is that one is passing on the East adjoining the H.T. Line while the other on

the West adjoining the same. However, with reference to <sup>areas under</sup> conflict with built-up structures, the situation remains almost same. This alignment also takes into consideration of the following salient features which form part of this proposal too.

**4.1 Fixing of R/W: (As approved and adopted for the part in Narela subcity)**

The matter concerning the R/W i.e. width of the road to be adopted was discussed earlier at various levels with Commr(Plg.)/Addl. Commr(Plg.) III, CE(Rohini), Sub Committee of TC, CRRI etc. pursuant to T.C. decision dated 28.11.02. It was opined that the R/W's as proposed in the Urban Extension Plan / Rohini Subcity Zonal Plan may be retained. Provision be made for future modes of Transport and Utility Corridors in the R/W's. The R/W of this road was thus recommended to be kept as 100 mts with 40 mt wide green belts on either sides as per zonal plan proposal. However, it may be noted that the R.O.W. of 100 mts. alongwith green belt of 40 mts( at Southern side) remains part of zone 'M' and stands notified for acquisition. But the green belt of 40 mts (at Northern side) forms part of zone 'N', which is not under the development area and no acquisition hence been initiated.

**4.2 Final Phase Cross-section( as approved and adopted for the part in Narela Subcity)**

This road of 100 mt R/W will have the following salient features as part of approved cross-section.

i)	Central Verge	6 mts(Half includes space for future modes of transport)
ii)	Inter/Intracity Traffic	14.0 mts.
iii)	Inner foot path	4.5 mts.
iv)	Slow moving vehicles, cycle track.	5.50 mts
v)	Verge	0.50 mts
vi)	Local Traffic	7.50 mts.
vii)	Outer foot path	3.50 mts.
viii)	Utility corridor(accommodates the pylon structure carrying the H.T. line)	8.5 mts.
ix)	Green belt	40 mts.



#### 4.3 Immediate Phase Cross Section( as approved and adopted for the part in Narela Subcity)

In the immediate phase, six lanes divided carriageway (11 mt width on either sides) with 12 mts wide central verge with 2.50 mt wide ~~footpath~~ footpath on either sides be taken up for construction. Proper bus bays be provided at places where the bus stops are envisaged and all other elements be also incorporated (as to be shown and detailed in the R.D.P.).

Moreover, as decided in the meeting under Hon'ble Minister of Industries, the 100 mt wide stretch shall only be developed upto the Bawana- Auchandi Marg intersection from the NH-100 (i.e. Rohtak Road) side in the 1<sup>st</sup> phase. This link would follow through Auchandi Marg (which is to be widened ) and finally connect with UER-1 (i.e. 80 mt R/W under implementation) for a link to NH-1.

#### 4.4 Integration / Dovetailing of alignment With Narela & Dwarka Projects:

The 100mt.R/W road after crossing the Western Yamuna Canal passes through Narela Project Scheme upto NH-1 (G.T.K.Road ) towards East. The alignment for the immediate next stretch across the canal, which forms part of Narela Scheme has already been approved. Now ,after joint inspection by both the project teams at site and keeping in view the constraints of existing pylons, foundation of new pylons of Delhi Transco and Delhi Jal Board boundary wall, the integration has been finalized. A copy of the plan showing the detailed integration prepared by Narela Project is laid on table.

Secondly , at the Western end , the alignment continues towards Rohtak Road and further after crossing Rohtak Railway Line. Since the alignment follows the HT Line all along in Rohini Project Scheme, the same is proposed to be continued beyond Rohtak Railway Line along the HT Line till such exist. The matter of integration at this end has already been finalized in discussion with Dwarka Project Team and the same is shown in the proposal.

#### 4.5 Designing of major intersections on 100mtr road:

The possible intersections where major internal roads from the project area are meeting with the 100mtr road are indicated in the proposal for which specific treatment / solution requires to be worked out at the time of detailing/preparation of road development plan.

- 4.6 Preparation of Detailed Road Development Plan(RDP): The detailed road development plan of this road to a scale of 1:1000 based on the final phase cross section / adjoining landuses shall be got prepared by Chief Engineer(Rohini)DDA through a private consultant and submit to Director(Rohini) for taking final approval from the Technical Committee.

#### 5.0 RECOMMENDATIONS

The proposals as explained under paras 4.1 to 4.6 above are placed before the TC for consideration.

  
(ANIL BARAI) 20.8.2004  
DIRECTOR(PLG.)ROHINI

  
(PARTHA DHAR)  
JT.DIRECTOR(PLG.)ROHINI



DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

NO. F.1(15)2004-MP / 403

DATE: 9-12-04

The minutes of the 4<sup>th</sup> Technical Committee meeting for the year 2004 held on 25.10.2004.

The list of the participants is enclosed at Annexure I.

**Item No. 34/2004:**

Sub: Confirmation of Minutes of Technical Committee Meeting  
held on 3.8.2004.  
F1(7)2004-MP

The draft minutes of the Technical Committee Meeting held on 3.8.2004 circulated vide this office letter no. F1(7)2004-MP/297 dated 13.9.2004 were confirmed.

**Item No. 35/2004:**

Sub: Urban Extension of 100 mtrs Road.  
F/PPR/4001/Ph. IV-V/2004

The Technical Committee approved the proposal and observed that this should be in conformity to earlier approval of the Technical Committee meetings (item nos. 22/2004 and 33/2004 held on 12.5.2004 and 3.8.2004 respectively).

**Item No. 36/2004**

Sub: Approval of Layout plan of Shree Atma Vallabh Jain Samarak Shikshan Nidhi G T Karnal Road, Development Area no.175.  
F13(166)99/Bldg./Vol. II

Technical Committee agreed with the proposal which is in pursuance of the Authority Resolution no. 40/98 dated 30.3.98 subject to provision of independent services by the applicant.

**Item No. 37/2004**

Sub: Grade separator proposal of the Inter section of Vikas Marg and Eastern Marginal Bund Road (ITO) Chungi Inter Section.  
F5(19)91-MP

Technical Committee desired that the proposal be examined with respect to proposed alignment of DMRC, and also considering the site constraints and traffic volume, option of underpass may also be examined. The clearance from YSC, ( CWC ) may also be obtained by PWD. It was also observed that Landscape Plan to form part of all the flyovers / RUB proposals.

*M. K. Singh*

**Item No. 38/2004**

Sub: Declaration of two pockets of Narela Project as Development Area of DDA. F3(56)2004-MP

The proposal of notification of the two areas in Narela Project measuring 1000 ha. (details in para 2 of the agenda) for declaration of development area was approved. On the suggestions made by the representative of MCD, it was agreed that the existing village of Sanoth may also be notified as Development Area.

**Item No. 39/2004:**

Sub: Provision of Burial and Cremation Ground at Phase III Madanpur Khadar. F.3(21)2001-MP

Technical Committee recommend the approval of proposal at para 5 of the agenda for further processing of change of land use under section 11 A of the DD Act, 1957.

**Item No. 40/2004:**

Sub: Change of land use for construction of Judicial Academy at Sector 14 phase II Dwarka. F20(10)2004-MP

Technical Committee recommended the approval of the proposal of the agenda for further processing of change of land use under section 11 A of DD Act, 1957.

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Sub: Proposal of 1<sup>st</sup> phase widening of 80 mt. & 100 mt. R/W UER I - II & III roads in the Urban Extension Plan. F5(14)2004-MP

The Technical Committee recommended the approval of the proposal as given below:

- First phase widening proposal for 80 mt R/W UER I and III with six lane divided carriageways and 2 mt. wide footpaths on either sides.
- The widening proposal for 100 mt. R/W UER II has already been approved by Technical Committee for Dwarka Project on 3.8.2004. The same may be adopted in Rohini & Narela Projects. 1.5 mtr wide width was agreed earlier by Technical Committee for Dwarka shall be modified to 2.0 mtr in all the three projects i.e. Dwarka, Rohini and Narela.
- Appointment of consultants shall be taken up by the concerned Chief Engineers of the Project for preparation of the Road Development Plan of 1<sup>st</sup> phase as explained in para 3 of the agenda.
- The cross sections earlier approved by Authority vide Resolution no. 23/96 dated 19.12.96 shall be kept in abeyance.



**Item No. 42/2004:**

Sub: Readjustment of 55 heccts of land allotted to Delhi Jal Board at Iradat Nagar along Western Yamuna Canal in Narela Project.  
F3(59)2004-MP

- The details of area proposed by DJB for different uses was not found to be justifiable keeping in view the land requirements projected by DJB for earlier use in Rohini and Dwarka Projects, it was decided that DJB may restrict the total area of 35 ha as in the case of Dwarka and Rohini Projects.
- Change of landuse for land being proposed for residential use by DJB be processed and case be referred to Finance Wing for costing etc. as per policy.
- Adjustment of landuse within the Narela Project shall be processed by Director (NP), DDA keeping in view the land required for 80/100 mt. Road & existing H T line.

✓ **Item No. 43/2004:**

Sub: Identification of about 200 acres for relocation of non - conforming industries on South of Rohtak Road.  
F20(12)95-MP

- Technical Committee agreed to the proposals at 2 c) & d) of agenda subject to the condition that the processing of change of landuse would be taken up after the Industries Department, GNCTD / DSIDC submits the details and survey of the area proposed to be acquired. Views of Fire & Explosive Department may also to be obtained.

**Item No. 44/2004**

Sub: Improvement of Traffic Circulation of Nelson Mandela Road (Road No. 17) and provision of dedicated entry to Shopping Mall, Vasant Kunj Phase II.  
F5(3)72-MP-Pt.I

The Technical Committee agreed with the proposal (Alternative II) subject to feasibility report and with the observation that this being a PWD road, the consent of the PWD, GNCTD, may be obtained even though funding for the project is to be done by DDA. Since the proposal for improving the traffic circulation is for proposed shopping Mall adjacent to the road, in view of the comments of Traffic Police, parking facilities including multi storeyed parking may be ensured. Traffic Management Plan may also be prepared alongwith a feasibility report of the proposal.

*M. K. Singh*  
*[Signature]*  
Commr

**Item No. 45/2004:**

Sub: Improvement of Ring Road Joseph Broz Tito Marg intersection  
(Moolchand underpass)

F.5(11)2001-MP

Technical Committee recommended the proposal for approval subject to clearance from the DMRC and also from Delhi Government about two level Ring Road and High capacity buses. It further desired that the proposal be put up to LG on file for relaxation of the height and gradient keeping in view the site constraint for this specific case, which is not to be taken as a precedent in future.

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

(B. K. JAIN)  
DIRECTOR (DC)

**Copy to:**

1. Finance Member, DDA
2. Engineer Member, DDA
3. Commissioner (Plg.) DDA
4. Commissioner (LM) DDA
5. Commissioner (LD) DDA
6. Chief Town Planner MCD
7. Chief Town Planner, TCPO
8. Chief Architect, DDA
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20. Director (Bldg.) DDA

In Chair,

**Copy also forwarded to:**

- Secretary (L&B) GNCTD
- Director (Rohini) DDA
- Engineer in Chief PWD
- Chief Engineer Irrigation & Flood
- Chief Engineer (G) DMRC
- Chief Engineer Yamuna Standing Committee
- Director (IT) DDA
- Director (RYP) DDA
- Director (NP) DDA

AL  
Joint Director (MP)



List of Participants of 4<sup>th</sup> meeting for the year of 2004 of Technical Committee held on 25.10.2004.

**DELHI DEVELOPMENT AUTHORITY**

S/Shri

Ajit Kumar Patnaik, F M in Chair  
 Prabhash Singh, E.M.  
 S K Kaushik, Commissioner (LM)  
 A K Jain, Commissioner (Plg.)  
 Ashok Kumar, Addl. Commr. (MPPR)  
 Savita Bhandari Director (J.S.)  
 B K Jain, Director (DC)

**M. C. D.**

Sham Sher Singh, Sr. T.P.

**L & D O**

S C Saxena B O

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

Pawan Kumar, A T P

**DELHI POLICE:**

Pradheep Hota DC P (Traffic)

**SPECIAL INVITEES :**

R K Sood CE (SWZ) DDA  
 VS Tyagi, E E (land) DMRC  
 S P Bansal Director (Dwarka) DDA  
 K L Chugh, SE, I&FC  
 Man Singh, CE (C) DJB  
 K K Sood, CE (Rohini) DDA  
 Surender Srivastava Director (Bldg.)  
 D K Saluja, Director (NP) DDA  
 R M Lal, Director (TT) DDA  
 O P Singh, CE (G) DMRC  
 S K Gupta, Chief Project Manager (DMRC)  
 Deepak Panwar, SE, PWD  
 S K Rustogi, SE, DTTDC  
 Jore Kumar CE, DTTDC  
 Anil Barai, Director (Rohini) DDA  
 S C Tyal, CE (NZ) DDA.

DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

NO. F.1(15)2004-MP / 403

DATE: 9-12-04

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*Md/Gur*  
*[Signature]*  
Gupta



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(B K JAIN)  
DIRECTOR (DC)

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- Chief Engineer (G) DMRC
- Chief Engineer Yamuna Standing Committee
- Director (TT) DDA
- Director (RYP) DDA
- Director (NP) DDA

Joint Director (MP)

List of Participants of 4<sup>th</sup> meeting for the year of 2004 of Technical Committee held on 25.10.2004.

# **DELHI DEVELOPMENT AUTHORITY**

S/Shri

Ajit Kumar Patnaik, F M

in Chair

Prabhash Singh, E.M.

S K Kaushik, Commissioner (LM)

A K Jain, Commissioner (Plg.)

Ashok Kumar, Addl. Commr. (MPPR)

Savita Bhandari Director (LS)

B K Jain, Director (DC)

**M. C. D.**

Sham Sher Singh, Sr. T.P.

**L & D O**

S C Saxena B O

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

Pawan Kumar, A T P

## **DELHI POLICE:**

Pradeep Hota DC.P. (Traffic)

## **SPECIAL INVITEES :**

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Man Singh, CE ( C ) DJB

K K Sood, CE (Rohini) DDA

Surender Srivastava Director (Bldg.)

D K Saluja, Director (NP) DDA

R M Lal, Director (TT) DDA

O P Singh, CE (G) DMRC

S K Gupta, Chief Project Manager (DMRC)

Deepak Panwar, SE, PWD

S K Rustogi, SE, DTTDC

Jore Kumar CE, DTTDC

Anil Barai, Director (Rohini) DDA

S C Tyal, CE (NZ) DDA.



DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

NO. F.1(15)2004-MP / 400

DATE: 1-12-2004

The draft minutes of the 4<sup>th</sup> Technical Committee meeting for the year 2004 held on 25.10.2004.

The list of the participants is enclosed at Annexure I.

**Item No. 34/2004:**

Sub: Confirmation of Minutes of Technical Committee Meeting held on 3.8.2004.  
F1(7)2004-MP

The draft minutes of the Technical Committee Meeting held on 3.8.2004 circulated vide this office letter no. F1(7)2004-MP/297 dated 13.9.2004 were confirmed.

**Item No. 35/2004:**

Sub: Urban Extension of 100 mtrs Road.  
F/PPR/4001/Ph. IV-V/2004

The Technical Committee approved the proposal and observed that this should be in conformity to earlier approval of the Technical Committee meetings (item nos. 22/2004 and 33/2004 held on 12.5.2004 and 3.8.2004 respectively).

**Item No. 36/2004**

Sub: Approval of Layout plan of Shree Atma Vallabh Jain Samarak Shikshan Nidhi G T Karnal Road, Development Area no.175.  
F13(166)99/Bldg./Vol. II

Technical Committee agreed with the proposal which is in pursuance of the Authority Resolution no. 40/98 dated 30.3.98 subject to provision of independent services by the applicant.

**Item No. 37/2004**

Sub: Grade separator proposal of the Inter section of Vikas Marg and Eastern Marginal Bund Road (ITO) Chungi Inter Section.  
F5(19)91-MP

Technical Committee desired that the proposal be examined with respect to proposed alignment of DMRC, and also considering the site constraints and traffic volume, option of underpass may also be examined. The clearance from YSC, ( CWC ) may also be obtained by PWD. It was also observed that Landscape Plan to form part of all the flyovers / RUB proposals.





**Item No. 38/2004**

Sub: Declaration of two pockets of Narela Project as Development Area of DDA. F3(56)2004-MP

The proposal of notification of the two areas in Narela Project measuring 1000 ha. (details in para 2 of the agenda) for declaration of development area was approved. On the suggestions made by the representative of MCD, it was agreed that the existing village of Sanoth may also be notified as Development Area.

**Item No. 39/2004:**

Sub: Provision of Burial and Cremation Ground at Phase III Madanpur Khadar. F.3(21)2001-MP

Technical Committee recommended the approval of proposal at para 5 of the agenda for further processing of change of land use under section 11 A of the DD Act, 1957.

**Item No. 40/2004:**

Sub: Change of land use for construction of Judicial Academy at Sector 14 phase II Dwarka. F20(10)2004-MP

Technical Committee recommended the approval of the proposal of the agenda for further processing of change of land use under section 11 A of DD Act, 1957.

**Item No. 41/2004**

Sub: Proposal of 1<sup>st</sup> phase widening of 80 mt. & 100 mt. R/W UER I - II & III roads in the Urban Extension Plan. F5(14)2004-MP

The Technical Committee recommended the approval of the proposal as given below:

- First phase widening proposal for 80 mt R/W UER I and II with six lane divided carriageways and 2 mt. wide footpaths on either sides.
- The widening proposal for 100 mt. R/W UER II has already been approved by Technical Committee for Dwarka Project on 3.8.2004. The same may be adopted in Rohini & Narela Projects. 1.5 mtr width was agreed earlier by Technical Committee for Dwarka shall be modified to 2.0 mtr in all the three projects i.e. Dwarka, Rohini and Narela.
- Appointment of consultants shall be taken up by the concerned Chief Engineers of the Project for preparation of the Road Development Plan of 1<sup>st</sup> phase as explained in para 3 of the agenda.



- The cross sections earlier approved by Authority vide Resolution no. 23/96 dated 19.12.96 shall be kept in abeyance.

**Item No. 42/2004:**

Sub: Readjustment of 55 hecets of land allotted to Delhi Jal Board at Iradat Nagar along Western Yamuna Canal in Narela Project.  
F3(59)2004-MP

- The details of area proposed by DJB for different uses was not found to be justifiable keeping in view the land requirements projected by DJB for earlier use in Rohini and Dwarka Projects, it was decided that DJB may restrict the total area of 35 ha as in the case of Dwarka and Rohini Projects.
- Change of landuse for land being proposed for residential use by DJB be processed and case be referred to Finance Wing for costing etc. as per policy.
- Adjustment of landuse within the Narela Project shall be processed by Director (NP), DDA keeping in view the land required for 80/100 mt. Road & existing HT line.

**Item No. 43/2004:**

Sub: Identification of about 200 acres for relocation of non - conforming industries on South of Rohtak Road.  
F20(12)95-MP

Technical Committee agreed to the proposals at 2 c) & d) of agenda subject to the condition that the processing of change of landuse would be taken up after the Industries Department, GNCTD / DSIDC submits the details and survey of the area proposed to be acquired. Views of Fire & Explosive Department may also to be obtained.

**Item No. 44/2004**

Sub: Improvement of Traffic Circulation of Nelson Mandela Road (Road No. 17) and provision of dedicated entry to Shopping Mall, Vasant Kunj Phase II.  
F5(3)72-MP-Pt.I

The Technical Committee agreed with the proposal (Alternative II) subject to feasibility report and with the observation that this being a PWD road, the consent of the PWD, GNCTD may be obtained even though funding for the project is to be done by DDA. Since the proposal for improving the traffic circulation for proposed shopping Mall adjacent to the road, in view of the comments of Traffic Police, parking facilities including multi storeyed parking may be ensured. Traffic Management Plan may also be prepared alongwith a feasibility report of the proposal.


Item No. 45/2004:

Sub: Improvement of Ring Road Joseph Broz. Tito Marg intersection  
(Moolchand underpass)  
F.5(11)2001-MP

Technical Committee recommended the proposal for approval subject to clearance from the DMRC and also from Delhi Government about two level Ring Road and High capacity buses. It further desired that the proposal be put up to LG on file for relaxation of the height and gradient keeping in view the site constraint for this specific case, which is not to be taken as a precedent in future.

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

These draft minutes are issued with the approval of Finance Member, DDA

  
( B. K. JAIN )  
DIRECTOR (DC)

Copy to:

1. Finance Member, DDA
2. Engineer Member, DDA
3. Commissioner (Plg.) DDA
4. Commissioner (LM) DDA
5. Commissioner (LD) DDA
6. Chief Town Planner MCD
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Chief Engineer Yamuna Standing Committee  
Director (TT) DDA  
Director (RYP) DDA  
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DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

NO. F.1(15)2004-MP / 400

DATE: 1-12-04

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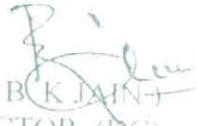
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17. Sr. Architect (H&TP) CPWD
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19. Director (Landscape) DDA
20. Director (Bldg.) DDA

In Chair,

Copy also forwarded to:

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Director (Rohini) DDA  
Engineer in Chief PWD  
Chief Engineer Irrigation & Flood  
Chief Engineer (G) DMRC  
Chief Engineer Yamuna Standing Committee  
Director (IT) DDA  
Director (RYP) DDA  
Director (NP) DDA

  
Joint Director (MP)



DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

NO. F.1(15)2004-MP / 357

DATED: 18-10-04

**MEETING NOTICE**

The 4<sup>th</sup> meeting of the Technical Committee of the DDA for the year 2004 under the chairmanship of Vice Chairman, DDA which was scheduled on 25.10.2004 at 3.30 p.m. will now be held on 25.10.2004 at 11.00 a.m. in the Conference Hall, 5<sup>th</sup> floor, Vikas Minar, New Delhi. A list of items alongwith Agenda to be discussed is enclosed herewith.

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

  
 (B.K. JAIN)  
 DIRECTOR (DC)

Vice Chairman, DDA  
 Engineer Member, DDA  
 Commissioner. (Plg.) DDA  
 Commissioner. (LM) DDA  
 Commissioner. (LD) DDA  
 Town Planner, MCD  
 Chief Town Planner, TCPO  
 Chief Architect, NDMC  
 Chief Architect, HUPW, DDA.  
 Chief Engg. (Elect) DDA  
 Additional Commissioner (Plg.) II- DDA  
 Additional Commissioner (Plg.) III DDA  
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 Dy. Commr. Of Police (Traffic) Delhi  
 Director (Landscape) DDA.  
 Director (Bldg.), DDA

**SPECIAL INVITEES:**

Commissioner (LM) DDA  
 Secretary (L&B) GNCTD  
 Director (Rohini), DDA  
 Director (Bldg.), DDA  
 Engineer in Chief PWD  
 Chief Engineer Irrigation & Flood  
 Chief Engineer (G) DMRC  
 Director / Member Secretary, Yamuna Standing Committee  
 Director (TT), DDA  
 Director (RYP), DDA  
 Director (NP), DDA  
 Joint Secretary, (Law Justice & LA)  
 J P Goyal, Ex. Engineer, Delhi Jal Board  
 Man Singh, Chief Engineer (CC) Delhi Jal Board

**FOR ITEM NO.**

35/2004  
 35/2004  
 35/2004  
 36/2004  
 37/2004  
 37/2004  
 37/2004  
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 37/2004  
 37/2004  
 38/2004  
 40/2004  
 35/2004  
 35/2004.

# INDEX

S.NO.	ITEM NO.	SUBJECT	PAGE NO.
1.	34/2004	Confirmation of Minutes of Technical Committee meeting held on 3.8.2004 F1(7)2004-MP	<i>Confirmation</i>
2. ✓	35/2004	Urban Extension of 100 mtrs Road F/PPR/4001/Ph..IV-V/2004	1 to 5 (Agenda already Circulated vide letter no. 1(15)2004-MP/346 dated 12.10.2004)
3. ✓	36/2004	Approval of Layout Plan of Shree Atma Vallabh Jain Samarak Shikshan Nidhi GT Karnal Road, Development Area No. 175.	6 to 8 (Agenda already circulated vide letter no. 1(15)2004-MP/346 dated 12.10.2004)
4. ✓	37/2004	Grade Separator Proposal of the Inter Section of Vikas ;Marg and Eastern Marginal Bund Road (ITO) Chungi Inter Section F5(19)91-MP ✓	9 to 13 Agenda already circulated vide letter no.1(15)2004-MP/346 dated 12.10.2004.
5. ✓	38/2004	Declaration of two pockets of Narela Project as Development Area of DDA. F3(56)2004-MP	14 to 17 Agenda already circulated vide letter no.1(15)2004-MP/346 dated 12.10.2004.
6. ✓	39/2004	Provision of Burial and Cremation Ground at Phase III Madanpur Khadar. F3(21)2001-MP	18 to 20 (Agenda enclosed)
7. ✓	40/2004	Change of land use for construction of judicial Academy at Sector 14 phase II Dwarka F20910)2004-MP	21 Agenda enclosed
8. ✓	41/2004	Proposal of 1 <sup>st</sup> Phase widening of 80 mt & 100 mt R/W UER I - II & III roads in the Urban Extension Plan. F5(14)2004-MP	22 to 27 Agenda enclosed
9. ✓	42/2004	Readjustment of 55 hecets of land allotted to Delhi Jal Board at Iradat Naga along Western Yamuna Canal in Narela Project. F3(59)2004-MP	28 to 30 Agenda enclosed



DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

NO. F.I(15)2004-MP/357

DATED: 18-10-04

MEETING NOTICE

The 4<sup>th</sup> meeting of the Technical Committee of the DDA for the year 2004 under the chairmanship of Vice Chairman, DDA which was scheduled on 15.10.2004 at 3.30 p.m. will now be held on 25.10.2004 at 11.00 a.m. in the Conference Hall, 5<sup>th</sup> floor, Vikas Minar, New Delhi. A list of items alongwith Agenda to be discussed is enclosed herewith.

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

  
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**FOR ITEM NO.**

35/2004  
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T.C. AGENDA

Sub: Approval of layout plan of Shree Atma Vallabh Jain Smarak Shikshan Nidhi, G.T. Karnal Road, Development Area of 175. F 13(146)SS B285.2017

LOCATION

The Complex of Shree Atma Vallabh Jain Smarak Shikshan Nidhi is located at 20th K.M. on G.T. Karnal Road in the village of Budh Pur Bija Pur (revenue village Nangli Poona) Delhi.

