

TC 2005



दिल्ली विकास प्राधिकरण

प्रनुमान AC (P19-III)

सिखित संख्या PS/AC-III/P19-III/2005/TC

पत्र-व्यवहार

विषय

Sub:- Technical Committee-  
2005  
(Meeting Notice, Minutes.)



DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

Date: 9-11-05

No.F.1(41)2005-MP / 327

The 5<sup>th</sup> meeting of Technical Committee of the DDA for the year 2005 under the chairmanship of VC, DDA will be held on 16.11.2005 at 10.30 a.m. in the Conference Hall, 5<sup>th</sup> floor, Vikas Minar, New Delhi. A list of items along with agenda to be discussed is enclosed herewith.

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

*(Signature)*  
(B.K. Jain)  
Director (DC)

Vice Chairman, DDA.  
Engineer Member, DDA.  
Commissioner.(Plg.) DDA.  
Commissioner.(LM) DDA.  
Commissioner.(LD) DDA.  
Town Planner, MCD.  
Chief Town Planner, TCPO.  
Chief Architect, NDMC.  
Chief Architect, HUPW, DDA.  
Chief 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, (II&TP) CPWD.  
Jt. Commr. of Police (Traffic) Delhi.  
Director (Landscape) DDA.

Special Invitees :

Commissioner (Transport), GNCTD  
Chief General manager (North) NHAI  
Engineer in Chief, MCD  
Chief Engineer, PWD  
Secretary, DUAC  
VC, DAMB  
Chief Engineer, DTTDC  
Commr. (LM), DDA  
Commr. (LD) DDA  
Commr. MCD  
Prof. Thakur, CES, Nehru Place  
Chief Engineer (Dwarka) DDA  
Chief Engineer (DSIDC)  
Chief General Manager, NHAI

For Item Nos

33/2005  
33/2005  
33/2005 & 37/2005  
33/2005  
33/2005  
33/2005  
33/2005 & 37/2005  
33/2005  
33/2005 & 35/2005  
35/2005  
36/2005  
36/2005  
36/2005  
37/2005

*If attend the meeting  
the related agenda item is  
enclosed*  
10/11/05

Dr (TT)  
Dr (Bdy)  
Dr (NP)  
Dr (RP)

*Seal*  
11/11/05

*Along with minutes  
of the dt. no. 1640  
dt. 25/12/05*

*2-6.*

*File with  
the minutes  
10/11/05*



Director (NP) DDA  
Director (DC) DDA  
Director (Plg.) Dwarka DDA

33/2005 & 37/2005  
34/2005, 35/2005 & 38/2005  
36/2005



## I N D E X

S.NO.	ITEM NO.	SUBJECT	PAGE NO.	
1.	33/05	Proposed temporary alternative Bus Terminal Site in the East of GT Karnal Road (NH-1) F.no. F3(7)2001-MP	1-2	Dr (TT) Dr (NP)
2.	34/05	Norms / Regulations for Building Activities in the village F3(29)94/MP/Pt.III	3-6	Dr (idk)
3.	35/05	Regulations for allowing ATM F3(31)2005-MP	7-9	Dr (??)
4.	36/05	Stage II report on preparation of Integrated Development Plan of Villae Bharthal & Dhul Siras Submitted by the consultants. F1(1)89/Plg./DWK/Pt X	10-13	Dr (RP)
5.	37/05	Proposal of Guru Teg Bahadur memorial at Singhu Border in the East of G T Karnal Road (NII - 1) F3(52)2004-MP	14-17	Dr (TT) Dr (NP)
6.	38/05	Proposed multi level parking for Delhi High Court Sub Zone D - 8 F3(109)05-MP	18	Dr (NP)



T.C. Item No. 54/1002  
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DELHI DEVELOPMENT AUTHORITY  
DEVELOPMENT CONTROL WING

AGENDA FOR TECHNICAL COMMITTEE

Sub: Norms/Regulations for Building Activities in the villages.

F-3(29)94-M.P/Part-III

1.0 BACKGROUND

1.1 As per MPD-2001, there were 106 villages within the urban limits, which increased to 135 villages out of total of about 357 villages, which have already been declared as urban under Section-507(a) of DMC Act 1957.

1.2 During March 1987, Government of Delhi issued an order to transfer all the urban villages from DDA to the MCD

1.3 The issue of unauthorized construction in the villages was discussed in the 79<sup>th</sup> meeting of the Monitoring Committee held on 12.1.04 under the Chairmanship of Hon'ble L.G. which decided as under.

"The issue of unauthorized construction in the abadi/extended abadi in rural as well as urbanized villages was discussed. It was noted with concern that commercial properties and companies spaces were being unauthorisedly created on the pretext of exemption from the requirement of sanction of building plans in rural abadis. Exemption from sanction of building plans was intended for residents of villages for constructing residences. The building bye laws were nowhere precluded from operation in the rural abadi/extended abadi and constructions violative of building bye-laws were patently unauthorized. If a construction in the rural abadi / extended abadi was not for residential purpose and did not conform to the building bye-laws, it was liable to be sealed/demolished as per law. In abadi/extended abadi of urbanized villages, there was no exemption from any provision of the municipal law. Hence constructions without due sanction or in violation of the building bye-laws were liable to be demolished/sealed as per law. The above position had been recently clarified by the Commissioner, MCD to the municipal officers concerned. The L.G. directed that action should accordingly be taken against unauthorized construction in the abadi/extended abadi of rural and urbanised abadi."

1.4 Delhi High Court in W.P.(C) No. 2710/1998 dt. 23/8/04 held that building bye-laws as per the provision of MCD Act 1957 are applicable in rural abadi and extended abadi.

1.5 Supreme Court in C.W.P. No.4677/1985, MC Mehta Versus Union of India & Others, the Hon'ble Supreme Court in May-2004 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



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extended to Lal Dora area. Either the villages are not urbanized or, if they are urbanized, then all the laws applicable in the urban area should apply. Enforcement of course, is a different matter."

1.6 Chief Fire Officer issued a Public Notice dt. 20/9/05 in the newspapers for compliance of fire safety measures in the buildings more than 15 m height.

1.7 Commr. MCD issued orders dt. 20/9/04 and 3/9/04 for building activities within Lal-dora of the villages.

1.8 The matter of building activity in Lal dora was also subject matter of the Judgement of Appellate Tribunal of MCD wherein applicability of section 12 of Delhi Development Act 1957 over the villages was discussed. The matter, thereafter was appealed in the Court of LG.

## 2.0 ISSUES

Earlier, the re-development plans for several villages were prepared by the DDA but most of which could not be implemented. In absence of Redevelopment Plans, the building plans are usually not entertained, which has created a paradoxical situation when seen in the context of High Court order of 2004 and Supreme Court order (2005). In this situation it is proposed that the building activity may be regulated in the villages as per the Commissioner, MCD order dated 3.9.04 and 20.9.04 for which it is necessary that Unified Building Bye-laws, 1983 are amended for applicability of the Building Bye-laws/City Area Policy for sanction of building activities in the villages.

## 3.0 PROPOSAL

3.1 In view of the issues mentioned in para-2 above, a meeting was held under the chairmanship of Commissioner(Ptg.) on 20.9.2005 wherein the draft regulations of building activities in villages were discussed and forwarded to MCD, CFO and concerned departments for comments. No comments have been received so far. Based on the discussions, the draft Regulations are put up as given below.

### 3.1.1 Norms/Regulations for Building Activity in the villages

#### Definitions:

**Urban/Urbanized Village:** The villages which fall in the urban area and ceases to be rural vide a notification issued under Section 507-A of DMC Act 1957.

**Rural Village :** Villages falling in the Rural Use Zone where neither a notification has been issued under Section 507-A of DMC Act nor change of land use has been processed under DD Act 1957.

**Lal Dora/Village Abadi :** The boundary of village Abadi is certified by revenue officials/Land & Bldg. Deptt. GNCTD/Lands Deptt. DDA/MCD.



Lal-dora will include extended Abadi/Lal-dora duly certified/declared as such.

3.1.2 a) Building Plans in villages normally be considered only for the plots which form part of Lal-dora/abadi area with the following conditions.

- i) The land use will be residential and the construction shall confine maximum to 3 storeyes with maximum permissible FAR and height as per BBL. Ground coverage/set-backs and control features within the buildings shall not be insisted upon to be as per BBL.
  - ii) Revenue Department of GNCTD to certify that plot forms part of Lal-dora/Abadi Area.
  - iii) No projection outside the plot line, except sunshade projection of 45cm shall be allowed.
- b) The building cases of such plots would be considered only on private lands with proper documentary evidence or a certificate from the GNCTD(Revenue/L& Deptt.) that the land is not under notification for acquisition.
- c) The proposals on the plots which are located in the erstwhile villages/ Notified Area Committees of Mehrauli, Najafgarh and Narela etc. which now have the status of census towns would be considered on the same basis.
- d) For all dead end road or cul-de-sacs upto 150m in length the ROW will be 4.5m and for all other roads dead end lanes above 150m the ROW will be kept 9m except in villages where redevelopment plans have been received.
- e) Development charges will be recovered as decided by the competent authority from time to time.
- f) Conformity with Master Plan/Zonal Plan, with specific attention to Master Plan Roads rights of way and land use.
- g) Amalgamation of plots may be permitted subject to condition that FAR shall be permissible on the basis of amalgamated plot (with height relaxation upto max. 15m). However, group housing shall not be permitted in the villages, including amalgamated plots.
- h) The following guidelines shall be followed:
- i) CFO(DFS) for fire safety.



- ii) Rain water harvesting.
- iii) Structural Safety.

3.1.3 The building activity in all the villages (even those within development Area) be controlled by the MCD, and there will be no need of NOC from the DDA for approval of Building plan.

3.1.4 **Govt. Lands/Gaon Sabha Lands** : Community facilities such as Community Hall/Room, Dispensary, Health Centre, Police Post, Fire Post, School, ESS, Tot lot/open space/Parks shall be permissible in the villages and within 0.5 Km. of the village Lal dora. Except ESS, utilities and park/tot-lot, the building plan sanction shall be subject to min. 9m. road in front and FAR and max. height as per Building bye-laws. Such facilities should either conform to the Redevelopment Plan of the village, or shall be incorporated in the Redevelopment Plan as and when prepared by the concerned Local Body/MCD.

- 4.0 The Norms/Regulations for Building Activity in the villages contained in proposal para 3.0 above are placed before the Technical Committee for its consideration.

*[Signature]*  
14/10/05

*[Signature]*  
14/10/05



## AGENDA FOR THE TECHNICAL COMMITTEE

No:F.3(31)2005-MP/

### Sub: Regulations for allowing ATM

#### 1.0 Background

- 1.1 Commissioner, MCD vide his letter dt. 21.2.05 addressed to VC, DDA has requested for setting up of ATM facilities in residential areas. Alongwith the letter, the proposal in this regard approved by the Building Plan Committee of MCD was also forwarded to DDA for approval of the same. A copy of the letter alongwith the proposal for ATM of the Building Plan Committee Item No 3/2005 is enclosed at Annexure-A.
- 1.2 In the resolution of MCD Building Plan Committee item No. 3/2005 following has been mentioned.
- ATM facility is also considered to be no-nuisance activity with least disturbance to the neighbourhood and is essentially a service for meeting the needs of the residents.
  - ATM cannot be considered as bank and serves only one specific function of the bank.
  - In mixed-use residential areas certain commercial activities such as Banks, Nursing Home and Guesthouses are permitted; hence ATM facility can also be allowed.
  - The above recommendations are subject to be following conditions:
    - i) The size of room should not be less than 10 ft. X 10 ft.
    - ii) It will not obstruct the smooth flow of traffic both vehicular and pedestrian.
    - iii) It should be located within the sanctioned building envelope.
- 1.3 As per VC's order dated 23.3.05 this matter was discussed in a meeting with Secretary(UD) and it was desired that the draft regulations for ATM may be prepared.

#### 2.0 Examination

As per resolution of MCD Building Plan Committee item No. 3/2005 it has been proposed that the ATM facility in residential premises may be permitted (details given in para 1.2 above).

In MPD-2001 ATM has not been envisaged as a separate entity as at the time of preparation of MPD-2001, the activity of ATM was almost non existent.

#### 3.0 Proposal

In view of the above, draft regulations are proposed as follows:

#### SHORT TITLE AND COMMENCEMENT

- 3.1 These Regulations shall be called "THE DELHI DEVELOPMENT AUTHORITY [PERMISSION ON LAND & BUILDING FOR USE AS ATM (Automatic Teller Machine)] REGULATIONS, 2005 under Section 57 of Delhi Development Act.
- 3.2 These shall come into force with effect from the date of notification.
- 3.3 All words and expressions used in these Regulations, but not defined shall have the meaning assigned to them in the Delhi Development Act, 1957 or the Master Plan prepared and approved under the said Act of the Delhi Municipal Corporation Act, 1957 as the case may be.
- 3.4 If any question arises relating to the interpretation of these Regulations, it shall be decided by the Government.



### 3.5 DEFINITIONS

In these Regulations unless there is any thing repugnant in the subject or context:-

- a. 'ACT' means the Delhi Development Act, 1957 as amended from time to time.
- b. 'ATM' means Automatic Teller Machine.
- c. 'AUTHORITY' means the Delhi Development Authority constituted under section 3 of the Act.
- d. 'MASTER PLAN' means the Master Plan for Delhi in force.
- e. 'CHAIRMAN' means the Chairman of the Delhi Development Authority
- f. 'VICE CHAIRMAN' means the Vice Chairman of Delhi Development Authority.
- g. 'PERMISSION FEE' means the fee payable for permitting the user of the land and building for ATM.
- h. 'SPECIAL AREA' means the area as delineated in the Master Plan in force.

### 3.6 THE MANNER TO ALLOW PERMISSION:

3.6.1 The permission shall not be general to the land and buildings but shall be case specific. The following shall be the terms and conditions to allow permission for operation of the ATM in Residential, Public-Semi Public facilities, Industrial, Fuel Stations, Clubs

- a) The size of ATM room shall be 9 sqm. minimum and 15sqm maximum irrespective of size of the plot/flat. It shall face the road of minimum width of 13.5 mtrs R/W. (9 mtrs R/W in Special Area/Rehabilitation Colonies).
- b) ATM shall be allowed only on Ground Floor, within the buildings, plan of which stand approved by the local body.
- c) For parking, Front set back of plot, shall be kept free from any construction, boundary wall or gate.

### 3.7 COMPETENT AUTHORITY

In Delhi Development Authority, Vice Chairman, DDA or any other officer nominated by him shall be the competent authority for grant of permission. For other local bodies, Competent Authority would be as notified by the concerned local body.

### 3.8 APPLICATION

3.8.1 Application for the permission shall be made in the specific format as may be prescribed by the Authority along with the location plan and the documents of ownership/title.

3.8.2 The application in the prescribed format shall be submitted to the Vice-Chairman, DDA or any other officer nominated by him or designated competent authority and shall be entered in a register kept for that purpose. For other local bodies, Competent Authority would be as designated by the concerned local body.

### 3.9 PERMISSION FEE.

3.9.1 The permission shall be granted by the competent authority only on payment of permission fee.

3.9.2 Where premises are already being put to non-conforming use, the same shall be permitted on the payment of permission fee.

3.9.3 Such conversion charges/permission fee shall be applicable as per the approval/revision from time to time by the Competent Authority/Ministry of Urban Development.

3.9.4 Permission fee so collected would be put in an escrow account to be utilized by respective local bodies for upgradation of infrastructure and services in the residential areas.

3.9.5 Revision of such Permission fee applicable may be approved from time to time.

### 3.10 PENAL ACTION

In case of violation of the above said provisions, action shall be taken under the relevant provisions of the Act.

4.0 The proposal contained in Para '3' above, is placed before the Technical Committee for consideration and approval.

   
17/10/05



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DELHI DEVELOPMENT AUTHORITY  
DWARKA PROJECT

Sub: Stage-II report on preparation of Integrated Development Plan of village Bharthal & Dhul Siras submitted by the consultants.  
File No.F.1(1)89/Plg./Dwk./Part-X.

**1.0 BACKGROUND :**

With the approval of the competent Authority, two consultants were engaged by the DDA for preparation of Integrated Village Development Plans of Bharthal & Dhul Siras in Dwarka. An agreement was signed between DDA & M/s Consulting Engg. Services Pvt. Ltd. on 11.05.2005 for Bharthal village & between DDA & DSIDC on 11.05.2005 for Dhul Siras village. The stage-I report as per the agreement submitted by these consultants containing "Preliminary Study & Proposals" was approved by the Project Committee under Commr (Plg.) in its meeting held on 20.07.2005.

**2.0 OBSERVATIONS :**

Both the consultants have submitted the Stage-II reports. As per the agreement clause No.3.5.2, Stage-II report has to contain "Strategically Conceptual Policy Plan" consisting of a report, a concept plan, land utilization plan / implementation strategy & circulation plan/implementation strategy. Technical Committee of DDA is the approving Authority for processing the payment to be released to be consultant for Stage-II.

The report and the Maps supplied by CES in respect of village Bharthal & DSIDC in respect of village Dhul Siras have been examined by Dwarka Planning Office and the observations based on the terms of reference of the study vis-à-vis approved sector plans were discussed during the meeting taken by VC, DDA on the subject on 7.10.05 & later were conveyed to both the consultants vide letter No.F.1(1)89/Plg./Dwk./Part-X/698 & 699 dt. 7.10.05. The gist of observations is as given below:

**A. Bharthal Village (Sector-26), Dwarka:**

- i) It is noted that the circulation system and the land use provisions as provided in the approved structure plan as well as Sector-26 plan of Dwarka have not been followed in the proposal (plans are laid on table). It is suggested that unless, there are sound planning considerations, approved sectors plans / landuses are required to be followed. However, detailing of permissible activities within the approved landuses can be prescribed as additional planning controls as part of Village Development Plan.
- ii) Chapter-5 of the report contains generalized recommendations. Govt., Gaon Sabha and other vacant lands essentially required for the planned development, need to be clearly shown for utilization, as per the needs of village population.

Contd---

- iii) Internal roads requiring widening may be based on strong planning considerations. Comprehensive strategy to implement such proposal needs the upper most consideration.
- iv) The concept of retaining a facility/green buffer zone around the village abadi may be examined for feasibility with some adjustments.
- v) Historical water-body and building of heritage, cultural, sentimental and social significance may need to be identified for protection with implementable strategy.
- vi) Proposed building bye-laws and development control must be based on practical considerations, keeping in view the prevailing policy regulations.

**B. Dhul Siras Village (Sector - 24), Dwarka:**

- i) As per the terms of reference, the consultant (DSIDC) has not submitted a separate land utilization plan/implementation strategy and also separate circulation plan/implementation strategy. Although, some of these aspects have been clubbed with the conceptual plan.
- ii) It is desirable that the proposed dairy zone and re-location of primary school is suggested towards the south of the village instead of at the north; as a golf course is proposed between the 100 Mtr. arterial road and village abadi.
- iii) The proposed planned commercial development near sector roads is not desirable, as it may create traffic congestion.
- iv) The triangular recreational/area pockets between the sector roads may be mostly dedicated to accommodate needs of the village population, whereas the other recreational area may be utilized for district park/golf course at sub-city level.
- v) The road R/W need to be modified, as per the approved structure plan / sector plan.
- vi) Historical water-body and building of heritage, cultural, sentimental and social significance may need to be identified for protection with implementable strategy.

**3.0 FOLLOW UP ACTION:**

The Consulting Engineering Services (India) Pvt. Ltd. vide letter No. 2005009/UP/376 dt. 10.10.2005 & INTACH on behalf of DSIDC vide letter dated 17.10.2005 have indicated that the observations of Dwarka Planning office have been duly incorporated. Copy the letters are annexed.

**4.0 PROPOSAL:**

The revised stage-II report alongwith plans for village Bharthal & Dhulsiras shall be laid on table by the consultants for consideration of the Technical Committee.

*(Signature)*  
ADCP (G) DSK

*(Signature)*  
Dio (Phys) DSK



Indian  
National Trust  
for Art and  
Cultural Heritage

71, Lodhi Estate, New Delhi-110 003  
Phone : 2463 1818, 2463 2267, 2463 2269  
2469 2774, 2464 1304, 2464 5482  
Fax : 91-11-2461 1290  
E-mail : intach@del3.vsnl.net.in  
Website : www.intach.org

To  
Dr. S. P. Bansal  
Director [Planning]  
Dwarka Projects  
Delhi Development Authority  
Mangla Puri  
Palam, New Delhi

Re.: Integrated Development Plan of Dhulsiras

17<sup>th</sup> October, 2005

Dear Sir

This is with reference to your letter no 1(1)89/Plg/Dwk/Part-X/698 dated 7<sup>th</sup> October, 2005 giving observation on the Stage II report addressed to our senior consortium partners DSIDC. We have been asked to submit the response to the same:

- i. Please find enclosed two sets of drawings (x 2 each) showing land utilisation plan and circulation plan on separate sheets.
- ii. Proposed dairy zone and existing Primary School have been located south of village abadi.
- iii. Proposed commercial development on corner of southern leg of phirni has been retained as, in practice, their commercialization will be unavoidable. Instead it is suggested that the sector roads may be somewhat realigned away from these corner to create green buffer.
- iv. Triangular pockets on south and east of abadi will be used for village requirements.
- v. The sector road ROW has been modified (on east of abadi)
- vi. Buildings of low heritage/sentimental significance are to be found in the core abadi. There are basically residences in use. Ground water recharge would be effected through green spaces and relocated poundage. Decentralised wastewater treatment system would be located in triangular space out side abadi (east)
- vii. Gaon Sabha Lands are shown in the Landuse Plan [as obtained from Revenue Dept.]
- viii. Proposed Building Byelaws are given in the report and further detailed on attached sheets

Thanking You

Yours Sincerely

*Manu Bhatnagar*  
Manu Bhatnagar  
Addl. Ch. Program Dir.  
NH Division

REGD. OFFICE: 167 A, HRUMI, AGE, 16TH FLOOR, NEW COLLEGE ROAD, CHENNAI - 600 086, TEL: 044-26111111, FAX: 044-26111112  
E-MAIL: [ccs@steris.com](mailto:ccs@steris.com) Website: [www.ccs@steris.com](http://www.ccs@steris.com) VISA: 2000-2001

October 13, 2005

Obj: Consultancy Services for Preparation of Integrated Development Plan of Village  
Ela and H. A. Warka, Phase-II

Ref: Our meeting with the Vice Chairman, DDA, MP dated 07<sup>th</sup> October 2005

Dear Sir,

We have studied the above suggestions and incorporated them in our Stage II report. This is for your information please.

Thinking you with assurance of our best services at all times.





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79. Agenda Item No. 37/05  
Agenda for

Agenda for Technical Committee

**SUB: PROPOSAL OF GURU TEGH BAHADUR MEMORIAL AT  
SINGHU BORDER IN THE EAST OF G.T.KARNAL ROAD (NH-1)  
FILE NO. F3(52) 2004 MP**

**1. Background**

Ex. Engineer, DTTDC vide letter no. DTTDC/Engg/1190/1001 dt. 05.10.05 has submitted a proposal for the construction of a memorial of Guru Tegh Bahadur Samarak at Singhu Border in zone 'P'. The site is proposed in the east of GT Karnal Road. The land falls in the rural zone as per MPD-2001. This is not the Development Area of DDA. The foundation stone of the project was laid on 18.2.04. Initially this project was proposed on a plot measuring 3.30 acres near Singhu Border in the east of GT Karnal road which is now increased to 4.67 Ha by acquiring land in the adjacent area

**2. MPD Provisions**

**Landuse Status**

The Land use of the site as per MPD-2001 is 'Rural'. As per draft MPD-2021 this area is proposed as green belt. The area would fall in the one revenue village depth to be left as green buffer along the NCT border. The activities permitted in MPD-2001/draft MPD-2021 are as follows.

**MPD2001 (rural)**

Rural Centre, public & Semi-public facilities within 0.5km of the settlement (as per TC decision dt. 11.3.03 this is to be addressed as part of MPD-2021), orchard, plant nursery, wireless and transmission, forest and extractive industry in zone (divisions) L, N & P. the extraction shall be to the maximum extent of 1.2m depth.

**Draft MPD-2021 (green belt)**

Forest, Agriculture use, Vegetation belt, Dairy Farms, Wild life sanctuary, Bird sanctuary, Park for e.g. Biodiversity Park), Smritee Van, Plant Nursery, Orchard, Area for water harvesting, Floriculture, farm, open playground, Agro forestry, Amenity structures. Any structure in this zone shall be of temporary nature.

**3. Examination & Approval**

The project has been conceived on the additional land being got acquired by GNCTD near Singhu Border. The DTTDC consultant in his report has stated that as per Delhi's historical background the entry points to Delhi are based on certain important eras of Delhi's history. The first such entry point has been envisaged on this historical Sher Shah Suri Marg now known as National Highway No.1 connecting Punjab and Delhi is proposed to be designated to the memory of Guru Tegh Bahadur, the ninth Guru of the Sikhs. Accordingly, the site is proposed on the entry point of Singhu Border in the east of G.T. Karnal road.



DTTDC has proposed an elliptical shaped landscaped bowl sweeping upto 7.5 metres in height. The design includes 6m high earth mounds around the centre. Area details are as follows.

#### Area Statement

Total area of the plot

Phase-I 34694 sqm } 46784 sqm.

Phase-II 12090 sqm.

Proposed built up area on Lower ground floor

896 sqm.

FAR achieved

About 2.5 on plot area of 34694 sqm

No. of car parking bays proposed

about 300 nos

No. of peak gatherings envisaged in a year

4 to 5 nos

#### Transportation Aspects

#### OFFSITE CIRCULATION

Maintaining of 100m R/W of GT Karnal road (NH-1)

The proposal is envisaged with a R/W of 60m road. 20 - 48m wide strip are proposed on either side of 60m R/W.

As per the Urban Extension proposal, of 100 m R/W of this road with 50mt. wide green belts are proposed on either sides

Integration with existing Toll Plaza of MCD

The existing MCD Toll Plaza is offsetted on the eastern side of carriageway of GT Karnal road. The Guru Tegh Bahadur memorial layout is overlapping the MCD's Toll Plaza. The ingress and egress to the memorial site is proposed from the service lane of NH-1. One trumpet is proposed across the GT Karnal road for right turning traffic to the memorial site. The layout has been prepared considering the 24 lanes toll plaza proposal of NHAI inside Haryana.

Integration with proposed Toll Plaza proposal of NHAI

The proposed Toll Plaza as per the final phase development on GT Karnal road (NH-1) is located in the north side of Haryana on the main carriageways of the road. A total of 24 lanes are proposed in the Toll Plaza in the final phase. Separate lane is proposed for entry/exit to the memorial site from Haryana side.

#### ONSITE CIRCULATION

Total peak parking requirement in the memorial complex is proposed for 275 cars & 30 buses. Parking provision is made on the surface level. Perpendicular parking is proposed as shown in the plan. The entry/exit to the parking area is proposed from the service lane of the GT Karnal road (NH-1). The entry to the memorial site from Delhi side is proposed through the reverse rotary trumpet with a 10.5 mt wide lane for two way movement. A 5 mt clear headroom is proposed in the underpass below the beams. The NH-1 is proposed to be raised above the underpass.

Bus stops are proposed on either side of the memorial & are to be linked by an underpass.



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## Observations

- i) R/W of GT Karnal Road is proposed as 100m with 50m green belt on either side as per Urban Extn. Plan/MPD-2001 as against 60m R/W with 20-48m wide green strips proposed on either side.
- ii) A clear height of 5m be maintained in the Subway as per IRC norms
- iii) NOC from NHAI may be obtained for raising the carriageway of GT Karnal Road above the subway.
- iv) MCD's existing Toll Plaza under the proposed scheme shall require to be shifted.

Ex. Engineer, DTTDC vide letter dt. 26.10.05 has given parawise clarifications to the three observations (Annexure-I) concerned with them as follows:

- i) No construction is proposed upto 100m R/W of GT Karnal road (NH-1) in the proposal.
- ii) Technically there is no problem with maintaining 5m clear height in the subway. DTTDC is executing two such underpasses at Mool Chand & Prem Bari Pul successfully.
- iii) Currently NHAI has no proposal to provide a Toll Plaza in this area. NHAI has informed that in future whenever they provide a toll plaza, the current truck registration plaza of MCD will be integrated with the same. NHAI has also informed that Plaza could be located anywhere along the NH-1. Under the circumstances, we will require the underpass only after NHAI comes up with a toll plaza.

