

File No- F.1(15) 2004-MP-54 VOLUME-X

AGENDA & MINUTES OF T.C. MEETIN

FROM TO 29.1.2004 2.12.04

दिल्ली विकास प्राधिकरण

अनुभाग

सिखित संख्या

2004

अ-व्यवह

विषय

Sub:- Technical Committee
(Meeting Note / Minutes)

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

No. F.1(15)2004-MP/54

DATE: 2-3-05

The Minutes of the 5th Technical Committee meeting for the year 2004 held on 2.12.2004.

The list of participants is enclosed as Annexure 1.

Item No. 46/2004

Sub: Confirmation of minutes of Technical Committee held on 25.10.2004
F.1 (15) 2004-MP

The draft minutes of Technical Committee meeting held on 25.10.2004 vide this office letter no. F1 (15) 2004-MP/400 dated 1.12.2004 were confirmed.

Item No. 47/2004

Sub: Regarding provision of Community Centre in zonal Development (Zone M) Sultanpur Resettlement Colony.
F19(11)2004-MP

The Technical Committee observed that the provision of Community Centre in Sultanpur Resettlement Colony as a part of zonal Development Plan of Zone 'M' should be viewed as a response from the MCD, to the draft Zonal Plan which was published on 31.3.2001 under section 11 A of DD Act 1957. The proposal may be referred to the Ministry accordingly.

Item No. 48/2004

Sub: Grade Separator at the intersection of Outer Ring Road & G T Karnal Road (NH - 1) known as Mukarba Chowk -
F5(2)2002-MP

The Technical committee approved the proposal with following observations:

i) The Traffic management Plan shall be prepared by PWD in consultation with Traffic Police, keeping in view the circulation of slow moving traffic.

ii) Detailed drawings of the proposed Grade Separator will be submitted by the PWD to DMRC for their concurrence.

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दिनांक 4/3/05

2/3/05

क्र (18/4)

क्र (177)

क्र (NP)

क्र (CRP)

7/3/05

[Signature]

Item No. 49/2004

Sub: Corridor Improvement Plan for Shyama Prasad Mukherjee Marg opposite Old Delhi Railway Station
F5(2)2004-MP

The Technical Committee approved the proposal subject to the MCD obtaining the requisite clearances from various concerned bodies viz, Railways, DMRC, Heritage Conservation Committee etc.

A Traffic Management Plan for the area will also be prepared in consultation with Delhi Traffic Police, DTC and Railways.

It was also mentioned that an overall Plan is being prepared by the HUDCO. Technical Committee desired that the MCD Plan should be properly integrated with the same.

Item No. 50/2004

Sub: Declaration of Development Area in Rohini Sub City
F3(64)2004-MP

The item was deferred.

Items Laid on Table:

Item No. 51/2004

Sub: Change of landuse of pockets from Recreational (District Park) to other uses in village Lado Sarai.
F3(67)98-MP

The proposal was approved by the Technical Committee being a *fait accompli*. The Technical Committee further desired action as below:

- i) Court Cases pertaining to the area under reference be examined separately
- ii) The widening of Aurbindo Marg be taken up with the MCD / PWD.




Item No. 52/2004:

Sub: Change of land use of about 50.71 acres of land at Gazipur Freight Complex from Commercial (IFC) & Recreational to Extensive Industry for setting up Food Processing Centre (Meat)
F3(105)2002-MP

Keeping in view the Supreme Court order on the subject, the Technical Committee approved the proposal and processing of change of land use and recommended that MCD may proceed with development work in anticipation of change of land use after approval of all the concerned authorities.

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


(B. K. JAIN)
DIRECTOR (DC)

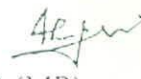
Copy to:

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 Engineer / Planning DMRC
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

Copy also forwarded to

Director (Rohini) DDA
Director Slum & JJ
Director (TT) DDA

for item no.	47/2004, 50/2004
for item no.	47/2004
for item no.	48/2004, 49/2004


JD (MP)


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List of participants of 5th meeting for the year of 2004 of Technical Committee held on 2.12.2004

S/Shri

DELHI DEVELOPMENT AUTHORITY

Madhukar Gupta, Vice Chairman

Chairman

A K Jain, Commissioner (Plg.)

Prakash Narain, Addl. Commissioner III

A K Gupta, Addl. Commissioner II

Ashok Kumar, Addl. Commr. (MPPR)

B K Jain, Director (DC)

Convener

MCD

Shamsher Singh, Sr. T P

TCPO:

Pawan Kumar, ATP

DELHI POLICE

H P S Virk Dy. Commr. Of Police

DMRC:

Jitender Tyagi, Chief Engg. (Plg.)

SPECIAL INVITEE:

R M Lal, Director (TI) DDA

P M Parate, Director (TYA) DDA

R K Jain, Director (AP I) DDA

Anil Barai, Director (Rohini) DDA

R K Mina, Engineer in Chief, MCD

Dr P P Raj Vanshi Director Veterinary,

Dr R B S Tyagi, Manager, Sl. Home MCD

V S Seth, C E MCD

R S Sheran, S E PWD Circle II.

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DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO. F.1(18)2004-MP/399

TC file
C-6
DATED: 29/11/04.

MEETING NOTICE

The 5th meeting of the Technical Committee of the DDA for the year 2004 under the chairmanship of Vice Chairman, DDA will be held on 2.12.2004 at 11.00 a.m. in the Conference Hall, 5th 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)

अति. आ. सं. 11-338
दिनांक 29/11/04

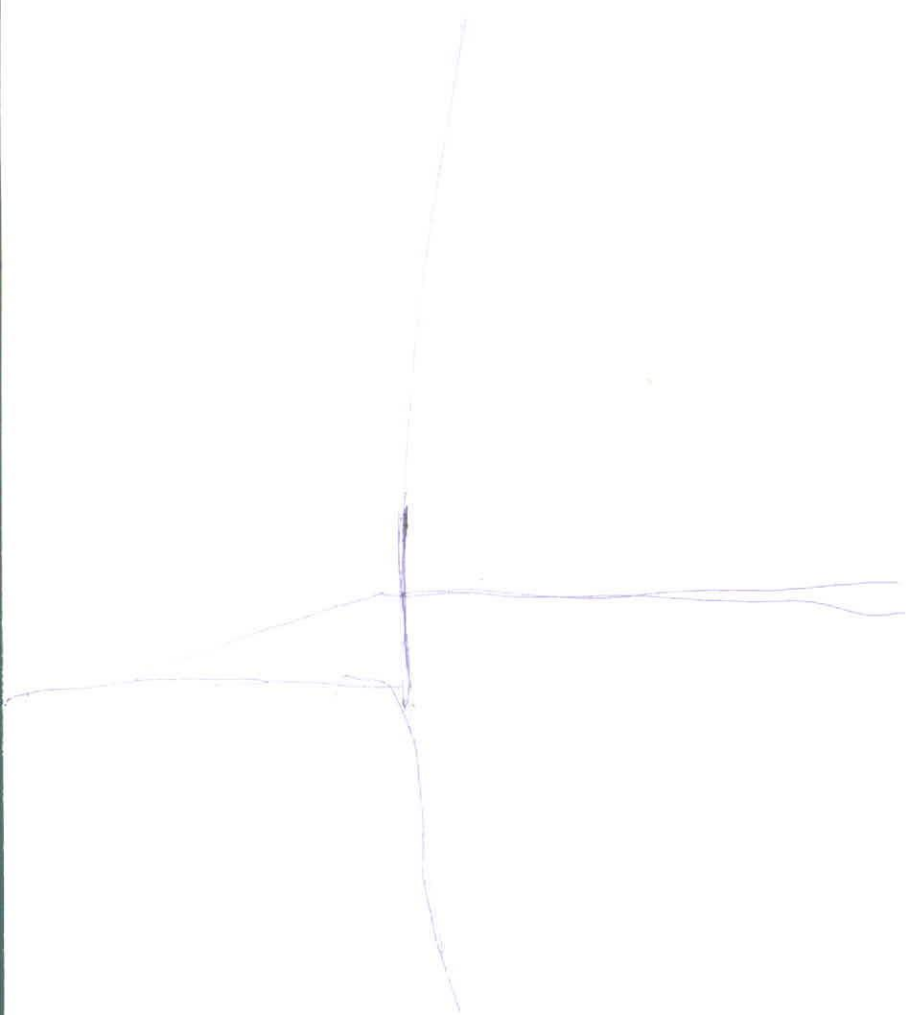
Vice Chairman, DDA
Engineer Member, DDA
Commissioner. (Plg.) DDA
Commissioner. (LM) DDA
Commissioner. (LD) DDA
Town Planner, MCD
Chief Town Planner, TCPO
Chief Architect, NDMC
Chief Architect, HUPW, DDA.
Chief Engineer / Planning, DMRC
Chief Engg. (Elect) DDA
Additional Commissioner (Plg.) II DDA
Additional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

SPECIAL INVITEES:

1. Director (Rohini) DDA
2. Director Slum & JJ
3. Director (TT) DDA

FOR ITEM NO.

47/2004, 50/2004
47/2004
48/2004, 49/2004



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AGENDA FOR TECHNICAL COMMITTEE

F 19(11)2004-MP

Ref. : Slum & JJ Deptt. - MCD. F.A.P./3101/4/Arch.(S)/Zone/D-44

Sub : Regarding provision of Community Centre in Zonal Development (Zone
-M) Sultan Puri Resettlement Colony.1. INTRODUCTION/BACKGROUND

The layout plan of Sultan Puri Resettlement Colony was prepared by DDA.

This scheme consists following facilities :

Total area of scheme 225.76 Hect.

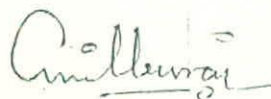
Addition to this area 27 Hect. Of land

Was kept reserved for future area.

			AREA	
i.	One Community Centre		5.33 Hect.	2.36
ii.	One Hospital		3.50 Hect.	1.53
iii.	Group Housing		13.46 Hect.	5.96
iv.	Zonal Green		10.32 Hect.	4.57
v.	Residential		193.15 Hect.	85.56
	Plots 21 m2	19659 Nos.		
	Plots 26 m2	1535 Nos.		
vi.	Higher Secondary School	5 Nos.	12.47 Hect.	5.52
vii.	Primary School	13 Nos.	9.30 Hect.	4.12
viii.	Nursary School		3.96 Hect.	1.75

5. RECOMMENDATIONS

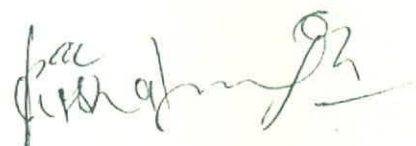
As per M.P.D.-2001, Layout Plan, the matter is placed before Technical Committee for its consideration and approval.



DIRECTOR(PLG.)ROHINI



JT.DIRECTOR(PLG.)R



ASSTT.DIR.(PLG.)II

SUB: Grade separator at the intersection of Outer Ring Road & G.T.Karnal Road.(NH-I, known as Mukarba Chowk).

No.F5 (2) 2002-MP

I) INTRODUCTION

1, SE,(PWD)C-II, has submitted the proposal for the above grade separator vide letter dt.30.1.02 & 23.2.04. The scheme has been prepared by M/s Craft Consultants (I) Pvt.Ltd.

This intersection is located at the meeting point of Road No.26, Road No.50 (outer ring road & G.T. Karnal RoadNH-I) near Jahangir Puri known as Mukarba Chowk.

II) BACKGROUND:

This proposal was discussed in various meetings such as Technical Committee Meeting dt. 2.4.02, special Technical Committee meeting held on 13.8.02.and Hon'ble L.G.'s meeting dt. 28.1.03.

The decision of special Technical Committee Meeting held on 13.8.02 is as under: -

"The consultant on behalf of the PWD explained the proposal..It was informed by the representative of the DMRC that phase II proposal of ISBT/Azad Pur Subzi Mandi/Sanjay Transport Nagar is passing by this proposal. Therefore, the concurrence from NHAI, I&F Department, GNCTD & DMRC may be got obtained. The scheme be brought again before the Technical Committee."

SE (PWD) C-II vide letter dt. 13.11.02 has forwarded the NOC issued by the DMRC with some observations. The proposal was placed before the Sub-Committee in its meeting held on 23.02.04 where the following suggestions were made: -

1. The existing road running parallel to G.T.Karnal Road and linking Outer Ring Road (Road No.50) may be strengthened so that traffic coming from Karnal side which is destined to Kashmiri Gate and beyond need not come via G.T.Karnal Road.
2. This intersection being an interchange point, the location of bus stop may be worked out rationally

LG in a meeting dt 28.01.03 held at Raj Niwas desired that PWD be advised to review the proposal by taking in view the following.

- (a) Proposed peripheral Road of 100m & 80 m R/W in Narela project.
- (b) Extension of western bund road upto Delhi border.
- (c) Proposal of eastern and western Expressway as proposed by NCRPB and examination with reference to cost benefit analysis.

III) DETAILS/EXAMINATION

(a) Proposal:

The grade separator has been proposed over the G.T. Karnal Road in the alignment of Road No.26 and Road No.50. The carriage way width varies from 11M at the beginning of the flyover towards Road No 50, to 14 M at the other half of the flyover towards the Road No 26. The width of the central verge is 1.2 M. Four clover leaves of 9 M wide (Three lanes) have been proposed. Three leaves of the clover leaf are provide with slip roads of 9 M wide on its sides except towards Jahangir puri side where only a slip road (9 M wide) at the intersection is provided. Slope of 1:30 has been proposed. Part of the clover leaf/slip road has been taken as flat and on both the sides a slope of 1:30 has been considered in all the three clover leaves, except in one clover leaf where a slope of 1:25 is provided in the beginning and a slope of 1:30 has been provided at the end. At the junction of grade separator road, provision of foot over bridge and subway for pedestrian has been proposed.

A bus stop /bus bay has been provided on the grade separator and at the ground level at this crossing. DMRC (IInd phase) proposal has been shown on the plan. Proposal upto next Master Plan road has also been shown on the plan (on Road No.50 & Road No.26). Central verge on G.T.Road has been closed upto Azadpur Subzi Mandi. A U turning underpass with head room of 5 M has been proposed along G.T road.

(b) Existing Traffic characteristic:

The existing traffic volume during peak hour is 18857 PCUS (11 to 12 noon) and 20343 (19.15 hours to 20.15 hours). The percentage composition of heavy fast vehicles (specially trucks & buses) is very high being of the order of 20%-30% of the total traffic being catered by the intersection during peak hour.

(c) Pedestrian movement characteristic:

The peak hour Pedestrian movement is maximum across the G.T Karnal road towards Karnal and across road number 26 towards Rohini and are of the tune of 1056 and 1009 respectively.

(d) Traffic growth rate and projected traffic:

On account of capacity augmentation of NH-1 by NHAI and also from consideration of being a National Highway a simple growth rate of 3% per annum has been adopted for projection of traffic along the NH-1.

Projection of traffic volume as submitted by consultant would be 29819 PUCS during the year peak hour (horizon year as 2024) with the base year taken as 2004.

(e) R.O.W Detail:

Detail of different roads in the study area w.r.t their R/W are presented in the table given below

S.No	Description	As/Master Plan	As/Zonal Plan	As /alignment. Plan	As /Consultant proposal
1	Road No.26	60-64M	60M	63M	60M
2	Road No.50	90M	91.44M	91M	90M
3.	NH-1(towards Narela)	60-64M	91M(300 ft.)	91M	90M
4.	GTK Road	60-64M	60M	60.96M	60M

6.

-193

(f) Land requirement for the implementation of the proposal:

SE, PWD, C-II vide letter dt. 6.8.02 has sent the status of land including requirement of additional land for the construction of proposed clover leaf interchange and area required beyond R/W of road.

- ♦ Land required from MCD - 27,938 sqmts.
- ♦ Land required from Wakf Board - 5,434 sqmts.
- ♦ Land required from DDA - 15,169 sqmt

(g) Feasibility :

The contents/details of feasibility report are not given (refer Annexure-1) by the PWD.

IV) PLANNING OBSERVATIONS:

1. Examination as per Authority guidelines:

S.No	AUTHORITY GUIDELINES	OBSERVATION ON REVISED PROPOSAL
I	Grade separator should be provided on ring road/outer ring road. The grade separator shall be aesthetically well designed & fit in with the problems of storm water drainage at the cost, the grade separator should be overground as two level flyover.	Over bridge is proposed along outer Ring Road. This is as per the policy to make outer ring road a limited/ access road. The grade separator is proposed as two level flyover
II	Flyover provision could be made for 3 rd level below ground when found necessary	Two level proposal is presently envisaged
III	On the ring road 64 M. R/W and part of the outer ring road with 60 M. R/W the flyover shall cons. Of 9 M width of 3 lanes(3M each in each direction)	In this case proposal of std. Cross-section of NHAI have been adopted.
B	In case where the R/W of outer ring road is 45 M then 2 lane of 7.5 M could be provided. In such cases efforts should be made to increase the R/W of the outer ring road in 300-M length of flyover section.	Not applicable as the R/W of the outer ring road (Rd.No. 50) is 91 m as per the approved alignment plan
C	Service road of about 6mts should be provided which could be reduced to 4.5 M in case of 45 M R/W	In order
D	The minimum width of the footpath should be specified as 2m	In order
E	The clear headway between road chamber & bottom of the beam should be 5.0M	To be followed by the implementing agency.
F	3.5 M wide strip (as based on one side shall be reserved for HT lines	Not maintained
G	The slope of the bridge should be 1:30 for smooth movement of cyclist depending upon the volume by design or by traffic movement.	Slope of 1:25 at the beginning and 1:30 at the end has been proposed on one of the clover leaf located on the western side of the G.T Karnal Road
H	The road improvement upto the next major intersection on each arm and on all the areas shall form part of a grade separator.	In order
I	The grade separator design should provide for smooth movement of cyclist depending upon the volume by design or by traffic movement	Cyclist shall use the intersection at surface level for cross movement.
IV	Road movement upto the next major intersection on each & all the arms shall form part of the grade separator.	Circulation plan submitted
B	The circulation of the surrounding area covered shall be properly integrated with grade separator.	In order
V	A proper landscape plan shall be prepared for the scheme.	To be got prepared by PWD

2. The R/W of the roads on all sides to follow the approved alignment plans
3. Different gradient i.e. 1:25 at the beginning and 1:30 at the end as proposed on one of the clover leaf located on the western side of the G.T Karnal Road needs to follow slope of 1:30 as per approved Authority guidelines. Similarly a clear headroom of 5.0 M shall be maintained below the flyover.

4. Provision of slow moving vehicles /Cyclist needs to be incorporated in the proposal.
5. Implementing agency will resolve the issue of affected structures for which details have not been provided.
6. The necessary NOCs from the concerned agencies/Authorities viz land owning agencies, DMRC, NHAI, I & F etc, their directions and recommendations will be got obtained.
7. Implementing agency will take care of the minutes of the LG meeting dt 28.01.03.
8. The necessary structural details, seismic loads, turning radii's, super elevations, Design of lighting, services & others, engineering details needs to be taken care of by the Engg. wing of PWD.
9. A traffic diversion plan during the implementation upto 1km length be got prepared and got approved from the traffic police, the same may be submitted to the DDA.

V) RECOMMENDATIONS:

The proposal as given in para 3 and planning observations contained in para 4 are placed before the Technical Committee for its consideration.

(Signature)
 Jyoti K. K.
 Secy. to the
 Executive Engineer (E.E.)

FEASIBILITY REPORT

a) Details of affected structures. Shown in Drg. No. CRTS/PWD/MC/201& 202

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.

Open Land

b) Services Underground / overhead Affected in the proposal Shall be shown on the plan in different colours. Shown in Drg. No. CRTS/PWD/MC/201& 202

c) Trees - Number of trees affected along with their girth and species details. 129 Trees

d) Whether access to the existing / proposed buildings or properties is affected if so what alternate measures have been envisaged in the proposal.

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

Shown in Drg. No. CRTS/PWD/MC/301

PROJECT REPORT

Office Address;
Phone No. 3381501

Signature of the officer
of the implementing
Authority.

Superintending Engineer
P.W.D. Circle-II(GOD), K.G. Marg
New Delhi-110001

**SUB: Corridor Improvement Plan for Shyama Prasad Mukherjee
Marg opposite Old Delhi Railway Station.**

F.5(2)2004-MP

D) BACKGROUND

Executive Engineer (PR), City Zone, MCD vide letter No./EE (PR) CZ/2004/668 dt. 3.2.04 has submitted proposal for improvement of the corridor for S.P.Mukherjee Marg opposite Old Delhi Railway Station. This proposal has been examined in detail and was discussed in the Sub Committee Meeting held on 31.5.04. The Sub-Committee raised certain observations which are as under:

1. Proposal may be checked with reference to approved alignment plan. R.O.W
2. An assessment of parking demand be made for the railway passenger at the old Delhi railway station. The exit from the Dangal maidan parking lot be examined.
3. Keeping in view the large number of railway passengers with luggage, pedestrian's, rickshaws and handicapped the proposal be examined including the location of proposed MRTS station and bus terminal viz a viz railway station. As such mode-wise distribution of passengers using railways may be undertaken to assess requirements of the bus stop, rickshaws stands, MRTS linkages, parking etc

To expedite this project a meeting was held in the chamber of Director T.T on 12.8.04 wherein the following suggestions were made."

- (a) Green strips needed to be provided so that the parking areas merges with the existing park opposite Delhi main railway station.
- (b) The proposed parking opposite Delhi main railway station be used for short-term parking.
- (c) The weaving length along proposed S.P.Mukherji Marg, flyover loop and dispersal from parking lots needs to be checked rationally.
- (d) Weaving at the exit of the bus terminal on S.P.Mukherji Marg is inadequate since number of entry/exit points has been provided for various functions
- (e) The circulation/dispersal from the parking lot be got linked to the Church Mission road.
- (f) The parcel office existing in the railway premises on S.P.Mukherji marg needs to be integrated to improve traffic flow on S.P.Mukherji marg
- (g) The footpath should be continuous for smooth movement of pedestrians.

II) PROPOSAL

A part of S.P.Mukherjee Marg has been re-routed by creating a loop road that does not encompass the Mahatma Gandhi Statue. The S.P Mukherjee Marg is almost 3-4 m higher than the khoya mandi and town hall lawn levels due to this level difference a small portion of the loop road is to be elevated this would allow the free movement of people in the park. In between S.P.Mukherjee Marg and the re-routed newly created loop road a provision for 75-bus bays at the surface level and two level basement car parking each with holding capacity of 550 cars has been proposed.

III) OBSERVATIONS

As per MPD 2001 and approved ZDP of Zone 'A', the R.O.W. of Shyama Prasad Mukherjee Marg is 36 meters. The observations with regard to the proposal are given below: -

1. As per Zonal Development Plan of Part Zone 'A' and 'C' (walled city) it has been provided that the green area on Queen's Garden, Town Hall, Delhi Railway Station, Harding Library are to be conserved. At present the garden opposite the old Delhi Railway Station has been encroached upon by providing a road that is partially elevated and multi-level parking has been provided in its surroundings.
2. Earlier CRRI had conducted the detailed traffic study for the area bounded by Rani Jhansi Road, Boulevard road, Ring Road and S.P.Mukherjee Marg including old Delhi railway station. There is no mention of utilizing the recommendations of this study in the instant proposal.
3. In light of the recommendation of ZDP for zone 'A' will be desirable to integrate the green spaces, the Mahatma Gandhi statue and the temple to maintain urban aesthetics and environment of the area.
4. A pedestrian sub-way, ramp, escalator has been proposed under the S.P.Mukherjee Marg linking Old Delhi Railway Station and bus terminal to facilitate movement of handicapped persons.
5. As per the traffic volume data available in the report, approx.30% of the traffic constitute of slow moving vehicles, therefore, it is essential that the proposal should contain segregation of traffic providing safety to the users.
6. Pedestrian circulation from the railway station need to be integrated with the outside circulation for better dispersal. Feasibility of two more subways across S.P.Mukherjee Marg near bus terminal/ Church Mission road and Harding library be explored by MCD
7. The assessment of space for bus terminal along with pedestrian circulation needs to be elaborated.

- 11
8. As per the technical report two level car parking has been proposed. The entry/exit operation and management details of car parking are required to be examined by the MCD
 9. Around the proposed park, a specific lane has been provided for rickshaw movements to Town Hall Area but no provision has been made for rickshaw stand/Parking.
 10. The existing bus stops have been shown on the plan but with the change in circulation system the bus movement will also get changed; therefore, the bus stops need to be rationalized keeping in view the modified circulation pattern.
 11. Since the necessary project details have not been provided, MCD will provide three sets of complete drawings along-with technical/feasibility report of the proposal.
 12. The necessary structure details, seismic loads, turning radii's, super elevations, Design of lighting, services & others, engineering details needs to be taken care of by the Engg. wing of MCD.
 13. Necessary NOCs from the concerned agencies/authority wherever required be got obtained by the MCD before start of the work.
 14. Traffic diversion plan during construction need to be got approved from Delhi traffic police.
 15. The plan approved from the technical committee will also require approval from DUAC.

IV) RECOMMENDATION FOR CONSIDERATION

The present proposal should take care the recommendation of the zonal plan, urban aesthetic and functional needs of the adjoining areas. Traffic engineering solutions should take care of the recommendations of other studies, slow moving vehicles, pedestrians and parking requirements judiciously providing safety to the users. The proposal with the observations are placed before the Technical Committee for its consideration.

(Signature)
22/11/2004
R. AT IAL
Executive Engineer

(Signature)
SE. Dis. Plg. TT

AGENDA FOR TECHNICAL COMMITTEE

Sub : Declaration of 'Development Area' in Rohini sub-city.

File No. Dir./Plg./R/3121/Pt./2004/146.

1.0 BACKGROUND

The Rohini Sub-city, which forms part of Planning Zone 'M' (for which Zonal Development Plan stands approved by the Authority) and part of Planning Zone 'H' (Zonal plan notified) covers an area bounded by Western Yamuna Canal in the North-East, 220 KV High Tension line in the North-West, Rohtak Railway Line/boundary of Village Sultanpur Mazra in the South and Outer Ring Road in the East.

A substantial area of the Rohini sub-city is part of 'Development Area', as under :

- | | | |
|------|-----------------------------------|---------------------------|
| i. | Development Area No. 178 (entire) | 356 Hact. |
| ii. | Development Area No. 179 (entire) | 440 Hact. |
| iii. | Development Area No. 175 (part) | 3320 Hact. (incl. Narela) |
| iv. | Development Area No. 148 (part) | 1600 Hact. (incl. Narela) |

Further, About 1325 Hact. of area of the Rohini sub-city is proposed to be declared as 'Development Area', which is under acquisition/planning and development.

2.0 AREA UNDER REFERENCE

The area for the purpose of declaration of Development Area is bounded by existing High Tension line on the West, Railway Line towards Rohtak on the South, Sultanpur Mazra on the East and boundary of Development Area no. 175/178 on the North, as indicated on a copy of plan.

3.0 THE PROPOSAL

The already mentioned area under Ph. IV & V of the sub-city measuring 1325 Hact. to be developed on priority in accordance to the draft Zonal Plan of the sub-city. The area under reference has been notified under Sec. 6 of Land Acquisition Act by L&B Deptt., G.N.C.T.D.

The proposal is put up before the Technical Committee for its consideration/approval.



(ANIL BARAI)
DIRECTOR (PLG.) R



(PARTHA DHAR)
JOINT DIRECTOR (PLG.)

RK Gupta

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TC 6/2/04

**DELHI DEVELOPMENT AUTHORITY
PLANNING WING ; TYA UNIT
3RD FLOOR, VIKAS MINAR, NEW DELHI
TEL.NO.23370932**

AGENDA FOR THE TECHNICAL COMMITTEE

**Sub: Change of land use of about 50.71 acres of land at Gazipur Freight Complex from Commercial (IFC) & Recreational to Extensive Endustry for setting up Food Processing Centre (Meat).
(File No.F3(105)2002/MF).**

1. The MCD vide No. 851/DVS/2004 dated 17.11.04 have submitted to the DDA a revised proposal for the allotment of land for the construction of ultra modern slaughter house (Abattoir) at Gazipur with request to process the change of land use. The revised proposal is based on the expert opinion obtained by MCD from Group of Experts from IIT, Delhi, who have mentioned that the construction of the slaughter house on the SLF land will be most expensive and time consuming option because of the requirement of deep piles 35 to 40 M. and people will have also disadvantage for long term maintenance service facilities such as roads, water supply etc. The Min. of UD, GOI vide letter dt.18.11.04 has desired that the revised proposal submitted by MCD be examined and matter be referred to Ministry for change of land use with amendment in MPD 2001. The joint site inspection was also carried out on 16.11.04 in response to earlier letter of MCD dt.25.10.04 for additional land for slaughter house and the revised proposal of MCD dt.17.11.04 has been in response to the same. The Hon. Supreme Court of India has asked MCD to go ahead with the development work of slaughter house at Gazipur while hearing the matter of Indian Air Force regarding Hindon Air Base on 30.11.04. This matter is being regularly heard by a Bench of Supreme Court of India and next date of hearing is fixed for 1st week of Jan., 2005.

2. **BACKGROUND :-** Earlier in the year 2002 on the request of the MCD, the Authority considered change of land use of about 85 acres of land at Gazipur, which was being used as Sanitary Land Fill site and is almost full for setting up of a Food Processing Centre (Meat). Accordingly, the change of land use of about 85 acres of land on the above cited subject was recommended by DDA vide item No.112/2002 in its meeting held on 20.12.02, as given below:-

- i) The MCD shall approach the Hon. Supreme Court to obtain special permission from them for utilizing the SLF site at Gazipur for Food Processing (Meat) in the public interest and also obtain required clearance from DPCC from environmental point of view as this activity falls under Group 'G' of Industries which are prohibited in NCTD.
- ii) Simultaneously DDA may process change of landuse of the site in question from commercial (IFC) and recreational to Food Processing Plant(Meat).

After approval of Authority the matter was referred to MOUD & PA for change of land use and amendment w.r.t. (ii) above. The Ministry desired certain clarification about residential area in proximity of the proposed site of Abattoir, which were replied on 16.8.04 and 20.8.04.

3. **EXAMINATION :-** The revised proposal of MCD comprises of following :-

- i) **Land for Rendering Plant and Affluent Treatment Plant (5.11 acres) :-** As per approved layout plan of IFC, Gazipur, this site is indicated as Slaughter House Waste Treatment Plant and already allotted/handed over to MCD by DDA.
- ii) **Land for Ultra Modern Slaughter House, Phase I (4.25 acres) :-** This is a new request of MCD for additional land of Slaughter House. As per approved layout plan of IFC, Gazipur, the area is reserved for Underground Reservoir (UGR) and future use. The Engineering Deptt. has already given a report that UGR can be shifted to some other location if need be as no work has been done by them at site, which would create any constraints in the acceptance of this proposal.

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- iii) **Land for Livestock Market (10.15 acres) :-** In the approved IFC Gazipur plan, there is a site indicated for compost plant, which has been earlier allotted and handed over to MCD. MCD has now proposed this land for utilization of the live stock market to carry out the trading of the live animals for the Modern Slaughter House.
- iv) **Land required for Hides & Skins Storage Block (1.2 acres) :-** In the approved layout plan of IFC, Gazipur adjacent to compost plant, there is a green area proposed. The land measuring 1.2 acres has been proposed by MCD out of this green area for this activity.
- v) **Land required for the construction of Modern Slaughter House, Phase II (30 acres) :-** The 30 acres of land for Ph.II of Slaughter House has been out of 85 acres at SLF site which was earlier considered for Food Processing Centre (Meat) by Authority vide item No.112/2002 in its meeting held on 20.12.02. This SLF site measuring 85 acres is presently with MCD for use as Sanitary Land Fill site. By this proposal of PhII of Slaughter House, the remaining land can be considered for re-creational use (green)/road.
- vi) **Connecting road from Livestock Market to Ph.I & II of Slaughter House :-** In the letter dt.17.11.04, MCD has proposed a 32 M. wide road connecting the Livestock Market with both the stages of Slaughter House/Rendering Plant. Since it is a road and land use is circulation which is permissible in all the land uses, there is no need for change of land use for this strip of land. However, MCD will construct this road with other proposal after obtaining necessary allotment/approval from various agencies.
- vii) As land earlier proposed for UGR has been considered for Slaughter House, Ph.I, it is suggested that UGR be shifted between the High Tension Line/Pole & 66 KV proposed ESS. The land measuring 90 M. x 74 M. for UGR is accordingly proposed as an alternative location. The layout plan of Integrated Freight Complex at Gazipur is accordingly modified for consideration and approval by Tech.Committee,DDA.
- viii) There is a Supreme Court of India Civil Appeal No.3769 of 1996 in this case. A joint affidavit has been filed by Chief Secy. GNCTD & Secretary UD, GOI in the Court. According to this affidavit, in the meeting under the chairmanship of Defence Secy., GOI held on 10.11.04, following has been decided :-

"Keeping in view the various facts presented at the meeting and keeping in view the background of the order of the Hon. Supreme Court of July 2004, it was decided to constitute a committee consisting of representatives of Ministry of Urban Development, Ministry of Civil Aviation, Dept. of Animal Husbandry and Dairying, MCD, Govt. of NCT of Delhi and IAF to look into various aspects of this issue so that the matter could be resolved amicably. Dept. of Animal Husbandry & Dairying being the nodal department for the setting up of abattoirs could be the convener of the committee."

The layout plan of Integrated Freight Complex with proposal of MCD for change of landuses & amendment in MPD 2001 for 50.71 acres as per details given below is placed for consideration and approval of Tech.Committee,DDA:-

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- Land for Rendering Plant/Affluent Treatment Plant (Slaughter House Waste Treatment Plant)	5.11 acres
- Ultra Modern Slaughter House, Phase I	4.25 acres
- Land for Live Stock Market	10.15 acres
- Land for Hides & Skins Storage Block	1.20 acres
- Ultra Modern Slaughter House, Phase II	30.00 acres
Total	50.71 acres

Since the revised proposal of MCD is at two locations connected with road, it is proposed that the entire land use be changed from Commercial & Recreational to Extensive Industry for setting up of Food Processing Centre (Meat) except the area under circulation/road (refer para vi).

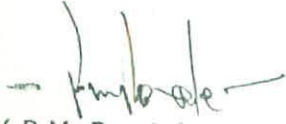
In the Master Plan for Delhi 2001, the activity, which falls under Group 'H' of Industries, are prohibited within Union Territory of Delhi. The Abattoir has been listed in this Group 'H' Category under Fruits with characteristics of obnoxious smell waste water. As such, permission for the same needs to be accorded in NCTD at Gazipur as a special case in view of Supreme Court of India order.

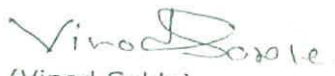
Once the above proposal is approved by the Technical Committee/Authority, the Land Disposal Wing of DDA needs to work out the modalities for allotment to MCD w.r.t. change of landuse and financial implications, if any for the same.

3. PROPOSAL :-

- a) The change of land use from Commercial (wholesale & warehousing, approx. 9.36 acres) & Recreational (approx. 41.35 acres) to Extensive Industry (Group 'H' Industry) for setting up of the Food Processing Centre (Meat) measuring 50.71 acres at Gazipur is recommended and also to permit "the Abattoir as an ultra modern/non-polluting unit, as a specific exception", which are prohibited at present under Group 'H' Category of Industries in MPD 2001.
- b) Approval of the modified layout plan of IFC Gazipur incorporating MCD proposal of slaughter house and alternative location of UGR with the condition that MCD shall ensure that the adjacent area, parks, road and canal shall not be adversely affected by the proposed plant.
- c) The Land Disposal Wing, DDA will examine the aspect related to allotment of land to MCD with financial implications.
- d) MCD will obtain necessary clearances from all concerned including DPCC(Delhi Pollution Control Committee), the Committee constituted by Defence Ministry, GOI in the meeting dated 10.11.04 etc.

4. RECOMMENDATION : The proposal as contained in para 3 above is placed before the Technical Committee for consideration and approval.


(P.M. Parate)
Dir.(Plg.)TYA
30.11.04


(Vinod Sakle)
Jt.Dir.(Plg.)TYA
30.11.04

Nov.71

15-7/2/01
TC

**DELHI DEVELOPMENT AUTHORITY
AREA PLANNING WING-I**

**Sub: Change of land use of pockets from Recreational (District Park)
to other uses in village Lado Sarai
File no.F.3(67)98/MP**

1.0 Background:

A layout plan for utilization of the vacant land pockets of DDA falling in Revenue Village Lado Sarai and adjoining to the built up portion of Village Lado Sarai was approved by the Technical Committee in its meeting held on 24.10.1998 (Refer Annexure - 1). In this proposal Public and semi-public facilities were proposed. Besides the uses which were approved by TC, Local Shopping, H.S.S, Primary School, Nursery, DDA Janata Housing and Temple were shown as the existing facilities in the plans approved by TC.

Further sub division/ utilization of these pockets were later approved by the Competent Authority. Details of the area and allotment as has been made by the DDA is indicated in Annexure - 2 and the Proposed Use of the Site. In addition, the proposals of DTC Bus Terminal and development of the DDA Appt. Housing adjoining to the earlier Janta Housing has also been proposed. (laid on table).

2.0 Master Plan/ Zonal Plan:

In the Master Plan for Delhi-2001 R.D. has been designated as one of the Residential Use Zone with specific density (which includes villages with Lal Dora located in any use zone). Lado Sarai village is falling in Land use designated as Recreational (Distt. Park) in Land use plan of MPD-2001 as well as in Zonal plan of Zone 'F' approved by Govt. of India on 5th June, 1998

3.0 Road Alignment of Aurobindo Marg:

Village Lado Sarai on its Western side is bounded by the Aurobindo Marg for which an alignment Plan was approved by the Authority in 1987 but at the site, only part of the road alignment could be implemented due to non availability of the land and litigation cases pending in the High Court.

After having deliberation in various meetings taken by the VCDDA/ Principal Commissioner, Traffic and Transportation unit of the Planning Deptt intimated to follow the approved alignment plan for its implementation. Further Traffic and Transportation Unit has intimated that this is MCD road, therefore, any information about implementation of road alignment or its superimposition over village plan is to be furnished by MCD.

4.0 Examination:

- i) In the Zonal plan of Zone 'F' site of the College, Hospital and Local Shopping Centre have been indicated. In view of this the proposed allotment of land to College, Hospital and Local Shopping Centre (already constructed at site) are required to be incorporated in the Zonal plan of Zone 'F' which requires modification in the approved Zonal Plan, under Delhi Development Act-1957
- ii) A meeting was taken by VC; DDA on 3.3.04 to sort out the issue about the allotment of land along Aurobindo Marg, wherein following decisions were taken:
 - a) The proposal for the change of land use of the pocket which already stands approved by the TC in its meeting in 1998 shall be taken up.
 - b) Besides the existing village Lal Dora boundary the extended portion of the village Lado Sarai and its regularisation shall be examined in consultation with the Land Management Deptt. of DDA.
 - c) The cases pending in the court regarding the land acquisition, its denotification and related matters shall also be examined in consultation with the Land Management Deptt. and Legal Deptt.

iii) In one of the proposal, which was put up for providing a 3 metre access/approach road from Aurobindo Marg to Village Lado Sarai, which passes through public/ semi-public facility pocket was considered by the Screening Committee in its meeting held in August '03, wherein following decisions was taken:

"The scheme was discussed in 225th S.C.Meeting held on 25.8.03 vide item no.58/2003. The issue regarding Land status of village abadi/Dist.park was not quite clear. It was emphasized that the extent of Lal dora and green area be ascertained and accordingly if the accessibility is required for authorised abadi, the proposal along with the justification be brought again to the Screening Committee."

iv) Originally Lal Dora and abadi areas were identified in 1908-10 and subsequently the villages falling within the boundary of urban area of MPD-1962 or MPD-2001 have been considered as Urban Villages. As per the information collected from the Land Management Deptt, the land bearing Khasra No. 694/205/2 was identified as abadi area/ lal dora area in the year 1910/12 (Annexure - 3). The details of the extended Abadi Area/Lal Dora area of village Lado Sarai including the cases for denotification of land from land acquisition proceeding are to be examined/furnished by the Land Management Department of DDA.

5.0 Proposal

Excluding the village Abadi area/ extended Lal Dora of village Lado Sarai, the following change in Land Use are proposed from Recreational (Distt. Park):

Sl. No	Proposed Land Use	Total Area		Sites to be Included for Change in Use
1	Public & Semi-Public Facilities	4.58 Ha	i ii iii iv v	Hospital - Part I (0.71 Ha) Hospital - Part II (0.29 Ha) Public & Semi-Public Facilities: Socio-Cultural Plots D-J (0.68 Ha) College - Part I (2.0 Ha) College - Part II (0.90 Ha)
2	Commercial	0.59 Ha		Local Shopping Centre (0.59 Ha)
3	Residential	1.72 Ha	i ii	Recreational Club (0.77 Ha) DDA Appt. Housing (New Proposal : 0.95 Ha)

As per the plan approved by the TC in the meeting held on 24.10.1998, the following areas are to be dealt as part of the abadi areas/ extended abadi area:-

- Existing Sr.S.S ((0.27 Ha),
- Existing Primary School (0.53 Ha),
- Existing Tc : (0.08 Ha),
- Existing DDA Janata Flats (2.32 Ha),
- Existing Plant Nursery (0.55 Ha),
- Existing Plant Nursery (0.83 Ha)
- Existing MCD Barat Ghar (0.06 Ha),

Bus Terminal (0.60 Ha) as part of circulation is allowed in Recreational Use Zone and as such change in Land Use is not proposed.The plans indicating the pockets under reference are laid on table.

6.0 Recommendations:

The proposal given above in para (5.0) is put up for consideration and approval of the Technical Committee to process the change of Land Use under section 11, Delhi Development Act 1957.

Handwritten notes and signatures on the left margin, including dates like 29/10/04 and 05/11/04, and names like "Director (City)".

SUB: Utilization of Vacant Pockets of DDA Land in and around village Lado Sarai,
P.L. No. F-3(C7)/18 WP.