REFERENCES

Initially the proposal was submitted by the Hony. Secy. of the Trust/Shikshan Nidhi vide letter dt. 14th Oct. 1999 for approval of layout plan of the integrated complex on the plot measuring 20.00 Acres of agriculture land owned privately. Whereas 6.26 acres of land has been purchased by the Society in the year 1974 the balance 13.7 acres of land was added later on. All the land is contiguous and bounded by pucca boundary wall. DDA was pleased to grant permission to construct a memorial of 15000 sq.ft. vide sanction letter dt. 21.01.78 and another 5572 sq.ft. was sanction vide sanction letter 26.03.87 respectively. The buildings have already been constructed after obtaining building plans approval from MCD in the year 1987. The proposal of the Trust for C/o a memorial at GT Karnal Road was approved by Hon'ble LG ("Under special Appeal"). The above integrated proposal was also referred to DUAC and directly by the architect of the Shikshan Nidhi in Jan. 2002.

BACK GROUND

The approval of layout plan on a total piece of land measuring 8.0644 ha. land acquired/purchased on varying period from different persons through around 23 sale deeds on main G.T. Karnal Road on village Budh Pur Bija Pur (Revenue village Nanglipoona) forming a part of Narela Dev. Plan.

1. The Master Plan Section vide letter dt. 21st Jan. 1978 had informed the Society about the permission granted through Authority Resolution No.43/77 for the construction of a memorial/temple as a single building on a piece of land measuring around 2.5 ha. Purchased from private persons through 7 sale deeds in one block with construction not exceeding 15000 sq.ft. for which the Society was directed to approach MCD for getting the building plan sanctioned.
2. Master Plan Section vide letter dt. 26th March 1987 also informed about the permission of the Authority vide Resolution No.15 dt. 19.01.87 for C/o Addl. Two small structures measuring 2786 sq.ft. each in the plot of 6.226 acres
3. Master Plan Section vide letter dt. 5th May 1998 conveyed to the Trust containing the authority decision regarding development control norms as approved for submission of the layout plan/building plan on the land measuring 8.0644 ha.

PLAN PROVISION.

- A) as per MPD-2001 the site under reference is forming part of the urban extension and is in Rural Use Zone.
- B) The site falls within the Dev. Area No. 175.
- C) As per draft zonal development plan of Narela sub city approved by Authority, the site under reference has been shown as "partly public and partly semi public and partly residential".
- D) As per MPD-2001 the site under reference falls under Rural Use Zone and within the distance of .5 Km. from the Rural Settlement/Village. If it is so policy



regarding permissibility whether or not it will cover under the Rural Area Policy for permissibility of such PSP facility.

### NORMS APPROVED BY THE AUTHORITY

Development control norms which was approved by the Authority in the year 1998 for the land measuring 8.0644 ha. Has been considered for scrutinize the present proposal submitted by the Society. Further Authority in its Resolution also felt that "development fee" or "betterment charges" could not be levied in the present case as DDA was not providing any services in area. After detailed discussion Authority approved the following development control norms.

- a) Academic including Admn. (45% of the total plot area).  
Max. Ground Coverage - 20%
- b) Residential area (25% of plot area).  
Max. Ground Coverage - 33.33%.
- c) It is proposed that religious activity will be covered under cultural activity (15% of total area).  
Max. Ground Coverage - 10%  
Max. FAR - 15

### PRESENT PROPOSAL

Jain Associates vide letter dt. 25th Sept. 2003 has submitted an application for approval of Integrated Complex in the plot of "Shree Atma Vallabh Jain Smarak Shikshan Nidhi" in village Budhpur Bijapur (Revenue village Nanglipoonna), G.T. Karnal Road, Delhi. The proposal contained the attested copy of land consolidation officer (NAV) regarding the status of the land and the copies of the layout plan/key plan indicating the location of the site.

In view of the above application the case was examined by the department for approval of layout plan as per the norms conveyed to the Society. The layout plan contained academic and Admn. Block, Residential Block and Religious Block on the total area of plot is 8,0644 sqm. land

<u>Sl. No.</u>	<u>Description</u>	<u>Permissible</u>	<u>Proposed</u>
1.	<u>Academic &amp; Admn.</u>		
	Max. Ground coverage	45% i.e. 36289.80 sqm.	35.82% i.e. 28890.14sqm
	FAR	20% i.e. 7257.96 sqm.	16.67% i.e. 6051.34 sqm
2.	<u>Residential</u>		
	Max. ground coverage	80% i.e. 29031.84sqm	43.38% i.e. 15742.03sqm
	FAR	25% i.e. 20161.00 sqm.	23.43% i.e. 18898.18sqm
3.	<u>Religious</u>		
	Max. ground coverage	33.33% i.e. 6719.66 sqm.	33.14% i.e. 6682.06 sqm
	FAR	133% i.e. 26814.13 sqm.	101.61% i.e. 20484.88sqm
	Max. ground coverage	15% i.e. 12096.60 sqm.	12.06% i.e. 9724.58 sqm
	FAR	10% i.e. 1209.66 sqm.	9.98% i.e. 1207.36 sqm.
		15% i.e. 1814.49 sqm.	12.11% i.e. 1464.88 sqm

While examining the case following issues were also taken into account

- (i) Status of the land as per the report of the land deptt. the land/khasra No under reference comprising an area measuring 8.0644 ha. is unacquired land.
- (ii) The piece of land is within the development area of 175.
- (iii) The Area is also falls within the jurisdiction of Narela Project Area
- (iv) Draft zonal plan for Narela for development area of 175 has been prepared is yet to be approved by the competent authority



- 8 -
- (v) There is no policy regarding large scale acquisition of land for its development by the private owned land of isolated pocket with the development area.
  - (vi) DDA policy to acquire land for large scale development and as per the present urban land policy, all development in urban extn. are to be through large scale acquisition, development and disposal by the DDA.
  - (vii) Further the policy in r/o such cases regarding regularization/incorporation in the layout plan/sector plan/zonal plan is to be taken before dealing with such individual cases within development area of DDA which is under development.

Basic observation

As per BBL if DDA wants to entertain to accept the layout plan for approval at the first instance we have to obtain the following clearances/NOCs from the concerned department.

- i) NOC from land owning agency as well as allotment of land from land owning deptt.
- ii) Extension of time up to the date of submission of the plan. But in this case since it is a private land such documents have not been submitted while submitting the proposal of the layout plan approval. But No. of lease deed copies submitted about the owning of the land by the Society/Trust.

Apart from above Building department also required certain authority certificate from the concerned Architects, plumbers/owners for processing of the building plan. In this case since the society has submitted building plan of the layout plan meant for the private land have complied the above but basic requirement. NOC and EOT has not been provided from Land department since it is <sup>an</sup>unacquired land as well.

Salient feature of the issues involving in this case for decision.

Since under special appeal authority vide Resolution No. 43/7 dt. 30.03.98 has permitted the Trust to cover an area of 15000 sq.ft. on a plot of land measuring 2.51 ha. Subsequently the Authority in Jan. 1987 granted permission for additional construction of 5572 sq.ft. making a total area of 20572 sq.ft. in the additional land of about 564 ha. The Authority has also approved the development control norms in r/o total land measuring 8.0644 ha.

Moreover since the Trust acquired the land in different phases, and also initially obtained building plan approved for memorial/Temple from MCD on 4.03.1977 and for hostel block on 19.02.1990.

The Society submitted the layout plan is mainly PSP facility and social, cultural activity which has been scrutinized in detail as per the norms approved by the Authority.

The matter was discussed in different point of time either in Technical Committee Meeting & in DDA's authority meeting as well. While processing the case views/opinion obtained from the concerned deptt. i.e. Land deptt., Revenue deptt., Finance deptt. etc. has been obtained and proposal for approval of layout plan has been sought for since it is being processed as per the development control norms approved by the competent authority.

Submitted to T.C., DDA for its consideration.

*Recommended for approval  
subject to NOC for all concerned.*

*1) DDA 2) Land deptt., DDA  
3) CPO*

*[Signature]*  
Jt. Director (Bldg.) R&N





T.C. File No 37/84  
9 -

## AGENDA FOR THE TECHNICAL COMMITTEE

**Sub: Grade Separator proposal at the intersection of Vikas Marg and Eastern Marginal Bund Road (ITO) Chungi intersection.**

**F.No.5(19)91-MP**

### **1. INTRODUCTION**

A proposal for construction of Grade Separator i.e. under pass and four clover leaves at intersection of Vikas Marg and Marginal Bund Road (ITO Chungi crossing) has been submitted by Superintending Engineer, Circle-VII, PWD, M/S.RITES is the Consultant of PWD for this work.

### **II BACKGROUND**

The grade separator proposal was examined in the Planning Department and was put up to the T.C. in its meeting held on 11.3.03 vide Item No.5/2003 where it was decided that:

- a) A comprehensive circulation system plan upto 1 Km/ next intersection with Master Plan road shall be submitted by PWD.
- b) PWD shall submit the clarification of DMRC with respect to MRTS route through this intersection.
- c) Necessary statutory clearance will be got obtained by them from various agencies and the proposal be brought again before the Sub-Committee for consideration.

As a follow up action to the above T.C. decision, the proposal was discussed by the Sub-Committee constituted to examine in detail corridor improvement and flyover proposals in its meetings held on 17.6.03 and subsequently in another meeting held on 17.9.03 where primarily the decision was as under:

The proposal was conceptually agreed with the recommendation that the possibility of connecting a loop along the Railway line be explored connecting East Bund Road and Mother Dairy Road improving the circulation system and right turnings. 'S' Curve from Geeta Colony side to Vikas Marg be further improved. With the above improvements proposal be submitted before the T.C.

Contd...2/-----

H.A.



### III. PROPOSAL

An underpass on Bund Road with four grade separated 9M wide clover leaf loops are proposed in two phases on the vacant land. To enable the above loop formation and due to the constraints of built up area near the eastern side of the junction, the present junction shall be shifted about 122m towards west on the ITO arm. All four right turning traffic shall use the loops for free movement at ITO Chungi junction to ease the traffic movement and to ensure signal free intersection. The gradients of all the above loops vary from 1:40 to 1:65 and the minimum radii are not less than 30M. An exclusive cycle track of 3M wide (optional) has been provided which takes off from Geeta Colony Road at down grade of 1:42 then punctures the existing ITO bridge road and joins the clover leaf provided for right turning from Geeta Colony to ITO at an grade of 1:70.

SE PWD Circle VII ( GNCTD ) vide letter dated 23.11.02 has submitted the Technical Report containing Feasibility Report (Annexure A) where it has been indicated that there is no structure affected.

### IV. EXAMINATION

#### TRAFFIC CHARACTERISTICS

i. The accompanying report provides primary traffic survey analysis indicating morning peak (from 10.45 to 11.45 hours) and evening peak (from 17.30 to 18.30 hours) with high approach volume of (19000 PCU ) and 16600 PCU respectively. The maximum traffic flow in both directions is allowed, Vikas Marg constituting above 60% of total approach volume of the intersection. Present peak hour signal cycle time is 200 seconds.

ii. A conservative traffic growth rate of about 3% per annum has been assumed. Accordingly, total peak hour volume at the junction for the horizon years are worked out as below:

Year	2012	2017	2022
PCU	25500	29500	34200

Thus it necessitated a grade separator at this junction.

iii. The average RL of ITO Bridge Road near the junction is 210.5M. The average RL of ground near the existing junction varies from 202.5M to 203.5M

2. The trunk water supply lines near river Yamuna shall need to be shifted.
3. Cross Sectional elements given in the proposal:-

Contd....3/-

LH

### CARRIAGE WAY

a) On under pass – 14M + 14M (along Eastern Marginal Bund)

b) On road – Bund Road side 13.6M + 13.6M (left turning)  
Geeta Colony Side 18M + 13.2M (left turning)

4. The Vikas Marg and Marginal bund road have been examined as per MPD-2001/Zonal Development Plan and the R/W of these roads is as under:

#### DETAIL OF R/W OF THE ROADS R/W of the Roads

S.No	Name of the Road	Master Plan for Delhi-2001	Zonal Dev Plan	Approved Alignment Plan	Proposed R/W	Remarks
1.	VIKAS MARG					
	i. From ITO Chungi to DC Laxmi Nagar.	45M	45M	45.72M	45M	
	ii. From ITO Chungi to Ring Road (Vikas Minar)	45M	45M	not available	61M R/W	
2.	Marginal Bund Road					
	i. From ITO Chungi to NH-24 bypass (Noida More)	60-64M	60M	61M	61M	

H.R.



- 19 -

	ii. From ITO Chungi to Geeta Colony)	60-64M	60M	61.0M R/W	61M	
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## PLANNING OBSERVATIONS

1. The intersection of Vikas Marg with Marginal Bund Road has been shifted 122 mtr. towards the West on the Vikas Marg/ITO side. In the proposed grade separator proposal, the provision of four clover leaves for right turning movement has been proposed by the PWD. This entails modification in the MPD/ZDP and also requires clearance from River Yamuna Board, Flood and Irrigation Department.
2. The grade separator proposal has not been exclusively proposed on the approved R/W line of the alignment plan of Marginal Bund Road from Vikas Marg to NH-24 bypass at the intersection point.
3. The intersection is located into close proximity to the river Yamuna. The proposal comprises of an under pass on Vikas Marg with four clover leaves for right turning movement. There is also an exclusive cycle track proposed (optional) for movement of cycles.  
Keeping in view the above, it is essential that the clearance from all of agencies and concerned departments may be obtained by PWD.
4. In the traffic volume data as per the report the right turning movement from ~~Karkardooma~~ Vikas Marg to Geeta Colony is 511 PCUs in the morning and 496 PCUs in the evening. For this volume of right turning traffic a 9.0 mtrs. wide clover leaf including 2.5 mtrs. wide cycle track has been proposed.
5. An exclusive underground cycle track of 3m wide (optional) has been proposed for cyclists from Geeta Colony side to ITO in addition to the proposed integrated cycle track within the 9.0 mtr. wide clover leaf proposed for right turning traffic. This needs to be justified.
6. As per feasibility report submitted by PWD, no structures are affected in the proposal whereas in the approved plan of Marginal Bund Road from Vikas Marg crossing to NH-24 bypass a number of structures are affected, this needs clarification.

Contd...5/-

4/11

7.. Issues regarding affected water/sewer/ drainage mains, electric transmission lines etc. are to be sorted out by PWD in consultation with the concerned agencies e.g. Delhi Jal Board, BSES etc. Land matters including acquisition rehabilitation (if any) legal cases etc. shall vest with PWD. Landscape plan of the proposal is to be prepared by PWD.

The DUAC approved drawings shall be submitted to DDA for the consideration of the Authority.

### RECOMMENDATIONS FOR CONSIDERATION

The proposal given in Para-III and planning observations as mentioned<sup>in</sup> para-IV are recommended for placing before the T.C. for its consideration.

*[Signature]*  
20/9/04  
R. M. L. K.  
Director (T.C.)

*[Signature]*  
J.D. Ptg. T.C.



## Agenda for Technical Committee

Sub: Declaration of two pockets of Narela Project as Development Area of DDA.

F3(56)2004 MP/

### 1. Background

The total area of Narela Subcity Project is 9866 Hects out of which 2501 hec is proposed as green belt/ buffer between the urban area and the GNCTD boundary. The balance area of 7365 hec is proposed as urbanizable area under the Narela Subcity Project. As per the Land & Building Deptt Notification dated 06.05.1992 ( Annexure I) an area of 9000 hec is covered under DA -175. 247 hec, under DSIDC Narela Industrial area is not covered under the said development area.

### 2. Examination

DA 175 covers Rohini and Narela Projects. An area of about 6118 hec is covered under the Narela Project. Due to the diversion of the G.T. Karnal Road (NH-1) near Alipur village, on the eastern side an additional area of about 75 hec has been made available. This area is not covered under DA-175. Another pkt of about 925 hec (approx) is part of the Narela -Bawana industrial area which is not covered under the DA-175.

### 3. Proposal

Now, the all round development of Narela Project is being expedited, the area along the G.T. Karnal Road is of prime importance and accordingly the pkt. of about 75 hec, made available by the shifting of highway needs to be included in the development area. The Narela-Bawana industrial area which is contiguous to the Bawana Industrial area is also being proposed to be developed on priority. Section 4 & 6 of Land Acquisition has been notified in this area. Further the pkts to be proposed for development area have the following details (Annex-II)

#### Pkt. I

Area bounded by G.T. Karnal Road bypass in the East, old G.T. Karnal Road abutting Alipur village in the West and merging areas with G.T. Karnal Road in the North and South area -75 Hects. (This includes the unauthorised structures/encroachments). The area is yet to be acquired. The proposed landuse of this pocket is partly Public, semi public and partly "recreational" as shown in the zonal development plan of Narela Subcity.

19  
Pkt. 2.

Area bounded by Narela-Bawana Road (proposed 80 mt. R/W UER-I) in the North, proposed 100 mt. R/W UER II / H.T. line in South, extension of the H.T. lines in the East and Western Yamuna Canal & 60 mt. R/W road in the West.

Area: 925 hect (approx)

The above said areas are proposed for notification as "development area" of DDA excluding the following:

- i) Laldora area of village Sanoth
- ii) DSIDC Industrial Area.

The above said proposals were referred to Commr. (MCD) and CLM, DDA vide letter dated 03.08.04. The comments of DLM(HQ) are as follows:

1.1.1

The land has not been acquired. The proposal received for this pocket is under process. It is also informed that a BDO office college etc. are functioning there.

1.1.2


The land has been notified under Section 4&6 of LA Act and some awards have also been announced but copies of the awards are still awaited.

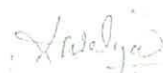
Comments from MCD have not been received.

#### 4. Recommendations

The proposal as contained under para 3 for declaration of the two pkts as Development Area is placed before the T.C. for consideration.

  
Ashok Bhattacharjee  
A.D. (NP)

  
Rajesh Kumar Jain  
A.D. (NP) II

  
(D.K. Saluja)  
Director (NP)

Village plan

The policy is to be reviewed  
keeping in view of  
MCD's observation.



NO. F. 16(2)/91-1410/25/1162

Dated: 6.5.72

In exercise of the powers conferred by sub-section (1) of Section 12 of the Delhi Development Act, 1957 (61 of 1957) read with notification of the Govt. of India in the Ministry of Health, Family Planning and Urban Development No. 10011(20)/67-UD, dated 14th Feb., 1969, the Administrator of the Union Territory of Delhi, hereby declares the area of 2000 hectares described in the schedule given below to be a Development Area for the purpose of the said Act.

Dist. Area No.	Zone I	Area (in Hootprod)	Description
175	As per Zone I plan.	9000	<p>Area bounded by G.T. Road in the North, existing 220 kv high tension line in the North and North West and the existing road between Mangalpur Khurd, Putkalan, Mohanpur, Mokra, Kanjha-wala and the existing limits of the Rohini Mahono in the South, excluding the following four locations:-</p> <ol style="list-style-type: none"> <li>1. Sanjay Gandhi Tannery Nagar.</li> <li>2. Badli Industrial Estate Phase II &amp; III.</li> <li>3. Complex of Delhi ENG. College, Badli.</li> <li>4. DSIIC Industrial Complex, Farid.</li> </ol>

By Order

JOINT SECRETARY (L & MFG.)  
DEBT ADMINISTRATION DEPT.

Contd. . . . 1/2.







Agenda For Technical Committee Meeting

Sub: Provision of Burial and Cremation Ground at phase III, Madanpur Khadar.

File No F3 (21)2001MP

BACKGROUND

1. A number of representations have been received from welfare societies in the area for site of a Graveyard for the residents of Madanpur Khadar Resettlement area and Abdul Fazal Colony area etc..
2. Hon'ble Chief Minister, Delhi visited Mandapur Khadar resettlement area on 19.6.2004 and desired that a site for the Graveyard be earmarked in the area.
3. The proposal of Burial and Cremation Ground in Madanpur Khadar was discussed in the Technical Committee meeting held on 10.7.2003 vide item No. 22/2003 in which following decision was taken.

It was desired that any fresh proposal for setting up of burial ground/graveyard/cremation ground should have clearance from the MCD in the first place before putting up in the Technical Committee. Accordingly the proposal be referred to Health Deptt. of the MCD."
4. As per the recommendation of Technical Committee, the case was forwarded to MCD for clearance by DDA vide letter dated 10.10.2003. Deputy MHIO (PH) vide letter No. 107/DYMHO (PH) 2004 dated 9.7.2004 has informed that there is a requirement of Graveyard at Madanpur Khadar Phase III near Abdul Fazal Enclave (Annexure-A).

5. PROPOSAL:

5.1 The proposal of Burial & Cremation Ground has been prepared subject to confirmation of exact land area-by Lands Department and is as under: -

(i)	Area under Burial Ground	-	5700 sqm.
(ii)	Area under Cremation Ground	-	2200 sqm.
(iii)	Area under road/parking	-	2650 sqm.
Total		-	<u>10550 sqm.</u>

5.2 The site under reference is located in Zone 'O' and landuse as per MPD-2001 is 'Agricultural & Water Body'. The Burial & Cremation Ground uses are covered under 'Public & Semi-Public' (PS-7) in MPD-2001, hence the proposal will require change of landuse from 'Agricultural & Water Body' to 'Public & Semi-Public (Creation & Burial Ground)'.  
2

6. In view of the above, the proposal of Burial & Cremation Ground as explained in Para 5 and shown in the Layout Plan is placed before the Technical Committee for consideration please.

*Dr*

*Dr*

*Recommended for approval  
and further processing  
under Ser 11-A*



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MUNICIPAL CORPORATION OF DELHI  
HEALTH DEPARTMENT  
TOWN HALL, DELHI

No. 107 /Dy. MHO(PH)/2004

Date: 9/7/04

(11/4/7)

The Deputy Director (IL),  
Delhi Development Authority,  
Vikas Sadan, Near INA Colony,  
New Delhi

Subject: NOC for allotment of land in Abdul Fazal Enclave, Delhi.

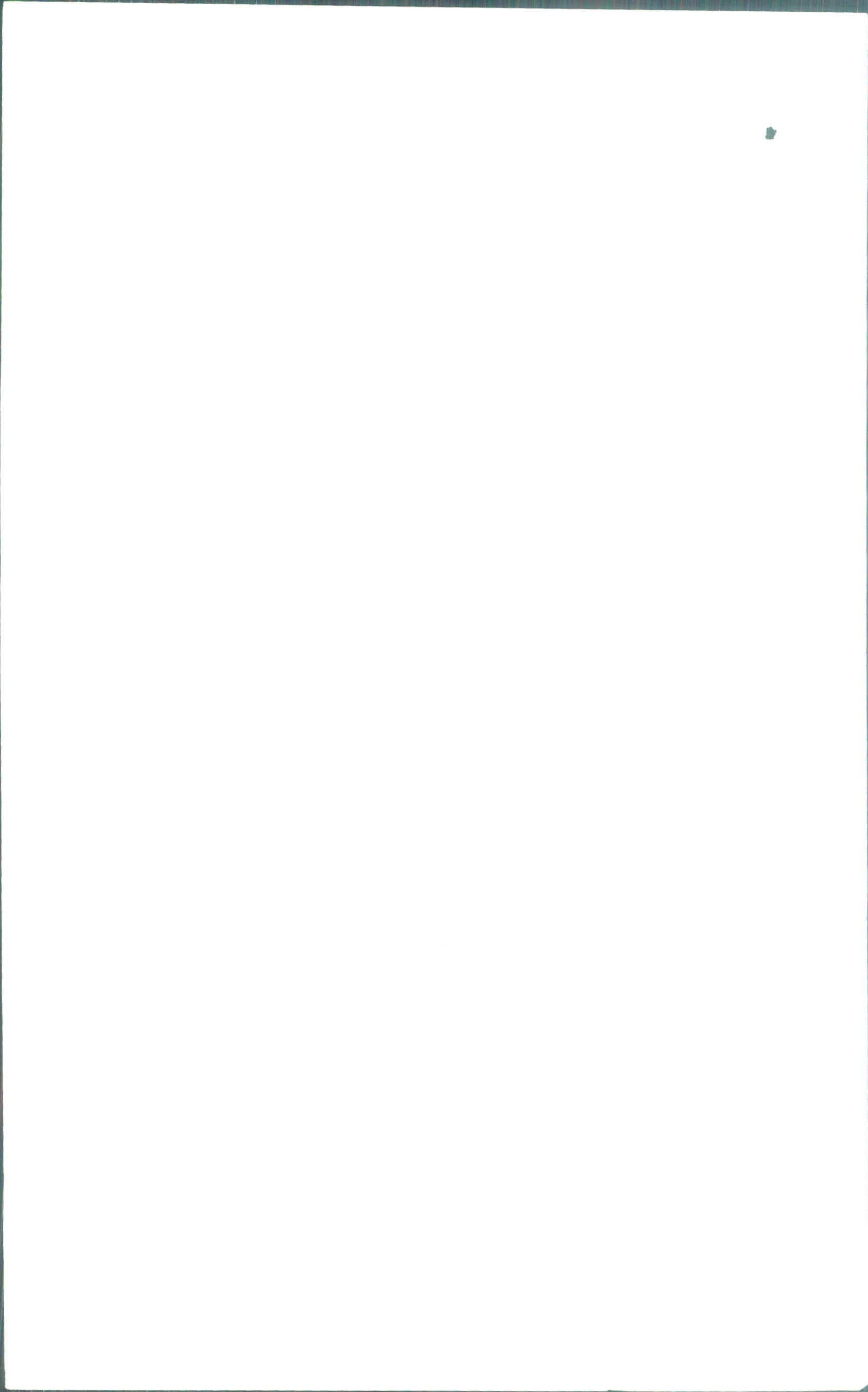
Sir,

Please refer the letter No. F3(21)/2001/MP/401 dated 21.4.04 regarding the above mentioned subject.

In this regard MCD has No objection in allotting the land for Grouped & Medium Density Residential Phase III near Abdul Fazal Enclave, Delhi by DDA. Department has scrutinized the feasibility of the land and there is a requirement for the same.

*D. Somnath* *o/c*  
Dy. MHO(PH)

*Sh. P. Das* *use*  
1977





**DELHI DEVELOPMENT AUTHORITY  
DWARKA PROJECT**

**Sub: Regarding change of land use for construction of Judicial Academy at Sector-14, Ph-II, Dwarka.**

**F.No: F.4(14)93/Plg./Dwk./Pt.III**

**Background :**

The Institutional Branch, DDA with the approval of competent authority allotted 4.935 Ha. of land to Law, Justice & Legislative Affairs Department of Govt. of Delhi vide IL file No. F.22(45)/2002/IL/1188, for Judicial Academy. The possession of the said land was handed over on 15.10.03 (copy annexed). The entire land as per the approved land use plan of Dwarka is earmarked for "Govt. Use". The Jt. Secretary, Law, Jus. & L.A. vide letter dt. 9.7.04 (copy annexed) have requested for change of land use of part of land (5.72 acres) i.e. 23180 sq. mtr. to be changed to "residential use".