During the meeting of Chief Secy., NHAI requested DTTDC to indicate the situation in case a toll plaza is provided at the border itself. Based on the document/drawings supplied by NHAI, the architect has just indicated a tentative proposal which has been submitted to NHAI (vide letter dtd. 19.04.05) for which no response has so far been received formally. What we have indicated through the scheme is only the viability of an underpass for entry and exit to the Memorial for vehicles approaching from Delhi side. Under the circumstances it is felt that at the moment it may not be necessary to raise the issue with NHAI and whenever required, the same will be executed by NHAI themselves or under their technical supervision. Since there is no scheme of NHAI at the moment, it will be extremely difficult for NHAI to give any such NOC at this stage.

- iv) Vide para 3 of the minutes of meeting of Chief Secy., Govt. of Delhi held on 30.3.05 at GTB Memorial site placed at pages 70/72 cor in the file, it is stated that the MCD Plaza in its present form does not have NHAI approval and its present layout is only a temporary one. Also, it is mentioned that MCD will have to ultimately use the NHAI toll plaza when it is constructed. NHAI letters addressed to MCD dt. 8.2.05 and 9.3.05 placed at page. 67-69 cor 'in file' indicate the position and no consent of MCD is required at this stage

The memorial is predominantly a landscape proposal at the entry corridor of Delhi. This shall enhance the aesthetics of the entrance to the city from NH-1 and also accommodate a memorial designated to the memory of Guru Tegh Bahadur.

#### 4. Recommendation

The memorial is being developed predominantly as a landscape project as explained above. The landuse of the proposal subject to the clearance of NHAI & MCD is put up to TC for consideration.

  
(Ashok Bhattacharjee)  
Jt Director (NP)

  
(Rajesh Kr Jain)  
Asstt Director (NP)-I

  
( D K Saluja )  
Director (Plg ) NP



18 — + am / 10 58/05

## DELHI DEVELOPMENT AUTHORITY

### Agenda for Technical Committee

Sub:- Proposed Multi-level Parking for Delhi High Court Sub Zone-D-8).  
File No. F.3(109)05-MP.

#### 1. **BACKGROUND:**

Sr. Architect, PWD vide his letter dated 30.8.2005 has informed that a plot of land measuring 2.59 Acres across Sher Shah Suri Marg opposite Delhi High Court has been allotted by L&DO to Delhi High Court for parking purpose. This plot is very close to the ruins of Sher Shah Suri monument and initially 15 mt. height clearance was given by Archaeological Survey of India as per the letter of Sr. Architect, PWD. According to Sr. Architect, PWD, this was taken up by BC&MC (Delhi High Court) with ASI and they were asked to increase the permissible height from 15 mt. to 30 mt. ASI has given clearance for a height of 28.50 mt. PWD has proposed ground plus 7 storeyed structure having a height of 28.50 mt. with 2 basements where 1300 cars can be parked. A Ground coverage of 55% and FAR of 400 proposed as per the letter from Sr. Architect, PWD.

#### 2. **EXAMINATION**

- (I) The proposed site, as per MPD-2001 & approved Zonal Plan of Zone 'D' (sub zone- D-8) falls in 'Recreational' Landuse & forms part of National Stadium.
- (II) There is no approved layout plan according to which L&DO has earmarked this plot for multi-level parking and in absence of which the proposal of PWD cannot be examined.
- (III) This is the most prime area of Lutyen's Delhi and falls within the boundaries of LBZ as well as Central Vista, which is the most prestigious one in the country.
- (IV) According to the original plan prepared by Sir Edwin Lutyens this area forms part of recreational node which was proposed to link the Central Vista and the canals with the historical monuments (Purana Quila) as well as river Yamuna. Any structure in this area will vitiate the basic concept and spirit of the plan, adversely affecting the visual link between Purana Quila and President's House.
- (V) According to EKS (Event Knowledge Service) Report (2005) the land in the vicinity of National Stadium is proposed to be developed for sports infrastructure for Commonwealth Games. As such, no commitment and allotment should be done at this stage.
- (VI) In view of above, it is necessary that PWD examines, whether additional parking and basements can be created within the High Court complex to meet parking demand.
- (VII) It may also be kept in view that the Delhi High Court has taken up a proposal for decentralization of District Courts. This will relieve the pressure on Delhi High Court, which appears to be functioning beyond its carrying and parking capacity. This has direct impact on the carrying and parking capacity of the Delhi High Court premises.

3. The matter is placed before the Technical Committee for consideration

*(S. Agarwal)*  
(S. Agarwal)

*(Amit Das)*  
(Amit Das)

*(B. K. Jain)*  
(B. K. Jain)  
Dir(DC)



DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

in 37

No. F1(41)2005-MP/356

19/12/05

Minutes of the 5<sup>th</sup> meeting of the Technical Committee for the year 2005 held on 16.11.2005.

The list of the participants is enclosed at Annexure 1.

Item No. 33/2005

Sub: Proposed temporary alternative Bus Terminal site in the East of GT Karnal Road (NH-1)  
F3(7)2001-MP

The proposal was presented by Director (Narela Project). The representative of Transport Department, GNCTD requested for a permanent site as the Terminal is proposed to be developed on BOT basis. The Technical Committee deliberated at length about the two alternative sites. The proposed alternative site 3 (a) falls on the unacquired land, which will take a considerable time to complete the formalities. The other proposed site as referred at 3 (b) in the agenda is part of land already allotted to DAMB, for which the representative of DAMB did not agree, stating that the area with DAMB is already short.

After detailed discussion Technical Committee decided to retain the earlier site (8 ha.) land of which has already been acquired, and approved. This site will be at the transport hub of Narela, as a Metropolitan Passenger Terminal, MRTS Terminal and Urban Extension Road (II) are proposed to be developed in the vicinity. From planning point of view this site is more suitable and will avoid creating congestion on NH-1.

Action : Addl. Commr. III / Director (NP)

Item No. 34/2005

Sub: Norms / Regulations for Building Activities in the Villages  
F3(29)94/MP/Pt.III

The proposal was presented by Jt. Director (DC). Draft regulations were discussed at length. It was informed that the Draft Regulations were earlier forwarded to the MCD, CFO and other concerned department for comments. No comments have been received so far. The representative of MCD informed that the Draft Regulations are being considered by the Standing committee of MCD and assured sending the comments as early as possible. Technical Committee desired that the draft Regulations may also be sent to I.&B Department, GNCTD, Revenue Department, GNCTD, TCPO and CFO (reminder) for their comments within 2 weeks.

It was desired that the matter may be put up again after receiving the comments from the various organizations.

Action : Director (DC)

W. K. S.

Comp. def.

Recd M  
OK  
2012 v)

1. Dir (Bldg)  
Dir (Plan) 2012  
Dir (NP)  
Dir TT

PS

20/12/05



Item No. 35/2005

Sub: Regulations for allowing ATM  
F3(31)2005-MP

The Technical Committee desired that the provision of ATM may be examined as part of draft MPD 2021 which is under finalisation.

Action : Addl. Commr. ( MPPR )

Item No. 36/2005

Sub: Stage II report on preparation of Integrated Development Plans of Village Bharthal & Dhul Siras .  
F1(1)89/Plg.DWK/Pt X

The proposals with respect to draft development plans of Village Bharthal and Dhul Siras were presented by Director (Plg.) Dwk and the Consultants. The Technical Committee noted the progress and desired that during the next stage, the development plans may be finalized keeping in view the following observations:

- i) The draft development plans may be discussed with the representatives of the villages / elected representatives, so that their priorities and needs are taken into consideration. The feasibility of removal of encroachments and proposed widening of roads may also be kept in view.
- ii) The village plans may be in conformity with the landuse and sector plans.
- iii) The issues regarding development control regulations / building bye laws, policy of allowing sub division and amalgamation of plots and compensatory plots are to be dealt separately.
- iv) Record of titles may be considered as an input in the preparation of Development Plans.
- v) Conservation of water bodies and rain water harvesting should be emphasized together with the augmentation of utilities and services.

Action : Concerned Addl. Commr. / Director (Plg)/ Consultants

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*df*

Item No. 37/2005

Sub: Proposal of Guru Teg Bahadur Memorial at Singhu Border in the East of  
G T Karnal Road (NH - 1)  
F3(52)2004-MP

The proposal was introduced by Director (Narela Project) and further presented by the Consultant. The Technical Committee approved the proposal as a landscape proposal, subject to condition that there shall be no further addition of FAR as proposed in the agenda. All statutory clearances including NHAI, AAI etc. shall be obtained before execution of the project.

Action Addl. Commr. III / Director (NP)

Item No. 38/2005

Sub: Proposed Multi level parking for Delhi High Court ( Sub Zone D-8. )  
F3(109)05-MP

The proposal was presented by Jt. Director (Mont). In view of the observation that the site is part of the LBZ and the Central Vista and M. P. level Green, the Technical Committee desired that the matter should be referred to Central Vista Committee for their comments and also to L&DO for comments with respect to terms & conditions of the allotment.

Item No. 39/2005

Action : Addl. Commr. III Director (DC)

Sub: Grade separator at Mangolpuri Intersection.  
F5(8)05-MP

The proposal was presented by Jt. Director (TT) and explained in detail by the Consultant. The Technical Committee approved the proposal contained in the agenda.

Action : Addl. Commr. III / Director (TT)

Item No. 40/2005

Sub: Planning and Design of grade separator across Ring Road - Loha Mandi  
Road Intersection (Naraina Intersection)  
F5(7)2001-MP

The proposal was introduced by the Jt. Dir (TT) and explained in detail by the Consultant. The Technical Committee approved the proposal contained in the agenda

Action : Addl. Commr. III / Director (TT)

*m. k. sin*

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Item No. 41/2005

Sub: Provision of underpass of Shastri park Crossing of Eastern approach road  
of ISBT bridge and Marginal Bandh Road.  
F5(16)2004-MP

The proposal was introduced by JD (IT) and explained in detail by the Consultant. The Consultant / PWD confirmed the feasibility of the proposal and stated that it does not involve any tree cutting. The Technical Committee approved the proposal subject to feasibility report to be given by PWD, GNCTD.

Action: Addl. Commr. III


Item No. 42/2005

Sub: Proposed Modification / Readjustment in the draft Zonal Plan of Narela  
Sub city.  
F4(3)98/MP/Vol.II

The proposal was presented by Director (Narela Project) and Jt. Dir. (NP). The Technical Committee recommended its further processing and desired that the same may be referred to the Ministry of Urban Development, GOI. It was further desired that simultaneously the proposal may also be put up before the Authority, with policy guidelines for development of proposed green belt.

Action Addl. Commr. III / Director (NP)

The meeting ended with the vote of thanks to the Chair.

  
(B.K. Jain)  
(Director (DC))

Vice Chairman, DDA.  
Engineer Member, DDA.  
Commissioner.(Plg.) DDA.  
Commissioner.(LM) DDA.  
Commissioner.(LD) DDA.  
Town Planner, MCD.  
Chief Town Planner, TCPO.  
Chief Architect, NDMC.  
Chief Architect, HUPW, DDA.  
Chief Engineer / Planning, DMRC  
Chief Engg. (Elect), DDA.  
Additional Commissioner (Plg.) II, DDA.  
Additional Commissioner (Plg.) III, DDA.  
Additional Commissioner (MPPR), DDA.  
Secretary, DUAC.

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Land & Development Officer, (L&DO)  
Sr. Architect, (H&TP) CPWD.  
Jt. Commr. of Police (Traffic) Delhi.  
Director (Landscape) DDA.

Copy also forwarded to :  
Director (Plg.) TT, DDA  
Director (Plg.) NP, DDA  
Director (Plg.) DC, DDA  
Director (Plg.) Dwarka, DDA

*As per*  
Jt. Director (MP)

*mapur*

*campus*  
*df*



List of participants of Vth meeting for the year 2005 of Technical committee held on 16.11.2005.

Delhi Development Authority:

S/Shri

Dinesh Rai, Vice Chairman,

R C Kingar, E M

A K Jain, Commr. (Plg.)

V D Diwan, Chief Architect

H B Jha, Chief Engineer (Elect)

Arvind Gupta, Addl. Commr. (Plg.) II

Prakash Narian, addl. Commr. (Plg.) III

Ashok Kumar, Addl. Commr. (Plg.) MPPR

In chair

Delhi Police:

H P S Virk. DCP / Traffic

TCPO:

R Srinivasa. Associate TCP

MCD:

Shamsher Singh. Sr. Town Planner

DMRC:

S D Sharma, Chief Engineer (Plg.)

Special Invitee:

Krishan Kumar, Jt. Commr. (Tpt)

O P Srivastav, DGM, NHAI

Anil Prakash. CE II MCD

D Panwar, SE Circle VII PWD

Dinesh Kumar, SE PWD I

S P Ashta, SE II, DAMB

Jose Kurian Chief Engineer DTTDC

Prof. S V Thakur, CES Nehru Place

R K Gupta, Chief Engineer. DSIDC

D K Saluja, Director (NP) DDA

SP Bansal, Director (Plg.) DWK DDA.

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DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

NO. F.1(14)2005-MP/229.

Date: 5.5.05

Minutes of 4<sup>th</sup> meeting of the Technical Committee for the year 2005 held on 22.7.2005.

The list of the participants is enclosed at Annexure 1.

Item No. 15/2005

Sub: **Confirmation of minutes of Technical Committee meeting held on 20.5.2005**  
F1(8)2005-MP

The draft minutes of the 3<sup>rd</sup> Technical Committee meeting held on 20.5.2005 circulated vide this office letter no F1(8)2005-MP dated 9.6.2005 were confirmed, with the following general observations:

(i) In order to curtail delay in issuing the approved minutes of the Technical Committee, henceforth after approval of the draft minutes by VC,DDA, these would be issued as final minutes for necessary action. In case of any deviation / change which may be found necessary at the stage of confirmation of the minutes, necessary corrigendum can be issued.

(ii) VC,DDA also desired that Technical Committee meeting be organized regularly, at least once in a month.

(iii) Action taken reports on the minutes may also be brought before the Technical Committee.

Item No. 16/2005

Sub: **Proposed modification / adjustment in the draft Zonal Plan of Narela Sub City (Zone P - 1)**  
F.4(3) 98-MP

The proposal was explained by Director (Narela) stating that, as decided in the meeting held on 16.02.2005 under the chairmanship of secretary (UD), the Draft Zonal Plan of Narela has been reviewed. The salient features of the Zonal Plan were explained. Director (LS) pointed out that there is a need to review the area under the recreational use zone, whereas annexure IV reflects reduction of 247 Ha. of recreational area, the land use break-up table (page 4 of the agenda) reflects only 46 Ha. reduction. This needs to be reconciled. After discussion, it was also felt that the width of the proposed road between green belt and Narela sub-city may be rationalized and reduced from 60 mt. to 30 mt. It was also desired by V.C., that the approach for development / conservation of green belt should be spelled out.

The land use under AIR needs to be examined vis-à-vis existing conditions and keeping in view the plans of the AIR for its development. The location of the jail may also be finalized and indicated on the zonal plan.

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Item No. 17/2005

Sub: **Alignment Plan of 80 m R/W UER - III from G T Karnal Road (NH - 1) to Western Yamuna Canal.**  
F15(192)03-MP

To resolve the issue, Technical Committee desired that a committee comprising of Chief Engineer (Rohini/Narela/Elect.), AC(Plg.)III (convener) and Director (Narela and Rohini) will examine the matter and submit its report within 3 weeks to EM,DDA.

Item No. 18/2005

Sub: **Re-development of Public Spaces and Traffic Circulation in Community Centre, Saket.**  
F.SA/S7/HUPW/DDA/F-51/SCM/2004

The representative of the PWD, GNCTD mentioned that the scheme may be considered in a larger context. It was mentioned that for improving the circulation of the over all area, DMRC has been asked by Transport Department, GNCTD to prepare a scheme for covering of the Nalla. It was explained that the present scheme pertains to the redevelopment and maintenance of the existing Community Centre, Saket and the proposed covering Nalla is for parking which can be later dovetailed with the plans to be finalized by Transport Department/DMRC, if necessary. Accordingly a copy of the redevelopment plan may be sent to Transport Department /GNCTD and DMRC. The plan was approved in principle by the Technical Committee.

Item No. 19/2005

Sub: **Regarding adjustment / change of landuse in re-settlement scheme at Hastal for a Govt. Hospital.**  
F20(12)2005-MP

The Technical Committee recommended that in view of the fact that there is no existing hospital in the area, the proposal for readjustment of the land use for public and semi public facilities (Govt. Hospital) -1.5 Ha and commercial use(0.52 Ha) be approved under clause 8(ii) A, whereby hospital (up to 200 bedded ) is permissible in residential and commercial use zones, as a part of approval of the lay out plan or as a case of Special Permission from the Authority. It was further decided that commercial use may be developed basically for low turnover shops so as to serve the needs of the local population.

*msk*

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Item No. 20/2005

Sub: **Issue of NOC for 4.3 million Gallon capacity Reservoir & Booster Pumping Station at Mundka.**  
F13(37)2005/Plg/Dwk

The proposal for acquisition of land measuring 20 Bigha and 2 Biswa (about 4.3 Acs) for DJB for construction of Reservoir and Booster Pumping Station at Mundka was approved.

Item No. 21/2005

Sub: **Construction of Chhat Ghat at the western bank of River Yamuna Near ITO Barrage.**  
F3(28)2005-MP

The Technical Committee approved in principal the proposal of PWD, GNCTD for development of Chhat Ghat on Western Bank of river Yamuna near ITO Barrage, with the following conditions:

- a) The proposed development should have zero FAR, and will have due emphasis on landscape development.
- b) An effective traffic management plan be work out by the PWD in consultation with Traffic Police for a smooth traffic flow during Chhat festival.
- c) PWD will ensure proper water quality, health and safety of the users.

Lands department DDA will examine status of land and work out the terms and conditions for allotment of land as may be necessary.

Item No. 22/2005

Sub: **Layout plan of 175 ha land with industrial use in Narela Bawana Industrial Area Phase-II, Sector G-1, Narela Subcity Project.**  
F17(2)2005-MP

After detailed discussion, Technical Committee desired that the proposed width of internal roads need to be reviewed keeping in view the need for parking, loading/unloading and evacuation in case of any emergency. As such it was suggested that a traffic simulation model may be drawn up for one sector. Also the provision and location of facilities, including informal sector trade / dhabas etc. CNG/Petrol Pump sites etc. may be examined vis-à-vis Master Plan Norms. Commr (Industries), GNCTD mentioned that the progress of the scheme is being monitored by the Supreme Court. Accordingly, it was decided that the modified scheme as soon as submitted by the DSIDC be put up before the Technical Committee in a special meeting.

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Item No. 23/2005

Sub: **Construction of Road under Bridge (RUB) connecting Road No. 58 & 64 passing below Delhi - Gaziabad Railway Line.**  
F5(4)96-MP

The proposal for construction of Road under bridge connecting road no. 58 & 64 passing below Delhi-Ghaziabad Railway Line was approved. PWD agreed that they will remove the encroachments on their own for implementation of the proposal. It was also noted that the proposal had also been earlier recommended for approval by the Technical Committee in its meeting held on 25/3/97 with the observation that the detailed intersection design of road no.58 &64 below the Bridge and cross section may be worked out.

Item No. 24/2005

Sub: **Alignment Plan of proposed 60 m R/W road from GT Karnal Road (NH - I) - Singhu Border to Narela Town.**  
F15(11)2004-MP

Technical Committee observed that in view of the various other UERs, this road may not be constructed as major Urban Extension Road but as an internal connection. As, such the proposed width (60m) of the road be reviewed keeping in view the volume of traffic envisaged and to discourage unauthorized construction along the green belt towards north of the proposed road. It was felt that 30 m width may be sufficient which should be planned so as to integrate with the overall plan of Narela sub-city and to minimize the requirement of land.

Item No. 25/2005

Sub: **Proposed 22 m wide road under via-duct in sector 16(b), Dwarka, Phase II**  
F4(16)95/DWK/Plg./Part IV

The proposal of the DMRC for construction of 22 M wide road under via-duct in a stretch of about 750 Mtr. between sector 14 to 16(a), along with improvement of the intersections on both ends, was approved.

Item No. 26/2005

Sub: **Proposed utilization of land in Buland Masjid Area (Shastri Park Extn) in River Yamuna Zone 'O' for Primary School and Graveyard.**  
F9(10)99-MP

Keeping in view that the change of land use of the surrounding area towards the River bed has already been notified for the DMRC's IT Park (Shastri Park), the proposed change of land use of land measuring 3.74 Ha. situated between IT Park and Bund Road (Shastri Park Extension) was recommended for approval, subject to approval of the Yamuna Standing Committee (CWC) and NOC from the MCD for the proposed Graveyard/Burial Ground.

*M. K. Sin*

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Item No. 27/2005

Sub: **Proposal for setting up a petrol pump along DND flyway by Noida Toll Bridge Co. Ltd. (NTBC)**  
F7(19)2003-MP

The proposal for change of land use for the proposed petrol pump along the DND flyway (about 1485 sq. mts.) was recommended for approval, subject to resolving the land issue between NTBC and Land & Bldg. department, GNCTD, before further consideration of the matter by the DDA.

Item No. 28/2005

Sub: **CLU of site measuring 3923 sqm from 'Recreational' (Distt Park) to 'PSP facilities' (Burial ground) Badarpur.**  
F20(13)2005-MP

The Technical Committee recommended for approval <sup>of</sup> the proposed change of land use of 3923 sq. mts. from 'Recreational (District Park)' to 'Public & Semi Public Facilities (Burial Ground)' with the condition that no trees will be cut and 'No Objection Certificate' be obtained from the Health Department, MCD for the proposed Burial Ground.

Item No. 29/2005

Sub: **Upgradation of public spaces and traffic circulation facilities at Basant Lok Community Centre, Basant Lok, New Delhi.**  
F.SA/S7/HUPW/DDA/F./SCM/2005

After detailed discussion, the proposal for upgrading of public spaces and traffic circulation at Basant Lok Community Centre was approved in principle, with the observations that the proposed development control norms and provision of parking be checked/ verified by the Chief Architect, DDA.

The meeting ended with thanks to the Chair.

  
( B K JAIN )  
DIRECTOR (DC)





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Copy to:

In Chair

Vice Chairman, DDA  
Engineer member, DDA  
Commissioner (Plg.) DDA  
Commissioner (LM) DDA  
Commissioner (LD) DDA  
Chief Town Planner, MCD  
Chief Town Planner, TCPO  
Chief Architect, DDA  
Chief Engineer (Plg.) DMRC  
Chief Architect, NDMC  
Chief Engineer (Elect) DDA  
Addl. Commr. (Plg.) I, DDA  
Addl. Commr. (Plg.) II DDA  
Addl. Commr. (Plg.) III DDA  
Addl. Commr. (MPPR) DDA  
Secretary, DUAC  
Land & Development Officer (L&DO)  
Sr. Architect (II&TP) CPWD  
Dy. Commr. of Police (Traffic)  
Director (Landscape) DDA

Copy also forwarded to:

Director (IT) DDA  
Director (Dwarka)  
Director (Narela)  
Director (AP) I

for Mr. G. S. S.  
5/8/55  
JT.DIR. (MP)

List of participants of IVth meeting for the year 2005 of Technical Committee held on 22.7.2005

**Delhi Development Authority:**

S/Shri

Madhukar Gupta, Vice Chairman,  
Prabhash Singh, E M

In Chair

A K Jain, Commr. (Plg.)

V D Diwan, Chief Arch.

H B Jha, Chief Engineer (Elect.)

Arvind Gupta, Addl. Commr. (Plg) II

Ashok Kumar, Addl. Commr. (Plg.) MPPR

Ms.Savita Bhandari Director (LS)

**Delhi Police**

Mahavir Singh, DCP / HQ/ Traffic

H P S Virk, DCP/Traffic/NR

**T C P O**

R Srinivasa, Associate TCP

**MCD**

Shemsher Singh, Sr. Town Planner

**DMRC**

S D Sharma, Chief Engineer (Plg.)

**Special Invitees:**

D K Saluja, Director (NP) DDA

Sanjay Malik (AIR)

R K Garg, Director (Air & Doordarshan)

N C Singh, Chief Engineer (NZ) DDA

H C Puri S E DSIDC

S K Chabha, EE DSIDC

Anil Barai, Director (Rohini) DDA

M C Wankhade, Dy. Commr. (Plg.) TPT

Sajan, Chief Engineer (SEZ) DDA

Ashok Ghodeswar, Arch (SZ) DDA

N D Bharadwaj ACP/DP HQ

T R Gautam, Arch Associate, Slum & JJ MCD

S K Mittal, CE II, PWD

Surender Srivastava, Director (TT) DDA

S P Bansal, Director (Dwarka) DDA

K L Chugh SE (Flood)

Jai Prakash Supdt. (LA) L&B

Pradeep Puri, CEO, NTBC

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DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

No.F.1(14)2005-MP/215

Date: 20/7/05

The 4<sup>th</sup> meeting of Technical Committee of the DDA for the year 2005 under the chairmanship of VC, DDA will be held on 22.7.2005 at 10.30 a.m. in the Conference Hall, 5<sup>th</sup> floor, Vikas Minar, New Delhi. A list of items along with agenda to be discussed is enclosed herewith.

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

  
(B K Jain)  
Director (DC)

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.  
Jt. Commr. of Police (Traffic) Delhi.  
Director (Landscape) DDA.


Special Invitees :

Director (NP) DDA  
CE (AIR & Doordarshan)  
CE (NZ) DDA  
C (LM) DDA  
I G (Prison) Delhi Police  
CE (DSIDC)  
→ Director (Rohini) DDA  
Director in Chief CSE Deptt. MCD  
Addl. Commr. TPT (Plg.)

For Item Nos

16/2005, 17/2005, 19/2005, 22/2005, 24/2005  
16/2005  
16/2005  
16/2005  
16/2005  
16/2005  
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18/2005

meeting attended  
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pe -

  
22/7/05

P.S.

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डायरी सं. 14-220  
दिनांक ... 20/7/05

CE (SEZ) DDA	18/2005
Sr. Architect (SZ) DDA	18/2005
Dy. Commr. of Police MSO Bldg.	18/2005
Pr. Secretary, PWD	18/2005
Town Planner Slum & JJ MCD	19/2005
EE (WBPC) DJB	20/2005
Director (RYP)	21/2005, 26/2005, 27/2005
CE (DSIDC) with his consultant	22/2005
CE II PWD	23/2005
Director (TT)	23/2005, 24/2005
CE (DMRC)	25/2005
Director (Dwarka) DDA	19.2005, 25/2005
CE (I&F) GNCTD	26/2005
Dy. Secretary (LA)	27/2005
L & B Bldg. GNCTD	
Director (AP) DDA	28/2005



## I N D E X

S.NO.	ITEM NO.	SUBJECT	PAGE NO.
1.	15/2005	Confirmation of minutes of Technical Committee meeting held on 20.5.2005	
2.	16/2005	Proposed modification / adjustment in the draft Zonal Plan of Narela Sub City (Zone P-1 ) F4(3)98-MP	1-12
3.	17/2005	Alignment plan of 80 m R/W UER III from G T Karnal Road (NH-1) Western Yamuna Canal. F15(192)92-NP	13-17
4.	✓ 18/2005	Re-Development of Public Spaces and and Traffic Circulation in Community Centre Saket. F-SA/SZ/IIUPW/DDA/51/SLM/2004	18-19
5.	19/2005	Regarding adjustment / change of land use in re-settlement scheme at Hastal for a Govt. Hospital. F20(12)2003-MP	20
6.	✓ 20/2005	Issue of NOC for 4.3 million Gallon capacity Reservoir & Booster Pumping station at Mundka. F13(37)2005-Plg./Dwk.	21-22
7.	21/2005	Construction of Chhat Ghat at the Western bank of River Yamuna near ITO Bridge. F3(28)2005-MP	23-24
8.	✓ 22/2005	Layout Plan of 175 ha land with industrial use in Narela Bawana Industrial Area Phase II, Sector G-1, Narela Subcity Project F17(2)05-MP	25-29
9.	23/2005	Construction of Road under Bridge (RUB) connecting Road No. 58 & 64 passing below Delhi - Ghaziabad Railway Line F5(4)96-MP	30-32

10.	24/2005	Alignment Plan of proposed 60 m R/W road from GT Karnal Road (NH - I) Singhu Border to Narela Town F15(11)2004-MP	33-34
11.	25/2005	Proposed 22 m wide road under via - duct in sector 16 (B) Dwarka Phase II F4(16)95-DWK-Plg-Part IV	35
12.	26/2005	Proposed utilization of land in Buland Masjid Area (Shastri Park Extn) in River Yamuna Zone 'O' for Primary School and Graveyard. F9(10)99-MP	36-37
13. ✓	27/2005	Proposal for setting up a petrol pump along DND flyway by Noida toll Bridge Co. Ltd. (NTBC) F7(19)2003-MP	38-46
14. ✓	28/2005	CLU of site measuring 3923 sqm from 'Recreational'(Distt Park) to 'PSP facilities'(Burial ground) Badarpur F20(13)2005-MP	47



## Agenda for Technical Committee

**Sub: Proposed modifications/adjustment in the draft Zonal Plan of Narela Sub-city (Zone P-1).**

File No.F.4(3)98-MP

## 1.0 BACKGROUND

1.1 Draft Zonal Plan of Narela Subcity was approved by the Authority for inviting objections/suggestion vide item no. 52/99 on 26/10/99. Accordingly, a public notice was issued. In response to the public notice objections/suggestions were received and were consolidated by the DDA. Accordingly the draft Zonal Plan was modified which was considered by the authority in its meeting held on 17/10/2000, and subsequently the Draft Zonal Plan was submitted to MOUD on 20/11/2000 for its approval/ final notification. However, as per the policy of the Ministry, the change of landuse would be taken up for the areas already notified for acquisition.