1. BACKGROUND

All the villages falling in Delhi Urban Area were declared as Urban Villages. The urban villages were transferred to DDA for planning and development. Redevelopment plans for most of the urban villages were prepared for which a special cell was created in the Planning Department. Majority of them were processed for approval by competent Authority.

In this background a plan for village Lado Sarai was also prepared in early eighties. The village is surrounded by Mehrauli-Badarpur Road (250' R/W) Bypass in the South, Mehrauli Road (200' R/W) in the West and 80' R/W Road/Distt. Park in the North-East. According to this the acquired/transferred Lands in and around the village were earmarked for development for various uses. Some of these pockets have already been developed for housing, shopping etc. However, formal approval of the plan by the competent authority is not traceable in the records with the Planning Department.

2. EXAMINATION:

The Master Plan for Delhi-2001 provides that village in any land use zone would be residential. In this case, the village Lado Sarai falls in the 'Recreational' use zone and is designated for a 'district park' and the master Plan has also identified this district park for development of a children park. However, in the north of the village a Golf Course/Club of international standards is being developed spreading over an area of about 50 Hs. This can be seen as a specialised park having been developed where children and teenagers can also participate.

3. VILLAGE ARADI & EXTENSION:

There are about 10 to 12 vacant pockets of land out of which two to three have already been developed for housing, shopping etc. The remaining pockets are yet to be developed. Some references have been received regarding utilisation of these pockets for various purposes like college, housing etc. These pockets are at a close distance from the Mehrauli Urban Heritage

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7/10D(WP)

Zone and therefore, it will be advisable to use one or two pockets for development of International & National Tourist facilities like food and craft bazar besides the shopping complex designed with this angle. In view of the proximity of the Mehrauli Heritage Zone the pocket facing/shutting Mehrauli-Mahipalpur Road are proposed to be utilised for tourist facilities, recreational activities like clubs with low FAR. Activities like boarding and college are to be provided in pockets which are either on the other side of the village or at a distance from the Mehrauli road.

4. PROVISION OF COLLEGE:

Though college has not proposed with in Master Plan or Zonal in this area through envisaged at one time to cater Mehrauli Town and Lado Sarai Rural Areas. DDA in the year 1984 proposed and handedover premises of a college site of of 4 Ha in Vasant Kunj Scheme which later had to be withdrawn since it was found falling in Reserve Forest/Regional Park. The proposed site is 2.2 Ha. Some of the facilities can be obtained with their existing college at Gachhi.

5. THE PROPOSAL:

On the side of Mehrauli Road the vacant pockets are proposed to be utilised for food and craft bazar, facility plots, hospital, recreational clubs etc. with a low FAR of 15 to maintain a low intensity of development. Housing is proposed towards the eastern side of the village and college is proposed on the South Eastern side. The details of utilisation of various pockets is as under:-

S.No.	Pocket No.	Area	Use	Remarks
1.	1	0.83 Ha.	Recreational Club	
2.	2	1.21 Ha.	Hospital	
3.	3	0.615 Ha.	Food & Craft Bazar Facilities	
4.	4	0.14 Ha.	Park	
5.	5	2.526 Ha.	College	
6.	6	1.48 Ha.	DDA Housing	
7.	7	0.20 Ha.	Park	
8.	8	0.17 Ha.	Park	
9.	9	0.19 Ha.	Park	
Total		9	7.761 Ha.	

This layout is submitted for consideration of Technical Committee

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DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

October 27, 1998

Ho P-1(24)98 MP

Minutes of the Special meeting of the Technical Committee held on 24.10.1998 (Saturday) at 9-30 a.m. in the Conference Hall, 5th Floor, Vikas Minar, New Delhi.

The following were present:

DELHI DEVELOPMENT AUTHORITY

1. Shri P.K. Ghosh, Vice Chairman
2. Shri R. K. Bhandari, Engineer Member
3. Shri Vijay Rishbud, Commissioner (Plg.)
4. Shri K. K. Bandyopadhyay, Addl. Commr. (Plg.) DC&P
5. Shri Pradeep Bihari, Chief Architect
6. Shri U. S. Jolly, Commissioner (L.M)
7. Shri Shanin Ahmed, DLM(HQ)
8. Shri Chandra Ballabh, Addl. Commissioner (AP)
9. Shri Savita Bhandari, Director (Landscape)

(In the Chair)

Member Secy

TOWN & COUNTRY PLANNING ORGANISATION

10. Shri K. T. Gurusamy, Addl. Chief Planner

DELHI POLICE

11. Shri M. S. Upadhyay, D.C.P. (Traffic)

SPECIAL INVITEES

12. Shri B. P. Banwail, Chief Engineer-I, PWD
13. Shri A. K. Sarin, Director (P&I), PWD
14. Shri R. R. Verma, Executive Engineer (P&I), PWD
15. Shri D. Sastry, CRAPHIS
16. Shri P. Puri, MD, MTBCL
17. Shri J. Rasnussen, C.E.O., KAMPSAX
18. Shri A. Upadhyay, Dy. C.E.O., KAMPSAX
19. Shri S. Bapat, Sr. Manager, MTBCL
20. Shri V. K. Shrivastava, Sr. Manager, KAMPSAX
21. Shri R. B. Singh, Sr. Manager (Bridge), KAMPSAX

22. Shri S. K. Waghani, KAMPSAX.
23. Shri G. M. Vij, Engineer-in-Chief, MCD.
24. Shri D. D. Nayak, Chief Engineer-I, MCD.
25. Shri Sanjay Kumar Jain, Ex. Eng.-XX, MCD.
26. Shri A. K. Gupta, Consultant, MCD.
27. Shri Sanjay Bhatia, ACP/TEE, Delhi Police.
28. Shri S. C. Katarwal, Addl. Ch. Architect-I, DDA.
29. Shri Prakash Narain, Director (Plg.) T T, DDA.
30. Shri N. K. Aggarwal, OSD (Plg.), DDA.
31. Dr. S. P. Bansal, Director (Plg.) DG, DDA.
32. Shri D. K. Saluja, Director (AP)-II, DDA.
33. Shri B. K. Jain, Director (Plg.) MPD-2021, DDA.
34. Shri S. Srivastava, Director (AP)-I, DDA.
35. Shri S. C. Fayal, Director (MM), DDA.
36. Shri S. K. Sinha, Supdt. Eng. (Electrical), DDA.
37. Shri R. M. Lal, Jr. Director (Plg.) TT, DDA.
38. Shri R. K. Jain, Jr. Director (MP), DDA.
39. Shri H. S. Dhillon, Dy. Director (Plg.) TT, DDA.
40. Shri S. K. Sharma, Asstt. Dir. (Plg.) I I, DDA.
41. Shri Anand Prasad, Asstt. Dir. (Plg.) MP, DDA.

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- Further, since the feasibility reports were not submitted by the implementing agency, the Chief Engineer(PWD)/(MCD) would ensure feasibility of the project.
- ii) Maximum 9 m. wide carriageway on either side of the median be adopted on the flyover

b. Item No 73/98

Sub: Grade separator at the intersection of Ring Road - Shanti Path (Moli Bagh crossing)
File No.F.5(3)/92-MP

The proposal was presented by the Consultant. After detailed discussion, the Technical Committee approved the grade separator scheme with the following conditions:

- i) All necessary approvals from the concerned agencies like D.U.A.C., Traffic Police, M.O.S.T. etc. should be taken by the concerned implementing agency prior to taking up the construction of the grade separator. Further, since the feasibility reports were not submitted by the implementing agency, the Chief Engineer(PWD)/(MCD) would ensure feasibility of the project.
- ii) Maximum 9 m. wide carriageway on either side of the median be adopted on the grade separator.

c. Item No 74/98

Sub: Regarding utilisation of vacant pocket of DDA land in and around village Lado Sarai.
File No.F.3(67)/98-MP

The proposal for utilisation of vacant pockets around village Lado Sarai was discussed and considering the proposal being an integral part of the village scheme, the Technical Committee approved the scheme with modification by providing one petrol pump in the site earlier earmarked for recreational club and inter-change of college site with residential pocket.

The area not being a 'Development Area' of the DDA, this approved scheme be referred to MCD for further necessary action and also to Lands Branch, DDA for protection of DDA land and its allotment.

Annexure 2
- 3 -

I Sl. No.	II Pocket No.	III Earlier Proposal Approved by the TC in 1998	IV Area Approved by the TC	V Proposed Use of Site		VI Proposed/ Allotted Area		VII Existing Land Use as per MPD-2001/ZDP	VIII Proposed Land Use	IX Remarks
				Hospital : Part I	F.No: F11(21) 98/IL	0.77 Ha Dt. of Possession -45.08.2002	0.71 Ha Dt. of Possession 30.06.1999			
1	A	Recreational Club	0.83 Ha		Recreational Club F.No: F13(14)98/IL			Recreational (Distt.Park)	Residential*	Area reduction due to proposed road alignment
2	B	Hospital	1.21 Ha		Hospital : Part I					
	C	New proposal	- N.A-		Component of Hospital: Part II**		0.29 Ha	Recreational (Distt.Park)	Public & Semi-public (Hospital)	Area reduction due to proposed road alignment The status of land to be provided by LM Deptt.
3		Food & Crafts Bazaar & Facilities	0.50 Ha (0.64 Ha including S.No. 4)		Public & Semi-public Facilities (Area: 0.67 Ha including S.No 4)			Recreational (Distt.Park)	Public & Semi-public	Marginal difference in area due to variation in the site dimensions as per the physical survey carried out recently.
	D			Plot D		1080 Sq.m				
	E			F.No: F13(72)98/CRL/DDA		Dt. of allotment: 02.02.99				
				Plot E		Dt. of Possession: 19.03.99				
	F			F.No: F12(87)98/IL		1071.33 Sq.m				
						Dt. of Possession: 04.01.2002				
	G			Plot F		850 Sq.m				
						No allotment made.				
				Plot G		400 Sq.m				
				F.No: FTA(23)/96		possession not given. Allot was made subject to surrender of plot earlier allotted.				
	H			Plot H (F.No:F-32(2)2002/II		650 Sq.m				
						D.O.P: 20.12.02				

I	J	Plot I F.No: F-2(34)/98	Plot J Area now integrated in Sl.No.3 above	645 Sq.m Allot not issued. Case processed for approval of Honourable LG	- N.A -	- N.A -	Public & Semi-public (College)	Change in area as a MCD Barat Ghar has come up in part of the area
4		Park	0.14 Ha	630 Sq.m	- N.A -	Recreational (Distt.Park)	Public & Semi-public (College)	Change in area as a MCD Barat Ghar has come up in part of the area
5		DDA Housing	2.82 Ha	0.90 Ha	Dt. of Possession 31.03.2000	Recreational (Distt.Park)	Public & Semi-public (College)	Variation in the site dimensions as per the physical survey carried out recently.
6		Aurobindo College	1.48 Ha	2.0 Ha		Recreational (Distt.Park)	Public & Semi-public (College)	
7		Park	0.20 Ha	5305 Sq.m		Recreational (Distt.Park)	Recreational	
8		Park	0.17 Ha	0.17 Ha		Recreational (Distt.Park)	No Change in Use Required	--
9		Park	0.19 Ha	0.19 Ha		Recreational (Distt.Park)	No Change in Use Required	--
10		Existing Local Shopping Area	0.59 Ha	0.59 Ha		Recreational (Distt.Park)	Commercial (LSC)	--
11		Existing H.S.S.	0.27 Ha	0.27 Ha		Recreational (Distt.Park)	These are to be treated as part of the abadi area.	--
12		Primary School	0.53 Ha	0.58 Ha				
13		Temple	0.08 Ha	0.08 Ha				
14		DDA Housing (Janata Flats)	2.32 H	2.38 H				
15		Plant Nursery	0.55 Ha	0.55 Ha				
16		Plant Nursery	0.83 Ha	0.83 Ha				
17		No Proposal	- N.A -	6069 Sq.m		Recreational (Distt.Park)	No Change in Use Required	Bus Terminal is permissible in Recreational Use Zone.
18		New Proposal	- N.A -	0.95 Ha		Recreational (Distt.Park)	Residential	--

19	Existing Barat Ghar	- N.A -	Barat Ghar	620 Sq.m	Recreational (Distt. Park)	This is to be treated as part of existing abadi area.	The status of allotment of land to MCD is to be provided by the Land Dept.
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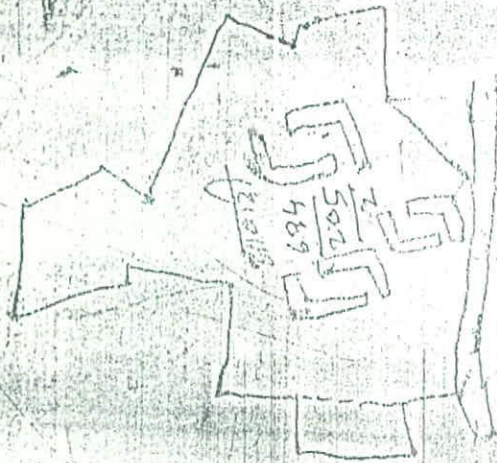
* MPD-2001 permits Recreational Club in Recreational use zone besides in Residential, Commercial (C1 & C2) and Manufacturing (M1 & M2) Land use. MOUD vide letter no H-11016/24/2000-DDVA dated 12th May, 2001 intimated that no sites of the Recreational Club should be carved out in the land use meant for green (Recreational) and preferably it should be considered for allotment in Residential or the area earmarked for Community Facility by making necessary modification in the Layout Plan. Copy of the letter enclosed. DDA has handed over the possession for the Recreational Club site on Aug. 2002 and the allotment was made in Aug. 2001 as per the information provided by the Land Dept.

[This is a component of the Hospital which has been allotted as a result of the proposed Aurobindo Marg passing through this area.

**** This is the DDA 2-Room and Lounge Appt. Housing scheme approved by the 232nd Screening Committee vide item no 74:2004 held on 07-05-04.

ਸਰਕਾਰੀ ਆਦਮੀਆਂ ਦੀਆਂ ਸੇਵਾਵਾਂ ਵਿਖੇ ਸ਼ਾਮਲ ਹੋਣ ਵਾਲੇ

300



ਪਿਛਲਾ

ਸਰਕਾਰੀ

ਸਰਕਾਰੀ ਆਦਮੀਆਂ ਦੀਆਂ ਸੇਵਾਵਾਂ ਵਿਖੇ ਸ਼ਾਮਲ ਹੋਣ ਵਾਲੇ

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DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

No. F.1(15)2004-MP / 443

DATE: 22-12-04

The draft Minutes of the 5th Technical Committee meeting for the year 2004 held on 2.12.2004.

The list of participants is enclosed as Annexure I.

Item No. 46/2004

Sub: Confirmation of minutes of Technical Committee held on 25.10.2004
F.1 (15) 2004-MP

The draft minutes of Technical Committee meeting held on 25.10.2004 vide this office letter no. F1 (15) 2004-MP/400 dated 1.12.2004 were confirmed.

Item No. 47/2004

Sub: Regarding provision of Community Centre in zonal Development (Zone M) Sultanpur Resettlement Colony.
F19(11)2004-MP

The Technical Committee observed that the provision of Community Centre in Sultanpur Resettlement Colony as a part of zonal Development Plan of Zone 'M' should be viewed as a response from the MCD, to the draft Zonal Plan which was published on 31.3.2001 under section 11 A of DD Act 1957. The proposal may be referred to the Ministry accordingly.

Item No. 48/2004

Sub: Grade Separator at the intersection of Outer Ring Road & GT Karnal Road (NH-1) known as Mukarba Chowk
F5(2)2004-MP

The Technical committee approved the proposal with following observations:

i) The Traffic management Plan shall be prepared by PWD in consultation with Traffic Police, keeping in view the circulation of slow moving traffic.

ii) Detailed drawings of the proposed Grade Separator will be submitted by the PWD to DMRC for their concurrence.

M.A./Gw

अति. शा. - III
सं. 1839
दिनांक 28/12/04

for M.A. I.
28/12/04
Dr (TT) }
Dr (RP) } 29/12/04

Item No. 49/2004

Sub: Corridor Improvement Plan for Shyama Prasad Mukherjee Marg opposite Old Delhi Railway Station.
F5(2)2004-MP

The Technical Committee approved the proposal subject to the MCD obtaining the requisite clearances from various concerned bodies viz, Railways, DMRC, Heritage Conservation Committee etc.

A Traffic Management Plan for the area will also be prepared in consultation with Delhi Traffic Police, DTC and Railways.

It was also mentioned that an overall Plan is being prepared by the HUDCO. Technical Committee desired that the MCD Plan should be properly integrated with the same.

Item No. 50/2004

Sub: Declaration of Development Area in Rohini Sub City.
F3(64)2004-MP

The item was deferred.

Items Laid on Table:

Item No. 51/2004

Sub: Change of landuse of pockets from Recreational (District Park) to other uses in village Lado Sarai.
F3(67)98-MP

The proposal was approved by the Technical Committee being a *fait accomplie*. The Technical Committee further desired action as below:

- i) Court Cases pertaining to the area under reference be examined separately.
- ii) The widening of Aurbindo Marg be taken up with the MCD / PWD.

Item No. 52/2004:

Sub: Change of land use of about 50.71 acres of land at Gazipur Freight Complex from Commercial (IIC) & Recreational to Extensive Industry for setting up Food Processing Centre (Meat)
F3(105)2002-MP

M. K. Singh

Keeping in view the Supreme Court order on the subject, the Technical Committee approved the proposal and processing of change of land use and recommended that MCD may proceed with development work in anticipation of change of land use after approval of all the concerned authorities.

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 / Chairman DDA

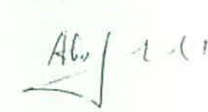

(B.K. JAIN)
DIRECTOR (DC)

Copy to:

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 Engineer / Planning DMRC
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

Copy also forwarded to

Director (Rohini) DDA	for item no.	47/2004, 50/2004
Director Slum & JJ	for item no.	47/2004
Director (TT) DDA	for item no.	48/2004, 49/2004


JD (MP)

List of participants of 5th meeting for the year of 2004 of Technical Committee held on 2.12.2004

DELHI DEVELOPMENT AUTHORITY

Madhukar Gupta, Vice Chairman	Chairman
A K Jain, Commissioner (Plg.)	
Prakash Narain, Addl. Commissioner III	
A K Gupta, Addl. Commissioner II	
Ashok Kumar, Addl. Commr. (MPPR)	
B K Jain, Director (DC)	Convener

M C D

Shamsher Singh, Sr. T P

T C P O :

Pawan Kumar, ATP

DELHI POLICE

H P S Virk Dy. Commr. Of Police

D M R C:

Jitender Tyagi, Chief Engg. (Plg.)

SPECIAL INVITEE:

R M Lal, Director (TI) DDA
 P M Parate, Director (TYA) DDA
 R K Jain, Director (API) DDA
 Anil Barai, Director (Rohini) DDA
 R K Mina, Engineer in Chief, MCD
 Dr P P Raj Vanshi Director Veterinary,
 Dr R B S Tyagi, Manager, Sl. Home MCD
 V S Seth, C E MCD
 R S Sheran, S E PWD Circle II.

ma/cw

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

1/11 46
DATED: 18-10-04

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

MEETING NOTICE

The 4th 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, 5th 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)

*म-292-A
19/10/04*

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

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 (IT), 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
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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 st 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
11 44/2004
12 45/2004

Identification of about 200 acres for relocation of main conforming industries on south of Kirti Road
Narela Han Dela Road (Road No 17) F 5(3)72 - MP/PL I F20(12)95-MP
Hafchand Under pass. F3(11)2001-MP

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).

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).

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. MHC(PH)/2004

Dated: 9/7/04

17/14/7
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 Graveyard of Madampur Khadar Phase-III near Abdul Fazal Enclave, Delhi by DDA. DDA has scrutinized the feasibility of the land and there is a requirement for the same.

(Signature)
D. Somshikha

01/04/04

for Dy. MHC(PH)

Sh. P. Das
7577

**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) J Dwh


21/9/04

Agenda for Technical Committee

Sub: Proposal of 1st 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

Sub

- 23 -

under implementation, the balance stretch of about 8 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 1st 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 carriage ways 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)-II

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/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 kutcha					27	21

4/10/03

SECTION OF 100.00 M WIDE ROAD USER - II

DEVELOPMENT

REF.

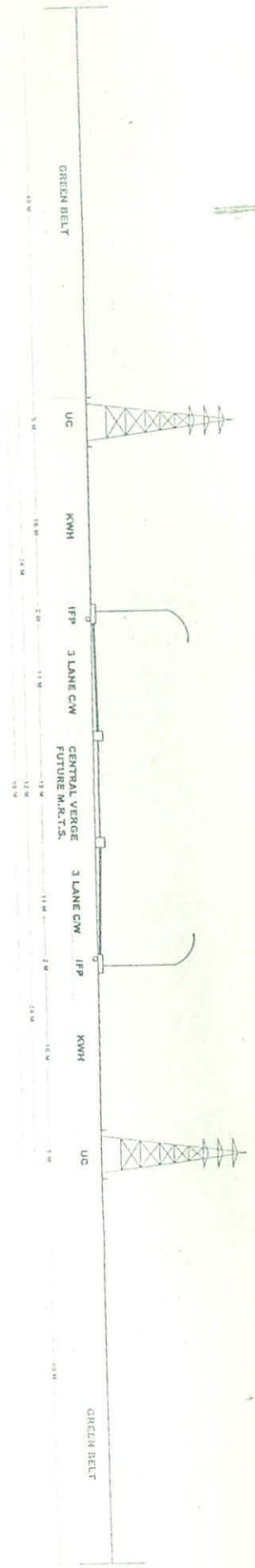
- * UTILITY CORRIDOR
- * OUTER/OUTPATH
- * CYCLE TRACK
- * SLOW MOVING VEHICLE
- * INNER FOOTPATH
- * PUBLIC TRAIL/PORT
- * VEHICLE
- * LIGHT AND SLOW MOVING VEHICLE
- * CYCLE TRACK
- * INNER CITY PLAZA

CROSS SECTION OF 80 MT. & 100 MT. RW UER-I, II & III
ROADS AS APPROVED BY TECHNICAL COMMITTEE
IN THE MEETING HELD ON 10/07/03

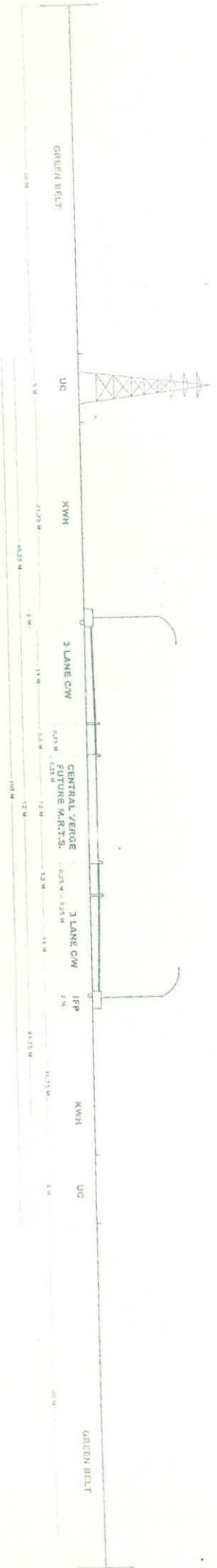
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ANNEXURE - II

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 03/08/04)
(ECCENTRIC SECTION PROPOSED IN DWARKA)



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
OFP = OUTER FOOTPATH
IFP = INNER FOOTPATH
V = VERGE
LT = LOCAL TRAFFIC
ICT = INTRA CITY TRAFFIC
KWH = KUTCHA FOR WATER HARVESTING
SR = SERVICE ROAD

SCALE	DRAWN BY	DATE	DRYING NO.
DEALT BY	ASST. ENG.	JT. ENG.	
DIRECTOR	ADL. COMM. (COMM./P.C.D.)		

NARELA PROJECT



DELHI DEVELOPMENT AUTHORITY

TITLE

FIRST PHASE DEVELOPMENT PROPOSAL FOR
80 MT. & 100 MT. R/W LER-I, II & III ROADS IN
UDAM ESTATE

SECTION OF 100.00 M WIDE ROAD UER-II
IN A. COLONY



SECTION OF 80.00 M WIDE ROAD UER-I & III



NOTES:
1. ALL THE DIMENSIONS ARE IN METERS.
2. THE ROAD IS TO BE CONSTRUCTED IN TWO PHASES.
3. THE FIRST PHASE IS TO BE CONSTRUCTED IN THE YEAR 2000.
4. THE SECOND PHASE IS TO BE CONSTRUCTED IN THE YEAR 2001.
5. THE ROAD IS TO BE OPENED TO TRAFFIC IN THE YEAR 2000.

NO.	DATE	PROJECT	REMARKS
1	22.08.00	UDAM ESTATE	APPROVED
2	22.08.00	UDAM ESTATE	APPROVED
3	22.08.00	UDAM ESTATE	APPROVED

APPROVED FOR PROJECT

**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

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
Total		135 acres

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.

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)
Director (NP)


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

4th

Postponed to
25/10/04DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO. F.1(15)2004-MP / 346

DATED: 12-10-04

MEETING NOTICE

The 4th 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, 5th floor, Vikas Minar, New Delhi. A list of items along with agenda to be discussed is enclosed herewith.

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

(B K JAIN)
DIRECTOR (DC) 11/10/04

M-292
12/10/04
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

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.

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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 perview 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

with built-up structures which are concentrated mainly at three locations. These areas of conflict are part of village Barwala, Rana 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.E. 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(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 Rohtak 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 HT Line while the other on

the West adjoining the same. However, with reference to ^{areas under} 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, CRR, 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, along with 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)	- 6 + 3 = 9
ii)	Inter/Intracity Traffic	14.0 mts.	" 22
iii)	Inner foot path	4.5 mts.	2.5
iv)	Slow moving vehicles, cycle track.	5.50 mts	28
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 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 1st 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

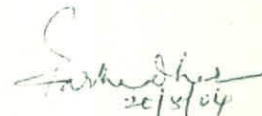
- 4.6 Preparation of Detailed Road Development Plan(RDP): The detailed road development plan of this road to a scale of 1:1000 based on the final phase cross section / adjoining landuses shall be got prepared by Chief Engineer(Rohini)DDA through a private consultant and submit to Director(Rohini) for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

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(166)SS B28f. 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 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

6 - 7 -
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 & 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.

- 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 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
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/-----

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/-

LH8

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	

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← 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/-

JKA

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 mentionedⁱⁿ para-IV are recommended for placing before the T.C. for its consideration.

[Signature]
26/10/04
R. M. L. B.
Director (T.C.)

[Signature]
J.D. Plg. 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 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 hact (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.

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 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.

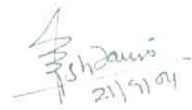
Comments from MCD have not been received.

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.


Ashok Bhattacharjee
J.D. (NP) 28/09/09


(D.K. Saluja)
Director (NP) 29/09/09


Rajesh Kumar Jain
A.D. (NP) II 29/09/09

DELHI ADMINISTRATION DELHI
LAND & BUILDING DEPARTMENT

No. F. 16(2)/91-L&B/L/11/11/11

15395-474

Dated:

6.5.72

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. 19011(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, existing 220 kv high tension line in the North and North West and the existing road between Mangalpur Khurd, Putkalan, Mohanpur, Maza, Kanjha-wala and the existing limits of the Rohini Scheme in the South, excluding the following four sections:- <ol style="list-style-type: none">Sanjay Gandhi Transport Nagar.Radcliff Industrial Estate Phase II & III.Complex of Delhi Engg. College, Radcliff.DMRC Industrial Complex, Gurgaon.

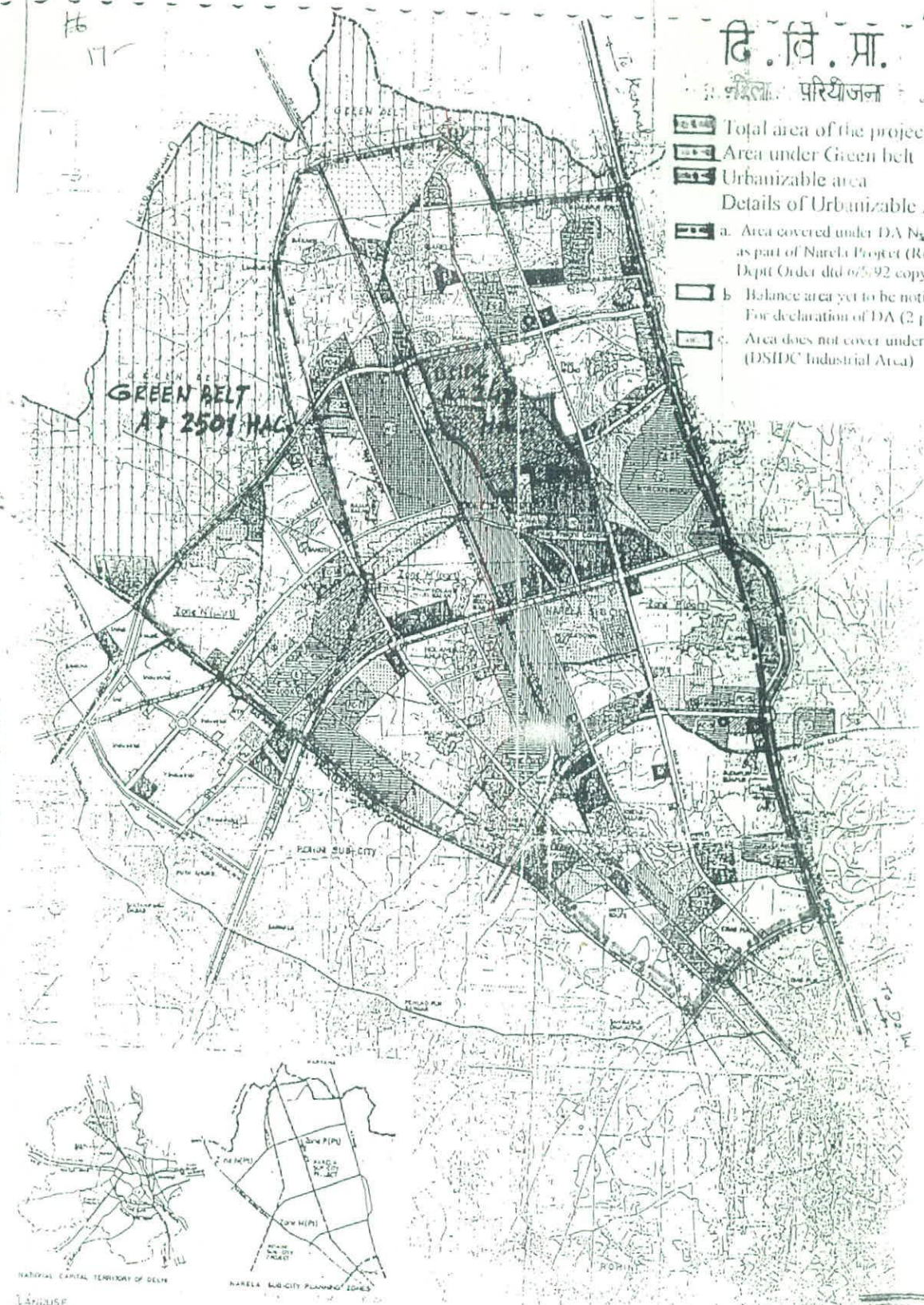
By Order

(G. E. DINGH) JOINT SECRETARY (L&B & DEEC.)
DELHI ADMINISTRATION, DELHI.

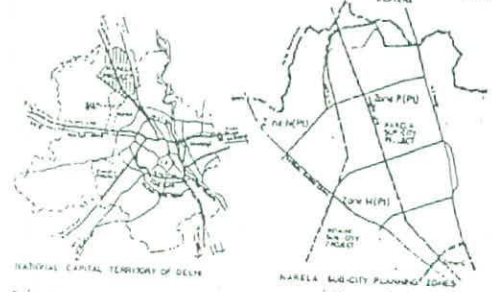
1/2..

दि. वि. मा.

प्रियोजना



	Total area of the project	9866 ha.
	Area under Green belt	2501 ha.
	Urbanizable area	7365 ha.
Details of Urbanizable Area		
	a. Area covered under DA No. 175 as part of Narela Project (Ref. I & II Deptt Order dtd 07.09.92 copy enclosed)	6118.0 ha.
	b. Balance area yet to be notified For declaration of DA (2 pkts)	1000 ha.
	c. Area does not cover under DA (DSIDC Industrial Area)	247 ha.
		7365 ha.



LAND USE

RESIDENTIAL

RESIDENTIAL

EXISTING AREA

COMMERCIAL

DISTRICT CENTRE

COMMUNITY CENTRE

WHOLESALE & MANUFACTURING/SEC

WHOLESALE AND RETAIL

INDUSTRIAL

INDUSTRIAL

INDUSTRIAL

TRANSPORTATION

RAILWAY STATION/TERMINAL

RAILWAY STATION/TERMINAL

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NOTES

1. PLAN RECOMMENDED FOR APPROVAL BY THE TECHNICAL COMMITTEE DD A IN ITS MEETING HELD ON 13.01.99 VIDE ITEM NO. 12/99 FILE NO. F-41118-MP

2. PLAN APPROVED FOR INVITING OBJECTIONS/SUGGESTIONS BY THE AUTHORITY VIDE ITEM NO. 24/99 DT. 26.10.99 IN FILE NO. F-41118-MP.

DRAFT

ZONAL DEVELOPMENT PLAN

ZONES M (Part), N (Part), P (Part)
(Narela Sub-city)



4th

43/2001 / 25.10.2004

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 No.DSIDC/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.

6-9
Aish
01/10/04



JALAJ SHRIVASTAVA
I.A.S.

ANNEXURE

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

DO.NO:DSIDC/PS/CE/04/674
DATED: 10th 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
(JALAJ SHRIVASTAVA)

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

Phone : (0) 23736927 Fax : 91-11-23357631 Cable : Laghunigam
E mail : dsidc@ndia.vsnl.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. Dhillon
JE DUTT

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

File No: F5 (11) 2001/MP

① HSTB
② Two level Rpt

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 Craphits 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. D. D. D.
TE DC TT

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 / kutchha 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.

-DTDC
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.



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DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

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

DATE: 7-12-04

The minutes of the 4th 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.

Draft Min. diary
No. 1723/AC-III
1/12/04

अति. आ. यो. - III
विवक सं. 1770... (Min.)
दिनांक 13/12/2004

Marked

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 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 1st phase widening of 80 mt. & 100 mt. R/W UEP 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 UEP I and III with six lane divided carriageways and 2 mt. wide footpaths on either sides.
- The widening proposal for 100 mt R/W UEP 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 1st 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.

M. S.

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 IIT 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/G
[Signature]

Item No. 45/2004:

Sub: Improvement of Ring Road Joseph Bage Vita Mang intersection
(Moolehand 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.

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


(H. 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 (Fleet) DDA
11. Addl. Commr. (Plg.) I DDA
12. Addl. Commr. (Plg.) II DDA
- ✓ 13. Addl. Commr. (Plg.) III DDA
14. OSD (MPFR) 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&P) 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)

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

DELHI DEVELOPMENT AUTHORITY

S/Shri

in Chair

Ajit Kumar Patnaik, F M

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 / 442

Date: 22-12-04

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:

- 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.

Compd. & signed by

- 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 madarsa at IIAF 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 land use of above property with the following observations:

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



- 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.

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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.

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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.

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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.


Comptroller

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


(B K JAIN)
DIRECTOR (DC)

Copy to:

- | | |
|---------------------------------------|----------|
| 1. Finance Member, DDA | In Chair |
| 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, TCPC | |
| 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 | |
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| 17. Sr. Architect (H&TP) CPWD | |
| 18. Dy. Commr. of Police (Traffic) | |
| 19. Director (Landscape) DDA | |
| 20. Director (Bldg.) DDA | |

Copy also forwarded to:

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


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


22/10/11

ANNEXURE I.

List of participants of 3rd meeting for the year of 2004 of Technical Committee held on 3.8.2004

DELHI DEVELOPMENT AUTHORITY:

S/Shri

A K Patnaik, F.M. Chairman
Prabash Singh E M
A K Jain, Commr. (Plg.)
Prakash Narayan, Addl. Commr. (Plg.) III
Ashok Kumar, OSD (MPPR)
Ms Sarita 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
Mahanbir Singh, Director MFS
H S Dharamsattu, SE CCZ (DWK)

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DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

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

Date: 13-9-04

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mak

Compared with Original

27/9/04

Dr (R14)
Dr (NP)
Dr (RP)
Dr (77)

Seal

23/9/05
M-206

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[Signature]

[Signature]
Compared with original

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

M. K. Singh
Chairman, T.C.

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 Sharma)
Director (DC)

Copy to:

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 MAHANA)
Jt. Dir. (MP)

ANNEXURE I.

List of participants of 3rd 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)

Comr

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO. F1(7)2004/MP/ -225

DATED: 29/7/04

MEETING NOTICE

The 3rd meeting of the Technical Committee of the Delhi Development Authority for the year 2004 under the chairmanship of VC / FM, DDA will be held on 3.8.2004 at 10.30 a.m. in the Conference Hall, 5th floor, Vikas Minar, New Delhi. A list of items along with agenda to be discussed is enclosed herewith.

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


(B.K. JAIN)
DIRECTOR (DC)

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

Special Invitees:

Director (AP I) DDA
Director (AP II) DDA
Director (NP) DDA
Maj. Gen. Nitendra Kumar, VSM
Judge Advocate, Sena Bhawan, New Delhi.
Engineer-in-Chief, MCD
Senior Manager (Civil) DTC

FOR ITEM NOS.

27/2001, 32/2004
29/2004
26/2004, 31/2004
29/2004
30/2004

Copy also to:
PS to FM for information of the latter.

अति. आ. सं. III
30/7/04
30/7/04
डायरी सं. 11-206
दिनांक

Meeting attended
Approved minutes
3/8
Ms. Jaisankar
SIC in 5-6

INDEX

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4.	28/04	Building Plan for mosque and madarsa at HAF Pocket B Sector II Dwarka Relaxation in Setback F13(94)2003-Bldg.	17 to 18
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AGENDA FOR TECHNICAL COMMITTEE

No. F15(192)2003/NT/ F5(6)95-MP

Subject:- Proposed minor modification in the cross section of 80.0 Mtr R/W road (UER-III)

1.0 INTRODUCTION

EE(Electrical)ED-9 vide his letter dated 30/6/2003 has requested for a minor modification in the cross section of 80 Mtr R/W road UER-III connecting GT Karnal Road (NH-I) to Rohtak Road (NH-10) and passing through Narela & Rohini Projects.

2.0 BACKGROUND

The cross-section of Urban Extension Road (UER-III) was earlier approved by the Authority and is being implemented at site in the stretch passing through the Rohini Project. The same cross section with some modification has been adopted for 80 mtr R/W road UER-I in Narela Project and this cross section was got approved in the Technical Committee Meeting held on 10/7/2003.

The street light poles to illuminate the carriage way have been shown at the edge of 12 mtr central verge (future mode of mass transportation) and inner footpath having high tension tower line. While designing the street light to illuminate the road, EE-Electrical found it difficult to erect these poles due to high tension tower lines on one side and future mass transportation corridor on the other side which were likely to be damaged and would result into avoidable infrastructure expenditure. Therefore, EE(Elect) had requested to increase the verge from 0.5 mt. to 1.0 mt.

3.0 APPROVED CROSS SECTIONS

Cross section of 80 mt. Road was approved by the Authority on 19.02.96. Later on T.C. had approved a modified cross section on 10.07.03.

4.0. PROPOSAL

A minor modification has been proposed in the cross section. The divider/verge has been increased from 0.5 mtr to 1.0 mtr to accommodate the double overhead street light pole, electrical cable, pipe and chamber without reducing the width of central verge/main carriage ways eliminating the 0.5 mtr wide verge between the slow moving and cycle track.

on file

The modified half-cross-section of the road will be as given in the table below:-

Sl.No	Particulars	As approved section Authority	per by	Approved by TC on 10/7/03	Proposed Modification
1	2	3		4	5
1.	Central Verge(Future mode)	6.0 mtr		6.0 mtr	6.0 mtr
2.	Carriage way,MMV/LMV	10.0mtr		10.0 mtr	10.0 mtr
3.	Verge/Divider	0.5 mtr		0.5 mtr	1.0 mtr
4.	Public Transport	7.5 mtr		7.5 mtr	7.5 mtr
5.	Inner Footpath	4.50 mtr		3.5 mtr	3.5 mtr
6.	Cycle track/Slow moving	4.0 mtr		-	6.0 mtr
7.	Slow moving vehicle	-	6.5M	3.5 mtr	Part of Cycle track/slow Moving 6.0 Mt. (6) above
8.	Verge	-		0.5 mtr	
9.	Cycle track	-		2.5 mtr	
10	Service Road	5.0 mtr		Part of 6 & 7 above	Part of slow/light vehicles(6 above)
11	Outer Footpath	1.5 mtr		1.0 mtr	1.0 mtr
12	S,W,Drain	1.0 mtr		In Utility Corridor/outer Footpath	In Utility corridor/outer footpath
13.	Utility Corridor	-		5.0 mtr	5.0 mtr

The revised cross-section shall be as per section laid on table

It has been observed that there is an error in dimension of inner footpath and cycle track/slow moving vehicles on either side of the cross section which has been considered while modifying the cross section.

5.0.OBSERVATION

- The light pole has been shown in approved cross section at the edge of Central Verge (proposed for future mode of mass transport) and inner footpath having high tension line.
- The pole at the edge of Central verge will get damaged and shall have to be dismantled at the time of executing future mode/MRTS
- The carriage way of 18.0 Mtr (10.0 mtr + 0.5 mtr + 7.5 mtr) will be difficult to illuminate from the other sides having High Tension Tower line in the footpath.

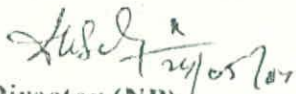
[Signature]


-3-

(d) Light pole and chambers are difficult to fix in the 0.5 mtr verge (as per Executive Engineer letter dtd 30/6/2003).

6.0 RECOMMENDATIONS

The proposal as contained in Para 4 & 5 is placed before T.C. for consideration.