**Observations:**

- i) The entire land measuring 49352 sq.mtr. (12.19 acres) falling in Sector-14, Dwarka is earmarked for "Govt. Use" as per approved land use plan.
- ii) The competent authority had approved allotment of entire land, under reference to Deptt. of law Jus. & L.A., Govt. of Delhi for Judicial Academy in October, 2003 (copy of the land use plan is laid on table).
- iii) As per the utilization of the said land, conveyed by the Jt. Secretary (Law, Jus. & L.A.) for construction of Judicial Academy, besides construction of administration & management building, lecture hall complex building, library and computer centre building, auditorium and cafeteria etc. in 26172 sq. mtr. (6.47 acres), the balance area is proposed to be used for hostel block, guest house and faculty housing alongwith essential staff housing (23180 sq.mtr. i.e. 5.72 acres).
- iv) As per the provisions of MPD-2001, residential accommodation in the "Govt. Use" is not permissible.

**Proposal:**

As requested by Deptt. of Law, Jus & L.A., part of the area allotted to Deptt. of Law, Justice & Legislative Affairs (23180 sq. mtr. i.e. 5.72 acres) as shown on the plan laid on the table is proposed to be changed from "Govt. Use" to "Residential Use". The proposal is put up for consideration of the Technical Committee for processing the same as per the provisions of Delhi Development Act.

Trilochan Singh  
21/9/04

AD(Rg) I Dwarka

*[Signature]*

21/9/04

*Recommendation for approval and processing under Section 14*





## Agenda for Technical Committee

Sub: Proposal of 1<sup>st</sup> Phase widening of 80 mt & 100 mt R/W UER I, II & III roads in the Urban Extension Plan.

F.5(14)/2004-MP

## 1 Background

There are two 80 mt. R/W (UER-1 & III) and one 100 mt. R/W (UER-II) roads proposed in the Urban Extension Plan of MPD-2001. The total length of UER-1 from G.T. Karnal Road (NH-1) to Rohtak Road (NH-10) is about 28 Kms. Length of UER-II from G.T. Karnal Road (NH-1) to NH-8 is about 46.50 Kms. The total length of UER-III from G.T. Karnal Road (NH-1) to Najafgarh Road is about 20 Kms. The cross section of 80 mt. R/W was approved by the Authority in its meeting held on 12.02.1996. This cross section of 80 mt. R/W road with minor modifications and 100 mt. R/W road was approved by the Technical Committee in its meeting held on 10.07.03. The cross sectional details approved by Authority and in the last T.C. meeting are placed as Annexure I.

In the T.C. Meeting held on 10.07.03 it was recommended that in the immediate phase we may take up the construction of six lane divided carriageway (3 lanes on either sides of 12mt. central verge) with 2.5 mt. wide footpath on either sides. The issue regarding the development of cross section came up for discussion in the T.C. Meeting held on 03.08.04 wherein minor modification was suggested in the verge segregating the public transport corridor from main carriageway. UER III is being implemented in Rohini Project based on the cross section already approved by the T.C./Authority. The matter was further discussed in a meeting under EM on 15.09.04 & 12.10.04 wherein it was desired that a uniform immediate phase widening proposal be put up to the T.C. for consideration for all the three 80 mt. & 100 mt R/W roads.

## 2. Implementation Status

## UER-I

The UER-I in a length of about 3.20 KMs from G.T. Karnal Road (NH-1) to Alipur-Narela Road stands implemented as per the cross section approved by the T.C./Authority in 1996. The alignment plan of this road from GT Karnal road to western Yamuna canal is approved by the Technical Committee on 10.07.03 alongwith road cross section. The land for the road is acquired upto Western Yamuna Canal and thereafter a length of about 1.20 Km stands implemented by DSIDC upto Bawana-Narela Road. The alignment & land acquisition in the balance stretch of about 16 kms is yet to be taken up.

## UER-II

Alignment plan of this road from G.T. Karnal Road (NH-1) upto Western Yamuna Canal (WYC) in 7 KM length in Narela Project is approved by T.C. Land for the road in this stretch is acquired. From WYC to Rohtak Road (NH-10) in 14 Km length in Rohini Project an alignment has been prepared and put up to T.C. In the 26.50 Km stretch in Dwarka Project about 5.25 Km stands implemented and alignment in the balance stretch is approved by the T.C. Land is acquired for about 6 kms & balance is under process of acquisition.

## UER-III

The implementation of this road in Narela Project in a length of about 5 Km is yet to be taken up. A length of about 4 Kms from Bawana-Auchandi road to Western Yamuna Canal in Rohini Project is



under implementation, the balance stretch of about 6 Kms upto Rohtak Road, and 6.60 kms upto Najafgarh Road is yet to be implemented.

### 3 Proposal

Keeping in view the implementation status of Narela Subcity Project where land is under acquisition alongwith the other developments, the developments are taking place in Rohini Ph IV & V. It has been observed that keeping in view the existing and proposed traffic requirements based on the status of project implementation, a six lane divided carriageway (three lanes on either sides of 12 mts wide central verge) with 2 mt wide footpaths would meet the requirements of the traffic load for the next 5 to 10 years. This would be applicable to 80m R/W UER-I & UER-III. For UER-II, the eccentric cross section as already approved by the Technical Committee in its meeting held on 03.08.04 shall be adopted with 2mt wide footpath instead of 1.50 mt. width as decided in the meeting under EM on 12.10.04. Non-eccentric section is placed as Annexure III. In order to protect the R/W of the road a strip of 5m & 8m service corridor shall be demarcated in the immediate phase. The road section between the inner footpath and the edge of R/W : would be kept as katcha to facilitate water harvesting as per plan placed as Annexure II & III.

The formation level of the road may be taken up as per the engineering requirements. The 1<sup>st</sup> phase road development plan integrating the following shall be got prepared through a consultant appointed by the Engineering wing of DDA and monitored by Narela Project.

- i. Junction/intersection designs of the road meeting with these roads.
- ii. Integration of bus stands with recessed bus bays and Autostand at suitable locations.
- iii. Eight lane carriageway grade separators on Delhi-Karnal railway lines with 1.0 mt. wide central verge.
- iv. Four lane carriage way on either sides of central verge of 12m and 2m wide footpath with cable ducts on western Yamuna canal Bawana escape and other major drains falling in the alignment.
- v. Street furniture viz Traffic Signals, Light Poles, Signals, Species of trees and their location and the curb stone design etc.
- vi. Space reservation for grade separators.
- vii.
- viii. Cross ducting below carriageways at regular intervals for underground services.

The above said proposal of immediate phase widening shall be applicable to the 80 mt and 100 mt wide R/W UER-1, II and III. If any modification/adjustments are required in future due to unavoidable reasons same shall be dealt by respective CE's in consultation with Dir. (Plg) & with the approval of EM, DDA.

As discussed in the meeting under EM on 12.10.04, in the Rohini project where UER-III has been implemented in the length of about 3 km with the earlier approved authority's cross section, the same may be retained but in the balance stretch 6 lane divided r/w and service roads as explained for immediate phase widening be taken up.

### 4 Recommendation

The proposal as contained in para 3 above is put up to the T.C. for consideration.

(Ashok Bhattacharjee)  
Jt. Director (NP)

(Rajesh Kumar Jain)  
A D (NP)-II

(D.K. Saluja)  
Director (Plg.) NP

*From Rly line to NCT-8, the widening of the road from 80 to 100 ft. if required, should be on the other side of the D.D. part side. The alignment approved by the Highways & Bridges Deptt. is to be followed. Other cross section as recommended for approval.*



Half Road Cross Section of 80 mt. & 100 mt. R/W road as approved by T.C. on 10.07.03

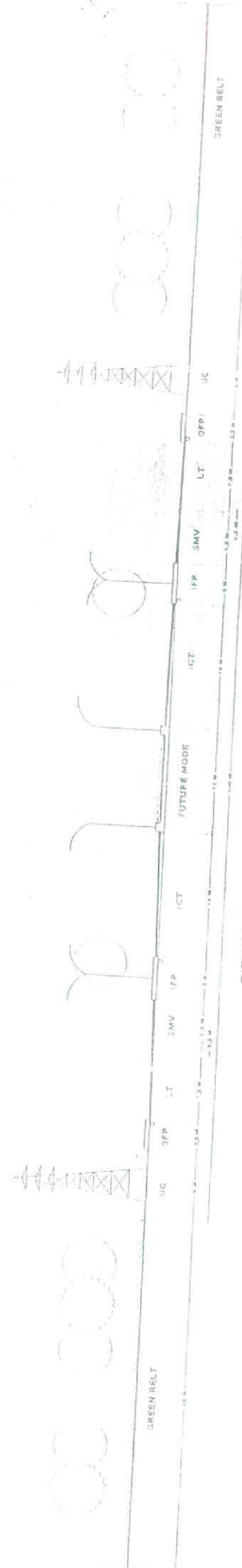
Sl. No.	Particulars,	As approved section Authority	per by	Approved by TC on 10/7/03		Phase Development	
				80 mt R/W	100 mt R/W	100 mt.	80 mt.
1	Central Verge(Future mode)	6.0 mtr		6.0 mtr	6.0 mtr	6+35+0.5	6
2	Carriage way, MMV/LMV	10.0 mtr		10.0 mtr	14.0 mtr	11	11
3	Verge/Divider	0.5 mtr		0.5 mtr		2	2
4	Public Transport	7.5 mtr		7.5 mtr			
5	Inner Footpath	4.50 mtr		3.5 mtr	5.0 mtr		
6	Cycle track/Slow moving	4.0 mtr		-	5.50 mtr		
7	Slow moving vehicle	-		3.5 mtr	Part of Cycle track/slow Moving 6.0 mt. as at(6) above		
8	Verge	-		{0.5 mtr	0.5 mts		
9	Cycle track	-		{2.5 mtr	-do-		
10	Service Road	5.0 mtr		Part of 6 & 7 above	7.50 mts		
11	Outer Footpath	1.5 mtr		1.0 mtr	3.50 mtr		
12	S.W. Drain	1.0 mtr		In Utility Corridor/out er Footpath	In Utility corridor/out er footpath		
13	Utility Corridor	-		5.0 mtr	8.0 mtr	8	5
14	Reservation for future expansion of road section to be kept as kutchha					27	21

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Section - I



SECTION OF 80.00 M WIDE ROAD UER-I & III



SECTION OF 100.00 M WIDE ROAD UER-II



**DELHI  
DEVELOPMENT  
AUTHORITY**

CROSS SECTION OF 80 MT. & 100 MT. R/W UER-I, II & III  
ROADS IS APPROVED BY TECHNICAL COMMITTEE  
1 THE MEETING HELD ON 10/07/03

REF:

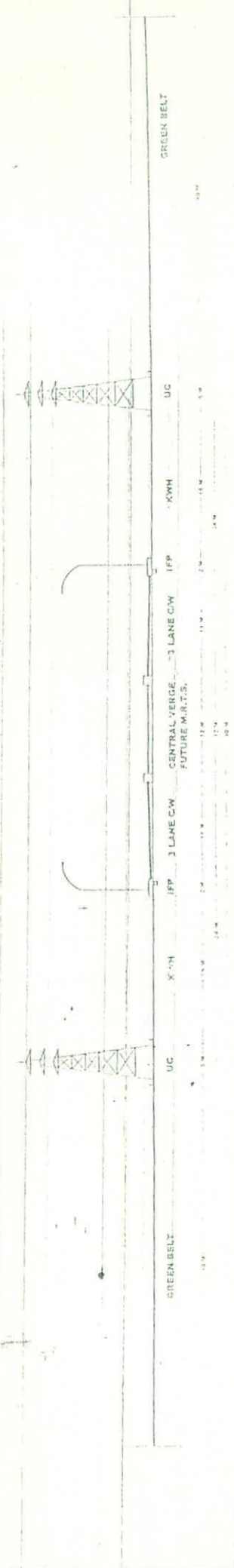
- UC UTILITY CORRIDOR
- OFF OUTER FOOTPATH
- CT CYCLE TRACK
- SMV SLOW MOVING VEHICLE
- IFP INNER FOOTPATH
- PT PUBLIC TRANSPORT
- V AVENUE
- LMV LIGHT AND SLOW MOVING VEHICLE
- ICT LOCAL TRAFFIC
- ICT INFRA CITY TRAFFIC

SCALE	DATE	DRAWING NO.
SCALE BY	DATE	BY
DATE	DATE	DATE
DATE	DATE	DATE

**PROJECT**  
**NARELA**




- 24 -  
Annexure - II



SECTION OF 80.00 M WIDE ROAD UER - I & II



SECTION OF 100.00 M WIDE ROAD UER - II  
( DISCUSSED IN TC MEETING HELD ON 03/08/04 )  
( ECCENTRIC SECTION PROPOSED IN DWARKA )

 <b>DELHI DEVELOPMENT AUTHORITY</b>	TITLE:	<b>FIRST PHASE DEVELOPMENT PROPOSAL FOR 80 MT. &amp; 100 MT. R/W UER-I, II, &amp; III ROADS IN URBAN EXTEN.</b>	REF.:		SCALE:		DRAWN BY:		GRADING BY:			
			UC	OFF	IFP	V	LT	ICT	KWH	SR	DATE:	DATE:
			= UTILITY CORRIDOR	= OUTER FOOTPATH	= INNER FOOTPATH	= VERGE	= LOCAL TRAFFIC	= INTRA CITY TRAFFIC	= KUTCHA FOR WATER HARVESTING	= SERVICE ROAD	DEALT BY:	DEALT BY:
											1:500	1:500
			DIRECTOR:		CHECKED BY:		CORRECTED BY:		DATE:			
									DATE:			

MADELA PROJECT

220

11/11/11

11/11/11



GREEN BELT

GREEN BELT

### SECTION OF 80.00 M WIDE ROAD UER - I & II

11/11/11



GREEN BELT

GREEN BELT

### SECTION OF 100.00 M WIDE ROAD UER - II



DELHI  
DEVELOPMENT  
AUTHORITY

FIRST PHASE DEVELOPMENT PROPOSAL FOR  
80 MT. & 100 MT. RW UER-I, II, & III ROADS IN  
URBAN EXTEN.

- LEGEND
- UC - URBAN CENTRE
  - OP - OUTPOST
  - EP - EXTENDED POST
  - LT - LOCAL TRAFFIC
  - UT - URBAN TRAFFIC
  - AW - AVERAGE WIDTH
  - SW - STREET WIDTH
  - GV - GREEN VERGE
  - OV - OUTER VERGE
  - IV - INNER VERGE
  - LV - LOCAL VERGE
  - UV - URBAN VERGE
  - WV - WATER VERGE
  - SV - SERVICE VERGE

DATE	20/11/11	BY	11/11/11
SCALE	1:1000	DATE	20/11/11
PROJECT	DELHI DEVELOPMENT AUTHORITY		
NO.	11/11/11		



**Delhi Development Authority  
Narela Project Planning Unit**

**Agenda for Technical Committee**

Sub: Readjustment of 55 heccts of land allotted to Delhi Jal Board at Iradat Nagar along Western Yamuna Canal in Narela Project.

F 3(59) 2004 - m P

**1 Background**

As per the zonal development plan of Narela Subcity, an area of 55 heccts has been earmarked for Water Treatment Plant on the southern side of 100 mt. R/W Road (UER-II) along the Western Yamuna Canal. The land was acquired and possession handed over to Delhi Jal Board by the Lands/Engineering Deptt of DDA in the year 2002.

**2 Examination**

- i) During the survey of the alignment of 100 mt. R/W UER-II, by the Engineering Deptt, it was noticed that the DJB was constructing the boundary wall on the land allotted to them which was not as per the plan of Narela Subcity. It was further noticed that the DJB has taken up construction of the boundary wall in the land earmarked for the 100 mt. R/W road and beyond in the "recreational" landuse in the north of 100.00 mt. R/W road.
- ii) The matter was discussed in the meeting under CE(NZ) and also under V.C., DDA wherein it was desired that DJB may reduce the area to around 30 heccts as in the case of Dwarka and Rohini. We have received a letter dated 09.09.04 (Annexure I) from Ex. Engineer (Works) C(VII) DJB vide which they have projected the demand of 135 acres i.e. 55 heccts(approx). The details of the areas required under various uses are as follows:

1	Proposed Water Treatment Plant	55 acres
2	Proposed UGR & BPS	10 acres

3	Proposed staff quarters	10 acres
4	Carrier Channel	10 acres
5	H.T. Line (unused land under HT lines)	20 acres
6	Existing Tubewells	15 acres
7	Proposed Tubewells	10 acres
8	Green Area & Circulation Area	5 acres
<b>Total</b>		<b>135 acres</b>

iii) MPD -2001 is silent about the use permitted in the Water Treatment Plant. Moreover the payment made by DJB is only for Water Treatment Plant. For "residential use" of Water Treatment Plant DJB shall have to pay to DDA the cost of land as per prevailing policy.

iv) This issue was discussed in a meeting under E.M. on 12.10.2004 while discussing the alignment of 100.00 mt. R/W road, wherein it was decided that land in possession of DJB may remain with them except the land under 100 mt. R/W road alongwith 40 mt green belt on either side may be taken back for construction of road.

### 3 Proposal

Keeping in view that the land handed over to DJB and the boundary wall already constructed by them alongwith the existing pylons of Delhi TRANSCO Ltd., an exercise was undertaken and the alignment of 100.00 mt. R/W road has been integrated by Director (Plg) Rohini. This has since been done as per the copy of the plan laid on the table. With the said proposal, the area allotted to DJB gets divided into two pkts i.e. in the north of 100 mt. road which is around 10.5 hect hectares and the remaining area in the south of 100 mt. R/W road. The area forming part of the 100 mt. R/W road is about 6 hectcs. The land with DJB falling in the "recreational use" may be utilized by DJB for residential /Treatment Plant uses and the balance area be taken on the south side of the road along Western Yamuna Canal in the linear belt as shown in the plan laid on table. Necessary adjustment in the zonal plan of Narela Subcity may have to be done as the change of landuse for this area has not been notified so far.




4

## Recommendation

The proposal for permission of residential component in the Water Treatment Plant and other adjustments as explained and implemented under para 2 & 3 are placed before T. C for consideration.

  
(Ashok Bhattacharjee) 10/10/04  
J.D. (NP)

  
(D.K. Saluja) 18/10/04  
Director (NP)

  
(Rajesh Kumar Jain)  
Asstt. Dir. (NP) II





Laid on Table  
This 49

Draft Agenda for  
Technical Committee

DELHI DEVELOPMENT AUTHORITY  
DWARKA PROJECT

Sub: Identification of about 200 acres ~~or more land~~ for relocation of non-conforming industries on south of Rohtak Road.  
File No.F.20(12)/95-MP.

1. Background :-

The Managing Director, DSIDC vide F.O. Letter NoDSIDC/PS/CE/04/674 dated 10.09.2004 addressed to V.C., DDA has requested for waiving of 60 mtr. safety buffer proposed around the PVC Bazar at Tikri Kalan with a view to acquired about 200-250 acres of land between Rohtak Road and PVC Bazar, Tikri Kalan. Copy of the letter is placed at Annexure.

2. Observations :-

The issues raised by DSIDC have been examined from planning point of view and the observations are as given below:-

a) While processing the change of land use and the preparation of plan for PVC Bazar complex at Tikri Kalan (101 Ha ), Rohtak Road from Fire & Explosives point of view about 500 mtr "No habitation zone" was prescribed all around the PVC complex by Delhi Fire Services. It was based on the experiences of Jawala Puri PVC Scrap Market fire incidence, that occurred in June, 1995. Accordingly, the same was incorporated, while drawing up the detailed plan of PVC Bazar complex, at Tikri Kalan.

b) The PVC Bazar complex plan was duly approved by the Planning Committee of NCR Planning Board, Services plan by MCD and also the Delhi Pollution Control Committee (refer plan laid on table)

c) In case, the approved restriction of "No Habitation Zone" (500 mtr.) is to be waived off, it is advisable that the views of Fire /Explosive Deptt. as well as Delhi Pollution Control Committee shall be necessary.

d) Alternatively, it may be still possible to acquired about 200 acres between the Rohtak Road and PVC Bazar complex at Tikri Kalan as shown in the plan laid on the table. However, processing of change of land use from rural to "manufacturing (light & service industry)" as per the provisions of Delhi Development Act shall be required.

3. Put up for consideration of Technical Committee.

To be  
to DSIDC  
for  
summary

*[Signature]*  
20/10/04  
Dir (Plan) DDA

*[Signature]*  
20/10/04

*[Signature]*  
AD(Pg.) DDA



ANNEXURE

Managing Director for  
Delhi State Industrial Development Corpn. Ltd.  
N Block, Bombay Life Building,  
Connaught Circus, New Delhi-110001

DO.NO-DSIDC/PS/CE/04/674  
DATED: 10<sup>th</sup> Sept., 2004

Dear Sir,

Please refer to our brief meeting today wherein you had mentioned that DSIDC and DDA officers have had meetings as well as field visits in respect of taking over of PVC Market at Tikri Kalan, developed by DDA and its utilization under the Relocation Scheme.

During the joint field visits it was also found that as per the safety regulation, a 60 mt. Green Buffer has been left all around the PVC Market and this green buffer consumes most of the vacant land available in between Rohtak Road and PVC Market. Additional Commissioner(Planning), DDA, was requested to consider getting this 60 mt. limit waived off, since this area to be used for PVC industries and not exclusively for PVC traders. Once this restriction is removed it would be possible to acquire the remaining 200-250 acres of land i.e. available between Rohtak Road and PVC Market as advised by you. Further, there is another 34 Hect. of land already identified by DDA for acquisition for residential land-use and we have already consented to take over the same.

I shall be grateful if you look into this matter and this 60 mt. restriction is waived off so as to make this project a more viable proposition for acquisition and development towards Relocation

With regards,

Yours sincerely,

(JALAJ SHRIVASTAVA)

Shri Madhukar Gupta IAS  
Vice Chairman,  
Delhi Development Authority,  
Vikas Sadan, INA Market, New Delhi.

Phone: 011 2313692 / Fax: 011 23357631 Cable: Taghuniagar  
E-mail: dsidc@ndia12301.net in Website: www.dsidc.org



**SUB: Improvement of Traffic Circulation of Nelson Mandela Road (Road No.17) and provision of dedicated entry to Shopping Mall, Vasant Kunj phase II**

F.No. F5(3)72-MP PT1

**1. INTRODUCTION**

Delhi has extensive network of roads, consisting of ring roads, arterials, sub-arterials, collector and local roads. Due to the phenomenal growth of population, vehicles and traffic in the last few decades these roads are under tremendous stress. The traffic has increased many fold as compared to the road network thus generating a huge gap between demand and supply. This has deteriorated the level of service of these roads.

**2. BACKGROUND**

Road No.17 runs parallel to the West of Munirka Village/JNU Complex between Outer Ring Road and Mehrauli Mahipal Pur Road. This road is under the jurisdiction of PWD.

In the year 1989-90, a hotel complex, and a shopping mall was proposed along Vasant Kunj, Ph.II. Thus, it was decided that as this road is also a part of the approach road to the Airport, as such, the road development plan should be so prepared to make it of International standard.

The Shopping mall is a prestigious project thus a great importance has been given With respect to the Environment and traffic circulation. Improving the traffic circulation will facilitate the entry and exit to the mall and provide an uninterrupted network at ground level with provision for safe U turning.

**3. ROW AND ALIGNMENT.**

As per the MPD-2001 the ROW of the road is 45m(150') which lies in the category of sub-arterial road.. As per Zonal Development Plan also the row of this road is 45 M. alignment plan of Road No.17, Nelson Mandela Marg having a R/W of 45 M was approved by the Authority vide Resolution No.47/98 in its meeting held on 29.5.98.

A green belt of 50 Mts has been provided along the western side of Nelson Mandela Road in order to improve the environment of the shopping mall as well as Vasant Kunj Phase two. It was desired that this green space be merged with the traffic system in such a way that an avenue and vistas are created for smooth and efficient movement of traffic at grade this will also enhance the view and beauty of the mall while travelling along the Nelson Mandela Road.

### **Approved Cross Section**

Main Carriageway	13.75 mt. wide each way
Central Verge	3.0 mt.
Cycle Track	4.0 mt.
Foot Path	4.0 mt.(along JNU boundary)
Inner Footpath (towards proposed Shopping Mall)	4.0 mt
Outer Foot Path (along proposed Shopping Mall)	2.5 mt.

## **4. PROPOSAL.**

The consultant has provided two alternatives for the improvement of the Nelson Mandela Road which are given below.

### **(a) Alternative I**

- I) The part of the Nelson Mandela Road has been recessed along the Shopping Mall having a carriageway of 13.75 Mts.
- II) On both sides of 3 Mtr. wide central verge two half rotarties having a width of 7 Mtrs wide have been proposed for taking right turn from both the sides. The Radius of the proposed rotaries about 16 Mtrs.
- III) Three pedestrian subways have been proposed.
- IV) An exclusive bus lane of 4 Mtrs wide with a divider of 0.3 M in the stretch of half rotaries has been proposed, towards JNU side



- V) The main carriage of 10.5 M has been provided.
- VI) Pedestrian footpath has been proposed on both sides of the road width of which varies from 2.4 Mtrs to 4 Mtrs.
- VII) Cycle track has been provided along the road except in the stretch abutting the Shopping Mall/Green Belt.
- VIII) Three bus stops towards JNU side and one towards the Shopping Mall side have been provided.

**(b) Alternative No.II**

- I) Two divided carriage-ways of 13.75 Mtrs each have been proposed.
- II) The green belt has been accommodated in between both these carriage-ways.
- III) Two half rotaries having a radius of about 16 Mtrs. each and 7 Mtrs carriage-way have been provided for taking Right Turn/U Turn from the Shopping Mall toward Mehrauli Mahipalpur Road.
- IV) Three pedestrian subways have been proposed two of them are at the end of the half rotaries and one pedestrian subway has been provided in the green belt between the two half rotaries.
- V) An exclusive bus lane of 5 Mtrs. width with 0.5 Mtrs curb has been provided.
- VI) Footpaths having a width ranging from 2.2 Mtrs. to 4 Mtrs have been provided on both the sides of the road.

## **5. DETAILS/EXAMINATION**

M/s Engineering & Planning Consultant were appointed to prepare the traffic circulation plan of Nelson Mandela Road for entry to Vasant Kunj, Ph.II(Shopping Mall). A presentation was made by the Consultant in a meeting under the Chairmanship of EM DDA held on 6.10.04 wherein the following decisions were taken:

- (a) Both the alternate proposals submitted by the consultant are to placed before the TC for its consideration.
- (b) The diameter of the two rotaries in front of the Shopping Mall should be 40 meters.
- (c) The service road should be developed by J.N.U within campus with limited entries/exits to Nelson Mandela Road.

- (d) Continuous Cycle track should be provided on one side of Nelson Mandela Road.
- (e) The Pedestrian subway with provision for handicapped people should with proper integration with hall circulation be provided.
- (f) Adequate weaving distances for entry and exit to the Mall for safe merging/movement be ensured.
- (g) Location of Taxi/3-wheeler may also be fixed and shown on the plan.
- (h) There should be proper integration of subways, Bus Stops and Taxi stands for smooth movement of pedestrians.
- (i) 3 mts reservation for H.T line shall be provided to meet the power demand of this Mall below the footpath having a width 4 Mts and the remaining 1 Mt space will be used for any additional services in future.