DDA organised a seminar on Narela subcity in January, 02. The plan proposals and strategies for development of the project were discussed in detail. As a result of discussions, various important suggestions and recommendations emerged which have necessitated modifications in the draft zonal plan.

1.2 DDA organized a Seminar on Narela sub-city in Jan.'02. The theme of the seminar was "Narela sub-city - A Planned Destination for Future". The seminar was attended by the then Hon'ble LG, Delhi, Minister of Industries, GNCTD, MP's and MLA's, the representatives of various Govt. departments and eminent public and professionals. The plan proposals and strategies for development of the project were discussed in detail. As a result of discussion, various important suggestions and recommendations emerged, which have necessitated modification in the draft zonal plan.

1.3 The preparation of zonal plans of various zones in the urban extension are to be taken up on priority as discussed in the meetings under the chairmanship of Secy. MOUD on 16.2.05 and 16.4.05 (Annexure 'I'). It was desired that DDA should take immediate steps to formulate Zonal development plans for different areas for notification, vis-à-vis draft 2021 proposals and submit the same to MOUD for its consideration/approval.

1.4 MPD-2021 has been notified for calling objections/suggestions on 16.3.05 in which Narela sub-city is shown as zone P-1 and part of urbanized area. MPD2021 has proposed a hierarchical structure and norms of community facilities, which are slightly in variance from MPD 2001.

1.5 As per Draft MPD-2021, the zonal boundaries of zone P-1 (Narela sub-city project) are defined as follows:

North	Delhi-Haryana Border
South	Proposed 60m R/W road between zone P-1 and Zone C

1/24  
 300ha  
 1500ha

Joint + Cement + Govt.

East GT Karnal Road (NH-1)  
West Western Yamuna Canal

- 1.6 On the basis of Seminar recommendations and further discussions to make Narela an upmarket sub-city, it was proposed that the following could be the destination targets and catalysts of development:-

#### DESTINATION & DEVELOPMENT CATALYSTS TARGETS :

- Narela Industrial Area
- Bawana Industrial Area
- Metropolitan Passenger terminal (MPT)
- Integrated Freight Complex (IFC)
- Interstate Bus Terminal (ISBT)
- District Center and community Centers, Food & Craft Bazar
- District Sports Center
- Integrated Schools, hospitals & Socio-cultural Centers
- International Exhibition Center/Trade Conference Center
- Hi-Tech Park
- University Centers for research, higher education & colleges
- Construction of 100 m. UER-II, 80 m. UER-I & III and 60 m. R/W roads for connectivity and opening of the area.
- Extension of MRTS routes from Barwala to Bawana and Holambi Kalan station
- Increase in the frequency of shuttle train service between Delhi and Narela
- Introducing new routes and increasing frequency of existing bus routes
- Relocation of existing grain go-downs to the designated warehousing at IFC
- Relocation of Chemical Market and whole sale markets in IFC.
- Development of industrial areas.

The destination targets and development catalysts which form the focus of the approach involve certain modifications in the zonal plan of Narela sub-city:-

1. To provide a University Centre for higher education and research.
2. To provide hi-tech and IT park
3. To provide an exhibition ground alongwith trade cum conference center
4. To provide additional land for manufacturing use (light & service industry)
5. To explore possibilities of extending MRTS route up to Holambi Kalan

#### 2.0 Examination

- 2.1 The plan of Narela sub-city has been reviewed and it has been suggested that **High value development** should be proposed along major transport corridors as also to properly adjust the green areas at zonal plan level keeping in view the existing large number of high tension lines passing through this area.



2.2 It has also been decided to have prime group housing residential land in sector A1 – A4 where Jail/ court complex/ govt. offices site was proposed earlier and need to be shifted.

2.3 Following are the approval details by SC/TC/Ministry in Narela Sub-city

- i) Sector Plan of A1-A4 for 320 hectares has been approved by the Screening Committee as high value residential development to be developed on group housing basis. The above proposal was approved by the Screening Committee in its meeting held in Oct.'04 which has necessitated relocation of Jail & court site, service centre site and readjustment of landuse in the zonal Plan of Narela Sub-city as the land under 3 HT lines passing through this residential sector which has been proposed as zonal green.
- ii) For water treatment plant to be allotted to DJB. Tech. Committee in its meeting held dt. 25.10.04 decided to earmark 35 hact. of land at Narela.
- iii) An area of 175 hect. has been notified for "manufacturing" use vide MOUD notification dt. 01.03.05 from "Ware Housing & Depot" as per the draft zonal development plan.
- iv) The realignment of 80 mt. UER-I near FCI godown was approved by the technical committee in its meeting held on 12/05/04.
- v) Landuse of an area measuring 290.07 hact. Has been notified by the MOUD on dt. 25/01/05 from rural use zone to commercial and transportation as per the details at Annexure-II.
- vi) The landuse of an area measuring 1506.89 hact. in the west of Delhi Karnal railway line upto western Yamuna canal has been notified by MOUD on dt. 03/01/05 from "Rural use zone to Residential/ Commercial/ Manufacturing/ PSP/ Recreational/ Utility/ Transportation. As per details in Annexure-III.

### 3.0 PROPOSALS

3.1 Keeping in view the deliberations of the project, it is proposed to modify/adjust the following proposals as highlighted in the Plan laid on table:-

- i) An Education & Research Centre including university with an area of 115.0 hect. has been proposed at the northern part of the sub-city which was earlier proposed under recreational use in Draft Zonal Plan.
- ii) As per MPD-2001 norms, the required number of Petrol Pump sites/CNG stations in the Narela sub-city works out to be 54. There are 12 existing sites which includes one CNG Mega station in Narela project, 6 of the existing sites are located on GT Karnal Road (NH-1) near Singhu Border along the G.T.K. Road, which are affected in R/W or mandatory green belt which needs to be dealt as per policy. The remaining sites are proposed to be located at layout level as per prevailing MPD / Guidelines.

The location of P.P. as shown in the ZDP are notional and shall be the part of detail layout plan / detail road alignment plan in conformity with the MPD guidelines..

- iii) Prime Group Housing residential pockets are proposed in Sector A1 – A4. Keeping this in view, the jail/ court complex site/ govt. office site measuring 56 ha. earlier proposed to be located in this sector is proposed to be shifted in Sector B-3 & B-8 in the north & south of 60m R/W road near the AIR Khampur with reduced area as decided in the meeting of Vice-Chairman.
- iv) Apart from the above modifications/adjustments, the 'residential' landuse along UER-I, II & III have been proposed to be changed to 'Public-Semipublic' uses, which will be detailed out in sector layout plans with specific premises for specialized institutions apart from general public and semi-public facilities / community facilities as per norms.

3.2 Consequent to the above said notifications/adjustments, the landuse analysis of Narela sub-city as per draft zonal plan referred to the Ministry and now proposed landuse are as follows:

Landuse	As per the draft Zonal Plan submitted to MOUD Area in ha. (%)	As per Modified plan Area in ha. (%)
Residential	3165 (42.9)	3165.00 (42.97)
Commercial	566 (7.7)	391.00 (5.30)
Public & Semi-Public facility	875 (11.9)	945 (12.82)
Govt. Offices	16 (0.2)	16.00 (0.2)
Utilities	327 (4.5)	285.2 (3.87)
Manufacturing	308 (4.1)	477.00 (6.46)
Recreational	1029 (14.0)	1006.80 (13.68)
Circulation	1079 (14.7)	1079.00 (14.70)
Total	7365 (100.0)	7365.00 (100.0)

\* Out of the two existing pockets of AIR (i.e. FA-8 and FA-12 as shown on the Zonal Development Plan) measuring about 179 ha., 20% of land shall be under PSP use & balance shall be kept as green.

Pocketwise modifications in the Zonal Plan are placed as Annexure IV.

### 3.4 Proposed modifications/adjustments:


- i) Public & Semi Public Facility Area is proposed to accommodate University and other Specialized Institutional areas in the modified plan. This adjustment has been done from recreational area which shall be compensated by two large pockets under A.I.R. along NH-1 to develop with 80% open area.
- ii) Commercial area has been reduced by 175 ha. i.e. from 566 ha. to 391 ha. which has been added to manufacturing landuse as per notification of the ministry explained at para 2.3(iii) above.



- iii) However, all the zonal level facilities shall be accommodated in various land uses proposed as per MPD-2021 norms. A net area of 625 hac. Is required to accommodate the zonal land PSP facilities as per draft MPD-2021 in 24 Facility Centres. An area of 945 ha. has been proposed from PSP uses which includes the University Centre, there is therefore enough cushion to accommodate for there future facilities for the area. Details are given in the draft report.
- iv) Destination targets viz. Narela Industrial Area, Bawana Industrial area, Metropolitan Passenger Terminal, IFC, ISBT are integrated in the plan. 4 district centres and 12 community centres are also proposed in the Zonal Development Plan. One sports complex, integrated school, hospital category 'A' & 'B' are proposed in sector A-7. Other facilities included in the destination targets shall be duly integrated while detailing out the PSP areas.

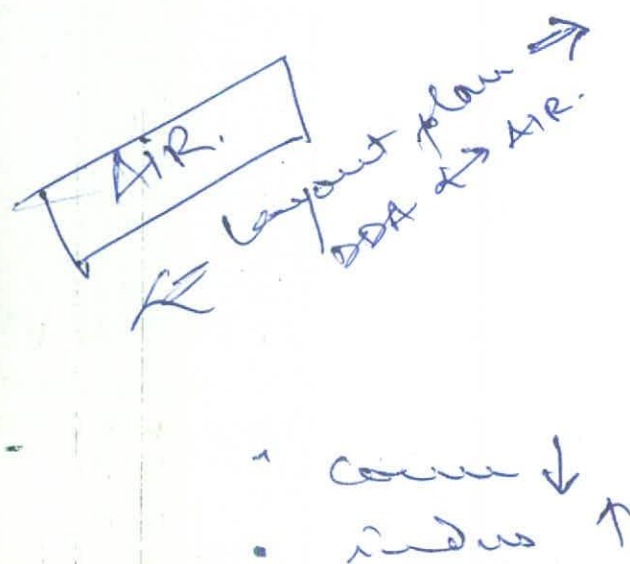
#### 4. RECOMMENDATIONS:-

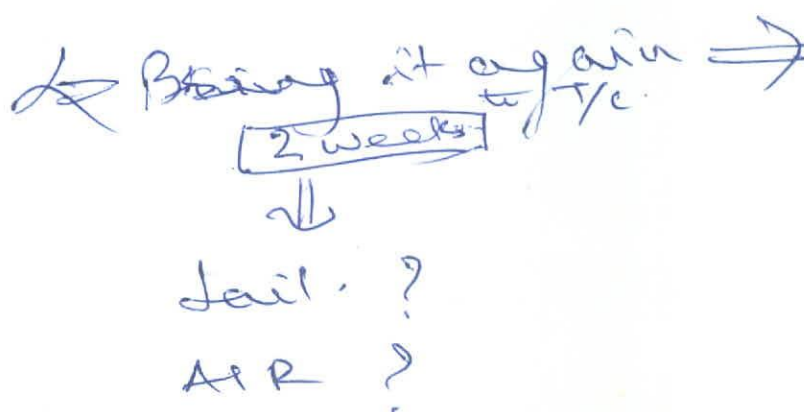
The proposed modifications/adjustments in the draft Zonal Plan as explained in Para 3.0 above is placed before the Technical Committee for consideration and approval so that zonal plan is forwarded to MOUD.

  
Ashok Bhattacharjee  
Jt. Director (Plg.)NP

  
Rajesh Kumar Jain  
Asst. Director (Plg.)NP

  
D. K. Saluja  
Director (Plg.)NP

  
AIR.  
Layout plan →  
DDA → AIR.  
Comm ↓  
Indus ↑

  
Bring it again →  
[2 weeks]  
↓  
Jail. ?  
AIR ?

Minutes of the meeting held on February 16, 2005 at 12.00 noon under the Chairmanship of Secretary (Urban Development) regarding the guidelines for setting up of petrol pumps in urban areas/urban extension/rural areas.

The following were present:

- (i) Shri Madhukar Gupta, Vice-Chairman, DDA
- (ii) Shri P.K. Pradhan, Joint Secretary (DL), M/O UD
- (iii) Km. ~~S~~ Aparna, Director (DD), M/O UD
- (iv) Shri A.K. Jain, Commissioner (Planning), DDA
- (v) Shri R.K. Singh, Commissioner (LD), DDA
- (vi) Shri S.K. Goel, FA (Housing), DDA

2. Joint Secretary (DL) mentioned about the background and references received from IOC and BPCL regarding non-issue of NOC by DDA for setting up of petrol pumps on private agricultural land in Delhi. He referred to the regulations issued by DDA in October, 2003 for setting up of petrol pumps in Rural Use Zone/Rural areas, subsequent order fixing conversion charges and order laying down modalities issued by DDA and further references regarding clarification whether these regulations are applicable in urban areas/urban extension. Though the regulations mentioned that petrol pumps will be permitted on Government/DDA/private land in urban areas (including urban extension areas) and in the rural use zone/green belt, the subsequent norms and building standards refer to petrol pumps in rural use zone/green belt only. Hence a point was raised as to whether it should be made applicable to urban areas/urban extension as well or not. During discussions it was agreed that on private land where land use has not been specified or it is agricultural/rural, petrol pumps should be permitted as has been permitted in the rural use zone/green belt. It was decided that clarification should be issued to DDA accordingly.

3. During discussions, Secretary (UD) mentioned that DDA should take immediate steps to formulate zonal development plans for different areas for notification. Since private sector participation is proposed to



be encouraged in the Master Plan – 2021, notification of the zonal plans should be done quickly and need not be co-related with acquisition of land by DDA. Vice-Chairman, DDA informed that DDA proposes to introduce Structure Plans in each zone in which the main roads and trunk facilities to be developed by DDA would be indicated and various use zone would be delineated in grids for further development. It was suggested that basic parameters like provision of open space/green, EWS housing etc should be laid down so that any development taken up in the private sector adheres to the laid down norms.

Ac (Anup)  
Ac (U)  
Ac (U)

4. During the discussions it was mentioned that zonal plans pertaining to zones G, H & K were earlier submitted by DDA to Ministry but were not considered since land had not been acquired by DDA. It was decided that DDA would examine and indicate whether in the context of MPD 2021 the zonal plans already submitted would undergo any change or they need to be processed in the original forms as submitted earlier. DDA would also start preparing zonal plans for other zones and submit the same to the Ministry.

Ac II

5. In view of the proposed private sector involvement in development, DDA should also work out the conversion charges as well as the development charges to be levied. It would be more appropriate to work out conversion factors for different land uses so that once the same is approved, actual amount to be charged can be computed based on the land rates.

6. It was also decided that DDA should take action for submitting proposal for amendment to Master Plan in respect of Development Control Norms for schools, hotels, hospitals etc. which are useful so that they can be processed for modification to the MPD 2001.

DC Wg



# भारत का राजपत्र The Gazette of India

असाधारण

EXTRAORDINARY

भाग II—खण्ड 3—उप-खण्ड (ii)  
PART II—Section 3—Sub-section (ii)प्राधिकार से प्रकाशित  
PUBLISHED BY AUTHORITYसं. 82]  
No. 82]नई दिल्ली, शुक्रवार, जनवरी 28, 2005/भाष 8, 1926  
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शहरी विकास मंत्रालय

(दिल्ली इभाग)

अधिसूचना

नई दिल्ली, 25 जनवरी, 2005

का.आ. 97(अ).—यतः निम्नलिखित क्षेत्र के सम्बन्ध में कुछ संशोधन, जिन्हें केन्द्र सरकार दिल्ली मास्टर प्लान-2001 में करने का प्रस्ताव करती है, दिल्ली विकास प्राधिकरण द्वारा दिल्ली विकास अधिनियम, 1956 (1957 का 61) की धारा 44 के प्रावधानों के अन्वय में दिनांक 3 जुलाई, 1998 की सार्वजनिक सूचना पत्र संख्या 20(17)/95-एम.ने द्वारा प्रकाशित किए गए थे और उक्त अधिनियम की धारा 11-क की उप-धारा (3) द्वारा यथापेक्षित आपत्तियाँ/सुझाव उक्त सूचना जारी होने की तारीख से 30 दिन के अन्दर आमन्त्रित किए गए थे।

2. यतः प्रस्तावित संशोधन के बारे में एक आपत्ति/सुझाव प्राप्त हुआ था और यतः केन्द्र सरकार ने मामले के सभी पक्षों पर स्थानपूर्वक विचार करने के बाद मास्टर प्लान-2001 में संशोधन करने का निर्णय लिया है।

3. अतः, अब केन्द्र सरकार उक्त अधिनियम की धारा 11-क की उप-धारा (2) द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए भारत के राजपत्र में इस अधिसूचना के प्रकाशन की तारीख से दिल्ली के उक्त मास्टर प्लान-2001 में निम्नलिखित संशोधन करती है जो दिनांक 30 अप्रैल, 2001 की अधिसूचना सं. का.आ. 375(अ) द्वारा पहली से किए गए संशोधन के अन्तर्गत में होंगे।

संशोधन :

क्षेत्र का विवरण	भू-उपयोग में परिवर्तन	
	पहले	बाद में
नरेला उपनगर, दिल्ली में इंटीग्रेटेड फ्रेट कॉम्प्लेक्स (आईएफ सी) के लिए यह क्षेत्र उत्तर में शाहपुर गढ़ी गांव आबादी के मौजूदा दिल्ली राज्य औद्योगिक विकास निगम (डीएसआईडीसी) क्षेत्र, दक्षिण में कृषि भूमि, पूर्व में ऑल इंडिया रेडियो की भूमि और खामपुर गांव तथा पश्चिम में शाहपुर गढ़ी च अलीपुर-नरेला रोड से घिरा है।	(i) ग्रामीण उपयोग ज़ोन 140.37 हे.	वाणिज्यिक उपयोग ज़ोन (सी 2)
	(ii) ग्रामीण उपयोग ज़ोन 149.70	परिवहन

[सं. के-13011/22/96 की सी 1 की।

एम. मुराजी, जवर सचिव



## MINISTRY OF URBAN DEVELOPMENT

(Delhi Division)

## NOTIFICATION

New Delhi, the 25th January, 2005

S.O. 97(E).—Whereas certain modifications which the Central Government proposed to make in the Master Plan for Delhi-2001 regarding the area mentioned hereunder were published as Public Notice vide File No. 20(17)95-MP dated 3rd July, 1998 by the Delhi Development Authority 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-2001.

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 modification in the said Master Plan for Delhi-2001 with effect from the date of Publication of this Notification in the Gazette of India which is in continuation of the modification already carried out vide Notification No. S.O. 375(E) dated 30th April, 2001.

## Modification:

## Description of Area

## Change of Land Use

From

To

Area bounded by existing Delhi State Industrial Development Corporation (DSIDC) area of Shahpur Garhi village abadi in the North, cultivated land in the South, All India Radio (AIR) land and village Khampur in the East and Shahpur Garhi and Alipur-Narela Road in the West for Integrated Freight Complex (IFC) in Narela Sub-city, Delhi.

(i) Rural Use Zone 140.37 ha.

Commercial Use Zone (C2)

(ii) Rural Use Zone 149.70 ha.

Transportation

[No. K-13011/22/96-DDIB]

S. MURTHI, Under Secy

## सुद्धिपत्र

नई दिल्ली, 25 जनवरी, 2005

क्र.आ. 98(अ).—कृपया शहरी विकास मंत्रालय की दिनांक 30 अप्रैल, 2001 की असाधारण राजपत्र अधिसूचना सं. क्र.आ. 97(अ) (फाइल सं. नं. 13011/22/96-डीडी-1 बी) का अध्ययन करें। ऊक्त अधिसूचना के पैरा 2 को इस प्रकार पढ़ा जाए:—

"2. यद्यः प्रस्तावित संशोधन के बारे में एक आपत्तयुक्त प्रतिक्रिया आया और यद्यः केन्द्र सरकार ने मामले के सभी पहलुओं का विचार करने के बाद मास्टर प्लान-2001 में संशोधन करने का निर्णय किया है।"

[नं. के-13011/22/96-डीडी-1बी]

एस. मुरथी, अ. स. सचिव

## CORRIGENDUM

New Delhi, the 25th January, 2005

S.O. 98(E).—Reference is invited to Ministry of Urban Development's Extraordinary Gazette Notification No. S.O. 375(E) dated 30th April, 2001 (F.No. K-13011/22/96-DDIB). The contents of para 2 of the said notification may be read as follows:—

"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-2001."

[No. K-13011/22/96-DDIB]

S. MURTHI, Under Secy



# भारत का राजपत्र The Gazette of India

असाधारण

EXTRAORDINARY

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NEW DELHI, TUESDAY, MARCH 1, 2005/FALGUNA 10, 1926

शहरी विकास मंत्रालय

(दिल्ली प्रभाग)

अधिसूचना

नई दिल्ली, 1 मार्च, 2005

का.आ. 275(अ).—यतः यहां नीचे उल्लिखित क्षेत्र के संबंध में दिल्ली के मास्टर प्लान-2001 में केन्द्र सरकार का निम्न कुछ संशोधनों का प्रस्ताव है उन्हें दिल्ली विकास प्राधिकरण द्वारा दिल्ली विकास अधिनियम, 1956 (1957 का 61) के खण्ड-44 के प्रावधानों के अनुसार दिनांक 18 जून, 2004 को सं. का.आ. 704 (अ) द्वारा भारत के असाधारण राजपत्र में सार्वजनिक सूचना के रूप में प्रकाशित किया गया जिसमें उक्त नोटिस यंत्रित तारीख के तीस दिन के भीतर उक्त अधिनियम के खण्ड 11-ए के उपखण्ड (3) द्वारा गण्य अपेक्षित आपत्तियां/सुझाव आमंत्रित किए गए।

2. यतः प्रस्तावित संशोधन के संबंध में कोई आपत्ति/सुझाव प्राप्त नहीं हुआ और यतः केन्द्र सरकार में मामले के सभी पहलुओं पर ध्यानपूर्वक विचार करने के बाद मास्टर प्लान को संशोधित करने का निर्णय लिया है।

3. अतः अब, उक्त अधिनियम के खण्ड 11-ए के उपखण्ड (2) द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए केन्द्र सरकार भारत के राजपत्र में अधिसूचना के प्रकाशित होने की तारीख से दिल्ली के उक्त मास्टर प्लान-2001 में एकाग्रित निम्नलिखित संशोधन करती है।

## उपांतरण

जोन एक स्थित तथा उत्तर-पूर्व में दिल्ली पब्लिक स्कूल, दक्षिण-पूर्व में 24.0 मीटर चौड़ी सड़क, दक्षिण-पश्चिम में 24.0 मीटर चौड़ी सड़क और पूर्व-पश्चिम में निम्न न्यायालय की शेप भूमि में निम्न 1.6 हेक्टेयर (4 एकड़) के भाग के क्षेत्र का भू-उपयोग निम्न न्यायालय के अभिकारियों और मकान के लिए विहायशी आवासों के निर्माण के प्रयोजनार्थ "मकानी" में बदलकर "विहायशी" किया जाता है।

[सं. सं. के 13011/5/2003-डी.जी. 1 नी]

एस. मुखर्जी, अवर सचिव

MINISTRY OF URBAN DEVELOPMENT

(Delhi Division)

NOTIFICATION

New Delhi, the 1st March, 2005

S.O. 275(E).—Whereas certain modifications which the Central Government proposed to make in the Master Plan for Delhi-2001 regarding the area mentioned hereunder were published in the Gazette of India, Extraordinary, as Public Notice



vide No. S.O. 704(E) dated 18th June, 2004 by the Delhi Development Authority 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 no 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 for Delhi-2001.

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 modification in the said Master Plan for Delhi-2001 with effect from the date of publication of this Notification in the Gazette of India.

#### Modification

The land use of an area measuring 1.6 hectares (4 acres) located in Zone 'F' and bounded by the Delhi Public School in the North East, 24.0 mt. wide road in the South East, 24.0 mt. wide road in the South West and balance land of the District Court in the North West is changed from 'Government' to 'Residential' for the purpose of construction of residential accommodation for the officials and staff of the District Court.

[F.No.K-13011/5/2003 DD-III]

S. MUKHERJEE, Under Secy

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IV

**ANNEXURE-III**

Pocket wise details of specific landuses as per Zonal Development Plan and proposed modifications

Pocket No.	Land-Use		Area in hact.
	As per approved zonal development plan of Narela	Proposed modified landuse	
1	Recreational	Residential	27.00 ✓
2	Recreational	Public & semi public facilities	115.00 ✓
3	A. Residential	Recreational	42.00 } 46
	B. Govt. office	Recreational	4.00 }
	C. Govt. office	Residential	12.00 }
	D. Public & semi public facilities	Residential	40.00 }
	E. Manufacturing	Public & semi public facilities	6.00 }
	F. Residential	Public & semi public facilities	4.00 }
4	Residential	public & semi public facilities	1.00
5	Public & semi public facilities	Govt. office	16.00
6	Recreational	Public & semi Public facilities	16.00 ✓
7	Recreational	Utility	10.50 ✓
8	Recreational	Public & semi Public facilities	21.00
9	Residential	Public & semi public facilities	19.80
10	Residential	Public & semi public facilities	25.02
11	Utility (water treatment plant)	Recreational	10.50 } 36
12	Utility (water treatment plant)	Recreational	26.00 }
13	Utility (water treatment plant)	Residential	15.80
14	Recreational	Residential	26.00 ✓
15	Residential	Public & semi public facilities	14.65
16	Residential	Public & semi Public facilities	17.18
17	Residential	Public & semi public facilities	17.71
18	Residential	Public & semi public facilities	40.30
19	Residential	Public & semi public facilities	15.12
20	Public & semi public facilities	Residential	16.42
21	Recreational	Residential	32.40 ✓

← Explanation →

105

142

82

247 ha



**Agenda for Technical Committee**

**Sub: Alignment plan of 80m R/W UER-III from GT Karnal Road (NH-1) to Western Yamuna Canal.**

**F 15(192) 2003NP**

**1. Background**

In the draft zonal development plan of Narela Project, there 3 urban extension roads viz. UER-I, II & III of 80m, 100m & 80m R/W are proposed linking GT Karnal road (NH-1) to Rohtak Road (NH-10) & NH-8 passing through Narela, Rohini and Dwarka projects. Broad alignment of 80m UER-I and 100m R/W UER-II from GT Karnal road to Western Yamuna Canal are approved by the Technical Committee. Further detailing of these roads for preparation of Road Development Plan is to be taken up through the consultant by the Engg. Deptt.

As per zonal plan of Narela subcity project, the 80m UER-III with 40 mt. green belts on the both sides starts from GT Karnal road (NH-1) from the 'Y' junction prior to Alipur village and after passing Khera kalan village is taken through agricultural fields upto Delhi-Karnal Railway lines. After crossing Delhi Karnal Railway lines it is proposed to join the road on the Rohini side across Western Yamuna Canal bypassing the Khera Khurd village. The total length of this road in Narela Project is 5.40 km. Land for this road is yet to be acquired.

**2. Examination**

Across Western Yamuna Canal in Rohini Project a 4km stretch of this road from Auchandi-Bawana road to Western Yamuna Canal has already been implemented in 2-4 lane carriageway. During the implementation of this road on the Rohini side two 'S' curves have been developed in this road in a length of about 1km before ending at Western Yamuna Canal. A joint inspection with the Engg. Deptt. under EM was held on 17.7.04 and it was desired that alternative alignment be prepared to join this road on the Narela side where the land has not been acquired and alignment is yet to be developed. Five conceptual alignment proposals were developed and sent to SE/CC-7 for sending the plane table/total station survey & feasibility for the preparation of the alignment.