Director (NP)


J.D. (NP) 24/05/07


A.D. (NP) II

June 48

- 4 -
T.C - Eln No. 27/2004

AGENDA FOR THE TECHNICAL COMMITTEE
File no. F.3(39)99/MP

1.0 Background

The owner of the plot no.D-1/1 measuring 54 sq.yds. Rewari Line (Mayapuri) Indl.Area Ph.II is requesting for allowing the use of the plot for the Weigh Bridge (Dharam Kanta). The proposal was considered by the Technical Committee in its meeting held on 23.9.98 and 1.3.99. As per the meeting of the Technical Committee held on 23.9.98, the proposal was not agreed by Technical Committee due to the reason that it is likely to be in conflict with the smooth movement of the traffic at this moment. (Annexure A)

To ascertain the view of Technical Committee about any conflict of Traffic, reference was made to the DCP Traffic vide office letter no.,F.21(8)77/LSB(I)/296 dt.21.7.03 enclosing therewith representations of the applicant and the observations of the Traffic Consultant appointed by the applicant (Annexure B)

2.0 Observations of DCP(Traffic)

Earlier DCP(Traffic) expressed views that the land under reference is not suitable for locating weigh bridge activities in the area. Subsequently the office of DCP(Traffic) vide letter no. 11580/TE(D-II) dt.29.8.03 conveyed "that we have no objection from traffic point of view, if the permission is granted, but all necessary parking arrangements for vehicles belong to employee's shall be made by the owner at his own end. There should not be any obstruction to smooth flow of traffic."(Annexure C)

3.0 Determination and restoration of the lease:

The lease of the plot was cancelled by the DDA which has been restored with the approval of the Hon'ble Lt.Governor Delhi, vide his order dt.16.9.02 in file no.F.21(8)77/LSB(D)/Pt.

4.0 Master plan and Zonal plan provisions:

In MPD-2001 no provisions with respect to its permissibility and development norms have been given regarding the weigh bridge.

5.0 Examination:

- i. As per the representation the weigh bridge is to be used only for the light vehicles and hand carts and goods rickshaws. Therefore, the possibility of traffic congestion is reduced.
- ii. The weigh bridge is an essential activity usually required in industrial areas, which is to be provided at appropriate locations.
- iii. On the southern side of the plot there is a vacant land and thereafter an open drain is passing. This drain is just on the boundary of the residential built up colony known as Khajan Basti which is unauthorised regularised colony and the possibility of the road link of 60 ft. over the existing drain and passing through Khajan Basti to Block D-2 of Mayapuri Industrial Area is not feasible.
- iv. The Traffic & Transportation unit of the Planning deptt. has given the following observations:
 - a) The plot under reference is a three side open plot facing 18 m. (60 ft.) R/W road.
 - b) It has been observed that vehicles getting in and getting out on the said plot for weighing purpose shall block the free passage of traffic on adjoining roads.

BK
T
Traffic

- 5 -

c) The earlier weighing machine was functioning at the said plot and it was closed with the orders of Dy. Commr. of Police on the complaints of Mayapuri Traders Association since it was creating traffic problems.

v. In the file of LSB bearing no.F.21(80 77 the representation of the Vice President, Vayapari Sewa Sangathan (Regd.) D-1/52 Mayapuri Phase II forwarded by Sh.Mahabal Misra vide letter no.,MM/2003/191 dt.26.2.03 is available. In the representation the Assoc. has submitted that they have no objection in continuing of weigh bridge in plot D-1/1 Mayapuri. Earlier the same Assoc. vide letter dt.26.10.01 desired to take action under the lease condition for closure of the weigh bridge.

In the LSB file one representation from Mayapuri Iron Merchants Welfare Association dt.3.7.2000 is also available which has been addressed to Hon'ble minister of Urban Affairs and Employment to allow to continue the weigh bridge in the premises D-1/1 Mayapuri.

6.0 Observations of the Lands Department

- i) The facility of the weigh bridge has been considered essential for incoming and outgoing scrap/goods. The scrap dealers including the case of the applicant is not an industrial activity. Therefore, it may be considered as a commercial use.
- ii) Separately a weighing machine/Dharam Kanta has been provided in Rewari Line Industrial area WS Block.

7.0 **Proposal:** The proposal regarding permission of the weigh bridge in industrial plot of Rewari line, Phase I is put up for consideration of the Technical Committee

R187
2A/6

RIL JAIN
Director (P1)

12 - 6 -
DELHI DEVELOPMENT AUTHORITY
(DEVELOPMENT CONTROL & BUILDING)

58

No. F.1(2)99 MP/

DE.15.3.99

Sub : Minutes of the 94th Technical Committee meeting of the Delhi Development Authority held on 13.9.99 at 11.00 AM in the Conference Hall, 5th Floor, Vikas Minar, L.P. Estate, New Delhi.

List of the officers present in the meeting is at Annexure - I

1. Item No. 7/99

Sub : Change of land use from 'Rural use' to 'urban use' for an area measuring about 556.5 ha (1381.25 acres) bounded by Northern Railway line to Rohtak in the North boundary of National Capital Territory in West, National Highway No. 10(100 r/w) in the South and existing urban area (Nangloi JJ Scheme) in the East.

F.20(9)97-MP

Technical Committee observed that policy regarding involvement of the private sector in the urban development and that of regularisation of unauthorised colony, is in process of finalisation by Ministry of Urban Affairs and Employment. Further, the plan of the urban extension prepared by the DDA as part of MPD-2001 was discussed in the meeting of the Planning Committee of NCR Planning Board. The decision of NCR Planning Board is still awaited. In view of this, scheme required to be put up in the Technical Committee after incorporating the decisions on the above aspects.

2. Item No. 8/99

Sub : Grant of Special permission for the proposed Guest house for Central Govt. employees at Kidwai Nagar (West), New Delhi

No. F.16(2)97-MP

Technical Committee recommended the proposal for grant of special permission by the Authority under the clause 8(2) (A) of the Development Code of MPD-2001 in respect of Guest House for CPWD employees with the condition that CPWD shall reserve the said plot in the redevelopment plan as a Guest House.

- 11 -
Item No. 9/99

Sub: Permission to carry out the Weigh Bridge/Draught activity on Plot No. D-1/1 at Rewari Line Industrial Area Phase II
No. F.21(8)77-LSB-I

The proposal was not agreed since the same is likely to be in conflict with the smooth movement of traffic at this location.

4. Item No. 10/99

Sub: Relocation of setbacks in r/o plot No. 6-B/6, Siri Fort Institutional area.

No. F.3(54)97-MP

After detailed discussion the proposal of relaxing the side setbacks in r/o plot No. 6-B/6 in Siri Fort Institutional Area was recommended for approval of the Authority from 3 mt. on either side to 4.5 mt. and 1.5 mt. respectively as per the proposal.

5. Item No. 11/99

Sub: Regarding policy for storage of Petroleum products class B & C in Rural and Urban area in Delhi.

No. F.7(4)95-MP

Deferred.

6. Item No. 12/99

Sub: Grade Separator at Mayapuri Marg - Jail Road intersection.
No. F.5(12)98 MP

After detailed discussion on the proposal of grade separator at Mayapuri - Jail Road intersection together with other two grade separators (i) Nelson Mandela Marg - Motilal Mahipalpur Road and (ii) Ring Road and Road No. 41 near Netaji Subhash District Centre, Technical Committee observed that these grade separators proposals required to be discussed by the Project consultant i.e. RITES with Director (Plg.) TT Unit, DDA at the earliest and to be put up to the Technical Committee in the next meeting along with all relevant drawings and write up incorporating observations of DDA. The engineering details e.g. required super elevation, curves etc. be examined by the Engineering Deptt./Manager Project, DDA in the grade separator proposals.

37/ DELHI DEVELOPMENT AUTHORITY
विशेष विभाग
VIKAS MINAR Sub94
INDRAPRASTHA ESTATE
अडि-2
NEW DELHI-2

LSB(F)
NO. F.21(8)77/LSB(F)87 / 296

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

Scale
Dated 21/7/03 2003

TO:

Dy. Commr. of Police
Traffic,
R K Puram, New Delhi.

Sub: Permission for running weight machine (Dharam Kanta) on plot no. D-1/1, Rewari Line Indl. Area, Ph II

Sir,

Kindly find enclosed herewith representation from Sh. Harbans Singh Plot no. D-1/1 Rewari Line Indl. Area ph. II. The representation pertains to permission for running Dharam Kanta on the plot no. D-1/1, Rewari line Indl. Area Ph II.

The applicant has now submitted a layout plan prepared by an Architect and further certified by Sh D Sanyal of M/S Cradhts Consultant (I) Pvt. Ltd.

This matter was earlier examined by your office vide letter no. 9919-22/TE(D-III) dated 26.7.2000.

In view of the comments given by the Traffic Consultant, the matter is being referred to you for the comments.

You are requested to send your comments at the earliest so that appropriate view can be taken in the matter.

Thanking you,

Yours faithfully,

Encl. As above.


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

G.F

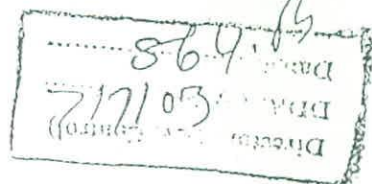
JD-I (Plg) DC/DDA
Dayry No. 222
Date 8-2-03

204/C 32

-9-

55

The Director Planning
D.D.A. Vikas Minar,
New Delhi-110002.



Re NO. F-21(8)77/LSBI

Subject: Permission for Running weight machine (Dharam Kanta) on Plot No. D-1/1, Rewari Line Indl. Area. Phase-II.

With reference to your letter No. F21(8) 77/LSBI dt. 29.4.03 on the above cited subject, in this connection I am submitting the layout plan showing the installation of weight bridge on the plot size 18x27 sq. feet. As per layout plan of plot prepared by Sh. D. Gian P. Mathur, Architect and approved by Sh. D. Anand, M/S. Cradhts Consultants (I) Pvt. Ltd. Mathura Road, Faridabad, bearing No. D1/1, Rewari Line, Phase-II, is a corner plot and there are 60 feet road on the north and west side of the plot. There is also open space alongwith the Nala in the East side. Earlier I am running the weight bridge on the same plot without any hindrances of the traffic because I am weighing Ricksha, Hand Thela, Bel Thela, Auto Ricksha & LMV etc. But the weight bridge was stopped as I am running the same without proper permission. Since I am weighing small Kabari Items with small vehicles scrap, therefore the hindrance to the traffic does not arise.

It is therefore, my humble request to your honour to kindly allow permission for running the weight bridge being a senior citizen of 70 years as there is no other knowledge of any other work in this old age.

I shall be highly thankful and oblige for early reply.

Thanking you,

Yours faithfully,

(Signature)

(HARBANS SINGH)

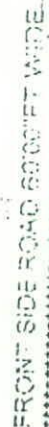
D-1/1, Rewari Line Indl. Area
Phase-II, New Delhi-110064

Encls:- original layout
Plan.

(Signature)
27/103

JD(De)-

PR-II
New Delhi - 110067



100

(D. 1000000)

OFFICE OF THE DY. COMMISSIONER OF POLICE: TRAFFICE N.DELHI.

No. 11580 /TE(D-II) dated, New Delhi, the

29-8-03

To

✓ Shri A.K. Manna,
Jt. Director (MP)
Delhi Development Authority
Vikas Minar Inderprastha Estate,
New Delhi-110002.

Subject:- Permission for running weight machine (Dharam Kanta) on plot No. D-I/1, Rewari Line Indl. Area.

Sir,

With reference to your letter No. F.21(8)77/2SB(1)/296 dated 21.7.2003, on the subject cited above, this is to inform you that we have no objection from traffic point of view, if the permission is granted, but all necessary parking arrangements for vehicles belong to employee's shall be made by the owner at his own end. There should not be any obstruction to smooth flow of traffic.

Yours faithfully,

(A.K. OJHA)

DY. COMMISSIONER OF POLICE:
TRAFFIC : SOUTHERN RANGE.

No. /TE(D-II) dated, New Delhi, the

Copy forwarded to ACP/T-South West for information.

Pls put up

V-I

12308/21/03

श्री मिश्रा

साथक, दिल्ली विधान सभा
सदस्य, दिल्ली विकास प्राधिकरण (डीडीए)
सदस्य, सामान्य प्रयोजन समिति

Mahabal Mishra

Member, Delhi Legislative Assembly
Member, Delhi Development Authority
Member, General Purposes Committee

DI/41, विनोद पुरी,
विजय एनक्लेव, नई दिल्ली-53
फोन : 5034316, 5033041
BZ-DI/41, Vinod Puri,
Vijay Enclave, New Delhi 110055
Phone : 5034316, 5033041

म.मि./2003/19/

26.2.2003

विषय:- मायापुरी डी ब्लॉक में धर्मकांटा लगवाने हेतु ।

प्रिय श्री रिसबूद जी,

मैं आपके पास श्री राजय कपूर, उपप्रधान, व्यापारी सेवा संगठन (रजि)
मायापुरी का मूल पत्र संलग्न करके भेज रहा हूँ । इन्होंने मायापुरी 'डी' ब्लॉक में
धर्मकांटा लगवाने के लिए लिखा है । इससे पहले डी.1/1 पर धर्मकांटा चल रहा था वह
अब नहीं चल रहा है, इसलिए वहां के दुकानदारों ने डी.डी.ए. से अनुरोध किया है कि
मायापुरी 'डी' ब्लॉक में धर्मकांटा लगाने के लिए अनुमति प्रदान करने का कष्ट करें ।

मायापुरी एसोसिएशन का पत्र पढ़ने से ज्ञात होता है कि इनकी मांग जायज
है । इनके मामले में व्यक्तिगत रुचि लेकर इनकी समस्या का समाधान करें और 'डी'
ब्लॉक, मायापुरी में जल्दी से जल्दी धर्मकांटा लगाने के लिए अनुमति प्रदान करने का
कष्ट करें । की जाने वाली कार्रवाई से अवगत कराया गया तो आभारी रहूंगा ।

सादर,

सद्भावी,

JD-1 (Plg) EC/DDA
Dayry No. L-86
Date. 28-02-03

Mahabal Mishra
(महाबल मिश्रा)

श्री विजय रिसबूद,
आयुक्त(योजना)
दिल्ली विकास प्राधिकरण,
विकास मीनार, नई दिल्ली ।

*pl put up with file
for perusal of VC*

Dis (VC)

27-2-03

JD (VC)

27/2

51 11-13

VAYAPARI SEWA SANGATHAN (REGD.) MAYA PURI

D-1/52, Mayapuri, Phase - II, New Delhi - 110064

Ref. No.....

Dated.....

President :-

J. S. TANDON
Ph. : 5135313

Vice President :-

SANJAY KAPOOR
Ph. : 5130227

Secretary :-

GULZAR SINGH KOHLI
Ph. : 5401334

VIJAY THAKUR
Ph. : 5404473

Joint Secretary :-

RAKESH SURI
Ph. : 5146693

Treasure :-

KULWANT SINGH (KUKU)
Ph. : 5404143

Helping Member :-

H. S. BABBAN
Ph. : 5141224

सेवा में,

उपाध्यक्ष महोदय,
दिल्ली विकास प्राधिकरण,
विकास सदन, नई दिल्ली ।

विषय:- मायापुरी डी ब्लॉक में धर्म कांटा लगवाने की
अनुमति देने हेतु ।

महोदय,

हमारी एसोसिएशन को धर्म कांटा की आवश्यकता है जो डी.1/1 पर पहले धर्म कांटा चल रहा था वह अब नहीं चल रहा है तथा मार्किट के लोगों को धर्मकांटा न चलने में परेशानी आ रही है तथा मार्किट से धर्मकांटा काफी दूर पड़ता है और सड़क भी सही नहीं है । डी 1/1 पर जो कांटा था हमें उससे कोई आपत्ति नहीं है । मायापुरी डी ब्लॉक, डी-1, डी-2, डी-3 में कोई भी धर्मकांटा नहीं है ।

मायापुरी डी- ब्लॉक के दुकानदारों का अनुरोध है कि डी 1, पर धर्मकांटा जल्दी से जल्दी लगवाने का कष्ट करें जिससे वहां के लोगों की समस्या का समाधान हो सके ।

Sanjay Kapoor

(संजय कपूर)

उपप्रधान

प्रति:- आयुक्त (योजना)
दिल्ली विकास प्राधिकरण,

50 52 14 110

MAYAPARI SEWA SANGATHAN (Regd.) MAYA PURI

D-1/52, Mayapuri, Phase - II, New Delhi - 110064

President :-
J. S. TANDON
Ph. : 5135313

Vice President :-
SANJAY KAPOOR
Ph. : 5130227

Secretary :-
GULZAR SINGH KOHLI
Ph. : 5401334

VIJAY THAKUR
Ph. : 5404473

Joint Secretary :-
RAKESH SURI
Ph. : 5146693

Treasure :-
KULWANT SINGH (KUKU)
Ph. : 5404143

Helping Member :-
H. S. BABBAN
Ph. : 5141224

Ref. No. 17

Dated. 18/11/99

To

The Director (Industrial)
Land Sales Branch (I)
Delhi Development Authority
'A' Block, 2nd Floor
Vikas Sadan (I.N.A.)
New Delhi-23.

Sub:- Determination of Lease Deed of Plot No. 1, Block No. D-1,
Rewari Line, Industrial Area, Ph-II.

Ref:- DDA File No. F-21 (8) 77/LSB (I)

Dear Sir,

It is intimated with a grave concern that the lessee of Plot No. 1, Block No. D-1, situated in Rewari Line, Industrial Area Ph-II, New Delhi - 64 in is the name of Sh. Harbans Singh who has again violated the clause (5) of the Lease Deed under the garb of which the lease of the aforesaid Plot had already been determined by the Chairman, Lt. Governor of Delhi Development Authority. IN this connection, your kind attention is drawn to the last para of your Letter No. F-21 (8) 77/LSB (I)/2305 dated 3.7.99 (photocopy attached as ready reference).

So far as, my knowledge works, the Lessee Sh. Harbans Singh has already sold the above said Plot to some other person who is playing with the Delhi Development Authority, the Lessor, and of late, the purchaser again has laid the iron platform to start the job of a 'DHARAM KANTA' which has already been removed by the action of the letter, quoted in para 1 above.

In view of the above, it is once again brought to your notice, that an immediate action be taken by detailing your field staff to remove the platform and the lessee & the purchaser both be summoned in your office as both of them have no locus standi on the above said plot, the lease of which has already been determined.

Yours faithfully,

Copies of
Encl 13 (with all
previous correspondence)

PTC
(PRESIDENT)
V.S.S. (Regd.)

15
VAYAPARI SEWA SANGATHAN (Reg)
MAYA PURI

D-1/52, Mayapuri, Phase - II, New Delhi - 110004

Ref. No. 17

Dated.....

President :-
J. S. TANDON
Ph. : 5135313

Vice President :-
SANJAY KAPOOR
Ph. : 5130227

Secretary :-
GULZAR SINGH KOHLI
Ph. : 5401334

VIJAY THAKUR
Ph. : 5404473

Joint Secretary :-
RAKESH SURI
Ph. : 5146693

Treasure :-
KULWANT SINGH (KUKU)
Ph. : 5404143

Helping Member :-
H. S. BABBAN
Ph. : 5141224

Copy to:

- 12 :
1. Lt. Governor,
Chairman, D.D.A.
New Delhi.
 2. Vice Chairman,
D.D.A.,
'B' Block, 1st floor,
Vikas Sadan
New Delhi
 3. Shri Maxwell Pereira,
Jt. Commissioner of Police (Traffic)
New Delhi.
 4. Commissioner of Police
Police Head Quarter ITO, New Delhi
 5. D.C.P. (Traffic)
Delhi

..... for necessary action please.

File
P20 SIDE XI
11/1/94

-181-

48 Phone : 10

Mayapuri Iron Merchants Welfare Association

Block D-2/47, Phase-II, Mayapuri, New Delhi-110064.

माया पुरी आयरन मर्चेन्ट्स वेलफेयर एसोसिएशन

ब्लॉक डी-२/४७, फेस II, माया पुरी, नई दिल्ली-११००६४.

OFFICE OF UDM

Ref. No. MIMWA/103/2000

Dy. No. 1603-6

Date 10-7-2000

To

The Hon'ble minister for
urban affairs and employment
Nirman Bhavan
New Delhi.



Sub: -PERMISSION TO CARRYOUT THE WEIGH-BRIDGE ACTIVITY ON
PLOT NO. D-1/1 REWARI LINE MAYAPURI-PHASE-II.

Hon'ble sir,

Kindly refer to our letter dated 29.12.99 and 24.2.2000 vide which we had requested on the above cited subject. You are well aware that we are facing great difficulties in wants of Weigh-Bridge in the locality, and this Association is requesting your good self from a long time. Also after meeting in the public hearing on 8.3.2000 you have given certain directions to DDA. For re-examination of the case. But we are very sorry to bring to your kind notice that nothing has been heard in the matter till date.

In the mean time it has also come to notice of this Association that on the false and forge signature of the members, somebody is making complaints to the UDM as well as other agencies to snatch this facility on the letter pad of the bogus Association.

You are therefore requested to ignore all these such complaints and do the justice in the interest of the public in granting the permission on Plot No.D-1/1 Rewari line Mayapuri Phase-II.

Thanking you

Yours faithfully

(SECRETARY)

for Mayapuri iron merchants welfare Association.

Encl: -signature of members in support of their long demand.

CC: -To Vice chairmen DDA for information and action please.

DELHI DEVELOPMENT AUTHORITY
BUILDING SECTION(L&I/CO-ORDN.)

No.F.13(94)2003/Bldg./

Dated:

**Sub: Building Plans for Mosque and Madarsa at HAF Pkt.B,
Sector-11, Dwarka - Relaxation in Set-backs.**

1.0:- Introduction:- The Shahjahanabad Trust was allotted a plot of land measuring 400 Sqm. in Sector-11, Dwarka for construction of a Mosque and Madarsa by Dy. Director(GH) vide letter No.F.6(1)99/IL/6697 dated 1.10.2001. The possession of land measuring 17.353Mx23.05M was handed over to the Trust on 5.3.2002. The Trust applied for sanction of Building Plans of Mosque & Madarsa on 19.6.2003.

2.0. Background:- After the receipt of application for sanction of plans, these were scrutinized applying the norms of Religious Premises i.e.

Ground Coverage	-	33.33%
FAR	-	66.66%
Height	-	11.00 M

The set-backs required as per BBL/MPD-2001 are as under:-

Front	-	3.00 M	} For plots measuring 300 Sqm. to 500 Sqm.
Rear	-	3.00 M	
Side(1)	-	3.00 M	
Side' (2)	-	0.00 M	

2.1. The Trust provided the set-backs in the plans as under:-

Front	-	3.00 M	Needs relaxation as per letter / request.
Rear	-	0.00 M	
Side(1)	-	3.00 M	
Side' (2)	-	3.00 M	

The Trust submitted a letter requesting to relax the condition relating to set-backs mentioning following reasons (Annexure-'A')

- "a) The Muslims are bound to face towards the west direction while praying the God in the place of worship (Mosque & Madarsa) so it is necessary to design the Buildings for Mosque and Madarsa towards the west direction.
- b) In this case if we design the Building to maintain rear set-back, we can not achieve the proper coverage due to the position of the plot having size 23.05 Mx 17.353 M = 400 Sqm."

Accordingly, the Trust has requested for allowing set-back on side (2) instead of that in rear.

3.0. Observations:-

3.1. The location of the plot as per possession plan is placed at page 20/C(Anex.-'B').

3.2. As per MPD-2001, set-backs are required to be provided on Front, Rear and Side (1) each of 3.00 M.

The plans submitted by the Trust have provided set-backs on Front, Side (1) & Side (2) each of 3.00M and has requested for relaxation on the basis of grounds mentioned in para 2.1 above.

- 3.3 The plot of Mosque & Madarsa is surrounded by
- a) Primary School on its South-East.
 - b) ESS on its North-West.
 - c) Dispensary on its South-West (Rear Side).
 - d) 20.00 M wide Road on North-East.

Trust has suggested that instead of rear set-back it will maintain the side set-back.

- 3.4 From the position of the plot it may be observed that on both the South-East and North-West side set-backs are available between adjacent plots. However on South-West (Rear- side), there is a plot for Dispensary where no set-back in the plot of the Mosque between the Dispensary and the Mosque & Madarsa will be available. The dispensary plot has access from a road of 12.00 M wide situated on SW direction as per LOP.

- 3.5 For relaxation of set-backs, as per MPD-2001, there is a provision where authority can regularize / relax the set-backs in special circumstances(Anex.'C')

- 4.0 **Recommendations** :- In view of the facts described in para 3.0 above and as per the provision contained in MPD-2001 & explained in para 3.5 above, the matter for relaxation for zero-set back on the rear set-back is put up for consideration of the ~~Competent Authority~~ Trust - Committee

[Handwritten signature]



Shahjahanabad Trust

New Delhi 110 016
Tel: 662766, 6863789

President : Dr. A.A. Khan Vice President : Mr. Abdul Mannan Secretary : Mr. M.A. Haq
Joint Secretary : Ms. Shahjahan Khan Treasurer : Mr. Jamil Ahmad Khan
Members : Ms. Afroz Jahan, Mr. M. Abdul Hannan

The Joint Director,
(IL & Layout), (SE)
Vikas Sadan, I.N.A.,
New Delhi.

Sub.: Bldg. plans for Mosque and Madarsa at
HAF, Pocket-B, Sector-11, Dwarka, New
Delhi for Shahjahanabad Trust.

Ref.: F-13 (94)2003/BLDG.

Dear Sir,

I, M.A. Haq, Secretary of Shahjahanabad Trust want to state that we the muslims are bound to face/towards the west direction while pray the God in the place of worship (Mosque and Madarsa) so its necessary to design the Building plans for (Mosque and Madarsa) towards the west direction.

As per MPD-2001 the set back norms front, Rear and (1) side total three set-back each 3.0m wide.

In the above case if we design the Building to maintain the rear set-back, can not achieve the proper coverage due to the position of plot having size $23.05m \times 17.353m = 400m^2$.

In our design we maintain always three sides set-back front, side (1) and side (2) each 3.0m wide.

Kindly allow/approve that to keep/maintain the side set-back instead of rear set-back.

So please consider it and approve it sympathetically, I shall be highly obliged to you.

Thanking you,

Yours faithfully,

(M. A. HAQ)
SECRETARY



DELHI DEVELOPMENT AUTHORITY

POSSESSION PLAN

OFFICE OF DIRECTOR (PLANNING)

Dwarka Project, Manglupuri-Palam, New Delhi-45

SHAHJAHANABAD TRUST

F601/99/IL/7670 DT-20-12-2001

PRIMARY SCHOOL



NORTH EAST- ROAD 20 M R/W

SOUTH EAST- PRIMARY SCHOOL

NORTH WEST- E.S.S.

SOUTH WEST- DISPENSARY

NOTE -

THE POSSESSION PLAN HAS BEEN PREPARED ON THE BASIS OF THE SITE VERIFICATION REPORT GIVEN BY JDC(S), DWK.

R O A D 20.0M.R/W

AREA 400.00 SQ.MT.

NOTE: Only written dimensions to be followed



SITE PLAN

CONDITIONS

BUILDING CONTROLS NORMS SHALL BE IN ACCORDANCE WITH MPD 2001 & B.B.L. IN FORCE

PREPARED BY-

PLG ASST

T. H. S. S. S. S.

AD (PLG-I) DWK.

Certified that possession of Plot No. 11, Phase I, measuring 400.00 sq. mtrs. in Pocket No. H.A.F. Pkt B Dwarka Project has been taken over by me on 05.03.2002. The boundary pillars/pegs are fixed. The points free from any encroachments and plot dimensions are checked and verified at site.

POSSESSION TAKEN OVER BY

(M. A. H. Q.)

SECRETARY

SHAHJAHANABAD TRUST

C-7, DDA COLONIES

S.D.A. HAUZ KHAS

NEW

POSSESSION HANDLED OVER BY

5.3.2002

S. N. SHARMA

ASSISTANT DIRECTOR (PLANNING)

DELHI DEVELOPMENT AUTHORITY

DELHI

DWARKA PROJECT

SHAN MOHAMMAD AHMAD ULLAH
Member Council of Architecture

CA/75/1224

MASTER PLAN FOR DELHI PERSPECTIVE 2001

AUGUST, 1990
(SECOND PRINTING MAY 1996)

Prepared by Delhi Development Authority and approved by the Central Government under section 11 A (2) of Delhi Development Act 1957 and published on 1st August, 1990. [Gazette of India, Extra Ordinary, Part-II, Section 3 Sub Section (ii) vide S.O. 606 (E)]. This edition incorporates Gazette Notifications upto September, 1995.

Upto 20 sqm).

All structures shall be temporary in nature.

FARM HOUSE (135)

Farm House, Watch & Ward Residence
Upto 20 sqm).

RURAL CENTRE (136)

Rural Centre, Retail Shop, Repair Shop, Personnel Service Shop, Weekly Market, Bank, Commercial Office, Cinema, Restaurant, Local Government Office, Dispensary, Clinic, Clinical Laboratory, Hospital, Senior Secondary School, Library, Community Hall, Police Post, Fire Post, Post Office.

Notes:

- (i) Park, Parking, Public Conveniences, Public Utility are permitted in all premises wherever needed.
- (ii) In case of clubbing of premises, uses of all the premises clubbed are allowed.
- (iii) A structure which can be shifted from one place to another or removed as the case may be shall be considered as temporary structure.

8 (iv) CONTROL FOR BUILDING/ BUILDINGS WITHIN USE PREMISES

The objective of these regulations is to provide control for building/buildings within use premises excluding the internal arrangement which is covered and controlled by building bye-laws.

General Notes

- (1) The premises for which building regulations have not been given shall be examined by the Authority on the basis of actual requirements and other relevant factors.
- (2) A landscape plan shall be prepared in case of all the premises.
- (3) The mezzanine floor wherever provided shall be considered as a part of the total FAR.

(4) Wherever the building regulations are given as per different categories of plots, the area covered and the floor area need in no case be less than the permissible covered area and floor area respectively, for the largest size of plot in the lower category.

(5) Besides the normal drawings which are submitted for the sanction of any building, a proper landscape plan, a circulation plan indicating vehicular and pedestrian movement and parking and an urban design scheme where necessary shall be submitted for sanction by the Competent Authority.

✓ Wherever there is a need for relaxation in height for achieving urban form the same may be permitted with the recommendation of the Delhi Urban Art Commission and approval of Delhi Development Authority/Govt. of India.

Minimum Setbacks

The provision of minimum setbacks for different sizes of plots for all categories of use shall be as per the following table unless otherwise prescribed.

Sl. No.	Plot Size (inc sqm)	Min Setbacks			
		Front	Rear	Side (1)	Side (2)
1.	Upto 60	0	0	0	0
2.	Above 60 & upto 150	3	0	0	0
3.	Above 150 & upto 300	3	3	0	0
4.	Above 300 & upto 500	3	3	3	0
5.	Above 500 & upto 1000	6	3	3	3
6.	Above 1000 & upto 2000	9	3	3	3
7.	Above 2000 & upto 4000	9	6	6	6
8.	Above 4000 & upto 10,000	15	6	6	6
9.	Above 10,000	15	9	9	9

- (i) In case the permissible coverage is not achieved with setbacks, the setbacks of the preceding category may be followed.
- (ii) In case of residential plots upto 150 sqm rear setbacks shall be 2m x 2m at corner, the open courts of the plots in rear and side to be adjacent.

- (iii) These provisions of setbacks are subject to requirements of height and ventilation as per building bye-laws.
- (iv) In case a layout is sanctioned with more than the minimum prescribed setbacks, the same shall be followed in the sanction of the building plans.
- (v) The authority could relax setbacks in special circumstances.

Parking Standard

Parking space shall be provided for different types of development as per norms given in the following table. the standards given are in Equivalent Car Space (ECS) and it includes parking for all types of vehicle i.e. cars, scooters, cycles and also light and heavy commercial vehicles in case of wholesale markets and industrial areas etc.

S.No.	Use/Use Premises	Equivalent Car Spaces (ECS) per 100 sqm of floor area
A.	(i) Commercial plotted development	2.00 ECS
	(ii) Metropolitan City Centre i.e. Connaught Place & its extension	
	(iii) Asaf Ali Road	
	(iv) Press Area	
	(v) Non-Hierarchical Commercial Centres	
B.	(i) District Centres	1.67 ECS
	(ii) Hotel	
	(iii) Cinema	
C.	(i) Residential Group Housing	1.33 ECS
	(ii) Cluster Court Housing	
	(iii) Plotted Housing (Plots above 200 sqm)	
	(iv) Community Centre	
	(v) Local Shopping Centre	
	(vi) Convenience Shopping Centre	
	(vii) Nursing Home, Hospitals (Other than Government)	
	(viii) Govt. Office	
	(ix) Social & Cultural Institutions	
	(x) Mixed Use	
D.	(i) College, University & Public Schools	1.00 ECS
	(ii) Light & Service Industry	
	(iii) Flatted Group Industry	
	(iv) Extensive Industry	
E.	(i) Government Hospitals	0.67 ECS
F.	(i) Wholesale Trade	2.50 ECS
	(ii) Freight Complex	(including parking for loading and unloading)

Note:

1. For the use/premises for which the parking standards have not been prescribed, the same shall be prescribed by the Authority depending on the merits and requirements of the individual case.

AGENDA FOR TECHNICAL COMMITTEE

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

1.0 BACKGROUND

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

2.0 EXAMINATION

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

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

2.3 For plots other than residential following has been provided:

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

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

3.0 PROPOSAL/PLANNING OBSERVATIONS

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

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

4.0 RECOMMENDATIONS

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

Manjit
5/5/04

Manjit Bhalla.
A.D. A.P.I.

6/5/04
(S. K. N. 2)
A.D. A.P.I.

AGENDA FOR TECHNICAL COMMITTEE

Sub: Corridor Improvement Plan & Grade Separator Proposals at Rani Jhansi Road.

F.No.5(9)88-MP

1. INTRODUCTION/BACKGROUND

The proposal of corridor improvement and flyover was received from Ex. Engineer-XXIII S.P.Zone MCD letter dated 12.6.03. The proposal has been examined in DDA and was also discussed in detail in various meetings. The proposal was examined by the Sub-Committee constituted by DDA to examine in detail corridor improvement and flyover proposals in its meeting held on 17.9.03 wherein it was conceptually agreed with certain suggestions.

2. PROPOSALS

Rani Jhansi Road is an important North-South link between D.B.Gupta Road and Azad Market Area and Boulevard Road. The road has highly built up environs with a mixture of predominantly commercial and residential uses. This has resulted in large scale encroachments of the road due to which the designated right of way of 60/45M has been lost for most of the stretch. In order to evolve a comprehensive solution to the problems of Rani Jhansi Road, three alternative proposals have been developed by the consultant. In the preferred alternative a four lane flyover has been proposed which starts near Filmistan Cinema on one side and Boulevard Road on the other end. The existing Rani Jhansi Road will continue to be used at the surface level also.

All the intersections of the study area have been grade separated. The total length of the flyover is proposed to be 1.619 kms. having 7.5mtr. carriage way on both sides of the central verge of 1.2 mtrs. On the surface on both sides of the grade separator 11 mtrs. wide carriage way along with 2.2. mtr. foot paths has been proposed except in the portion between G.T..K.Road and Road No.40. The clear headway between the road camber and bottom of the beam is 5 mts. The shops which are going to be affected due to this proposal are proposed to be relocated below the flyover portion. A traffic rotary has been proposed at the D.C.M Chowk under the flyover for movement of DCM complex. Details of the preferred alternative are given in drawings No.CRTS/MCD/JRP/101+101A+102. The feasibility report along-with the proposal was sent by EE(XVIII)MCD, vide letter no.D/260/EE(XVIII)/2002-03 dt.14.11.2002(Refer Annexure-A).

In the proposal, many structures are affected which comprise of 128 shops and 94 shops (tyre sale servicing) existing on Teh-bazari basis, 86 residential premises, one sub station, one garbage store, MCD school, MCD dispensary and store, part of park, one

temple, one masjid. The existing ROB on Pul Bangash is to be constructed by the Railway Department. Apart from the above some private properties of bungalows and church existing on Boulevard road are also affected. The MRTS corridor is passing near the grade separator proposal. MCD has obtained a N.O.C from DMRC, copy of which is placed as Annexure-B.

3. DETAILS/EXAMINATION

The right of way of the roads along Rani Jhansi Road as per MPD-2001, Z.D.P. and approved Alignment Plan are as follows:

A.-Rani Jhansi Road

R/W between G.T. Road to Idgah Rd.	As per M.P. 2001	As per ZP	As per approved alignment Plan of 1965
i.G.T.Road to Road No.40(Ras Bihari Marg)/Azad Market Road	60M	60M	45M
ii. From Road No.. 40 Azad Mkt. Road to Idgah Road Crossing	45M	45M	45M

B.Intersection\T.Junction falling between G.T.Karnal Road\Boulevard Road Intersection to Idgah Road Crossing.

Roads-	R/W as per M.P.D. 2001	R/W as per ZP	As per approved alignment plan
1. Roshanara Road	-	24M	24 to 38.60M
2.Azad Mkt.Road	(30.36m)	24M	33.52 to 43M
3.(Road No.40) Aram Bagh Road	60M	60M	45.72M(150Ft)
4.Bahadurgarh Road	30M	24M	30M
5.D.C.M.Road	-	18M	-
6.Pahari Dheeraj Road (Bara Hindu Rao Road)	-	30M	-

4/8

4. PLANNING OBSERVATIONS

A. The alignment plan of Boulevard Road and Rani Jhansi Road already stands approved from the TC/Authority. Since the present proposal is partly in variance with the approved alignment plan, the matter has been examined accordingly.

1. From Boulevard Road to Azad Market Road the flyover has been proposed at the eastern side of the Rani Jhansi Road where no space has been provided between the flyover and abutting existing properties. The proposal needs to have some clear distance from existing properties. It would have been better if the flyover was kept in the centre of the road. This will also facilitate traffic movement on ground level and also provide proper access to the existing properties.

2. In the stretch from Azad Market to Flimistan Cinema there is a variation in the R/W line as compared to the approved alignment plan of Rani Jhansi Road. (from 60M in the MPD -2001 to 45M in the approved alignment plan). The elevated portion of the flyover has been proposed partly outside the R/W line and as a result many structures which are existing will be affected.

3. In the part of the Boulevard Road from St. Stephen Hospital to Rani Jhansi Road the proposed alignment has been changed from the earlier approved alignment plan of the Boulevard road, resulting in more affected properties/structures as shown in the plan and feasibility report.

4. In the present modified proposal, the MCD has proposed adjustment/rehabilitation of the shops under the new flyover. This proposal is not feasible since commercial land use is not permissible within the transportation use. The provision of shops/office under the flyover will create more hindrance to the traffic flow at the ground level. Therefore, this part of MCD proposal is not desirable from the land use and traffic circulation view.

5. No proper detailing of carriageway, central verge and foot paths has been given in the stretch of the road from East Park Road to Idgah Road.

6. Detailing of the following intersections in the proposal needs to be given :

- (a) Boulevard Road intersection with Rani Jhansi Road.
- (b) Rani Jhansi Road intersection with Roshanara Road.
- (c) Rani Jhansi Road intersection with Road No.40 and Azad Market.
- (d) Rani Jhansi Road intersection with Bhadurgarh Road and DCM Road.
- (e) Rani Jhansi Road intersection with Maharaja Aggarsen Marg/Paharganj Road

HRB

-4-

7. Emphasis had been given to the flyover portion only and very little attention has been given to movement of traffic at the ground level.
- 8.. The study area constitutes of very old development and unsafe movement of traffic. The problems of traffic require to be solved by providing a grade separator along with a proper traffic management plan in the study area. No traffic management plan has been prepared to improve traffic flow at ground level.
9. There is a large volume of slow moving traffic on Rani Jhansi Road as per data given in the report but no attention has been given for smooth and safe movement of slow moving vehicles.
10. Only one bus stop has been proposed on the flyover at Pul Bangash integrated with DMRC station location. There is a need for providing more bus stops on the fly over considering large number of buses will be plying on the flyover portion which will require pedestrian links with ground level circulation.
11. A fixed time frame needs to be determined for execution of the flyover project.

III RECOMMENDATIONS FOR CONSIDERATION

The proposal given in Para-2 and planning observations in Para-4 are placed before the Technical Committee for its consideration.

H. D. T. T.
T. D. T. T.

[Signature]
23/7/04
R. M. LAL
Director (P&T).

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Annexure - A
Office. 3234028

MUNICIPAL CORPORATION OF DELHI
OFFICE OF THE EXECUTIVE ENGINEER XVIII
U.C. OFFICE COMPLEX, MINTO ROAD, NEW DELHI

No. D/260/ECXVIII/2002-03

Dated: 14-11-2002

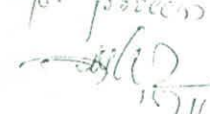
Sub: Construction of proposed flyover along Janti Jhansi Road
from Bulleward Road to Filmistan.

Kindly find enclosed herewith five sets of drawing bearing
No. 101, 101-A, 102, 107 & 201 having details of the proposed
flyover and General Information & Technical Data as required
during the discussion held in the meeting of the Sub-Technical

Encl: As above.



12.11.02
EXECUTIVE ENGINEER XVIII

Mr. A.K. Lal,
Jt. Director,
U.C. Secy,
Vikas Nagar,
NEW DELHI.

May pl. see for processing -

15/11/2002

~~Jt. Dir. (T.F.)~~

Pl. examine wrt GTC meeting.
Put up on priority.