## **6. FEASIBILITY**

Feasibility report with respect to both the alternatives has not been provided.

## **7. RECOMMENDATIONS FOR CONSIDERATION:**

Both the alternatives prepared by the consultant as given in para 4 and observations in para 5 are placed before the technical committee for its consideration.

*H. H. Wilson*  
*JE DATT*



**Sub: Improvement of ring road –Joseph Broz.Tito Marg intersection  
(Moolchand underpass)**

**File No: F5 (11) 2001/MP**

**1. LOCATION**

The Moolchand intersection is located at the crossing of Lala Lajpat Rai road and the Mahatma Gandhi Marg (Ring Road). This intersection is surrounded by Lajpat Nagar, Defence Colony and Andrews Ganj.

**2. BACKGROUND.**

PWD, GNCTD had submitted a proposal for corridor improvement of Ring Road with an under pass at Moolchand intersection this proposal was examined in detail and was also discussed in a meeting under the chairmanship of Commissioner Planning on 6.6.01 where the following was decided:

- I) Mr. D.Sanyal consultant on behalf of PWD explained the above proposal he highlighted the limitations for the development of Moolchand flyover which will result in less availability of head room below ring road for the third level as around 4.7- 4.8 Mts with a gradient of 1:20. This will be less than the revised authority guideline of 5 Mts and gradient of 1:30 adopted in other flyovers. The intersection of captain Gaur Marg and ring road also has a problem in the form of MCD aqueduct passing below the ring road which is at a higher level. The height of this intersection and Ashram Chowk flyover are similar in the longitudinal cross-section of Ring Road. Therefore some other alternative is required to be studied.
- II) Subsequently the corridor improvement plan for the stretch of ring road between the Ashram and Moolchand intersection was discussed in the **TC meeting held on 1.10.01** wherein it was decided that, the proposal, three plus three lane continuous flyover on the above two intersection along ring road was recommended with certain conditions few of which are as follows:
  - The traffic management/circulation plan of surrounding area as per approved guideline shall be prepared by DTTDC for approval of the competent authority

- The proposed underpass at Moolchand intersection is to be kept in abeyance for the time being as suggested by the subcommittee.
- Keeping the site constraints in view and also the technical advice given by consultant and also by experts technical committee agreed on 1:25 gradient it was also desired that this maybe placed before the authority for consideration as a modification in the already approved guidelines.
- The design of the grade separator requires further examination by Engineering wing of DTTDC in terms of design speed, structure, seismic loads, superelevation and other Engineering aspects.
- The DTTDC/Consultant will supply the detail cross sections and longitudinal sections adopting the revised guidelines approved by the authority.
- SH.J.K.Mittoo Expert on Corridor Committee also emphasized the importance of developing proper connection with the surrounding colonies along Ring Road. In this case Sh.Mittoo suggested that the existing Nallah /drain flowing perpendicular to ring road connecting Lajpat Nagar, part.I & II with Lajpat Nagar Part.IV could be used for providing connection between these colonies.

#### **Revised proposal**

A revised proposal for provision of third level (under ground) at Moolchand flyover has been received from DTTDC vide letter dated 24.5.04. The proposal consist of three lane carriageway(below the ground) on each side for straight movement of traffic on ring road. All the other movements are to be taken care of at the ground level.

A pedestrian subway along ring road has been proposed near Moolchand hospital

### **3. DETAILS/EXAMINATION**

#### **(a) R.O.W Detail**

As per the master plan 2001 the ROW of the Mahatma Gandhi Marg (Ring Road) is 64 meter (210') which lies in the category of arterial roads and the Lala Lajpat Rai road is 45 meter (150') which lies in the category of sub-arterial, these should be maintained.

#### **(b) Existing Traffic Condition**

As per the report submitted on 26.8.04 by the M/S Craphts consultant of the study area a classified traffic volume survey for a period of 24 hours was being carried out.

The intersections have ADT of about 16738 PCU (24 hour) for the year 2004



Peak hour traffic occurs between 11am to 12 pm with the traffic volume of 16468 PCU. (2004). It is seen that the majority of the traffic ply straight on the ring road. As regard to the composition of traffic at Moolchand intersection fast light vehicles constitute 86%, slow 8%, heavy fast is the least ie: 6%. (2004).

**(c) Traffic growth rate and projected traffic.**

The design year is taken 20 years from the date of completion of project i.e 2026

The traffic growth trends extracted from time series data is used for the computation of design year traffic. Growth rate of 1.67% to 2.3% per annum has been used for the projection of design year traffic.

**Table: projected peak hour traffic volume**

YEARS	TRAFFIC VOLUME (PCU)
1999(base year)	19,278
2004	16,468
2026	26,530

**4. PROPOSAL**

Two alternatives have been proposed and alternative II is the preferred alternative detail of which are as follows.

**Alternative -2**

- ◆ 6 lane under pass with a revised slope of not less than 1:20 is to be provided for fast light vehicle have been provided along the ring road
- ◆ Rotary replaced by signalized intersection
- ◆ Two pedestrian subways have been proposed across the ring road one towards Ashram side and the other towards AIIMS side.
- ◆ Recessed bus bays have been proposed on both the arms of the intersection on ring road.

The preferred alternative was discussed in the sub committee constituted for examining corridor improvement and flyovers in its meeting held on 18.10.04. wherein it was decided that 5 Mts head room should be available in between the surface and the deck of the under pass. Efforts should be made to provide a gradient of more than 1:20 on the ring road arm the existing drain may suitably be treated by latest technique /prestressing in order to have a desirable gradient on this part of the proposal. The gradient on the other arm of the ring road is to be 1: 30

## 5. PLANNING OBSERVATIONS:

- (a) The height of the underpass is 4.75 Mts less than 5 meter specified by the Authority
- (b) A gradient of more than 1:20 is to be provided towards the drain side (on the ring road arm towards AIIMS). The gradient on the other arm of the ring road is to be 1: 30
- (c) Weaving distances need to be checked in order to avoid any conflict between the buses and the left turning traffic.
- (d) Pedestrian path to be provided for the pedestrians crossing the road and going through the channeliser.
- (e) Traffic diversion plan during construction of flyover need to be got approved from Delhi traffic police.
- (f) Landscape plan of the scheme needs to be prepared from the competent authority
- (g) Necessary NOCs from the concerned agencies/authority wherever required be obtained by the executing /land owning agencies before starting of the work.
- (h) The plan approved from the technical committee will also require approval from DUAC.
- (i) The DTTDC shall submit three copies of the final modified plan duly authenticated by the competent authority to DDA.

## 6. FEASIBILITY :

DTDC will be responsible for taking necessary action with regard to structures/ services affected in the proposal. Such matters may be taken up with the concerned agencies/authorities.

## 7. RECOMMENDATIONS FOR CONSIDERATION.

The proposal as given in para 4 and observations in para 5 are placed before the Technical Committee for its consideration

*U. B. Singh*  
JE 28 - T



D.

# DETAILS RELATED WITH THE PROPOSED IMPROVEMENT SCHEME.

The improvement proposal shall be detailed out upto the next important junction/intersection on either sides as detailed elsewhere in this document.

- i) Proposed Nos. of lanes on each arm: *10 lanes along Ring Road*
- ii) Proposed width of carriageways of each arm: *36.5 m on either side along Ring Road within reach of the flyover*
- iii) Proposed width of central verge on each arm: *1.0 m*
- iv) Proposed width of footpaths on each arm: *2.5m and 3.5m on either side*
- v) Proposed width of service road / cycle track on each arm: *5.0 - 6.0 m on either side of Ring Road*
- vi) Proposed total length of the flyover / under bridge: *493.9m*
- vii) Proposed length of slope including valley curve:
  - a) *167.45 m towards Ashram*
  - b) *231.05 m towards Moolchand*
- viii) Length of flat portion including summit curve: *95.4 m*
- ix) Slope of grade separator if preferred on each name: *1 in 30 on either side*
- x) The location of bus stops, bays: *Shown in drawing no. CRTS/PWD/CI-ZONE-IV/202*  
*-D77DC*
- xi) Pedestrian subway/crossing: *Shown in drawing no. CRTS/PWD/CI-ZONE-IV/202*  
*-D77DC*

E.

## FEASIBILITY REPORT.

- A) Details of affected structures: *Shown in drawing no. CRTS/PWD/CI-ZONE-IV/202*  
*-D77DC*
  - i) Pucca / semi pucca / kutcha with plot area / plinth area details: *—do—*
  - ii) Structures forming part of the regularized colony / unauthorized colony: *—do—*
  - iii) The use of the property (commercial), residential / institutional / other, please specify:  
**Residential and Commercial**
- B) Services - Underground / overhead affected in the proposal shall be shown on the plan in different colours: *Shown in drawing no. CRTS/PWD/CI-ZONE-IV/202*  
*-D77DC*
- C) Trees - : *Number of trees affected along with their girth and species details*  
*30 trees affected*
- D) Whether access to the existing / proposed buildings or properties is affected if so what alternate measures have been envisaged in the proposal.  
*Provision of surface level road has been made*

- E) Management scheme for the circulation of the traffic from the adjoining localities upto the next junction / inter - section on either sides has been integrated with proposal under consideration.

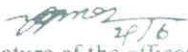
-DTTDC  
Shown in drawing no. CRTS/PWD/CI-ZONE-1/300

F) PROJECT REPORT

Office Address:

Phone No

Superintending Engineer (PG)  
D. T. T. D. C. Engg. Cell  
Near Peeragarhi D.T.C. Bus Depot  
Peeragarhi, New Delhi-110063

  
Signature of the officer  
of the implementing  
Authority.







Draft minutes of Technical Committee meeting held on 25-10-04 circulated on 1-12-04 vide letter No FIUS/2004-MP/400. These minutes are confirmed by the T.C in the meeting held on 2-12-04. Minutes are placed apposit for signature and circulation Pl.

~~Schaf~~ 9/12/04  
(G.S. Chanyal)  
F.I

AD(MP) ~~Mukher~~ 09/12/04  
JD(MP)  
OTR(OC)

I was not present in T/c meeting held on 2/12/04. The above note may pls be seen for n/a pls.

~~JD(MP)~~ 7/11/04  
Pls issue

Attn 9/12

AD(MP) ~~Mukher~~ 09/12/04  
Sh. Chanyal

Draft minutes of T.C meeting held on 25-10-04 circulated on 1-12-04 and confirmed minutes circulated on 9-12-04 vide letter No FIUS/2004/92 submitted PL

JD/MP

Dr 13/12/04

Also put up confirmed minutes to all & individual concerned files & report.

Attn 14/12

Sh. Chanyal  
Sh. S. S. S.



Minutes of 4th meeting placed in  
all the individual concerned files.  
on dt. 14/12/04 submitted per.

VD/MP

for record

14/12

0-11

2/14/12/04  
ES/11/04  
VDC/MP





pro75

The 4<sup>th</sup> Technical Meeting for the year 2004 was held on 25.10.2004 under the chairmanship of F.M., DDA. The minutes of earlier meeting held on 3.8.2004 which was circulated vide this office letter no. F1(7)2004-MP/297 dated 13.9.2004 (Page 59/c - 63/c) were confirmed. The draft minutes for all items including 3 items laid on table (item No. 43,44,45) of the Technical Committee held on 25.10.2004 are put up at page no. 64/c to 67/c for kind approval please.

In one of the weekly meeting of the Lt. Governor with the DDA officers on 13.3.2003 Hon'ble L G has desired that the draft minutes relating to road Alignment Plan / Fly over etc be shown to him before issuance of final minutes (page 1 to 3/c) therefore it is requested that the minutes for item no. 37/2004, 41/2004, 44/2004, and 45/2004 may kindly be forwarded to L G for his perusal please.

Submitted for kind approval of the draft minutes at page no. 64-67/c

*A.K. Manna*  
Joint Director (MP)

*A.K. Manna* Jt Dir. (MP)

Director (DC)  
✓ Commr. (Plg.)

*F.M.*

*Em may pl. see  
with  
all of*

*Draft minutes may kindly be  
considered for approval pl.*

*3.11.04  
(A.K. Jain)  
Commr (Plg.)*

*3/11/04*

*B: K. JAIN  
Director (DC & RYP)*

*Minor modification made in item no 37 'YAC  
works & YSC', 41 & 44.*

*F.M.*

*Item 38 - what is the position regarding  
Lal Dora and DSEDC Ind. Area?*

*Item 41 - reference to UER-III was to be  
deleted, pl. comment.*

- ✓ *Item 42* - will it require change of land use for draft quarters?
- ✓ *Item 43* - views of fire and explosive dept was to be taken.
- ✓ *Item 44* - of comments of Traffic police and also subject to feasibility report.
- ✓ *Item 45* - clearance of Delhi Govt - Two level city road and high capacity buses - to be obtained.

*urgent pl. may pl. re-submit*

*Copy to: Dir (DC) 18.11.04*

*16.11.04*

दिल्ली विकास प्राधिकरण



anj4

Reference observations of EM dated 13.11.2004 and FM dated 16.11.2004 at pre page and item wise comments are given below:

Item No. 38:

The matter was discussed with Director (NP) as the agenda was put up by him. He has suggested that the laldora of village Sanoth may be notified as development area. He has also stated that DSIDC industrial area was not included in the development area no. 175 as per the notification.

Item No. 41:

The matter was discussed with Director (NP) as the agenda was put up by him. He opined that reference to UER<sup>E</sup> III should not be deleted. *with cross sections. Have the alignment plans for UER<sup>II</sup> to get to prep work, as mentioned in Item No. 42: last para of draft minutes.*

The matter was discussed with Director (NP) as the agenda was put up by him. He has stated that it requires change of land use.

Item No. 43, 44, & 45 :

The observations of FM has been incorporated.

Accordingly the minutes was modified and re-submitted for kind approval please. (P. 68/c to 71/c)

Joint Director (MP)

Director (DC)

Comm (Ply)

Revised - Minutes Modified on the basis of EAM & FAN  
18/11/04 observation - for approval H. CP-68-71/c

~~Fms~~

22-11-04

18.11.04

528A  
29/1/04

1292/5029  
22/11/07

24-11-2004

30/11/20

Common (Plea)

Dr (DC)

701 m8)

29/11/04



DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

NO. F.1(15)2004-MP / 403

DATE: 9-12-04

The minutes of the 4<sup>th</sup> Technical Committee meeting for the year 2004 held on 25.10.2004.

The list of the participants is enclosed at Annexure I.

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F1(7)2004-MP

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F/PPR/4001/Ph. IV-V/2004

The Technical Committee approved the proposal and observed that this should be in conformity to earlier approval of the Technical Committee meetings (item nos. 22/2004 and 33/2004 held on 12.5.2004 and 3.8.2004 respectively).

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Sub: Approval of Layout plan of Shree Atma Vallabh Jain Samarak Shikshan Nidhi G.T Karnal Road, Development Area no.175.  
F13(166)99/Bldg/Vol. II

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Technical Committee desired that the proposal be examined with respect to proposed alignment of DMRC, and also considering the site constraints and traffic volume, option of underpass may also be examined. The clearance from YSC, ( CWC ) may also be obtained by PWD. It was also observed that Landscape Plan to form part of all the flyovers / RUB proposals.

*Manoj*

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Sub: Declaration of two pockets of Narela Project as Development Area of DDA. F3(56)2004-MP

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Technical Committee recommend the approval of proposal at para 5 of the agenda for further processing of change of land use under section 11 A of the DD Act, 1957.

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- Appointment of consultants shall be taken up by the concerned Chief Engineers of the Project for preparation of the Road Development Plan of 1<sup>st</sup> phase as explained in para 3 of the agenda.
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F3(59)2004-MP

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Sub: Improvement of Traffic Circulation of Nelson Mandela Road (Road No. 17) and provision of dedicated entry to Shopping Mall, Vasant Kunj Phase II.  
F5(3)72-MP-Pt.I

The Technical Committee agreed with the proposal (Alternative II) subject to feasibility report and with the observation that this being a PWD road, the consent of the PWD, GNCTD, may be obtained even though funding for the project is to be done by DDA. Since the proposal for improving the traffic circulation is for proposed shopping Mall adjacent to the road, in view of the comments of Traffic Police, parking facilities including multi storeyed parking may be ensured. Traffic Management Plan may also be prepared alongwith a feasibility report of the proposal.

*Madhu*  
*[Signature]*

Item No. 45/2004:

Sub: Improvement of Ring Road Joseph Broz. Tito Marg intersection  
(Moolchand underpass)  
F.5(11)2001-MP

Technical Committee recommended the proposal for approval subject to clearance from the DMRC and also from Delhi Government about two level Ring Road and High capacity buses. It further desired that the proposal be put up to LG on file for relaxation of the height and gradient keeping in view the site constraint for this specific case, which is not to be taken as a precedent in future.

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

(B K JAIN)  
DIRECTOR (DC)

Copy to:

1. Finance Member, DDA
2. Engineer Member, DDA
3. Commissioner (Plg.) DDA
4. Commissioner (LM) DDA
5. Commissioner (LD) DDA
6. Chief Town Planner MCD
7. Chief Town Planner, TCPO
8. Chief Architect, DDA
9. Chief Architect, NDMC
10. Chief Engineer (Elect) DDA
11. Addl. Commr. (Plg.) I DDA
12. Addl. Commr. (Plg.) II DDA
13. Addl. Commr. (Plg.) III DDA
14. OSD (MPPR) DDA
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16. Land & Development Officer (L&DO)
17. Sr. Architect (JI&TP) CPWD
18. Dy. Commr. Of Police (Traffic) DDA
19. Director (Land Scape) DDA
20. Director (Bldg) DDA

In Chair,

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- Secretary (L&B) GNCTD  
Director (Rohini) DDA  
Engineer in Chief PWD  
Chief Engineer Irrigation & Flood  
Chief Engineer (G) DMRC  
Chief Engineer Yamuna Standing Committee  
Director (IT) DDA  
Director (RYP) DDA  
Director (NP) DDA

Joint Director (MP)



List of Participants of 4<sup>th</sup> meeting for the year of 2004 of Technical Committee held on 25.10.2004.

**DELHI DEVELOPMENT AUTHORITY**

S/Shri

Ajit Kumar Patnaik, F M

in Chair

Prabhash Singh, E.M.

S K Kaushik, Commissioner (LM)

A K Jain, Commissioner (Plg.)

Ashok Kumar, Addl. Commr. (MPPR)

Savita Bhandari Director (I.S.)

B K Jain, Director (DC)

**M. C. D.**

Sham. Sher Singh, Sr. T.P.

**L & D O**

S C Saxena B O

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

Pawan Kumar, A.T P

**DELHI POLICE:**

Pradeep Hota DC P (Traffic)

**SPECIAL INVITEES :**

R K Sood CE (SWZ) DDA

VS Tyagi, E E (land) DMRC

S P Bansal Director (Dwarka) DDA

K L Chugh, SE, I&FC

Man Singh, CE ( C ) DJB

K K Sood, CE (Rohini) DDA

Surender Srivastava Director (Bldg.)

D K Saluja, Director (NP) DDA

R M Lal, Director (TT) DDA

O P Singh, CE (G) DMRC

S K Gupta, Chief Project Manager (DMRC)

Deepak Panwar, SE, PWD

S K Rustogi, SE, DTTDC

Jore Kumar CE, DTTDC

Anil Barai, Director (Rohini) DDA

S C Tyal, CE (NZ) DDA.

DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

NO. F.1(15)2004-MP / 403

DATE: 9-12-04

The minutes of the 4<sup>th</sup> Technical Committee meeting for the year 2004 held on 25.10.2004.

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*[Handwritten signatures and initials]*



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*M. G. ...*  
*[Signature]*  
Copy



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Chief Engineer (G) DMRC  
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Director (NP) DDA

Joint Director (MP)

List of Participants of 4<sup>th</sup> meeting for the year of 2004 of Technical Committee held on 25.10.2004.

# **DELHI DEVELOPMENT AUTHORITY**

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in Chair

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A K Jain, Commissioner (Plg.)

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

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## **L & D O**

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Pradeep Hota DC P (Traffic)

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DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

NO. F.1(15)2004-MP / 403

DATE: 7-12-04

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(Sd/-)   
DIRECTOR (DC)

Copy to:

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- ✓ 2. Engineer Member, DDA
- ✓ 3. Commissioner (Plg.) DDA
- ✓ 4. Commissioner (LM) DDA
- ✓ 5. Commissioner (ID) DDA
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- ✓ Chief Engineer (G) DMRC
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- ✓ Director (FI) DDA
- ✓ Director (RYP) DDA
- ✓ Director (NP) DDA

Joint Director (MP)



List of Participants of 4<sup>th</sup> meeting for the year of 2004 of Technical Committee held on 25.10.2004.

### **DELHI DEVELOPMENT AUTHORITY**

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DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

NO. F.1(15)2004-MP

403

DATE: 9-12-04

The minutes of the 4<sup>th</sup> Technical Committee meeting for the year 2004 held on 25.10.2004.

The list of the participants is enclosed at Annexure I.

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Sub: Confirmation of Minutes of Technical Committee Meeting held on 3.8.2004.  
F1(7)2004-MP

The draft minutes of the Technical Committee Meeting held on 3.8.2004 circulated vide this office letter no. F1(7)2004-MP/297 dated 13.9.2004 were confirmed.

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Sub: Urban Extension of 100 mtrs Road.  
F/PPR/4001/Ph. IV-V/2004

The Technical Committee approved the proposal and observed that this should be in conformity to earlier approval of the Technical Committee meetings (item nos. 22/2004 and 33/2004 held on 12.5.2004 and 3.8.2004 respectively).

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Sub: Approval of Layout plan of Shree Atma Vallabh Jain Samarak Shikshan Nidhi G T Karnal Road, Development Area no.175.  
F13(166)99/Bldg./Vol. II

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F5(19)91-MP

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*Manoj*  
Compared with Original



**Item No. 38/2004**

Sub: Declaration of two pockets of Narela Project as Development Area of DDA. F3(56)2004-MP

The proposal of notification of the two areas in Narela Project measuring 1000 ha. (details in para 2 of the agenda) for declaration of development area was approved. On the suggestions made by the representative of MCD, it was agreed that the existing village of Sanoth may also be notified as Development Area.

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Technical Committee recommend the approval of proposal at para 5 of the agenda for further processing of change of land use under section 11 A of the DD Act, 1957.

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*malan*

*[Signature]*  
Compared with Original

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The Technical Committee agreed with the proposal (Alternative II) subject to feasibility report and with the observation that this being a PWD road, the consent of the PWD, GNCTD may be obtained even though funding for the project is to be done by DDA. Since the proposal for improving the traffic circulation is for proposed shopping Mall adjacent to the road, in view of the comments of Traffic Police, parking facilities including multi storeyed parking may be ensured. Traffic Management Plan may also be prepared alongwith a feasibility report of the proposal.

*mal*

*[Signature]*

Compared with Original



**Item No. 45/2004:**

Sub: Improvement of Ring Road Joseph Broz. Tito Marg intersection  
(Moolchand underpass)  
F.5(11)2001-MP

Technical Committee recommended the proposal for approval subject to clearance from the DMRC and also from Delhi Government about two level Ring Road and High capacity buses. . It further desired that the proposal be put up to LG on file for relaxation of the height and gradient keeping in view the site constraint for this specific case, which is not to be taken as a precedent in future.

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

  
( B K JAIN )  
DIRECTOR (DC)

Copy to:

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

In Chair,

Copy also forwarded to:

Secretary (L&B) GNCTD  
Director (Rohini) DDA  
Engineer in Chief PWD  
Chief Engineer Irrigation & Flood  
Chief Engineer (G) DMRC  
Chief Engineer Yamuna Standing Committee  
Director (TT) DDA  
Director (RYP) DDA  
Director (NP) DDA

  
Joint Director (MP)

  
Compared with Original

List of Participants of 4<sup>th</sup> meeting for the year of 2004 of Technical Committee held on 25.10.2004.

**DELHI DEVELOPMENT AUTHORITY**

S/Shri

Ajit Kumar Patnaik, F M

in Chair

Prabhash Singh, E.M.

S K Kaushik, Commissioner (LM)

A K Jain, Commissioner (Plg.)

Ashok Kumar, Addl. Commr. (MPPR)

Savita Bhandari Director (LS)

B K Jain, Director (DC)

**M. C. D.**

Sham Sher Singh, Sr. T.P.

**L & D O**

S C Saxena B O

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

Pawan Kumar, A T P

**DELHI POLICE:**

Pradeep Hota DC P (Traffic)

**SPECIAL INVITEES :**

R K Sood CE (SWZ) DDA

VS Tyagi, E E (land) DMRC

S P Bansal Director (Dwarka) DDA

K L Chugh, SE, I&FC

Man Singh, CE ( C ) DJB

K K Sood, CE (Rohini) DDA

Surender Srivastava Director (Bldg.)

D K Saluja, Director (NP) DDA

R M Lal, Director (TT) DDA

O P Singh, CE (G) DMRC

S K Gupta, Chief Project Manager (DMRC)

Deepak Panwar, SE, PWD

S K Rustogi, SE, DTTDC

Jore Kumar CE, DTTDC

Anil Barai, Director (Rohini) DDA

S C Tyal, CE (NZ) DDA.



DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

NO. F.1(15)2004-MP / 400

DATE: 1-12-04

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 *Wafar*

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

These draft minutes are issued with the approval of Finance Member, DDA

  
( B.K. JAIN )  
DIRECTOR (DC)

Copy to:

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2. Engineer Member, DDA
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Director (RYP) DDA  
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Joint Director (MP)



DELHI DEVELOPMENT AUTHORITY  
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NO. F.1(15)2004-MP / 400

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*[Signature]*

*[Signature]*

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( B K JAIN )  
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19. Director (Landscape) DDA
20. Director (Bldg.) DDA

Director (NP) DDA

Joint Director (MP)

o/c



**OFFICE OF THE DEPUTY COMMISSIONER OF POLICE: TRAFFIC:  
SOUTHERN RANGE: SADIQ NAGAR : NEW DELHI**

No. **16/01** /TE (D-I)(Misc.-5) /Traffic, dated Delhi the **17/11/04**

To

Shri A.K. Jain,  
Commissioner, Planning, DDA,  
5<sup>th</sup> Floor, Vikas Minar,  
I.P. Estate, New Delhi.