The alternative proposals were discussed in a meeting under EM on 27.05.05. Alt-II was preferred to avoid infructuous expenditure on the road/services already laid on Rohini side.

### 3. Proposal

Five conceptual alternative alignment proposals are prepared as per details given below:

#### Alternative I

This proposal is as per the alignment of the road shown in the zonal plan of Narela subcity project wherein it starts from 'Y' junction of GT Karnal road (NH1) after crossing Bawana Escape, Delhi Karnal Railway lines, skirting the periphery of Kherakalan village, agricultural fields in a curve upto about 3.50 km is taken straight to meet the Rohini alignment across the Western Yamuna Canal in a smooth curve. In this alignment following structures/trees are affected:

Single storey building of existing school/hostel	(About 1ha.)
Plinth level structures misc. structures	15
Existing foodgrain godowns	8 including two in green belt
Mango trees	100
Safeda trees	125
Kikar & misc. trees	290
Fishery farm with structures	1 no. about 1 Ha

About 1km length of 2 lane road on Rohini side with two 'S' curves already constructed shall also be affected in this proposal.

#### Alternative II

In this proposal also, there is no change in the alignment from GT Karnal road upto Delhi-Karnal Railway line in a length of about 3.50 km and is the same as that of alternative I. In this proposal the road after bye-passing the existing school/hostel complex on the north is joining to the existing two lane road already constructed on Rohini Side after crossing the Western Yamuna Canal in an acute & sharp 'S' curve. This will be the third 'S' curve in the road and shall increase about 300 mt extra length of road. An acute angled junction shall be formed with the proposed 60mt R/W road.

The details of the structures affected in this proposal are as follows:

Existing foodgrain godowns	8 (including two in green belt )
Plinth level structures	15
Mango trees	18
Safeda trees	100
Kikar & misc.	197



- 15 -

Party lawn/Banquet Complex	1 (about 1 ha.)
Pond	1 No.

### Alternative III

In this proposal, there is no change in alignment from GT Karnal road (NH1) to Delhi-Karnal Rly line in a length of about 3.5 km. From this point the alignment by passes the existing school / hostel on the northern side to join the existing road on Rohini side in a smooth curve. In this alignment the following shall be affected:

Existing foodgrain godowns	8 (including 2 in green belt)
Plinth level & misc. structures	15
Mango trees	10
Safeda trees	125
Kikar & misc. trees	100

This shall increase about 300 mt extra length of road apart from the R/W line of road touching the residential plots of sector-28 Rohini.

### Alternative IV

In this proposal the alignment from GT Karnal road from (NH1) upto Delhi-Karnal railway line is taken as per the alignment I proposal after which it is taken slightly on the north of the existing school/hostel complex and joined straight to the Rohini side in a very smooth curve after crossing the Western Yamuna Canal. In this proposal the details of the structures affected are as follows:

Existing foodgrain godowns	8 (including 2 in green belt)
Plinth level & misc. structures	20
Mango trees	34
Safeda trees	85
Kikar & misc. trees	50
Fishery farm with structures	1( about 1 ha.)

About 250m length of 2 lane road on Rohini side is affected. The services already laid along this road could be adjusted by providing small green patch in the layout from the facilities belt. The proposed ESS site in the north side towards Rohini could also be readjusted in the facilities area.

### Alternative-V

In this proposal, the alignment is taken on the south along the Bawana Escape. In order to increase the distance between UER-II & III, this was not found feasible as a large number of built up structures are existing in a length of about 600 mtrs. from the GT Karnal Road (NH-1).

Feasibility report regarding structure / trees affected as given above for each alternatives has been provided by SE (CC-7). In lieu of the trees required to be cut, three times new trees shall be planted.

#### 4. Observations:

From the planning point of view Alt-II and Alt - IV are recommended for which following comparative analysis is given:

Alt-II	Alt-IV
1. It has an acute curve.	1. It has smooth curve.
2. It has accommodated the entire length of the existing curved road along with underground service lines.	2. It has adjusted the existing road for a length of about 300 mt in the alignment. Only about 250 mts shall be left out of R/W. This along with the land under which the services are laid may be proposed as green along 80 mts R/W.
3. It shall increase about 300mt. of additional length of road.	3. It shall not increase any additional length of road as in Alt-II.
4. It shall meet the proposed 60mt. R/W road with an acute angle at the intersection point very near to Railway line.	4. It shall meet the proposed 60mt. R/W road perpendicularly as per the original Zonal Development Plan.
5. Additional expenditure on the increased length for about 300mt. of 80mt R/W road.	5. Infructuous expenditure is limited to the extent of existing 2 lane road for about 250mt. length to be discontinued.



**Recommendations:**

The alternative proposals as explained above are put up to the Technical committee for consideration.

(Ashok Bhattacharjee)  
Jt. Director (NP)  
R.E/ND-4

*Rajesh Kr. Jain*  
(Rajesh Kr. Jain)  
Asstt. dir. (NP)-II

*Gobind Ram*  
(Gobind Ram)  
SE/CC-7

*D.K. Saluja*  
(D.K. Saluja)  
Director (PLg.)NP

Item No.

Technical Committee No.

File No.

SA/SZ/HUPW/DDA/F-51/SCM/2004

Project Name/Title of Agenda:

Redevelopment of public spaces and traffic  
Circulation in Community Centre, Saket.

Synopsis:

M/s PVR group through their Consultant M/s Urbane has forwarded a proposal for upgradation of public spaces and circulation in the Community Centre Saket for the consideration of DDA. The proposal was put up in the 238th Screening Committee meeting held on 11.3.05 vide Item No. 24: 2005 for discussion but same was deferred and a presentation was made to VC in a meeting held on 28.3.05 and it was desired that the proposal should be placed in the Technical Committee meeting as the interest of various stake holders namely MCD, PWD and Transport Deptt. of Govt. of Delhi are involved in study of congestion and parking problems at PVR Saket.

### 1.0 Background:

The Community Centre Saket is located on the road connecting Press Enclave with Mehrauli-Badarpur Road at the corner of the inter-section facing Saket Club. It is the entertainment hub of Delhi most popular and most visited Centre with Cinema like PVR and eateries, the Complex is competing against upcoming air-conditioned Malls in the near vicinity i.e. District Centre Saket. Since the Complex lacks the required infrastructure urban renewal/redevelopment of the complex is the need of the hour. The Community Centre lacks required legibility vibrancy maintenance and aesthetic appeal. Redevelopment & maintenance is only possible solution through public participation based on BOT model in absence of the funds with the Govt.

### 2.0 Examination:

The Complex is facing traffic congestions, insufficient parking due to chaotic traffic circulation. There are unused pockets causing major security concerned. On the existing sites the entries in front of PVR is clogged and on sides as well as rear road is congested due to off street parking. The rear side of Complex is under developed and informal sector is not organized and is scattered all over.

### 3.0 Proposal:

- The proposal is initiated by the Consultant is for approval of the following revisions in the layout plan:
- Increase in the road width on the west side of Community Centre by covering of nala, permission of same is given by the MCD vide letter No.EE/CSE/IV/02/05/66 dated 9.5.05.
- Covering the drain on north side of community Centre by integrating the proposal of Transport Deptt. of Govt. of Delhi as proposed in improvement of overall circulation of the area.
- Defining the open spaces in the Courts with distinct character using flag post to give a unifying character to the Complex with demarcated gateways at entries.
- Introducing food courts, amphitheatres to be used for concert road shows and street theatres. Organizing tehbazari, introducing revenue generating activities like skating rink etc. The built operate and transfer (BOT) model is proposed with a tripartite arrangement with Govt. body.

① A copy of Scheme  
to be sent to  
BMRC for  
their comments  
in 7 days.  
CE (SEZ) + CA to  
personally  
attend  
with  
BMRC.

Permission  
from MCD  
for covering  
of Nalla  
received

Covering  
of Nalla  
for parking  
is not  
feasible  
at (SEZ)

check  
from Tax  
Dept. &  
examining  
it for  
multi level  
parking

Delhi Govt  
may take a study for  
overall traffic  
improvement plan. 1/2



- 19
- Open spaces to be given distinct as character and function.
  - Introducing food courts, revenue generating activities.
  - Temporary exhibition spaces for promotional activities.
  - Unifying way findings statutory and information signages
  - BOT toilets proposed with arrangement between Govt. body (DDA) Trader Association (Building owners) BOT operators (investors).
  - Increase in the existing car parking spaces from 200 nos. to 394 (90 Car spaces proposed on the covered nala).
  - Increase in the existing two wheeler parking from 120 nos to 182.

#### 4.0 Financial Liability/Social Gain:

For a project of this nature large investment is required. In the absence of funds with the Govt. It is proposed to bring in the private participants to finance the project i.e BOT model where the Govt. body is land owner, BOT operator is financial investor and the Trader Association the user the complex are involved in the cost sharing basis with design development. The project is given to BOT Operator for a fixed tenure during which he invests his money & gets return from various revenue generating modes such as revenue from advertisements, rental of kiosks & promotional activities.

With the large number people visiting the Complex and the availability of large open spaces it is an ideal ground for promotion of social message. Temporary exhibition spaces encourage local artists and craft persons to display their talent.

#### 5.0 Follow up action:

After the approval of the Technical Committee:

- Necessary NOCs from concerned agencies/authority like PWD, Flood Deptt., MCD, Land owning agency etc. wherever required, be obtained by the execution agency before start of the work.
- The Technical inputs from various disciplines will be sought as per the design.
- A feasibility report will be formulated.
- Short-listing of BOT operators shall be undertaken.
- A bid documents will be prepared.
- BOT contract will be floated and awarded.
- Supervision of the Project shall be to ensure completion of the project within stipulated time.

  
 (S.P. Satsangi) 21/06/05  
 Sr. Architect (SZ)

20-26

(114)

TC Item No. 29/2005

DELHI DEVELOPMENT AUTHORITYDraft Agenda  
Item No. \_\_\_\_\_  
Date \_\_\_\_\_

Sub : Regarding adjustment/change of land use in re-settlement scheme at  
Hastsal for a Govt. Hospital  
File No : E-13(18)02/Dwk./Plg. F 20(17)05-MP .

1.0 **Precis :**

On the request of Delhi Govt. Supported by the local MP & MLA, a site for hospital is to be identified as part of existing re-settlement scheme at Hastsal. In view of the fact that, there is no vacant un-allotted hospital site available within Hastsal JJ Scheme and its vicinity to meet the curative health needs of the low income population living in the area; proposed adjustment / change of land use is necessitated. It is also learnt that necessary budget provisions for developing a 200 bedded Govt. hospital in this area exists in the annual plan of Health Department of Govt. of Delhi.

2.0 **Proposal :**

The re-settlement scheme at Hastsal (Old) was developed by DDA, more than two decades ago. In part of the approved scheme area, DDA has already developed a LIG group housing. Based on the current surveys, it is noted that about 1.5 hect.(approx.) of land is lying vacant, which was mostly proposed for a Community Centre and balance for public and semi public use along 30 mtr. wide road. A primary school plot (0.52 hect. approx.) is also lying vacant on the other side of the existing Kendriya Vidyalaya, as shown in the plan laid on table.

In order to meet the curative health needs of area, it is proposed to adjust/change the use of available vacant land ( about 1.5 hect. approx.) to 'Public & Semi Public (Govt. Hospital)' and in turn assign the 'Commercial use' to the vacant plot earlier earmarked for the primary school (0.52 hect. approx.) in the approved layout plan. The adjustment of land uses would be in the interest of resident population of the scheme and its surroundings.

3.0 **Re-commendations :**

The proposed adjustment/change of land use is put up for consideration of the Authority.

For signature

Tri Lodhan Singh  
AD(P-3)

Kalyan Singh  
DD(P-3) DM

S. K. Singh  
DD(P-3) DM



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**DELHI DEVELOPMENT AUTHORITY  
(DWARKA PROJECT OFFICE)**

Draft Agenda for Technical Committee

**Sub: Issue of NOC for 4.3 Million Gallon capacity Reservoir & Booster Pumping Station at Mundka.**

**File No: F.13(37)2005/Plg./Dwk.**

**1.0 Background :**

Delhi Jal Board through Executive Engineer, World Bank Project Cell vide letter No.F.16(1)/EE@WBP/2005/3645 dt. 2.6.05 have requested for NOC for the acquisition of land measuring 20 Bighas & 2 Biswas (about 4.3 Acres) by Delhi Jal Board through Land & Building Department of GNCT Delhi. It is indicated that since, this project is being implemented on Top Priority, under the supervision of Hon'ble Chief Minister of Delhi, the request for issue of NOC be considered on priority for the project.

**2.0 Observations :**

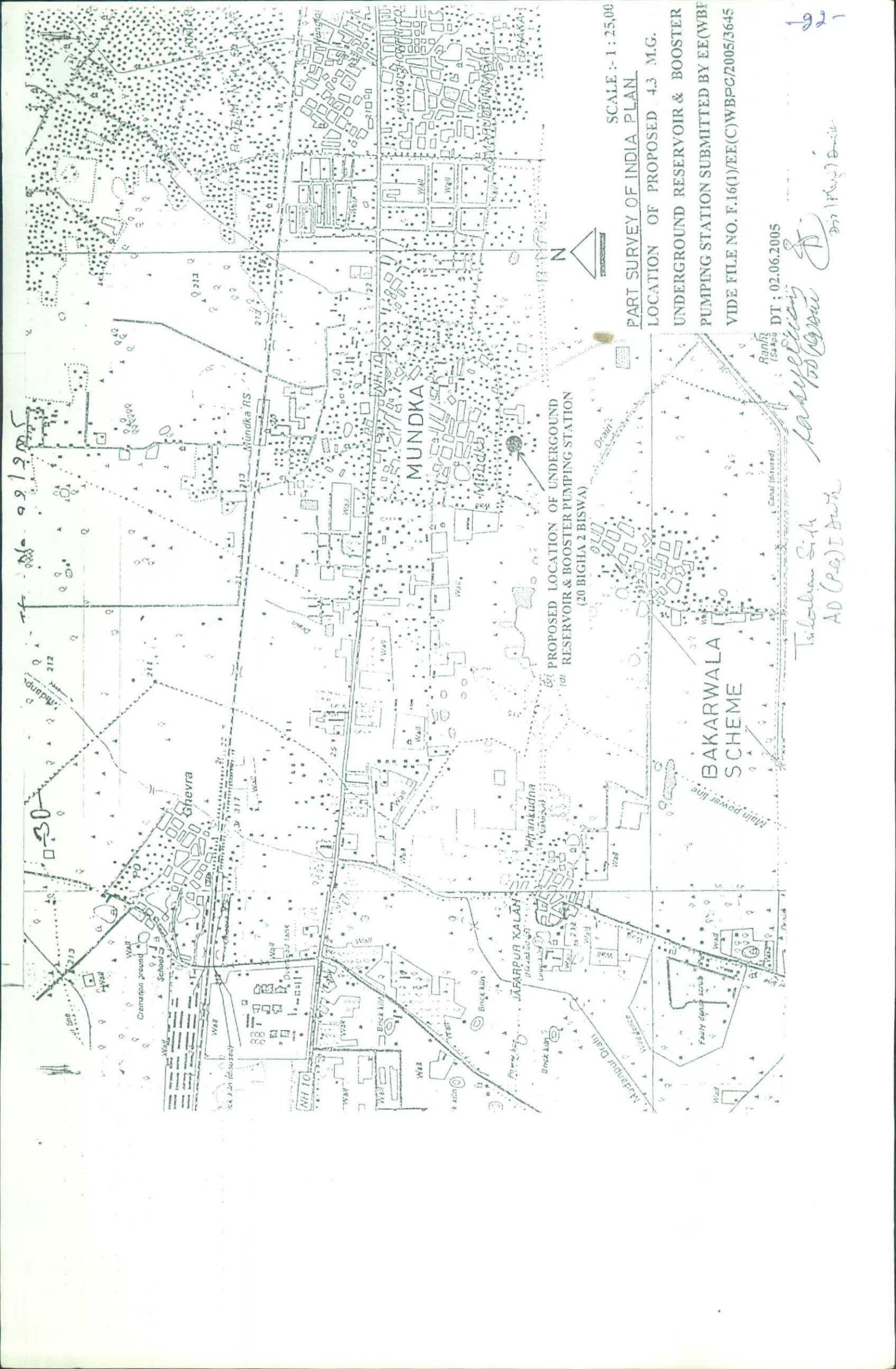
- i) The construction of a Water Reservoir & Boosting Pumping Station is part of "Utilities" as per MPD-2001. According to the development code of MPD-2001, utilities are permissible in all use zones.
- ii) DJB has clarified that the said Reservoir is envisaged to meet the water requirements of the nearby area and does not form part of the forthcoming scheme of water treatment plant at Dwarka.
- iii) From the tentative location of the proposed UGR & BPS as identified by concerned EE of DJB on the plan laid on the table, the land is abutting the phirni road of village Mundka in the south of the village.

**3.0 Recommendation :**

In view of above, from planning point of view, we may have no objection for the acquisition of land by Delhi Jal Board for construction of Reservoir and Booster Pumping Station at Mundka.

*Sanjay Kumar*  
JO (Plg) DWK  
*Trilochan Singh*  
AD (Plg) DWK  
*[Signature]*  
29/6/05  
Dir (Plg) DWK





921205

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SCALE :- 1 : 25,00

PART SURVEY OF INDIA PLAN

LOCATION OF PROPOSED 4.3 M.G.

UNDERGROUND RESERVOIR & BOOSTER

PUMPING STATION SUBMITTED BY EE(WB)

VIDE FILE NO. F.16(1)/EE(C)/WBPC/2005/3645

DT : 02.06.2005

Talabian Sir  
AD (Pg) I Dr  
Kalyan Singh  
Dy. Insp. (P) Dr

921



231-C

T.C Item No. 27/05

Agenda for Technical Meeting

**Subject: Construction of Chhat Ghat at the western bank of River Yamuna near ITO Bridge.**

No. F 3 (28)2005/ MP

**1. BACKGROUND**

1. The Executive Engineer, PWD, Division-XXX(GOD) vide letter dt:21.02.05 requested for transfer of 2750 sq.m land for construction of Chhat Ghat on western bank of Yamuna South of ITO bridge with the following proposal.
  - (i) Water body/pond with two change rooms (covered area details not given).
  - (ii) Two platforms measuring 9m X 7.73m
  - (iii) About 40,000 pilgrims expected to use.
  - (iv) Parking for 22 cars and 78 scooters.
2. The proposal was examined and following actions were communicated to PWD vide letter dated 14.03.05 and 15.04.05.
  - (i) The parking area provided for cars & scooters in the Layout Plan for 50,000 visitors may be worked. A preliminary calculation indicates that there is a need to provide parking for about 25 buses & 150 cars.
  - (ii) The entry road ROW to be mentioned in the Plan. The site is approached from Vikas Marg with a narrow road providing only left in and left out movement, therefore a Circulation Improvement & Traffic Management Plan needs to be worked out.
  - (iii) Adequate precaution needs to be taken for health & safety of the users, and water quality for which, the proposal needs to be worked out by an expert agency. In this regard, interaction may be required with DPCC, DJB & Department of Environment, and GNCTD.
  - (iv) Clearance from Yamuna Standing Committee, (Central Water Commission) may be obtained.
3. In response to the letter referred in Para 2 above, Executive Engineer PWD submitted the following information vide letter dated 30.04.05.
  - (i) In the past, only few cars and remaining people come by local transport and hence the parking space provided in the LOP i.e., space for 22 cars and 78 scooters seems to be sufficient.
  - (ii) Festival of Chhat Puja is only for few hours and that too either during late evening or early morning. People can easily take their vehicles in and out (number very less) from the existing approach and if need be, the same can be improved according to the requirement.
  - (iii) The parking provision will be taken care during the Chhat Puja Festival.
  - (iv) The water of river Yamuna has not been encroached by construction of Chhat Ghat and hence the same is not required.

4. The issue of Chhat Ghat was discussed with Engineer-In-Chief, PWD on 26.05.05 during a meeting and presentation on the GNCTD projects under the Chairmanship of VC, DDA where in vide letter no. F3(28)/2005/MP/679 EP VC DDA wrote to Principal Secretary, PWD, for the expediting action on letter dated 15.04.05, contains of which is given in Para 2.0 above.
5. A meeting was held under the chairmanship of Honorable minister for finance and UD, GNCTD On 30.06.05 in which the following were discussed.
  - (i) PWD proposes to construct only stairs and a water body for the pilgrims.
  - (i) CE (I&F) clarified that since the riverbed is not encroached nor the water way is restricted in any manner, clearance from CWC is not required.

#### 6. EXAMINATION

- (i) The status of land u/r has been conformed by land department.
- (ii) As per MPD-2001 provisions, the site is a part of the category of Agricultural and Water body .Bathing Ghat is a river related activity and hence may be permitted.
- (iii) As per revised proposal submitted by PWD vide letter no 70(DB-II)/PWD/xxx/75-E dt:04.07.05 it has been conveyed that PWD will construct only stairs on the slope of Western bank and create a water body to enable to have bath in the clean water. The construction of this water body and stairs will not obstruct the water way of river Yamuna in any manner. The issue may be examined by CWC on its merits.

#### 7. RECOMMENDATION

In view of the facts explained at Para 3, 5 & 6, the proposal is placed before the Technical Committee for consideration subject to the following:

- a) The proposed Chhat Ghat should not conflict with the proposed parallel ring road from old railway bridge to NH-2 bye pass.
- b) The proposal should have zero FAR.
- c) A suitable landscape shall be developed at the proposed site.
- d) An effective traffic management plan to be evolved by PWD for a smooth traffic flow during Chhat festival.
- e) PWD will ensure the proper water quality, health and safety of the users during the festivals.

Urm  
5/7/05

5/7/05  
JD(RYP.)

Let Yamuna  
Regulation  
in site  
NO construction  
5/7/05  
PWD  
5/7/05



T.C. Item No. 22/2005

**Agenda for Technical Committee****Sub: Layout Plan of 175 Hect. land with Industrial use in Narela Bawana Industrial Area Phase – II, Sector G-1, Narela Subcity Project**

F 17(2) 05 MP

**A. General**

- i) **Site Environs and Land area:** The site is bounded by Delhi-Karnal Railway line in the east, proposed 40m R/W road in the east, proposed 80m R/W road UER-I in the north and proposed 60m R/W road in the south. The total area of the site is 174.486 ha.
- ii) **Land Acquisition Status:** The above said land for the industrial area has since been acquired and is in possession of DSIDC.
- iii) **Landuse/notification Details:** The site forms part of Narela-Bawana Industrial area, Ph.II. The landuse of the site under reference is manufacturing. The change of landuse stands notified by the Gazette Notification no. K-13011/5/2000-DDIB on 1.3.2005.
- iv) **Development Area Details - Site forms part of DA-175**

There is an existing FCI godown complex in the north-eastern corner of this site which has to be taken as constraint while planning the layout. The site is approachable by the 80m R/W road in the north 40m wide road in the south and 60 m wide road in the south.

**B. Norms for Land Distribution:** The norms for land distribution for industrial areas as notified in MPD-2001/draft MPD-2021 are as follows:

**MPD-2001****Light and Service Industry use zone:**

The sub-divisions of industrial use zone into use premises and subsequent approval of layout plans for industrial estates shall be governed by the following norms:

1. The development of industrial area may have plotted development for individual industrial units. Some part of industrial estate may be used for flatted group industry. The minimum size of plot for flatted group industry shall be 2000 sqm. The different categories of plot size for plotted development to be provided in the layout plan may be as per the following table:

S.No.	Plot size (sqm.)	Suggestive distribution of plots
1	30 to 50	25%
2	100 & upto 200	45%
3	Above 200 & upto 500	25%
4	Above 500 & upto 1000	5%

Except in already approved schemes maximum size of light industrial plot shall be 1000 sqm.

1. The provision of requisite facilities in industrial development shall be conforming to the following table for an industrial estate of 20,000 employment size. In an industrial sub-division plan, minimum area reserved for provision of facilities shall be @2.05 sqm. per worker. The employment in industrial estate shall be worked out @300 workers per hectare of the gross area.

S. No.	Use Premises	Area in ha.
1.	Sub-Fire Station	0.60
2.	Police Station	1.00
3.	Industrial area centre (Commercial Centre) to accommodate essential Commercial and other facilities required for industrial estate.	1.00
4.	Electric sub-stations (as necessary)	0.50
5.	Parking area for trucks, tempo, taxi and three wheelers etc.	1.00

2. For water polluting industries, the effluent shall be treated at common treatment plant before it is discharged into regular sewers.
3. The planning of industrial estate shall conform to the following guidelines regarding circulation system:
  - i) No road within the industrial estate shall be less than 24.0m r/w.
  - ii) Service lane may not be necessary.
5. The planning of industrial estate shall conform to the following guidelines regarding landscaping:
  - i) The industrial estate shall have minimum 12 per cent of area for landscaping in the form of parks/buffers.
  - ii) Suitable landscape plans for the industrial estates shall be prepared indicating in reasonable detail, the landscape development of the parks, buffer strips and roadside plantation etc.
  - iii) Detail landscape plan for some areas shall be prepared as a guide for landscape development for the total area.



## Draft MPD-2021

S. No.	Use Premises	Percentage
1.	<b>Industrial plots</b> (Net area)	55-60
2.	<b>Recreational:</b> Buffer zone, Parks, Water Bodies, Green under HT lines, etc.	10-12
3.	<b>Commercial:</b> Shopping Centre, Petrol Pumps, Guest House/ Budget hotels. Lodging and Boarding, Service and Repair shops, communication/telephone Exchange etc.	2-3
4.	<b>Facilities:</b> <ul style="list-style-type: none"> <li>Public and semi-public: Fire Station, Police Station, Hospitals, Dispensary, Dharamshala, Night Shelter, Day Care Centre, etc.</li> <li>Utilities: Electric Sub-station, CETPs, Pumping Stations, Underground Reservoirs/Fire Fighting Tanks and other Utilities etc.</li> </ul>	8-10
5	<b>Transportation:</b> Circulation, Loading/Unloading Area, Parking, ideal truck parking, Goods Vehicle Parking etc.	18-20
	<b>Total</b>	100

## C. Proposal

- Plots of 100 sqm., 150 sqm., 200sqm., & 250sqm. as per demand are proposal in the layout as per details given below:
 

100 sqm.	2668 nos.
150 sqm.	1441 nos.
200 sqm.	28 nos.
250 sqm.	522 nos.
<b>Total</b>	<b>4659</b>
- Width of approach road to plots is taken as 12mt as against 24mt. proposed in MPD-2001.
- One site for petrol pump of 36m X 30m proposed along the 40 mt. wide road & one CNG stations is proposed along 40 mt. wide road near truck parking.
- The R/W of spinal road passing N-S in the layout be increased from 24m to 30m.
- Site for idle parking has been provided at 2 locations only.
- One no. 11KV & one no. 66 KV Sub-station required for industrial area is proposed in the layout plan.
- Site for Rain Water Harvesting has been proposed.
- Site for CETP has not been provided.

Proposed landuse analysis in the layout plan submitted by DSIDC are as follows:

Total Plot area: 1744864.90 sqm. i.e. 174.486 ha.

S. No.	Use	Area in ha.	%age
1	Area under Industrial plots	102.383 ha.	58.67 %
2	Area under Commercial	4.528 ha.	2.59 %
3	Area under Facilities	13.97 ha.	8.01%
4	Area under Circulation	25.25 ha.	14.47%
5	Area under Recreational	28.355 ha.	16.26%
	Total	174.486 ha	100.00 %

#### D. Summary of Observations

Following information/corrections are required for approval of the layout plan:-

##### 1. Traffic and Transportation

- Width of approach road to plots is taken as 12mt as in Phase I area developed by DSIDC. Minimum road width in MPD-2001 is 24m.
- Two sites for parking areas are provided on the northern and southern periphery. It is not clear as to how much truck/car/scooter/cycle parking would be accommodated in the same.
- Segregation of Pedestrian/cyclist/truck and public transport traffic has not been indicated in the circulation plan.
- Bus Terminal site be provided at least on one location apart from regular bus stop locations.
- Fly over proposal on railway line shall be suitably integrated with the proposed entry to the industrial area from 80m R/W road.

##### 2. Greens/Open Space

- Avoid green areas behind plots, as it would tend to invite encroachments.
- There are too many incidental/encroachable green, which may be avoided.

##### 3. Community & commercial facilities

- Separate layout plan for community & commercial facility pocket to be prepared with specific size and shape of plot and area as per MPD-2001 norms for obtaining approval of Screening Committee before disposal.
- Site for CETP may be indicated/justification for not providing the same be given.
- One 11 KV ESS shown in the layout plan seems to be highly inadequate. Clearance/NOC from NDPL for 11KV/66KV may be taken.