15/11/02

no (70) 11 

14.11.2002
15.11.2002
15.11.2002

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INFORMATION TO BE SUPPLIED BY THE CONSULTANT WITH THE IMPROVEMENT PROPOSAL

GENERAL INFORMATION

- i) Location of the proposal:
*Rani Jhansi Road - (between Baraf Khana Chowk
and Bara Hindu Rao Chowk)
Municipal Corporation of Delhi*
- ii) Agency to implement: *Municipal Corporation of Delhi*
- iii) a) R/W of the Master Plan Road
(Existing/Proposed)
*Rani Jhansi Road - 45m
Marg - 23m
Azad Market Road - 33m*
- b) Status & R/W of other roads.
- D. P.T. Survey details to be incorporated upto the next junction/intersection on either sides:
Shown in drawing no. CRTS/MCD/JRP/101A-102
- E. P.T. Survey scale (to be adopted) 1:500: *—do—*
- F. Physical features to be shown in the P.T. Survey.
 - a) Existing structures - pucca / semi pucca / kutchha clearly indicating the plot boundaries, built up area and number of stories to the extent of R/W on both sides from the centre line of existing road.
(Double of R/W in total.) *—do—*
 - b) Levels if the area is not flat /plain & considered necessary in the planning of improvement scheme:
—do—
 - c) Services - underground / overhead are to be indicated on survey plan:
Shown in drawing no. CRTS/MCD/JRP/201
 - Water Supply lines: *—do—*
 - Sewerage lines: *Is being pursued with concerned dept shown in drawing no 1012/102*
 - H.T. Lines (O/H & U/G): *—do—*
 - Street light poles: *—do—*
 - Telephone cables/poles: *—do—*
 - Storm water drains (open & covered): *—do—*
 - d) Existing carriageways, footpaths, verges, gaps in verges, roads / Circulation of the colonies indicating the influence zone of the proposal:

- e) Existing cycle tracks/service roads (on all roads): —do—
- f) Existing bus bays and bus stands, (on all roads): —do—
- g) Location and type of trees along with their species and girth details coming within the influence zone of the proposal (in relation to existing carriageways): —do—

C. TECHNICAL DATA

- i) 24 hours & peak hourly traffic volume (cycles, light vehicles, buses trucks & others etc.)
As mentioned in Technical Note.
- ii) At present: —do—
- iii) Projected for Horizon Year, (With growth rates): —do—
- iv) Details of turning movements in peak hour in PCU's on each arm of the junction/intersection at design year & horizon year and distribution along the stretch proposed for improvement
- a) Straight: —do—
- b) Right: —do—
- c) Left: —do—
- d) Total: —do—
- iii) If the junctions/intersection is controlled by an automatic traffic signal at present, please indicate signal cycle time: *150 Seconds.*
- iv) Pedestrian traffic volume in each direction on each arm as also along the stretch proposed for improvement.
As mentioned in the Technical Note.
- a) North: —do—
- b) South: —do—
- c) East: —do—
- d) West arm: —do—
- v) Estimated average delay per vehicle on different approach arms at the junctions/intersections as also intermediate road junctions along the stretch of road proposed for improvement
As mentioned in the Technical Note.
- a) South: —do—
- b) East: —do—
- c) West: —do—

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- vi) In case if the grade separator is proposed on the railway level crossing please specify.
- a) Number of trains passing 8.00 a.m. to 8.00 p.m. per day/week: N.A.
- b) The frequency & duration of the closure: N.A.

D. DETAILS RELATED WITH THE PROPOSED IMPROVEMENT SCHEME

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

- i) Proposed Nos. of lanes on each arm: *10 lanes along Rani Jhansi Road and Boulevard Road*
- ii) Proposed width of carriageways of each arm: *37.5 m along Rani Jhansi Road and Boulevard Road within reach of Flyover.*
- iii) Proposed width of central verge on each arm: *1.2 m*
- iv) Proposed width of footpaths on each arm: *2.2 m on either side of Rani Jhansi road and Boulevard Road*
- v) Proposed width of service road / cycle track on each arm: *N.A*
- vi) Proposed total length of the flyover / under bridge: *1619m*
- vii) Proposed length of slope including valley curve:
- a) *230m towards ISBT.*
- b) *255m towards D.B. Gupta Road*
- viii) Length of flat portion including summit curve: *1134 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/MCD/JRP/101A-102*
- xi) Pedestrian subway/crossing: *Shown in drawing no. CRTS/MCD/JRP/101A-102*

E. FEASIBILITY REPORT

- a) Details of affected structures: *Shown in drawing no. CRTS/MCD/JRP/101A-102*
(Details furnished in Annexure - I)
- i) Pucca / semi pucca / kutchha 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:
- Commercial, Residential and Institutional*

27 164

b) Services – Underground / overhead Affected in the proposal shall be shown on the plan in different colours:
Shown in drawing no. CRTS/MCTD/JRP/101A-201

c) Trees - : Number of trees affected along with their girth and species details
115 trees of varying girth and species are 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 roads 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
Shown in drawing no. CRTS/MCTD/JRP/101A-102

f) PROJECT REPORT

Submitted

Office Address:
Phone No. 3234028-
EE XVII
M.C.D


Signature of the officer
of the implementing
Authority.

30 163

**BASIC INFORMATION / DRAWINGS REQUIRED FOR PROCESSING
OF IMPROVEMENT PROPOSAL.**

1. GENERAL INFORMATION

- i) Location of the scheme: *Rani Jhansi Road – (between Butler Road – Boulevard Inter section and Fibnistan)*
- ii) Implementing Agency: *Municipal Corporation of Delhi*
- iii) Contact Officers

Name	Designation	Office Address	Phone	
			Off	Res
<i>Santol</i> Sri. R.S. Paul	Chief Engineer	MCD Zonal Building, S.P. Zone, New Delhi	3318634 3319082	3957419 —
Sri. N.P. Singh	S.E.	MCD Ambedkar Stadium Complex, New Delhi.	3535226	5527928
Sri. Mohd. Ilyas	E.E.	MCD – XVII Quality Control Complex, Minto Road, New Delhi	3234028	2274629 2519461

- iv) Type of Grade Separator ROB / RUB: *4 lane two way Flyover*
- v) Estimated project cost (including improvements at surface level): *100 Crores (approx.)*

2. RIGHT- OF - WAY & ALIGNMENT DETAILS

Right - of - way details

S.No.	Name of the arm	Existing	R/W in meters.	
			As per Master Plan – 2001	Proposed in the Scheme under Consideration
1	Rani Jhansi Road	45m	45m	45m
2	Kalidas Marg	23m	45m	45m
3	Azad Market Road	33m	33m	33m

3. APPROVED ALIGNMENT PLAN AVAILABLE FOR

S.No.	Name of the arm	Yes/No	R/W in meters	
			1st Phase	2nd Phase

- i) Details of volume survey with date of survey: *As mentioned in the Technical Note*
- ii) Projected Volumes on each arm for Horizon Year: *—do—*

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4. PHYSICAL SURVEY DETAILS

- i) P.T. Survey Scale for the main drawing. The details to be indicated on these survey

Plans are placed at Annexure – II:

Shown in drawing no. CRTS/MCD/JRP/101A-102

5. CROSS SECTIONAL DETAILS

Existing – Proposed cross-sections the following element along with the existing property line to be indicated in Drawing for all the arms at 1:250 scale (Preferable). These sections should be at (i) Grade, (ii) With Grade Separator & (iii) Existing.

Shown in Drawing No. CRTS/MCD/JRP/101,102

S.NO.	Cross Sectional Elements	Details
i)	Drain along property line	<i>Proposed on either side of road under footpath</i>
ii)	Pedestrian Crossing	<i>As mentioned in Technical Note</i>
iii)	Service Road	Nil
iv)	Footpath.	2.2m
v)	Reservation for H.T. Tower Line.	Nil
vi)	Carriageway (i) On surface -	22.0m
	(ii) On Grade Separator	15.0m
vii)	Verge - (i) On surface	1.2 m
	(ii) On grade separator	1.2m
viii)	Parapet on Grade Separator:	0.6 m (Crash barrier)
ix)	Any other use within R/W.	
x)	Location of Trees:	

Shown in Drawing no. CRTS/MCD/JRP/101A-102

- xi) The clear Headway between road camber and bottom of the Beam

5.0 m

6. DRAWING REQUIRED

- i) A drawing indicating integration of the 2nd phase proposal (with full justification) with its 1st phase proposal (preferable at 1:1000 Scale): *N.A.*
- ii) A drawing (preferable at 1:2000 Scale) indicating
- iii) Improvements required upto next important intersection.

Shown in Drawing No. CRTS/MCD/JRP/107

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- b). Integration of circulation of surrounding areas. Covered in a above this may be prepared in consultation with Traffic Police & Road Owning authority. —do—
- c). Improvements required in the surrounding road network and intersections. —do—
- iii) a. The improvement suggested for the surrounding intersections shall be prepared at a scale of 1:500 preferable (but not less than 1:1000 in any case). —do—
- b). Location of Bus stops (to be identified in consultation): —do—
- c). Location of pedestrian subways (whether required with proper justification). —do—
- d). Signal Phasing (Preferable with Cycle timings).
- e). Integration of Cyclist movement (proposal with proper justification).
- f). A drawing indicating the proposal in red lines and effected properties / structures in yellow lines.

Shown in Drawing No. CRTS/MCD/JRP/101A-102

7. THE OBSERVATIONS OF THE IMPLEMENTING AGENCY

8. THE OBSERVATION OF THE RELATED AGENCIES (WHICHEVER APPLICABLE)

- i). DDA / MCD / DTTDC / NDMC / Ministry of Transport (Road Wing).
- ii). DESU / DWS & SD / MTNL.
- iii). Flood Department.
- iv). Land Owning Departments.
- v). Traffic Police.

9. REPORT ON THE PROJECT

Enclosed with the proposal

10. FEASIBILITY REPORT

Enclosed with the proposal

List of Affected Structures

Stretch I. Filmistan to DCM Chowk:

- i) Tyre shops on Rani Jhansi Road - 94 shops on Teh Bazar
- ii) 15 shops on Ground Floor
- iii) 24 Residence on First Floor
- iv) Railway land approx. 16m wide strip on Rani Jhansi Road behind Tyre shops
- v) 1 No. sub-station
- vi) 1 No. garbage store

Stretch II. DCM Chowk to Azad Market Chowk:

- vii) MCD School in Island
- viii) MCD Dispensary
- ix) MCD Store
- x) Partly portion of Park
- xi) 17 shops on Ground Floor at Beriwalla side
- xii) 10 Residence at Beriwalla side
- xiii) 16 Shops on Ground Floor at Gurudwara side
- xiv) 05 Residence on 1st Floor at Gurudwara side
- xv) 1 Temple

Stretch III. Azad Market Chowk to Pul Bangash:

- xvi) 60 Shops and 49 Residence.
- xvii) 1 Masjid
- xviii) ROB on Pul Bangash is to be constructed by Railway Deptt.

Stretch IV. Pul Bangash to Boulevard Road:

- xix) Railway land
 - xx) Some private properties fall under Bungalows of Church on Boulevard Road.
- | | | |
|-------------|---|----------|
| Total Shops | : | 128 Nos. |
| Residence | : | 86 Nos. |
| Tyre Shops | : | 94 Nos. |



34
Annex - A-5
दिल्ली मेट्रो रेल कॉर्पोरेशन लि०
135

DELHI METRO RAIL CORPORATION LTD.

(A JOINT VENTURE OF GOVERNMENT OF INDIA AND GOVT. OF DELHI)

Site Office of Chief Project Manager/RC, Yamuna West Bank, Near Kashmir Gate,
Opp. Maharana Pratap I.S.B.T, Delhi-110008

Fax : 2969985

No. RC/WWB/13/Civil/6/99/189

Dated 8.02.2001

To

Executive Engineer(Pr.)
Municipal Corporation of Delhi
Underground Car Parking
Asaf Ali Road
New Delhi

Sub: - 'No objection certificate' regarding proposed flyover along Rani Jhansi Road

Dear Sir,

Reference your letter No.D/EE-Pr-C.Z./00-01/334 dated 26.12.2000 & Plan No.CRTS/MCD/JRP/101 (RZ) dated 15.12.99 submitted along with letter. DMRC has got no objection to the construction of flyover as per referred above please.

Thanking you,

Yours faithfully,

(Virender Kumar)
Dy CE/RC/W

Agenda for Technical Committee

Sub: Utilization of the land made available by demolition of structures in the south east of Siraspur village.

F3(5)2004/MP/

1. Background

It has been intimated that about 6.0 hect of land in Siraspur has been taken over by the Lands Deptt of DDA for shifting of timber traders from Teliwara.(Annexure I) . A court case was also going on in the Delhi High Court for the past more than two decades regarding the shifting of timber traders from Teliwara. On this pretext, the Hon'ble court has decided the case in favour of DDA and accordingly the demolition work was taken up and only a part of land was made available. Copy of the plan showing the site under reference is placed at Annexure-II. .

2. Examination

- i) The land made available is about 78 bighas (6.0 hecets approx) adjacent to the area proposed for warehousing in the Zonal Plan of Zone "C". The entire land for which the court case was cleared should be made available for taking up the plan preparation as per the Zonal/Master Plan proposals.
- ii) Considering the existing features of the road, it is clear that the part land made available falls in Sector D-3/D-5 of Narela Subcity Plan (Zone M, N & P (Pt). Narela Subcity. The landuse of the site as per the zonal plan of Narela Subcity is proposed "Residential".
- iii) A survey team from Narela Project was deputed three times to conduct the P.T. Survey but the same could not be done due to public resistance.
- iv) As per MPD-2001 under the head of "Regional distribution market" an area of 37 hecets. in Samaipur (mentioned as Shampur in MPD-2001) (copy placed as Annexure III) in the north is proposed for timber market which is adjacent to this land u/r but most of the land is already encroached or covered under unauthorised structures.

3. Proposal

There are three options available for utilizing of this pocket and shifting of timber traders from Teliwara. Details are as follows:

Handwritten signature/initials

Option 1

In the zonal development plan of Zone "C" an area of about 92 Hact has been earmarked for warehousing and the timber traders from Teliwara were supposed to be shifted in this Warehousing area. Most of this area is occupied by unauthorised structures. The entire area be got cleared as per Hon'ble Court orders. Part land made available in Siraspur is in the extended area & may be utilized as per the draft zonal development plan of Narela subcity.

Implications:

- (a) It will be a time consuming exercise to vacate the land from unauthorised encroachment which will further delay the shifting of timber traders. This will also violate the commitment of DDA (Court Orders)

Option 2

A proposed 60.0 mt. R/W road is a dividing line between zone C and zone M,N & P (Pt) (Narela Subcity). This could not be co-related with any of the physical feature at site. If this road is shifted to the existing road in the south of Gurudwara, the whole area in between can be proposed for warehousing and the site made available be developed for timber traders.

Implications:

This will require modification in the zonal development plan of Zone "C" and approved draft zonal development plan of zone M,N & P (Pt) Narela Subcity which has been referred to MOUD for final notification.

Option 3


The proposed landuse of the pocket towards south of existing road may be modified to "Warehousing" in the draft zonal plan of Narela Subcity.

Implications:

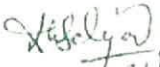
This will require modification in draft zonal development plan of zone M, N & P (Pt) (Narela Subcity) with respect to landuse.

4. Recommendations

Three options along with implications as stated above in para 3 are placed before the Technical Committee for consideration.


J.D. (NPP) 21/07/07


A.D. (NP)


21/07/07
Div (NP)

A 412

10/12-
16/12/03

DELHI DEVELOPMENT AUTHORITY;
Office of Principal Commissioner (LM) II.

A 412
15/12/03

No: SPS/PCLM-II/DDA/2003/ 245

Dated: 12-12-03

This matter is about taking over possession of land in Siraspur. Land was acquired because this was to be utilised for shifting timber traders from Teliwara. It may please be immediately indicated whether plans have been prepared for the scheme or not.

Some land has already been handed over by the Land Acquisition Collector but this has not been taken over further by the Engineering Department. Earlier a reference was sent to Chief Engineer vide letter no. 2(310)/98/HC/Legal/1051-1053 dated 4-11-2003.

As the report is to be put up to Vice Chairman immediately, Commr. (PLg.) and Chief Engineer may please give specific reply to these issues raised by the VC by 16th of December positively.

[Signature] 17/12

(U.S. Jolly)

Pr. Commr. (LM) II.

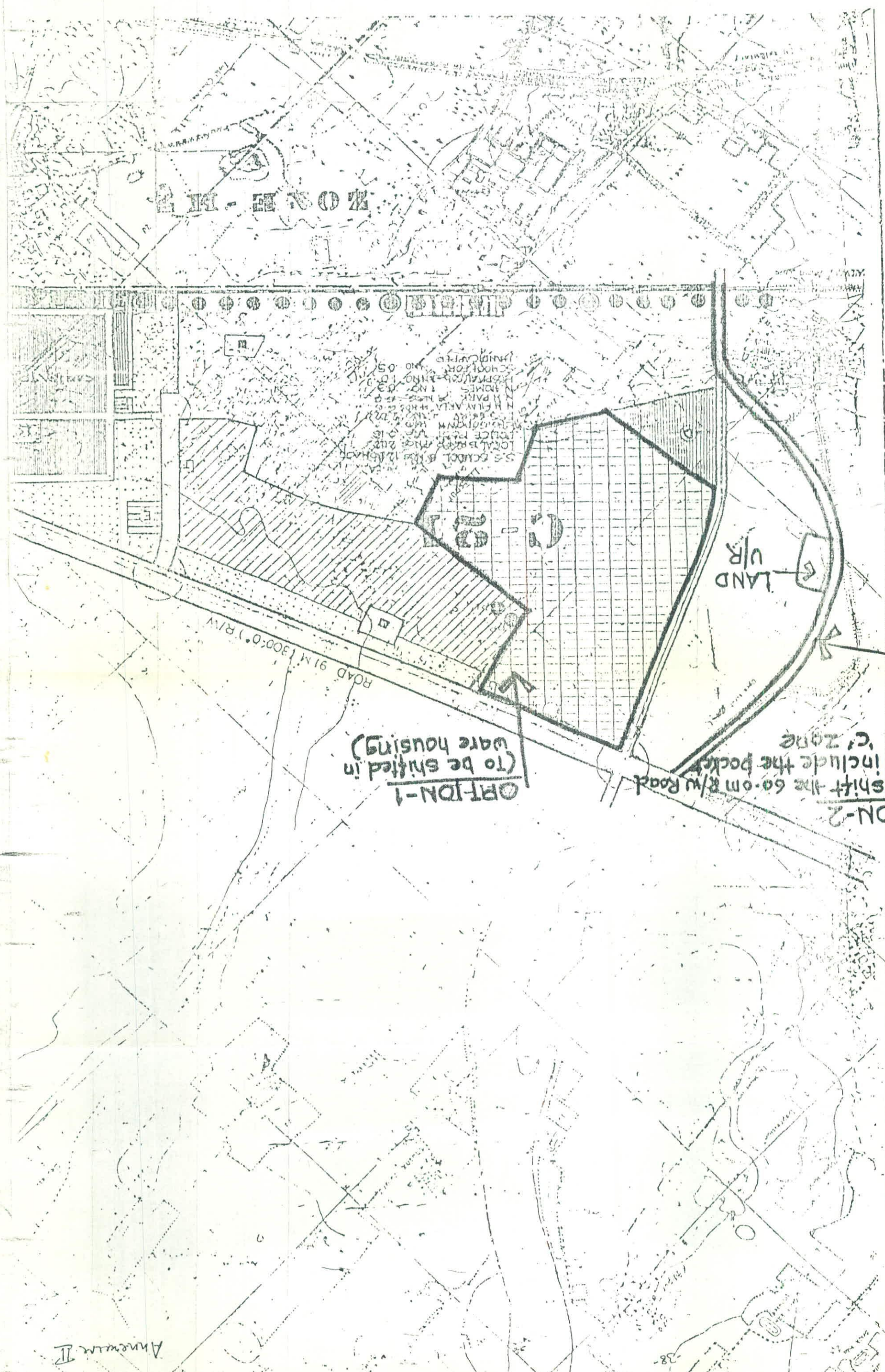
[Signature]
Commr. (Plg.) on Tour

Mr. (NP)

Chief Engineer (North)

*Pl. keep in file when
recd. from Comr. (Plg.)
C. E. (North)*

upc

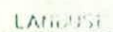


OPTION-1
(To be shifted in
ware housing)

OPTION-2
To shift the 60.0m R/W Road
& include the pocket
in 'C' zone



TO CHANGE
THE LAND USE
FROM "RESIDENTIAL"
TO "WAREHOUSING"



HALELA SUB-CITY PLANNING ZONES

REFERENCES

TRANSPORTATION[illegible]

PUBLIC & SEMI PUBLIC

FACILITY CENTER/ AREA
 SATELLITE & BRANCH
 UNIVERSITY
 ROAD/ CANAL FLOWING
 COLLEGE
 POLICE HEADQUARTERS AND POLICE STATION
 FIRE STATION & HEAD QTR
 DISTRICT JAIL
 THUNDERBOLT AT/ PLANNING CENTER
 SOCIAL CULTURAL CENTER
 CREMATION/ BURIAL GROUND
 MARKET
 AGRICULTURE & WATER BODY
 CATCH BUFFER/ WATER BODY
 CANAL - WATER BODY
 BOUNDARY
 NATIONAL CAPITAL TERRITORY POLICE
 DISTRICT DIVISION
 ZONAL DEVELOPMENT AREA 1-1

NOTES

1. PLAN RECOMMENDED FOR APPROVAL BY THE TECHNICAL COMMITTEE DDA IN ITS MEETING HELD ON 13.01.99 VIDE ITEM NO: 2/99 FILE NO: F-1(1)98-MP

2. PLAN APPROVED FOR INVITING OBJECTIONS/SUGGESTIONS BY THE AUTHORITY VIDE ITEM NO. 92/99 DT. 26-10-99 IN FILE NO. F-4(3)/98-A.P.

DRAFT

ZONAL DEVELOPMENT PLAN

ZONES M (Part), N (Part), P (Part)
(Narela Sub city)

101 M 101 M 101 M 101 M 101 M	SCALE: 1:25,000		P.O. A.D.T.
P.O. A.D.T.	SECRETARY	DY DIR (P)	DIRECTOR (P)
	NARELA PROJECT		A.P.S. (P) 101 M
37169	(SUBMISSION NO. 101)		
DELHI DEVELOPMENT AUTHORITY			

The break up of land requirement by

different commodities at various locations is given below :

Sl. No.	Commodity	Locations						
		East		South		South West		North
		Patpar Ganj	Loni Road	Madanpur Khadar	Urban Extension	Najafgarh	Urban Extension	
a) MARKETS WITH WAREHOUSING								
1.	Textile & Textile Product	9	...	28	26	...	7	70
2.	Auto, Motor Part & Machinery	12	...	...	11	...	20	43
	Fruit and Vegetable	...	8	20	5	...	20	53
	Hardware & Building Material	5	13	18	12	...	5	53
	Iron and Steel	5	...	10	5	...	5	25
	Food Grain	10	...	9	...	8	5	32
	Timber	17	19	23	16	...	37	112
	Plastic, leather & PVC	9	...	...	...	(Shampur)		...
	Relocation of junk market (SPM Market)	4	...	...	...	...	10	19
			...	...	...	...	...	4
	Total	71	40	108	75	8	109	411
	TRUCK TERMINAL	60	...	50	50	4	55	219
	Grand Total	131	40	158	125	12	164	630

To bring in decentralisation in the wholesale trade, new markets, specially space extensive should be located in the towns of Delhi Metropolitan Areas as given below:

- Ghaziabad—Iron and Steel
- Faridabad—Motor part and machinery and iron and steel
- Gurgaon—Motor part and machinery and building material
- Kundli—Fruit and Vegetable, timber and building material
- Loni—Building material and timber

Further, Ambala/Saharanpur is the suitable location for large wholesale market for apples.

REGIONAL-CUM-LOCAL DISTRIBUTION MARKETS

Delhi in fact, is one metropolitan city but has become an agglomeration of cities. Eleven regional-cum-local wholesale markets as secondary wholesale markets are recommended to be developed. These markets shall be mainly for the products with the area requirements as given in the following table:

Commodity	Wholesale Land need shops (hectares)	
	2	3
1. Paper, Stationery & Books	1317	7.30
2. General Merchandise	1207	13.30

DELHI DEVELOPMENT AUTHORITY
DWARKA PROJECT

NO: DM(E)/10(10)/2004/ 657

Dated: 11-6-04

Sub: Observations of the draft minutes of the Technical Committee held on 12.05.2004 with record to item No.16:2004 regarding alternative route of 220 KV double circuit transmission line from Bannoli (400 KV) to Pappankalan II (220 KV ESS).

Ref: F.1(62)90/Dwk Item No. : 16/2004 of Technical Committee.

In our opinion, it is submitted that the draft minutes circulated by the Master Plan Section vide note No.F.1(3)2004-MP dated 03.06.2004 have not been recorded correctly in respect of the item under reference. The draft minutes are inconclusive, whereas Technical Committee after detailed discussion approved the alternative route alignment as given in the agenda, subject to the following conditions:-

- a) Delhi Transco Ltd. shall seek clearance of the proposed alternate over-head route from DJB, GGS Indraprastha University & DMRC in respect of the stretches falling in the Dwarka Sewage Treatment Plant Complex, proposed GGS I.P. 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 overh-head pilons proposed along East of the Najafgarh Drain.
- c) Delhi Transco Ltd. will erect the overhead towers in consultation with the office of C.E.(Dwk.) to ensure that there is minimum dislocation to the underground services and also that the pilons 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 C.E.(Dwk.), on demand *before taking up the work at site.*

[Signature]
11/6/04
Director(Plg.)Dwk.

[Signature]
11/6/04
Project Manager(Elect.)Dwk.

[Signature]
11/6/04
Chief Engineer(Dwk.)

Director(Dev. Control)

Copy for information to:-

1. Engineer Member, DDA.
2. Commr.(Plg.), DDA.
3. OSD to V.C., DDA for information of the latter.

Pls discuss with the
ministry
AD/DA on matter. *[Signature]*

Director (Dev. Control)
DDA, SWN-1033-3
Dated: 11-6-04

DM/MP/879
14/6

[Signature]
11/6/04
TDRP

आर० पी० जैन
वरिष्ठ प्रबन्धक (सिविल)

R. P. JAIN
Senior Manager (Civil)

दिल्ली परिवहन निगम
आई. पी. डिपो, इन्द्रप्रस्थ एस्टेट, नई दिल्ली-110002
फोन : 23370851, 23370236 एक्स. 246

Delhi Transport Corporation
I. P. Depot, I. P. Estate, New Delhi-110002
Phone 23370851, 23370236 Extn. 246

No. Sr. Mgr. (C)/F07/04/298

Dated: 27-7-2004.

The Director(DC),
Delhi Development Authority,
Vikas Minar, IP Estate,
NEW DELHI- 110 002.

Reg: DTC Bus Terminal and Car Parking
Scheme at Nehru Place, New Delhi.

Dear Sir,

We are in receipt of the minutes of the Technical Committee meeting held on 12.5.2004 vide your letter No.F1(3)2004-MP-163 dated 3.6.04. In the Minutes for Item No.15/2004 relating to 'Pilot Project of Multi-level Parking for DTC Terminal at Nehru Place. We find that there is a discrepancy in the Minutes in relation to the discussion which was held in the meeting.

During the discussions on this subject, Vice Chairman, DDA had indicated that the side road of DTC plot facing Fire Brigade requires to be widened and that for this purpose, a 8mtr wide strip of land may be made available by DTC. He had also indicated while approving the design concept, that the design be accordingly revised and submitted for sanction to DDA, taking into consideration the Traffic Management Scheme for that area. We are already preparing the Revised Scheme in accordance with the decision taken in the meeting. Making available a strip of 8mtr of land would result in reduction of a large amount of 880 sq mtr of land which as per decision of Technical Committee, we would be making available for road widening.

pp - examier Ge put up
for discussion in next TC mtg (3/8) M. DTC Rep. No. 7
JD(MP) also be called H -

contd....2/-

28.7.04

We find that in the Minutes it is erroneously recorded that "8mtr strip of land would be made available by DTC both on the North as well as on the East side" of its plot. No discussion or decision to reduce the DTC plot on both directions had been taken in the meeting. This would not only result in reducing the plot area of DTC by a large amount of 2000 sq mtr but would also make it extremely difficult to accommodate the proposal if 8 mtr strip of land is also required to be made available on the rear of the plot as well as on the Fire Brigade side. In case road widening is required on the rear side, then the strip of land may be acquired from the plot on the rear belonging to DDA/DVB.

In view of the above, it is requested that the Minutes may kindly be corrected to reflect the decision taken in the meeting for DTC to make available 8 mtr wide strip of land on the Fire Brigade side road only.

Thanking you,

Yours faithfully,

(R.P. JAIN)
Senior Manager(Civil)

✓ CC: Commissioner(Planning)DDA, : for information pl.
Vikas Minar, I.P.Estate,
New Delhi.

T. C Item No - 33/04
Laid on table

Draft Agenda

Sub: **Modified Cross Section of proposed 100 m. R/W arterial road between Najafgarh Drain upto NH-10. F.1(430)2002/Plg/Dwk./Part-I.**

1. Background :

The broad alignment and the road section of proposed 100 m. R/W road (Urban Extension Road-II) between G.T. Karnal road up to western Yamuna canal was approved by the Technical Committee in its meeting held on 10.07.2003 vide item No.20/2003 in file No.F.5(17)2001/MP (refer plan laid on table). The same road extends in Rohini extension between western Yamuna canal & NH-10 (Rohtak Road). The detail alignment of the same is being firmed up by Rohini Planning/Engg. office. This road further extends into Dwarka Project and connects NH-8. The road alignment & cross section has already been approved by Technical Committee in its meeting held on 02.07.2002 vide item No.15/2002 between NH-8 upto Najafgarh drain and is under implementation by C.E.(SEZ) and C.E.(Dwk.).

2. Proposal :

While reviewing the progress of various urban extension roads, E.M., DDA desired that cross section of the proposed 100 m. R/W road (Urban Extension Road-II) should broadly be same between all the 3 sub-city projects as well as in rest of the areas. Also the road may be executed in two stages i.e. 60 m. in the initial stage, and 100 m. in the final stage, with adequate provision for metro corridor, local traffic & through traffic etc. Further, it was desired that the function of this road as access control road also needs to be fulfilled. Reservation of additional land at major inter-sections for grade separators may also be made to meet future needs.

Accordingly, after detailed discussion during a meeting taken by E.M., DDA on 18.6.2004 proposal submitted by M/s Craphts consultant vide letter No.CRTS/DDA/BKL/04/6255-58 dated 09.06.2004 (Annexure-I) was considered and the same was approved in principle.

The salient features of the proposed cross section as discussed/finalized in the meeting of E.M. is that the main carriage way and central verge is raised by 2m. above the ground level, using fly-ash/earth. The objective is to a) avoid mixing of local traffic with through traffic b) prevent/discourage unauthorized developments along the proposed road and c) fulfilling the function of access control road.

3. Recommendation :

The modified cross section as discussed/finalized in the meeting under the chairmanship of E.M., DDA is put up for consideration of Technical Committee for the stretch of road between Najafgarh drain and NH-10.

Sabyasaichand
J.D.(P) DDA

Adil
AD(P.G.) DDA

D. SANYAL
B.Tech. (Hons) M.Tech.
FELDERMAN MITE (USA)
MANAGING DIRECTOR

CRAPHTS CONSULTANTS (INDIA) PVT. LTD.

Head Office : 14/3, Mathura Road, Havell's Crossing, Faridabad - 121 003
Tel : +91-129-2278813, 2275948, 5042154, 5042155 Fax : +91-129-2256392
e-mail : craphts@del3.vsnl.net.in

REF :

DATE :

CRTS/DDA/BKL/04/6255-58

09.06.04

Sh. Prabhash Singh
Engineer Member
Delhi Development Authority
Vikas Sadan
INA
New Delhi

Dear Sir,

Sub: Feasibility study and preparation of DPR for 100m RoW road connecting NH8 to Rohtak Road through Dwarka – Typical cross section.

This has reference to the meeting taken by you on 31.05.04 during which the subject matter as mentioned above was also considered. It was agreed in principle that while the segment of the Link Road through Dwarka would be on surface, the segment beyond Najafgarh Drain and upto Rohtak Road would be on embankment rising to a total height of around 2.0m. it was further agreed that flyash would be made use of in constructing the low embankment.

Typical cross sections for the link road for the segments through Dwarka and beyond Najafgarh Drain have now been developed and are placed at **figures 1 & 2** respectively. The following may kindly be noted in the given context :-

Segment of link road through Dwarka (Figure 1)

The typical cross section for this segment has been developed in consonance with the cross section of the link road between NH-8 and ISBT, Dwarka (already under construction). This segment will follow the ground contour and will continue upto Najafgarh Drain. Presently the ROW available for this road is 60.00m. this would be increased to 100.00m through acquisition of strip width of additional 40.00m on the southern flank of the proposed Link Road. The main carriageways are flanked by footpath and green strip of 6.00 m on either side. If need be, the green strips could be made use of as utility corridors in future.

Segment of Link Road beyond Najafgarh Drain and upto Rohtak Road (Figure 2)

Here the typical cross section shows the full range of utilization of 100m ROW. The 'main' carriageways are on an embankment rising to approximately 2.00m. The immediate stage of

construction will be for 3 lane carriageways on either side with a total median width of 19.00m. One extra lane would be added to each carriageway (3.50 m wide) towards the median in future leaving a median width of 12.00m towards accommodating the MRTS.

Utility corridors have been proposed on either side. The corridor on the western side has been assigned a width of 9.00m towards containing the foot print of the HT Towers wherever such an eventuality would arise. In contrast, the utility corridor on the eastern flank has been proposed to be 7.00m wide. As per present practice, utility corridors are desirable on either side of roads for avoidance of arbitrary road cutting. The utility corridors on either side will have service culverts connecting these across the road on embankment. Toe wall of 1.00 m height has been proposed to contain the embankment and, towards ensuring easier maintenance of the lower level roads.

Further task on preparation of DPR is dependent on finalisation of the cross section. We request you to kindly accord formal approval to the typical cross sections so that we could proceed with preparation of detailed alignment plans etc.

Thanking you,
Yours faithfully


(D. Sanyal)

Encl.: a.a.

Copy to:

1. **Sh, Surinderjeet Singh** alongwith a copy of enclosure
Chief Engineer,
Dwarka Project
DDA
DDA Office Complex
Mangla Puri,
2. **Sh. D. K. Saluja** alongwith a copy of enclosure
Director (Planning)
Narela Project,
Vikas Minar, I.P. Marg,
New Delhi - 2
3. **Dr. S. P. Bansal** alongwith a copy of enclosure
Director (Planning)
Dwarka Project
DDA, DDA Office Complex
Mangla Puri,


(D. Sanyal)

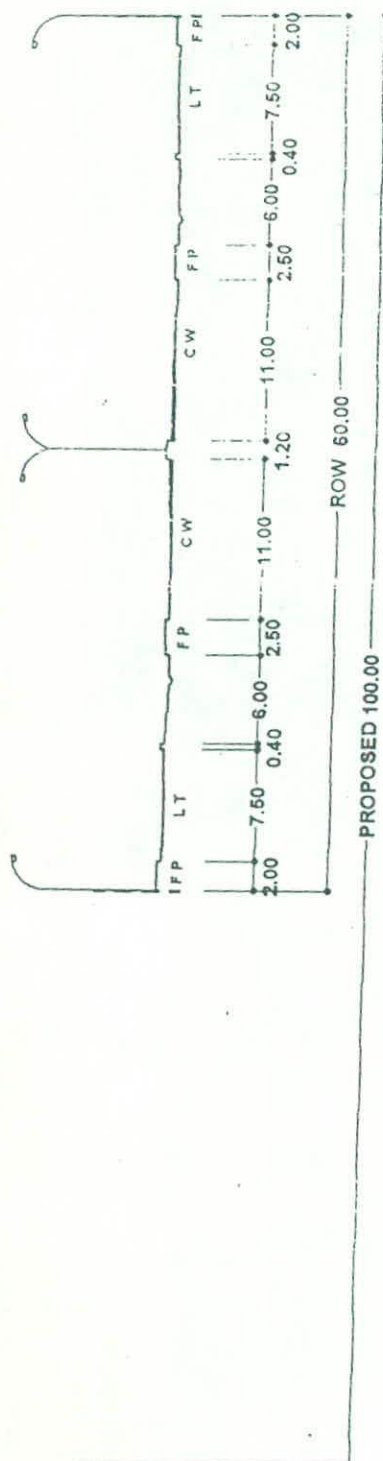


FIG. 1

TYPICAL CROSS SECTION OF 60 M ROW (TO BE WIDENED TO 100M ROW)
LINK ROAD THROUGH DWARKA

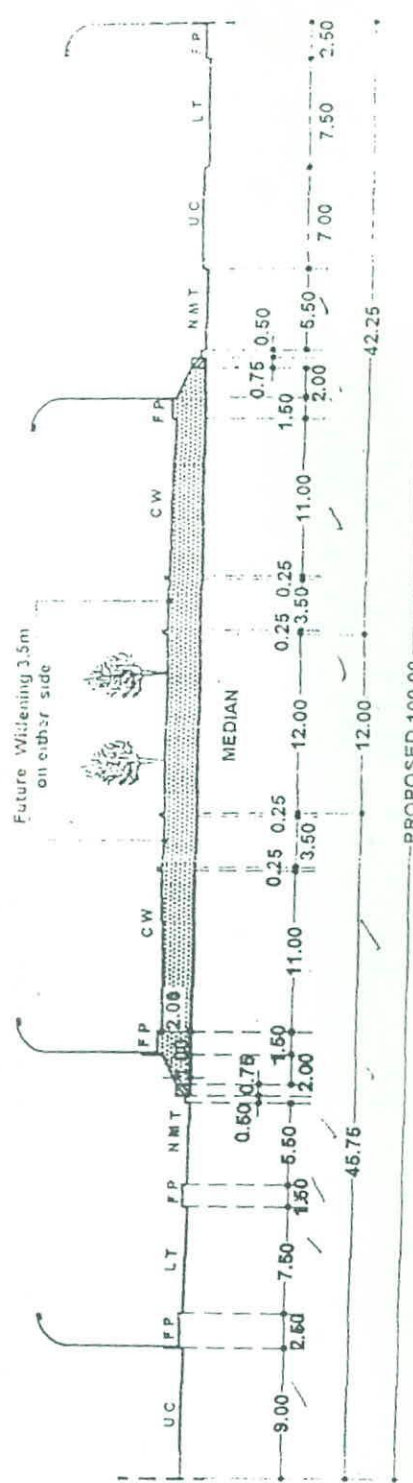


FIG. 2

TYPICAL CROSS SECTION OF 100 M ROW ROAD BETWEEN
NAJAFGARH DRAIN AND ROHTAK ROAD

LEGEND :

- CW - CARRIAGEWAY (MOTORIZED TRAFFIC)
- FP - FOOTPATH
- LT - LOCAL TRAFFIC
- NMT - NON MOTORIZED TRANSPORT
- UC - UTILITY CORRIDOR

T C file

dvj35

Delhi Development Authority
(Master Plan Section)

No. F1(7)2004-MP / 207

Date: 16/7/04

Sub: Submission of agenda item for 3rd Technical Committee of the year 2004.

It may kindly be noted here that Master Plan Section faces lot of difficulties for smooth arrangement of Technical Committee meeting, unless it gets sufficient / reasonable time to complete photocopying of all agenda / Meeting Notice and ensure its disposal at least 3 days in advance from the date of the meeting. All these work needs minimum of 6 working days.

In view of above, it is requested to kindly send agenda item to Commr. (Plg.) within next three days so that item is placed in the next Technical Committee meeting which is likely to be held in the 4th week of July 2004.

अति. सा. - III
डा. श्री. 16.66..
दिनांक 16/7/04


Joint Director (MP)

Addl. Commr. (Plg.) II / III
All Directors (Plg.)

Copy to:
PS to Commr. (Plg.) for information of the latter.

2/8/04

Dr (TT)
Dr (RP)
Dr (NP)
Dr (BIOY)

sent
20/7/04

7



D. D. A

T. T. Unit

No - L-521/Dir (T.T.)

8/6/04

Sub. Draft Minutes of T.C. meeting held on 12.5.04

Ref No : F 1 (3) 2004 - MP - 163 Dtd 3.6.04

As desired the draft minutes of the T.C has been seen and appears to be in order please.

8/6/04

R. M. LAL

Director (T.T.)

Addl. Commr (Pg) III

8/6

H/s Unit
ss.

जतिष्ठ मा. चो. - III
डायरी सं. 854
दिनांक 8/6/04

PL

akm43

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.

अति. आ. मो. - III
डायरी सं. 1336...
दिनांक ... 13/9/04

22/9
Dr. (Bldg)
Dr. (NP)
Dr. (RP)
Dr. (77)

5/10/04
M+17
2004

Manoj
Compared

Item no. 16/2004.

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

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

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

Item No. 17/2004.

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

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

Item no. 18/2004.

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

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

M. J. Singh *S. Chandra*

Item no. 19/2004.

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

The item was deferred.

Item no. 20/2004.

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

The proposal was recommended for approval.

Item no. 21/2004

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

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

Item No. 22/2004.

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

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

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

Mafu

Romay

Item No. 23/2004.

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

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

Item No. 24/2004.

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

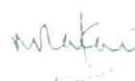
The Item was deferred, it was decided the Military Authorities be invited when this item is put up for consideration.

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


(B K Jain)
Director (DC)

Copy to:

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




Copy to be sent to all concerned

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

DELHI DEVELOPMENT AUTHORITY
S/Sh

Madhukar Gupta, Vice Chairman

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&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

Mafer

Singh

Copy to be sent to all

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)





DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN)

No. F1 (3) 2004-MP - 163

Dated : 3.5.04

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

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

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Item no. 16/2004.

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

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

Any Observation?

②

11/6/2004

Dr(NP)
Dr(KP)
Dr(TT)
Dr(Bldg)

Sent
DTC
7-6-04

o/c

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

Item No. 17/2004.

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.

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 47

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

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

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Sub: Policy framework for Planning and Redevelopment of villages F3(29)04-MP/Pt.III

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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.

 Mafan

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

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

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

Copy to:

1. Engineer-in-Charge, DDA.
2. Commr (Plg)-I, DDA.
3. Commr (Plg)-II, DDA.
4. Commr (Plg)-III, DDA.
5. Commr (Plg)-IV, 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(MPP), DDA.
15. Secretary, DUAC.
16. Land & Development Officer (L&DO).
17. Sr. Architect (L&TP) CPWD.
18. Dy. Commr of Police (Traffic), DDA.
19. Director (Landscape), DDA.
20. Director (Bldg), DDA.