Commr (D-I) G.O. Office  
Diary No. **A-3642**  
Date **25/11/04**

Subject: - **4<sup>th</sup> meeting of DDA Technical Committee held on 25.10.2004.**

Sir,

1813 JD (MB)  
30/11/04  
This is with reference to discussions held in the 4<sup>th</sup> meeting of DDA Technical Committee on 25.10.2004 regarding agenda item No.44/2004 - Improvement of Traffic Circulation on Nelson Mandela Road (Road No.17) and provision of dedicated entry to shopping mall, Vasant Kunj Phase-II, New Delhi. In this regard, it is observed that there would also be requirement for junction engineering improvements at Baba Gang Nath Marg - Nelson Mandela Road and Nelson Mandela Road - Priya Complex Road crossings, keeping in view the traffic likely to be generated after the construction of the Mall and its opening to general public. Similarly, there is also no mention of development of parking facilities for the Shopping Mall in the proposal. In one of the Sub Committee meetings, this point was also raised by us. Chief Architect of DDA assured us that adequate parking facilities including a proposal for multi-storied parking lot would be a part of the Shopping Mall project.

It is therefore requested to incorporate our viewpoints in the plan and it should also be clarified to us whether adequate parking facilities including a proposal for multi-storied parking lot would be a part of the Shopping Mall project or otherwise.

Yours faithfully,

*by*  
( P.C. HOTA )

**DEPUTY COMMISSIONER OF POLICE:  
TRAFFIC: SOUTHERN RANGE:DELHI:**

*Dr (D-I)*

*25/11/04*

*Urgent.*

*JD (MB)*  
*29/11*

*This was discussed with  
Dr (D-I). It has been mentioned  
in the minutes of T.C.  
30/11/04*

*AD (MB)*

*Makus  
21/12/04*

*Sh. Chanyal*

DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

NO. F.1(15)2004-MP

DATE:

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Sub: Readjustment of 55 hecets of land allotted to Delhi Jal Board at Iradat Nagar along Western Yamuna Canal in Narela Project.  
F3(59)2004-MP

- The details of area proposed by DJB for different uses was not found to be justifiable keeping in view the land requirements projected by DJB for earlier use in Rohini and Dwarka Projects, it was decided that DJB may restrict the total area of 35 ha as in the case of Dwarka and Rohini Projects.
- Change of landuse for land being proposed for residential use by DJB be processed and case be referred to Finance Wing for costing etc. as per policy.
- Adjustment of landuse within the Narela Project shall be processed by Director (NP), DDA keeping in view the land required for 80/100 mt. Road & existing H T line.

**Item No. 43/2004:**

Sub: Identification of about 200 acres for relocation of non - conforming industries on South of Rohtak Road.  
F20(12)95-MP

Technical Committee agreed to the proposals at 2 c) & d) of agenda subject to the condition that the processing of change of landuse would be taken up after the Industries Department, GNCTD / DSIDC submits the details and survey of the area proposed to be acquired. Views of Fire & Explosive Department may also to be obtained.

**Item No. 44/2004**

Sub: Improvement of Traffic Circulation of Nelson Mandela Road (Road No. 17) and provision of dedicated entry to Shopping Mall, Vasant Kunj Phase II.  
F5(3)72-MP-Pt.I

The Technical Committee agreed with the proposal ( Alternative II ) subject to feasibility report and with the observation that this being a PWD road, the consent of the PWD, GNCTD may be obtained even though funding for the project is to be done by DDA. Since the proposal for improving the traffic circulation for proposed shopping Mall adjacent to the road, in view of the comments of Traffic Police, parking facilities including multi storeyed parking may be ensured. Traffic Management Plan may also be prepared alongwith a feasibility report of the proposal.



**Item No. 45/2004:**

Sub: Improvement of Ring Road Joseph Broz. Tito Marg intersection  
(Moolchand underpass)  
F.5(11)2001-MP

Technical Committee recommended the proposal for approval subject to clearance from the DMRC and also from Delhi Government about two level Ring Road and High capacity buses. . It further desired that the proposal be put up to LG on file for relaxation of the height and gradient keeping in view the site constraint for this specific case, which is not to be taken as a precedent in future.

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

These draft minutes are issued with the approval of Finance Member, DDA

  
( B K JAIN )  
DIRECTOR (DC)

Copy to:

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

Copy also forwarded to:

- Secretary (L&B) GNCTD  
Director (Rohini) DDA  
Engineer in Chief PWD  
Chief Engineer Irrigation & Flood  
Chief Engineer (G) DMRC  
Chief Engineer Yamuna Standing Committee  
Director (TT) DDA  
Director (RYP) DDA  
Director (NP) DDA

In Chair,

  
Joint Director (MP)

DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

NO. F.1(15)2004-MP

DATE:

The draft minutes of the 4<sup>th</sup> Technical Committee meeting for the year 2004 held on 25.10.2004.

The list of the participants is enclosed at Annexure I.

**Item No. 34/2004:**

Sub: Confirmation of Minutes of Technical Committee Meeting held on 3.8.2004.  
F1(7)2004-MP

The draft minutes of the Technical Committee Meeting held on 3.8.2004 circulated vide this office letter no. F1(7)2004-MP/297 dated 13.9.2004 were confirmed.

**Item No. 35/2004:**

Sub: Urban Extension of 100 mtrs Road.  
F/PPR/4001/Ph. IV-V/2004

The Technical Committee approved the proposal and observed that this should be in conformity to earlier approval of the Technical Committee meetings (item nos. 22/2004 and 33/2004 held on 12.5.2004 and 3.8.2004 respectively).

**Item No. 36/2004**

Sub: Approval of Layout plan of Shree Atma Vallabh Jain Samarak Shikshan Nidhi G T Karnal Road, Development Area no.175.  
F13(166)99/Bldg./Vol. II

Technical Committee agreed with the proposal, which is in pursuance of the Authority Resolution no. 40/98 dated 30.3.98, subject to provision of independent services by the applicant.

**Item No. 37/2004**

Sub: Grade separator proposal of the Inter section of Vikas Marg and Eastern Marginal Bund Road (ITO) Chungi Inter Section.  
F5(19)91-MP

Technical Committee desired that the proposal be examined with respect to proposed alignment of DMRC, and also considering the site constraints and traffic volume, Option of under-pass may also be examined. The clearance from YSC, CWC may also be obtained by PWD. It was also observed that Landscape Plan to form part of all the flyovers / RUB proposals.



70/c

**Item No. 38/2004**

Sub: Declaration of two pockets of Narela Project as Development Area of DDA. F3(56)2004-MP

The proposal of notification of the two ~~plots~~<sup>areas</sup> in Narela Project measures 1000 ha. (details in para 2 of the agenda) for declaration of development area was approved. On the suggestions made by the representative of MCD, it was agreed that the laldora area of village Sanoth may also be notified as Development Area.

**Item No. 39/2004:**

Sub: Provision of Burial and Cremation Ground at Phase III Madanpur Khadar. F.3(21)2001-MP

Technical Committee recommend the approval of proposal at para 5 of the agenda for further processing of change of land use under section 11 A of the DD Act, 1957.

**Item No. 40/2004:**

Sub: Change of land use for construction of Judicial Academy at Sector 14 phase II Dwarka. F20(10)2004-MP

Technical Committee recommended the approval of the proposal of the agenda for further processing of change of land use under section 11 A of DD Act, 1957.

**Item No. 41/2004**

Sub: Proposal of 1<sup>st</sup> phase widening of 80 mt. & 100 mt. R/W UER I - II & III roads in the Urban Extension Plan. F5(14)2004-MP

The Technical Committee recommended the approval of the proposal as given below:

- First phase widening proposal for 80 mt R/W UER I and III with six lane divided carriageways and 2 mt. wide footpaths on either sides.
- The cross - section for 100 mt. R/W UER II has already been approved by Technical Committee for Dwarka Project on 3.8.2004. The same may be adopted in Rohini & Narela Projects. 1.5 mtr width of footpath was agreed earlier by Technical Committee for Dwarka and shall now be modified to 2.0 mtr in all the three projects i.e. Dwarka, Rohini and Narela.
- Appointment of consultants shall be taken up by the concerned Chief Engineers of the Project for preparation of the Road Development Plan of 1<sup>st</sup> phase as explained in para 3 of the agenda.

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- The cross sections earlier approved by Authority vide Resolution no. 23/96 dated 19.12.96 shall be kept in abeyance.

**Item No. 42/2004:**

Sub: Readjustment of 55 heccts of land allotted to Delhi Jal Board at Iradat Nagar along Western Yamuna Canal in Narela Project.  
F3(59)2004-MP

- The details of area proposed by DJB for different uses was not found to be justifiable keeping in view the land requirements projected by DJB for earlier use in Rohini and Dwarka Projects, *It it* was decided that DJB may restrict the total area of 35 ha as in the case of Dwarka and Rohini Projects.
- Change of landuse for land being proposed for residential use by DJB be processed and case be referred to Finance Wing for costing etc. as per policy.
- Adjustment of landuse within the Narela Project shall be processed by Director (NP), DDA keeping in view the land required for 80/100 mt. Road & existing H T line.

**Item No. 43/2004:**

Sub: Identification of about 200 acres for relocation of non - conforming industries on South of Rohtak Road.  
F20(12)95-MP

Technical Committee agreed to the proposals at 2 c) & d) of agenda subject to the condition that the processing of change of landuse would be taken up after the Industries Department, GNCTD / DSIDC submits the details and survey of the area proposed to be acquired. Views of Fire & Explosive Department ~~may~~ also to be obtained.

**Item No. 44/2004**

Sub: Improvement of Traffic Circulation of Nelson Mandela Road (Road No. 17) and provision of dedicated entry to Shopping Mall, Vasant Kunj Phase II.  
F5(3)72-MP-Pt.I

The Technical Committee agreed with the proposal ( Alternative II ) subject to feasibility report and with the observation that this being a PWD road, the consent of the PWD, GNCTD may be obtained even though funding for the project is to be done by DDA. Since the proposed improvement for improving the traffic circulation is for proposed Mall adjacent to the road, *Comments of Traffic Police*

*x Traffic* ~~also to be obtained~~ *along with a feasibility report of the proposal*  
*manpower plan may also be obtained*  
*parking facilities including parking may be ensured.*  
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**Item No. 45/2004:**

Sub: Improvement of Ring Road Joseph Broz. Tito Marg intersection  
(Moolchand underpass)  
F.5(11)2001-MP

Technical Committee recommended the proposal for approval subject to clearance from the DMRC and also from Delhi Government about two level Ring Road and High capacity buses. It further desired that the proposal be put up to LG on file for relaxation of the height and gradient keeping in view the site constraint for this specific case, which is not to be taken as a precedent in future.



**OFFICE OF THE DEPUTY COMMISSIONER OF POLICE: TRAFFIC:  
SOUTHERN RANGE: SADIQ NAGAR : NEW DELHI**

No. 16/01 /TE (D-I)(Misc.-5) /Traffic, dated Delhi the 17/11/04

To

✓ Shri A.K. Jain,  
Commissioner, Planning, DDA,  
5<sup>th</sup> Floor, Vikas Minar,  
I.P. Estate, New Delhi.

**Subject: - 4<sup>th</sup> meeting of DDA Technical Committee held on 25.10.2004.**

Sir,

This is with reference to discussions held in the 4<sup>th</sup> meeting of DDA Technical Committee on 25.10.2004 regarding agenda item No.44/2004 - Improvement of Traffic Circulation on Nelson Mandela Road (Road No.17) and provision of dedicated entry to shopping mall, Vasant Kunj Phase-II, New Delhi. In this regard, it is observed that there would also be requirement for junction engineering improvements at Baba Gang Nath Marg - Nelson Mandela Road and Nelson Mandela Road - Priya Complex Road crossings, keeping in view the traffic likely to be generated after the construction of the Mall and its opening to general public. Similarly, there is also no mention of development of parking facilities for the Shopping Mall in the proposal. In one of the Sub Committee meetings, this point was also raised by us. Chief Architect of DDA assured us that adequate parking facilities including a proposal for multi-storied parking lot would be a part of the Shopping Mall project.

It is therefore requested to incorporate our viewpoints in the plan and it should also be clarified to us whether adequate parking facilities including a proposal for multi-storied parking lot would be a part of the Shopping Mall project or otherwise.

Yours faithfully,

( P.C. HOTA )  
DEPUTY COMMISSIONER OF POLICE:  
TRAFFIC: SOUTHERN RANGE:DELHI:

Dr (DC) 25/11/04



pro53

67/c

DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

NO. F.1(15)2004-MP

DATE:

The draft minutes of the 4<sup>th</sup> Technical Committee meeting for the year 2004 held on 25.10.2004.

The list of the participants is enclosed at Annexure I.

✓ **Item No. 34/2004:**

Sub: Confirmation of Minutes of Technical Committee Meeting  
held on 3.8.2004.  
F1(7)2004-MP

The draft minutes of the Technical Committee Meeting held on 3.8.2004 circulated vide this office letter no. F1(7)2004-MP/297 dated 13.9.2004 were confirmed.

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Sub: Urban Extension of 100 mtrs Road.  
F/PPR/4001/Ph. IV-V/2004

The Technical Committee approved the proposal and observed that this should be in conformity to earlier approval of the Technical Committee meetings (item nos. 22/2004 and 33/2004 held on 12.5.2004 and 3.8.2004 respectively).

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F13(166)99/Bldg./Vol. II

Technical Committee agreed with the proposal which is in pursuance of the Authority Resolution no. 40/98 dated 30.3.98 subject to provision of independent services by the applicant.

✓ **Item No. 37/2004**

Sub: Grade separator proposal of the Inter section of Vikas Marg and Eastern Marginal Bund Road (ITO) Chungi Inter Section.  
F5(19)91-MP

Technical Committee desired that the proposal be examined with respect to proposed alignment of DMRC, and also considering the site constraints and traffic volume. Option of under pass may also be examined. The clearance from YSC ( CWC ) may also be obtained by PWD. It was also observed that Landscape Plan to form part of all the flyovers / RUB proposals.

YAC  
??

Handwritten signature

66/c

**Item No. 38/2004**

Sub: Declaration of two pockets of Narela Project as Development Area of DDA. F3(56)2004-MP

The proposal of notification of the two plots in Narela Project measures 1000 ha. (details in para 2 of the agenda) for declaration of development area was approved. On the suggestions made by the representative of MCD, it was agreed that the existing village of Sanoth may also be notified as Development Area.

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Technical Committee recommend the approval of proposal at para 5 of the agenda for further processing of change of land use under section 11 A of the DD Act, 1957.

**Item No. 40/2004:**

Sub: Change of land use for construction of Judicial Academy at Sector 14 phase II Dwarka. F20(10)2004-MP

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Sub: Proposal of 1<sup>st</sup> phase widening of 80 mt. & 100 mt. R/W UER I - II & III roads in the Urban Extension Plan. F5(14)2004-MP

The Technical Committee recommended the approval of the proposal as given below:

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- The widening <sup>Cross-section</sup> proposal for 100 mt. R/W UER II has already been approved by Technical Committee for Dwarka Project on 3.8.2004. The same may be adopted in Rohini & Narela Projects. 1.5 mtr <sup>new</sup> ~~wide~~ width <sup>L of footpath</sup> was agreed earlier by Technical Committee for Dwarka shall be modified to 2.0 mtr in all the three projects i.e. Dwarka, Rohini and Narela.
- Appointment of consultants shall be taken up by the concerned Chief Engineers of the Project for preparation of the Road Development Plan of 1<sup>st</sup> phase as explained in para 3 of the agenda.



65/c

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Iradat Nagar along Western Yamuna Canal in Narela Project.  
F3(59)2004-MP

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F20(12)95-MP

Technical Committee agreed to the proposals at 2 c) & d) of agenda subject to the condition that the processing of change of landuse would be taken up after the Industries Department, GNCTD / DSIDC submits the details and survey of the area proposed to be acquired.

**Item No. 44/2004**

Sub: Improvement of Traffic Circulation of Nelson Mandela Road (Road No. 17) and provision of dedicated entry to Shopping Mall, Vasant Kunj Phase II.  
F5(3)72-MP-Pt.I

The Technical Committee agreed with the proposal ( Alternative II ) with the observation that this being a PWD road, the consent of the PWD, GNCTD may be obtained *eventhough fund for the project is to be done by DDA*  
*Since the proposed improvement for improving the traffic circulation for proposed Metro station to be done.*

**Item No. 45/2004:**

Sub: Improvement of Ring Road Joseph Broz. Tito Marg intersection (Moolchand underpass)  
F.5(11)2001-MP

Technical Committee recommended the proposal for approval subject to clearance from the DMRC. It further desired that the proposal be put up to LG on file for relaxation of the height and gradient keeping in view the site constraint for this specific case, which ~~will~~ <sup>is</sup> not become a precedence. *to be taken as a precedent in future.*

*Agst*

List of Participants of 4<sup>th</sup> meeting for the year of 2004 of Technical Committee held on 25.10.2004.

**DELHI DEVELOPMENT AUTHORITY**

S/Shri

Ajit Kumar Patnaik, F M

in Chair

Prabhash Singh, E.M.

S K Kaushik, Commissioner (LM)

A K Jain, Commissioner (Plg.)

Ashok Kumar, Addl. Commr. (MPPR)

Savita Bhandari Director (LS)

B K Jain, Director (DC)

**M. C. D.**

Sham Sher Singh, Sr. T.P.

**L & D O**

S C Saxena B O

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

Pawan Kumar, A T P

**DELHI POLICE:**

Pradeep Hota DC P (Traffic)

**SPECIAL INVITEES :**

R K Sood CE (SWZ) DDA

VS Tyagi, E E (land) DMRC

S P Bansal Director (Dwarka) DDA

K L Chugh, SE, I&FC

Man Singh, CE ( C ) DJB

K K Sood, CE (Rohini) DDA

Surender Srivastava Director (Bldg.)

D K Saluja, Director (NP) DDA

R M Lal, Director (TT) DDA

O P Singh, CE (G) DMRC

S K Gupta, Chief Project Manager (DMRC)

Deepak Panwar, SE, PWD

S K Rustogi, SE, DTTDC

Jore Kumar CE, DTTDC

Anil Barai, Director (Rohini) DDA

S C Tyal, CE (NZ) DDA.



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DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

NO. F.1(7)2004-MP/297

Date: 13-9-04

Draft minutes of the Technical Committee meeting held on 3.9.2004.

The list of participants is enclosed at Annexure I.

Item No. 25/2004

Sub: Confirmation of minutes of the Technical Committee meeting held on 12.5.2004.

Draft minutes of the Technical Committee held on 12.5.2004 circulated vide this office letter no. F1(3)2004/MP/163 dated 3.6.2004 were confirmed with the following modifications:

First Project of multi level parking of DTC Terminal, Nehru Place. (Item no. 15/2004)

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 3 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.

Regarding alternative Route of 220 KV double circuit transmission line from Bannoli (400 KV) to Papankalan II (220 KV ESS) (Item No. 16/2004)

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 overhead pylons proposed along East of the Neelganga Drain.

*pld/...*

3200, read with D.D. 11

- ii) While dealing with the Building Plan, the MCD to ensure that the building is not in the heritage list.  
iii) Norms for Bungalow Zone shall be applicable.

Item No. 30/2004

Sub: Corridor Improvement Plan and Grade Separator proposals at Rani Ghansi Road. F5(9)88-MP

Technical Committee agreed with the proposal at para 2 of the agenda subject to the following conditions:

- i) Details to be worked out for intersections as listed at para 6 of the agenda.
- ii) The detailed proposals of traffic management to be worked out.
- iii) the proposal of rehabilitation of the existing shop keepers may be worked out by the MCD, which is not permissible under the flyover.

The proposal giving above details may be submitted to the DDA by the MCD.

Item No. 31/2004

Sub: Utilization of land made available by demolition of structures in South East of Ghanspur village. F3(2)2004-4-5-7

The Technical Committee desired that the matter may be further examined keeping in view of the Court order ii) overall area details in terms of status of land and land use proposals.

Item No. 32/2004

Sub: Modification in layout plan on CRRI Campus Mathura Road (Zone F) and change of land use from District Park (Green) to Residential U3(67)2003-MP

Technical Committee recommended the proposal at para 3 of the agenda for approval and for further processing under section 11 A of DD Act, 1957.

Item No. 33/2004

Sub: Modified Cross Section of proposed 100 m R/W arterial road between Najafgarh Drain upto NH-19. F1(430)2002/Plg/Dwb/Part I.

The Technical Committee agreed with the concept of rising the carriage-way in order to make the Urban Extn road a segregated freeway and desired that Techno economic feasibility may be got done.



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## ANNEXURE I.

List of participants of 3<sup>rd</sup> meeting for the year of 2004 of Technical Committee held on 3.8.2004

## DELHI DEVELOPMENT AUTHORITY:

S/Shri

A K Patnalk, F.M. (Acting VC) Chairman  
 Prabash Singh E.M.  
 A K Jain, Commr. (Fig.)  
 Prakash Narayan, Addl. Commr. (Fig.) II  
 Ashok Kumar, OSD (MPPR)  
 Ms Savita Bhandari, Director (LS)  
 H B Jha, CE (E)  
 B K Jain, Director (DC)

## M.C.D.:

Shamsher Singh, Senior Town Planner

## T.C.P.O.:

Devan Kumar, ATP

## DELHI TRAFFIC POLICE

Mukesh Kumar Meena, DCP

## L &amp; D O:

S C Saxena, Building Officer

## SPECIAL INVITEES:

R K Meena, Engineer in Chief, MCD  
 Sant Lal, Chief Engineer, MCD  
 Lt. Col. Rakesh Mishra, AJAG  
 Col. I S Singh, Army  
 S. Srivastava, Director (Bldg.) DDA  
 R K Jain, Director (AP) DDA  
 R M Lal, Director (TI) DDA  
 R P Jain, Sr. Manager, (Civil) DTC  
 Mahabir Singh, Director MFS  
 H S Dharamsattu, SE CCZ (DWK)

58

DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

NO. F.1(15)2004-MP

DATED:

## MEETING NOTICE

The 4<sup>th</sup> meeting of the Technical Committee of the DDA for the year 2004 under the chairmanship of Vice Chairman, DDA will be held on 15.10.2004 at 3.30 p.m. in the Conference Hall, 5<sup>th</sup> 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) 11/10/04

Vice Chairman, DDA ✓  
Engineer Member, DDA ✓  
Commissioner. (Plg.) DDA ✓  
Commissioner. (LM) DDA ✓  
Commissioner. (LD) DDA ✓  
Town Planner, MCD ✓  
Chief Town Planner, TCPO ✓  
Chief Architect, NDMC ✓  
Chief Architect, HUPW, DDA ✓  
Chief Engg. (Elect) DDA ✓  
Additional Commissioner (Plg.) II-DDA ✓  
Additional Commissioner (Plg.) III DDA ✓  
Additional Commissioner (MPPR) DDA ✓  
Secretary, DUAC ✓  
Land & Development Officer, (L&DO) ✓  
Sr. Architect, (H&TP) CPWD ✓  
Dy. Commr. Of Police (Traffic) Delhi ✓  
Director (Landscape) DDA ✓  
Director (Bldg.), DDA ✓

1. AE (Maintenance)  
2. AE (Electrical)  
3. Security Officer

## SPECIAL INVITEES:

Commissioner (LM) DDA  
Secretary (L&B) GNCTD  
Director (Rohini), DDA  
Director (Bldg.), DDA  
Engineer in Chief PWD  
Chief Engineer Irrigation & Flood  
Chief Engineer (G) DMRC  
Chief Engineer Yamuna Standing Committee  
Director (TT), DDA  
Director (RYP), DDA  
Director (NP), DDA

## FOR ITEM NO.

35/2004  
35/2004  
35/2004  
36/2004  
37/2004  
37/2004  
37/2004  
37/2004  
37/2004  
37/2004  
38/2004



DATED:

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

( B K JAIN )  
DIRECTOR (DC) 11/15/04

1. AE (Maintenance)
2. AE (Electrical)
3. Security forces

✓ Commissioner (LM) DDA ✓  
✓ Secretary (L&B) GNCTD ✓  
✓ Director (Rohini), DDA ✓  
✓ Director (Bldg.), DDA ✓  
✓ Engineer in Chief PWD ✓  
✓ Chief Engineer Irrigation & Flood ✓  
✓ Chief Engineer (G) DMRC ✓  
✓ Chief Engineer Yamuna Standing Committee ✓  
✓ Director (TT), DDA ✓  
✓ Director (RYP), DDA ✓  
✓ Director (NP), DDA ✓

35/2004  
35/2004  
35/2004  
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37/2004  
37/2004  
37/2004  
37/2004  
37/2004  
37/2004  
38/2004

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DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

NO. F.I(15)2004-MP/357

DATED: 18-10-04

MEETING NOTICE

The 4<sup>th</sup> meeting of the Technical Committee of the DDA for the year 2004 under the chairmanship of Vice Chairman, DDA which was scheduled on 15.10.2004 at 3.30 p.m. will now be held on 25.10.2004 at 11.00 a.m. in the Conference Hall, 5<sup>th</sup> floor, Vikas Minar, New Delhi. A list of items alongwith Agenda to be discussed is enclosed herewith.

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

  
(B.K. JAIN)  
DIRECTOR (DC)

MC

Vice Chairman, DDA  
Engineer Member, DDA  
Commissioner. (Plg.) DDA  
Commissioner. (LM) DDA  
Commissioner. (LD) DDA  
Town Planner, MCD  
Chief Town Planner, TCPO  
Chief Architect, NDMC  
Chief Architect, HUPW, DDA.  
Chief Engg. (Elect) DDA  
Additional Commissioner (Plg.) II DDA  
Additional Commissioner (Plg.) III DDA  
Additional Commissioner (MPPR) DDA  
Secretary, DUAC  
Land & Development Officer, (L&DO)  
Sr. Architect, (II&TP) CPWD  
Dy. Commr. Of Police (Traffic) Delhi  
Director (Landscape) DDA.  
Director (Bldg.), DDA

**SPECIAL INVITEES:**

Commissioner (LM) DDA  
Secretary (I.&B) GNCTD  
Director (Rohini), DDA  
Director (Bldg.), DDA  
Engineer in Chief PWD  
Chief Engineer Irrigation & Flood  
Chief Engineer (G) DMRC  
Director / Member Secretary, Yamuna Standing Committee  
Director (TT), DDA  
Director (RYP), DDA  
Director (NP), DDA  
Joint Secretary, (Law Justice & LA)  
J.P. Goyal, Ex. Engineer, Delhi Jal Board  
Man Singh, Chief Engineer (CC) Delhi Jal Board

**FOR ITEM NO.**

35/2004  
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19/10

19-10-04

24/10 AE (member)



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DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

NO. F.I(15)2004-MP/357

DATED: 18-10-04

MEETING NOTICE

The 4<sup>th</sup> meeting of the Technical Committee of the DDA for the year 2004 under the chairmanship of Vice Chairman, DDA which was scheduled on 15.10.2004 at 3.30 p.m. will now be held on 25.10.2004 at 11.00 a.m. in the Conference Hall, 5<sup>th</sup> floor, Vikas Minar, New Delhi. A list of items alongwith Agenda to be discussed is enclosed herewith.