## 4. Miscellaneous

- Railway R/W along Delhi Karnal railway lines is not mentioned.
- Plot numbering may be done carefully after remaining all incidental spaces after demarcation.
- EIA study may be submitted.
- There shall be no gate/boundary wall in front of plots to facilitate loading/unloading and parking.

## 5. Proposal for Approval

- The layout plan approved by TC shall be released by the Bldg. Section of the DDA after the submission of required no. of copies of layout plans/approvals of MCD (services), Fire Deptt. DUAC, DPCC besides clearance from other deptts. & processing charges.

## E. Recommendation

The proposal submitted by DSIDC and observations as above are placed before the TC for consideration.

(Ashok Bhattacharjee)  
Jt. Dir. (NP)

(D.K. Saluja)  
Director (NP)

(Y.P. Bhatla)  
Asstt. Dir. (NP)-I

1175 Ha.

✓ Landuse = Industrial  
Part of Bawana ind. area  
handed over to DSIDC.

• MCD 2021 provision kept in  
consideration

⇒ Enhanced the ~~area~~ recreational area.  
⇒ 12 sector  
⇒ Comm. area 2.5%  
⇒ Facilities pop. 53,500 population

⇒ Parking 323 Trucks

② on street parking provided ⇒  
main road width 18m (width)

→ Presentation  
in a separate  
meeting.

Could be  
considered  
for approval.

\* See distribution of commercial  
space (informal) ..  
Ask

TC Item No. 23/2005

**DELHI DEVELOPMENT AUTHORITY  
TRAFFIC & TRANSPORTATION UNIT PLG.  
6<sup>TH</sup> FLOOR VIKAS MINAR NEW DELHI**

**DRAFT AGENDA FOR TECHNICAL COMMITTEE**

**Sub: Construction of Road under Bridge (RUB) connecting Road No.58 & 64 passing below Delhi-Ghaziabad Railway Line..**

**F.No.5(4)96-MP**

**1. INTRODUCTION/BACKGROUND:**

SE/PWD, Circle.VII, GNCTD had submitted a proposal of RUB of Road No.58 & 64. These roads are MP Roads having R/W of 45M. The linkage of these road is proposed in MPD-2001 and ZDP for Zone 'E'. This is a very important link connecting Northern and Southern part of GT Shahdara Road. At present, it is a missing link and important facilities like Hospitals, Industrial Area, Facility Centre, Sports Complex, CBD Shahdara and District Court have been proposed along this road. This link shall also connect Road No.57 i.e. Vikas Marg in the South and Ghaziabad road through Road No.69 in the North. The proposed facilities for movement of traffic to and from both sides of the Railway Line shall effectively benefit and reduce traffic congestion on Road No.57 & 56.

This proposal was examined in DDA in detail and was considered by TC in its meeting held on 25.3.97 vide Item No.9/97.. The decision of TC is as follows:

"The proposal as contained in Para.III of Agenda note recommended for approval with the observations to work out. The detailed intersection design of Road No.58 & 64 below the bridge and cross-section by PWD, GNCTD."

**2. PROPOSAL**

The consultant on behalf of PWD presented two alternatives out of which alternative-II was preferred one in which a six lane RUB across the Delhi-Ghaziabad Railway line is proposed with a provision of service road come cycle track (along with pedestrian walkway) on either side of RUB.

The RUB starts near intersection of Road No.71A- Road No.58 and culminates near existing Shahdara flyover where a rotary beneath the Shahdara flyover is proposed.

was considered  
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C.P. Committee  
Subject  
to  
approval  
of DDA  
✓

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proposal  
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31- 205/c

### a) Traffic characteristics

The traffic surveys were carried out at two locations

1. At the intersection of NH-24 and Road No.64
2. At the intersection of Road No.58 and Road No.71A

The total incoming traffic at NH-24 and Road No.64 intersection is 3262 PCUs (morning) and 3395 PCUs in the evening.

Composition of traffic at this intersection consists mainly of slow moving vehicles (Cycle Rickshaw , Cycles) which consist of 51% of the total incoming traffic ,two wheelers have a share of 28% of the total traffic

At the intersection of Road No.58 and Road No.71A morning and evening peak hour traffic (total incoming) is 376 PCUs and 1550 PCUs respectively.

Composition of traffic at this intersection consists mainly of slow moving (Cycle Rickshaw , Cycles) which consist of 50% of the total incoming traffic ,two wheeler have a share of 22%, 30% of traffic consist of cars,buses etc.\

### b) Traffic growth:

A growth rate of 7.5% has been taken for projecting the traffic in the study area the details of projected traffic is given below:

YEAR	PROJECTED TRAFFIC (PCUs)	
	NH-24 -Road No.64	RoadNo.56-Road No.71A
2010	4874	2225
2015	6997	3195
2020	10045	4586
2025	14421	6584

It is estimated that about 40% of traffic coming on NH-24 & Road No.64 intersection and same percentage of traffic from Road No.58 – Road No.71A intersection would use this new link. Table shows the traffic on the new link along with the future projected traffic assuming a growth rate 7.5%.

32 ✓ 204/c

YEAR	PEAK HR. TRAFFIC (PCU)
2005	1978
2010	2840
2015	4077
2020	5853
2025	8402

### 3. DETAILS AND EXAMINATION:

EE/PWD, Divn.23(DS) has submitted a detailed proposal to DDA vide letter dated 11.2.2005. The revised proposal was discussed in the Sub-Committee meeting held on 6.4.05 where it was decided that:

- A. A detailed feasibility study may be submitted.
- B. The proposal may be integrated with the Railway Station and its circulation. In addition the proposed High Capacity Bus System also needs to be integrated.
- C. The adjoining area circulation and lateral connection be incorporated in the proposal so that the same could be placed before the Technical Committee.

### 4. PLANNING OBSERVATIONS

- I. The Necessary NOCs from the concerned agencies/authority viz. DMRC, DUAC, PWD, DTTDC, land owning agencies etc. wherever required be got obtained by the executing agency.
- II. The Engineering aspect of the design of the RUB requires examination from the Engineering wing of the PWD.
- III. The 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.

### 5. RECOMMENDATIONS FOR CONSIDERATION.

The proposal given in para 2, the decision of the Sub-Committee meeting dated 6/4/05 in para 3 and the planning observations in para-4 are placed before the Technical Committee for its consideration.

*[Signature]*

*Heatherton.  
JE Dir Plg T.T*



Item No. 24/2005

**Agenda for Technical Committee****Sub: Alignment plan of proposed 60m R/W road from GT Karnal road (NH-1) – Singhu Border to Narela Town.**

F.15(11)2004-MP

**A Background**

60m wide road from GT Karnal Road (NH-1) – Singhu Border to Narela Town is proposed in the zonal plan of Narela Subcity on the northern side of the project. On the north of this road, the land is pre-dominantly proposed for agriculture use (green buffer). On the southern side of the road. Mamurpur forest area and Sector A-1 to A-4 are abutting in which some unauthorised developments, Radha Swami Satsang etc. existing. The total length of this road is about 4 kms. The road with planned development has been implemented from 20mt + 20mt road to Narela Town in a length of about 2km. As per the representation forwarded by the Area MLA, it is stated that plots under 20 point programme were allotted by the Gram Sabha, Mamurpur in 1979 in the north of this road. The subcity project had not taken off at that time. This has been referred to LM branch to confirm the allotment. These plots may be affected in the alignment of 60m R/W road due to which number of representations have been received. At present, a 2 lane road is in existence, which shall be widened to 4-6 lane divided carriageway in the first phase for improving the access to Narela subcity project.

**B Examination**

60m wide road is proposed as part of the Narela subcity project along which some planned development has already been implemented on the southern side of this road. The boundary wall of Mamurpur forest is in existence on the southern side. This part of the road is abutting sector A-1 to A-4, layout which stands approved by the Screening Committee. In this layout the boundary wall of Mamurpur forest is taken as the southern R/W line of 60 mt R/W road. Earlier this was a rural road under the control of MCD with an existing R/W of 20-22m.

**C Proposal**

Three alternative alignment proposals have been worked out from Singhu Border upto 20m + 20m road from where onwards the planned development has been implemented on the southern side. The feasibility of the three alternative proposals has been checked by SE/CC-7, details are as follows:

**Alternative I**

In this alternative, the R/W line of 60mt road is taken as edge boundary wall of Mamurpur forest and entire widening is proposed on the northern side where the land use is agriculture green as per the zonal plan as per Screening Committee proposal. On the western side this road meets the existing 60 mt. r/w road in a smooth curve. In this proposal following plots/structures shall be affected:

Number of vacant plots under 20 point programme affected

214

*Handwritten notes:*  
 30m Road  
 instead of 60m Road  
 based on site problem.  
 (with arrows pointing to the right)

34-

Number of built up plots under 20 point programme	136
Pucca Structures	1 no.s at border
Semi pucca/Misc. structures	31 nos
No. of trees & their species (approx.)	Kikar (old) 125 no.s
	Safeda 55
	Misc. 5

**Alternative II**

In this alternative, proposed widening is taken equally on both sides from the centre line of the existing road. However, this road meets the GT Karnal Road in east in a smooth curve taking the edge of Mamurpur forest boundary wall as the R/w line. In the west the road meets 20 mt. + 20 mt. road in a smooth curve. In this proposal, the following plots/structures shall be affected:

Number of vacant plots under 20 point programme affected	146
Number of built up plots under 20 point programme	90
Pucca Structures	2 no.s at the border
Semi pucca/Misc. structures	26
No. of trees & their species (approx.)	Kikar 200
	Safeda 60
	Misc. 23

A strip of land of 20 mt. width of sector A-1 to A-4 shall be affected.

**Alternative III**

In this alternative, the widening of the road is proposed considering the edge of the 20 point programme plots on the north with a curve in the road as the R/W line and the widening is proposed on the southern side. The details of the plots/structures affected in this proposal are as follows:

No. of vacant plots under 20 point programme affected	10 nos.
No. of built up plots under 20 point programme	20 nos.
Land of Radha Swami Satsang with plot area about 5000 sqm. with a hall of ACC sheet roofing are affected	
Land and structures of Krishna Nagar unauthorised colony	4 nos. & 1 temple
Pucca Structures	2 nos
Semi pucca /Misc. Structures	5 Nos.
No. of trees & their species (approx.)	Kikar 25 nos.
	Safeda 60 nos.
	Jamun 25 nos.

A strip of land of <sup>about 45 mt</sup> 30 mt. width of sector A-1 to A-4 shall be affected.

**D Recommendations:**

The alternative proposals explained under para 3 are put up for consideration of Technical Committee.

(Ashok Bhattacharjee) 11/7/05  
Jt. Dir. (NP)

(D.K. Saluja) 11/07/05  
Director (NP)

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



Draft agenda for Technical CommitteeDELHI DEVELOPMENT AUTHORITY

**Sub:** Proposed 22 mtr. wide road under via-duct in sector-16(b), Dwarka, Ph-II.  
File No. F.4(16)/95/Plg./Dwk./Part-IV.

**1.0 Background :**

Chief Project Manager, DMRC vide letter dt. 16.6.05, addressed to Chief Engineer((Dwk.) have requested DDA to take up construction of 22 mtr. wide road under the via duct in sector-16(b), Dwarka Ph-II for improved connectivity of proposed Dwarka Main Metro Station. This was further discussed during the meeting taken by CE(Dwk.) on 14.6.05 & EM, DDA on 30.6.05.

**2.0 Salient Features of the proposal & observations :**

(i) As per the approved Dwarka Sub-City plan, a metro corridor is proposed between Nazafgarh Road, directional metropolitan rail terminal in sector-21. About 30 mtr. wide corridor is accordingly provided in different sector plans to accommodate the metro line. The proposal of DMRC is to take up construction of a 22 mtr. wide road under via duct in a stretch of about 750 mtrs. between sector-14 to sector-16(a), as shown in the plan laid on table.

**(ii) Observations :**

a) The metro corridor in this stretch is elevated, & according to the site feasibility, the land for the proposed road is available with DDA, free from encroachment.

b) Provision of the proposed road under via duct, from planning point of view is recommended, as it is likely to improve connectivity of sector-14 & 17 with sector-16(a). In fact, the proposed 60 mtr. loop road between sector-15 & 14 is held up due to encroachment. The area in sector -16(a) and sector-15 is mostly unauthorisely built-up and providing any alternate connectivity other than the proposed road appears to be difficult, as it would involve demolition action.

c) As decided in the meeting taken by E.M. on 30.6.05, the engineering details from the proposed road can be worked out by Dwarka Engineering Wing, in consultation with the DMRC. The construction of this road along with improvement of intersections on both ends in a time bound manner along with commissioning of the metro corridor may be desirable.

d) As per the approved sector plans of 16(b), most of the stretch of the proposed road, has recreational area (district park) on either side.

**3.0 Recommendation :**

The proposed road, as shown in the plan, laid on the table is to be put up for consideration of the Technical Committee.

*[Signature]*  
SR. BANSAL

*[Signature]*  
Takepleased  
JD (Plg) DDA

*[Signature]*  
AD(Plg)Dwk

✓

Agenda for Technical Committee Meeting

**Subject: Proposed utilization of land in Buland Masjid Area (Shastri Park Extn) in River Yamuna bed. Zone "O" for Primary School and Graveyard.**

F.9(10)99-MP

**Background:**

The Municipal Corporation of Delhi and the Public Representative of the area had made requests to the lands department for allotment of land for provision of a Primary School, Park and a Graveyard (Kabristan) in the vacant land of DDA in Zone "O". The land is located on the western side of the bund road, adjacent to colony named Shastri Park Extension.

**2.0 Technical Committee:**

- 2.1 The proposal was considered by the Technical Committee in its meeting held on 22.8.2000 vide item No.38/2000, wherein, it was decided that the joint inspection be organized in the first instance with the office of Irrigation and Flood Department, Traffic Police and Yamuna Action committee.

In compliance, joint inspection was organized on 27.9.2000 with Chief Engineer and Supt. Engineer (I&F) and DDA officers. It was observed that the site was protected by bunds on all sides. DMRC has constructed a two level culvert for railway tracks, which may act as an inlet point for flood waters. It was felt that this aspect might be technically rechecked by the Chief Engineer (I&F) GNCTD.

- 2.2 This matter was also discussed with the Honble Minister for Health and Urban Development, subsequent to which the Chief Engineer (I&F) vide his letter dt. 29.10.2001 has conveyed that this area is liable to get flooded in the event of high floods in the river Yamuna. In case any development works, such as construction of school or Kabristan is taken up in this area, the level of the ground shall have to be raised sufficiently above the flood levels likely to be attained in the river in case of occurrence of floods of 1 to 100 years frequency. It has also been stated that before taking up the issue of change of land use the, clearance from the Yamuna Standing Committee needs to be obtained.

- 2.3 The above proposal was again considered by the Technical Committee in its meeting held on 29.1.2002. The Technical Committee did not agree with the proposal of temporary permission/change of land use for the primary school and grave yard in river Yamuna area without the clearance of Yamuna Standing Committee and Central Water Commission and other agencies.

*Subject to clearance from Yamuna Standing Committee.*

3.7.25



### 3.0 Existing Situation:

- 3.1 The land is surrounded by bunds on all sides and located in the west of existing DMRC Depot & IT Park.
- 3.2 The land is with DDA & is prone to encroachment.
- 3.3 As per MPD-2001 the land use is 'Agriculture & Water body'.
- 3.4 Change of land use of adjoining area i.e 51.9 ha land from 'River bed/Green' to 'Transportation' & 6.0 ha land from 'Agriculture & Water body' to 'Commercial (IT Park)' has been notified vide notification No.SO(1273)E dt.5.11.2003 & SO(573)E dt.25.4.2005 respectively.

### 4.0 Proposal

- 4.1 Keeping in view the above facts, a Layout Plan has been prepared for the area details of which are given below.

Total area of the scheme	3.74ha
a) Area under grave yard	0.4ha
b) Area under Primary School	0.4ha
c) Area under PSP uses	0.9ha
d) Area under Park	1.36ha
e) Area under circulation	0.66ha
	-----
<b>TOTAL</b>	<b>3.74 ha</b>

- 4.2 The proposed uses in the scheme are Public & Semi-public and Recreational. It will require change of land use from 'Agriculture & Water body' to 'Public & Semi-public and Recreational'.

In view of the facts explained at Para 3 & 4 above, the case is placed before Technical Committee for consideration.



TC Item No. 27/2005  
 29/11/04  
 approved by YSC

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.

Vice President, NOIDA Toll Bridge Co. Ltd vide letter dated 24-6-03 addressed to VC, DDA has requested for NOC for Petrol Pump on the land leased to them for construction of DND Flyway.

2.0 The case was discussed in the Technical Committee meeting held on 29.01.04 vide item no 9/2004(Annexure-A). The Technical Committee noted the contents of the Agenda Annexure-'A' for the necessary action:-

- (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 lease documents as indicated in para 3 (iv)

3.0 The case of setting up of petrol pump along DND Flyway was considered in the Yamuna Standing Committee in its 67<sup>th</sup> meeting held on 27.09.04(Annexure-B). The committee accorded clearance to the revised proposal of Noida Toll Bridge for setting up petrol pump on 1500 sq.m area in which 1000sqm area would be on piers and 500 sqm area would be filled up for locating fuel tanks etc. Copy of the minutes of Yamuna Standing Committee is placed as Annexure'B'.

## 4.0 EXAMINATION

In pursuance to the decision made in the Technical Committee meeting and recommendations of Lands department, the following observations are made.

4.1 Lands Department has intimated that 138.2 acres of surplus land with NTBCL which was given on lease for 31 years by L& B Deptt., GNCTD. Therefore, the change in lease terms and conditions pertains to Delhi Govt.

Lease & land related issues to T/C are not related to the lease contract out between GNCTD, DDA & N.Toll Bridge.

COU shall be processed later accordingly



- 4.2 Dy.Secy (LA) land & Bldg Department, GNCTD vide letter no F8 (10)/96 L. & B/LA dtd 10.6.2004 (Annexure-C) to Chief Executive Officer, NOIDA conveyed seven conditions in which condition (ii) stipulates as under:-

"All unused land presently available with NTBCL will be returned to GNCTD/DDA and the cost of the land used for the construction of the flyway settled"

- 4.3 (i) As per MPD-2001 provision, the maximum size of petrol pump (Filling cum service station) is 45mX 33m., whereas the proposal of NTBCL is for 45m X 30m.
- (ii) Petrol pumps are permitted in Residential, Commercial, industrial use zones. The proposed area falls in the Landuse category "**River & Water Body (A-4)**" and petrol pump is not permitted in this Use Zone. Further, the area under reference is earmarked for 'Recreational/Parking Use' in the plan of Football and Cricket Stadia Complex where the site for petrol pump is proposed. As such, the proposal will involve change of land use under Section 11-A of Delhi Development Act, 1957.

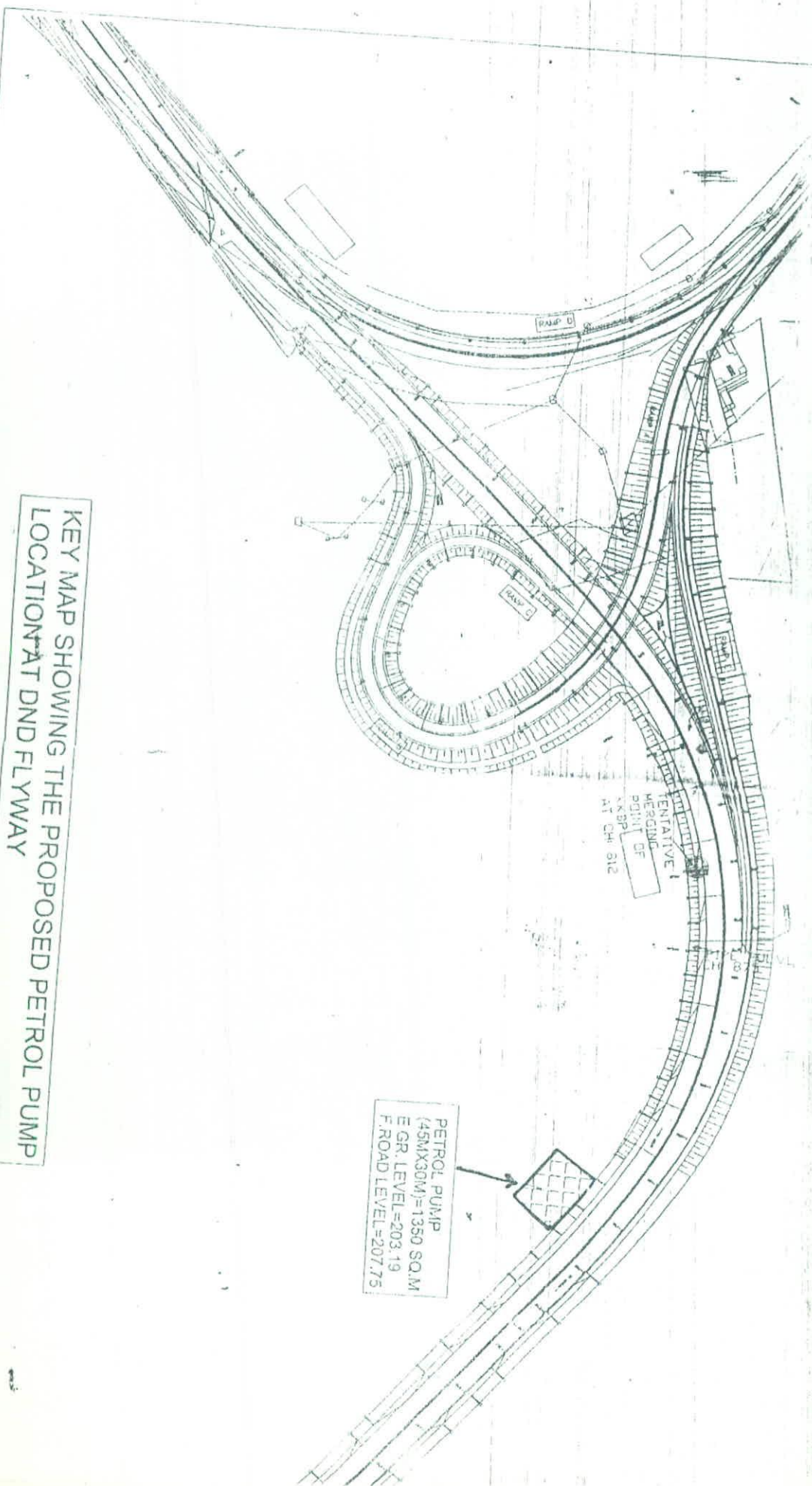
#### RECOMMENDATIONS: -

As given above, the proposal is submitted before Technical Committee for consideration.

*havi*

AD (Reg).

*14/7/2007*



KEY MAP SHOWING THE PROPOSED PETROL PUMP LOCATION AT DND FLYWAY



## 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 (CI) vide File No. F 13(4) 2003/CI/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.

148 42 317

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 the 62<sup>nd</sup> 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, IIFS Ltd, the following is the scope of project, which describes the works related to only approach roads and bridge.



- 43-
- (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 23<sup>rd</sup> 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 3.1(a). The size of the petrol pump will also require modification in the Master Plan, as indicated in para 3.1(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.

Item No. 1001

Subject: Proposal of petrol pump on the DND Flyway by Noida Toll Bridge Co. Ltd. (NBTCL)  
FR(12)2003-NP

The Technical Committee considered the contents of para 4 of the report for further necessary action.

*[Handwritten signature]*



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Annexure-B

संयोजक  
संयोजक  
संयोजक

संयोजक सं 8005 नई, सेवा सं-  
आरंभ सं 110001 नई, दिल्ली

दिनांक 27/10 अक्टूबर 2004

सेवा सं

1. महा निदेशक, सड़क,  
जागतिक व परिवहन मंत्रालय,  
गुप्तगोरी भवन, संसद मार्ग,  
नई दिल्ली - 110001

3. मुख्य अभियन्ता, जल संसाधन  
कार्यालय, प्रमुख अभियन्ता  
उत्तर प्रदेश सिंचाई विभाग,  
कोन्ट रोड लखनऊ, यू पी

5. सार्वजनिक योजना,  
महा बाढ़ नियंत्रण आयोग,  
तीसरा तल, सिंचाई भवन,  
पटना-800015

7. निदेशक, जल विज्ञान निदेशालय, उत्तर, केन्द्रीय जल  
आयोग, सेवा भवन, रामकृष्ण पुरम,  
नई दिल्ली-110066

2. मुख्य अभियन्ता,  
यमुना जल सेवाएं,  
हरियाणा सिंचाई विभाग सिंचाई भवन  
संयोजक-5, रामकृष्ण, हरियाणा 131001

4. मुख्य पुल अभियन्ता,  
उत्तर रेलवे, नवीन भवन,  
नई दिल्ली 110001

6. मुख्य अभियन्ता,  
सिंचाई व बाढ़,  
दिल्ली राज्य सरकार,  
अंतराज्यीय नदी जल संयोजक,  
चौथा तल, कश्मीरी गेट,  
दिल्ली - 110007

विषय: यमुना समिति की 67वीं बैठक के मसौदा कार्यपत्र ।

महोदय,  
यमुना समिति की 67वीं बैठक जो कि दिनांक 27 सितम्बर, 2004 को सुबह 11.00 बजे केन्द्रीय  
जल आयोग के समिति कक्ष कमरा सं 307, दक्षिण, सेवा भवन, रामकृष्ण पुरम, नई दिल्ली - 110066  
में हुई थी के मसौदा कार्यपत्र अग्रिम कार्यवाही हेतु संलग्न है ।

भवदीय,

संलग्न उपरोक्तानुसार

संयोजक 2004

संयोजक  
निदेशक, सार्वजनिक योजना यमुना समिति  
पुणे - 26100457

46-  
Item No.67.2.2

Setting up of Petrol Pump on the Delhi Noida Toll Bridge Project.

The proposal for setting up of petrol pump on the DND flyway had been received from the Noida Toll Bridge Co.Ltd. for obtaining "No Objection Certificate" from the YSC. The report of the CWPRS, Pune on the proposal was enclosed herewith. The CWPRS, Pune had suggested that the entire petrol pump area be filled up to the existing level of adjoining DND road and the site being behind the right approach bund of Delhi-Noida Bridge and away from the main Yamuna river course would not pose any problem hydraulically.

The proposal was discussed in the 66<sup>th</sup> meeting. The Chairman of the Committee enquired whether it was possible to build the facility on piers to facilitate the flow of water underneath and to utilize only the sloping portion of the road embankment for construction of fuel tank etc. The Noida representative said that they would need to examine the cost implications of the proposal. The Chairman of the Committee decided that these details may be worked out by the Noida Toll Bridge Company and a decision on this can be taken in the next meeting after obtaining clarifications from the representative of CWPRS, Pune.

In the 67<sup>th</sup> meeting, the representative of Noida Toll Bridge Authority presented the revised proposal for setting up of the Petrol Pump as advised in the last meeting of the Yamuna Standing Committee. He mentioned that in this proposal an area of 1,000 Sq.m. area would be on piers and only 500 Sq.m. area would be filled up for locating fuel tank etc. The Committee accorded clearance to this revised proposal of Noida Toll Bridge Authority.



Subj: Change of land use of site meas.3923 sqm. from 'Recreational'  
(Distt.Park) to 'PSP facilities' (Burial ground)  
File no. PA/Dir.(Plg.) AP I/05/D-150

As per letter dt.4.2.05 of Sh.Sajjan Kumar, MP the site for Burial ground has been identified in 'Recreational' (Distt.Park) having an area of about 3923 sqm. for which change of land use is to be processed.

This site has been selected after joint site visit by MP and officers of DDA. This is agreeable in principle by VC, DDA and local residents.

In MPD-2001 Cremation ground/Burial ground has been permitted in the Public and Semi Public use. There are no specific norms about the size, area and number of sites as per population for such site.

The site which has been identified and is proposed for Burial ground meas.3923 sqm. is a part of the land earmarked as 'Recreational' (Distt.park) as per Land use plan of MPD-2001 and in Zonal plan of zone F approved by Govt.of India on 5<sup>th</sup> June 98.

i) The proposed site meas. approx. 3923 sqm. is adjoining to the existing Cremation ground which has also been constructed by DDA in the Dist. park without change of land use. This would also be taken up for the change of land use in Zonal plan /Master Plan separately.

ii) The approach to the proposed site is from the new proposed road adjoining to existing road having jhuggies and encroachment which would require removal by L.M. deptt. This was brought to the notice of L.M. deptt., DDA during the site visit and the report is still awaited.

iii) While processing the change of land use of other two sites i.e. Police station and Cremation ground, it is apprehended that the existing police station site may get affected which shall be taken up separately.

iv) The clearance and the observations/comments of the Health deptt. of MCD are not available, as the same is necessary for locating cremation ground/burial ground.

v) An elevated sewer line is passing on the western side of the site. The details of this line, i.e. its diameter, its height from the ground and road level is not readily available which shall be kept only while handing over the site to have proper entry to the site.

vi) The dimensions of the site may have some variations which is also to be confirmed by the Engg. and Land deptt. before the site is handed over or the proposal is processed further for the change of land use.