Copy also forwarded to:

1. Director (TE), DDA.
2. Director (Dyna En), DDA.
3. Director (Suzer), DDA.
4. Director (Rohini), DDA.
5. Director (AP)-II, DDA.
6. O-D to Vice Chairman, DDA - for information of the matter.

(S.B. Khodankar)
Jt. Director (MP)

Misra

5/8/88

Madhukar, P. S. (C) Cl. Herman
Prakash Singh, (C)
A. K. Jain, (C) Cl. Herman (Plg)
Prakash Kumar, (C) Cl. Herman (Plg)
A. K. Gupta, Add. Commr (Plg)
Ashok Kumar, (C) Cl. Herman (Plg)
Ms. Savita Tewari, (C) Cl. Herman (LS)
R. M. Jain, (C) Cl. Herman (DC)

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APPENDIX

66

NO. F1(3)2004/ 1128

DATED: 6/5/24

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

(R K JAIN)
DIRECTOR (DC)

अति० आ. यो. - III
बैठक सं० M-117.
दिनांक 7/5/04

Special Invitees:

FOR ITEM NOS.

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

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S.NO.	ITEM NO.	SUBJECT	PAGE NO.
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3.	16.2004	Regarding alternative route of 220 KV double circuit Transmission line from Bannoli (400 KV) to Papankala II (220 KV ESS) F1(62)90/DWK	9-19
4.	17/2004	Change of land use of 252.4 acres of land at Savda Ghevra for relocation slum / squatters. F20(1)2001-MP	20-22
5.	18/2004	Fixing location of MRTS Station in DWK sub city F1(279)95/Plg/DWK/Part	23-27
6.	19/2004	GNCTD proposal for High capacity Bus system and Electric Trolley Bus System F5(21)2003-MP	28-34
7.	20/2004	Alignment Plan of proposed 60 mt. R/W Road from GT Karnal Road (NH -1) to Integrated Freight Complex for direct approach to Chemical Traders Layout F5(5)2004-MP	35-36
8.	21/2004	Circulation improvement plan around ISBT Sarai Kale Khan. F5(3)87-MP	Laid on table

T.C. → Item No 15/2004

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

1. BACKGROUND

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

2. PROPOSAL

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

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

The abstract of the floor area break up as under:

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

3.0 DETAILS OF EXAMINATIONS:

DEVELOPMENT CONTROL NORMS As per MPD-2001

MAX coverage on different floors of Terminal:

FLOOR	FAR	USE
Ground Floor	33	for passenger facilities
First Floor	33	for facilities
Second Floor	103	for terminal offices
Total	169	

MAXIMUM FLOOR AREA PERMISSIBLE SHALL BE 500 sq. mts.

MAXIMUM HEIGHT 14 M

OTHER CONDITIONS:

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

Policy for multilevel parking approved by the Authority

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

a) Land use permissibility:

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

b) Minimum size of plot:

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

c) Commercial component:

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

d) Far and Height:

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

e) Setback:

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

f) Basement:

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

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

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

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

4.0 Planning Observations

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

A TCPO.

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

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

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

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

B. M/s. CRAPHTS:

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

5.DDA OBSERVATIONS:


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

9. storeyed building and the FAR is - 112.3. The multi level parking site at Nehru Place forms a part of the District Centre as per MPD 2001, FAR permissible is 100 and maximum height permissible is 37 m.

3. MPD-2001 has provided that the maximum area of basement is to be equivalent to the plot area while DTC has proposed 1.88 times of the plot area.
4. DTC has provided 3 basements while as per MPD-2001 and Authority Resolution on the subject states 2 basements are permissible.
5. MPD-2001 has envisaged only surface and basement parking in the District Centres while DTC proposal has used 4 floors above the ground for parking.
6. The area for commercial use has been proposed as 30% of the gross floor area. This is in conformity with the Authority Resolution 66 dated 18.8.00 for multi level parking policy.
7. The ground coverage of 50% of the plot has been proposed by DTC which is higher than 25% as provided in MPD-2001.
8. As per general guidelines approved by the Authority Resolution No.66 it is essential that a Traffic Management Scheme of the influence area should form an integrated part of the proposal. No such traffic management scheme has been prepared by DTC.
9. As per MPD-2001 provision, the basement beyond the ground coverage shall be kept flushed with the ground and shall be ventilated with mechanical ventilation. This proposal is not in conformity with MPD-2001 provision.
10. The policy for dealing with misuse of planned parking spaces needs to be worked out otherwise additional parking so generated shall be prone to misuse.

5. RECOMMENDATIONS FOR CONSIDERATION:

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


R. M. LAL
Director (T.C.)


H. Dhillon
Sb. Dir. T.T.

VI.

LAND & SPATIAL USAGE DATA

Details of plot size, F.A.R. ground coverage, breakup of space utilization, parking provisions etc. are given below:

Area of Plot 16,500 sqm.

Ground Coverage - 8,227 sqm. (49.8%)

F. A. R. - 112.3% (19,530 sqm.)

BUILT SPACE BREAK-UP

S. NO.	AREA DESCRIPTION	COVERED AREA		F.A.R. USED		PARKING		USE OF SPACE	
		IN SQM.		IN SQM.		IN SQM.		IN SQM.	
1.	FIRST BASEMENT	10,355	-	-	-	10,355	-	-	-
2.	SECOND BASEMENT	10,355	-	-	-	10,355	-	-	-
3.	THIRD BASEMENT	10,355	-	-	-	10,355	-	-	-
4.	GROUND FLOOR	8,227	3,190	-	2,500	2,333	3,495	(Including 2637	sqm. area of double & triple height Piazza and Concourse).
5.	MEZZANINE FLOOR	2,739	2,394	-	-	1,412	987	-	-
6.	FIRST FLOOR	4,387	2,692	2,015	2,692	-	-	-	-
7.	SECOND FLOOR	6,200	110	6,200	-	-	-	-	-
8.	THIRD FLOOR	6,200	110	6,200	-	-	-	-	-
9.	FOURTH FLOOR	6,200	110	6,200	-	-	-	-	-
10.	FIFTH FLOOR	4,760	110	4,760	-	-	-	-	-
11.	SIXTH FLOOR	4,907	4,907	-	-	4,907	-	-	-
12.	SEVENTH FLOOR	4,907	4,907	-	-	4,907	-	-	-
T O T A L		79,912	18,530	58,940	16,251	4,477	-	-	-

- 9 -

Draft Agenda

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

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

1. Background :

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

2. Observations :

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

Contd....

- 10-
- a) The approved overhead route alignment between Bamnoli 400 kv ESS up to Sector 16-c was to run outside the Dwarka project boundaries, as well as beyond the DDA development area. Due to constraints of unauthorised encroachments/built-up area, and also the urgency of meeting the increasing power load requirement of Dwarka Sub-city; it was felt essential to consider the alternative overhead alignment proposal of Transco.
- b) The 30 m road between sector 16-c up to the junction of Palam drain with Najafgarh drain has already been implemented, whereas, the said road up to Bamnoli 400 kv sub station is yet to be demarcated and constructed. Hence, it may be appropriate, at this stage to take the proposed 220 kv overhead towers as close as possible to the embankment of the Najafgarh drain. Foundation of few pylons may effect plantation done by Dwarka horticulture division. One or two pylons may have to pass through the Sewage Treatment Plant under D.J.B. & G.G.S. Indraprastha University Campus.
- c) Location of 220 Kv towers in sector 24, may pose impediment in planning of District Park along the Najafgarh drain, likely to be developed as GOLF COURSE.
- d) As per approved Dwarka power plan along 60 m loop road, a 220 kv overhead line and a 66 kv underground line is proposed. The 60 m loop road in Sector 16-b, c & d has already been executed, with about 3.5 m wide drain. Due to erection of towers/pylons along the road, restoration of existing S.W. drain and 60 m road in about 600 m stretch would be required. As per Engineering Wing (Letter F,3(11)04/CC-17/DDA/ dt, 25,3,2004) it is estimated to cost about Rs. 40.46 lacs (Annexure 2). The same may have to be born by Transco.
- e) In Dwarka, as per approved power plan, two overhead tower lines have not been permitted by DDA/DUAC along Master plan roads. Hence, in future any overhead 66 kv or 220 kv tower line along the 60 m road would have to be laid underground by Transco/BSES. This point was already explained to Transco officials during the meetings on the subject.

Contd.....

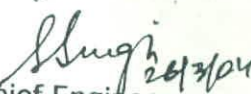
- f) As per the tower details furnished by Transco, the proposed Towers for entry/exit from 220 kv ESS (Papankala-II) in Sector 16-c would freeze proposal to develop any Cremation/Burial ground in Sector 16-c. This condition is acceptable to MCD.
- g) The Transco will have to obtain NOC for the proposed alternative overhead route from Airport Authority of India, Irrigation & Flood deptt, DJB, I.P. University and any other service agency, as may be required before implementation.
3. With the observations given above, the alternative route proposal is put up for consideration of DDA Technical Committee.



Director(Plg.)
Dwarka



Project Manager (Electrical)
Dwarka



Chief Engineer
Dwarka

- 12-A -

ANNEXURE - 1

DELHI TRANSCO LIMITED
(CONSTRUCTION DEPARTMENT)

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

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

Dated: 18-03-2004

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

374
19-3-04

Kind Attention: Shri Sabyasachi Das

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

Dear Sir,

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

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

Thanking you,

Yours faithfully,

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

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

Pls mark the alternate route plan on the above attached plan
Sabyasachi Das
22/3/04
SD(PG)I

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

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

Dt: 25.3.2014

To

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

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

Please find enclosed herewith the Estimate
amounting to Rs. 49,41,316.00 (Rs. ^{Nine}Forty ^{Six}lacs; ^{Six}thousand three hundred ^{Sixteen} only) on account of
Restoration charges for existing damage S.W. Drain and
allied services coming in the alignment of 220 K.V line
to be laid by Delhi Transco Ltd; at the location mentioned
under subject.


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

Encl:- One Estimate
As Stated Above.

Copy to:

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

Suptdg. Engineer/CC-17/DDA

SCHEDULE OF QUANTITIES

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

Estimated cost.	Rs. 26,46,718.00
Add 5% contingencies	Rs. 73,402.00
Add 15.66% cost index.	Rs. 27,26,120/-
	Rs. 4,26,310/-
	Rs. 31,55,030/-
Add anticipated Enhancement @ 25%	Rs. 7,88,258/-
	Rs. 39,41,288/-
Add D.C. + interest 25.5%	Rs. 10,05,028/-
	Rs. 49,46,316/-

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

For
Bd/AY 21/1/24
AGC(1)
EE (P)/02-17
DOO

SE (02-17)
DOO

SCHEDULE OF UNIT PRICES

Estimate for Restoration charges of damaged S/T drains and allied services for laying 225 MM pipes from 711/101 tunnel to 225 MM pipe section in Sector-16B (Dwarka).

S.No.	Description of Item.	Qty.	Unit.	Rate.	Amount.
1.	Providing and fixing interlocking paver block 60mm thick from manufacturer of M-30 grade concrete concrete on pavement including setting in position over 50mm bed of sand including cutting, placing and levelling etc. and complete with plate vibrator complete as per the direction of Engineer-in-charge.	913	Sqm.	Rs. 365.00	Rs. 3,33,245.00
		(Rs. Three hundred sixty five only).			
2.	Providing and laying non pressure MF-2 class (light duty) RCC pipes with collars jointed with stiff mixture of cement mortar in the proportion of 1:2 (1 cement: 2 fine sand) including testing of joints etc. complete. 250mm dia RCC pipe.	100	Mtr.	Rs. 191.70	Rs. 19,170.00
		(Rs. One hundred ninety one and paise seventy only).			
3.	Supplying and filling in plinth with jamuna sand under floors including watering, ramming, consolidating and dressing complete.	2382	Cum.	Rs. 213.30	Rs. 5,09,360.00
		(Rs. Two hundred thirteen and paise thirty only).			
4.	Reinforcement for RCC work including straightening, cutting, bending, placing in position and binding all complete.	7880	Kg.	Rs. 21.85	Rs. 1,72,178.00
		(Rs. Twenty one and paise eighty five only).			
a)	Thermo mechanically treated bars.	334	Sqm.	Rs. 111.20	Rs. 37,141.00
		(Rs. One hundred eleven and paise x twenty only)			
5.	Centering and shuttering including strutting, propping etc. and removal of form for suspended floors, roofs, landing, balconies and access plate form..				

Cont. P-2 Rs. 10,71,094.00

6mm cement plaster 1:3 (1 cement: 3 fine sand) finished
With a floating coat of neat cement and thick coat of
lime wash on top of walls when dry for bearing of RCC
slabs and beams.

7. 6mm cement plaster to ceiling of mix 1:3 (1 cement:
3 fine sand)

8. 12mm cement plaster of mix 1:4 (1 cement: 4 coarse sand)

9. Neat cement punning.

10. Providing and laying in position cement concrete of
specified grade excluding the cost of centering and
shuttering. All works upto plinth level.

a) 1:5:10 (1 cement: 5 coarse sand: 10 graded stone
aggregate 40mm nominal size).

b) 1:3:6 (1 cement: 3 coarse sand: 6 graded stone
aggregate 20mm nominal size).

c) 1:2:4 (1 cement: 2 coarse sand: 4 graded stone aggregate
20mm nominal size).

d) 1:4:8 (1 cement: 4 coarse sand: 8 graded stone
aggregate 40mm nominal size).

Cont.P-3

65.00	Sqm.	Rs. 54.80	Rs. 2562.00
(Rs. Fifty four and paise eight only).			
286.00	Sqm.	Rs. 40.00	Rs. 11,440.00
(Rs. Forty only).			
757.00	Sqm.	Rs. 52.00	Rs. 39,364.00
(Rs. Fifty two only).			
677.00	Sqm.	Rs. 13.30	Rs. 9004.00
(Rs. Thirteen and paise thirty only).			
72.00	Cum.	Rs. 1289.15	Rs. 92,819.00
(Rs. One thousand two hundred eighty nine and paise fifteen only).			
1.6	Cum.	Rs. 1588.35	Rs. 2541.00
(Rs. One thousand five hundred eighty eight and paise thirty five only).			
52.00	Cum.	Rs. 1843.00	Rs. 95,836.00
(Rs. One thousand eight hundred forty three only).			
60.00	Cum.	Rs. 1404.70	Rs. 84,282.00
(Rs. One thousand four hundred four and paise seventy only).			

Rs. 14,09,942.00

1.	Providing and laying in position specified grade of reinforced cement concrete including the cost of centering, shuttering, finishing and reinforcement. All work up to plinth level.	52.30	Cum.	Rs. 2116.20	Rs. 1,10,677.00
a)	1:1.5:3 (1 cement: 1.5 coarse sand: 3 graded stone aggregate 20mm nominal size).	(Rs. Two thousand one hundred sixteen and paise twenty only).			
12.	Brick work with FPS bricks of class designation 75 in foundation and plinth in cement mortar 1:4 (1 cement: 4 coarse sand).	328.00	Cum.	Rs. 1478.40	Rs. 4,84,915.00
		(Rs. One thousand four hundred seventy eight and paise forty only).			
13.	Making bell mouth opening/entrance of size 100x50x50 cm. for drainage pipe under foot path including providing cement concrete 1:3:6 (1 cement: 3 coarse sand: 6 graded stone aggregate 20mm nominal size) for shape of bell mouth including plastering and fixing of bell mouth including plastering 100x50x50 cm. size precast RCC slabs 1:2:4 (1 cement: 2 coarse sand: 4 graded stone aggregate 12.5mm nominal size) reinforcement with cold twisted bars reinforcement of 100 kg. per cum. of reinforced concrete including plastering with cement mortar 1:3 (1 cement: 3 fine sand) of 6mm thickness on exposed surface of the slab and bell mouth including centering, shuttering and neat cement punning inside the bell mouth etc. all complete.	40 Nos.	Each.	Rs. 588.95	Rs. 23,558.00
		(Rs. Five hundred eighty eight and paise ninety five only).			
14.	Kerb stone (using 50% old kerb stone and 50% damaged)	240.00	Mtr.	Rs. 136.17	Rs. 32,681.00
		(Rs. One hundred thirty six and paise seventeen only).			

Cont. P-4

Rs. 20,61,773.00

*** 4 ***

1. 2.

3. 4. 5. 6.

15. Providing lining and placing in position 70mm thick, H 10-20 grade precast S.F.C coloured covers as per IS: 12592-2802 and as per design drawing shade and size as approved by Engineer-in-charge.

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

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

i) Earth.

3463 Cum. Rs. 39.39 Rs. 1,37,195.00
(Rs. Thirty nine and paise thirty nine only).

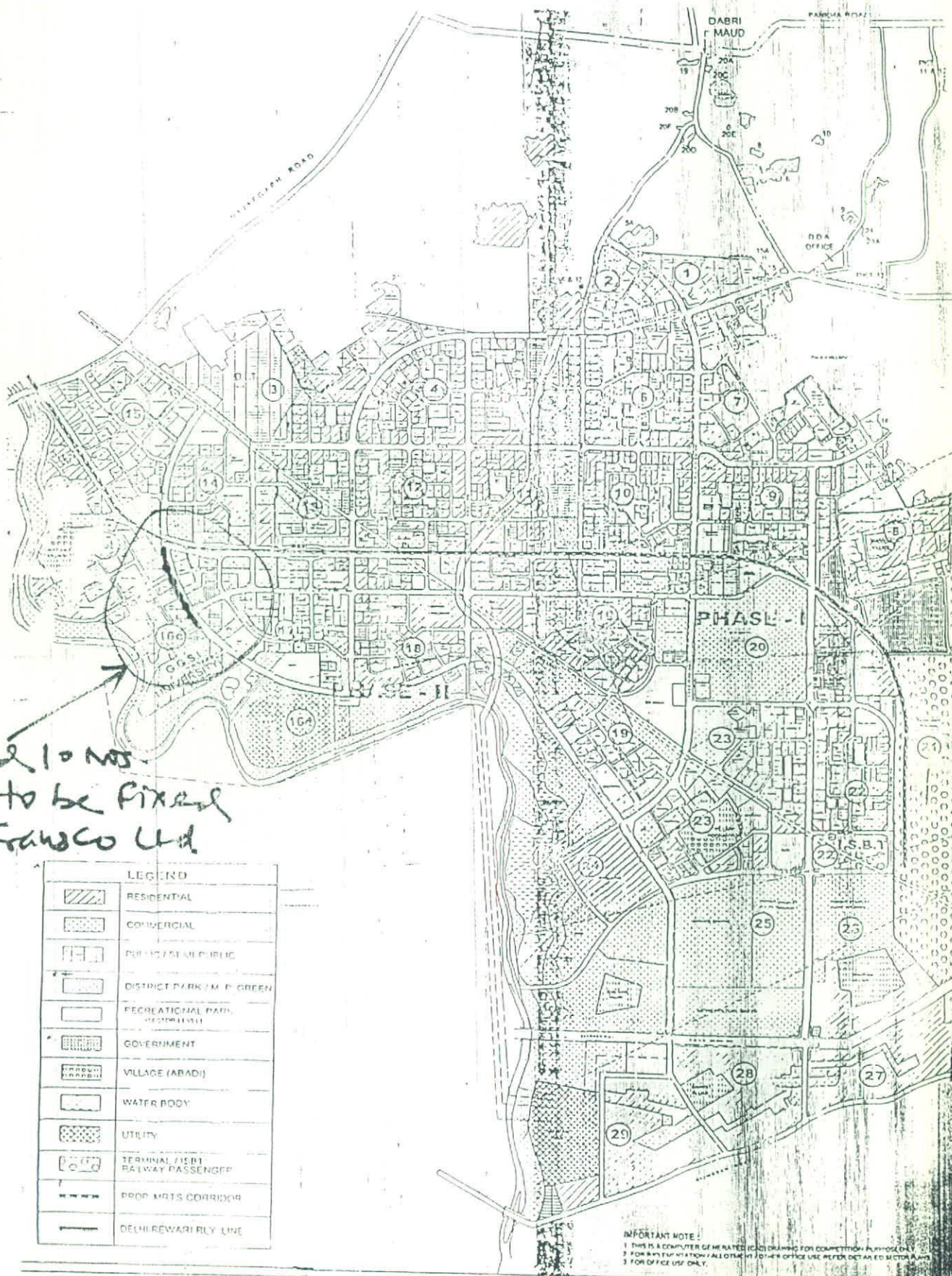
Rs. 26,46,718.00 (A)

Agd/aw/3513/01
AG(P)/C-17

C. J. de

EECP

SE/CC-17
Bdt



Proposed 10 nos.
Pylon to be fixed
by Transco Ltd.

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

IMPORTANT NOTE:
 1. THIS IS A COMPUTER GENERATED DRAFTING FOR COMPETITION PURPOSE ONLY.
 2. FOR ANY INFORMATION / ALLOTMENT / OTHER OFFICE USE REFER DETAILLED VECTOR PLANS.
 3. FOR OFFICE USE ONLY.

DRAFT AGENDA FOR THE TECHNICAL COMMITTEE

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

1.0 Background

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

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

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

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

2.0 The site and present status

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

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

In addition, the location of site is ⁱⁿ conflict with the proposed alignment of 80 mts road (i.e. UER-I) which connects NH-1 (i.e. G.T. Karnal Road) and NH-10 (i.e. Rohtak Road). The said alignment is yet to be finalized which may require some considerable amount of time on account of on-site studies / services to assess existing physical constraints.

3.0 Planning observations:

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

4.0 Recommendation

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

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

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


Dir (Plg.) Rohini


J.D (Plg.) Rohini


A.D. (Plg.) Rohini

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

1.0 Background :

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

2.0 MRTS stations in Dwarka sub-city:

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

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

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

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

ii) Station no. 2 (Sector 14) :

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

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

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

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

iv) Station No. 4 (Sector 12)

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

v) Station No. 5 (Sector 11)

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

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

vi) Station No. 6 (Sector 10)

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

viii) Station No. 7 (Sector 9)

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


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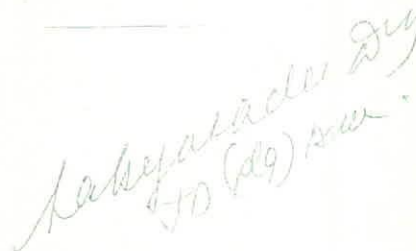
3.0 Recommendations:


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

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

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


(N.R. Asawind.)
AD(Plg.) Dwk


Lakshminarayanan Dy
JO (Plg.) Dwk


15.4.04
Dr S.P. Bhatnagar
DR (Plg.) Dwk

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

Agenda for Technical Committee

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

F.5 (21) 2003-MP

1. BACKGROUND

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

2. PROPOSAL

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

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

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

TABLE 2 : HIGH PRIORITY CORRIDORS FOR ELECTRIC TROLLEY BUS

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

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

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

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

**TABLE 3
DETAILS OF THE CORRIDORS**

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

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Table 4
Existing Right of ways

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

Table 5
Existing Right of ways

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

3.0 PLANNING OBSERVATIONS

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

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

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

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

4.0 RECOMMEDATIONS

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

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

11/03/04

Jyoti D. Patel
Asstt. Dir (IT)-II

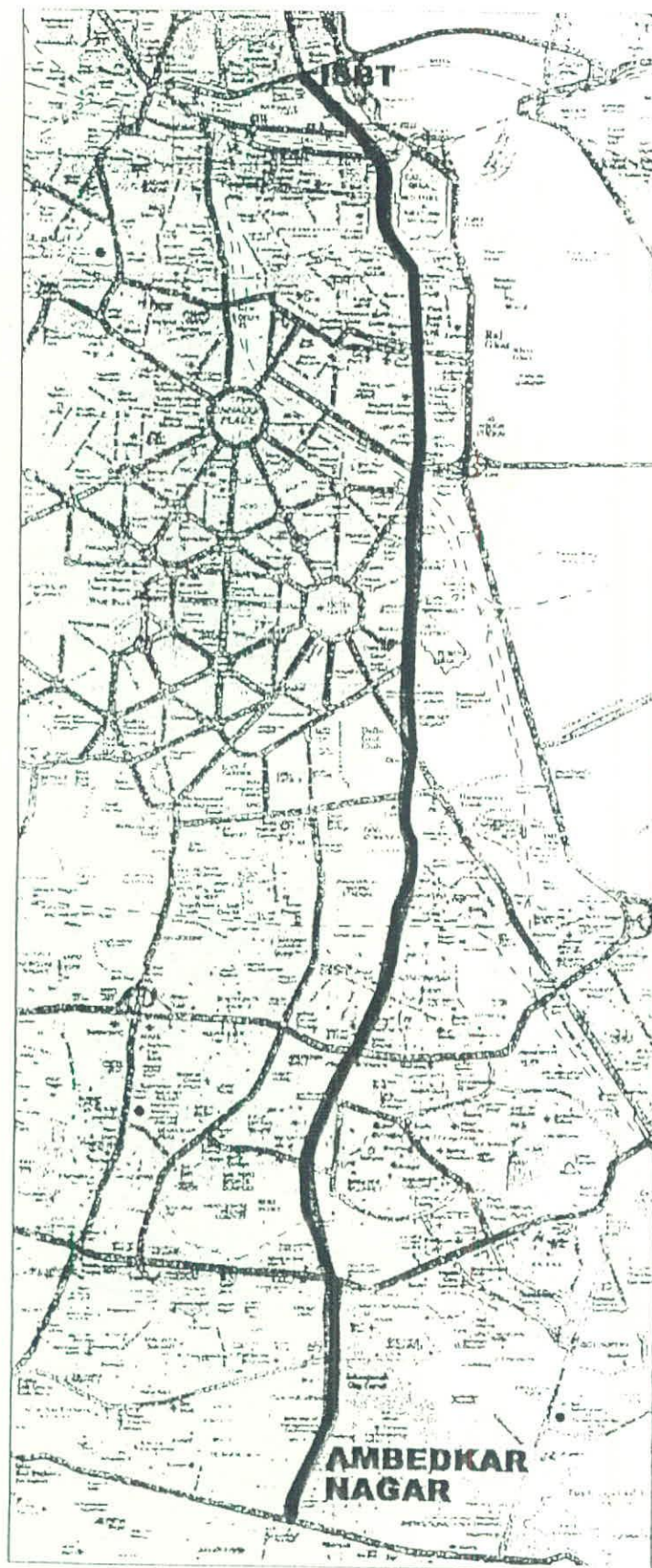


Figure 2.1 Proposed HCBS Corridor From Ambedkar Nagar to ISBT

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

UDA FLA IS MASJID MOUTH

PH-1

CHIRAGH DELHI

SHEIKH SARAI

PUSHPA VIHAR

PUSHPA VIHAR

DE. AMBEDKAR NAGAR

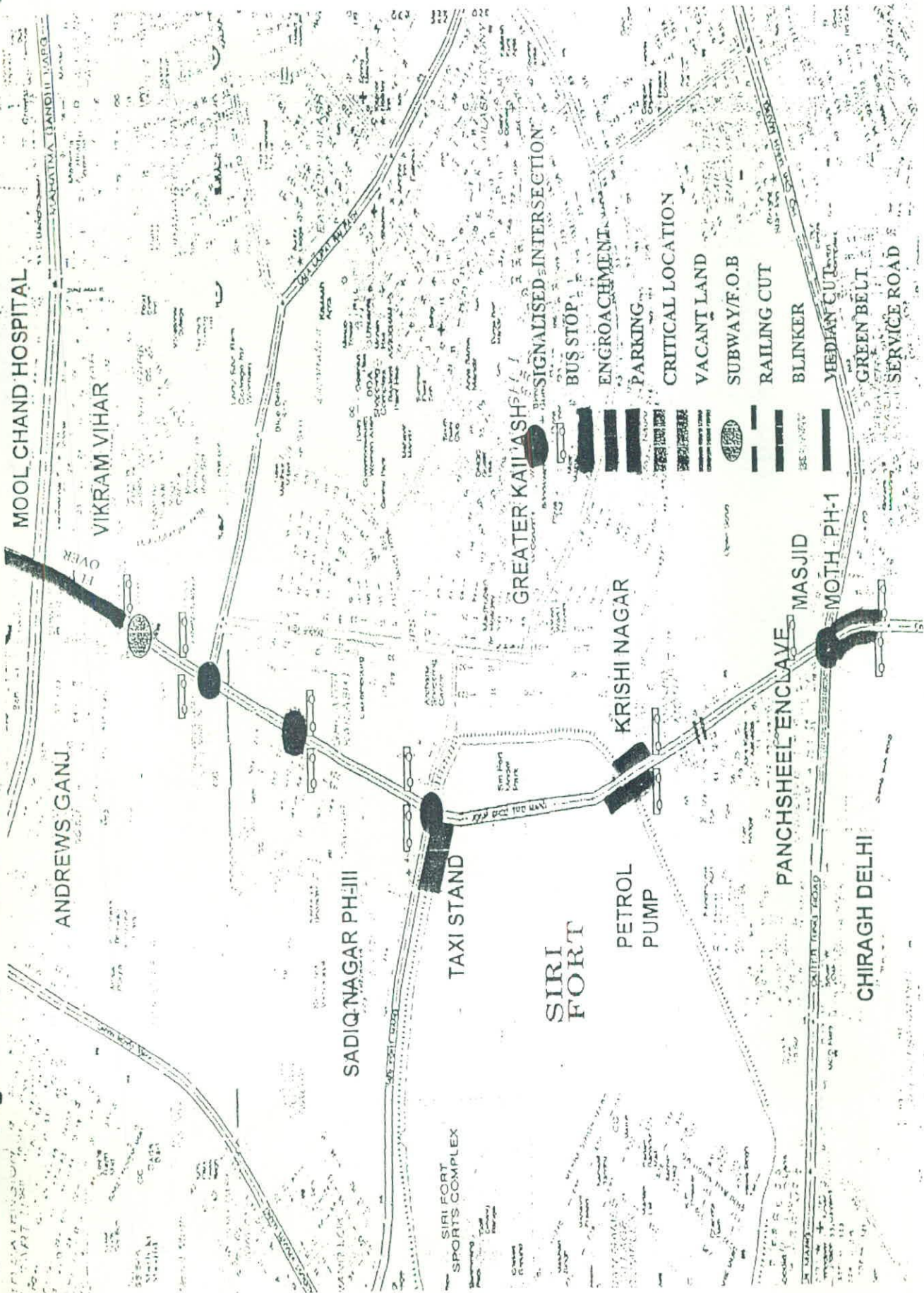
KHANDUA

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

DAKSHINPURI

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Figure 2.3 SECTION 2 : CHIRAGH DELHI TO MOOLCHAND



Agenda for the Technical Committee

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

F 5(5) 2004/MP

1. Background

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

2. Examination

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

3. Land Acquisition Status

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

4. Proposal

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

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


5. Feasibility


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

6. Recommendations

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


Ashok Bhattacharjee
Jt. Director (NP)


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


D.K. Saluja
Director (NP)

Agenda for Technical Committee

Sub:- Circulation Improvement Plan Around ISBT Sarai Kale Khan and Change of Landuse of Land measuring 31,707 sq.mtr. approximately (3.1 hact.) to IDTR.

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

1. BACKGROUND

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

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

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

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

2. MPD 2001 PROVISIONS

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

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

3. THE PROPOSAL

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

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

4. RECOMMENDATIONS

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

Adm.
11.05.04. *Agarwal*
11/5/04

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

Agenda for Technical Committee

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

F5(17)2001/NP/Pt. I

F15(19)2000/NP/Pt. III

1.0 BACKGROUND

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

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

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

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

Technical Committee also desired that this road be extended upto Rohtak road in first phase to provide better accessibility/dispersal of traffic from Proposed Bawana/Narela Industrial area.

PWD shall now submit the alignment plan to a scale of 1:1000 integrating the detailed junction/intersection designs of all master plan roads including the composite flyover of Delhi Karnal Railway Line and Alipur Narela Road for consideration of the Technical Committee along with the feasibility.

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

1. Technical Committee approved to acquire 100 mtr and 80 mtr wide passage.. the construction of 63 mtr road be taken up and the balance area to be reserved for future mode of transport, utility and services
2. Regarding the agency for construction, it was decided that as a principle, DDA should construct the roads which are falling in the development area and balance

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20/2

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

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

"It was explained that the 80 mt. R/W road is part of the overall proposal envisaged in the urban extension plan from NH-1 to NH10. Alignment plan of the road from G.T. Karnal Road (NH1) to Western Yamuna Canal in Narela Project along with the cross section has been recommended for approval. The detailed road development plan of this road for the entire stretch from NH1 to NH10 be worked out with the help of consultant for further approval. The road development plan should clearly indicate the following:

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

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

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

2.0 FOLLOW-UP ACTION

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

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

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

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

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

3. EXAMINATION

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

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

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

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

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

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

4.0 MODIFIED PROPOSAL

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

a) ALTERNATE - 1

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

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

IMPLICATION

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

b) ALTERNATE - 2

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

3/11/2003
27/2

IMPLICATION

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

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

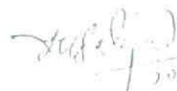
This part of the road passes through rural area and if it is constructed at present without linking it with the expansion programme of Rohini Project, the entire area in between may get encroached upon. Therefore, the alignment proposal of this part of the road be taken up with the Rohini Extension Plan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

RECOMMENDATION

The case is placed before the Technical Committee for consideration.


Ashok Bhattacharjee
JD(NP)


Rajesh Kumar Jain
A.D.(NP)II


D.K. Saluja
Director (NP)



NISHA SINGH
Director (DD)

- 353 -

ANNEXURE- I

भारत सरकार
शहरी विकास और गरीबी
उपशमन मंत्रालय

GOVERNMENT OF INDIA
MINISTRY OF URBAN DEVELOPMENT
& POVERTY ALLEVIATION

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

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

Dated the 2nd January, 2004.

Dear Shri Jolly,

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

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

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

With regards,

Yours sincerely,

(NISHA SINGH)

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

Please send report / reply
to the Ministry within 2 days.
6/1/04

Top / priority

DDM

Ten / 6/1/04

6/1/04

3/1/04

Most immediate
VIP Reference



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

Government of India

Ministry of Urban Development & Poverty Alleviation
(Delhi Division)

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

To

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

Sub: VIP reference regarding denotification of land at Bawana oad,
Narela, Delhi.

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

Sir,

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

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

Yours faithfully,

(PREM KUMAR)

Under Secretary to the Govt. of India

Ministry
reference

DDA

20/10/03

7/10/2003

NT(N)

16/10

PC. P. K. S. in file.

K. G. (M)

16/10/03

please attach the file no- P9 (3122.002) CXC 11/102/16
urgently please.

1. E.E.
Digital Final 23/10/03

The above mentioned file has been sent to AD/MP
therefore this letter may be sent to AD/MP for
necessary action, please.

Final
29/10/03

AD/MP
Secy
28/10/03

Tech. (C-1)

AD/SEC (N.P.) II

18.11.03
29/10

9/5
17/10/03

Bharatmata Saraswati Bal Mandir Senior Sec. School

(Affiliated to CBSE, New Delhi)

RECOGNISED

BAWANA ROAD, NARELA, DELHI-110040

Sep 1, 2003

Date.....

F. BSBM / Land / 2003 /

Ref. No.....

Brought by Shri Chandra.

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

To

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

OSD

Hoka
1.9.03Subject: Future of Bharatmata Saraswati Bal Mandir, Narela as a result of
acquisition of land for construction of Bawana Narela Road

Your Excellency,

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

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

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

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

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

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

Concl.....P/2

With the file/Committee

-1.9.03

JOS

2.9.03

AC (P/S)

349 . . 31
(2)

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

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

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

With thanks and apologies,

Yours faithfully

Ravinder Kumar

(Ravinder Kumar)
Chairman

N2/44

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

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

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

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

Submitted, please.

(DK Saluja)
Director(NP)

A.C.(Plg)-III

Commr.(Planning)

Above is submitted
in compliance of order of 9-5-03 (P11/2)

CLM/II

7/6/03

Please send a
to the Planning
Dept.

5/6/03
16/03
V.C.
5/6-03
13/6/03
14/6/03



AGENDA FOR TECHNICAL COMMITTEE.

Sub: Policy framework for Planning and Redevelopment of villages.

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

1.0 BACKGROUND:

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

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

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

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

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

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

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

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

2.0 EXAMINATION.

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

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

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

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

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

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

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

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

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

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

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

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

3.0 PROPOSAL :

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

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

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

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

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

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

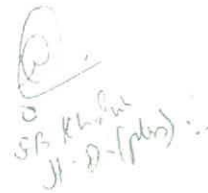
3.2 Following Development Control Norms are proposed for the urban/rural villages.

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

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



B. K. JAIN
Director (DC & RYP)



SB Khanna
JL-D-(plan)

AGENDA FOR AUTHORITY.

ITEM NO

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

Dated:

106/2002

dt. 20/12/2002

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

1.0: PROPOSAL IN BRIEF:

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

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

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

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

- b. The development in rural villages will also be regulated in the same manner as the urban villages.
- c. As has already been emphasised in the Lt. Governor's order that proper circulation plans should be prepared for urban villages, the Technical Committee felt that adequate provisions for provision of physical infrastructure and common parking area could be made at the time of preparation of these plans by concerned local bodies. "This decision of the Technical Committee should be communicated to MCD, NDMC etc."
- d. As the decision of the Tech. Committee as at a), b) & c) above requires modification to the MPD-2001, these may be referred to Ministry for obtaining concurrence / dispensation without taking the matter to the Authority because of its urgency relating to the Supreme Court matter.

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

2.0: BACKGROUND:

2.1: Urban villages : MPD-2001 provisions:

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

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

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

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

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

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

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

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

3.0: ISSUE FOR CONSIDERATION OF THE AUTHORITY:

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

ITEM NO. 106/20/2

Decision

Sub: Policy framework for sanctioning of Building plans in urban villages.
F.3(29)94/41 P. III

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

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

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

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

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

Ac(P) 106/20/2

AGENDA FOR THE COMMITTEE

No. F-100/2003/1/11

Dated:

Sub. Policy framework for growth and development of villages in urban villages.

1.2 BACKGROUND.

1.1. 100 in villages: MPD-2001 provisions.

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

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

1.2 In Writ (Civil) no. 4677/1985, M.C. Mehta vs. Union of India & others, the Hon'ble Supreme Court observed as follows:

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

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

2.0 DETAILS OF EXAMINATION.

2.1 As per part-I Administration of Buildings Bye Laws, 1983 Clause 1.2 building bye laws are not applicable to urban villages.

2.2 Letter of the Ministry no. J-13036/2001/VI/10DIB dated 28.3.2001 regarding gross misuse of Lal Dora land in Delhi is enclosed at annexure-I. And letter dated 28.3.2000 regarding unauthorised encroachment and illegal construction in Delhi is enclosed at annexure-II.

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

2.4 In the appeal under section 5 of the Municipal Corporation Act Municipal Corporation vs. Absolute Aromatics Ltd. Hon'ble Court while upholding the order of the Appellate Tribunal observed that the DDA should take up preparation of circulation plan of urban villages and take steps by way of acquisition of land, and construction of roads and development of other public places.

28. 22/10
- will be taken. People would be induced to get their building plans passed in accordance with the building by laws.
- 3.0 The matter was put up to the Technical Committee in its third meeting for the year 2002 held on 2.7.2002 vide item no: 14/2002 and the decision of the Technical Committee is reproduced below:

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

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

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

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

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

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

It was agreed that view expressed in the para above could be submitted to the Authority for information.

4.6 A view expressed in the follow up meeting of the Authority decision as at para 3.4 above, is put up to the Technical Committee for its consideration so that the same can be put up to the Authority, as decided by the *Technical Committee*

Policy framework for sanctioning of building plans in Urban Villages.
 1. 2. 3. 4. 5. 6. 7. 8. 9. 10.

It was decided that it was agreed by the Technical Committee that the 1000 Sq. Ft. off plot may be subject to sanction of building plans within the approved standards and Densities as decided by the Urban and Rural Development Committee. Further rules and regulations directed by the L.O.s Council, in order to prepare simulation plans in the villages may be taken up by the concerned Local Body. It was also agreed that the matter may be brought to the Authority's attention as per the Meeting of Urban Development.

B.k

abc13

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

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

DATED: 13/9/04

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

The list of participants is enclosed at Annexure I

Item no. 1/2004

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

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

Item No. 2/2004

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

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

Item No. 3/2004

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

The item was withdrawn.

Item No. 4/2004

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

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

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डावरी सं० 13/5...
दिनांक ... 14/9/04

22/8/04
Dr (BIC) /
Dr (NP) /
Dr (RP) /
Dr (TT) /
Sent
2/9/04

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Item No. 5/2004

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

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

Item No. 6/2004

Sub: Policy for notification and de-notification of Development
Areas of DDA.
F3(55)2003-MP

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

Item No. 7/2004

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

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

Item No. 8/2004

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

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

Item No. 9/2004

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

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

Manoj
[Signature]

Item No. 10/2004:

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

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

Item No. 11/2004

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

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

Item No. 12/2004

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

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

Item No. 13/2004

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

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

Item No. 14/2004

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

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

M. K. Singh

[Signature]

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


(R K Jha)
Director (DC)

Copy to:

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

Copy also forwarded to:

Director (IT) DDA
Director (Dwarka) DDA
Director (AP II)
OSD to VC, DDA for information of the latter.


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




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

DELHI DEVELOPMENT AUTHORITY:

S/Shri

Anil Baizal, Vice Chairman, Chairman
Prabash. Singh E M

A K Jain, Commr. (Plg.)

S C Karanwal, Chief Architect

Prakash Narayan, Addl. Commr. (Plg.) III

A K Gupta Addl. Commr. II

Ashok Kumar OSD (MPPR)

Ms Savita Bhandari, Director (LS)

B K Jain, Director (DC)

M.C.D.:

Rakesh Mehta, Commr. (MCD)

S S Hadke, Chief Architect

V K Bugga, Chief Town Planner

T.C.P.O.:

J B Kshirsagar TCP

R Srinivas Associate Planner

DELHI TRAFFIC POLICE

M K Meena DCP (Traffic)

SPECIAL INVITEES:

K Srinivasan Chief Urban Planner, DMRC

S S Seni, Dy. Suypdt. Archeologist

G S Giri Ex Engg. Delhi University

S K Garg Sef I&FC Deptt.