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

(B K JAIN)  
DIRECTOR (DC)

Vice Chairman, DDA  
Engineer Member, DDA  
✓ Commissioner. (Plg.) DDA 9 19/10/04  
Commissioner. (LM) DDA  
Commissioner. (LD) DDA  
✓ Town Planner, MCD 10 19/10/04  
Chief Town Planner, TCPO 11 19/10/04  
Chief Architect, NDMC  
✓ Chief Architect, HUPW, DDA 12 19/10/04  
✓ Chief Engg. (Elect) DDA 11 19/10/04  
✓ Additional Commissioner (Plg.) II DDA 7  
✓ Additional Commissioner (Plg.) III DDA 6  
✓ Additional Commissioner (MPPR) DDA 12  
Secretary, DUAC 19/10/04  
Land & Development Officer, (L&DO)  
Sr. Architect, (H&TP) CPWD 13 19/10/04  
Dy. Commr. Of Police (Traffic) Delhi 13 19/10/04  
✓ Director (Landscape) DDA 5  
Director (Bldg.), DDA 19/10-04

✓ AE maintenance  
✓ AE Elect  
Security officer

SPECIAL INVITEES:

FOR ITEM NO.

Commissioner (LM) DDA  
Secretary (L&B) GNCTD  
✓ Director (Rohini), DDA 14 19/10/04  
Director (Bldg.), DDA  
✓ Engineer in Chief PWD 15 19/10/04  
✓ Chief Engineer Irrigation & Flood 16  
Chief Engineer (G) DMRC  
✓ Director / Member Secretary, Yamuna Standing Committee 17 19/10/04  
✓ Director (IT), DDA 18 19/10/04  
Director (RYP), DDA 19 19/10/04  
Director (NP), DDA  
Joint Secretary, (Law Justice & LA)  
✓ J P Goyal, Ex. Engineer, Delhi Jal Board 20 19/10/04  
✓ Man Singh, Chief Engineer (CC) Delhi Jal Board 19 19/10/04  
✓ JPR(DUC) DDA 20 19/10/04

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DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

NO. F.1(15)2004-MP/357

DATED: 18-10-04

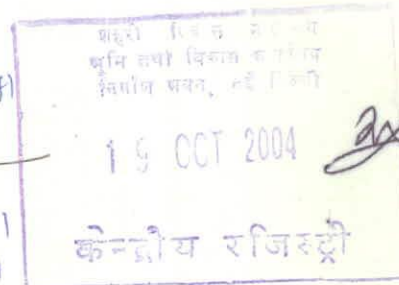
## MEETING NOTICE

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 (B K JAIN)  
 DIRECTOR (DC)

- 19/10/2004
- ✓ Vice Chairman, DDA
  - ✓ Engineer Member, DDA
  - Commissioner. (Plg.) DDA
  - ✓ Commissioner. (LM) DDA
  - ✓ Commissioner. (LD) DDA
  - Town Planner, MCD
  - ✓ Chief Town Planner, TCPO
  - ✓ Chief Architect, NDMC
  - Chief Architect, HUPW, DDA.
  - Chief Engg. (Elect) DDA
  - Additional Commissioner (Plg.) IL-DDA
  - Additional Commissioner (Plg.) III DDA
  - Additional Commissioner (MPPR) DDA
  - ✓ Secretary, DUAC
  - ✓ Land & Development Officer, (L&DO)
  - ✓ Sr. Architect, (H&TP) CPWD
  - Dy. Commr. Of Police (Traffic) Delhi
  - Director (Landscape) DDA.
  - ✓ Director (Bldg.), DDA
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## SPECIAL INVITEES:

- Commissioner (LM) DDA
- ✓ Secretary (L&B) GNCTD
- Director (Rohini), DDA
- Director (Bldg.), DDA
- Engineer in Chief PWD
- Chief Engineer Irrigation & Flood
- ✓ Chief Engineer (G) DMRC
- Director / Member Secretary, Yamuna Standing Committee
- Director (TT), DDA
- Director (RYP), DDA
- Director (NP), DDA
- Joint Secretary, (Law Justice & LA)
- ✓ Jt Goyal, Ex. Engineer, Delhi Jal Board
- Man Singh, Chief Engineer (CC) Delhi Jal Board

## FOR ITEM NO.

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DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

NO. F.1(15)2004-MP / 357

DATED: 18-10-04

**MEETING NOTICE**

The 4<sup>th</sup> meeting of the Technical Committee of the DDA for the year 2004 under the chairmanship of Vice Chairman, DDA which was scheduled on 15.10.2004 at 3.30 p.m. will now be held on 25.10.2004 at 11.00 a.m. in the Conference Hall, 5<sup>th</sup> floor, Vikas Minar, New Delhi. A list of items alongwith Agenda to be discussed is enclosed herewith.

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

  
 (B K JAIN)  
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Vice Chairman, DDA  
 Engineer Member, DDA  
 Commissioner. (Plg.) DDA  
 Commissioner. (LM) DDA  
 Commissioner. (LD) DDA  
 Town Planner, MCD  
 Chief Town Planner, TCPO  
 Chief Architect, NDMC  
 Chief Architect, HUPW, DDA.  
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 Dy. Commr. Of Police (Traffic) Delhi  
 Director (Landscape) DDA.  
 Director (Bldg.), DDA

**SPECIAL INVITEES:**

Commissioner (LM) DDA  
 Secretary (L&B) GNCTD  
 Director (Rohini), DDA  
 Director (Bldg.), DDA  
 Engineer in Chief PWD  
 Chief Engineer Irrigation & Flood  
 Chief Engineer (G) DMRC  
 Director / Member Secretary, Yamuna Standing Committee  
 Director (TT), DDA  
 Director (RYP), DDA

**FOR ITEM NO.**

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Justice & LA)

Delhi Jal Board

Delhi Jal Board





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S.NO.	ITEM NO.	SUBJECT	PAGE NO.
1.	34/2004	Confirmation of Minutes of Technical Committee meeting held on 3.8.2004 F1(7)2004-MP	
2. ✓	35/2004	Urban Extension of 100 mtrs Road F/PPR/4001/Ph..IV-V/2004	1 to 5 (Agenda already Circulated vide letter no. 1(15)2004-MP/346 dated 12.10.2004
3. ✓	36/2004	Approval of Layout Plan of Shree Atma Vallabh Jain Samarak Shikshan Nidhi GT Karnal Road, Development Area No. 175.	6 to 8 (Agenda already circulated vide letter no. 1(15)2004-MP/346 dated 12.10.2004)
4. ✓	37/2004	Grade Separator Proposal of the Inter Section of Vikas ;Marg and Eastern Marginal Bund Road (ITO) Chungi Inter Section F5(19)91-MP	9 to 13 Agenda already circulated vide letter no.1(15)2004-MP/346 dated 12.10.2004.
5. ✓	38/2004	Declaration of two pockets of Narela Project as Development Area of DDA. F3(56)2004-MP	14 to 17 Agenda already circulated vide letter no.1(15)2004-MP/346 dated 12.10.2004.
6. ✓	39/2004	Provision of Burial and Cremation Ground at Phase III Madanpur Khadar. F3(21)2001-MP	18 to 20 (Agenda enclosed)
7. ✓	40/2004	Change of land use for construction of judicial Academy at Sector 14 phase II Dwarka F20910)2004-MP	21 Agenda enclosed
8. ✓	41/2004	Proposal of 1 <sup>st</sup> Phase widening of 80 mt & 100 mt R/W UER I - II & III roads in the Urban Extension Plan. F5(14)2004-MP	22 to 27 Agenda enclosed
9. ✓	42/2004	Readjustment of 55 hecets of land allotted to Delhi Jal Board at Iradat Naga along Western Yamuna Canal in Narela Project. F3(59)2004-MP	28 to 30 Agenda enclosed

10. ✓ 43/2004 Identification of about 200 acres land for relocation of non-confirming Industries on South of Rohtak Road.

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## DRAFT AGENDA FOR THE TECHNICAL COMMITTEE

Sub: Proposed alignment of 100mts wide road (i.e. the U.E.R-II) from Western Yamuna Canal to Rohtak Railway Line through Rohini Project Scheme. (File No. PP/R/4001/Ph.IV/2004)

**1.0 BACKGROUND**

**1.1 The Broad Scenario :** This 100 mts R/W road which has also been termed as Urban Extension Road-II forms part of Urban Extension proposal of MPD-2001. The U.E. proposal envisages a major linkage between NH-1 (GT Road), NH-10 (Rohtak Road) and NH-8, which runs a total length of 45.62 Km. (approx.) for its entire stretch. The linkage also connects the three major sub-cities namely Narela, Rohini and Dwarka as well as the Delhi International Airport within the Urban Extension. This road was earlier conceived as Express Way for Delhi, which is now to be constructed outside Delhi as per the order of Hon'ble Supreme Court. However, the proposed road would remain as the main arterial road of Urban Extension with the R/W as 100 mts and 40 mts green (additional) on either side all along.

**1.2 The Stretch in context:** As discussed, a part of this road with a length of 11.8 km (approx) forms part of the Rohini Project Scheme as it passes through. The stretch under consideration is confined from Western Yamuna Canal (at the East end) to Rohtak Railway Line (at the West end) and comes under the purview of action of Rohini Project Wing. Moreover, to facilitate the continuity of the road implementation as well as for having a smooth integration with other sides at two ends, it was discussed and internally agreed upon that an overlapping length of 1 km at the both end would be dealt jointly by Directors of respective planning jurisdiction.

**2.0 THE SITE:**

**2.1 Land status:** The linear strip of land of 100mts wide all through lies adjoining the 220 KV H.T. line which also demarcates the extreme end of the planning zone 'M'. The area forms part of development area No. 175 which is planned as phase-V of Rohini Residential Scheme. At present, the said area stands notified under section -4 and 6 under the Land Acquisition Act.

**2.2 Area and Existing Structure:** The area under proposal is predominantly of agricultural use at present, although interrupted



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with built-up structures which are concentrated mainly at three locations. These areas of conflict are part of village Darwala, Rama Vihar colony, Bhagya Vihar Colony and Rani Kheta Colony which exist as a part of unplanned growth. The structures are mostly in the form of scattered single storey tenements with/without exterior plaster, while there are a no. of large plots lying vacant with only compound wall around it. These areas of conflict have been demonstrated through photographic reconnaissance in drawing sheet No.3 to assess and evaluate feasibility of such proposal. Survey has also been carried out by the Engg. Wing for the existing structures (would be affected) information on which are placed in annexure-1.

- 2.3 **Provision in zonal plan :** As envisaged in the draft zonal plan of zone 'M'(part) (i.e. The Rohini sub city phase-III, IV & V), a broad linkage in the form of 100 mt road stands approved to connect the NH-10 to NH-1 (i.e. G.T.K. Road). This road has been aligned along the 220 KV HT.Line for its entire course within the project area. However, this alignment happens to be in conflict with few built up structures at site as it passes through unauthorized colonies at three locations.

### 3.0 EXAMINATION

Based on the above premise (i.e. the approved provision in the zonal plan viz-a viz the existing physical scenario under the stretch at site, the proposal has been formulated. Out of the two alternatives as suggested, the alignment in alternative -I is as envisaged in the draft zonal plan of zone 'M'(part) w.r.t. Rohini Sub-city and forms part of planning zone 'M'. While, in the alternative-II the alignment is as per the draft zonal plan of Narela Sub-city, in which the same is indicated on the other side of HT.Line passing through planning zone 'N'. The area under this Zone has not yet been notified as development area as also no initiative has yet been taken at present in preparation of zonal plan.

However, general discussion with CE(Rohini) and SE(OC&D) on survey findings adequately suggest for the alignment as suggested at alternative -I, although, the feasibility at site is yet to be received from the Engg. Wing.

### 4.0 PROPOSAL

The broad alignment as discussed above under alternative -I & II is proposed for the stretch from Rohini Railway Line to the Western Yamuna Canal as shown in the drawing No 1 & 2 placed at flap 'B' and 'C'. The basic difference between two alternatives is that one is passing on the East adjoining the HT.Line while the other on

the West adjoining the same. However, with reference to <sup>areas under</sup> conflict with built-up /structures, the situation remains almost same. This alignment also takes into consideration of the following salient features which form part of this proposal too.

**4.1 Fixing of R/W: (As approved and adopted for the part in Narela subcity)**

The matter concerning the R/W i.e. width of the road to be adopted was discussed earlier at various levels with Commr(Plg.)/Addl. Commr(Plg.) III, CE(Rohini), Sub Committee of TC, CRRJ etc. pursuant to T.C. decision dated 28.11.02. It was opined that the R/W's as proposed in the Urban Extension Plan/Rohini Subcity Zonal Plan may be retained. Provision be made for future modes of Transport and Utility Corridors in the R/W's. The R/W of this road was thus recommended to be kept as 100 mts with 40 mt wide green belts on either sides as per zonal plan proposal. However, it may be noted that the R.O.W. of 100 mts. alongwith green belt of 40 mts( at Southern side) remains part of zone 'M' and stands notified for acquisition. But the green belt of 40 mts (at Northern side) forms part of zone 'N', which is not under the development area and no acquisition hence been initiated.

**4.2 Final Phase Cross-section( as approved and adopted for the part in Narela Subcity)**

This road of 100 mt R/W will have the following salient features as part of approved cross-section.

i)	Central Verge	6 mts(Half includes space for future modes of transport)
ii)	Inter/Intracity Traffic	14.0 mts.
iii)	Inner foot path	4.5 mts.
iv)	Slow moving vehicles, cycle track.	5.50 mts
v)	Verge	0.50 mts
vi)	Local Traffic	7.50 mts.
vii)	Outer foot path	3.50 mts.
viii)	Utility corridor(accommodates the pylon structure carrying the H.T. line)	8.5 mts.
ix)	Green belt	40 mts.



MS

#### 4.3 Immediate Phase Cross Section( as approved and adopted for the part in Narela Subcity)

In the immediate phase, six lanes divided carriageway (11 mt width on either sides) with 12 mts wide central verge with 2.50 mt wide footpath on either sides be taken up for construction. Proper bus lanes be provided at places where the bus stops are envisaged and all other elements be also incorporated (as to be shown and detailed in the R.D.P.).

Moreover, as decided in the meeting under Hon'ble Minister of Industries, the 100 mt wide stretch shall only be developed upto the Bawana- Auchandi Marg intersection (from the NH-10 (i.e. Rohtak Road) side in the 1<sup>st</sup> phase. This link would follow through Auchandi Marg (which is to be widened ) and finally connect with UER-1 (i.e. 80 mt R/W under implementation) for a link to NH-1.

#### 4.4 Integration / Dovetailing of alignment With Narela & Dwarka Projects:

The 100mt R/W road after crossing the Western Yamuna Canal passes through Narela Project Scheme upto NH-1 (G.T.K.Road ) towards East. The alignment for the immediate next stretch across the canal, which forms part of Narela Scheme has already been approved. Now, after joint inspection by both the project teams at site and keeping in view the constraints of existing pylons, foundation of new pylons of Delhi Transco and Delhi Jal Board boundary wall, the integration has been finalized. A copy of the plan showing the detailed integration prepared by Narela Project is laid on table.

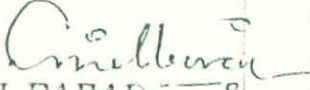
Secondly, at the Western end, the alignment continues towards Rohtak Road and further after crossing Rohtak Railway Line. Since the alignment follows the HT Line all along in Rohini Project Scheme, the same is proposed to be continued beyond Rohtak Railway Line along the HT Line till such exist. The matter of integration at this end has already been finalized in discussion with Dwarka Project Team and the same is shown in the proposal.

#### 4.5 Designing of major intersections on 100mtr road: The possible intersections where major internal roads from the project area are meeting with the 100mtr road are indicated in the proposal for which specific treatment / solution requires to be worked out at the time of detailing/preparation of road development plan.

- 4.6 Preparation of Detailed Road Development Plan(RDP): The detailed road development plan of this road to a scale of 1:1000 based on the final phase cross section / adjoining landuses shall be got prepared by Chief Engineer(Rohini)DDA through a private consultant and submit to Director(Rohini) for taking final approval from the Technical Committee.

#### 5.0 RECOMMENDATIONS

The proposals as explained under paras 4.1 to 4.6 above are placed before the TC for consideration.

  
(ANIL BARAI) 20.8.2004  
DIRECTOR(PLG.)ROHINI

  
(PARTHA DHAR)  
JT DIRECTOR(PLG.)ROHINI



T.C. File no 36/04

Item No.

-8- 46

Dt:

T.C. AGENDA

Sub: Approval of layout plan of Shree Atma Vallabh Jain Smarak Shikshan Nidhi, G.T. Karnal Road, Development Area of 175. F 13(16)55 B29. W 1

LOCATION

The Complex of Shree Atma Vallabh Jain Smarak Shikshan Nidhi is located at 20th K.M. on G.T. Karnal Road in the village of Budh Pur Bija Pur (revenue village Nangli Poona) Delhi.

REFERENCES

Initially the proposal was submitted by the Hony. Secy. of the Trust/Shikshan Nidhi vide letter dt. 14th Oct. 1999 for approval of layout plan of the integrated complex on the plot measuring 20.00 Acres of agriculture land owned privately. Whereas 6.26 acres of land has been purchased by the Society in the year 1974 the balance 13.7 acres of land was added later on. All the land is contiguous and bounded by pucca boundary wall. DDA was pleased to grant permission to construct a memorial of 15000 sq.ft. vide sanction letter dt. 21.01.78 and another 5572 sq.ft. was sanctioned vide sanction letter 26.03.87 respectively. The buildings have already been constructed after obtaining building plans approval from MCD in the year 1987. The proposal of the Trust for C/o a memorial at GT Karnal Road was approved by Hon'ble LG ("Under special Appeal"). The above integrated proposal was also referred to DUAC and directly by the architect of the Shikshan Nidhi in Jan. 2002.

BACK GROUND

The approval of layout plan on a total piece of land measuring 8.0644 ha. land acquired/purchased on varying period from different persons through around 23 sale deeds on main G.T. Karnal Road on village Budh Pur Bija Pur (Revenue village Nangli Poona) forming a part of Narela Dev. Plan.

1. The Master Plan Section vide letter dt. 21st Jan. 1978 had informed the Society about the permission granted through Authority Resolution No.43/77 for the construction of a memorial/temple as a single building on a piece of land measuring around 2.5 ha. Purchased from private persons through 7 sale deeds in one block with construction not exceeding 15000 sq.ft. for which the Society was directed to approach MCD for getting the building plan sanctioned.
2. Master Plan Section vide letter dt. 26th March 1987 also informed about the permission of the Authority vide Resolution No.15 dt. 19.01.87 for C/o Addl. Two small structures measuring 2786 sq.ft. each in the plot of 6.226 acres
3. Master Plan Section vide letter dt. 5th May 1998 conveyed to the Trust containing the authority decision regarding development control norms as approved for submission of the layout plan/building plan on the land measuring 8.0644 ha.

PLAN PROVISION.

- A) as per MPD-2001 the site under reference is forming part of the urban extension and is in Rural Use Zone.
- B) The site falls within the Dev. Area No. 175.
- C) As per draft zonal development plan of Narela sub city approved by Authority, the site under reference has been shown as "partly public and partly semi public and partly residential".
- D) As per MPD-2001 the site under reference falls under Rural Use Zone and within the distance of .5 Km. from the Rural Settlement/Village. If it is so policy

regarding permissibility whether or not it will cover under the Rural Area Policy for permissibility of such PSP facility.

#### NORMS APPROVED BY THE AUTHORITY

Development control norms which was approved by the Authority in the year 1998 for the land measuring 8.0644 ha. Has been considered for scrutinize the present proposal submitted by the Society. Further Authority in its Resolution also felt that "development fee" or "betterment charges" could not be levied in the present case as DDA was not providing any services in area. After detailed discussion Authority approved the following development control norms.

- a) Academic including Admn. (45% of the total plot area)  
Max. Ground Coverage - 20%
- b) Residential area (25% of plot area).  
Max. Ground Coverage - 33.33%.
- c) It is proposed that religious activity will be covered under cultural activity (15% of total area)  
Max. Ground Coverage - 10%  
Max. FAR - 15

#### PRESENT PROPOSAL

Jain Associates vide letter dt. 25th Sept. 2003 has submitted an application for approval of Integrated Complex in the plot of "Shree Atma Vallabh Jain Smarak Shikshan Nidhi" in village Budhpur Bijapur (Revenue village Nanglipoona). G.T. Karnal Road, Delhi. The proposal contained the attested copy of land consolidation officer (NW) regarding the status of the land and the copies of the layout plan/key plan indicating the location of the site.

In view of the above application the case was examined by the department for approval of layout plan as per the norms conveyed to the Society. The layout plan contained academic and Admn. Block, Residential Block and Religious Block on the total area of plot is 8,0644 sqm. land

<u>Sl. No.</u>	<u>Description</u>	<u>Permissible</u>	<u>Proposed</u>
1.	<u>Academic &amp; Admn.</u>		
		45% i.e. 36289.80 sqm.	35.82% i.e. 28890.14sqm
	Max. Ground coverage	20% i.e. 7257.96 sqm.	16.67% i.e. 6051.34 sqm.
	FAR	80% i.e. 29031.84sqm	43.38% i.e. 15742.03sqm
2.	<u>Residential</u>	25% i.e. 20161.00 sqm.	23.43% i.e. 18898.18sqm
	Max. ground coverage	33.33% i.e. 6719.66 sqm	33.14% i.e. 6682.06 sqm
	FAR	133% i.e. 26814.13 sqm.	101.61% i.e. 20484.88sqm
3.	<u>Religious</u>	15% i.e. 12096.60 sqm.	12.06% i.e. 9724.58 sqm
	Max. ground coverage	10% i.e. 1209.66 sqm.	9.98% i.e. 1207.36 sqm.
	FAR	15% i.e. 1814.49 sqm.	12.11% i.e. 1464.88 sqm

While examining the case following issues were also taken into account.

- (i) Status of the land as per the report of the land deptt. the land/khasra No. under reference comprising an area measuring 8.0644 ha. is unacquired land.
- (ii) The piece of land is within the development area of 175.
- (iii) The Area is also falls within the jurisdiction of Narela Project Area.
- (iv) Draft zonal plan for Narela for development area of 175 has been prepared is yet to be approved by the competent authority.



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- (v) There is no policy regarding large scale acquisition of land for its development by the private owned land of isolated pocket with the development area.
  - (vi) DDA policy to acquire land for large scale development and as per the present urban land policy, all development in urban extn. are to be through large scale acquisition, development and disposal by the DDA.
  - (vii) Further the policy in r/o such cases regarding regularization/incorporation in the layout plan/sector plan/zonal plan is to be taken before dealing with such individual cases within development area of DDA which is under development.

Basic observation

As per BBL if DDA wants to entertain to accept the layout plan for approval at the first instance we have to obtain the following clearances/NOCs from the concerned department.

- i) NOC from land owning agency as well as allotment of land from land owning deptt.
- ii) Extension of time up to the date of submission of the plan. But in this case since it is a private land such documents have not been submitted while submitting the proposal of the layout plan approval. But No. of lease deed copies submitted about the owning of the land by the Society/Trust.

Apart from above Building department also required certain authority certificate from the concerned Architects, plumbers/owners for processing of the building plan. In this case since the society has submitted building plan of the layout plan meant for the private land have complied the above but basic requirement. NOC and EOT has not been provided from Land department since it is <sup>is</sup> unacquired land as well.

Salient feature of the issues involving in this case for decision.

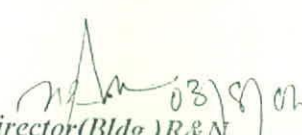
Since under special appeal authority vide Resolution No. 43/7 dt. 30.03.98 has permitted the Trust to cover an area of 15000 sq.ft. on a plot of land measuring 2.51 ha. Subsequently the Authority in Jan. 1987 granted permission for additional construction of 5572 sq.ft./ making a total area of 20572 sq.ft. in the additional land of about 564 ha. The Authority has also approved the development control norms in r/o total land measuring 8.0644 ha.

Moreover since the Trust acquired the land in different phases, and also initially obtained building plan approved for memorial/Temple from MCD on 4.03.1977 and for hostel block on 19.02.1990.

The Society submitted the layout plan is mainly PSP facility and social, cultural activity which has been scrutinized in detail as per the norms approved by the Authority.

The matter was discussed in different point of time either in Technical Committee Meeting & in DDA's authority meeting as well. While processing the case views/opinion obtained from the concerned deptt. i.e. Land deptt., Revenue deptt., Finance deptt. etc. has been obtained and proposal for approval of layout plan has been sought for since it is being processed as per the development control norms approved by the competent authority.

Submitted to T.C., DDA for its consideration.

  
Jt. Director (Bldg.) R&N

T.C. File No 37/84  
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**AGENDA FOR THE TECHNICAL COMMITTEE**

**Sub: Grade Separator proposal at the intersection of Vikas Marg and Eastern Marginal Bund Road (ITO) Chungi intersection.**

**F.No.5(19)91-MP**

**1. INTRODUCTION**

A proposal for construction of Grade Separator i.e. under pass and four clover leaves at intersection of Vikas Marg and Marginal Bund Road (ITO Chungi crossing) has been submitted by Superintending Engineer, Circle-VII, PWD, M/S.RITES is the Consultant of PWD for this work.

**II BACKGROUND**

The grade separator proposal was examined in the Planning Department and was put up to the T.C. in its meeting held on 11.3.03 vide Item No.5/2003 where it was decided that:

- a) A comprehensive circulation system plan upto 1 Km/ next intersection with Master Plan road shall be submitted by PWD.
- b) PWD shall submit the clarification of DMRC with respect to MRTS route through this intersection.
- c) Necessary statutory clearance will be got obtained by them from various agencies and the proposal be brought again before the Sub-Committee for consideration.

As a follow up action to the above T.C. decision, the proposal was discussed by the Sub-Committee constituted to examine in detail corridor improvement and flyover proposals in its meetings held on 17.6.03 and subsequently in another meeting held on 17.9.03 where primarily the decision was as under:

The proposal was conceptually agreed with the recommendation that the possibility of connecting a loop along the Railway line be explored connecting East Bund Road and Mother Dairy Road improving the circulation system and right turnings. 'S' Curve from Geeta Colony side to Vikas Marg be further improved. With the above improvements proposal be submitted before the T.C.

Contd...2/-----

HRA



### III. PROPOSAL

An underpass on Bund Road with four grade separated 9M wide clover leaf loops are proposed in two phases on the vacant land. To enable the above loop formation and due to the constraints of built up area near the eastern side of the junction, the present junction shall be shifted about 122m towards west on the ITO arm. All four right turning traffic shall use the loops for free movement at ITO Chungi junction to ease the traffic movement and to ensure signal free intersection. The gradients of all the above loops vary from 1:40 to 1:65 and the minimum radii are not less than 30M. An exclusive cycle track of 3M wide (optional) has been provided which takes off from Geeta Colony Road at down grade of 1:42 then punctures the existing ITO bridge road and joins the clover leaf provided for right turning from Geeta Colony to ITO at an grade of 1:70.