It is proposed to consider the change of land use of about 3923 sqm. of land from 'Recreational' (Distt.park) to 'PSP facilities' (Burial ground) in Badarpur area. This change of land use is being processed in anticipation of clearance from the Health deptt. of MCD for locating the graveyard.

The proposal given in para 4.0 is put up for consideration of Technical Committee.

27-1917105

Point

5/ laid on Table

Item No. 28

14

6

Item No.

Technical Committee No.

File No.

SA/SZ/HUPW/DDA/F. /SCM/2005

Project Name/Title of Agenda:

Upgradation of public spaces and traffic circulation facilities at Basant Lok Community Centre, Basant Lok, New Delhi.

### Synopsis:

Basant Lok Community Centre Welfare Association (Regd.) has forwarded a proposal drawn by M/s Aakar Design Consultant Architect and Urban Design for upgradation of facilities in Community Centre Basant Lok. A similar proposal for Community Centre Saket was put up in 238<sup>th</sup> S.C., however, it was deferred and desired that the proposal should be laid in the Technical Committee Meeting as the interest of various stake holders namely MCD, PWD, are involved.

### 1.0 Background:

Located in the Posh South West Delhi Basant Lok Complex houses the Trendy Cinema Hall – PVR Priya, Hotel Basant Continental and office shopping and entertainment options in single vicinity serving as the most popular evening hangout for Delhi's crowd. Over the years this Community Centre underwent a lot of abuse and unhelpful minor uplifts having resulted in the present chaotic states of the complex, which is at present in an urgent need of revitalization. The Association intends to build, operate & maintain the up gradation of facilities in the Community Centre.

### 2.0 Examination:

The complex is facing traffic congestion insufficient parking due to chaotic traffic circulation. Pedestrian entry points are narrow, dark, dingy public spaces, cluttered with A.Cs & Generator Sets, making them totally insecure in the evening. The piazzas are littered with kiosks, stalls & vendors. Anti socio elements and drug edicts hang around the piazzas in the shady corners. Strong identity of the complex in spite of having prestigious showrooms and hotel is missing. Landscaping and Horticulture work is in a state of neglect because of water shortage in this area.

### 3.0 Proposal:

The proposal as forwarded by their Consultant is for approval of the following revisions in the layout plan.

- = improve pedestrian movement
- = identity?
- = parking/circulation
- = make alive the plaza

→ reorganise vendors →



- A 20mx20m – pattern grid is superimposed on the existing complex scheme, which interweaves the old built form, textures and generates a new consistent contemporary vista towards the community centre.
- Also, the redundant and underused pockets in the present scenario are, henceforth, tied by the proposed grid in an identifiable pattern.
- Entry nodes to be highlighted by means of Landscape, Signages and lighting.
- Uniform Visual aesthetic for enhancement of ambience at entry nodes and provision of handicap ramps at the entry and exit point of the complex.
- Reorganisation of the scattered stalls as a stable cohesive kiosk area has been proposed, thereby obstructing any future amoebic growth of these stalls.
- A contemporary approach of Two Tier parking which can suffice the present congested parking scenario.
- Organized parking spaces, de-marked by curbstones, patterns in flooring and planters have been planned.
- Piazza levels are rejuvenated by the reorganization of kiosks and the pedestrian movement patterns so as to refresh the activities within.
- A consistent palette of street furniture, planting, paving, lighting and other elements along the length of the whole complex will contribute to its uniform and strong identity.

#### Parking:

• General Parking as existing and as per layout	385 ECS
• Proposed parking without multi level parking	500 ECS (400+260/3)
• Proposed parking with multi level parking	940 ECS (800+520/3)


#### 4.0 Financial Liability & Social Gain:

Actual user of the Community Centre, Basant Lok Community Centre Welfare Association (Regd.) as a part of their endeavor to make the complex a model Community Centre to carry out the redevelopment of public spaces with their own finances. They shall also carry out the maintenance of the same, as it is an important and integral part of the development. DDA on their part seems to be getting a rejuvenated Community Centre without any financial liability will put up bright civic future for the end user.

#### 5.0 Follow up Action:

After the approval of the Technical Committee:

- Necessary NOCs from concerned civic agency/authority like PWD, Flood Deptt., MCD, Land owing Agency etc. wherever be obtained by the execution agency before start of the work.
- The technical inputs of various disciplines will be sought as per the design.
- Feasibility report will be formulated.
- A bid document will be prepared.
- Contract will be floated and awarded.
- Supervision of the Project to ensure completion of the Project within stipulated period shall be ensured.

  
(Ashok S. Ghodeshwar)  
Architect (SZ)



DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)


NO. F.1(19)2005-MP/247

DATE: 22/8/05

## MEETING NOTICE

A special Technical Committee meeting of the DDA will be held under the chairmanship of VC, DDA on 24.8.2005 at 10.00 A.M. in the Conference Hall, 1<sup>st</sup> floor, 'B' Block, Vikas Sadan, New Delhi, to discuss three items of Narela Project as per the list enclosed.

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

  
(B K Jain)  
Director (DC)

Vice Chairman, DDA.  
Engineer Member, DDA.  
Commissioner.(Plg.) DDA.  
Commissioner.(LM) DDA.  
Commissioner.(LD) DDA.  
Town Planner, MCD.  
Chief Town Planner, TCPO.  
Chief Architect, NDMC.  
Chief Architect, HUPW, DDA.  
Chief 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.  
Jt. Commr. of Police (Traffic) Delhi.  
Director (Landscape) DDA.

**Special Invitees :**

Chief Engineer (N.Z), DDA  
Sh. R K Gupta, C.E.DSIDC,  
Chief Engineer, DJB  
I G (Prison), Delhi Police  
Chief Engineer (Rohini)  
Director (Rohini),  
Director (Narela)

**For Item Nos**

30,31 & 32/2005  
30/2005  
30/2005  
31/2005  
32/2005  
"  
30, 31 & 32/2005

अति० आ. यो. - III  
हायरी सं० M-260  
दिनांक ... 22/8/05

## I N D E X

S.NO.	ITEM NO.	SUBJECT	
1.	30/2005	Layout Plan of 175 ha land with industrial use in Narela Bawana Industrial Area Phase II, Sector G-1, Narela subcity Project. F17(2)2005-MP ✓	Laid on Table
2.	31/2005	Proposed District Jail site in Narela Project. F20(16)2005-MP ✓	Laid on Table
3.	32/2005	Proposed cross section of roads in IFC Narela. F20(7)96-MP ✓	Laid on Table.



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

NO. F.1(19)2005-MP/265

DATE: 31-8-2005

Minutes of Special Technical Committee for the year 2005 held on 24.8.2005.  
The list of participant is enclosed at Annexure I.

Item No. 30/2005

**Sub: Layout Plan of 175 ha land for industrial use in Narela Bawana industrial Area Phase II, Sector G-1, Narela Subcity Project. F17(2)2005-MP**

CE DSIDC and their Consultants (Mr. D.Kukreja) presented the layout plan and explained the modifications, carried out as suggested by the Technical Committee Meeting held on 22.7.2005. After detailed discussion, the Technical Committee approved the proposed layout plan subject to the following conditions:

- i) A comparative chart showing detailed land use calculations, the provision of green space, road network, commercial and other facilities etc. w.r.t the provision of MPD 2001 norms be indicated on the layout plan.
- ii) The plot owners shall not be allowed to construct boundary wall in the front of plots so that the front setback is available for parking and loading and unloading.
- iii) Subsequently the detailed layout plan of facility areas and prototype design of industrial plots may be prepared by the consultant and submitted for the approval of the DDA.
- iv) DSIDC to submit the layout plan to Building Section for formal approval and to obtain the clearances from concerned departments like Delhi Fire Service, DUAC, DPCC etc.

Item No. 31/2005

**Sub: Proposed District Jail site in Narela Project.  
F15(175)2003-MP**

The proposal was approved in principle. It was also suggested that the proposed 20 m green strip along the main road be made a part of Jail premises to be maintained as mandatory green between the boundary wall of the jail and the road, by the Jail Authorities. As the proposal involves CLU and also redesignating of the earlier site in sector A-1&A-4 for Residential use, the Zonal Plan incorporating the same be put up to the Authority within next 2 weeks. In the mean time the proposed Jail site as agreed in TC be sent to CLD for further processing.

M-260

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1/9/05  
उत्ति. ३१.८.०५

for 11/9/05

Dr (11)  
Dr (NP)  
Dr (RP)  
Dr (Sd)

Self

2/9/05

**Sub: Proposed Cross sections of roads in IFC Narela. F20(7)96-MP**

Director (NP) presented the proposal on which after discussion, the Technical Committee gave the following observations.

- i) It was decided that, since the plan of IFC Narela was prepared about a decade back, there is a need for a study on diversity of wholesale trades and other activities, traffic & transportation and reviewing the overall Plan. This study should be taken up in a time bound manner. Since DSIDC has recently undertaken a study of IFC Dwarka, the review could also be given to the DSIDC. The study will also examine the possibility of providing a dedicated network / lane for movement of trucks / goods traffic, linkages with metropolitan railway terminal and proposed Metro Station / Terminal. Accordingly, it was decided that the development of roads may be taken up after the study is completed.
- ii) Commissioner (Industries), GNCTD and CE, DSIDC were requested to have a preliminary look at the proposed IFC at Narela, and give an offer for extended Consultancy Services, for which relevant Plans / Reports may be sent to the DSIDC by the concerned Director (Plg). It will be necessary that all work in respect of the proposed study is done in a time bound manner.

The meeting concluded with a vote of thanks to the Chair. On the occasion of his last meeting as the Chairman, the Technical Committee noted the guidance and immense contribution of Sh. Madhukar Gupta, VC, DDA, who has been appointed as Secretary to the Govt. of India.

  
B.K. Jain  
Director (DC)

Copy to:

Vice Chairman, DDA

In Chair

Engineer member, DDA

Commissioner (Plg.) DDA

Commissioner (LM) DDA

Commissioner (LD) DDA

Chief Town Planner, MCD

Chief Town Planner, TCPO

Chief Architect, DDA

Chief Engineer (Plg.) DMRC

Chief Architect, NDMC

Chief Engineer (Elect) DDA

Addl. Commr. (Plg.) I, DDA

Addl. Commr. (Plg.) II DDA

Addl. Commr. (Plg.) III DDA

Addl. Commr. (MPPR) DDA

Secretary, DUAC

Land & Development Officer (L&DO)

Sr. Architect (H&TP) CPWD

Dy. Commr. of Police (Traffic)

Director (Landscape) DDA

Copy also forwarded to:

Director (TT) DDA



  
Jt. Director (MP)



vb92

List of participants of Special Technical Committee meeting for the year 2005 held on 24.8.2005

**Delhi Development Authority:**

S/Shri

Madhukar Gupta, Vice Chairman,

In Chair

A K Jain, Commr. (Plg.)

V D Diwan, Chief Arch.

H B Jha, Chief Engineer (Elect.)

Arvind Gupta, Addl. Commr. (Plg) II

Prakash Narayan Addl. Commr. (Plg.) III

Ms. Savita Bhandari Director (I.S)

**Delhi Police**

H P S Virk, DCP/Traffic/NR

**T C P O**

R Srinivasa, Associate TCP

**MCD**

Shemsher Singh, Sr. Town Planner

**DMRC**

S D Sharma, Chief Engineer (Plg.)

**L & D O**

B N Jayant, A E II

**Special Invitees:**

N L Singh, Chief Engineer (NZ) DDA

K B Lal, Chief Engineer, Rohini, DDA

R K Gupta, Chief Engineer, DSIDC

Man Singh, Chief Engineer, DJB

D K Saluja, Director (NP) DDA

Virender Singh, Supdt. Prison (PHQ)

C-6

tel6

DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

NO. F.1(8)2005-MP / 155

Date: 16.5.2005

The 3<sup>rd</sup> meeting of Technical Committee of the DDA for the year 2005 under the chairmanship of VC, DDA will be held on 20.5.2005 at 10.30 a.m. in the Conference Hall, 5<sup>th</sup> floor, Vikas Minar, New Delhi. A list of items along with Agenda to be discussed is enclosed herewith.

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

  
(B.K. JAIN)  
DIRECTOR (DC)

Vice Chairman, DDA.  
Engineer Member, DDA.  
Commissioner.(Plg.) DDA.  
Commissioner.(I.M) 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.

Special Invitees.

1. Director (IT) DDA
2. Shri. Krishan Kumar  
Jt. Commr. Transport.
3. Manager Flyover Project, DDA

Item No.

13/2005, 14/2005  
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**DELHI DEVELOPMENT AUTHORITY  
TRAFFIC & TRANSPORTATION UNIT**

DT: 14-3-05

**AGENDA FOR TECHNICAL COMMITTEE****THE PROPOSAL OF RUB AT LEVEL CROSSING SARAI KALE KHAN,  
NIZAMUDDIN, NEW DELHI.****F.5(2)05-MP****I. INTRODUCTION**

Executive Engineer (PR) City Zone, MCD has forwarded a proposal on the above subject vide letter dated 4.1.05.

There is a level crossing No.582-B existing in the Southern end of Northern Railways Hazart Nizamuddin Railway Station. This railway line is a trunk rail route from Delhi to Bombay. The level crossing is located within the yard of the Railway Station. This railway route is extremely busy as trains from Western India and Southern India pass through it. The proposed link serves the locality surrounded by village Sarai Kale Khan, on the eastern side and Nizamuddin in the west. Due to this reason, there is a heavy volume of pedestrian and vehicular traffic which passes over the level crossing and at times there is a long queue of vehicles on both ends of the railway line.

**II. DETAILS & EXAMINATION**

M/S.RITES are the consultant of MCD for this proposal, they have conducted surveys in the study area. Details of which are given below.

**TRAFFIC CHARACTERISTICS**

The average traffic volume at the intersection per day in the mid block is 5393 PCU's on both the directions of the road rail net-work. At the level crossing the traffic constitutes of 70% slow moving vehicles such as Cycles, Cycle-rickshaws and hand carts. The remaining being fast moving vehicles, it has been observed that about 2% of the total volume of traffic comprises of Buses, Trucks, LCVs etc.



## ROAD NETWORK INVENTORY

30% of the road ROW is less than 10 Mts and 40% have a ROW in the range of 10-20 Mts. Foot-paths are being encroached and used for hoardings thus forcing the pedestrians to walk on the carriage. This increases the risk of pedestrian and vehicular conflict.

Three alternates proposal have been worked out by the Consultant.

### Alternate.I

The RUB is located at the existing level crossing.

### Alternate.II

Located at a distance of 80m towards Nizamuddin Railway side from the existing level crossing.

### Alternate.III

This underpass is located at a distance of 20m towards Barapullah Nallah side from the existing level crossing. Twin R.C.C box measuring 4mt wide and 2.5 mt height are used for the construction of the under pass. This alternative is preferred because of the following advantages.

- There will be minimum disturbance to the public during the construction as the proposed site is located away from the level crossing.
- No diversion of road traffic will be required.
- The location of the RUB would provide longer length of the approaching arms which will enable to achieve the required minimum gradient as per the proposal.
- The horizontal curve tends to get flatter where the length of approaching arms is sufficient.

## III. OBSERVATIONS

- 1 • The detailed plan showing all existing/proposed elements (footpath, intersection details, section etc) of the proposed road may be submitted.
- 2 • Keeping in view the adjoining catchment area, it is observed that the intersection of the approach road to Railway Station and link road along Barapullah Nallah will invite much traffic beyond its capacity. Since the link from Ring Road to Mathura

Road has left in and left out having a ROW of 24m only the dispersal of vehicular traffic and right turning need to be worked out.

- The height clearance of the RUB has been proposed as 2.5m below the railway line, which is used for light motor vehicles. As per Authority approved guidelines a minimum of 5m-height clearance is required. The restricting barriers at entry point of the RUB on both sides need to be erected to discourage heavy traffic to enter the RUB.
  - A gradient of 1:25 has been proposed for the underpass as against the Authority guideline of 1:30. As per IRC: 86-1983 Specifications a minimum radius of 30 mt is required for design speed of 30 kmph with 7% elevation, but due to site constraints a radius of 25 mt have been provided.
  - A road section has not been given in absence of which it is not possible to ascertain pedestrian movement. This is a very important aspect as large number of pedestrians cross railway line daily.
- 3 • Since the old Bridge as per the earlier alignment of Mathura Road is a protected monument the road owning agency will require necessary clearance from the Archaeological Survey of India.
- The approval from various other agencies wherever required shall be obtained by the executing agency before starting of the work.
  - The detailed feasibility report needs to be submitted by MCD.
  - The design of grade separator requires examination from the Engineering point of view by MCD in terms of design speed, structure, Seismic loads, super elevation and other Engineering aspects.

#### IV. RECOMMENDATIONS

The proposal/details given in Para II and the observations given in Para-III are placed before the Technical Committee for its consideration.

*H. K. Wilson*  
Lt. Dir. T.T.



4      C. Item No 14/2005

**DELHI DEVELOPMENT AUTHORITY  
TRAFFIC AND TRANSPORTATION UNIT  
6<sup>TH</sup> FLOOR, VIKAS MINAR, NEW DELHI**

**Agenda for Technical Committee**

**Sub: GNCTD Proposal for High Capacity Bus system in Delhi: Planning ,design and implementation of part corridor from Ambedkernagar to Moolchand(a pilot study).**

**F.5 (21) 2003-MP**

**1. BACKGROUND**

Government of NCT of Delhi (GNCTD) recommended the proposal of High Capacity Bus System for Delhi. They have also prepared a feasibility report for the introduction of high capacity bus system (HCBS) corridors in Delhi as given below: the routes are shown in the map attached as **Annexure1**

**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-Dhaura 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.	<b>Dr. Ambedkar Nagar-Masjid Moth-Mool Chand-Sunder Nagar-Appu Ghar-Delhi Gate-Lal Quilla-ISBT</b>	19
5.	Anand Vihar-Karkardooma Chowk-Swasthya Vihar-Lakshmi Nagar-ITO-Bara Khamba Road-Shivaji Terminal	15
	<b>TOTAL.</b>	<b>98 Km.</b>

The above proposal is to cover a total length of about 98 kms. of High Capacity Bus System in Delhi

The draft final report highlights the introduction of high capacity bus system along the 1<sup>st</sup> corridor identified as from 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. 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.as indicated corridor at SL. No. 4 in the table

A part 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.

Joint commissioner (T.P.T Transport Department GNCTD) has submitted a proposal for High Capacity Bus System from Ambedkernagar to Moolchand vide letter dated 6/5/2005.

## 2. THE PROPOSAL

High capacity bus system is a term used for bus transportation system that use available space on Arterial roads of cities with dedicated bus ways. High capacity bus system with exclusive lane requires atleast 45 m ROW to accommodate all users on major arteries.

### Bus lane:

In this transportation system 3.3mts wide continuous bus lane in both directions are provided at the center of the road. Bus lanes are physically segregated from each other by a 0.6 to 1.6 mts wide, 0.3m high median or marked with rumble strips. The segregation of bus lanes and Motorized vehicle lanes on either on either side is achieved through a continuous 0.6m wide, 0.15 m high median.

### Motorized vehicle lane:

Adjacent to bus lane is a lane for motorized vehicle like car/jeep/scooters etc. which have a width of 6.75mts which increases to 8.25 to 9.75 mts at the intersection.

### Non-motorized vehicle lane:

Next to this Motor vehicle lane, a lane is reserved for non motorized vehicles like cycle/rickshaws etc. with a width of about 2.5 mts.

### Pedestrian footpath:

Continuous pedestrian path have been provide next to the MV lane with a width varying from 1.5 to 2.5 mts

### Service lanes:

Service lanes are provided on both the sides of the road section and the width of the road varies from 3.5 to 5.8 mts.

### Bus stops:

The bus shelters are Parallel (two for each direction) in design and have a total length of about 50 mts. Location of the bus shelters have been proposed twenty meter before the traffic light.

## 3. EXISTING 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 - 5 bus stops - Ambedkar Nagar - DDA flats Madangir Camp - Pushp Bhawan - Sheikh Sarai	- 26 bus routs ply on this section - 6 bus stops - Chirag Delhi - Panch Sheel - Krishi Vihar - Siri Fort Road - Sadiq Nagar - Kendriya Vidyalaya
ROW as per Master Plan 45mts.	ROW as per Master Plan 45mts.



4.

## **PLANNING OBSERVATIONS**

The planning observations are as follows.

### **I) Operation system of high capacity bus system with reference to other mass transport modes:**

- This is a new system in Delhi for which operational characteristics are not available.
- The MRTS and other mass transit facilities are being implemented in the city while planning overlapping of the routes need to be avoided between different modes on account of paucity of road space. These modes shall be complementary to each other.
- The location and area of terminals for parking of HCBS at the starting and termination points has not been mentioned. It is essential that space may be identified for stabling and servicing of buses.
- A test run is desirable without major alterations in the road cross section using traffic management measures in order to check the workability of the High Capacity Bus System.

### **II) With reference to road section/intersection:**

- The road ROW has not been clearly indicated in the scheme. It has been observed that the lanes reserved for motor vehicles ie. cars/taxi/LCVS. Varies in different stretches of the corridors. This will create bottleneck/congestion/ reduction in speed
- In the modified proposal road cross-section improvement has not been submitted.
- The signal phasing at intersection with time of 120-180 sec needs justification.
- The median openings along different stretches of the corridor have been closed this will disintegrate existing activities on both the sides of the road. Also additional distance will be required to be covered for u turning from the next intersection. Entry/ exit to properties abutting these corridors have not been properly served.
- No details have been provided for re-routing of the existing bus routes and their bus stops.
- Buses of different directional movement and routes are proposed to move in a single lane, as per the signal phase diagram in the first cycle the buses are supposed to go straight, if the first bus is not going straight then all the buses will get stuck up this will reduce the speed and increase the delays at the signals.

### **III) With reference to pedestrian movement**

- There will be high pedestrian movement at the intersection but no pedestrian phase in the signal has been given for pedestrian cross movement this needs to be inbuilt in the scheme.

- 7 -
- The pedestrian are at a higher risk and inconvenience since as in this proposal they will have to negotiate about five medians for crossing the road.

**IV) With reference to Environmental issues**


- For this HCBS corridor change of road section will affect about 600 fully grown trees some of which have been existing from many decades will need to be cut this will have adverse effect on the environment.

**V) Necessary clearances from other agencies**

- Necessary NOCs from the concerned agencies/authority viz. DMRC, DUAC, PWD, DTTDC, land owning agencies etc. wherever required be got obtained by the executing agency before starting of the work.

**5. RECOMMENDATIONS**

The proposal in para 2 and planning observations in para 4 are placed before the Technical Committee for consideration.

  
R. M. LAC  
Director W&S

  
H. D. T. T.



ANNEXURE - 9

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DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

F1(8)2005-MP/228

Date: 4.8.2005

The minutes of the 3<sup>rd</sup> Technical Committee for the year 2005 held on 20.5.2005.

The list of the participants is enclosed at Annexure I.

Item No. 12/2005

Sub: Confirmation of the minutes of the Technical Committee meetings held on 3.2.2005 & 16.2.2005.

F1(1)2005-MP

F1(4)2005-MP

The draft minutes of the Technical Committee meeting held on 3.2.2005, circulated vide this office letter no. F1(1)2005-MP/53 dated 2.3.2005 and held on 16.2.2005, circulated vide this office letter no. F1(4)2005-MP/80 dated 24.3.2005 were confirmed.

Item No. 13/2005 :

Sub: The proposal of RUB at level crossing Sarai Kale Khan, Nizamuddin, New Delhi.

F5(2)2005-MP

It was observed that there was no representation from the MCD whose proposal is put up before the Technical Committee. It was decided that the proposal may be first considered by the Sub Committee under Commr. (Plg.) DDA. The Technical Committee noted that the proposal is for local / light traffic of Sarai Kale Khan village and adjoining localities and linking of traffic from Master Plan roads on this underpass should not be encouraged.

Item No. 14/2005

Sub: Proposal for High Capacity Bus System (HCBS) in Delhi : Planning Design and Implementation of part corridor from Ambedkar Nagar to Mool Chand.

F5(21)2003-MP

The Technical Committee noted that this is a pilot project of Transport Department, Govt. of NCT of Delhi, which is to be taken up on experimental basis. During detailed discussion the following suggestions

M. K.

Old Min. no. 763 (Dada)

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११/८/०५

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were made which are to be kept in view, while implementing the pilot project:

- i) The safety of pedestrians and bus passengers to be given utmost importance for which proper pedestrian crossings, pedestrian traffic signals at the location of bus stops and bus shelters, provision of barricading and kerbs along bus stops / bus ways, provision of mandatory doors in buses and flaring of bus ways at the intersections need to be worked out carefully. To avoid bus passengers running across the roads dedicated pedestrian circulation with longer duration of pedestrian signals and access for wheelchairs should be considered.
- ii) Since this is an experimental project, there is no need to resurface the roads by concreting as proposed, because this would cause considerable dislocation of the present traffic besides entailing substantial expenditure which can be avoided.
- iii) The Transport Department should consider developing a proper management structure for functioning of the High Capacity Bus Corridor in close coordination with the concerned departments, especially the Traffic Police.
- iv) The aspect of evacuation of any buses which may stall in the dedicated bus corridor should be given close and careful attention.

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

  
(B K Jain)  
Director (DC)

Copy to:

Vice Chairman, DDA  
Engineer member, DDA  
Commissioner (Plg.) DDA  
Commissioner (LM) DDA

In Chair



Commissioner (LD) DDA  
 Chief Town Planner, MCD  
 Chief Town Planner, TCPO  
 Chief Architect, DDA  
 Chief Engineer (Plg.) DMRC  
 Chief Architect, NDMC  
 Chief Engineer (Elect) DDA  
 Addl. Commr. (Plg.) I, DDA  
 Addl. Commr. (Plg.) II DDA  
 Addl. Commr. (Plg.) III DDA  
 Addl. Commr. (MPPR) DDA  
 Secretary, DUAC  
 Land & Development Officer (L&DO)  
 Sr. Architect (H&TP) CPWD  
 Dy. Commr. of Police (Traffic)  
 Director (Landscape) DDA

Copy also forwarded to:  
 Director (TT) DDA  
 Director (Dwarka)  
 Director (Narela)  
 Director (AP) I

for JT.DIR. (MP)

Mafin  
 4/8/05



List of participant of 3<sup>rd</sup> meeting for the year 2005 of Technical Committee held on 20.5.2005.

S/Shri

**DELHI DEVELOPMENT AUTHORITY**

Madhukar Gupta, Vice Chairman,  
Prabash Sing, E M

In Chair

A K Jain, Commissioner (Plg.)  
V D Diwan, Chief Architect  
Prakash Narain Addl. Commissioner (Plg.) III  
A K Gupta, Addl. Commissioner (Plg.) II  
Savita Bhandari Director (LS)

**DELHI POLICE**

Pradeep Hota DCP (Traffic)  
Amit Roy ACP (Traffic)

**L & D O**

B M Jayant A E, L&DO

**T C P O**

R Srinivas Associate TCP

**SPECIAL INVITEES:**

R M Lal, Director (TT) DDA  
Pankaj Kumar DGM, RITES  
Rakesh Kumar, IIT Delhi  
Sandeep Gandhi, IIT Delhi  
Sanjay Rastogi G M RITES  
Rajneesh Parwal, Manager, RITES

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

F1(4)2005-MP 7181

Date: 15/6/05

The minutes of the 2<sup>nd</sup> meeting of the Technical Committee meeting for the year 2005 held on 16.2.2005.

The list of the participants is enclosed at Annexure I.