Jaswant Rai, Manager IDPC

S P Padhy DLM LM II DDA

MC Gupta, CE (East Zone) DDA

P M Parate Director, (TYA)

D K Saluja, Director, (NP) DDA

S P Bansal Director, (Dwarka) DDA

Anil Barai, Director, (Rohini) DDA

R K Jain, Director, (AP) I DDA

R M Lal, Director (TT) DDA

Santlal, Chief Engineer MCD

Ma/Ans

[Signature]

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divj/10

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO.F.1(1)2004-MP/52

Dated: 4-3-04

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

The list of participants is enclosed at Annexure I

Item No. 1/2004

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

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

Item No. 2/2004

Sub: Proposed Link Road connecting Ring Road and Mathura Road along Baraullah Nallah Nizamuddin (East) F5(10)2002-MP

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

Item No. 3/2004

Sub: Development control norms for the residential development scheme area in redevelopment scheme of Dev Nagar. F20(29)94-MP

The item was withdrawn.

383/AC(P)II

8/3/04

12/12/04
10/1/04

Observations of
any P.

Item No. 4/2004

draft minutes are ok please 10/3/04

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

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

8/3/04
Dr (Tt)
Dr (Bdy)
Dr (NP)
Dr (RP)
Reminder 12/3/04

Dr (Bdy)
Dr (NP)
Dr (RP)

sent 10/3/04
Original

mirafar

Item No. 5/2004

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

Minutes deferred.



Item No. 6/2004

Sub: Policy for notification and de-notification of Development Areas of
DDA.
F3(55)2003-MP

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

Item No. 7/2004

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

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

Item No. 8/2004

Sub: Change of land use of 2700 sq.m. of land from public and semi
public facilities to Govt. use.
F.20(4)2004-MP

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

Item No. 9/2004

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

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

With Original

Item No. 10/2004

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

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

Item No. 11/2004

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

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

Item No. 12/2004

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

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

Item No. 13/2004

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

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

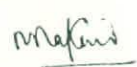
Item No. 14/2004

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

Minutes deferred.



Original



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

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


(B.K. JAIN)
DIRECTOR (DC)

Copy to:

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

Copy also forwarded to:

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


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





ANNEXURE I

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

DELHI DEVELOPMENT AUTHORITY:

S/SHRI

Anil Baizal Vice Chairman (Chairman)

Prabhash Singh E.M.

A K Jain Commr. (Plg.)

S C Karanwal Chief Architect

Prakash Narayan Addl. Commr. III

A K Gupta Addl. Commr. II

Ashok Kumar OSD (MPPR)

Savita Bhandari Director (LS)

B K Jain Director (DC)

M.C.D. :

Rakesh Mehta Commr. (MCD)

SS Hadke Chief Architect

V K Bugga, Chief Town Planner

TCPO:

J B Kshirsagar TCF

R Srinivas Associate Planner

DCP (Traffic)

M K Meena DCP (Traffic)

SPECIAL INVITEES:

K Sri Niwasan Chief Urban Planner DMRC

S S seni Dy. Supdt. Archeologist

G S Giri Ex Engg Delhi University

S K Garg Sec I&FC Deptt.

Jaswant Rai Manager IDPC

S P Padhy DLM LM II DDA

M C Gupta C E (East Zone) DDA

P M Parate Director (TYA)

D K Saluja Director (NP) DDA

R M Lal Director (TT) DDA

S P Bansal Director (Dwarka) DDA

Anil Barai Director (Rohini) DDA

R K Jain Director (AP I) DDA

Santlal Chief Engineer MCD

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(3)

DELHI DEVELOPMENT AUTHORITY

NO. F.1(1)2004-MP 16

DATED: 23/1/04

The 1st meeting of the Technical Committee of the Delhi Development Authority for the year 2004 will be held on 29.1.2004 at 10.00 a.m. in the Conference Hall 5th floor, Vikas Minar, New Delhi. The list of items along with copy of agenda circulated earlier vide this office letter no. F1(14(2003/507 dated 19.12.2003, will also be discussed in this meeting. A consolidated list of all the items along with the copy of agenda for additional items is enclosed herewith.

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

(B K JAIN)
DIRECTOR (DC)

Copy to:-

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

Special Invitees:

Director (Plg.) TT, DDA
Sh. A K Sinha, Superintending Archaeologist
Chief Engineer, (Irrigation & Flood), GNCTD.
Engineer-in-Chief, PWD.
Town Planner, (Slum & JJ), (MCD).
Director (AP) I, DDA.
Director (Plg) NP, DDA
Director (CL), DDA.
Director (LS), DDA
Director (Plg) Dwarka, DDA.
Director (Plg) TYA, DDA.
Sr. Town Planner, MCD.
Shri Chandu Bhutia ATCP, L&B.

For
Item no. 2/2004

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Item no. 3/2004

Item No. 4/2004 ✓

Item No. 4/2004

Item No. 4/2004

Item No. 5/2004.

Item No. 6/2004.

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-do-

N-22/1487/11
27/1/04

12/2004

7/2004

SPECIAL INVITEES:

1. Asstt, Registrar & PS to VC, Delhi University
2. Executive Engineer, Delhi University
3. Ms. Pardeep Sachdeva Design Associates
No. 4 Windmill Plan Aya Nagar New Delhi 47.
4. Sh. V C panchal, SE - CC - 12 DDA
B Block Ashok Vihar New Delhi
5. Sh. K. Srinath
Chief Urban Planner DMRC

For Item no.7/2004

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For item no.10/2004

11/2004

12/2004

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I N D E X

SL.NO.	ITEM NO.	SUBJECT	PAGE NO.	REMARKS
1.	1/2004	Confirmation of Minutes of Technical Committee held on 30.9.2003		
2.	2/2004 <i>Dr (T1)</i>	Proposed Link Road connecting Ring Road and Mathura Road along Bara Pullaha Nallah Nizamuddin (East) F.5(10)2002-MP	1-12	(Agenda already circulated vide letter no.F.1(14) 03/507 dt.19.12.03)
3.	4/2004	Development control norms for the residential area in redevelopment scheme of Dev Nagar. F20(29)94-MP.	13-14	-do-
4.	4/2004 <i>Dr (NP)</i>	Bhalaswa Lake Complex Planning Parameters. F20(2)94-MP	15-22	-do-
5.	5/2004	Link Road connecting NH-8 to NH-10 through Dwarka, Rationalisation of ROW F1(430)2002/Plg/Dwk/Pl.I	23-27	-do-
6.	6/2004	Policy for notification and de-notification of Development Areas of DDA. F3(55)2003-MP.	28.-30	(Revised Agenda Enclosed)
7.	7/2004 <i>Dr (T1)</i>	Approach Road between Central Library and Arts faculty in Delhi University Area. F5(13)2002-MP	31-35	(Agenda enclosed)

- | | | | |
|-----|-----------------------------|--|-------------------------|
| 8. | 8/2004 | Change of land use of 2700 sq.m of land from public & semi public facilities to Govt. use.
F.PP/R/1070/82 | 36 |
| 9. | 9/2004 | Proposal of petrol pump on the DNID flyway by NOIDA Toll Bridge Co. Ltd. (MTBC) F7(19)2003-MP | 37-41 (Agenda Enclosed) |
| 10. | 10/2004 | Change of land use from Public & Semi public (FL-53) to Commercial area measuring 2.84 ha. At Wazirpur DMRC Project F.3(81)2001-MP-Pt.II | 42-43 (Agenda enclosed) |
| 11. | 11/2004 | Change of land use for the DMRC Project in Vishwa Vidyalaya Area / From Public to semi Public to Residential (3.05) ha and residential To Commercial (0.77 ha)
F20(2)2000-MP-Pt. | 44-45 (Agenda enclosed) |
| 12. | 12/2004 | Change of land use from Area of 3.36 ha. in Tri Nagar for DMRC Project
F20(2)2000-MP-PT-I | 46-47 (Agenda enclosed) |
| 13. | 13/2004
<i>Do (Bldg)</i> | Approval of Development control norms for flyash brick at IP Estate Zone 'O'
F13(182)2002/Bldg. | 48-52 (Agenda enclosed) |

AGENDA FOR THE TECHNICAL COMMITTEE

**SUB: BEAUTIFICATION OF CITY OF DELHI: IMPROVEMENT OF
APPROACH ROAD BETWEEN CENTRAL LIBRARY AND ART
FACULTY IN DELHI UNIVERSITY AREA.**
[F.5 (13)/2002/MP]

1.0 INTRODUCTION:

- 1.1 A detail exercise for preparation of road development plan including various details for parking, street furniture, lighting, bus stops, signages etc. was implemented on the approach road to Vikas Sadan. During the meeting held by Hon'ble LG, Delhi, it was decided that the exercise of this kind should also be undertaken for some other select roads in Delhi to set example on road development plan. LG, Delhi, desired that the locations are to be identified and work on the same be started on the similar lines by the Architect who has designed the approach road to Vikas Sadan.

- 1.2 Accordingly, following sites / areas identified for detail road development plan and approved by Hon'ble Lt. Governor, Delhi are:

- i) Approach road between Central Library and Arts Faculty in Delhi University Area.
- ii) Road from AIIMS Crossing to IIT Flyover in Zone-F, South Delhi.
- iii) Area around Laxmi Nagar District Centre in East Delhi.
- iv) Road No. 41, Pitam Pura.
- v) Janak Puri main road.
- vi) Road leading from Pankha Road to Dabri in Dwarka.

(ANNEXURE-A)

- 1.3 Simultaneously, the involved initial actions which were identified for approval of Hon'ble Lt. Governor, Delhi, are also given in **ANNEXURE - A.**

- 1.4 This agenda is for "Approach Road between Central Library and Arts Faculty in Delhi University Area & Plaza Botanica off Probyn road"

2.0 DESCRIPTION:

- 2.1 **Project Area** - As stated in earlier paragraph, the project area in Delhi University Campus is bounded by Central Library in South, Arts Faculty building in North, Probyn Road in West and Patel Marg in East (hereinafter called **Main Plaza**). The space between these two important buildings of the university has a vehicular accessibility between these two roads at two ends. A central circular plaza in front of the entries of the Central Library and Faculty of Arts main building enshrines the statue of Swami Vivekananda. Some features like DUSU Office, Milk Booth, Students Welfare Canteen, parking etc. are scattered around the area as shown in physical survey map. Rest of the area is lying open dotted with number of trees. **Plaza Botanica** is an area situated opposite to the **Main Plaza**, off the Probyn Road. Department of Botany is situated behind the park on north.
- 2.2 **Transfer of Land** - The area belongs to Delhi University Area. The Vice Chancellor, Delhi University was requested to arrange for transfer of the project area / site for development and management. The Executive Engineer of Delhi University has confirmed in writing that DDA is allowed to go ahead with development work. (Reference: Letter of SE/CC-12, DDA dated 9th January 2003).
- 2.3 **Physical Survey** - Detailed survey along with initial levels and also the layout of the services available of this area has been handed over to the Consultant Architect M/s Pradeep Sachdeva Design Associates.

- 2.4 A site inspection – cum – meeting with Vice Chancellor, Delhi University was held in December 2002. The Consultant M/s Pradeep Sachdeva Design Associates has explained the scheme with the help of concept drawings.

The concept of the development features includes as under:

- 2.4.1 Improvement of the Approach Road between Central Library and Art Faculty:

- i) *Pedestrianise the road.*
- ii) *Clean up the building facade.*
- iii) *Visual unification of buildings and spaces.*
- iv) *Barrier-free movement.*
- v) *Harvest all rainwater and improved drainage.*
- vi) *All sculpture and art.*
- vii) *Improved general lighting.*
- viii) *Ducting for future services.*
- ix) *Enhance landscaping with bold effects.*
- x) *Improved signage system.*

- 2.4.2 Further the Consultant made a presentation of the additional part of project i.e. the improvement of the area, the park along Chhatra Marg, opposite Department of Botany. The proposed features concepts are:

- *Pedestrianise*
- *Limited parking at the entrance.*
- *To retain existing trees.*
- *Central Court having labyrinth walk through*
- *Sculpture at centre.*
- *Botanical prints preferably on stones*
- *Enhance lighting.*

2.5 Follow up actions:

- 2.5.1 No. of meetings held to discuss various issues. Salient decisions are as under:

- a) Building materials to be used, should be user friendly, economical, durable and easily replaceable by Road Owning Agencies.
- b) Stretches of roads to be handed over back to the Road-Owning-Agencies after improvements done for maintenance purpose etc.
- c) The approximate expenditure incurred for Vikas Sadan Scheme may be basis of tentative cost of these projects also.
- d) Existing services within R/W shall be retained. Any specific improvement, if essentially required, could be suggested by Consultant as a part of improvement scheme, which are to be discussed with the service providing agencies before including in estimates.
- e) The agreement will restrict the fee to the Consultant to estimated cost or actual cost whichever is less.
- f) For smooth implementation of the scheme, a co-ordination committee having representatives of all concerned agencies (a representative from PWD/MCD/DELHI JAL BOARD/TRAFFIC POLICE, DELHI ETC.) be constituted. The convenor for this Committee shall be concerned Executive Engineer from DD&A. This circular can be issued from Lt. Governor's Office as was done in case of flyovers or with approval of Lt. Governor by EM Office.
- g) The issue regarding funding / maintenance and also the addition of Vasant Kunj Road, Botanical Plaza of Delhi University and Extension of Aurbindo Marg upto Qutub Minar Area shall be further discussed by Commissioner (Plg.) and EM with the VC and LG.
- h) The suggestions of the Consultant to involve beneficiaries of the scheme at planning stage was also agreed in principle. This issue also would be discussed by EM and Commissioner (Plg.) with VC & LG before putting up final decision.
- i) All service providing agencies would be requested to complete their work along this road in next 2-3 months so that the improvements made by under the scheme can be taken up.

- 2.5.2 A review meeting of EM on the above project was held on 28th July 2003. Salient points of decision of the meeting is / are as under:

"It has proposed that Rs. 800/- per sq. mtr may be taken as the basis for finalizing the agreement subject to the actual costs, whichever is less.

It was further pointed out that the proposed Botanical Plaza of Delhi University could not be included initially. The issue was earlier submitted to EM for consideration. Inclusion of Botanical Plaza was not allowed in the project vide earlier order of EM (DATED 13th June 2003), as these works are non-remunerative. In case, the same is required to be included, the approval of Hon'ble LG. may be sought by Planning Wing."

2.5.3 The Consultant, Pradeep Sachdeva Design Associates vide dated 1st July, 2003 has submitted the preliminary drawings as follows:

- i) Survey plans of the sites.
- ii) Design proposal
- iii) Electric and drainage layout plans.
- iv) Bill of quantities :
 - a) Civil work and plumbing
 - b) Electrical and lighting.

These are explained in the later paragraphs.

2.6 **LG Meeting:**

- 2.6.1 Weekly meeting of DDA held on 24th June, 2003 - **"Redevelopment work of Delhi University** - LG desired that the Engineering Wing may check the work being taken up at the Vice-Regal Building. He also desired that the re-development of the roads be taken up by DDA on priority on the same pattern as that the Vikas Sadan. Commr. (Plg.) was asked to approve the plan within this week."
- 2.6.2 Weekly meeting of DDA held on 1st July, 2003 - **"Development of University Plaza** - Commr. (Plg.) stated that drawings from the Architect has been received and discussed and the same could be put before the Technical committee. LG desired that in the meantime tenders for the work may be called so that there is no delay in implementation of the scheme. EM, DDA, was advised to discuss the matter with the private architect."
- 2.6.3 A meeting on presentation of the scheme at Raj Niwas held on 15th September 2003, Shri Pradeep Sachdeva Design Associates presented concept drawings of **"Approach road between Central Library and Art Faculty and Botanical Plaza in Delhi University."**

Botanical Plaza named **"Plaza Botanica"** is lying opposite to the Main University Plaza along Chhatra Marg in front of the Department of Botany. Initially the *Plaza Botanica* was not included in the project area, now the same has been decided to be included in the project (the minutes of the meeting is enclosed at **ANNEXURE - B**).

- 2.7 **Agreement:** - An agreement between the Delhi Development Authority and the Consultant M/s Pradeep Sachdeva Design Associates, New Delhi - 110047 for preparation of plan of "Improvement of approach road between Central Library and Art Faculty and space off Probyn Road to be known as "Plaza Botanica" is being entered into based on the discussions / decisions at various stages stated above.

3.0 **PROPOSAL:**

The Consultant submitted a concept proposal, which is described as under:

University Plaza - Area = 20,000 sq. mtr.

This plaza is proposed to be developed on the access road within the Delhi University Campus, between Probyn Road and Patel Marg. The present vehicular road at the main axis of the campus is proposed to be a pedestrian zone where a large plaza is proposed. This plaza will serve as a unifying feature between the various activities in the campus.

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The entrance to the University Plaza will be defined by an archway where a small entry area serves as a buffer to the internal space. An elaborate information panel at the entrance serves as a notice board. It is also proposed to have the Map of the University and one of Delhi to acquaint the students with the layout of the area. This map will be carved in stone and integrated with the pavement pattern.

The design of the Plaza complements the character of the buildings surrounding the space. Keeping the axis of the road and the layout of the buildings, the space is designed along the formal lines of the existing axis.

A central walkway lined by trees substitutes the present road. The walkway paved in Bricks adds a rich texture and colour to the pedestrian zone. Seats along the paths break the length of the walk till one encounters the central space where the plaza expands. The entry to the Central reference Library and the Arts Faculty is defined as the focus of the Plaza. It is defined by a landscaped space in the centre. A change of material and design in paving further adds definition to the space.

Development Features:

- Pedestrianisation of internal roads.
- Parking space to be provided along the main road outside the campus.
- Building Facades to be cleaned up and lit.
- Visual unification of Buildings and spaces.
- The space is to be Barrier Free Movement zone for the Disabled.
- Improvement in Drainage and facilities for Rain water Harvesting.
- Addition of Sculpture and art in outdoor space.
- Improved General lighting
- Standardize Signage systems within the campus.
- Provisions for Future Services.
- Enhance landscape effect.
- The space within the Plaza will be a poster free zone and a poster wall will be located at the entrance.
- Miscellaneous buildings like the canteen, supermarket, milk booths, etc. are to be redesigned and integrated with the new scheme.

Plaza Botanica: Area = 5,000 sq. mtr.

Open spaces being a necessity to urban life, the park along Chhatra Marg is proposed to be developed as an attractive feature. The Plaza is primarily meant for the students to relax in a contemplative environment, especially in the evenings.

The name *Plaza Botanica* is derived from its proximity to the University Botanical Gardens.

The Development is designed to retain its current function as a park.

Design Features:

- A labyrinth walkway at the centre of the plaza adds a focal point to the space.
- A series of steps along the central feature serves as seats. The space is designed to hold informal performances by students.
- A link from the Plaza to the Vice Chancellors Office will be provided via the Mughal Gardens.
- Botanical prints from the university archive will be translated in an outdoor medium such as stone and displayed in the Plaza.

The Object of Developing the two plazas is to improve the quality of spaces available to the students in the University. It is hoped that these two spaces would stimulate further development in the physical and visual character of the University Campus.

The drawings submitted in this regard are:

- i) University Plaza – Plan of Plaza – 1: 300
- ii) Drainage Scheme – 1:300
- iii) Internal Lighting – Electrical drawing – Dwg. No. KES-786-E-01C.
- iv) Physical survey: Topographical Survey of Delhi University Central Library.
- v) Topographical Survey – 1:800 – Dwg. No. SAC/02/485.

The bill of quantities for (a) Civil work – Plumbing and (b) Electrical and lighting, received from the Consultant, has been sent to Executive Engineer, ND-11, DDA, for examination and necessary action.

4.0 Screening Committee Decision:

The proposal was discussed in the 227th meeting of Screening Committee held on 21.11.03 vide Item no.118: 2003. Decision is reproduced as follows: -

"...On the onset of the presentation by the Consultant Pradeep Sachdeva, V.C. was of the opinion that this project should not have come to the Screening Committee. However, it has been noted by the Screening Committee. The Proposal shall be got approved from the Technical Committee. Further, it was decided that the MOU with Delhi University be entered requesting the University for proper up-keep maintenance & management. Before taking up the work, the administrative/ financial sanction shall be taken from EM/ FM."

5.0 RECOMMENDATION:

The concept design of the proposal, as submitted by the Consultant, in view of the above discussions / decisions, is put up for consideration of Technical Committee for approval for further preparation of project drawings by the Consultant.

Jt. Dir. (Plg.) TT

Dir. (Plg.) TT

17/12/03

AGENDA FOR TECHNICAL COMMITTEE

Sub: Change of landuse of 2700 sqm. of land from public & semi public facilities to Govt. use.

(File No.PP/R/1070/92)

The district Courts has been handed over 3 hect. of land along outer ring road near Madhuban Chowk for C/o District Court building which is almost at completion stage. Asstt.Registrar(Gen) High Court of Delhi has requested for allotment of additional land for C/o Lawyer's Chambers at Rohini.

3 Hact. of land which was handed over for C/o District Court was in PSP-IIA & II-B area in Rohini. The change of land use in public & semi public facilities to Govt. use was processed as a part of Zonal Plan at Zone 'H' and was approved. On the recommendation of the then Director(Pig) Rohini and further process in the case by Institutional Branch, the then VC, DDA dt.25.10.02 approved land allotment of 2700 sqm. land in favour of Delhi Govt for Law & Judicial Deptt. for setting up of Lawyer's chamber of Dist. Court at Rohini subject to amalgamation of 3 plots measuring 1350 sqm. and 2 plots measuring 650 sqm. each

The 2700 sqm. of land is a part of PSP area and as per MPD-2001, the Dist.Court comes under Govt. landuse. As Lawyer's chamber is a part of Dist.Court, therefore, it comes under Govt. land use.

In view of the above, the change of land use of 2700 sqm. of land in PSP-IIA, & II-B in Rohini is proposed to be change from public and semi public facilities to Govt. use.

The case is submitted to the Technical Committee for approval of said change of landuse.

Anil Barai

15.12.2003

(ANIL BARAI)

Dt (Plg) Rohini

Agenda for Technical Committee

Sub: - Proposal of a Petrol Pump on the DND Flyway by NOIDA Toll Bridge Co. Ltd.(NTBC)

File No: - F 7(19) 2003-MP

1.0 BACKGROUND.

- i) Vice President, NOIDA Toll Bridge Co. Ltd vide letter dated 24-6-03 addressed to VC, DDA has requested for NOC for development of Petrol Pump and allied activities along the DND Flyway.
- ii) Subsequently vide letter dated 14-8-03, Vice President, NTBC Ltd requested Secretary Land & Building, GNCTD to confirm as the original lessor, that the L & B Department, has no objection to setting up of the Petrol pump with allied facilities on the land measuring 19,000 sqm. in Khasra No. 594, 595,646,647,897,892,894,8885,882,880,878,876,870,874,902,9900. As intimated in the letter, the said lands have been given on lease to the NTBC Ltd. for a period of 31 years by L & B Department, GNCTD.
- iii) Dy. Dir (CL) vide File No. F 13(4) 2003/CL/DDA forwarded the case for examination.
- iv) A meeting was held under VC, DDA on 8-10-03 to discuss the issue of setting up of retail outlet by NTBC Ltd on the DND Flyway, in which it was decided to examine the proposal with relation to the Lease Terms & Conditions.
- v) Comm (LD) vide note dt 25-11-03 forwarded the file to Planning Department for preparing the Agenda for TC.

2.0 PROPOSAL of NTBC Ltd.

NOIDA Toll Bridge Company Ltd. has submitted the following proposal for issue of NOC on a **site measuring 19,000 sqm** (Plan attached-Annexure-A). The facilities proposed, are as under. The area proposed for each facility has not been indicated.

- i) Petrol pump/Service station facilities with 7 dispensation units.
- ii) Kiosks - Eight nos.
- iii) Tyre shop - one
- iv) Quick repair workshops - 4 nos.
- v) Office Block
- vi) Convenient store
- vii) Toilet block adjoining Convenient Store.

- 35 -

The proposed site of Petrol pump and allied activities extends 80 m inside the river bed area south of the Toll Bridge for a length of about 250 m along the DND flyway, coming to Delhi from NOIDA side.

3.0 EXAMINATION OF THE PROPOSAL.

i) Examination as per MPD-2001 provisions

Master Plan Provisions

a) As per MPD-2001 provision,

Petrol pumps are permitted

in the following Zones.

RD (Residential)

C1 (Retail & General Bussiness).

C2 (wholesale & ware house),

M1 (Light & Service industry)

M2 (Extensive industry)

The proposed area falls in the broad Landuse category of "Agriculture and Water Body "

under sub category of "River & Water Body(A-4).

In view of the above provisions of MPD-2001, Petrol Pumps are not permitted in the Use Zone category under "Agriculture & Water Body", where the site proposed is located.

b. The maximum size of Petrol Pump recommended in MPD-2001 is 45"m x 33"m i.e. 1485.0 Sqm. whereas the proposal is for 19000 Sqm.

ii) To set up Petrol pump & allied activities as proposed by NOIDA Toll Bridge Company, the proposal will require change of Landuse from "Agriculture & Water body" to "Commercial.". Any proposal in River Basin requires clearance from Yamuna Standing Committee of Central Water Commission, Government of India. recently while considering the proposal of "Complex for Cricket & Football Stadium" along NH-2 Bypass, Yamuna Standing Committee, Central Water Commission, GOI in their 62nd meeting has observed that **no commercial activities should be planned on the flood plane of River Yamuna and any activity in the flood plane should conform to the Flood Plane Zoning norms. (Annexure -B).**

iii) The site proposed for NTBC Ltd for Petrol Pump and allied activities **will affect the proposal of Football & Cricket Stadium Complex** which stands approved by the Authority.

iv) In the memorandum of understanding executed in April,1992 between NOIDA, Delhi Administration, ILFS Ltd, the following is the scope of project; which describes the works related to only approach roads and bridge.

- 38 -
- (a) Eight-lane-corridor Bridge across river Yamuna with approximate length of 550 metres.
 - (b) Approach road on the Maharani Bagh side of Delhi area with the embankment as required for grade separation and alignment with the existing main corridor.

v) In Delhi Lands Lease-Deed executed between President of India and NOIDA on 23rd October, 1998 indicates as under:

Clause-9 : "The Delhi Lands are being vested with the Sub-Lessee under this Agreement **expressly and solely for the purpose of enabling the Sub-Lessee to implement the Project including for the purposes of developing, establishing, designing, constructing, Operating the maintaining the NOIDA Bridge.** The Sub-Lessee shall have the right to develop any further facility or structure as may be authorized under the Development Rights, which may be granted to the Sub-Lessee under the Concession Agreement."

The Development rights included in the Deed is as under :

"The Concessionaire shall make use of all **Development Rights granted to it in such a manner so as not to impair the general integrity of the Project** and with full regard for the safety of all Users and shall implement the Development Rights so as to avoid danger to any such persons."

In the Clause 17-b, Deed further indicates as under :"That it shall not use or allow to be used the Delhi Lands for any purpose other than the express purpose of implementation of the Project for which such Delhi Lands have been leased to it by the lessor under the terms and conditions hereof;"

vi) Development Proposals suggested by NEERI

The "Environmental Management Plan for Rejuvenation of river Yamuna" which has been assigned to National Environmental Engineering Research Institute, Nagpur (NEERI) by DDA, in its report submitted on September, 02 in para 3.8.1 has recommended as under :

" In no case, significant volume of fillings shall be brought into the riverbed from outside in order to maintain the carrying capacity of the river. Removal of dredged material from the riverbed altogether is recommended."(Annexure-C).

The proposal will require substantial land filling in the site indicated in the Plan measuring 19,000 Sqm. to bring it up to the desired level.

4.0 CONCLUSION: -

(i) The change of land use from 'agricultural and waterbody' to 'commercial' will be required from Ministry of Urban Development & Poverty Alleviation, as indicated in para 3.i(a). The size of the petrol pump will also require modification in the Master Plan, as indicated in para 3.i(b). The site will also require reworking as per the Plan of Cricket & Football Stadium Complex approved by the Authority..

(ii) As per para 3 (ii), the approval of Yamuna Standing Committee, Central Water Commission, Govt. of India will be required.

(iii) The Lands Department may examine whether any modification is required in the lease documents as indicated in para 3 (iv).

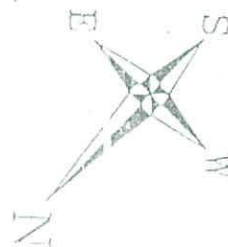
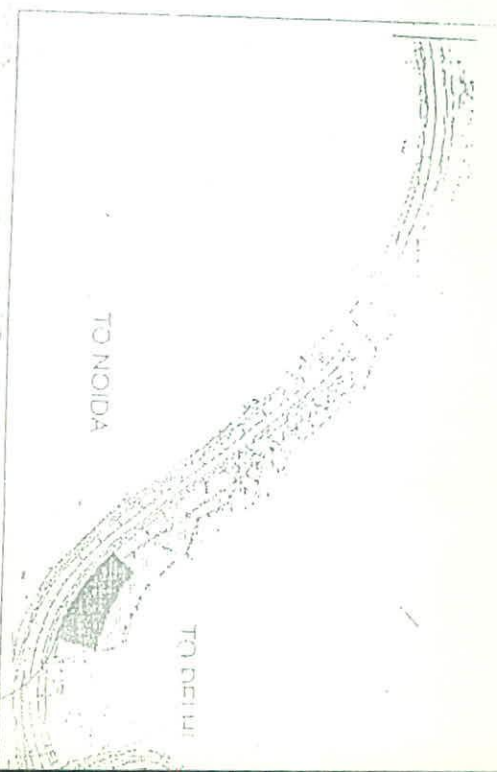
5 RECOMMENDATIONS:

In view of the facts explained at para 3 & 4 above, the proposal is submitted to Technical Committee for its consideration.

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21/1/04

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12/1/04

KEY PLAN



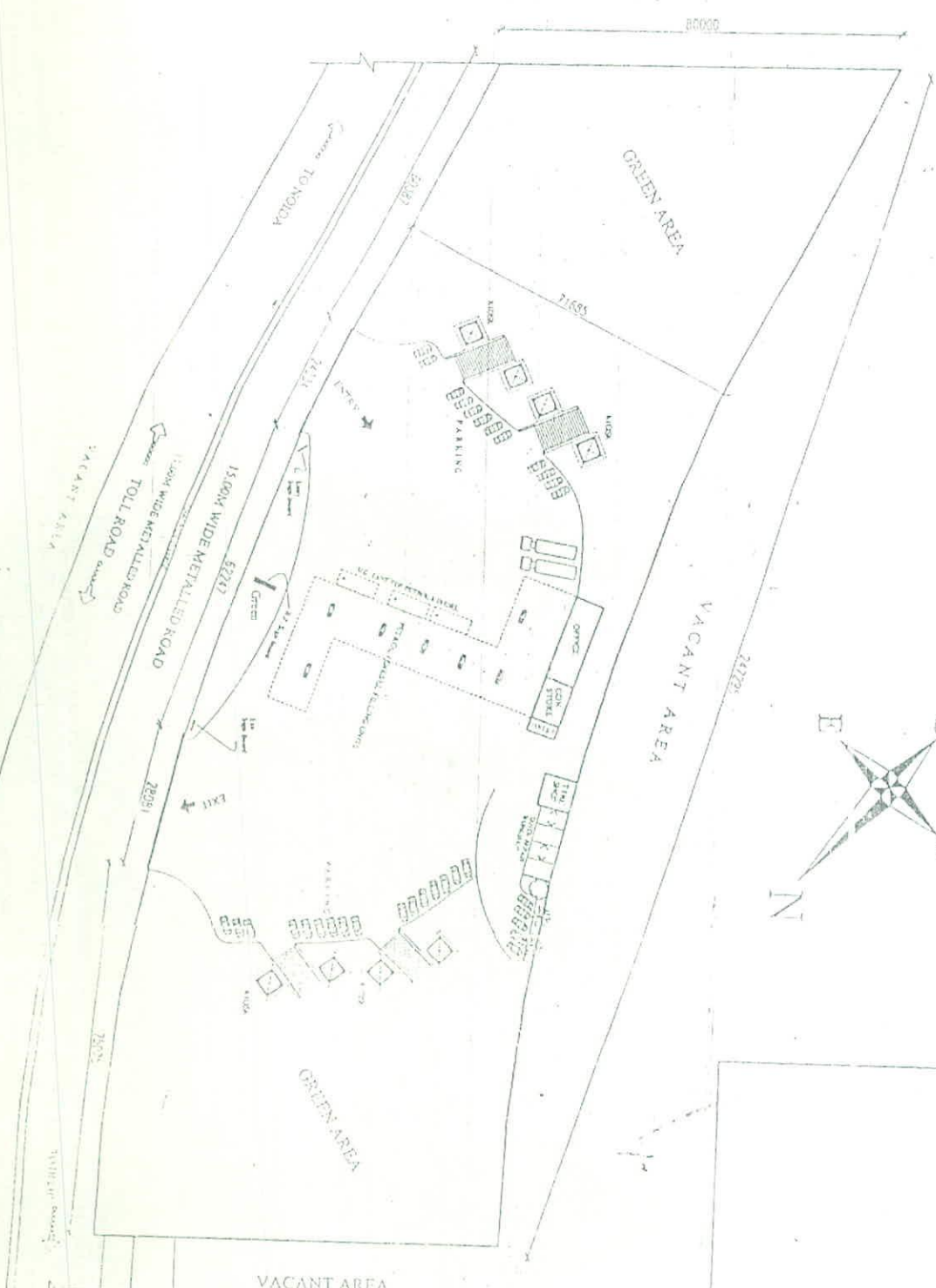
VACANT AREA

GREEN AREA

GREEN AREA

VACANT AREA

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41/2

The proposal was discussed during the 62nd meetings and Committee did not agree with the proposal and was of the view that commercial activity should be planned on the flood plains of river Yamuna and any activity in the flood plains should conform to flood plain zoning norms.

DDA submitted a revised proposal to the Member-Secretary of the Committee on 20-9-2002 for consideration by the Committee. The salient features of the revised proposal were explained by the representative of the DDA in the meeting. Briefly he explained that the location of the scheme had been shifted towards west of ILFS (Noida Toll Bridge). The Barapulla nallah is not affected by the new proposals and the proposal of multi-purpose commercial complex (5.00 Ha.) had been dropped. Further no construction had been proposed in the area under 50 years cycle flood zone. Since bunds had already been constructed for ILFS (Noida Toll Bridge), the proposed development would not require any substantial fresh construction of bunds. However, engineering details including land filling proposal would be worked out after the conceptual land use plan is approved. These details would be submitted to the Yamuna Committee for approval before execution.

The representative of Irrigation Deptt. of NCT of Delhi questioned the flood risk mapping of the area submitted along with the proposal by DDA. He was of the opinion that the areas marked as 1 in 50 years flood zone is in fact getting flooded almost every alternate year. Thus there was a need to once again review the flood risk mapping of the area before approving the proposal. He also informed that there are a number of natural drains passing through this area and out falling into river Yamuna. Their alignment and proposal for re-alignment had not been indicated in the proposal.

3.2 Development Proposals

3.2.1 Sub-zonal Plans

Various social and environmental stresses have been discussed in the previous sections for which the riverbed can provide considerable relief to the people of Delhi at large. Many other facilities can also be created on this land, which can promote social/recreational opportunities. Several development proposals were made in the past, some of which are feasible, few others require certain pre-investment and remaining are perhaps unrealistic. Considering the land as a real asset, reclamation of land by channel dredging of the river is felt to enhance considerably the development possibilities. At the same time the plans should be such that these will not create threats to loss of life and property due to flood. The devastating power of river water under unusual circumstances should not be undermined.

DDA prepared a brief report on Zonal Development Plan for River Yamuna Area, (Zone 'O' and Part Zone 'P') in March 1998, detailing specific utilities and probable locations. The administrative subzones are presented in Fig 1.1 earlier. Table 3.8 presents specific land use categories and corresponding proposed activities in east and west riverbeds prepared by DDA. To ease most severe problem of water shortage in Delhi, the CGWB proposal involves installation of shallow/deep borewells at all possible locations between two marginal bunds outside the permanent water channel. Since the exposed portion of the borewells is very small and are spaced about 250m apart, certain other developments can also be perceived. More pressing utilities may also be planned in appropriate areas sacrificing some of the borewells. Channel dredging will allow more land to be available for this purpose.

The report further suggests to modify the river bed topography by creating safer ground elevations by filling at the river bed edges near the bund in certain locations by the soil excavated to create a regular channel for dry weather and low flood flows and other high level areas near the channel. In no case, significant volume of fillings shall be brought into the riverbed from outside in order to maintain the carrying capacity of the river. Removal of dredged material from the riverbed altogether is recommended.

The following plans are recommended from public utility and environmental angles without sacrificing the main role of the flood plain for passage of flood flow, groundwater recharge and safe withdrawal. The suggested activities are in fact improvements in the existing unhealthy environment of the riverbed. Implementation of this preferred land use can only stop unauthorised uncontrolled developments.

Following sections present several estimates of area under different administrative segments subdivided further on specific land use categories. The estimates are primarily taken from the digital map of the riverbed prepared from the satellite imagery with an error of 100 metres. The estimates are further cross checked with the DDA, MCD and MCD's estimates. Some differences were noted which are due to the different positions of the flood. For example area under sub zone 4 is reduced in the present estimates due to inclusion of power plant, Rajghat, Vijay Ghat, Chand Ghat, Ganga Sthal etc., which were considered in the earlier estimates. It is recommended that present estimates of land availability in the riverbed may be adopted for future.

42 J.C.E. An 10/July

SUB: CHANGE OF LANDUSE FROM PUBLIC SEMI PUBLIC (FC-53) TO COMMERCIAL, AREA MEASURING 2.84 HA. AT WAZIRPUR DMRC PROJECT.
F.3(81)2001/MP/PC-II

1.0 BACKGROUND

DMRC has submitted proposal for the change of landuse of an area measuring 2.84 ha. from Public and Semi Public (FC-53) to Commercial, including the operational use and for the property development to meet out the financial implications of project cost. Government of India has already allowed property development along MRTS route at appropriate locations.

2.0 MASTER PLAN FOR DELHI - 2001 - PROVISIONS ABOUT LAND USE

In the Master Plan for Delhi 2001 the landuse of land under reference has been (yet to be finally notified by Government of India) indicated as Public and Semi Public Facilities. In the Zonal Plan of Zone-II, the land use has indicated as Green based on the approved layout plan of Facility Centre 53.

Since this is a case of permissibility of the station as well as commercial development, therefore, it requires change of landuse from PSP to Commercial (non-hierarchy Centre).

3.0 EXAMINATION

- (i) The land under reference is located in triangular portion on the junction of Road No. 41 and the Ring Road. This land is on the northern side of the Subhash Place District Centre, which is being developed by the DDA near Wazirpur.
- (ii) The issue regarding the change of land was earlier considered in the various meetings of DDA and also has been discussed at the level of Secretary (UD), Ministry of Urban Development and Poverty Alleviation, wherein it was conveyed by DDA that in view of existing use as green, it is not a feasible proposition for construction of the commercial area alongwith station in Green Area.
- (iii) However, in the meeting taken by LG, Delhi on 05.01.2004, it has been decided to process the change of landuse for Wazir Pur area also. Copy of the minutes annexed.
- (iv) Shri Ajit Singh, Architect, DMRC visited the office of Additional Commissioner (Planning)-II on 20.01.2004 and the exact area dimension of site and location of the land under reference have been identified.
- (v) Authority vide resolution no. 18/2003 has resolved the following:
"Keeping in view the above, it is proposed that DMRC be allowed to develop the properties allotted on permanent basis in areas upto 3 ha. other than recreational use on the basis of norms of 25% ground coverage and 100 FAR which will take care of the operational requirement as well as property development on a particular site without processing the change of landuse".

The proposal under reference is not covered by above resolution.

4.0 PROPOSAL

Since in Wazirpur alongwith station, commercial development has also been proposed by DMRC, it will require change of landuse from public and semi public to commercial. It is proposed to process the change of landuse under Section 11-A of Delhi Development Act, 1957 from Public and Semi Public Facilities to Commercial (non-hierarchy centre) with the development norms as approved by DDA i.e. 25% ground coverage and 100 FAR. An area measuring 2.84 ha. and location of the land under reference has been indicated on the copy of the plan (laid on table). The land under reference is surrounded by the following:

North	:	District Green (Part of FC-53)
South	:	District Centre (Road NO. 11)
East	:	Wazirpur District/Ring Road
West	:	District Green (part of FC-53)

5.0 RECOMMENDATIONS

The above proposal given in para 4.0 above is put up for consideration of the Technical Committee, once it is approved it shall be processed for the change of landuse as per procedure of Delhi Development Act under Section 11(a).

24/11/2011

[Signature]

SUB: CHANGE OF LANDUSE FOR THE DMRC PROJECT IN VISHWA VIDYALAYA AREA FROM PUBLIC TO SEMI PUBLIC TO RESIDENTIAL (3.05 HA.) AND RESIDENTIAL TO COMMERCIAL (0.77 HA.).
F.20(2)2000/MP/Pt.

1.0 BACKGROUND

The DMRC vide their letter dated 12.01.2004 has requested to DDA for processing the change of landuse from the public and semi public to residential for area measuring 3.05 ha. and , from residential to commercial for an area measuring 0.77 ha. As per the Cabinet approval 6% of the cost of the project to be realised through property development.

2.0 MPD 2001 AND ZONAL PLAN PROVISIONS

- (i) **Landuse:** The landuse of the land measuring 3.05 ha. is public and semi public as per the Zonal Development Plan of Zone 'C' where as the landuse of 0.77 ha. land is residential.
- (ii) **Development Controls as per zonal Plan:** Development Control norms of Zone-C as stands approved for Zone-C where in the development controls norms applicable to the residential have been as under:

Bungalow Plot (4000 sqm and above for Group Housing)
Development norms shall be as per DDA resolution no. 184 dated 24.12.1980 and 38/93 dated 23.03.1993 i.e.

a)	Ground Coverage	25%
b)	FAR	75
c)	Height	11-M (35')
d)	Density	62-75 ppa or 15 Dus/Acre (38 Dus/Hact.)