SE PWD Circle VII ( GNCTD ) vide letter dated 23.11.02 has submitted the Technical Report containing Feasibility Report (Annexure A) where it has been indicated that there is no structure affected.

### IV EXAMINATION

#### TRAFFIC CHARACTERSTICS

i. The accompanying report provides primary traffic survey analysis indicating morning peak (from 10.45 to 11.45 hours) and evening peak (from 17.30 to 18.30 hours) with high approach volume of (19000 PCU ) and 16600 PCU respectively. The maximum traffic flow in both directions is allowed, Vikas Marg constituting above 60% of total approach volume of the intersection. Present peak hour signal cycle time is 200 seconds.

ii. A conservative traffic growth rate of about 3% per annum has been assumed. Accordingly, total peak hour volume at the junction for the horizon years are worked out as below:

Year	2012	2017	2022
PCU	25500	29500	34200

Thus it necessitated a grade separator at this junction.

iii. The average RL of ITO Bridge Road near the junction is 210.5M. The average RL of ground near the existing junction varies from 202.5M to 203.5M

2. The trunk water supply lines near river Yamuna shall need to be shifted.
3. Cross Sectional elements given in the proposal:-

Contd....3/-

HHT

# CARRIAGE WAY

- a) On under pass – 14M + 14M (along Eastern Marginal Bund)
  - b) On road – Bund Road side 13.6M + 13.6M (left turning)  
Geeta Colony Side 18M + 13.2M (left turning)
4. The Vikas Marg and Marginal bund road have been examined as per MPD-2001/Zonal Development Plan and the R/W of these roads is as under:

## DETAIL OF R/W OF THE ROADS R/W of the Roads

S.No	Name of the Road	Master Plan for Delhi-2001	Zonal Dev Plan	Approved Alignment Plan	Proposed R/W	Remarks
1.	VIKAS MARG					
	i. From ITO Chungi to DC Laxmi Nagar.	45M	45M	45.72M	45M	
	ii. From ITO Chungi to Ring Road (Vikas Minar)	45M	45M	not available	61M R/W	
2.	Marginal Bund Road					
	i. From ITO Chungi to NH-24 bypass (Noida More)	60-64M	60M	61M	61M	

448



- 40

	ii. From ITO Chungi to Geeta Colony)	60-64M	60M	61.0M R/W	61M	
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## PLANNING OBSERVATIONS

1. The intersection of Vikas Marg with Marginal Bund Road has been shifted 122 mtr. towards the West on the Vikas Marg/ITO side. In the proposed grade separator proposal, the provision of four clover leaves for right turning movement has been proposed by the PWD. This entails modification in the MPD/ZDP and also requires clearance from River Yamuna Board, Flood and Irrigation Department.
2. The grade separator proposal has not been exclusively proposed on the approved R/W line of the alignment plan of Marginal Bund Road from Vikas Marg to NH-24 bypass at the intersection point.
3. The intersection is located into close proximity to the river Yamuna. The proposal comprises of an under pass on Vikas Marg with four clover leaves for right turning movement. There is also an exclusive cycle track proposed (optional) for movement of cycles.  
Keeping in view the above, it is essential that the clearance from all of agencies and concerned departments may be obtained by PWD.
4. In the traffic volume data as per the report the right turning movement from Karkardooma/Vikas Marg to Geeta Colony is 511 PCUs in the morning and 496 PCUs in the evening. For this volume of right turning traffic a 9.0 mtrs. wide clover leaf including 2.5 mtrs. wide cycle track has been proposed.
5. An exclusive underground cycle track of 3m wide (optional) has been proposed for cyclists from Geeta Colony side to ITO in addition to the proposed integrated cycle track within the 9.0 mtr. wide clover leaf proposed for right turning traffic. This needs to be justified.
6. As per feasibility report submitted by PWD, no structures are affected in the proposal whereas in the approved plan of Marginal Bund Road from Vikas Marg crossing to NH-24 bypass a number of structures are affected, this needs clarification.

Contd...5/-

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- 5 -

7.. Issues regarding affected water/sewer/ drainage mains, electric transmission lines etc. are to be sorted out by PWD in consultation with the concerned agencies e.g. Delhi Jal Board, BSES etc. Land matters including acquisition rehabilitation (if any) legal cases etc. shall vest with PWD. Landscape plan of the proposal is to be prepared by PWD.

The DUAC approved drawings shall be submitted to DDA for the consideration of the Authority.

### RECOMMENDATIONS FOR CONSIDERATION

The proposal given in Para-III and planning observations as mentioned <sup>in</sup> para-IV are recommended for placing before the T.C. for its consideration.

*(Signature)*  
26/4/04  
R. M. L. K.  
Director (T.C.)

*(Signature)*  
J.D. Plg II



## Agenda for Technical Committee

L6/39a

**Sub: Declaration of two pockets of Narela Project as Development Area of DDA.**

**F3(56)2004 MP/**

**1. Background**

The total area of Narela Subcity Project is 9866 Hects out of which 2501 hec is proposed as green belt/ buffer between the urban area and the GNCTD boundary. The balance area of 7365 hect is proposed as urbanizable area under the Narela Subcity Project. As per the Land & Building Deptt Notification dated 06.05.1992 ( Annexure I) an area of 9000 hec is covered under DA -175 . 247 hec. under DSIDC Narela Industrial area is not covered under the said development area.

**2. Examination**

DA 175 covers Rohini and Narela Projects. An area of about 6118 hect is covered under the Narela Project. Due to the diversion of the G.T. Karnal Road (NH-1) near Alipur village, on the eastern side an additional area of about 75 hec has been made available. This area is not covered under DA-175. Another pkt of about 925 hect (approx) is part of the Narela -Bawana industrial area which is not covered under the DA-175.

**3. Proposal**

Now, the all round development of Narela Project is being expedited, the area along the G.T. Karnal Road is of prime importance and accordingly the pkt. of about 75 hec, made available by the shifting of highway needs to be included in the development area. The Narela-Bawana industrial area which is contiguous to the Bawana Industrial area is also being proposed to be developed on priority. Section 4 & 6 of Land Acquisition has been notified in this area. Further the pkts to be proposed for development area have the following details(Annex-II)

**Pkt. I**

Area bounded by G.T. Karnal Road bypass in the East, old G.T. Karnal Road abutting Alipur village in the West and merging areas with G.T. Karnal Road in the North and South area -75 Hects.(This includes the unauthorised structures/encroachments). The area is yet to be acquired. The proposed landuse of this pocket is partly Public, semi public and partly "recreational" as shown in the zonal development plan of Narela Subcity.

37-15  
Pkt. 2.

Area bounded by Narela-Bawana Road (proposed 80 mt. R/W UER-I) in the North, proposed 100 mt. R/W UER II / I.L.T. line in South, extension of the H.T. lines in the East and Western Yamuna Canal & 60 mt. R/W road in the West.

Area: 925 hact (approx)

The above said areas are proposed for notification as "development area" of DDA excluding the following:

- i) Laldora area of village Sanoth
  - ii) DSIDC Industrial Area.
- The above said proposals were referred to Commr. (MCD) and CLM, DDA vide letter dated 03.08.04. The comments of DLM(HQ) are as follows:

**Pkt I**

The land has not been acquired. The proposal received for this pocket is under process. It is also informed that a BDO office college etc. are functioning there.

**Pkt. II**

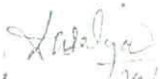
The land has been notified under Section 4&6 of LA Act and some awards have also been announced but copies of the awards are still awaited.

Comments from MCD have not been received.

**4. Recommendations**

The proposal as contained under para 3 for declaration of the two pkts as Development Area is placed before the T.C. for consideration.

  
22/09/09  
Ashok Bhattacharjee  
J.D. (NP)

  
24/09/09  
(D.K. Saluja)  
Director (NP)

  
21/11/09  
Rajesh Kumar Jain  
A.D. (NP)II



DELHI ADMINISTRATION OFFICE  
LAND & BUILDING DEPARTMENT

No. F. 16(2)/91-L&B/L/117

Dated: 6.5.69

NOTIFICATION

In exercise of the powers conferred by Sub-section (1) of Section 12 of the Delhi Development Act, 1957 (61 of 1957) read with notification of the Govt. of India in the Ministry of Health, Family Planning and Urban Development No. 14011(20)/67-UD, dated 14th Feb., 1969, the Administrator of the Union Territory of Delhi, hereby declares the area of 9000 Hectares described in the schedule given below to be a 'Development Area' for the purpose of the said Act.

SCHEDULE

Dev. Area No.	Zonal	Area (in Hectares)	Description
175	As per Zonal plan.	9000	Area bounded by G.T. Road in the North, extending along high tension line in the North and North West and the existing road between Mangalpur Khurd, Butkalan, Mohanpur, Masra, Kanjhawale and the existing limits of the Rohini Scheme in the South, excluding the following four locations:- 1. Sanjay Garden Tizimbert Nagar. 2. Red. Industrial Estate Phase II & III. 3. Complex of Delhi Elec. College, Red. Ind. 4. DSIIC Industrial Complex, Narain.

By Order

(G.E. DINGERT)  
JOINT SECRETARY (L&B & E&C.)  
DELHI ADMINISTRATION, DELHI.

Filed.....P/2..







Agenda For Technical Committee Meeting

**Sub: Provision of Burial and Cremation Ground at phase III, Madanpur Khadar.**

File No F3 (21)2001MP

BACKGROUND

1. A number of representations have been received from welfare societies in the area for site of a Graveyard for the residents of Madanpur Khadar Resettlement area and Abdul Fazal Colony area etc.
2. Hon'ble Chief Minister, Delhi visited Mandapur Khadar resettlement area on 19.6.2004 and desired that a site for the Graveyard be earmarked in the area.
3. The proposal of Burial and Cremation Ground in Madanpur Khadar was discussed in the Technical Committee meeting held on 10.7.2003 vide item No. 22/2003 in which following decision was taken.

"It was desired that any fresh proposal for setting up of burial ground/graveyard/cremation ground should have clearance from the MCD in the first place before putting up in the Technical Committee. Accordingly the proposal be referred to Health Deptt. of the MCD."
4. As per the recommendation of Technical Committee, the case was forwarded to MCD for clearance by DDA vide letter dated 10.10.2003. Deputy MHO (PH) vide letter No. 107/DYMHO (PH) 2004 dated 9.7.2004 has informed that there is a requirement of Graveyard at Madanpur Khadar Phase III near Abdul Fazal Enclave (Annexure-A).

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5. PROPOSAL:

5.1 The proposal of Burial & Cremation Ground has been prepared subject to confirmation of exact land area by Lands Department and is as under: -

(i)	Area under Burial Ground	-	5700 sqm.
(ii)	Area under Cremation Ground	-	2200 sqm.
(iii)	Area under road/parking	-	2650 sqm.
<b>Total</b>		-	<u>10550 sqm.</u>

5.2 The site under reference is located in Zone 'O' and landuse as per MPD-2001 is 'Agricultural & Water Body'. The Burial & Cremation Ground uses are covered under 'Public & Semi-Public' (PS-7) in MPD-2001, hence the proposal will require change of landuse from 'Agricultural & Water Body' to 'Public & Semi-Public (Creation & Burial Ground)'.  
  
6. In view of the above, the proposal of Burial & Cremation Ground as explained in Para 5 and shown in the Layout Plan is placed before the Technical Committee for consideration please.







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13/7/04

MUNICIPAL CORPORATION OF DELHI  
HEALTH DEPARTMENT  
TOWN HALL, DELHI

No. : 107 /Dy. MHO(PH)/2004

Dated: 9/7/04

The Deputy Director (IL),  
Delhi Development Authority,  
Vikas Sadan, Near INA Colony,  
New Delhi.

ADICIL)  
Sh. Rajan

Subject: NOC for allotment of land in Abdul Fazal Enclave, Delhi.

Sir,

Please refer the letter No. F3(21)/2001/MP/401 dated 21.4.04 regarding the above mentioned subject.

In this regard MCD has No objection in allotting the land for Greenfield of Madampur Khadar Phase-III near Abdul Fazal Enclave, Delhi by DDA. Property has scrutinized the feasibility of the land and there is a requirement for the same.

Yours,  
D. Somnathur 01/07/04  
for Dy. MHO(PH)

Sh. P. Das use  
19/7/04

**DELHI DEVELOPMENT AUTHORITY  
DWARKA PROJECT**

**Sub:** Regarding change of land use for construction of Judicial Academy at Sector-14, Ph-II, Dwarka.

**F.No:** F.4(14)93/Plg./Dwk./Pt.III

**Background :**

The Institutional Branch, DDA with the approval of competent authority allotted 4.935 Ha. of land to Law, Justice & Legislative Affairs Department of Govt. of Delhi, vide IL file No. F.22(45)/2002/IL/1188, for Judicial Academy. The possession of the said land was handed over on 15.10.03 (copy annexed). The entire land as per the approved land use plan of Dwarka is earmarked for "Govt. Use". The Jt. Secretary, Law, Jus. & L.A. vide letter dt. 9.7.04 (copy annexed) have requested for change of land use of part of land (5.72 acres) i.e. 23180 sq. mtr. to be changed to "residential use".


**Observations:**

- i) The entire land measuring 49352 sq.mtr. (12.19 acres) falling in Sector-14, Dwarka is earmarked for "Govt. Use" as per approved land use plan.
- ii) The competent authority had approved allotment of entire land, under reference to Deptt. of Law Jus. & L.A., Govt. of Delhi for Judicial Academy in October, 2003 (copy of the land use plan is laid on table).
- iii) As per the utilization of the said land, conveyed by the Jt. Secretary (Law, Jus. & L.A.) for construction of Judicial Academy, besides construction of administration & management building, lecture hall complex building, library and computer centre building, auditorium and cafeteria etc. in 26172 sq. mtr. (6.47 acres), the balance area is proposed to be used for hostel block, guest house and faculty housing alongwith essential staff housing (23180 sq.mtr. i.e. 5.72 acres).
- iv) As per the provisions of MPD-2001, residential accommodation in the "Govt. Use" is not permissible.

**Proposal:**

As requested by Deptt. of Law, Jus & L.A., part of the area allotted to Deptt. of Law, Justice & Legislative Affairs (23180 sq. mtr. i.e. 5.72 acres) as shown on the plan laid on the table is proposed to be changed from "Govt. Use" to "Residential Use". The proposal is put up for consideration of the Technical Committee for processing the same as per the provisions of Delhi Development Act.

Tilochan Singh.  
21/9/04  
AD(Rg) I Dwarka

  
21/9/04



## Agenda for Technical Committee

**Sub: Proposal of 1<sup>st</sup> Phase widening of 80 mt & 100 mt R/W UER I,II & III roads in the Urban Extension Plan.**

F.5(14)/2004-MP

### 1 Background

There are two 80 mt. R/W (UER-1 & III) and one 100 mt. R/W (UER-II) roads proposed in the Urban Extension Plan of MPD-2001. The total length of UER-1 from G.T. Karnal Road (NH-1) to Rohtak Road (NH-10) is about 28 Kms. Length of UER-II from G.T. Karnal Road (NH-1) to NH-8 is about 46.50 Kms. The total length of UER-III from G.T. Karnal Road (NH-1) to Najafgarh Road is about 20 Kms. The cross section of 80 mt. R/W was approved by the Authority in its meeting held on 12.02.1996. This cross section of 80 mt. R/W road with minor modifications and 100 mt. R/W road was approved by the Technical Committee in its meeting held on 10.07.03. The cross sectional details approved by Authority and in the last T.C. meeting are placed as Annexure I.

In the T.C. Meeting held on 10.07.03 it was recommended that in the immediate phase we may take up the construction of six lane divided carriageway (3 lanes on either sides of 12mt. central verge) with 2.5 mt. wide footpath on either sides. The issue regarding the development of cross section came up for discussion in the T.C. Meeting held on 03.08.04 wherein minor modification was suggested in the verge segregating the public transport corridor from main carriageway. UER III is being implemented in Rohini Project based on the cross section already approved by the T.C./Authority. The matter was further discussed in a meeting under EM on 15.09.04 & 12.10.04 wherein it was desired that a uniform immediate phase widening proposal be put up to the T.C. for consideration for all the three 80 mt. & 100 mt R/W roads.

### 2. Implementation Status

#### UER I

The UER-I in a length of about 3.20 KMs from G.T. Karnal Road (NH-1) to Alipur-Narela Road stands implemented as per the cross section approved by the T.C./Authority in 1996. The alignment plan of this road from GT Karnal road to western Yamuna canal is approved by the Technical Committee on 10.07.03 alongwith road cross section. The land for the road is acquired upto Western Yamuna Canal and thereafter a length of about 1.20 Km stands implemented by DSIDC upto Bawana-Narela Road. The alignment & land acquisition in the balance stretch of about 16 kms is yet to be taken up.

#### UER-II

Alignment plan of this road from G.T. Karnal Road (NH-1) upto Western Yamuna Canal (WYC) in 7 KM length in Narela Project is approved by T.C. Land for the road in this stretch is acquired. From WYC to Rohtak Road (NH-10) in 14 Km length in Rohini Project an alignment has been prepared and put up to T.C. In the 26.50 Km stretch in Dwarka Project about 5.25 Km stands implemented and alignment in the balance stretch is approved by the T.C. Land is acquired for about 6 kms & balance is under process of acquisition.

#### UER-III

The implementation of this road in Narela Project in a length of about 5 Km is yet to be taken up. A length of about 4 Kms from Bawana-Auchandi road to Western Yamuna Canal in Rohini Project is

4/10

- 29 -

under implementation, the balance stretch of about 8 Kms upto Kontak Road, and 6.60 kms upto Najafgarh Road is yet to be implemented.

### 3 Proposal

Keeping in view the implementation status of Narela Subcity Project where land is under acquisition along with the other developments, the developments are taking place in Rohini Ph IV & V. It has been observed that keeping in view the existing and proposed traffic requirements based on the status of project implementation, a six lane divided carriageway (three lanes on either sides of 12 mts wide central verge) with 2 mt wide footpaths would meet the requirements of the traffic load for the next 5 to 10 years. This would be applicable to 80m R/W UER-I & UER-III. For UER-II, the eccentric cross section as already approved by the Technical Committee in its meeting held on 03.03.04 shall be adopted with 2mt wide footpath instead of 1.50 mt. width as decided in the meeting under EM on 12.10.04. Non-eccentric section is placed as Annexure III. In order to protect the R/W of the road a strip of 5m & 8m service corridor shall be demarcated in the immediate phase. The road section between the inner footpath and the edge of R/W would be kept as katcha to facilitate water harvesting as per plan placed as Annexure II & III.

The formation level of the road may be taken up as per the engineering requirements. The 1<sup>st</sup> phase road development plan integrating the following shall be got prepared through a consultant appointed by the Engineering wing of DDA and monitored by Narela Project.


- i. Junction/intersection designs of the road meeting with these roads.
- ii. Integration of bus stands with recessed bus bays and Autostand at suitable locations.
- iii. Eight lane carriageway grade separators on Delhi-Karnal railway lines with 1.0 mt. wide central verge.
- iv. Four lane carriage way on either sides of central verge of 12m and 2m wide footpath with cable ducts on western Yamuna canal Bawana escape and other major drains falling in the alignment.
- v. Street furniture viz Traffic Signals, Light Poles, Signals, Species of trees and their location and the curb stone design etc.
- vi. Space reservation for grade separators.
- vii. Cross ducting below carriageways at regular intervals for underground services.


The above said proposal of immediate phase widening shall be applicable to the 80 mt and 100 mt wide R/W UER-1, II and III. If any modification/adjustments are required in future due to unavoidable reasons same shall be dealt by respective CE's in consultation with Dir. (Plg) & with the approval of EM, DDA.


As discussed in the meeting under EM on 12.10.04, in the Rohini project where UER-III has been implemented in the length of about 3 km with the earlier approved authority's cross section, the same may be retained but in the balance stretch 6 lane divided r/w and service roads as explained for immediate phase widening be taken up.

### 4 Recommendation

The proposal as contained in para 3 above is put up to the T.C. for consideration.

  
(Ashok Bhattacharjee)  
Jt. Director (NP)

  
(D.K. Saluja)  
Director (Plg.) NP

  
(Rajesh Kumar Jain)  
A D (NP) "



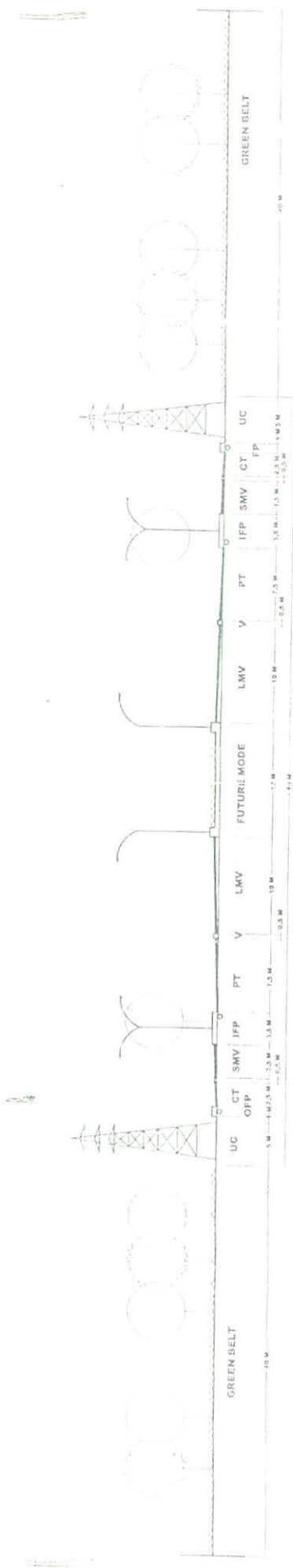
Half Road Cross Section of 80 mt. & 100 mt. R/W road as approved by T.C. on 10.07.03

Sl. No.	Particulars	As approved section Authority	per by	Approved by TC on 10/7/03		Phase Development	
				80 mt R/W	100 mt R/W	100 mt.	80 mt.
1.	Central Verge(Future mode)	6.0 mtr		6.0 mtr	6.0 mtr	6+35+0.5	6
2.	Carriage way,MMV/LMV	10.0mtr		10.0 mtr	14.0 mtr	11	11
3.	Verge/Divider	0.5 mtr		0.5 mtr		2	2
4.	Public Transport	7.5 mtr		7.5 mtr			
5.	Inner Footpath	4.50 mtr		3.5 mtr	5.0 mtr		
6.	Cycle track/Slow moving	4.0 mtr		-	5.50 mtr		
7.	Slow moving vehicle	-		3.5 mtr	Part of Cycle track/slow Moving 6.0 mt. as at(6) above		
8.	Verge	-		{0.5 mtr	0.5 mts		
9.	Cycle track	-		{2.5 mtr	-do-		
10.	Service Road	5.0 mtr		Part of 6 & 7 above	7.50 mts		
11.	Outer Footpath	1.5 mtr		1.0 mtr	3.50 mtr		
12.	S.W. Drain	1.0 mtr		In Utility Corridor/outer Footpath	In Utility corridor/outer footpath		
13.	Utility Corridor	-		5.0 mtr	8.0 mtr	8	5
14.	Reservation for future expansion of road section to be kept as kutchra					27	21

4/10/18

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Annexure - I



SECTION OF 80.00 M WIDE ROAD UER - I & II

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SECTION OF 100.00 M WIDE ROAD UER - II



DEPT. OF URBAN PLANNING & CONSTRUCTION  
GOVT. OF KARNATAKA  
BANGALORE

CROSS SECTION OF 80 MT. & 100 MT. RW UER-I, II & III  
ROADS AS APPROVED BY TECHNICAL COMMITTEE  
IN THE MEETING HELD ON 10/07/13

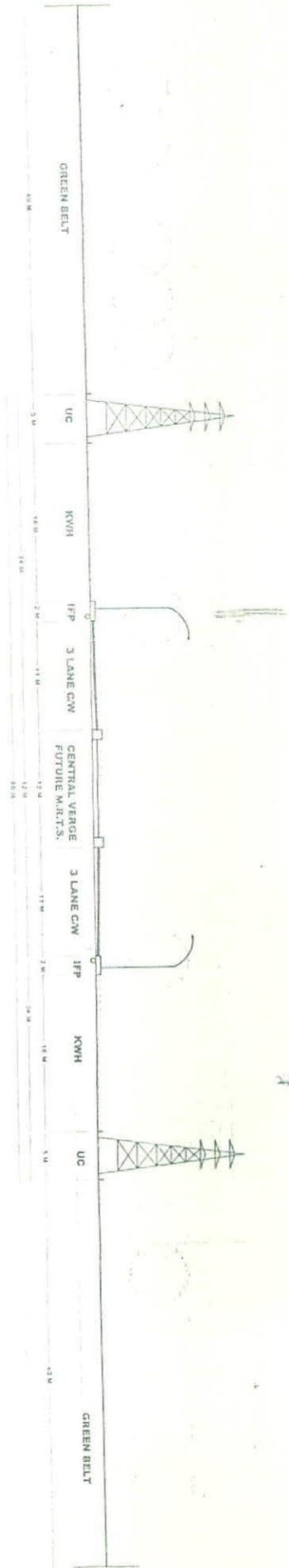
REF:

- UC - UTILITY CORRIDOR
- OFF - OUTER FOOTPATH
- CT - CYCLE TRACK
- SMV - SLOW MOVING VEHICLE
- IFP - INNER FOOTPATH
- PT - PUBLIC TRANSPORT
- V - BIKE
- LMV - LIGHT AND SLOW MOVING VEHICLE
- ICT - INNER CITY TRAFFIC

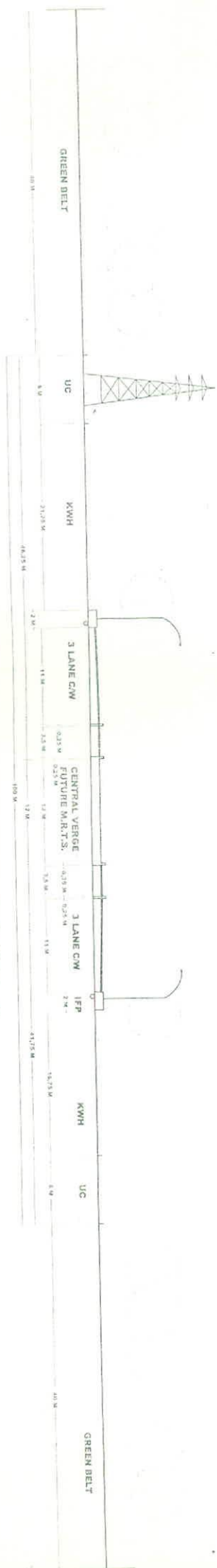
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SECTION OF 80.00 M WIDE ROAD UER-I & III



SECTION OF 100.00 M WIDE ROAD UER-II

(DISCUSSED IN TC MEETING HELD ON 18/04)  
(ECCENTRIC SECTION PROPOSED IN D. (KA))



**DELHI  
DEVELOPMENT  
AUTHORITY**

**FIRST PHASE DEVELOPMENT PROPOSAL FOR  
80 MT. & 100 MT. R/W UER-I, II, & III ROADS IN  
URBAN EXTEN.**

REF:

- UC = UTILITY CORRIDOR
- OFF = OUTER FOOTPATH
- IFP = INNER FOOTPATH
- V = VERGE
- LT = LOCAL TRAFFIC
- ICT = INTRA CITY TRAFFIC
- KWH = KUTCHA FOR WATER HARVESTING
- SR = SERVICE ROAD

SCALE: DATE: DRAWN BY: DRAWING NO:

DEALT BY: ASST. DIR. JT. DIR.