Item No. 11/2005:

**Sub: Proposal of grade separator on Dabri Crossing at Pankha Road.**

F5(1)2003-MP

Technical Committee recommended for approval the proposal of the MCD subject to the following conditions:

- i) MCD shall examine and provide a gradient of 1:30 wherever possible, except where space constraint does not permit.
- ii) The geometry of proposed island and the central rotary below the flyover needs to be improved keeping in view the right hand turning traffic from Uttam Nagar side to Dwarka.
- iii) Traffic management plan may be prepared including up-gradation of the surrounding road network, such as stretch between Dabri Mor to Dwarka / Mahavir Enclave 'T' junction on Pankha Road between Dabri Mor and road over bridge on Rewari Railway line. Adequate provision of the Bus Bays may also be made along the roads.
- iv) MCD to consider the integration of the future requirements of proposed metro route along Pankha Road.
- v) The design of grade separator to ensure traffic speed, safety, structural seismic safety and other engineering aspects. Pedestrian circulation and subway may also be got integrated and landscape plan be prepared as part of the proposal.
- vi) The approval from various other agencies, wherever required, shall be obtained by the MCD before starting of the work.

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

May please see *[Signature]*  
30.6.05  
Director (Admin)  
Director (Planning)  
Director (Bldg)  
Director (TT)

*[Signature]*  
(B K JAIN) 13/6  
DIRECTOR (DC)

For records

*[Signature]*  
11/7/05

P.S.

Old M. 404 (Draft) 28/3/05

III  
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29/6/05  
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29/6/05

cel on  
10/6  
20.6.05

*[Signature]*  
30/6/05

*[Signature]*



Copy to:

Vice Chairman, DDA

In Chair

Engineer member, DDA

Commissioner (Plg.) DDA

Commissioner (I.M) DDA

Commissioner (I.D) DDA

Chief Town Planner, MCD

Chief Town Planner, TCPO

Chief Architect, DDA

Chief Engineer (Plg.) DMRC

Chief Architect, NDMC

Chief Engineer (Elect) DDA

Addl. Commr. (Plg.) I, DDA

Addl. Commr. (Plg.) II DDA

Addl. Commr. (Plg.) III DDA

Addl. Commr. (MPPR) DDA

Secretary, DUAC

Land & Development Officer (I&DO)

Sr. Architect (II&TP) CPWD

Dy. Commr. of Police (Traffic)

Director (Landscape) DDA

Copy also forwarded to:

Director (IT) DDA

Director (Dwarka)

*Ak. f. w.*

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

*manna*

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ak..3  
List of participants of 2<sup>nd</sup> meeting for the year 2005 of Technical committee held on 16.2.2005.

S/Shri

DELHI DEVELOPMENT AUTHORITY

Madhukar Gupta, Vice Chairman

In chair

A K Jain Commr., (Plg.)

Prakash Narain, Addl. Commr. III

A K Gupta, Addl Commr. II

Ashok Kumar, Addl. Commr. (MPPR)

B K Jain, Director (DC)

Convenor

H B Jha, Chief Engineer, (Electrical)

Savita Bhandari, Director (LS)

MCD

Shemsher Singh, Senior T P

DELHI POLICE

Pardeep Hota DCP (Traffic)

L & D O

B N Jayant A E (I.&DO)

DMRC

J Tyagi, Chief Engineer (Plg.)

SPECIAL INVITEES:

S C Sharma, CE (HQ) DDA

R K Sabharwal, C E IV MCD

R M Lal, Director (TT) DDA

P M Parate, Director (TYA) DDA

S. Srivastava, Director (Bldg.) DDA

S P Bansal, Director (Dwarka) DDA

Sanjay Kumar Jain, S E (Project IV) MCD

S K Mittal, E E (XX)MCD.

Mr. Mittal



C-6

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DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

NO.F.1(1)2005-MP / 22.

Date: 25-1-05

## MEETING NOTICE

The 1<sup>st</sup> meeting of the Technical committee of the DDA for the year 2005 under the chairmanship of VC DDA will be held on 3.2.2005 at 11 a.m. in the Conference Hall, 5<sup>th</sup> floor, Vikas Minar, New Delhi. A list of items alongwith Agenda to be discussed is enclosed herewith.

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

(B.K. Jain)  
Director (DC)

Vice Chairman, DDA  
Engineer Member, DDA  
Commissioner. (Plg.) DDA  
Commissioner. (LM) DDA  
Commissioner. (LD) DDA  
Town Planner, MCD  
Chief Town Planner, TCPO  
Chief Architect, NDMC  
Chief Architect, HUPW, DDA.  
Chief 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.

## SPECIAL INVITEES

Director (Bldg.), DDA  
Director (Rohini), DDA  
Sh. V.D. Apte, GM (Tech Services) NDPL  
Director (TT), DDA  
Director (UC), DDA  
Chief Engineer (Elect), DDA  
Chief Engineer (NZ), DDA  
Project Manager NDPL  
Director Narela

## FOR ITEM NO.

2/2005  
3/2005, 5/2005  
5/2005  
4/2005  
6/2005  
7/2005  
7/2005  
7/2005  
7/2005, 8/2005

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## INDEX

S.NO.	ITEM NO.	SUBJECT	PAGE NO.
1.	1/2005	Confirmation of minutes of Technical Committee meeting held on 2.12.2004 F1(18)2004-MP	
2.	2/2005	Approval for additional basements up to the building envelop line exclusively for parking and services in commercial flats. F.13(112)2004/Bldg./Pt.	1—2
3.	3/2005	Change of land use of 370 heccts of land 80 m. Gewara – Bawana Road near Village Khanjawala from 'rural' to 'Manufacturing use' F3(5)2005-MP	3—
4.	4/2005	Proposal of construction of Grade Separator at intersection of Bahadur Shah Zafar Marg with IP Marg ( A point) F5(112)78-MP	4—7
5.	5/2005	66KV overhead route alignment along proposed 40 m. Wide Khanjawala road from 66 KV electric sub station in sector 23 Rohini to 220KV electric substation at Khanjawala passing through the proposed urban extension area. F6(2)2005-MP	8
6.	6/2005	Landuse of 65 hact land adjoining section D – I and II of Vasant Kunj in Development Area no. 176 Zone 'O' South Delhi F20(2)2005-MP	9-10
7.	7/2005	Shifting of existing 66 KV tower line in Sector A-7 in front of 66 KV grid in Narela sub city in the green belt / Central Verge of the Road. F6(1)2005-MP	11-13
8.	8/2005	Change of land use 1.60 hact land from rural ( A3) to Public and Semi Public use (PSI Hospital Cat B) at Burari in Zone 'P' F13(4)2000-MP	14-15
9.	9/2005	Change of landuse of 70.62 acres of land in the east of GT Karnal Road (NH – 1) at Tikri Khurd Khampar for utilizing it for wholesale fruit and Vegetable market for Delhi Agriculture Marketing Board (DAMB) .F20(10)97-MP	16-18





AGENDA FOR TECHNICAL COMMITTEE

*Sub: Approval for additional basements up to the building envelop line exclusively for parking and services in commercial plots.  
(File No. F.13(112)2004/Bldg./Pt.)*

1.0 Background

A plot measuring 14978 sqm. located on Maharaja Ranjit Singh Road with an existing building (Ranjit Hotel) was auctioned by L & D.O. Govt. of India under its disinvestment scheme which was acquired by Hotel Sleepwell. As per the L & D.O. the land use of the said plot is Local Shopping Centre.

1.1 Request of Sleepwell Hotel at Maharaja Ranjit Singh Road

A PUC received in Vice-Chairman's office requesting for allowing double basement up to envelop line was processed in the Building Section and it was desired that approval for such provisions are to be applied to all such commercial uses accordingly it was desired that the proposal be put up in Technical Committee Meeting for its consideration.

2.0 Examination

- 2.1 MPD-2001 PROVISIONS: MPD-2001 stipulates 1.33 equivalent car spaces per 100 sqm. of built up space for a Local Shopping Centre. Basement below ground floor to the maximum extent of ground coverage shall be allowed, if use for parking and services shall not be counted in FAR.
- 2.2 MPD-2001 stipulates that Plots forming part of any commercial development such as Central Business District, District Centre, Community Centres, etc., basement(s) up to the envelop line maximum equivalent to the plot area, could be permitted for parking and services such as electric sub-station with specifications and approval of DESU, installation of electrification for fire fighting equipment with the approval of Delhi Fire Services and any other services/required for the building with appropriate approval. However, any other use in the basement including storage, if provided, shall be counted in permissible FAR.

Contd.....2/-

3 FCS

2 basements



2.3 As per Agenda of Screening Committee held on 9.12.04 for parking it is mentioned:

- Now-a-days, due to the increase of a number of vehicles, there a need has occurred for increase in the parking spaces. therefore, this matter was discussed in various Meetings taken by DDA as well as DUAC. DUAC has directed to make the provision for the parking i.e. 2 ECS per 100 sqm. for Distt. Centre and 3 ECS per 100 sqm. for Shopping Mall and the Hotels may be taken care.
- Therefore, a number of places prior to auction of the plot i.e. plots/Shopping Mal at Jasola Scheme Non-hierarchical and Vasant Kunj the provision of the 3rd basement has been kept optional. It is now proposed that the above provision of the 3 basements in commercial area is placed before the Authority for its consideration.

2.4 The plot size is 14978 sqm., which is 3.25 times the area prescribed for a Local Shopping Centre in the MPD-2001. As per MPD-2001 the parking requirement is @ 1.33 ECS per 100 sqm. of built space, which work out to 200 cars. However a minimum of 2.0 ECS/100 sqm. of built up space which would work out to about 300 car spaces.

2.5 In the permissible basement area about 85 ECS can only be accommodated for, leaving a short fall of about 215 cars which would spill over the surrounding roads which can not take this load. As such it will be desirable to consider for provision of 300 cars within the plot in the basements. As such minimum 2 basements may be agreed with 3rd basement as are optional.

#### Recommendation

In view of the conditions as stated in Para 2.4 & 2.5 a minimum No. of two basements may be agreed to in case of commercial plots exclusively for parking and services, area for services shall not exceed by 20% of the basement area, and 3rd basement shall be optional only for parking.

*[Signature]*

Dy. Director(Bldg.)C&I

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15978  
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AGENDA FOR TECHNICAL COMMITTEE

Sub: Change of land use of 370 ha of land along 80mtr. Gewara-Bawana Road near Village Khanjawala from 'rural' to 'Manufacturing use'.  
(file No. Dir./Fig/R/3140/04) F-3(S) 2005-UP

INTRODUCTION

The committee set up by Chief Secy., GNCTD in consultation with DSIDC has identified 370 ha of land along Gewara-Bawana Road near Village Khanjawal for relocation of non-conforming industries. The land is yet to be acquired.

EXAMINATION

The land in question measuring 370 ha is a part of Planning Zone 'N' and the land use is 'rural'. For relocation of non-conforming industries, the basic requirement will be to process change of land use under section-11A of Delhi Development Act 1957 from 'rural' to 'Manufacturing/Industrial use'.

The Zonal Plan of Zone 'N' is yet to be prepared. The land under reference is a part of Urban Extension of MPD-2001, which had been approved by the Authority.

PROPOSAL

The land measuring 370 ha along Gewara-Bawana Road near Village Khanjawal is put up before Technical Committee for recommending to the Authority for the change of land use from 'rural' to 'Manufacturing (Light & Service Industry) use'.

*Anil Barai*

(ANIL BARAI) 14.12.2004  
DIRECTOR (PLG) ROHINI

boundaries





Sub: Proposal of construction of Grade Separator at intersection of Bahadur Shah Zafar Marg with IP Marg (A point).

F.No.5 (112) 78-MP

## 1. INTRODUCTION/BACKGROUND

A proposal of grade separator was received from Ex.Engineer (PR) CZ, MCD vide letter dated 16.7.98 which was discussed with the MCD and other agencies from time to time. Subsequently a modified proposal was forwarded by the MCD alongwith a copy of feasibility report in July 2003. The proposal was examined by the Sub-Committee in the meeting held on 17.9.03, wherein it was conceptually agreed with following suggestions.

- (a) The turning radius of road has been taken as 10 mtrs for turning traffic at Kotla Marg to BSZ Marg, which seems to be inadequate.
- (b) The link road behind Police Head Quarter has been widened to 14 mtrs. by taking land from the grave yard but cross section details has not been given.
- (c) The link road behind School of Planning & Architecture dividing IIPA has not been modified/widened. The MCD's report is silent on the issue. The Sub-Committee recommended half rotary to be developed in the mid section of Ring Road in between ITO and Raj Ghat, which has not been incorporated in the modified proposal. The sub-Committee suggested that a smaller loop for right turning traffic from BSZ Marg to IP Marg be provided around National Institute of Science in order to shorten the travel distance and improve quality of travel along BSZ Marg, this has not been done/shown in the plan.

DCP Traffic (Northern Range) vide his letter dated 10.12.03 had informed that a separate meeting should be convened to discuss the flyover proposals. Accordingly the MCD was requested to convene a meeting with DCP Traffic vide DDA letter dated 23.02.04. A letter was also received from the Institute of Chartered Accountants of India wherein it was suggested that keeping in view of large traffic volume on Bahadur Shah Zafar Marg, the flyover should be on the said road and not on IP axis

## 2. PROPOSAL

'A' Point is a staggered four-arm intersection with multi storied office and other institutional complexes located along all the four arms. The existing physical constraint largely restricts the selection of type of grade separator for the intersection. However, keeping in view the traffic volume and site constraints, three alternatives have been proposed. Alternative-III is the referred proposal by the MCD, details of which are as follows.

A four-lane two-way flyover across Bahadur Shah Zafar Marg along Deen Dayal Upadhaya Marg and IP Marg has been proposed for the straight moving traffic. The median opening along Bahadur Shah Zafar Marg is closed at the intersection. The right turning traffic to IP Marg will be diverted to the proposed flyover via Kotla Marg, Vishu Digambar Marg and DDU Marg. Kotla Marg has been proposed to be widened to 6 lane carriage way upto DDU Marg. 11M wide surface level road has been proposed on either side of the flyover ramp on IP Marg, 6m and 4.5 wide surface level road has been provided on Southern and Northern side of flyover ramp respectively on DDU Marg. 1.5 m - 2.5m foot paths have been proposed along the surface level road.

Def



The right turning traffic from Kotla Marg to DDU Marg will be diverted in the form of U-turn under the proposed flyover. To ensure safety of the pedestrians subways have been proposed across all the approach roads except DDU Marg.

## 2.2 ALIGNMENT/ RIGHT OF WAY

The R/W of the roads at this intersection as per MPD-2001/ZDP is as follows:

S.No.	Road	R/W as per MPD-2001	R/W as per ZDP
1	Bahadur Shah Zafar Marg	45 mtrs.	45 mtrs.
2	Inder Prastha Marg	30-36 mtrs	36.58 mtrs.
3	Deen Dayal Upadhaya Marg	30-36 mtrs.	36.58 mtrs
4	Vishnu Digambara Marg	--	30.48 mtrs,
5	Kotla Road	--	30.48 mtrs,

## 3. TRAFFIC CHARACTERISTICS

### 3.1 Traffic volume

Traffic volume count was made at 'A' Point on an average working day for 24 hours. It is observed that evening peak hours the intersection caters to total volume traffic volume of 16348 PCUs. The right turning traffic from Tilak Bridge Side to IP Marg is the heaviest one way movement which comprises of 21% of total traffic volume, straight moving traffic on Bahadur Shah Zafar Marg (both sides) comprises of 31% and the straight moving traffic from IP Marg to DDU comprises of 23 % respectively.

*Note:*

- Existing right turning from all the arms are prohibited except from Bahadur Shah Zafar Marg to IP Marg
- DDU Marg acts as one way in, out bound direction between 8 a.m. to 11 a.m. at present

### 3.2 Traffic projection

The design period of the augmented facility has been assumed as 20 year after completion of the project. The projected year is taken to be 2025. A simple growth rate of 1.5% extracted from the time series data have been used for estimating the horizon year traffic.

Directional distribution of horizon year traffic so derived is as follows:

Total intersection peak hour traffic volume	- 21000pcu (rounded off)
Straight traffic along BSZ. marg	- 6600 pcu
Straight traffic along IP marg and DDU marg	- 5200 pcu
Right turning traffic	- 4600 pcu
Left turning traffic	- 5400 pcu



- 6 -  
3-

### 3.3 Pedestrian Volume


Pedestrian volume counts survey across the road was carried out for 12 hours (8 a.m. to 8 p.m.) at all the four arms of 'A' point. The highest volume of pedestrian traffic is observed across Bahadur Shah Zafar Marg (North side and South Side) and were of the tune of 1405, 1728 respectively.

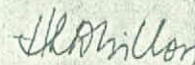
#### 4. PLANNING OBSERVATION

- (a) The existing peak hour traffic volume is 16348 PCUs and the projected traffic volume for the horizon year 2025 is 21000 PCUs. This implies that right turning traffic coming from Tilak Bridge side on BSZ Marg to IP Marg will further increase. The Kotla Road, Vishnu Digamber Marg and DDU Marg have been proposed for right turning, these roads may not be able to take such large volume of traffic. The U turning provision on DDU Marg below the flyover is only 5 meters wide which need to be reviewed for widening and proper maneuvering of vehicles. The R/W of Kotla Marg is 30.48 mtrs, where as existing R/W considered is 22.50mts. The proposal needs to consider the full R/W of this road. Bus stops to be properly planned on IP Marg and Vishnu Digamber Marg. **Therefore another alternative has been suggested as contained in para 4.1.b.**
- (b) The traffic data given at the intersection has been analyzed. The proposal needs to be further worked out which demands a five lane flyover along Bahadur Shah Zafar Marg. Three lanes of the flyover be provided for right turning to I.P Marg while two lanes (elevated) for straight traffic along Bahadur Shah Zafar Marg. A 6-meter wide lane is provided at ground level for the traffic destined to Police Headquarters, including the cyclists. The movements at ground level will be signalised. To handle left turning traffic from IP Marg to Tilak Bridge four lanes (14 mtrs) has been provided. A suggested alternative is placed as Annexure 1
2. Delhi Metro will be implementing its Phase-I corridor i.e. Connaught Place-Indraprastha Corridor and accordingly the proposal may be coordinated with DMRC.
3. The present proposal falls within the area identified by the ITPO study and may be coordinated with them.
4. Pedestrian over bridge on Bahadur Zafar Marg needs to be re-planned and integrated with this proposal. Till then its modernisation may not be taken up to avoid infructuous expenditure.
5. Implementing agency will resolve the issues of affected land/structures
6. The necessary NOCs from the concerned agencies/authority land owning agencies shall be obtained.
7. The necessary details including seismic and structural safety, geometric, turning radii's, super elevations, lighting, services & other, engineering details to be taken care of by the Engg. wing of M.C.D
8. Traffic management plan upto 1 km length be prepared and got approved from the Traffic Police.
9. Landscape plan shall be prepared as part of the proposal.

#### 5. RECOMMENDATIONS

The MCD proposal, alongwith planning observation and suggestions in para 4 are placed before the Technical Committee for its consideration.

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

  
J. K. MITTAL





SUGGESTED PROPOSAL OF  
"A" POINT INTERSECTION

ELEVATED FIVE LANE  
FLYOVER

TILAK  
BRIDGE

GROUND LEVEL

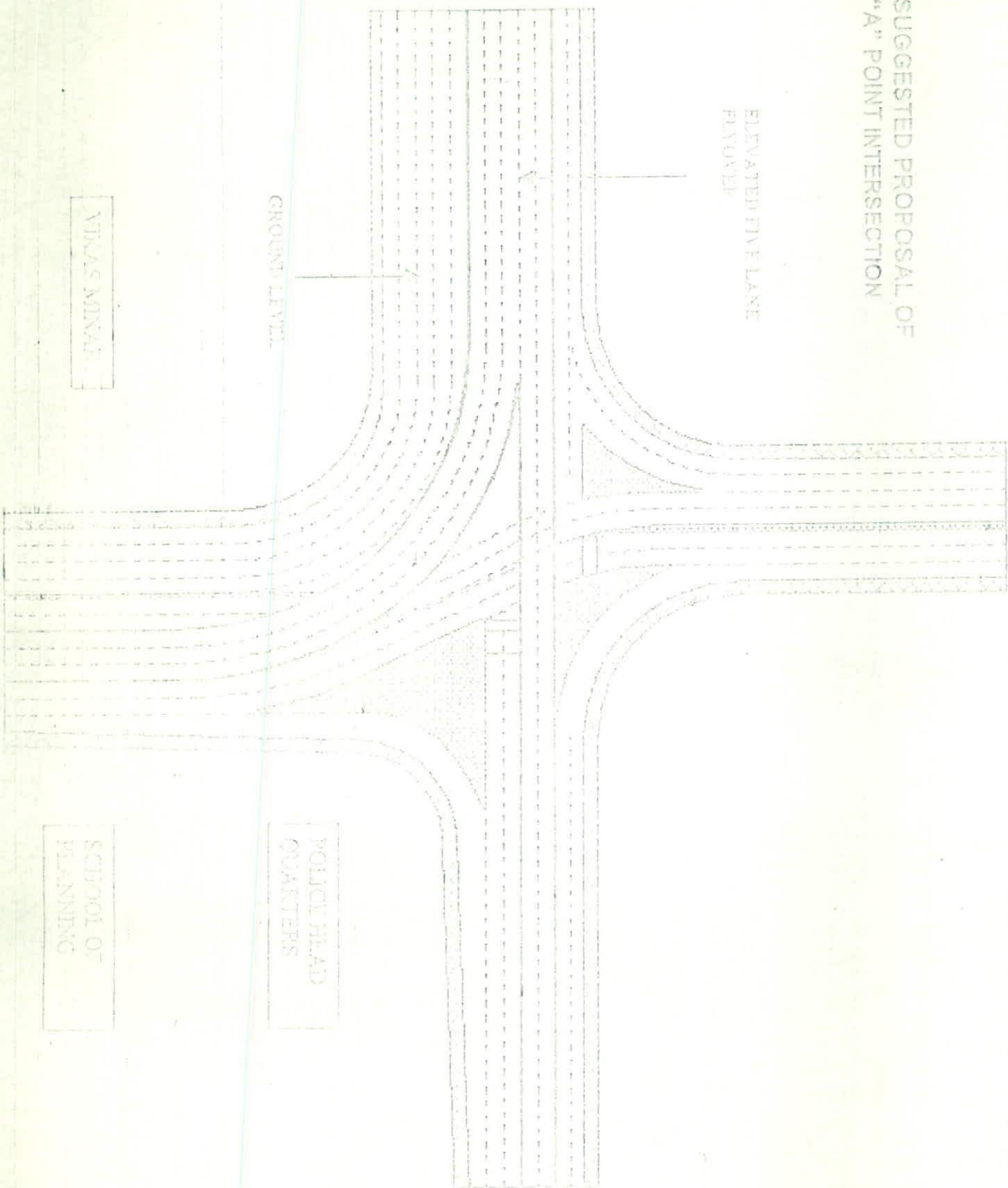
VILAS ANNA

POLICE HEAD  
QUARTERS

SCHOOL OF  
PLANNING

ROAD UP SH  
LEFT LANE

I.P. MAP





## AGENDA FOR THE TECHNICAL COMMITTEE

Sub: 66KV overhead route alignment along proposed 40mtr. wide Khanjawala road from 66kv electric sub-station in Sec.23, Rohini to 220kv. Electric sub-station at Khanjawala passing through the proposed urban extension area.  
(file No.PPR/2006/Serv-94)

INTRODUCTION

General Manager(Technical Services)NDPL, vide letters dt. 20.8.04 and 30.11.04 has requested for approval of route alignment for 66kv double circuit transmission line from Rohini, Sec.23 to Khanjawala to 220 KV E.S.S. (Zone-'N')

EXAMINATION

There is an existing 66kv electric sub-station, Sec.23, Rohini along 40mtr. wide Khanjawala Road. As per the approved standard cross section of 40mtr.road R/W on one side utility corridor has been proposed. It is, therefore, proposed to have 66kv double circuit transmission line route alignment in the utility corridor of 40mtr. Khanjawala road and further along 100mtr. wide UER-II in the utility corridor of 100mtr. approved cross section and further crossing this 100mtr UER-II and proposed along existing 220 kv line in urban extension area of MPD-2001 and terminating it at 220 KV electric sub-station at Khanjawala.

Beyond 100mtr wide UER, the proposed 66kv route does not follow any proposed road of urban extension, however, it is proposed along existing into 220 KV line in propose urban extension area of Zone 'N'.

OBSERVATION

It needs to be considered by the Technical Committee whether route alignment proposed beyond 100mtr. vide UER in urban extension area of Zone 'N' which does not align along any proposed road but has been proposed along 220 KV existing HT line, can be allowed. The land under reference is mostly private/unacquired.

PROPOSAL

The route alignment as detailed above (as marked on the plan laid on table in 'RED' colour is submitted to the Technical Committee for its consideration & approval.

  
(ANIL BARAI)

29/12/2004

7.8 kms



DRAFT

AGENDA FOR TECHNICAL COMMITTEE

SUB : Land use of 6.5 Hact. land adjoining Sector D-I  
& II of Vasant Kunj in Dev. Area No. 176 Zone 'J'  
(South-Delhi-II)  
(Dir.(UC)/DDA/2003/1050)  
f20(1)2005/M.P/ ....

1.0 BACKGROUND

1.1 The matter is regarding land use of a piece of land measuring 6.50 Hact., on which DDA Sports Complex is existing and Liver & Biliary Hospital of Govt. of NCT Delhi which is under construction.

2.0 EXAMINATION

2.1 The layout plan for utilisation of DDA land measuring 6.5 Hact. in the south of Vasant Kunj, pkt. D, adjoining Vasant Kunj scheme falling in Dev. area No. 176 in Zone 'J' (South-Delhi-II) was approved vide VC's DDA order dt. 6.11.96 in file No. PA/AC(DC&B)96/38.

2.2 The Tentative location of DDA acquired land is super-imposed on the Land use plan of MPD-2001. Also placed on table is a copy of approved 'Utilisation Plan of DDA land' which as per the approval is to be utilised for public and semi public facilities and recreational use.

2.3 The proposal was to take care of the long pending requests of the residents of Kishan Gagh and Mehrauli Villages by providing access to Rural area in Rajekari & Rangpuri. The DDA land is surrounded by existing farm houses and is close to Vill. Gitterni.

2.4 This pocket of DDA land falls in Rural use zone of Zone 'J' as per MPD-2001 and also falls in Development Area No.176 of DDA.

2.5 As per the approval dt. 6.11.96 of V.C., DDA, the following are the recorded observations :-

I. 'The change of land use is not attracted as provision of facilities and Recreational activity could be covered under the policy being formulated for permitting facilities in rural areas'.

II. 'The pocket falls in rural use zone of Zone-J as per MPD-2001. The pocket is very close to village Gitterni and other villages. As the pocket is proposed to be utilised for public and semi-public facilities and recreational use, the change of land use is not necessary/required as the proposal is

...2/-



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- F.C. - Items No. 7/2005

## Agenda for Technical Committee

**Sub:** Shifting of existing 66 KV tower line in Sector A-7 in front of 66 KV grid in Narela sub-city in the greenbelt/central verge of the road.

F 6 (1) 2005 - m p  
File No. F-15(241)2005-NP

### 1. Background

Area Project Manager NDPL vide letter dt. 11.01.05 has submitted the above said proposal. There is an existing 66 KV tower line in the greenbelt area of 20 + 20 mtr. R/W road in front of proposed Intermediate Hospital/Bus Terminal/66 KV sub-station/Smriti Van in sector A-7. The existing 66 KV sub station in sector A-7 is under construction under the supervision of NDPL and is yet to be operational. It is proposed to shift the existing 66 KV tower line in a length of about 750 mtrs. in front of proposed Intermediate Hospital site to Smriti Van in order to provide uninterrupted power supply to the Railways and the Narela Industrial area.

### 2. Examination

The existing 66 KV tower line, which is proposed to be rerouted, is presently serving the DSIDC Industrial area and Railways. The objective of rerouting this proposal through the central verge/green belt from the sub-station is to provide uninterrupted power supply to the Railways/Industrial Area. One existing 66 KV line is passing through the central verge.

Three options for LILO (Loopin Loopout) arrangement for A-7 66 KV Grid at Narela as suggested by NDPL are as follows:

#### Option -I:

Erection of Tower in between existing HT line within the A-7 66 KV grid sub-station: A double circuit 66 KV transmission line is feeding power to 66 KV grid at DSIDC-I, Narela and Railway Traction System.

At present this is the single source which is feeding power to DSIDC Industrial Area and Railway Traction system. In this proposal continuous shutdown of this circuit shall be required for 5 working days which will affect power supply to the Industrial area and Railway system. This may not be desirable/possible.