Plots other than Residential

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

- (iii) The issue regarding change of landuse has been discussed in the meeting taken by LG, Delhi wherein it has been decided to process change of landuse (copy of the minutes annexed).

3.0 EXAMINATION

- (i) The land under reference is part of the MRTS corridor from Vishwa Vidyalaya to Central Secretariat. It is the first point of this corridor. The land under reference is located on both side of the road of the Mall Road.

45 -

[2]

The land where DMRC is proposed for construction of the residential accommodation is having an area of 3.05 ha., the location of this land has been indicated on the plan. The land under reference is falling in the Bungalow Area of the Civil Lines Zone.

- (ii) The land of area 0.77 ha. is also falling in the Bungalow Zone of the Civil Lines of Zone-C.
- (iii) Authority vide resolution no. 18/2003 has resolved the following:

"Keeping in view the above, it is proposed that DMRC be allowed to develop the properties allotted on permanent basis in areas upto 3 ha. other than recreational use on the basis of norms of 25% ground coverage and 100 FAR which will take care of the operational requirement as well as property development on a particular site without processing the change of landuse"

The proposal under reference is not covered by above resolution.

4.0 PROPOSALS

- (i) It is proposed to take up the change of land use for an area 0.77 ha from 'residential' to 'commercial' and 3.05 ha. from public and semi public to 'residential' under section 11(a) of DDA Act. The locations of those sites have been indicated on the copy of the plan, laid on the table. Development control norms for land proposed for residential use shall be governed as per the provisions of the Zonal Development Plan as given below:

Bungalow Plot (1000 sqm and above for Group Housing)
Development norms shall be as per DDA resolution no. 181 dated 24.12.1980 and 38/93 dated 23.03.1993 i.e.

a)	Ground Coverage	25%
b)	FAR	75
c)	Height	11-M (35')
d)	Density	62-75 ppa or 15 Dns/Acre (38 Dns/Ha.)

Plots other than Residential

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

Or

The development norms approved by Authority as in para 3.0 (iii) for commercial use may be considered.

5.0 RECOMMENDATIONS

The proposal as given in the para 4.0 is put up for consideration of the Technical Committee, once it is approved, the change of land under section 11(a) of DDA Act will be processed.

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20/11/04
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T.C. Item No 12/2004

SUB: CHANGE OF LANDUSE FOR AN AREA OF 3.36 HA. IN TRI NAGAR FOR DMRC PROJECT.
F.20(2)2060/MP/Pl.I

1.0 BACKGROUND

DMRC has taken up the MRTS project from Tri Nagar to Barwala route. Tri Nagar is one of the major stations on this route, occupying an area of 3.36 ha. The route corridor stands approved by the Technical Committee. As per the Cabinet approval 6% of the cost of the project is to be realised through property development by DMRC.

2.0 MASTER PLAN FOR DELHI 2001 AND ZONAL PLAN PROVISIONS

- (i) As per the Master Plan for Delhi 2001, the area under reference where DMRC has constructed station in Tri Nagar falls in recreational as per the Special Area Plan. In the Zonal Development Plan of Zone 'II', yet to be finally notified by Government, the area has also been indicated as green.
- (ii) Master Plan for Delhi 2001 permits permissibility of parks, parking and circulation in all use zones.

3.0 EXAMINATION

- (i) DMRC vide their letter dated 12.01.2004, ^{and} brief report indicating therein the brief write up about the Tri Nagar station is located at 6.82 kilometer away from ISB Terminus. The northern railway line passes to the south west of the site at a distance of 1.5 kms and presently acts as alternate public transport system in the area. This Railway line provides a link to the New Delhi area.
- (ii) At this site station building has been constructed. The site under reference is surrounded by residential areas. The Road 40 has a variety of markets including hardware wholesale market, retail shops, tin wholesale market etc. This is the fourth station in the MRTS has been commissioned. The access to the site is through Road No. 40.

Surround area details are as below:

Directions	Commercial/Retail	Residential
East	Shastri Nagar Market	Shastri Nagar
West	Indralok Gupta Market	Indralok, Dekhu Nagar
North	Hosiery Market	Shanti Nagar, Kanhaiya Nagar
South	Daya Basti	Daya Basti

- (iii) Shri Ajit Singh, Architect from DMRC visited the office of Additional Commissioner (Planning)-II on 20.01.2004 and intimated that out of the 3.36 ha., part of land measuring 3585 sqm is yet to be acquired for which separately acquisition proceedings have already been initiated.

44-47

4.0 PROPOSALS

(i) The Metro corridors and station facilities are one of the important projects wherein Government of India, has also allowed for property development to meet out financial implications in implementation of the projects. On this station site DMRC has proposed to develop commercial facilities like ATMs, Beverage Marts, News paper stalls etc. and also small offices like travel agents, lawyer, Chartered Accountant Offices, etc. FAR for this project has been 125.

(ii) Authority vide resolution no. 18/2003 has resolved the following:

"Keeping in view the above, it is proposed that DMRC be allowed to develop the properties allotted on permanent basis in areas upto 3 ha. other than recreational use on the basis of norms of 25% ground coverage and 100 FAR which will take care of the operational requirement as well as property development on a particular site without processing the change of landuse".

The proposal under reference is not covered by above resolution.

5.0 RECOMMENDATIONS

(i) It is proposed to take up the change of land use for an area measuring 3.36 ha. as indicated on the plan (laid on table) from 'recreational' to 'commercial'. (Non-hierarchy centre) where development control norms as given in para 4 (ii) above shall be applicable.

(ii) Once the proposal given in para above is approved, it shall be processed under section 11(a) of Delhi Development Act for change of landuse.

28/Jan/2004

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AGENDA FOR TECHNICAL COMMITTEE

**Sub: Approval of Development Control Norms for Fly Ash Brick
At I.P. Estate (Zone 'O')
(F.13(182)2002/Bldg.)**

1.0 Background

The land measuring 2.83 Ha.(7.00 Acres) has been licensed by DDA to M/s Sand Plast India Ltd. For 20 years. As per Clause 5 of the License Deed the allottee is directed to construct minimum required construction for running Fly Ash Brick Manufacturing on the land licensed to him.

1.1 Change of land use.

The land use of the said plot falling in Zone 'O' was changed from 'Agricultural land/water Body' (use zone A-4) to 'Manufacturing' (use zone M2) vide Notification No. K 13011/16/97-----DDIV dt. 12.10.2000.

1.2 *The matter is pending in the Hon'ble Court of Chief Metropolitan Magistrate, Delhi. Next date of hearing is 28.01.04. The Hon'ble Court has taken a serious view of the fact that the plans have not been sanctioned so far by DDA and has directed Dy.Dir.(B) to file an upto date Chronological a/c of the details of the case and may pass an adverse judgment if the case is not expedited.*

2.0 Examination

The plot licensed to M/s Sand Plast India Ltd. is at a distance from the proposed 30 mtrs. R/W of road, hence, does not have an approach road and there is no other access to the said plot available at the site(Refer plan enclosed)

2.1 The plot falls along the Ring Road adjacent to Inderprastha Power Station. The license can be renewed on mutually agreed terms & conditions. The site is to be used for fly ash brick manufacturing plant. No other use except those to be provided in the Development Control Norms are permitted on this land and the proposed building thereupon.

2.2 Condition No. 5 of the License Deed states that the allottee shall be permitted to put up minimum infrastructure and super-structure required for running fly ash utilization unit and any other ancillary unit whose output to be consumed in fly ash brick manufacturing on the land given to him on license.

2.3 Proposal as submitted by M/s Sand Plast India Ltd. on 4.10.2002

Total Plot Area	28312.19 sqm.
Total ground coverage	9584.21 sqm.(33.85%)
Basement	66 sqm. (0.24%)
Total floor area	9650.21 sqm.
FAR	34.08
Maximum height proposed	7.8 mtrs.
No. of floors	One

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: 2 :

2.3 Provisions for extensive industry as per MPD-2001.

	<u>Max. ground cov.</u>	<u>Max. FAR</u>	<u>Height</u>
Plot size above 28000 sqm.	30%	60%	9m

Other controls:

Single storey building with basement is allowed basement below the ground floor and up to the maximum extent of ground coverage and shall be counted in FAR

3.0 Recommendation


a) In view of the conditions as stated in Para 2.2, the FAR recommended for the said land is proposed to be restricted as given below:

<i>Max. Ground Coverage</i>	<i>30%</i>
<i>Max. FAR</i>	<i>36</i>
<i>Max. Height</i>	<i>9m</i>

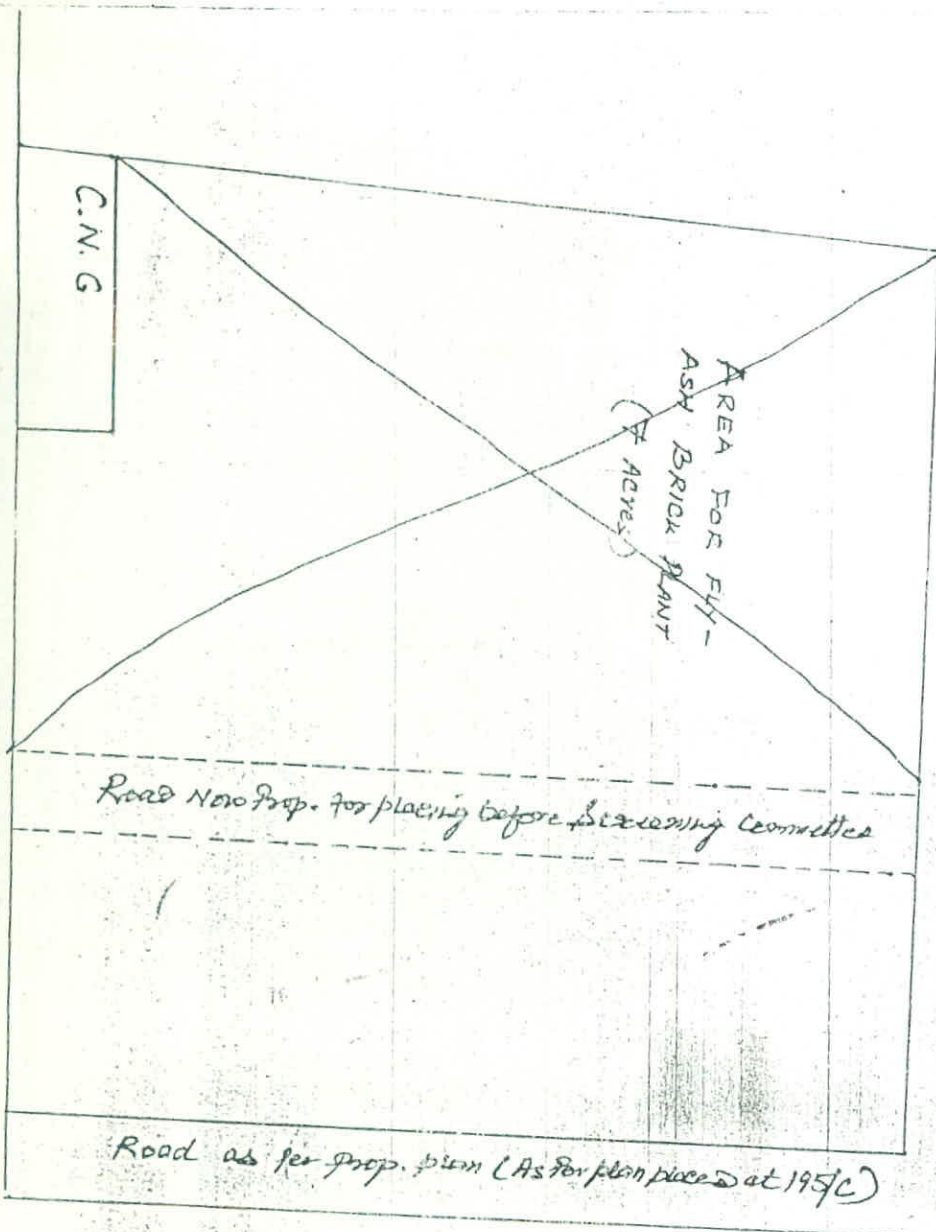
Other norms remaining as per MPD-2001.

b) The road abutting the plot on the southern side perpendicular to the Ring Road connecting the service road with the approach road providing access to the plot is proposed as the approach road to the plot as indicated in the plan laid on table.

c) After the approval of the proposal as at a), & b) above, the layout/building plans would be sanctioned and Court would be informed accordingly.


Dy. Director(Bldg.) C&I 21/1/04

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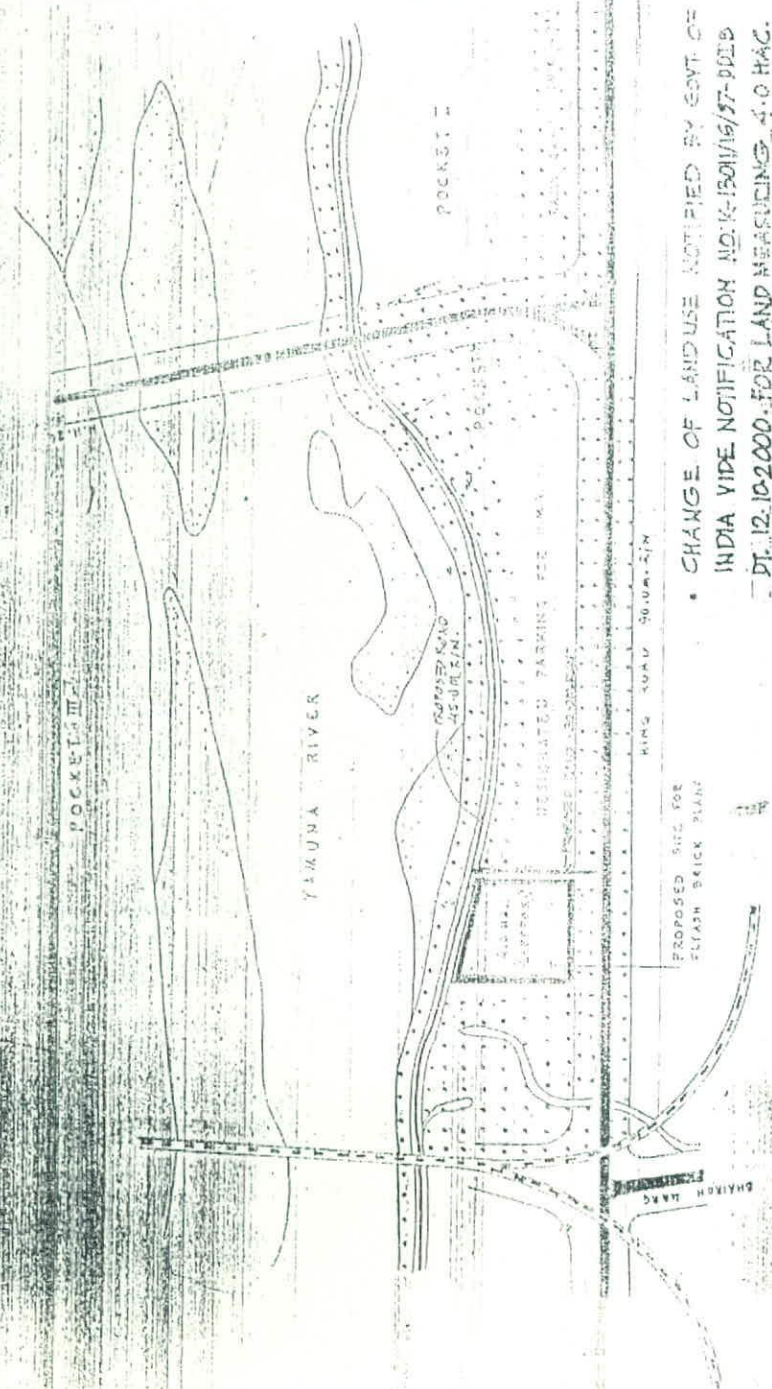


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D. D. A.



NOTED - SITE IS BOUNDED BY:
NORTH - PROPOSED GREEN
SOUTH - PROPOSED ROAD 90.0 M. R/W
EAST - PROPOSED ROAD 90.0 M. R/W
WEST - RING ROAD 90.0 M. R/W

FOR OFFICIAL USE ONLY.

PROPOSAL APPROVED BY THE AUTHORITY CONCERNED
ON 12.10.2000

PROPOSAL FOR CHANGE OF USE
OF A SITE MEASURING 4.0 HEC
FROM 1A (RIVER & WATER BODY) TO 1A2
(MANUFACTURING) FOR SETTING UP OF
A LUMBER BRICK PLANT NEAR L.P.
POWER STATION.

SCALE	NOT TO SCALE	DATE	20.1.98 / N.S. 98
DEALT BY:	MAINT. A.K.	DT. DIRECTOR	
APPROVED		DIRECTOR	
SPECIAL PROJECT			

CHANGE OF LANDUSE NOTIFIED BY GOVT OF
INDIA VIDE NOTIFICATION NO. K-1301/16/17-0019
DT. 12.10.2000 FOR LAND MEASURING 4.0 HAC.
(APP) IN ZONE 'O' FROM 'AGRICULTURAL LAND'
WATER BODY (A-4) TO 'MANUFACTURING (M-2)'
BY
J. H. BHATTI (MUNICIPALITY)
A.O. (PLG.)

2151

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TO BE PUBLISHED IN THE GAZETTE OF INDIA
PART-II SECTION 3 SUB SECTION (II)

No.K-13011/16/97-DDIB
GOVERNMENT OF INDIA
MINISTRY OF URBAN DEVELOPMENT
(DELHI DIVISION)

New Delhi, dated the 12th Oct., 2000.

NOTIFICATION

Whereas certain modifications which the Central Government propose to make in the Master Plan for Delhi/Zonal Development Plan regarding the area mentioned hereunder were published with Notice No.F.20(16)05-MP dated 25.9.98 in accordance with the provisions of Section 44 of the Delhi Development Act, 1956 (61 of 1957) inviting objections/suggestions as required by sub-section (3) of Section 11-A of the said Act, within thirty days from the date of the said notice:

2. WHEREAS one objection/suggestion was received with regard to the proposed modification and whereas the Central Government have, after carefully considering all aspects of the matter, decided to modify the Master Plan;

3. NOW, THEREFORE, in exercise of the powers conferred by sub-section (2) of Section 11-A of the said Act, the Central Government hereby makes the following modifications in the said Master Plan for Delhi with effect from the date of Publication of this Notification in the Gazette of India.

MODIFICATIONS:

- (i) "The land use of an area measuring about 3.79 ha. (9.36 acres) located in the Dheerpur DDA and bounded by Outer Ring Road (Road No.50) in the North, Sr. Sec. School/Primary School in the East, Recreational/Balswa Lake in the South and Recreational/Sr. Sec. School in the West, is changed from 'Residential Use' to 'Commercial Use' (Non-Hierarchical Commercial Centre)."

Contd..2/-

- (ii) "At page 134 (LHS) of the Gazette of India Part II Section 3 sub section (ii) dated 1.8.90 under the heading of 'Grade Separators' the following is added after Sl. No.13:-

14. Yamuna Bridge Connecting Ring Road
(Maharani Bagh) to NOIDA."

- (iii) "The land use of an area measuring about 11.61 ha. (28.67 acres) falling in Jangpura, Zone 'D' (New Delhi Area) and bounded by existing Railway Line/Govt./Railway land in the East, Railway line and Govt./Railway and in the South (and Railway line and Sewerage Treatment Plant in the West, is changed from 'Manufacturing' to 'Residential' (5.54 ha.) and 'Commercial' (6.07 ha.)".

- (iv) "The land use of an area measuring about 4.00 ha. (9.88 acres) falling in Zone 'O' (River Yamuna Area) and bounded by proposed Recreational use in the North, proposed 45 M RAW road use in the East, proposed 30 M RAW road in the South and Ring Road (90 M. RAW) in the West, is changed from 'Agricultural Land Water Body' (Use Zone A-4) to 'Manufacturing' (Use Zone M-2)".

(MAHENDRA KUMAR)

Under Secretary to the Govt. of India

To

The Manager,
Govt. of India Press,
Mayapuri, Ring Road,
New Delhi.

Copy to

The Joint Director (MP), DDA, Viras Minar, I.P. Estate, New Delhi (with 20 spare copies) with reference to his letter No P.5(24)92-mp.Pt.I/522 dated 5th April, 2000 with the request that consequential modification may be carried out in the Master Plan for Delhi and copies thereof may be supplied to the NDHC/MCD/DUAC/T&OPO and other concerned authorities and publicity may be given through press.

Contd.3/

DELHI DEVELOPMENT AUTHORITY

No. F.1(1)2004-MP / 17

Dated : 27.1.04

MEETING NOTICE.

The first meeting of the Technical Committee of Delhi Development Authority for the year 2004 will be held on 29.1.04 at 10.00 AM in the Conference Hall, 5th floor, Vikas Minar, I.P.Estate, New Delhi, for which the meeting notice and list of items along with copies of agenda was circulated vide this office letter of even no.6 dated 23.1.04. There will be one more additional item (item no.14) to be discussed in the meeting, copy of agenda of which is enclosed herewith.

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

[Signature]
(B.K. JAIN) 27/1/04
DIR.(DC)

Copy to:-

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

Special Invitees:

Director (Plg.)IT, DDA
Sh. A K Sinha, Superintending Archaeologist
Chief Engineer, (Irrigation & Flood), GNCTD.
Engineer-in-Chief, PWD.
Town Planner, (Slum & JJ), (MCD).
Director (AP) I, DDA.
Director (Plg.)NP, DDA
Director (CL), DDA.
Director (LS) DDA
Director (Plg.)Dwarka, DDA.
Director (Plg.)TYA, DDA.
Sr. Town Planner, MCD.
Shri Chandu Bantia ATCP, I.&B.

For
Item no. 2/2004
-do-
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Item no. 3/2004
Item No.4/2004
Item No. 4/2004
Item No. 4/2004
Item No. 5/2004.
Item No.6/2004.
-do-
-do-

9/1/04
M-22/ACCPD
14-8-04

SPECIAL INVITEES:

Asstt. Registrar & PS to VC, Delhi University
Executive Engineer, Delhi University
Ms Pardeep Sachdeva Design Associates
No. 4 Windmill Plon Aya Nagar New Delhi 47.
Sh. V C panchal, SE - CC - 12 DDA
B Block Ashok Vihar New Delhi
Sh. K Srinath
Chief Urban Planner DMRC

Commr.(MCE)

For Item no.7/2004

-do-

-do-

-do-

For item no.10/2004

11/2004

12/2004

for item no. 14/2004.

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I N D E X

SL.NO.	ITEM NO.	SUBJECT	PAGE NO.	REMARKS
1.	1/2004	Confirmation of Minutes of Technical Committee held on 30.9.2003		
2.	2/2004	Proposed Link Road connecting Ring Road and Mathura Road along Bara Pullaha Nallah Nizamuddin (East) F.5(10)2002-MP	1-12	(Agenda already circulated vide letter no.F.1(14) 03/507 dt.19.12.03
3.	3/2004	Development control norms for the residential area in redevelopment scheme of Dev Nagar. F20(29)94-MP.	13-14	-do-
4.	4/2004	Bhalaswa Lake Complex Planning Parameters. F20(2)94-MP	15-22	-do-
5.	5/2004	Link Road connecting NH - 8 to NH - 10 through Dwarka. Rationalisation of ROW F1(430)2002/Plg/Dwk/Pt.I	23-27	-do-
6.	6/2004	Policy for notification and de-notification of Development Areas of DDA. F.3(55)2003-MP	28.-30	(Revised agenda already circulated vide letter no. F.1(1)2004-MP/6 Dated 23.1.04

7.	7/2004	Approach Road between Central Library and Arts faculty in Delhi University Area. F5(13)2002-MP	31-35	(Agenda already circulated vide Letter No. F.1(1) 2004-MP/6 Dated 23.1.04
8.	8/2004	Change of land use of 2700 sq.m of land from public & semi public facilities to Govt. use. F.LP/R/1970/82	36	-do-
9.	9/2004	Proposal of petrol pump on the DMID flyway by NOIDA Toll Bridge Co. Ltd. (MTBC) F7(19)2003-MP	37-41	-do-
10.	10/2004	Change of land use from Public & Semi public (F1 - 53) to Commercial area measuring 2.84 ha. At Wazirpur DMRC Project F.3(81)2001-MP-Pt.II	42-43	-do-
11.	11/2004	Change of land use for the DMRC Project in Vishwa Vidyalaya Area / From Public to semi Public to Residential (3.05) ha and residential To Commercial (0.77 ha) F20(2)2000-MP-Pt.	44-45	-do-
12.	12/2004	Change of land use from Area of 3.36 ha in Tri Nagar for DMRC Project F20(2)2000-MP-Pt-I	46-47	-do-
13.	13/2004	Approval of Development control norms for flyash brick at JP Estate Zone 'O' F13(182)2002/Bldg.	48-52	-do-
14.	14/2004	Parking-cum-Commercial Complex proposal of MCD F.3(1)2004-MP	53-58	(Agenda enclosed).

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DELHI DEVELOPMENT AUTHORITY
TRAFFIC & TRANSPORTATION UNIT

AGENDA FOR TECHNICAL COMMITTEE

SUB : PARKING --CUM-- COMMERCIAL COMPLEXES PROPOSAL OF MCD

FILE NO : F.3(1)2004-M.P.

1.0 : BACKGROUND

A reference has been received from Commissioner (MCD) vide his D.O. letter no. PSC/CO/372 dt. 31.12.2003 addressed to Vice Chairman-DDA. As per this letter it has been informed that MCD has to develop modern parking areas to solve the parking problem in Delhi, in compliance to the report submitted by them to Hon'ble High Court of Delhi on three monthly basis. The proposal submitted are as follows :-

- A) South Extension Market Part I & Part II
- B) M-Block, Greater Kailash - I
- C) Shastri Park, Karol Bagh Area

These three sites have been identified by MCD in consultation with Infrastructure Development Finance Company (IDFC) with whom MCD has a MOU to promote public/private partnership. These modern parking system will be underground/funded by allowing the developers to exploit commercial component to raise the resources, investment and management of modern parking system. In these proposals, the MCD intends to follow the principle similar as being followed by DDA i.e. 70% parking space and 30% commercial space. As a background, it is informed that DDA's first experimental multi level project has been envisaged to be taken up in Nenru Place with the same principle duly approved by the Technical Committee in its meeting held on 28.9.99 and authority's resolution dt. 6.8.2000 which has been submitted to Min. of UD&PA for approval.

The detailed drawings of these projects have not been submitted, therefore, information is based upon as contained in the annexure to the above letter.

2/0 : PROPOSAL

The brief of the three projects submitted by MCD is as follows:-

- A) South Extension Part I & Part II

A basement parking complex under the parks on both sides of South Extension Market are envisaged. The commercial complex is to be developed where at present electric sub station and park exists on ground level. The ESS is proposed to be

relocated to an alternative site. In addition, there will be pedestrian links below the ring road to facilitate passenger movement on either side which is already under construction as informed by MCD to inter-link the two markets. The area description is as follows:-

Sl.No.	PARTICULARS	AREA (SQM.)
1.	Area for commercial development (presently under ESS)	2250
2.	Area for basement parking South Extension-II	5000
3.	Area for basement parking South Extension-I	3600

PARKING DEMAND AND SUPPLY AT SOUTH EXTENSION

Description	Peak Demand (ECS)	Supply (ECS)	Gap (ECS)
Total on street	922	759	- 163
Total off street	597	315	- 282
Grand Total	1519	1074	- 445

ISSUES WHICH NEED TO BE CONSIDERED BY TECHNICAL COMMITTEE OF DDA

S.No	Issues	Allowable	Proposed for the project
1.	Parking area: Commercial area	70:30 (at Nehru Place parking complex)	74:26
2.	FAR	1.0	1.33
3.	Building height	15 m	25 m
4.	Maximum ground coverage	33% of plot area	40% of plot area
5.	Land use		Commercial
6.	Nallah coverage		Permission to cover south side nallah by developer

It is proposed to provide additional parking space by covering nallah on the south.

B) M-Block Market, Greater Kailash -I
c) In this proposal, the MCD has identified three locations. There are two off street parking sites on the east and west side of the M-Block market. It is proposed to develop parking cum commercial complexes on both these parking lots. The details are as follows:

Area Description of West Parking lot :-

S.No.	Particulars	Area (SQM.)
1.	Parking lot	2324.70
2.	Taxi-Stand (Two permanent rooms)	17.98
3.	Milk Booth	7.705
4.	MCD site office	36.49
5.	Garbage Transfer Station (Dhalao)- Under construction	66.4
6.	Toilet I + II (partly constructed)	128.85
7.	Shops on north side	98.77

Area description of East Parking lot:-

Sl.No.	Particulars	Area (SQM.)
1.	Parking lot	2280.0
2.	Taxi Stand	10
3.	Tube Well	13.43
4.	Temp Stall	6.4
5.	Toilet I + II	51.59
6.	Transformer I + II	87.96
7.	Shops on north side	199.92

ISSUES THAT REQUIRE CONSIDERATION OF TECHNICAL COMMITTEE OF DDA

Sl. No.	ISSUES	ALLOWABLE	PROPOSED FOR THE PROJECT
1.	Parking area : Commercial area	70:30 (at Nehru Place parking complex)	78:22
2.	FAR	1.0	1.2
3.	Building Height	15 m	15 m
4.	Maximum Coverage	33% of plot area	40% of plot area
5.	Approach road to nallah		Around 150 m approach road through DDA park to nallah parking
6.	East and West land use		Commercial

The third site identified by MCD by way of covering of Mallan.

c) Shastri Park, Kavel Bagh Area

It is proposed to develop a basement parking complex in the designated parking lot measuring 4620 sqm. at Shastri Park with the provision of a commercial complex.

ISSUES TO BE ADDRESSED BY DDA

S.No	Issues	Allowable	Proposed for the project
1.	Parking area : Commercial area	70:30 (at Nehru Place parking complex)	71:29
2.	FAR	1.5	1.0 (calculated based on whole plot)
3.	Building height	No restriction	No restriction
4.	Maximum Ground coverage	40% of plot area	40% of plot area
5.	Land use		Commercial

3.0 : PLANNING OBSERVATIONS

- a) The proposal submitted by MCD could not be examined in detail in the absence of detailed drawing for each project.
- b) The technical committee while examining the policy for multi level parking has considered various suggestions and observations submitted by various agencies and they desire various planning issued on each project may be examined within the given guidelines.

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

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

♦ **Commercial component :-** In order to compensate the cost of multi level parking and also to fulfill the growing need of parking spaces within urban areas, it may be desirable to permit the maximum of 30% of gross floor area proposed to be

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-5-

developed for multi level parking as commercial/office utilisation.

- ♦ **FAR and Height** :- Maximum height as well as permissible FAR need not be prescribed but the same will be subject to height of the surrounding development and specific clearance from the concerned agencies (DUAC, Delhi Fire Service, Airport Authority, Traffic Police etc.). The total parking space to be decided based on surrounding road capacity.
- ♦ **Setbacks** :- Setbacks as specified in the Master Plan/approved layout plan shall be applicable. However in exceptional circumstances relaxation may be made after detailed studies.
- ♦ **Basement** :- Master Plan provisions about basement shall be applicable. Hence, it should be confined within the building, envelope line, Ramps etc. if required may be allowed within the setbacks.

In addition, Technical Committee has also specified the general guidelines for locating the multi level parking project by the concerned local bodies in Delhi as listed below:-

General Guidelines for locating multi level parking project approved by DDA

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

3.1 : AUTHORITY'S APPROVAL:-

A "Policy for Multi-Level Parking" has been approved by the authority vide Item No.66/2000 dated 18.08.2000. RECOMMENDATIONS: The proposal given in para 6 above is placed for consideration of Authority, so that once approved these would be referred to the Ministry for its concurrence. The proposals contained in the agenda item were approved by the Authority.

The agenda item contains the recommendations of the Technical Committee with regard to :-

- a) Landuse permissibility
- b) Minimum size of plot
- c) Commercial component
- d) FAR and height
- e) Setback
- f) Basement alongwith the following general guidelines

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

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

This policy stands submitted to MCD&PA for approval. The policy after approval may be made applicable to the MCD's proposal by required modifications be submitted by MCD for further consideration.

3.2 Status of the policy with the MOUD & PA.


- ♦ The policy of the multi level parking was submitted to MOUD&PA for its concurrence vide our letter no. F.3(7)97-MP/145 dt. 19.2.2002.
- ♦ A meeting was held under the chairmanship of Jt. Secy. (D&L), MOUD on 22.1.2002 to discuss the policy and norms of multi level parking in Delhi.
- ♦ The parking policy vide letter no. F.13/11/97-UD/.1/338-43 dt. 4.1.2001 was circulated by Dy. Secy. (UD), GNCTD to the concerned local bodies for offering their comments before finalisation.

3.3 : The concerned local bodies may examine the parking lot proposals as per the landuse controls and guidelines duly approved by the Authority and may seek approval from the MOUD&PA.

4.0 : RECOMMENDATIONS

The MCD proposals of the above three projects be got modified within the framework of the guidelines of the Authority and may seek approval from the MOUD&PA after obtaining the concurrence from land owning agency, finance wing, betterment charges if any, fire department and DUAC etc.




J.D.T.T.

mp31

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)


NO. F.I(14)2003/ 507

DATED: 19/12/03

MEETING NOTICE

The 5th meeting of the Technical Committee of Delhi Development Authority for the year 2003 will be held on 23.12.2003 at 11.00 a.m. in the Conference Hall, 5th floor, Vikas Minar, New Delhi. A list of items along with agenda to be discussed is enclosed herewith.

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


(B K Jain)
Director (DC)

Copy to:-

Vice Chairman, DDA.
EM, DDA.
Commr. (Plg.), DDA.
Commr. (LM) I, DDA.
Commr. (LM) II, DDA.
Commr. (LE), DDA.
Town Planner, MCD.
Chief Town Planner, TCPD.
Chief Architect, DDA.
Chief Architect, NDMC.
Chief Engg. (Elect), DDA.
Addl. Commr. I, DDA.
Addl. Commr. II, DDA.
✓ Addl. Commr. III, DDA-3
OSD (MPFR), DDA.
Secretary, DUAC.
Land & Development Officer, (L&DO).
Sr. Architect, (H&TP), CPWD.
Dy. Commr. Of Police (Traffic), Delhi.
Director (Landscape), DDA.

Special Invitees:

Director (Plg) IT, DDA.
Sh. A K Sinha, Superintending Archaeologist
Chief Engineer, (Irrigation & Flood), GNCTD.
Engineer-in-Chief, PWD.
Town Planner, (Slum & JJ), (MCD).
Director (AP) I, DDA.
Director (Plg) NP, DDA.
Director (CL), DDA.
Director (LS), DDA.
Director (Plg) Dwarka, DDA.
Director (Plg) TVA, DDA.
Sr. Town Planner, MCD.
Shri Chandu Bhutia ATCP, L&B.

For
Item no. 36/2003
-do-
-do-
-do-
-do-
Item no. 37/2003
Item No. 38/2003
Item No. 38./2003
Item No. 38/2003
Item No. 39/2003.
Item No. 40/2003.
-do-
-do-

postponed
on 29.1.04

M-306/AC(PH) III
19/12/03

I N D E X

SL.NO.	ITEM NO.	SUBJECT	PAGE NO.
1.	35/2003	Confirmation of Minutes of Technical Committee held on 30.9.2003	
2.	36/2003	Proposed Link Road connecting Ring Road and Mathura Road along Bara Pullaha Nailah Nizamuddin (East). F.5(10)2002-MP.	1-12
3.	37/2003	Development control norms for the residential area in redevelopment scheme of Dev Nagar. F20(29)94-MP.	13-14
4.	38/2003	Bhalaswa Lake Complex Planning Parameters. F20(2)94-MP	15-22
5.	39/2003	Link Road connecting NH - 8 to NH - 10 through Dwarka, Rationalisation of ROW F1(430)2002/Pig/Dwk/Pt.I	23-27
6.	40/2003	Policy for notification and de-notification of Development Areas of BDA. F3(55)2003-MP.	28.-30

DRAFT

AGENDA FOR TECHNICAL COMMITTEE

Sub: PROPOSED LINK ROAD CONNECTING RING ROAD AND MATHURA ROAD ALONG BARAPULA NALLAH NIZAMUDDIN (EAST) - PART PROPOSAL OF LINK ROAD CONNECTING MATHURA ROAD & NIZAMUDDIN RAILWAY STATION ROAD (VIA RAJDoot HOTEL) ALONG BARAPULA NALLAH

File No. F.5 (10) 2002/MP

1.0 INTRODUCTION

1.1 There was a site inspection by Hon'ble Minister for Tourism, Govt. of India alongwith representative of Archeological Survey of India, Delhi Development Authority and Nizamuddin Residents Welfare Association. After inspection, it was desired, after getting the Barapula Nallah surveyed, to examine & explore the possibility / feasibility of providing a road connecting Mathura Road near Khankhana Tomb with the existing road to Nizamuddin Railway Station (passing via Rajdoot Hotel) to bye-pass the Nizamuddin East Colony of the traffic destined to Nizamuddin Railway Station from Mathura Road side. (ANNEXURE-C)

1.2 Also desired that further possibility / feasibility can be examined to provide the connection between Lala Lajpat Rai Marg (CGO complex) and the Ring Road near Noida Toll Bridge along the Barapula Nallah, by extending the above said road on both ends.

Proposal may be divided into two parts e.g., Phase-I, i.e., Alignment Plan for Surface road along Nallah from Mathura Road (NH-2) to existing Approach Road to Niz. Rly Stn. (from Mathura Road via Rajdoot Hotel) and Phase-II, i.e., the connection between Lala Lajpat Rai Marg (LLR Marg) and Ring Road near NOIDA Toll Bridge which could be assigned to a consultant by the Engineering Wing, DDA. Following are some of the constraints in brief required to be considered then: - (i) Proximity of Toll Bridge may need a Grade Separator for proper integration of NOIDA Toll Bridge & the Proposed Road, (ii) existing railway lines shall call for Grade Separator/s & accordingly, feasibility of approaches to Niz. Rly Stn. & colonies lying adjacent may have to be examined keeping in view the above, (iii) may also require Grade Separators at intersections of Mathura Road (NH-2) and LLR Marg, (iv) NOC from Drain-Ownning-Agency is required.

1.3 The instant case is regarding a Link Road from Mathura Road (near Khankhana Tomb) to the Nizamuddin Railway Station road only, as 1st Phase of the proposed Link stated at 1.2.

2.0 BACKGROUND:

2.1 MPD-1962 earlier had proposed the extension of the Nizamuddin Bridge Road (NH-24 Bye-Pass) to Lodhi Road. MPD- 2001, however, did not propose this link.

2.2 Time to time, it came up for discussion, keeping in view the proximity of the Humayun's Tomb along the proposed road alignment, problems of connecting NH-24 Bye-Pass with NH-2 at the Neela Gumbad round-about, Lodhi Road as well as other environmental aspects with respect to zco etc.

2.3 Numbers of representations have been received in favour and against this link. Number of discussions were held, a few of the important decisions as under may be referred:

(a) Weekly meeting on DDA matters at LG. House on 7.3.2000.

- (b) Technical Committee decision vide item no. 108 dated 19.11.1996 as part of proposal of link road connecting Nizamuddin Bridge to Lodhi Road RUB-80
 - (c) Technical Committee decision vide Item No.45 dated 22nd August, 2000 as part of fly-over at the intersection of NH-2 and Ring Road.
 - (d) Recommendations of Sub Committee of the DUAC as part of fly-over at the intersection of NH 24 and ring road.
 - (e) Recommendations of Sub Committee of Technical Committee as part of corridor improvements of Ring Road- Shanti Van to Ashram (including Ring Road- Bhairon Road intersection)
- 2.4 The decisions particularly establish the *need for a connection between the Ring Road and Mathura Road*. The intersections of Bhairon Road both with Ring Road on one end and Mathura Road on the other are saturated, extremely necessitating to provide additional / alternate connections between Mathura Road and Ring Road. Keeping in view some of the existing constraints at site e.g., Millenium Park, Zoo, Purana Quila etc. the envisaged feasible link could be a road along Barapula Nallah connecting Ring Road and Mathura Road. However initially in Phase I only a part of the section i.e. from Mathura Road to Nizamuddin Railway Station road is considered as stated above

3.0 Examination :

A. Existing Features:

- 3.1 A 24-M wide road is available connecting Mathura Road (NH-2) and Nizamuddin Railway Station via Rajdoot Hotel. A new bridge (by - passing the adjacent old Barapula Bridge) is constructed as part of the alignment.
- 3.2 At the crossing of the Mathura Road (NH-2) (on west of Nizamuddin East Colony) and Barapula Nallah (on south), the Khankhana Tomb, an archeological importance exists.
- 3.3 On South, between Nizamuddin East Colony and the Barapula Nallah, a strip of land along the Nallah is available which is envisaged for the proposed road link between Nizamuddin Railway Station Road and Mathura Road (NH-2).

B. Land Status:

- 3.4 The land under reference along Barapula Nallah was L&DO Land transferred to DDA on the condition of care and maintenance.
- 3.5 Reference to letter of Asstt. Engineer (II), Department of Rehabilitation, Settlement Wing, Govt. of India, dated November, 1993 is drawn, vide, which SITE at SL NO. 6,7 and 8 forms the present land under study – ANNEXURE- A
- 3.6 As per the report of DLM (HQ) dated 4th August 2002, the site / land report shown in the map at ANNEXURE – B was transferred to DDA from MOR.
- 3.7 For further details of land status & necessary action a survey plan have been sent to DLM (HQ).

C. Previous Proposals ; MOR land :

- 3.8 Reference is drawn to layout plan – on *Planning And Development Of MCR Land In Nizamuddin Site No. 1 To 8* are as under:-
- 3.9 Out of this Site No. 6,7 and 8 part of the land falls under study. As per the layout plan in the MOR, Pocket no. 6 & 7 residential plots (8Nos.) of 9.0 M x 18.0 M each and the balance land as District Park have been shown. In site

No. 8 of the plan, a local shopping center (LSC) of area 8468.00 sq. mtr. has been shown.