DIRECTOR: APPR. COMM. (G.M.A./P.O.)

**NARELA PROJECT**

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Item No 42/2004

Mins(s)/121

**Delhi Development Authority  
Narela Project Planning Unit**

**Agenda for Technical Committee**

**Sub: Readjustment of 55 hecsts of land allotted to Delhi Jal Board at Iradat Nagar along Western Yamuna Canal in Narela Project.**

F 3(59) 2004 - m P

**1 Background**

As per the zonal development plan of Narela Subcity, an area of 55 hecsts has been earmarked for Water Treatment Plant on the southern side of 100 mt. R/W Road (UER-II) along the Western Yamuna Canal. The land was acquired and possession handed over to Delhi Jal Board by the Lands/Engineering Deptt of DDA in the year 2002.

**2 Examination**

- i) During the survey of the alignment of 100 mt. R/W UER-II, by the Engineering Deptt, it was noticed that the DJB was constructing the boundary wall on the land allotted to them which was not as per the plan of Narela Subcity. It was further noticed that the DJB has taken up construction of the boundary wall in the land earmarked for the 100 mt. R/W road and beyond in the "recreational" landuse in the north of 100.00 mt. R/W road.
- ii) The matter was discussed in the meeting under CE(NZ) and also under V.C., DDA wherein it was desired that DJB may reduce the area to around 30 hecsts as in the case of Dwarka and Rohini. We have received a letter dated 09.09.04 (Annexure I) from Ex. Engineer (Works) C(VII) DJB vide which they have projected the demand of 135 acres i.e. 55 hecsts(approx). The details of the areas required under various uses are as follows:

1	Proposed Water Treatment Plant	55 acres
2	Proposed UGR & BPS	10 acres



24      23

3	Proposed staff quarters	10 acres
4	Carrier Channel	10 acres
5	H.T. Line (unused land under HT lines)	20 acres
6	Existing Tubewells	15 acres
7	Proposed Tubewells	10 acres
8	Green Area & Circulation Area	5 acres
<b>Total</b>		<b>135 acres</b>

iii) MPD -2001 is silent about the use permitted in the Water Treatment Plant. Moreover the payment made by DJB is only for Water Treatment Plant. For "residential use" of Water Treatment Plant DJB shall have to pay to DDA the cost of land as per prevailing policy.

iv) This issue was discussed in a meeting under E.M. on 12.10.2004 while discussing the alignment of 100.00 mt. R/W road, wherein it was decided that land in possession of DJB may remain with them except the land under 100 mt. R/W road alongwith 40 mt green belt on either side may be taken back for construction of road.


### 3 Proposal

Keeping in view that the land handed over to DJB and the boundary wall already constructed by them alongwith the existing pylons of Delhi TRANSCO Ltd., an exercise was undertaken and the alignment of 100.00 mt. R/W road has been integrated by Director (Plg) Rohini. This has since been done as per the copy of the plan laid on the table. With the said proposal, the area allotted to DJB gets divided into two pkts i.e. in the north of 100 mt. road which is around 10.5 hect hectares and the remaining area in the south of 100 mt. R/W road. The area forming part of the 100 mt. R/W road is about 6 hect. The land with DJB falling in the "recreational use" may be utilized by DJB for residential /Treatment Plant uses and the balance area be taken on the south side of the road along Western Yamuna Canal in the linear belt as shown in the plan laid on table. Necessary adjustment in the zonal plan of Narela Subcity may have to be done as the change of landuse for this area has not been notified so far.

## Recommendation

The proposal for permission of residential component in the Water Treatment Plant and other adjustments as explained and implemented under para 2 & 3 are placed before T. C for consideration.

  
(Ashok Bhattacharjee)  
J.D. (NP)

  
(D.K. Saluja)  
Director (NP)

  
(Rajesh Kumar Jain)  
Asstt.Dir. (NP)II



Laid on table

File No. 43/2004

21

Draft Agenda for  
Technical Committee.

**DELHI DEVELOPMENT AUTHORITY  
DWARKA PROJECT**

**Sub:** Identification of about 200 acres ~~or more land~~ for relocation of non-conforming industries on south of Rohtak Road.  
File No.F.20(12)/95-MP.

**1. Background :-**

The Managing Director, DSIDC vide F.O. Letter NoDSIDC/PS/CE/04/674 dated 10.09.2004 addressed to V.C., DDA has requested for waiving of 60 mtr. safety buffer proposed around the PVC Bazar at Tikri Kalan with a view to acquired about 200-250 acres of land between Rohtak Road and PVC Bazar, Tikri Kalan. Copy of the letter is placed at Annexure.

**2. Observations :-**

The issues raised by DSIDC have been examined from planning point of view and the observations are as given below:-

- a) While processing the change of land use and the preparation of plan for PVC Bazar complex at Tikri Kalan (101 Ha.), Rohtak Road from Fire & Explosives point of view about 500 mtr. "No habitation zone" was prescribed all around the PVC complex by Delhi Fire Services. It was based on the experiences of Jawala Puri PVC Scrap Market fire incidence, that occurred in June, 1995. Accordingly, the same was incorporated, while drawing up the detailed plan of PVC Bazar complex, at Tikri Kalan.
  - b) The PVC Bazar complex plan was duly approved by the Planning Committee of NCR Planning Board, Services plan by MCD and also the Delhi Pollution Control Committee (refer plan laid on table).
  - c) In case, the approved restriction of "No Habitation Zone" (500 mtr.) is to be waived off, it is advisable that the views of Fire /Explosive Deptt. as well as Delhi Pollution Control Committee shall be necessary.
  - d) Alternatively, it may be still possible to acquired about 200 acres between the Rohtak Road and PVC Bazar complex at Tikri Kalan as shown in the plan laid on the table. However, processing of change of land use from rural to "manufacturing (light & service industry)" as per the provisions of Delhi Development Act shall be required.
3. Put up for consideration of Technical Committee.

*[Signature]*  
20/10/04  
Dir (P&S) DDA

*[Signature]*  
ADCP (P&S) DDA





ANNEXURE

20 -



JALAJ SHRIVASTAVA  
I.A.S.

Managing Director  
Delhi State Industrial Development Corp. Ltd.  
N-Block, Bombay Life Building,  
Connaught Circus, New Delhi-110001

DO.NO:DSIDC/PS/CE/04/674  
DATED: 10<sup>th</sup> Sept., 2004

Dear Sir,

Please refer to our brief meeting today wherein you had mentioned that DSIDC and DDA officers have had meetings as well as field visits in respect of taking over of PVC Market at Tikri Kalan, developed by DDA and its utilization under the Relocation Scheme.

During the joint field visits it was also found that as per the safety regulation, a 60 mt. Green Buffer has been left all around the PVC Market and this green buffer consumes most of the vacant land available in between Rohat Road and PVC Market. Additional Commissioner(Planning), DDA, was requested to consider getting this 60 mt. limit waived off, since this area to be used for PVC industries and not exclusively for PVC traders. Once this restriction is removed it would be possible to acquire the remaining 200-250 acres of land i.e. available between Rohat Road and PVC Market as advised by you. Further, there is another 34 Hect. of land already identified by DDA for acquisition for residential land-use and we have already consented to take over the same.

I shall be grateful if you look into this matter and this 60 mt. restriction is waived off so as to make this project a more viable proposition for acquisition and development towards Relocation

With regards,-

Yours sincerely,

(JALAJ SHRIVASTAVA)

Shri Madhukar Gupta IAS  
Vice Chairman,  
Delhi Development Authority,  
Vikas Sadan, INA Market, New Delhi.

**SUB: Improvement of Traffic Circulation of Nelson Mandela Road (Road No.17) and provision of dedicated entry to Shopping Mall, Vasant Kunj phase II**

F.No. F5(3)72-MP PT1

## 1. INTRODUCTION

Delhi has extensive network of roads, consisting of ring roads, arterials, sub-arterials, collector and local roads. Due to the phenomenal growth of population, vehicles and traffic in the last few decades these roads are under tremendous stress. The traffic has increased many fold as compared to the road network thus generating a huge gap between demand and supply. This has deteriorated the level of service of these roads.

## 2. BACKGROUND

Road No.17 runs parallel to the West of Munirka Village/JNU Complex between Outer Ring Road and Mehrauli Mahipal Pur Road. This road is under the jurisdiction of PWD.

In the year 1989-90, a hotel complex, and a shopping mall was proposed along Vasant Kunj, Ph.II. Thus, it was decided that as this road is also a part of the approach road to the Airport, as such, the road development plan should be so prepared to make it of International standard.

The Shopping mall is a prestigious project thus a great importance has been given With respect to the Environment and traffic circulation. Improving the traffic circulation will facilitate the entry and exit to the mall and provide an uninterrupted network at ground level with provision for safe U turning.

## 3. ROW AND ALIGNMENT.

As per the MPD-2001 the ROW of the road is 45m(150') which lies in the category of sub-arterial road.. As per Zonal Development Plan also the row of this road is 45 M. alignment plan of Road No.17, Nelson Mandela Marg having a R/W of 45 M was approved by the Authority vide Resolution No.47/98 in its meeting held on 29.5.98.



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A green belt of 50 Mts has been provided along the western side of Nelson Mandela Road in order to improve the environment of the shopping mall as well as Vasant Kunj Phase two. It was desired that this green space be merged with the traffic system in such a way that an avenue and vistas are created for smooth and efficient movement of traffic at grade this will also enhance the view and beauty of the mall while travelling along the Nelson Mandela Road.

### **Approved Cross Section**

Main Carriageway	13.75 mt. wide each way
Central Verge	3.0 mt.
Cycle Track	4.0 mt.
Foot Path	4.0 mt.(along JNU boundary)
Inner Footpath (towards proposed Shopping Mall)	4.0 mt
Outer Foot Path (along proposed Shopping Mall)	2.5 mt.

## **4. PROPOSAL.**

The consultant has provided two alternatives for the improvement of the Nelson Mandela Road which are given below.

### **(a) Alternative I**

- I) The part of the Nelson Mandela Road has been recessed along the Shopping Mall having a carriageway of 13.75 Mts.
- II) On both sides of 3 Mtr. wide central verge two half rotaries having a width of 7 Mtrs wide have been proposed for taking right turn from both the sides. The Radius of the proposed rotaries about 16 Mtrs.
- III) Three pedestrian subways have been proposed.
- IV) An exclusive bus lane of 4 Mtrs wide with a divider of 0.3 M in the stretch of half rotaries has been proposed, towards JNU side

- V) The main carriage of 10.5 M has been provided.
- VI) Pedestrian footpath has been proposed on both sides of the road width of which varies from 2.4 Mtrs to 4 Mtrs.
- VII) Cycle track has been provided along the road except in the stretch abutting the Shopping Mall/Green Belt.
- VIII) Three bus stops towards JNU side and one towards the Shopping Mall side have been provided.

**(b) Alternative No.II**

- I) Two divided carriage-ways of 13.75 Mtrs each have been proposed.
- II) The green belt has been accommodated in between both these carriage-ways.
- III) Two half rotaries having a radius of about 16 Mtrs. each and 7 Mtrs carriage-way have been provided for taking Right Turn/U Turn from the Shopping Mall toward Mehrauli Mahipalpur Road.
- IV) Three pedestrian subways have been proposed two of them are at the end of the half rotaries and one pedestrian subway has been provided in the green belt between the two half rotaries.
- V) An exclusive bus lane of 5 Mtrs. width with 0.5 Mtrs curb has been provided.
- VI) Footpaths having a width ranging from 2.2 Mtrs. to 4 Mtrs have been provided on both the sides of the road.

**5. DETAILS/EXAMINATION**

M/s Engineering & Planning Consultant were appointed to prepare the traffic circulation plan of Nelson Mandela Road for entry to Vasant Kunj, Ph.II(Shopping Mall). A presentation was made by the Consultant in a meeting under the Chairmanship of EM DDA held on 6.10.04 wherein the following decisions were taken:

- (a) Both the alternate proposals submitted by the consultant are to placed before the TC for its consideration.
- (b) The diameter of the two rotaries in front of the Shopping Mall should be 40 meters.
- (c) The service road should be developed by J.N.U within campus with limited entries/exits to Nelson Mandela Road.



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- (d) Continuous Cycle track should be provided on one side of Nelson Mandela Road.
  - (e) The Pedestrian subway with provision for handicapped people should with proper integration with hall circulation be provided.
  - (f) Adequate weaving distances for entry and exit to the Mall for safe merging/movement be ensured.
  - (g) Location of Taxi/3-wheeler may also be fixed and shown on the plan.
  - (h) There should be proper integration of subways, Bus Stops and Taxi stands for smooth movement of pedestrians.
  - (i) 3 mts reservation for H.T line shall be provided to meet the power demand of this Mall below the footpath having a width 4 Mts and the remaining 1 Mt space will be used for any additional services in future.

## 6. FEASIBILITY

Feasibility report with respect to both the alternatives has not been provided.

## 7. RECOMMENDATIONS FOR CONSIDERATION:

Both the alternatives prepared by the consultant as given in para 4 and observations in para 5 are placed before the technical committee for its consideration.

*H. H. Willon*  
*15 Oct 11*

**Sub: Improvement of ring road –Joseph Broz.Tito Marg intersection  
(Moolchand underpass)**

**File No: F5 (11) 2001/MP**

**1. LOCATION**

The Moolchand intersection is located at the crossing of Lala Lajpat Rai road and the Mahatma Gandhi Marg (Ring Road). This intersection is surrounded by Lajpat Nagar, Defence Colony and Andrews Ganj.

**2. BACKGROUND.**

PWD, GNCTD had submitted a proposal for corridor improvement of Ring Road with an under pass at Moolchand intersection this proposal was examined in detail and was also discussed in a meeting under the chairmanship of Commissioner Planning on 6.6.01 where the following was decided:

- I) Mr. D.Sanyal consultant on behalf of PWD explained the above proposal he highlighted the limitations for the development of Moolchand flyover which will result in less availability of head room below ring road for the third level as around 4.7- 4.8 Mts with a gradient of 1:20. This will be less than the revised authority guideline of 5 Mts and gradient of 1:30 adopted in other flyovers. The intersection of captain Gaur Marg and ring road also has a problem in the form of MCD aqueduct passing below the ring road which is at a higher level. The height of this intersection and Ashram Chowk flyover are similar in the longitudinal cross-section of Ring Road. Therefore some other alternative is required to be studied.
- II) Subsequently the corridor improvement plan for the stretch of ring road between the Ashram and Moolchand intersection was discussed in the **TC meeting held on 1.10.01** wherein it was decided that, the proposal, three plus three lane continuous flyover on the above two intersection along ring road was recommended with certain conditions few of which are as follows:
  - The traffic management/circulation plan of surrounding area as per approved guideline shall be prepared by DTTDC for approval of the competent authority



- The proposed underpass at Moolchand intersection is to be kept in abeyance for the time being as suggested by the subcommittee.
- Keeping the site constraints in view and also the technical advice given by consultant and also by experts technical committee agreed on 1:25 gradient it was also desired that this maybe placed before the authority for consideration as a modification in the already approved guidelines.
- The design of the grade separator requires further examination by Engineering wing of DTTDC in terms of design speed, structure, seismic loads, superelevation and other Engineering aspects.
- The DTTDC/Consultant will supply the detail cross sections and longitudinal sections adopting the revised guidelines approved by the authority.
- SH.J.K.Mittoo Expert on Corridor Committee also emphasized the importance of developing proper connection with the surrounding colonies along Ring Road. In this case Sh.Mittoo suggested that the existing Nallah /drain flowing perpendicular to ring road connecting Lajpat Nagar, part.I & II with Lajpat Nagar Part.IV could be used for providing connection between these colonies.

#### **Revised proposal**

A revised proposal for provision of third level (under ground) at Moolchand flyover has been received from DTTDC vide letter dated 24.5.04. The proposal consist of three lane carriageway(below the ground) on each side for straight movement of traffic on ring road. All the other movements are to be taken care of at the ground level.

A pedestrian subway along ring road has been proposed near Moolchand hospital

### **3. DETAILS/EXAMINATION**

#### **(a) R.O.W Detail**

As per the master plan 2001 the ROW of the Mahatma Gandhi Marg (Ring Road) is 64 meter (210') which lies in the category of arterial roads and the Lala Lajpat Rai road is 45 meter (150') which lies in the category of sub-arterial, these should be maintained.

#### **(b) Existing Traffic Condition**

As per the report submitted on 26.8.04 by the M/S Craphts consultant of the study area a classified traffic volume survey for a period of 24 hours was being carried out.

The intersections have ADT of about 16738 PCU (24 hour) for the year 2004

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Peak hour traffic occurs between 11am to 12 pm with the traffic volume of 16468 PCU. (2004). It is seen that the majority of the traffic ply straight on the ring road. As regard to the composition of traffic at Moolchand intersection fast light vehicles constitute 86%, slow 8%, heavy fast is the least ie: 6%. (2004).

**(c) Traffic growth rate and projected traffic.**

The design year is taken 20 years from the date of completion of project i.e 2026

The traffic growth trends extracted from time series data is used for the computation of design year traffic. Growth rate of 1.67% to 2.3% per annum has been used for the projection of design year traffic.

**Table: projected peak hour traffic volume**

YEARS	TRAFFIC VOLUME (PCU)
1999(base year)	19,278
2004	16,468
2026	26,530

**4. PROPOSAL**

Two alternatives have been proposed and alternative II is the preferred alternative detail of which are as follows.

**Alternative -2**

- ◆ 6 lane under pass with a revised slope of not less than 1:20 is to be provided for fast light vehicle have been provided along the ring road
- ◆ Rotary replaced by signalized intersection
- ◆ Two pedestrian subways have been proposed across the ring road one towards Ashram side and the other towards AIIMS side.
- ◆ Recessed bus bays have been proposed on both the arms of the intersection on ring road.

The preferred alternative was discussed in the sub committee constituted for examining corridor improvement and flyovers in its meeting held on 18.10.04. wherein it was decided that 5 Mts head room should be available in between the surface and the deck of the under pass. Efforts should be made to provide a gradient of more than 1:20 on the ring road arm the existing drain may suitably be treated by latest technique /prestressing in order to have a desirable gradient on this part of the proposal. The gradient on the other arm of the ring road is to be 1: 30



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## 5. PLANNING OBSERVATIONS:

- (a) The height of the underpass is 4.75 Mts less than 5 meter specified by the Authority
- (b) A gradient of more than 1:20 is to be provided towards the drain side (on the ring road arm towards AIIMS). The gradient on the other arm of the ring road is to be 1:30
- (c) Weaving distances need to be checked in order to avoid any conflict between the buses and the left turning traffic.
- (d) Pedestrian path to be provided for the pedestrians crossing the road and going through the channeliser.
- (e) Traffic diversion plan during construction of flyover need to be got approved from Delhi traffic police.
- (f) Landscape plan of the scheme needs to be prepared from the competent authority
- (g) Necessary NOCs from the concerned agencies/authority wherever required be obtained by the executing /land owning agencies before starting of the work.
- (h) The plan approved from the technical committee will also require approval from DUAC.
- (i) The DTTDC shall submit three copies of the final modified plan duly authenticated by the competent authority to DDA.

## 6. FEASIBILITY :

DTDC will be responsible for taking necessary action with regard to structures/ services affected in the proposal. Such matters may be taken up with the concerned agencies/authorities.

## 7. RECOMMENDATIONS FOR CONSIDERATION.

The proposal as given in para 4 and observations in para 5 are placed before the Technical Committee for its consideration

*U.P. Singh*  
JE Dd T

D.

# DETAILS RELATED WITH THE PROPOSED IMPROVEMENT SCHEME.

The improvement proposal shall be detailed out upto the next important junction/intersection on either sides as detailed elsewhere in this document.

- i) Proposed Nos. of lanes on each arm: *10 lanes along Ring Road*
- ii) Proposed width of carriageways of each arm: *36.5 m on either side along Ring Road within reach of the flyover*
- iii) Proposed width of central verge on each arm: *1.0 m*
- iv) Proposed width of footpaths on each arm: *2.5m and 3.5m on either side*
- v) Proposed width of service road / cycle track on each arm: *5.0 - 6.0 m on either side of Ring Road*
- vi) Proposed total length of the flyover / under bridge: *493.9m*
- vii) Proposed length of slope including valley curve:
  - a) *167.45 m towards Ashram*
  - b) *231.05 m towards Moolchand*
- viii) Length of flat portion including summit curve: *95.4m*
- ix) Slope of grade separator if preferred on each name: *1 in 30 on either side*
- x) The location of bus stops, bays: *Shown in drawing no. CRTS/PWD/CI-ZONE-IV/202*  
*-D77DC*
- xi) Pedestrian subway/crossing: *Shown in drawing no. CRTS/PWD/CI-ZONE-IV/202*  
*-D77DC*

E.

## FEASIBILITY REPORT.

- A) Details of affected structures: *Shown in drawing no. CRTS/PWD/CI-ZONE-IV/202*  
*-D77DC*
  - i) Pucca / semi pucca / kutcha with plot area / plinth area details: *—do—*
  - ii) Structures forming part of the regularized colony / unauthorized colony: *—do—*
  - iii) The use of the property (commercial), residential / institutional / other, please specify:  
**Residential and Commercial**
- B) Services - Underground / overhead affected in the proposal shall be shown on the plan in different colours: *Shown in drawing no. CRTS/PWD/CI-ZONE-IV/202*  
*-D77DC*
- C) Trees - *Number of trees affected along with their girth and species details*  
*30 trees affected*
- D) Whether access to the existing / proposed buildings or properties is affected if so what alternate measures have been envisaged in the proposal.  
*Provision of surface level road has been made*



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- E. Management scheme for the circulation of the traffic from the adjoining localities upto the next junction / inter - section on either sides has been integrated with proposal under consideration

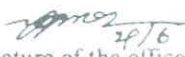
-DTTC  
Shown in drawing no. CRTS/PWD/CI-ZONE-I/300

F. PROJECT REPORT

Office Address:

Phone No.

Superintending Engineer (PG)  
D. T. T. D. C. Engg. Cell  
Near Peeragarhi D.T.C. Bus Depot  
Peeragarhi, New Delhi-110063

  
Signature of the officer  
of the implementing  
Authority.



Sub: Improvement of ring road - Joseph. Boro. Tito Marg intersection  
(Moolchand underpass)

File No: F5 (11) 2001/MP

## 1. LOCATION

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## 2. BACKGROUND.

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- I) Mr. D.Singhal, consultant on behalf of PWD explained the above proposal, he highlighted the limitations for the development of Moolchand flyover which will result in less availability of head room below ring road for the third level as proposed 4.7-4.8 Mts with a gradient of 1:30. This will be less than the revised authority guideline of 5 Mts and gradient of 1:20 accepted in other flyovers. The intersection of Connaught Place Marg and ring road also has a problem in the form of MCD aqueduct passing below the ring road which is at a higher level. The height of this intersection and Ashram Chowk flyover are similar in the longitudinal cross-section of Ring Road. Therefore some other alternative is required to be studied.
- II) Subsequently the corridor improvement plan for the stretch of ring road between the Ashram and Moolchand intersection was discussed in the TC meeting held on 1.10.01 wherein it was decided that, the proposal, three phase three lane continuous flyover on the above two intersection along ring road was recommended with certain conditions few of which are as follows:
  - The traffic management/coordination plan of above-mentioned area as per approved guidelines shall be prepared by DTHC for approval of the municipal authority.



Peak hour traffic occurs between 11 am to 12 pm with the traffic volume of 16468 PCU. (2004). It is seen that the majority of the traffic ply straight on the ring road. As regard to the composition of traffic at Moolchand intersection fast light vehicles constitute 36%, slow 8%, heavy fast is the least i.e. 6%. (2004).

(c) Traffic growth rate and projected traffic.

The design year is taken 20 years from the date of completion of project i.e. 2026

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DETAILS RELATED WITH THE PROPOSED IMPROVEMENT SCHEME.

D.

The improvement proposal shall be detailed out upto the next important junction/intersection on either sides as detailed elsewhere in this document.

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  - a) *167.45 m towards Ashram*
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- viii) Length of flat portion including summit curve: *95.4 m*
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E.

FEASIBILITY REPORT.

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- ii) Pucca / semi pucca / kutchra with plot / plot area details: *—do—*
- iii) Structures forming part of the regularized colony / unauthorized colony: *—do—*
- iv) The use of the property (commercial), residential / institutional / other, please specify:
  - a) Residential and Commercial
  - b) Services - Underground / overhead affected in the proposal shall be shown on the plan in different colours: *Shown in drawing no. CRTS/PWT/CI-ZONE-IV/202 -D11DC*
  - c) Trees - Number of trees affected along with their girth and species details: *30 trees affected*
  - d) Whether access to the existing / proposed buildings or properties is affected if so what alternate measures have been envisaged in the proposal.
  - e) *Provision of surface level road 1.2 m wide*



- 3 -



भारत सरकार

Enclosed a copy of minutes of the weekly meeting of Lt. Governor, with the officers of DDA held at Raj N. was on 12.3.2003.  
for next meeting

(Alok Swarup)  
OSD to L.G.

Dated 1/3/2003

File No. 100/2003-UN/4, F.2./1693-1701

1. V. L. DDA
2. F.M. DDA
3. F.M. DDA
4. Commr. (L.I.D.), DDA
5. Commr. (L.S. II), DDA
6. Commr. (U.D.), DDA
7. Commr. (Plan.), DDA
8. Commr. (Housing), DDA
9. Secy. cum Commr., DDA

3588-  
197/3103

20/3/03

24.3.03

Enclosed minutes of meeting may be seen for the

For total compliance of  
M. M. 3/3

V. Dwarka :

L.G. again reiterated that Dwarka should be declared as a '0' tolerance zone and for this purpose the Chief General Manager should be designated immediately. It was 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 roads of Dwarka should immediately be cleared.

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