- 3.10 A 24M (80.00 feet) R/W road through Nizamuddin East Colony behind Khankhana Tomb leading to NH-2 near Jangpura / Bhogal has been shown, linking the existing Nizamuddin Railway Station in the plan.

D. Action Taken:

- 3.11 Chief Engineer (SEZ), DDA vide letter dated 23.1.2003 requested Commissioner (LM)-I DDA for following:

- a) That Addl. Commissioner (Slum), MCD, has been requested for shifting of some structures coming in the alignment of the road. The site of proposed road is MOR land, from where jhuggies were removed by Slum & JJ Wing of MCD. DDA being construction agency, removal of remaining encroachments and squatters, who do not have any eligible documents, has to be undertaken by DDA.
- b) In a meeting taken by the Minister of Tourism and Culture on 13th January, 2003, shifting of grill fencing of the Khankhana Tomb along Barapula Nalah to its original position has been agreed by Superintending Archeologist, ASI, Delhi Circle. This is with reference to the directions issued in a meeting held in his chamber on 13.1.03.

- 3.12 Feasibility Report of Executive Engineer, SED-9, DDA has indicated that –
“(a) 900 dia. C.I. water main is crossing the proposed road from the eastern end and (b) there are two mosque looking structures besides a few jhuggies which will have to be removed for taking up this work.”

Vide letter dated 25.6.03 of Ex En- SED-9, DDA following have been intimated:

- (i) Drawing of draft alignment plan issued for feasibility check-up can be implemented on site. Removal of jhuggies, Mazar, Mosque, waterline, coming in the alignment are needed.
- (ii) Boundary wall of Khankhana Tomb along Barapula Nalah has been shifted.

4.0 PROPOSAL

The station is accessed through the roads passing through Nizamuddin East Colony. There is another road leading to Nizamuddin Railway Station from Mathura Road via. Rajdoot Hotel crossing over the Barapula Nalah (through a new Bridge). To by pass the traffic Nizamuddin Railway Station Road destined to Nizamuddin Railway Station through Nizamuddin East colony, the relief roads connecting Mathura Road and along the Barapula Nalah is proposed. The Khankhana Tomb, an archeological importance, is situated at the junction of Barapula Nalah and Mathura Road. A PT Survey along the Barapula Nalah between the stretch under reference has been conducted by the Survey Unit of Planning.

4.1 Proposal Detail:

The proposed Link Road along Barapula Nallah connects Nizamuddin Railway Station Road (via Rajcoot Hotel) and Mathura Road (NH-2) near Khankhana Tomb.

A Right Of Way (R/W) of 24M has been proposed. Centrally divided 7.5 M carriageway each on both sides of central verge of 1.0 M width are given to provide traffic movement for both directions. Footpaths of 4.0 M each on both sides are proposed.

- 4.2 At Mathura Road a T-Intersection is proposed to provide for signalised movement for 2-right turning and 2-left turning traffic to facilitate access to the

4

Nizamuddin Railway Station by-passing the existing access road through Nizamuddin East Colony.

- 4.3. At the proposed intersection of Niz. Rly. Stn. Road (via Rajdoot Hotel) and the proposed 24m R/W road along nallah, a T- intersection having left-in & left-out facilities only have been proposed, so as to facilitate a direct entry to the Nizamuddin Railway Station from Mathura Road (NH 2) through the Proposed Road along the nallah aiming to by-pass the Niz. Rly Stn bound traffic on the existing road through Nizamuddin East Colony. And for the traffic from the Nizamuddin Railway Station to NH 2 the exit is proposed through the existing Niz. Rly. Stn. Road (via Rajdoot Hotel, Jangpura).
- 4.4. As per PT Survey from the edge of the Barapula Nallah the available width of land space varies from 9M, 18M, 17M, 21M to 22M etc. On the other hand, Nallah width ranging between 32 to 38 M from center of the Nallah is shown in the PT Survey. Hence, to obtain a 24M R/W land space reclamation of balance area towards the nallah side is required, besides the available embankment space.
- 4.5. The spaces for earlier proposals of residential plots & LSC on MOR land (pl. ref. para 3.9) have been proposed to retain. The exact land availability vis-à-vis the alignment proposal, encroachment (if any) are to be worked out in concerned dept. (ref. F11 (56) 98/Ment./Pt-II).
- 4.6. No Objection from Drain – Owning – Agency is required to be obtained by Engineering Wing concerned.

RECOMMENDATION:

The Proposal of a Link road of right of way (R/W) of 24M connecting *Nizamuddin Railway Station Road* and *Mathura Road (NH-2)* as described in para 4.0 above is put up for consideration of the Technical Committee.

(Sd/-) S10/03
Dir (Pig) TT

Dir (Pig) TT

(Sd/-) S10/03
21/10/03

ANNEXURE
"B"

DELHI DEVELOPMENT AUTHORITY
TRAFFIC & TRANSPORTATION UNIT

NO: PA/JD(TT)/D-81

Dts 17.7.2002
19.7.2002

The Hon'ble Minister of Environment & Forest visited the site of Nizamuddin East and Barapula Nallah today in the morning. The site inspection was attended by Hon'ble EM/DDA, Addl. Commr. (Plg.), SE/CC-16, other officers from the Ministry and DDA alongwith the undersigned. The Hon'ble Minister after site inspection desired that the possibility of linking of Mathura Road with Ring Road may be explored and the scheme may be prepared accordingly (may be in phases for implementation). The land under reference along the Barapula Nallah was L&DO land transferred to DDA on the condition of care & maintenance.

Before initiating the above scheme, it is requested that the status of land along the Barapula Nallah upto the extent of 100' E. on other side along the drain may be submitted through the Planning Wing for processing this case.

Copy of East Plan Marked Red
is enclosed please.

(R.M. LAL)
Director (Plg.) TT

Dir. (IM)-I

Dir. (IM)-II

perains to DDA #107
NNP

DD/ST/II
26.7.02

26.7.02

DD/ST/II
26.7.02

DD/ST/II
26.7.02

DD/ST/II
26.7.02

The land up has been
transferred to DDA for MR
under package deal. The
land parcel attached opposite

DD/ST/II
26.7.02

The site mentioned in plan on the
plan attached opposite + back of
to show from plan - what follows.

In the Hydrographer's plan of
the no 672 D. in the top
of the area site no. 9810. The

land held attached opposite
for making the actual area
a survey plan is to be made for

5000/100 that actual area can
be covered on the survey plan.
Submitting for information.

only the site shown in
green in plan placed opposite
to the point to be further.

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ANNEXURE
"A"

11
15
Survey/Reclamation/54/83
Government of India
Department of Rehabilitation
Settlement Wing

Jaisaipur House, New Delhi
Date: 10/11/83

To

The Director,
Land & Management
Public Development, Arthena
Vijay Nagar, New Delhi

Sub: Physical possession of lands in Waramuddin Village
and Extension.

Sir,

I am directed to refer to the Dy. Secretary, Dept. of
letter No. 4(34)/83-SS.II dated 28th September, 1983. The
in Waramuddin Village and Extension, New Delhi have been
handed over to the representative of the DBA (Shri S.D. Kaur)
Asstt. Settlement Officer (Lands) on 24.11.83. The part of
of the lands handed over contained in the list (15 items)
together with a site plans (2 sheets) are sent herewith in
duplicate. A copy of the lay out plan of Waramuddin East and
West showing the lands is also sent.

Yours faithfully,

(Sd/-) M. K. MEHRA
Assistant Engineer (S)

Encl: A, above.

1. Copy to the Joint Development Officer, Civil Engg.
Works and Housing, Narman Bagan, New Delhi alongwith a copy
the statement and set of site plans for their information
record.
2. Copy to Section Officer, SS.XI Section for information
record.
3. Copy to SO-cum-MO(GEP) Jaisaipur House, New Delhi
for information and to have necessary entries made in the
records.

Assistant Engineer (V)

9

64

to be considered for transfer to

to be considered for transfer to

to be considered for transfer to

Boundaries

Area Encroached Type of

or vacant

Particulars of land

Remarks

400 (approx)

19.75

Land at the back of house No. 4-43/78, Wicandulla (East) Plot No. 71 and 72

developed as part of Agricultural Department

Land in front of houses of block No. 4 & 5 and by the side of Eumayan road, Wicandulla East.

Land by the side of Shes No. 10 Wicandulla East.

400 sq. yds. Encroached by Wicandulla Mandal

Encroached by Wicandulla Mandal.

604 sq. yds.

Land by the side of Shes No. 11, Wicandulla East.

Remarks

Land in between Gr. No. 2/10 and 2/11

Land in between Gr. No. 2/10 and 2/11

Land at the back of house No. 4-43/78, Wicandulla (East) Plot No. 71 and 72

Land in front of houses of block No. 4 & 5 and by the side of Eumayan road, Wicandulla East.

Land by the side of Shes No. 10 Wicandulla East.

Remarks

Land in between Gr. No. 2/10 and 2/11

Land in between Gr. No. 2/10 and 2/11

(10)

65

(14)

Land at the back of house
No. 27-33 (Tunglova) 2.315
Post Office, Y.M.C.A.
School and Quetta D.A.
School

2.315
squares

Vacant

Vacant

Land marked ABCD at the
back of Tunglova Plot
No. 27-33 and Post Office
Muzumuddin East.

1714 sq. yds.

Vacant

Vacant

Land marked EFGH adjoining
to Quetta School (Primary
Section) Muzumuddin East.

4510 sq. yds.

Enclosed
by 7 trees
3 fuel depot
and 1 gas pipe
by telephone
structure.

Land near Phil Handler
and G/18-19 Muzumuddin
West, (Fuel Plot No. 1)

532 sq. yds.

Fuel depot

Temp. structure

"DO"
Fuel Plot No. 2

213 sq. yds.

Fuel depot

Temp. structure

Land at the back of Bulat
up shops, Muzumuddin West,
portion (A)

501 sq. yds.

Partly

1 piece
hall

Land portion marked 'B'

635 sq. yds.

Vacant

Vacant

This present area has
been temporarily transferred
by L.A.O. Plot 1-27/3/11/311
to the L.A.O. 1-27/3/11/311
for the L.A.O. 1-27/3/11/311
and necessary action for
the L.A.O. 1-27/3/11/311

One of total area of
5000 sq. ft. has been transferred
to the L.A.O. 1-27/3/11/311
for the L.A.O. 1-27/3/11/311
and necessary action for
the L.A.O. 1-27/3/11/311

15

152-

1. The total area of the plot is 127 sq. yds. and one acre of land has been constructed by the Government and one acre of land is vacant. This is for the use of the Government.

2. The total area of the plot is 127 sq. yds. and one acre of land has been constructed by the Government and one acre of land is vacant. This is for the use of the Government.

3. The total area of the plot is 127 sq. yds. and one acre of land has been constructed by the Government and one acre of land is vacant. This is for the use of the Government.

4. The total area of the plot is 127 sq. yds. and one acre of land has been constructed by the Government and one acre of land is vacant. This is for the use of the Government.

5. The total area of the plot is 127 sq. yds. and one acre of land has been constructed by the Government and one acre of land is vacant. This is for the use of the Government.

6. The total area of the plot is 127 sq. yds. and one acre of land has been constructed by the Government and one acre of land is vacant. This is for the use of the Government.

7. The total area of the plot is 127 sq. yds. and one acre of land has been constructed by the Government and one acre of land is vacant. This is for the use of the Government.

8. The total area of the plot is 127 sq. yds. and one acre of land has been constructed by the Government and one acre of land is vacant. This is for the use of the Government.

9. The total area of the plot is 127 sq. yds. and one acre of land has been constructed by the Government and one acre of land is vacant. This is for the use of the Government.

10. The total area of the plot is 127 sq. yds. and one acre of land has been constructed by the Government and one acre of land is vacant. This is for the use of the Government.

11. The total area of the plot is 127 sq. yds. and one acre of land has been constructed by the Government and one acre of land is vacant. This is for the use of the Government.

12. The total area of the plot is 127 sq. yds. and one acre of land has been constructed by the Government and one acre of land is vacant. This is for the use of the Government.

13. The total area of the plot is 127 sq. yds. and one acre of land has been constructed by the Government and one acre of land is vacant. This is for the use of the Government.

14. The total area of the plot is 127 sq. yds. and one acre of land has been constructed by the Government and one acre of land is vacant. This is for the use of the Government.

15. The total area of the plot is 127 sq. yds. and one acre of land has been constructed by the Government and one acre of land is vacant. This is for the use of the Government.

Handed over

(R.O. Sabharwal)
Assistant Engineer (V)
D.O.R.

(D.R. Maithani)
Settlement Officer cum Managing Officer
D.O.R. Jaiswal House, New Delhi.

[illegible]

Toll
→
bridge

Tc Item No 37/2005 (13)

AGENDA FOR THE TECHNICAL COMMITTEE

Sub: Development control norms for the residential area in redevelopment scheme of Dev Nagar.
File no. F.20(29)94/MP

1.0 Background:

A reference no.SSA-IV/146/03/391-393 dt.26.5.03 has been received from Sr.Architect, CPWD, Nirman Bhawan referring therein the letter of Town Planning deptt. of MCD no.TJP/G/1892/3 dt.19.5.03 about the development control norms to be applicable for preparing the redevelopment scheme for the residential area in Dev Nagar, Karol Bagh.

2.0 Examination

- i. Land use of the area : As per the notification issued by the Ministry vide no.K-13011/22/95-DDIB dt.14.2.2000 Ministry of Urban Development modified the land use under the provisions of Section 44 of D.D.Act (51 of 1957), the land use has modified vide this notification which is given as under:
 - a) The land use of an area measuring about 4.21 ha. (Pocket A Dev Nagar) falling in zone B bounded by Road no.27 in South West, Road no.3 in the North West, Road no.24 in the North East and Road no.4 in the South East is changed from "Transportation" to "Residential".
 - b) The land use of an area measuring about 18.62 ha. (Pocket B, Dev Nagar) falling in zone B bounded by private properties on Desh Bandhu Gupta Road in the South West, Facility Centre in the North West, private properties on New Rohtak Road in the North and Road no.7 in the South is changed as under:
 - i) 5.74 ha. from Facility Centre to Residential.
 - ii) 1.82 ha. from 'Transportation'(Bus Depot/Roads) to 'Residential'.
 - iii) 0.62 ha. from 'public & semi public facilities' to 'residential'.
 - iv) 10.44 ha. from 'recreational' (District Park/NHP) to 'residential'
- ii. Density for the proposed residential development: In the Special area plan, the density of the adjoining area has been indicated as 600 persons per hac. For this specific pocket, no density has been given while the land use has been modified as per notification dt.14.2.2000.
- iii. CPWD has forwarded a copy of the layout plan wherein the area of the plot has been mentioned as 20.95 ha. and it is proposed to accommodate 2426 dwelling units and the actual density has been indicated as 601.60 persons pr hac.

3.0 Observations

- a. In the layout plan 2 blocks have been proposed 10 storeyed and other residential blocks are 4 storeyed.
- b. The achieved density is approximately 600 PP Hac, the same is indicated in the adjoining area of this residential pocket. However, the characteristics of the adjoining residential area is altogether different that the planned development. A density of 400 PP Hac in this area would be appropriate.
- c. The adjoining area is already highly congested.
- d. The area may not have adequate infrastructure facilities like Circulation, parks, water supply & sewerage etc.

4.0 Proposal:

- i. There are 2 options to develop residential land either with a density of 600 PP hac. or the other option is to reduce the density to 400 PP hac. envisaged for the planned development for rest of the Delhi. Keeping in view the constraints and characteristic of

- the area it is recommended that the density of 400 PPH will be adequate to meet the requirement of the residential pockets proposed for housing to the Central Govt. employees.
- ii. The development control norms as given in the Master Plan for the group housing shall be applicable.
 - iii. The facilities required for the residential population shall be as per the norms of Master Plan.

5.0 Recommendation:

The proposal given in para 4 above is put up for consideration of the TC.

248 3111202

Delhi Development Authority
Narela Project Planning Unit

AGENDA FOR TECHNICAL COMMITTEE

Sub: Bhalswa Lake Complex Planning Parameters.

F.No. F20(2)94/MP/

1.0. Background

- 1.1. Bhalswa Lake is existing in the north of Delhi opposite Jahangirpuri Village and adjoining Outer Ring Road (Road No. 50) after crossing the supplementary drain. The area around this lake is to be developed as an active recreational to become a cynosure for North Delhi. The total area under the said complex is about 92 hec. The change of landuse of this 92 hect. was earlier discussed in the T.C. meeting held on 15.05.94 in which the following decision was taken.:

"The Technical Committee recommended change of landuse of land measuring 84 hect. from "rural" to "Recreational use". The landuse of the remaining 8 hect. earmarked for hotel cum conventional centre on the east of lake was recommended for change from "rural" to "commercial" use".

- 1.2. A copy of the T.C. Agenda and minutes are placed as Annexure I. The change of landuse was notified by the Ministry of Urban Development vide its order dated 05.07.1996-copy placed as Annexure II.
- 1.3. Thereafter, the development of this project has been under discussions at various forums including a committee under F.M. Now, it is proposed to develop this area as an active recreational cynosure for north Delhi by involving the private developers on public-private partnership.

2.0. Examination

- 2.1. The scheme area details are as follows:

Scheme Area		92 ha.
<u>Details of Area</u>		
a)	Area under DTIDC(b+c)	34 ha.
b)	Area under Lake/Waterbody	22 ha
c)	Area under Recreational	12 ha
d)	Area under Commercial Use	8 ha

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e)	Lake side facilities	3.6 ha
f)	18 holes Golf Course	46.4 ha

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Total **92.00 ha**

2.2. The development control norms for 8 hect. hotel cum conventional centre site as approved by T.C. applying the MPD-2001 provision are as follows:

Maximum Ground Coverage	: 30%
Maximum FAR	: 150
Maximum Height	: 50 Mt.
Parking	: 1.67 ECS/100 Sqm. Floor Area.

Other Controls

- i) 5% of the FAR can be used for the commercial space related to hotel function.
- ii) Basement(s) upto the building envelope line to the maximum extent of plot area shall be allowed and if used for parking and services should not be counted in FAR.

Total buildup area on 8 hect. plot with 150 FAR works out to 12 hect. (1,20,000 Sqmts)

3.0. Proposals

3.1. As indicated in Para 2.1 d) above, the total area of 8 Ha as proposed for commercial use shall be developed on an integrated comprehensive basis with the following norms.

Maximum Ground Coverage	: 25%
Maximum FAR	: 100
Maximum Permissible Height	: 26 Mt.
Minimum Parking Required	: 2 ECS/100 Sqm floor area

It is to add that the land being a part of rural area close to the River basin as also the integrated nature of development envisaged, the earlier norms for FAR (i.e. 150) and G. Coverage (in 30%) has been reduced to 100 and 25% respectively (as proposed now) to facilitate in having a balanced development. Nevertheless, the total area under FAR and G. Coverage as proposed works out to be less than what was mentioned earlier.

The developers shall be allowed to use the area as per comprehensive scheme for uses which may include shopping mall, amusement rides, restaurants and cafeterias clubhouse, multiplex, auditorium and other ancillary activities within the overall FAR of 100

The provision of utilities, electric sub-station, fire post, underground water storage tanks etc. shall be provided by the developer as per the requirement of the service agencies.

(17)

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3.2. Lake Side Facilities

The area of 3.6 hect. as mentioned at Para 2(ii) b will be developed for lake side facilities like-walkways, fishing wharf, small food tents, book kiosks etc. within the following norms.

- * Maximum Ground Coverage 5%
- * Maximum Height Single Story only (preferable with Sloping roof)

3.3. Area under Lake and Recreation

(as mentioned at para 2.1.(a) above)

The area of 34^{hect.} shall be developed and maintained by the Lessee at his cost, The lake area can be used for boating and water sports. The recreational area can be developed for woodland area, eco-zones, congregation spaces/shelters etc. small kiosks for serving foods and can be permitted in this area within the following norms.

- * Maximum Ground Coverage : 0.5%
- * Maximum Height : Single Story only (preferably with sloping roof)

3.4. The Golf Course : As mentioned at para 2.1. f is being developed by DDA

4.0. Recommendation

4.1. The proposed planning parameters are put up to the T.C. for consideration.

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24/11/03

(18)

Annex I

-1P-

S. No. 2/11-3 P. 27/Ch ZPG

Sub: Change of land use of 92 hect. (Bhalswa Lake) from rural use to recreational.

File No. 70(2)/Ch-3

1. A preliminary project report has been prepared for the development of Bhalswa Lake-Belhi (North). The report consists of four sections:
 - (i) Architectural Design
 - (ii) Electrical Report
 - (iii) Plumbing Report
 - (iv) Landscaping
 2. The total area of Bhalswa Lake Complex is 92 hect which is as under:
 - (a) Area of the lake 22 ha.
 - (b) Area of the west of the lake 12 ha.
 - (c) Area of the east of lake 58 ha.
 3. In a meeting held at Raj Niwas on the subject, the following important decisions were taken:
 - (i) This area may be developed as a tourist complex with emphasis on water related recreational facilities;
 - (ii) The land use of the area may be changed from agricultural to 'recreational'. Part of the land may be earmarked for resort hotel/tourist village and land use changed accordingly;
 - (iii) The area may be declared as development area;
 - (iv) The land formed out the west of the lake
- Contd./-

(12 ha. approx.) may be developed and managed by the DTTDC. This may include an amusement park. As decided earlier, DTTDC may explore possibilities of involving private entrepreneurs in the development and management of the park; and

- (v) The land on the east of the lake (58 ha. approx.) may be developed and managed by the DDA. This area would include land for a resort with dedicated access to the water body. Other facilities may include riding, play area, kiosks, eating places. Care may have to be taken to segregate the land earmarked for the resort so as not to be frequented by the daily picnickers. Suitable club house, conference/convention centre may also be thought of. Some portion of the lake easily approachable from the Ring Road may be kept open for use of the general public.

4. The case is put up to the Technical Committee before going to the Authority for concurrence of change of land use from rural to recreational for the Bhalswa Lake Area (92 ha.)

2/3/94.
G. C. GABRIEL
COMPTROLLER (T.G.)

Item No. 27/94

Sub: Change of land use of 92 ha. (Ohalsua Lake) from rural to recreational.

F20(2)94-PP

The Technical Committee recommended change of land use of land measuring 92 ha. from rural to 'recreational' use. The land use of the remaining 8 ha. earmarked for hotel-cum-conventional centre on the east of the lake can be changed from rural to 'commercial' use.

8. Item No. 28/94

Sub: Petrol pump site at District Centre, Janakpuri
F13(44)94/CRC/DDA

The Technical Committee approved the site of additional petrol pump measuring 55'x100' within the parking area of the District Centre. However, it did not agree to enlarge the size of the petrol pump already marked in the scheme.

9. Item No. 29/94

Sub: Proposed site of cremation ground near Dheerpur scheme.

PA/JDF(J&D)94/DP/PH.II/24

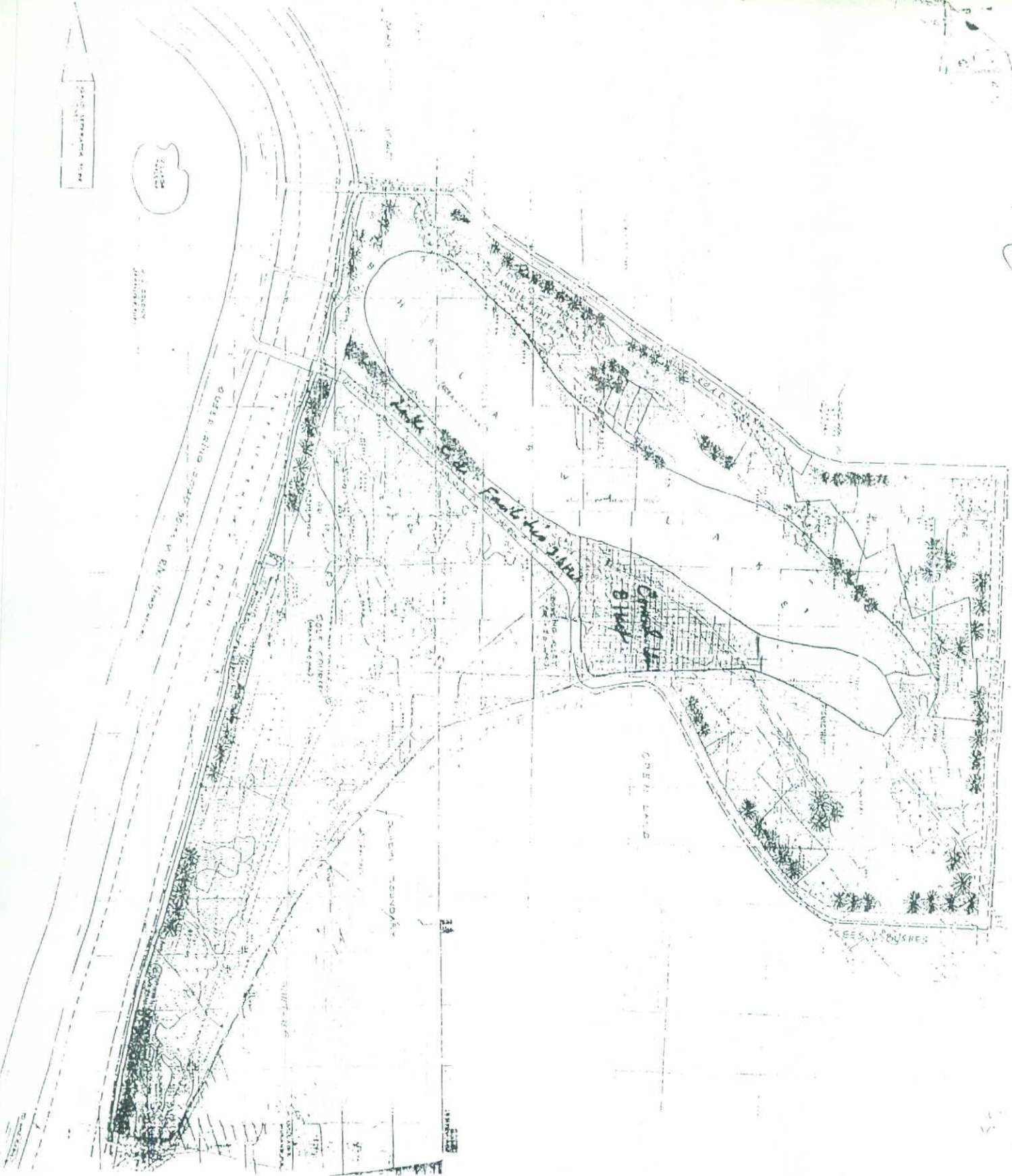
The Technical Committee approved the location of the proposed cremation ground site and recommended for change of land use measuring 2 ha. from recreational and to public and semi-public facilities (cremation ground).

10. Item No. 30/94

Sub: Proposed modifications in Rohini Phase-III.
PP/R/2080/93/Pl. 959

The Technical Committee discussed in detail the proposals for the modification in the layout plan of Rohini Phase-III in respect of the adjustments in the land uses for residential, public and semi-public and institutional housing based on cost benefit analysis and decided that the same be examined with respect to the general provision of the stage the land use in different categories as has been recently decided by the Authority.

Contd...4/-



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NOTES:
1. THE SITE IS BOUND BY THE DELHI DEVELOPMENT AUTHORITY ACT, 1957.
2. THE SITE IS BOUND BY THE DELHI DEVELOPMENT AUTHORITY ACT, 1957.
3. THE SITE IS BOUND BY THE DELHI DEVELOPMENT AUTHORITY ACT, 1957.

LAND USE ANALYSIS:

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भारत के राजपत्र के भाग-11, खंड-3, उपखण्ड 111 में प्रकाशित

भारत सरकार

पर्यटन, श्रम और समाजिक कल्याण विभाग

पर्यटन विभाग दिल्ली प्रभाग

नियोजित नर्सों की दिल्ली,

दिनांक 5-7-76

विषय- 3011/21/74डीडी-1 की

अधीनस्थता

पर निम्नलिखित के बारे में संधि, जिसे केन्द्रीय सरकार अधोषिक्त केन्द्रों के बारे में दिल्ली युद्ध योजना/देशीय विभाग योजना में प्रस्तावित करती है तथा जिसे दिल्ली विभाग अधिनियम, 1947 का 61 की धारा 44 के प्रावधानों के अनुसार दिनांक 29.4.75 के नोटिस संख्या एफ-20/3/73/एम पी लाटा प्राविधिक विभाग के अधिनियम की धारा 11-क की उप धारा 3 में अधोषिक्त अधीनस्थों/सहाय, उक्त नोटिस की तारीख के अ। का को अधि। में आसीद्धा किए गए हैं।

और यतः प्रस्तावित संधियों के बारे में जनता की स्व. आस. त. और स्वाय. हुआ है।

और यतः केन्द्रीय सरकार ने मामले के सभी पहलुओं पर ध्यान पूर्वक विचार करने के माध्यम मास्टर प्लान में समाधि करने का निर्णय लिया है।

अतः जब केन्द्रीय सरकार, उक्त अधिनियम की धारा 11-क की उप धारा 2 के अनुसार प्रस्तावित व्यक्तियों का प्रयोग करते हुए, भारत के राजपत्र में उक्त अधिनियम के प्रकाशित तारीख से दिल्ली की उक्त युद्ध योजना में स. द्वारा निम्नलिखित संधि करती।

विधमः- "92 केन्द्रीय सरकार का, जिस को उत्तर में तीरत बुद्धि भूमि, 1974 का हुआ है, जिसके परिणाम में अनुप. नाका और पावरी 11 रंग रोड, पूर्व में सुकुन्द-सावि और तीरत बुद्धि भूमि है और जिसके परिणाम में तीरत केरी कालोनी और तीरत बुद्धि भूमि का प्रयोग, प्रकीर्ण उपलब्ध " के केन्द्र पर आसीद्धात्मक" और तीरत बुद्धि भूमि का प्रयोग और "प्राविधिक" 8 दिसम्बर, दिया जाता है।

3011/21/74डीडी-1
भारत सरकार

भारत सरकार
पर्यटन, श्रम और समाजिक कल्याण विभाग

भारत सरकार

Sub : Agenda for Technical Committee - Link Road connecting NH-8 to NH10 through Dwarka - Rationalisation of ROW.

F.1(430)/2002/Plg./Dwk/ Part - I/

1.0 Background

The MPD 2001 of Delhi had visualized provision of an urban expressway connecting NH2, NH8, NH10 and NH1. This corridor was assigned a right of way of 100m. This was to cross Dwarka at its southern most periphery and follow an alignment along the H.T. Lines outside Dwarka and NH10. Beyond NH10, this corridor was to align itself with the 100m ROW corridor through Rohini. In order to finally meet NH1 near Narela. However, recent developments have indicated certain uncertainties pertaining to implementation of this scheme. At the same time provision of a western link to Dwarka and improved connectivity to DDA Scheme of Lok Nayak Puram (Bakkarwala) was felt necessary.

A 60m link road to Dwarka from NH-8 passing through southern boundary of AAI land is already under implementation by PWD, GNCT, Delhi and DDA. A comprehensive view was taken by the DDA with regard to accessibility and connectivity characteristics of the urban extension areas and the need to have a continuous corridor connecting NH8 to NH10 and beyond to NH1 appreciated. In terms of projects evaluation, this corridor could be subdivided in the following manner:

- from NH8 to Dwarka (near the proposed ISBT, Sec- 22, Dwarka) (6.38 Km)
- from ISBT to Najafgarh drain (2.79 Km)
- from Najafgarh drain to Najafgarh Road (7.38 Km)
- from Najafgarh Road to NH10 & NH1. (8.43 Km)

2.0 Approved ROWs for various segments of Link Road

The segments as mentioned have varying ROWs as discussed hereinafter :

2.1 Segment 1 : NH8 to ISBT (Length ~ 6.38 Km)

It was decided to link NH8 to Dwarka through the already existing road leading from Shiv Moorty on NH8 to the Master Plan Road of Dwarka forming the southern boundary of the ISBT. The road has farm houses on the southern flank. The land generally belonged to the Airport Authority. The road was assigned ROW of 45m upto Samalkha Chowk. A detailed project report for widening this road was got prepared and it was appreciated that the road would need a minimum of 60m ROW so that the same could be developed as a modern access controlled link road. Accordingly a proposal was put up before the Technical Committee of the DDA on 02.07.2002 as

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agenda item no. 15/2002 for increasing the ROW from 45m to 60m over the said segment and was duly approved. The road cross section was designed accordingly and the case was processed for implementation. Any further widening of the ROW has to be on southern side of the 60m road already under execution as no land on the northern side of the road shall be possible to be acquired in view of Airport security reasons. The proposed road ROW shall be 100 m. in order to maintain the continuity. However in the first phase 45m could be develop as land is available for 45m only. This road stretch mostly forms part of Zone - G being dealt by AP-1 unit. (Refer plan A-A)

2.2 Segment 2: ISBT to Najafgarh drain (Length 2.79 Km)

The alignment of the link road in this segment upto Sector - 24 has a ROW of 60m, but in the rest of the stretch up to the drain it is 30m as per approved Dwarka Plan and modification approved by TC on 2.07.2002. No consideration has so far been given towards increasing the ROW of this road, however, widening could be considered as the land has just been acquired. in this stretch also the proposed ROW shall be 100.0m and in the first phase 60.0m could be constructed. This shall involve processing amendment in the sector plans of Sector 23, 24, 25 and 26 of Dwaraka Phase - II. (Refer plan B-B)

2.3 Segment 3: Najafgarh drain to Najafgarh Road (length 7.38Km)

The alignment proposed in MPD - 2001 had a ROW of 100m over this stretch. However, while preparing the DFR for this corridor, it was found that the alignment along the H.T. Line was no longer feasible and thus, a modified alignment was proposed for the same.

As per cross sectional requirements, the new alignment was planned with ROW of 80m. This appeared to be in order at that time as it was to meet with NH10 at Kanjhawala crossing that would ultimately lead to the 100.0m ROW road on the outer periphery of Rohini. However, it was subsequently felt that it must link Lok Nayak Puram (Bakkarwala) properly and as such, the corridor could be aligned along the H.T. line following the original alignment near Bakkarwala so that it could become a viable link for the said segment. This alignment meets with the 100m ROW arterial through Rohini. (Refer plan C-C)

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2.4 Segment 4: Najafgarh Road to NH10 (length 8.43 Km)

In this stretch the Link Road would have ROW of 100m as indicated on the plan. (Refer plan D-D)

3.0 Proposal for rationalization of ROW

In view of the above facts and based on discussions held on the subject on 10.04.2003, it was felt that the Link Road could have uniform ROW all through as that would ensure proper hierarchy for the entire corridor that is expected to have consistent level of inter and intra city traffic all along. Certain issues as described hereafter need to be considered in this context:

3.1 NH8 to ISBT

Over this segment, the ROW has to be 100m, in the first phase only 60.0m road could be developed. However, it cannot be increased towards the northern side because of established uses under Airport Authority. It would thus be necessary to add 40m strip width towards southern flank of the existing ROW link to take care of any future widening/improvement. Same will be the situation at ISBT where plans have been frozen with the northern flank of the Master Plan road being fixed. The increase in the ROW has to be eccentric here as well.

3.2 ISBT to Najafgarh drain

The ROW of the Master Plan road over this segment has to be 100m ROW after adjustment in geometry near the ISBT that could allow concentric widening over this segment. In the first phase 60.0m road could be developed. This shall involve processing of amendment in the sector plans of Sector 23, 24, 25 & 26 of Dwarka Phase - II.

3.3 Najafgarh drain to NH10

The ROW of the entire corridor over this segment will be 100m and the corridor must meet the 100m ROW road through Rohini across NH10. Additional links to Dwarka Phase - II, wherever feasible could be provided for improved connectivity. Lok Nayak Puram Scheme would have a proper access as part of this proposal.

4.0 Summary of affected structures:

As per the feasibility report the road between Nh-8 to Dwarka, ISBT is already under execution by PWD, GNCT Delhi and DDA with a 60.0 m ROW road, which covers the

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first phase development, there are no structures in this stretch. However if the road would be widened to 100.0 m ROW a number of farmhouses would be affected. In other three stretched a total number of 216 properties / structures would be affected, details may be seen as annexure - I.

5.0 Recommendations

- i) In view to achieve uniform ROW of this road connecting NH-1 with NH-8, the road ROW of 100.0m has been proposed.
- ii) In view of the fact that a 60m link road is already under execution in the first phase, the remaining 40.0m space of 100.0m ROW be kept reserved.
- iii) This road will be joined with 100.0m ROW road of Rohini and thus will connect NH-1 with NH-8.
- iv) The relevant plans are laid on table for consideration of the technical committee.

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H. D. Singh (H.D.)
D.M.

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Annexure - I**SUMMARY OF AFFECTED STRUCTURES**

Sl. No.	Type of Properties	Dwarka ISBT to Najafgarh Drain (Ch. 00.0 to 2.798)	Najafgarh Drain to Najafgarh Road (Ch. 2.798 to 10.178)	Najafgarh Road to NH10 (Ch. 10.178 to 18.602)	Total
1.	Hut	6	7	12	25
2.	Well	7	8	12	27
3.	Open Plot with Boundary wall	Nil	42	56	98
4.	Pucca Building	Nil	15	37	52
5.	Pucca W/Kundi	Nil	1	1	2
6.	Farm House	Nil	1	Nil	1
7.	Open Farm Land	Nil	Nil	3	3
8.	Factory Building	Nil	Nil	5	5
9.	Shops	Nil	Nil	3	3
	Total	13	74	129	216

(28) T C Item No 40/2003

DELHI DEVELOPMENT AUTHORITY

Agenda for Technical Committee

SUB: POLICY FOR NOTIFICATION AND DE-NOTIFICATION OF DEVELOPMENT AREAS OF DDA.
(File No.3(55)2003)MP

1.0 BACKGROUND:

For the purpose of undertaking development on any land as per the plan/scheme approved by the Government, the Delhi Development Act under Section 12(I) provides for notification of an area as Development Area of the DDA. Under this section, the GNCTD and the concerned department by drawing powers vide Section 15(I) of the DD Act, 1957 issues a notification in the official gazette declaring such areas as 'Development Areas' for the purpose of the Act. After the notification no development of land shall be undertaken or carried out in any area by any person or body (including Department of Government) unless:

- i) Where that area is a development area, permission for such development has been obtained in writing from the Authority in accordance with the provisions of this Act,
- ii) Where that area is an area other than a development areas, approval of, sanction for, such development has been obtained in writing from the local authority concerned or any officer or authority thereof empowered or authorised in this behalf, in accordance with the provisions have been made, in accordance with the provisions of the regulations relating to the grant of permission for development made under the Delhi (Control of Building Operations) Act, 1955 and in force immediately before the commencement of this Act.

Notification of development area is done by Land and Building Department of GNCTD on behalf of the Administrator/LG, Delhi. Such approx.177 odd notifications covering about 43343 ha of land have been issued from time to time. After the area is developed, services are handed over to the local bodies, the same is denotified from the development area of the DDA under section 12 of the Act

- 2.0** The matter was discussed in the Technical Committee in its meeting held on 30/09/2003 and Technical Committee decided to constitute a committee with officers from the concerned organisation / departments i.e. (I) Land & Bldg. Deptt., GNCTD, (II) Land Management, DA (III) MCD (IV) Engineering Deptt., DDA and (V) Planning Deptt., DDA with Director(TYA) as the convenor.

3.0 Accordingly, a meeting of the Committee held on 17/10/03 in the office of Commr.(Plg.), DDA and the following proposals have been worked out:-

3.1 Policy for notification of Development Areas:

- The proposed area should form part of the proposed urban extension or a specific scheme where DDA has a role in planning, development, building controls and land management.
- There should be a structure plan/overall schemes/Zonal Plan for the area.
- Existing villages/unauthorised colonies/built up areas in a large development areas should be integral part of the development area so that continuity of planned development, services, transport network etc. could be maintained. For villages, development plans should be prepared on priority, so that whenever the area is denotified, these plans are also transferred to the MCD/Local Body. It is also suggested to notify such villages (revenue boundaries) as Urban under Section 507-A of DMC Act.
- The Acquisition of land should be done within a period of 3 years after an area is notified as development area for planned development.
- The time frame/programme for development area should be mentioned in the notification and accordingly, the development scheme should be completed/handed over within the specified time period by the concerned local body.

3.2 Policy for Denotification of Development Area:

- Engg. Deptt. to certify that there is no major development work pending the development area and services can be handed to the MCD/Local Body.
- The Plg. Deptt. to certify that the change of land use has been notified and approved layout plans and detailed schemes for majority of the areas proposed for denotification exists and there is no major planned work involved in the area proposed for denotification. Piecemeal denotification should be avoided and an effort should be made to denotify the area as a whole conforming/relating to its notification as Development Area.
- Bldg. Deptt. to certify that the Bldg. Activity alongwith the records can be transferred to MCD/Local Body and there is no major pending action to be taken in respect of Building permission/unauthorised construction in the buildings.
- Lands Deptt. to indicate that there is no major pendency of land acquisition in the area and the acquisition/disposal of major area has been completed. Lands Deptt. also to indicate the status of court cases in respect of encroachments, land acquisitions and other land management issues.

3.3 Other Recommendations :

- i) Building Bye-laws 1983 may be amended so that building permissions for urban/rural villages and regularised/unauthorised colonies in development areas are dealt with.

- ii) The notification of development area/denotification of development area should be based on the revenue boundaries/khasras.
- iii) Farm Houses, Motels and other such activities should not be sanctioned in the development areas of the DDA.
- iv) No consolidation of land in villages be undertaken as development area by the Lands & Bldg. Deptt.
- v) The record of 'development areas' may be computerised alongwith record, which has already been taken by the Land Management Branch.

3.4 It is further suggested to constitute a committee under CLM-I, DDA with CE(HQ), Addl. Commr. (Pig.)-II/Addl. Commr. (Pig.)-IiI, Dir(Bldg.) and Dir(LM) as the convenor to examine and give the recommendations in respect of specific proposals for notification and denotification of the Development Areas of DDA. The Committee may also co-opt other members and invite the representative of Land & Bldg. And MCD wherever necessary.

3.0 Recommendations:

The above proposal and recommendations are put up for consideration and approval of the Technical Committee.

[Signature]
27/11/03

[Signature]
27/11