#### Option- II:

Shifting of entire 66 KV double circuit line from 220 KV Narela sub-station to 66 KV sub-station at DSIDC in Green belt area: Total length of the route between 80 mtr. wide road and DSIDC Narela sub-station is 2 km and out of this approx 900 mtrs. route length, the two transmission lines are running along 20 mtr wide road/central verge. The width of Central Verge varies between 4.5 mt. to 40 mt. In the 40 mtr. wide central verge in front of the A-7 66 KV sub-station there is a fresh storm water drain & sewer line in a length of about 900 mtr. The width of green belt/central verge area is getting reduced towards 80 mtr. wide road to DSIDC Industrial area. In this area only five tower are existing and if we have to shift these 5 towers a continuous shutdown for 5 days will be required which is again not

12  
desirable/possible and space of erection of tower is also not available in central verge/green belt near 80 mtr. wide road.

### Option- III:

Erection of 4 new towers for LILO arrangement in green belt/central verge area. In this proposal as per enclosed plan placed as Annexure-I. 4 nos towers can be erected in central verge area without shutdown and stringing of the conductor between these towers. After erection and stringing, one circuit can be transferred to new line without taking shutdown of the second ckt. and only 4 hrs shutdown for both ckt will be required for stringing of earth wire at top at both ends simultaneously.


The relevant additional cost for this scheme is about Rs. 10 lacs.


### 3. Proposal

It is proposed to have loopin loopout arrangement of power supply to this grid through the 66 KV double circuit line feeding to DSIDC industrial area from the 220 KV grid sub-station at Narela as per option III. The plan envisages installation of 4 towers in the central verge/green belt as shown in the enclosed plan placed as Annexure-I. The rerouting of the HT line in front of sub-station is on account of not to disturb the railway power supply which otherwise would be interrupted for 5 days. This HT line corridor would be serving to the Railways as well as DSIDC industrial area apart from other areas in Narela sub-city project. The 2400 turn key LIG houses under construction are also likely to be fed from this very line and hence this proposal of shifting of line in the central verge/green belt presumes due priority. The proposal of loopin loopout 66 KV line in the central verge/green belt has been checked with respect to site conditions and is found to be feasible without affecting any underground/overhead services/trees/structures and if any such damage occurs they will be restored promptly. The entire cost of shifting of pylons and the lines shall be borne by the NDPL and nothing is to be paid by the DDA.


### 4. Recommendation

The proposal as explained under para 3 is placed before the Technical Committee for consideration.

  
(Ashok Bhattacharjee)  
Jt Director (NP)

  
(S.C. Grover)  
Ex. Engineer (Elect.)  
DDA

  
(RK Jain)  
Asstt Director (NP)-II

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







**Agenda for Technical Committee**

**Sub: Change of land use of 1.60 ha. land from Rural (A3) to Public & Semi-Public use (PS I Hospital Cat-'B') at Burari (Kaushik Enclave) in zone 'P'.**

File No. F.13(4)2000-MP MP

**1. Background**

Chief Medical Officer (Hospital Cell) Directorate of Health Services, Govt. of GNCTD vide letter dt. 7.12.04 has informed that they are in possession of Gram Sabha land measuring 19 bigha 7.2 biswas (approx. 1.60 ha.). The land was taken over by the Directorate of Health Services on 15.3.99 for construction of 100 bedded hospital for which payment amounting to Rs. 58.66 lakh has been made to the Panchayat Deptt. The plot is located 300-400 mt. away from Burari village. CMO vide his above said letter has requested for NOC for change of land use of the site from Rural (A3 to PS I Hospital for taking up the planning of the project.

**2. Examination**


Burari area is in the north of outer Ring Road across the supplementary drain in zone 'P'. As per MPD-2001 this part of zone 'P' is a rural zone (A-3). The population of Burari area may be around 1.50 to 2 lakh persons. There is no govt. hospital in and around Burari. The nearest govt. hospital is Babu Jagjivan Ram hospital in Jahangirpuri. The site is located along 30m R/W road connecting Outer Ring Road (NH-1) and GT Karnal Road.

**3. Proposal**

The site is approachable by an existing 30mt. R/W road. It is bounded by:

- i) Unauthorised colony viz. Kaushik Enclave in north and south;
- ii) Agriculture land on the eastern side.
- iii) 30m R/W road on the western side.

The site is presently lying vacant with a boundary wall around constructed by PWD, GNCTD.








As per MPD-2001, one hospital site of 1 ha. (Cat. 'B') with 80 bed is required for 1 lakh population. There is no hospital in the area. The above site for hospital is to be built by the Delhi Govt. As there is no Hospital in the area & the above site (1.60 ha.) for Hospital is to be built by the Delhi Govt, therefore, it is proposed to change the land-use from Rural to "Public Semi Public <sup>category</sup> (Hospital).

#### 4. Recommendation

The proposal of change of land-use as explained in para-3 is placed before the Technical Committee for approval.

  
(Ashok Bhattacharjee)  
Jt Director (NP)

  
(Y.P. Bhatla)  
Asstt Director (NP)-I

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

## Agenda for Technical Committee

**Sub: Change of landuse of 70.62 acres of land in the east of G.T. Karnal Road (NH-1) at Tikri Khurd Khampur for utilizing it for wholesale fruit and vegetable market for Delhi Agriculture Marketing Board (DAMB)**

File No. F20(10)97/MP/

### 1.0. Background

- 1.1. This is regarding the change of landuse of an area measuring 70.62 acres situated in the east of G.T. Karnal Road (NH-1) of village Tikri Khurd, Khampur from "Rural to Wholesale and Warehousing" for utilizing the land for wholesale fruit and vegetable markets by DAMB.
- 1.2. This land was earlier proposed for an abattoir (Slaughter House) to be constructed by MCD. As the proposal could not mature, this land was handed over to DAMB in the year 1997 by MCD.
- 1.3. As follow up to the meeting held under Chief Minister, GNCTD on 6.1.05, a meeting was taken by VC, DDA on 14.1.05 where various issues pertaining to DAMB were discussed. In this meeting, regarding above mentioned case, the following was decided:  
*"This land was originally acquired for construction of Slaughter House to be constructed by MCD. The case after approval of TC/Authority was referred to the Ministry for change of landuse. The change of landuse could not be notified due to public resistance. Therefore, no such notification for change of land use was issued. The land was later on transferred to DAMB in 1997. The DAMB wants to develop wholesale fruit and vegetable market on the latest technology of collection, grading, packing etc. to bring it in line with international standard. It was explained that the major problem of having a fruit and vegetable market is that it would affect large volume of trucks on GT Karnal road which will congest the area. This matter was discussed in the Technical Committee meeting held on 3.7.02 wherein it was decided to have a consensus decision through a meeting to be chaired by Commr. (Plg.). A meeting was held on the subject under Commr. (Plg.) on 9.9.03, in which DAMB, NCRPB and concerned DDA planners were also present. In this meeting, it was decided that let the DAMB submit a proposal at this location working out alternative proposals for dispersal of traffic on GT Karnal road. DAMB submitted alternative proposals prepared by the consultant with their relevant merits and demerits. Thereafter, the matter was also referred to MPPR unit of DDA in which they desired that the market be developed by DAMB in the designated Freight Complexes. It was also mentioned that GT Karnal Road (NH-1) being the entry corridor to the city, landuse on either side of the road should be developed on the basis of High Value Development. It was further pointed out that a wholesale fruit & vegetable market would lead to shifting of activities/traffic on NH-1. VC, DAMB said that the land is already available, shifting the proposed market to another site is not feasible or appropriate as regards spill over of traffic and activities on NH-1, or congestion, the NHAI had already been consulted and the plans would be made in such a manner that there is no spill over of activities onto the main NH-1".*



- 1.4 The issues pertaining to DAMB were also discussed in a meeting held under the chairmanship of P.C., DDA on 8.12.04 where the following decision were taken:

*"This case has been examined in detail in DDA and draft agenda for TC had also been prepared. The CBI had called this case file in Oct., 2003 and since then no further processing has been taken up.*

*Director (NP) also explained that the area falls in east of NII-1, which is being considered, for High Value development zone to attract interest towards Narela Sub-City making it future destination.*

*VC, DAMB explained that the land is in their possession so they would like to utilise the land immediately considering the locational advantage. However, he assured that DAMB is ready to keep a buffer, if proposed by DDA.*

*It was desired that the case be brought before the Technical Committee".*

## 2. Technical Committee Meeting

- 2.1. The case was discussed in the Technical Committee meeting held on 2.7.02 vide item no. 16/2002 and the decision of the Technical Committee is reproduced below:  
*"The Tech. Committee recommended that a consensus view on the subject matter may be arrived by APMC, NCRPB, DCP(T) & DDA. The coordination may be done by Director (Plg) Narela Commr. (Plg) would chair the Group"*

- 2.2. As a follow up to the T.C. decision a meeting was held under Commr. (Plg) on 9.9.02 in which representatives from all related agencies (except NCRPB) were present. It was decided that DAMB should prepare a proposal in the first instance and submit the scheme to DDA at the earliest for further examination to facilitate to arrive at a consensus.

## 3.0. NCRPB Observations.

- 3.1. The matter was referred to NCRPB by DAMB and DDA for clearance. The Chief Regional Planner NCRPB vide letter dated 14.08.2000 informed that the development of wholesale markets in isolation and in utter disregards to MPD-2001 and Regional Plan is not in the interest of the planned development of the city of Delhi. However, subsequently, Chief Planner NCRPB vide letter dated 21.01.03 intimated that proposal for change of landuse of this site may be approved by DDA & the same be sent to NCRPB for consideration of their Planning Committee. It is to further state that as per Draft Regional Plan 2021 the area along the NII-1 is proposed for urbanisation.

## 4. Proposal

SE, DAMB vide letter dated 3.4.03 addressed to Commr. (Plg) has submitted a proposal of fruit and vegetable market at this location alongwith the circulation details on NII-1 prepared by the consultant.

## 5.0. Examination & observation

### 5.1. Land use

Landuse of the proposed site is rural as per the MPD-2001 which involves change of landuse under section 11A of DD Act. However, this area falls under zone 'P' and is proposed for urban use as per draft MPD 2021.

### 5.2. Transportation aspects


- a) Two alternative layout proposals for the wholesale market prepared by a consultant of DAMB have been submitted alongwith the report. Both these proposals show two grid separator loops of about 500 mt. ramp length each on NH-1 providing free movement of right turning traffic to/from the wholesale fruit and vegetable market.
- b) These two loops/bulbs shall fall between the 80 mtr. and the 60 mtrs R/W arterial road to Narela subcity project. While 60 mtr. R/W road shall have leftin leftout movement, a trumpet interchange is proposed on GT Karnal Road. The profile of the trumpet interchange has not been integrated within the plan.
- c) There shall be a trumpet interchange on the junction on 80 mtr. Road and 100 mt. R/W to G.T. Karnal Road. The distance between this road and the proposed bulbs for entry to the complex shall hardly be 300 mtrs. NHAI is widening the existing NH-1 in the stretch from 4 lanes to 8 lanes.
- d) The circulation problems on G.T. Karnal Road (NH-1) are to be studied in relation to the entry/exit to the F&V market from the 80 mtr/60 mtr. R/W road from Narela Project and the combined effect of all the proposals on G.T. Karnal Road in this stretch.
- e) Approval of NHAI and observations of DCP (Traffic) on circulation proposals may be obtained.


5.3 The objective of development of wholesale fruit and vegetable market on this location is to decongest the existing Azadpur Subzi Mandi. With this proposal, the entry of the trucks shall be restricted only upto this wholesale market and thereafter the fruit and vegetable shall be transported in medium motor vehicles i.e. tempos,, mini trucks etc.


5.4 At present this particular proposal is being dealt in isolation. It is proposed to have High Value Development along this road in order to have an attractive approach to the city as also the Narela subcity project. However, efforts shall have to be made to integrate entry/exit to this wholesale fruit and vegetable market from the circulation to be proposed within the 'P' zone i.e. in the east of GT Karnal road.

## 6. Recommendations:

6.1 The case for change of landuse is put up to the Technical Committee for consideration.

  
( Ashok Bhattacharjee )  
Jt. Director (NP)

  
( Y.P. Bhatla )  
Asstt. Director (NP)-I

  
( D.K. Saluja )  
Director (Narela Project)



DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

NO. F.1(1)2005-MP 178

DATE: 14-6-05

The minutes of the 1<sup>st</sup> Technical Committee meeting for the year 2005 held on 3.2.2005.

The list of participants is enclosed at Annexure I.

## Item No. 1/2005

Sub: Confirmation of minutes of Technical Committee held on 2.12.2004.  
F.1(18)2004-MP

The draft minutes of the Technical Committee meeting held on 2.12.2004 circulated vide this office letter no. F1(15)2004-MP-443 dated 22.12.2004 were confirmed.

## Item No. 2/2005

Sub: Approval for additional basements upto the building envelop line exclusively for parking and services in commercial plots.  
F.13(112)2004/Bldg./Pl.

The proposal was approved subject to the following conditions:

- i) The parking for this plot would be provided @ 3 ECS per 100 sq.mt. of floor area and no spill over parking shall be allowed outside the plot.
- ii) A maximum of three basements would be permitted with the third basement being optional.
- iii) The basement shall extend up to the envelop line and would only be used for parking and services.

(Compared with Original)

15/6/05

Dr(Bldg)  
Dr(NP)  
Dr(TT)  
Dr(RP)

16/6/05

78.7  
1576/05  
अति. आ.  
दस्तावेज  
दिनांक

**Item No. 3/2005**

Sub: Change of land use of 370 hacts of land along 80 m Gewara - Bawana Road near Village Khanjawala from 'rural' to 'Manufacturing use'  
F3(5)2005-MP

The proposal was recommended for approval. The Technical Committee further desired that the area and description of the boundary identified by the DSIDC should be reconciled for processing of the change of land use under section 11 A of Delhi Development Act, 1957

**Item No. 4/2005**

Sub: Proposal of construction of Grade Separator at intersection of Bahadur Shah Zafar Marg with IP Marg (A Point)  
F5(112)78-MP

The item was deferred in view of the fact that the project details were not made available to Delhi Traffic Police and there were no representative of the MCD, PWD and the Consultant in the meeting. The Technical Committee further desired that the proposal may be discussed with all concerned local bodies/agencies under the Chairmanship of Engineer Member, DDA.

**Item no. 5/2005**

Sub: 66 KV overhead route alignment along proposed 40 m wide Khanjawala Road from 66 KV electric sub station in sector 23 Rohini to 220 KV electric substation at Khanjawala passing through the proposed urban extension area.  
F6(2)2005-MP

The proposal was approved subject to the following conditions:

- i) Where the 66 KV line crosses the DMRC route, it is to be made underground, for which clearance of DMRC is to be obtained.
- ii) The Urban Extension Plans for Draft MPD 2021 also to take the alignment into account.

The Technical Committee further decided in principle that in future all 66 KV and below lines may be laid underground, for which Chief Engineer (Electrical) DDA will make a reference to the Chief Secretary, GNCTD.

  
Compared with Original



**Item No. 6/2005**

Sub: Landuse of 6.5 hact land adjoining sector D I and II of Vasant Kunj in Development Area No. 176 Zone 'J' South Delhi.  
F20(2)2005-MP

The proposal was recommended for approval of change of land use under section 11 A of Delhi Development Act, 1957 for which the precise requirement for additional land for Hospital may be obtained from GNCTD. The unacquired pocket of land pocket between the roads and the proposed scheme may also be acquired.

**Item No. 7/2005**

Sub: Shifting of existing 66 KV tower line in Sector A-7 in front of 66 KV grid in Narela Sub city in the green belt / Central Verge of the Road.  
F6(1)2005-MP

The proposal was approved with the condition that all the expenditure required for project are to be borne by the NDPL.

**Item No. 8/2005**

Sub: Change of landuse 1.60 hact land from rural (A 3) to Public and Semi Public use (PSI Hospital Cat B) at Burari in Zone 'P'  
F13(4)2004-MP

The proposal was recommended for approval for further processing under section 11 A of the Delhi Development Act, 1957.

**Item No. 9/2005**

Sub: Change of land use of 70.60 acres of land in the east of GT Kanral Road (NH - 1) at Tikri Khurd Khampur for utilizing it for wholesale Fruit and Vegetable Maket for Delhi Agriculture Marketing Board (DAMB)  
F20(10)97-MP

The proposal was recommended for approval with the following directions:

- i) A circulation Plan integrating traffic movement of Wholesale Fruit & Vegetable Market and G T Karnal Road may be prepared, keeping in view that Hihway traffic is not disturbed by proposed Fruit & Vegetable Market. Preferably a new road network be created on the periphery of the site / along drain from which exit / entry to this complex may be taken.

  
Compared with original

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ii) An overall plan be prepared for the area upto the drain, indicating an ISBT site

iii) Clearance of NHAI and other organizations may be obtained by DAMB

iv) Decentralisation of wholesale activities from Azadpur Market may be worked out and plying of trucks to Azadpur Market be controlled by DAMB.

Item No. 10/2005:

Sub: Proposed group housing for construction of 19 Dwelling Unit (DU) at Plot No. 6, Aurobindo Marg (Adjacent to Mother International School), New Delhi.  
F13(233)2002/Bldg.

The proposal was approved with the following directions:

- i) The area required for road widening of Aurobindo Marg (200'/61m) be surrendered to the DDA, against grant of the FAR on full plot.
- ii) Whether the Development Control Norms are to be as per the provision of MPD 2001 for the Residential Plot or Group Housing may be examined in consultation with Lands Department and final decision in this regard be taken separately.
- iii) Action may be initiated separately to retrieve the land proposed for development of Aurobindo Marg to its full Road Right of Way (61 m) from Adjoining properties on its both sides.

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

  
(B. K. Jain)  
Director (DC)

  
Compared with original



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Copy to:

Vice Chairman, DDA  
Engineer member, DDA  
Commissioner (Plg.) DDA  
Commissioner (LM) DDA  
Commissioner (LD) DDA  
Chief Town Planner, MCD  
Chief Town Planner, TCPO  
Chief Architect, DDA  
Chief Engineer (Plg.) DMRC  
Chief Architect, NDMC  
Chief Engineer (Elect) DDA  
Addl. Commr. (Plg.) I, DDA  
Addl. Commr. (Plg.) II DDA  
Addl. Commr. (Plg.) III DDA  
Addl. Commr. (MPPR) DDA  
Secretary, DUAC  
Land & Development Officer (L&DO)  
Sr. Architect (H&TP) CPWD  
Dy. Commr. of Police (Traffic)  
Director (Landscape) DDA

In Chair

Copy also forwarded to:

Director (TT) DDA  
Director (Dwarka)

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

  
Compared with Original

of participants of 1<sup>st</sup> meeting for the year of 2005 of Technical Committee  
held on 3.2.2005.

DELHI DEVELOPMENT AUTHORITY

S/Shri

Madhukar Gupta, Vice Chairman.

Prabhash Singh, EM

A K Jain, Commissioner (Plg.)

V D Diwan, Chief Architect

Prakash Narain, Addl. Commissioner III

A K Gupta, Addl. Commissioner, II

H B Jha, Chief Engineer (E)

Ashok Kumar, Addl. Commissioner, MPPR

S Bhanderi, Director (Land Scape)

B K Jain, Director (DC)

In Chair

Convener

DELHI POLICE

IPS Virk, Asst. Commissioner of Police (Traffic)

NDMC

R Goel, Architect

TCPO

Prem Kumar, ATP

MCD

Shafi Mehta, Town Planner

DMRC

Jinder Singh, Chief Engg. (Plg.)

L&DO

Mender Singh, L&DO

SPECIAL INVITEE:

Surender Srivastava, Director (Bldg.) DDA

D K Kaluja, Director (NP) DDA

R M Lal, Director (TT) DDA

P M Parate, Director (TYA) DDA

I M Mathur, Director (NZ) DDA

Kumar Raj, Director (UC) DDA

P V Mahalingam, Director (MPPR) DDA

R K Gupta, Chief Engineer DSIDC

D R D Singh, Chairman VC DAMB

S P Singh, SE DAMB

S S Sidhu, Chairman DAMB


Surender Gupta, Secretary, DAMB

Rajender Jaiswal, Manager, NDPL

S M Mazhar, HOD (Project) NDPL

A K Singh, Senior Executive NDPL

K K Sawa, Manager, NDPL

  
Compared with Original



522/c - T. C. Item No - 10/2005  
(Laid on table)

**DELHI DEVELOPMENT AUTHORITY  
BUILDING SECTION, LAYOUT & INSTITUTIONAL**

**AGENDA FOR TECHNICAL COMMITTEE**

**File No.F.13(233)/2002/Bldg.**

**Sub: Proposed group housing for construction of 19 Dwelling Unit (DU) at plot No.6, Aurobindo Marg (Adjacent to Mother International School), New Delhi.**

**1. Issue :**

For sanction of layout plan, building plan etc., a policy is required to be approved to determine conditions for surrendering the land by the society/owner/allottee, affected due to widening/implementation of road as per MPD, Z.D.P. and approved road alignment plan.

**2. Background**

**a. Land allotment :** The possession of land measuring of one acre (4046.25 sqm.) was handed over to Shri G.D.Kedia on behalf of Shri G.D.Kedia & others on 01.02.01 by DDA for the purpose of construction of 19 Dwelling Units (DU), (copies of Supreme Court Order as annexure- I and Notification of MOUD & PA as annexure-II enclosed). The group of 19 members through Shri G.D.Kedia and the Architect have submitted the proposal as per direction of Hon'ble Supreme Court of India stating that "Residential flats are required to be constructed for the said 19 petitioners in an extent of one acre of the land", for approval of layout plan and the building plan. The proposed submitted plan consists of ground coverage of 19.12% against permissible of 33.33% with FAR 166.63% against permissible of 167 on allotted land.

**b. Dy.Dir.(C.S's)observation :-** Plot in question was handed over to Shri G.D.Kedia as per the direction of Hon'ble Supreme Court of India. This part of land was acquired earlier by DDA from Shri G.D.Kedia and others. Neither Lease Deed of the plot has been executed by this office nor plot in question is a built up property has been conveyed vide letter of Dy.Dir.(CS) dated 17.09.2004.

**c.** On the basis of allotment/possession of land Sh.G.D.Keida, President of the Society has submitted the proposal for sanction of Layout Plan and building plan for 19 DU's as per development norms of the 167 FAR and 33.33% Ground Coverage with parking plan on permissible FAR. ( A copy of Layout Plan - laid on table).

**d. Dwelling Unit size :** As per the submitted L.O.P. and bldg.plan the proposal is for minimum size of flat area is 343.13 sqm. with a carpet area 210.33 sqm. (2263.15 sq.ft.) and for maximum size of flat area is 360.89 sqm. with a carpet area 225.92 sqm. (2430.89 sq.ft.), whereas :-



- (i) as per "Allotment of land to Co-operative Housing Societies" the allotment should be subject to the conditions that no flat/apartment will have a carpet area exceeding 2000 sq.ft.
- (ii) It is pertinent to mention here that the land has not been allotted by Land Department of DDA under the above stated C.G.H.S. policy but as per the direction of the Hon'ble Supreme Court of India that the "*Residential flats are required to be constructed for the said 19 petitioners in an extent of one acre of the land*" and thus **the ceiling on size of Dwelling Unit (D.U.) area may not be applicable in this case.**

e. **Road Right of Way :-** During scrutiny the aspect of Aurobindo Marg R/W and its approved alignment plan have been examined and following is the observation of Dir.(Plg.)T.T. :

*"The R/W of this road as per approved alignment plan is 200 ft. This road runs in North-South direction and the plot under reference falls on the Eastern Side of it. The base line of R/W on the Western Side, opposite the plot under reference coincides with the existing boundary wall of IIT, Delhi as indicated on the copy of approved alignment plan. Accordingly, the front portion of the plot under reference is affected in R/W. Therefore, that portion of the plot be retained for road widening".*

3. **Examination/observation :**

- a. As per approved alignment plan, the R/W of Aurobindo Marg (200 ft.) affects 20.25m width of the plot (area 731.00 sqm.)
- b. The allottee/ owner however, has sent this consent letter dated 08.11.04 which is reproduced below :
  - i) *We may mention that area of the plot as per possession given to us by DDA is 1.0 Acre land, therefore, we are entitled to coverage on this total area.*
  - ii) *As required under this notification we confirm to hand over the land free of cost for widening of road.*
- c. Operative para of MCD office order dated 31.10.03 is reproduced :
 

*"In case it is requested by the applicant that he is willing to surrender the land affected in the right of way free of cost before release of his building plans, the benefit of ground coverage land FAR be given on the gross size of the plot area to compensate towards the cost of land while sanctioning the building plan. The land so affected be taken over before release of sanction".*



d. In view of the above circumstances following issues have emerged:

- (1) As the road widening work will be taken up in future as per alignment plan, the affected portion of the plot (as shown in the plan) will have to be surrendered by the allottee/owner.
- (2) Hence, the allottee is to submit the proposed layout plan and building plan of his scheme leaving 20.25 m (for road R/W) and then 9 m set back thereafter (Already plans have been submitted accordingly).
- (3) Therefore, a policy for Compensation Alternatives is to be determined, the Suggestive alternatives are:

**Alternative 1:** Compensation at the rate which will be determined by the Land Deptt. of DDA to surrender the land.


**Alternative 2:** Equivalent Ground Coverage and FAR rights of total plot area shall be given to be made applicable on the resultant plot area (after deducting the strip of the affected plot under Road R/W). No compensation on land cost will be claimed by the allottee/owner. The land so affected shall be taken over by land's branch DDA, the modalities of which will be worked out by Lands Branch, DDA.

4. **Recommendation:-**

-It is submitted for consideration/approval of the Technical Committee para 2(d) and one of the alternative suggestions given in para 3.d.(3) above.

  
(S.SRISTVA)  
DIR. (BLDG.)

  
(TAPAN MANDAL)  
JT.DIR.(B)L & I

  
(M.C.SINGHAL)  
A.E.(B) III

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ANNEXURE-I

ANNEXURE-I-P-4./

IN THE SUPREME COURT OF INDIA  
CIVIL APPELLATE JURISDICTION  
CONTEMPT PETITION NO. 209 OF 1997 &  
I.A. Nos. 6 & 7.

IN

CIVIL APPEAL NO. 4579 OF 1995.

Ghanshyam Dass Kedia &amp; Ors.

....Petitioners.

Versus

Shri N.P. Singh, Secretary,  
Government of India & Ors.

... Respondents.

O R D E R

We have heard learned counsel on both sides.

This Court by order dated December, 12, 1995 in Union of India & Ors. Vs. Ghanshyam Dass Kedia & Ors. ((1996) 2 SCC 285) had given direction to the DDA and the Union of India that 19 persons, the appellants therein, be given 300 sq. yard each uniformly for construction of their houses, as per plans sanctioned by the authorities, with all other amenities. It would appear that there was some problem which was not brought to the notice of the Court at the time when the matter was disposed of. I.A.s. were filed, one by the Union of India and one by DDA. As per the application filed by the Union of India, they proposed four alternatives for allotment of the plots to them. After going through the record, we have put them to the learned counsel for

contd.,



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the parties. Sri Harish Salve, learned senior counsel appearing for some of them, has also discussed with the parties. After the discussion, it now emerges that alternative No. IV proposed by the Union of India is acceptable and is accordingly accepted by them. As per that, residential flats are required to be constructed for the said 19 petitioners in an extent of one acre of the land. The area required for the said flats to be constructed by them will be "A.B.C.D.-1.00 acre" and P & SP to be with DDA, the area is of 2 acres; thus, total area required is 3 acres. Hence, there is no need to cut the existing trees growth. It is suggested that the petitioners themselves would make the construction under the direction and supervision of the DDA. That also is agreed. The Government of India would change land use zone. The DDA is directed to give necessary sanction to the plans and supervise the construction; the petitioners would co-construct the flats according to the specifications and as per the sanction given by the DDA. Union of India is directed to change the user of the land within two months from the date of the receipt of the order and DDA is directed to give necessary sanction and allot the land within four weeks thereafter.

The Contempt Petition and I.A. are disposed of in the above terms.

Sd/-  
(K. RAMASWAMI)...J.

Sd/-

(D.P. MAHESHA)...J.

NEW DELHI;

APRIL 7, 1977.

## ANNEXURE-II

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ANNEXURE-P-5

TO BE PUBLISHED IN THE GAZETTE OF INDIA PART-II SECTION 3  
SUB SECTION (ii).

NO. C-13029/1/96-DDIB

GOVERNMENT OF INDIA

MINISTRY OF URBAN AFFAIRS &amp; EMPLOYMENT

DEPARTMENT OF URBAN DEVELOPMENT

(DELHI DIVISION)

\*\*\*\*\*

## NOTIFICATION

WHEREAS certain modifications which the Central Govt. proposed to make in the Master Plan for Delhi/Zonal Development Plan regarding the area mentioned hereunder were published with Notice No.F.3(49)/95/-MP dt.20.10.97 in accordance with the provisions of Section 14 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 92 objections/suggestions were 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.



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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 modification in the said Master Plan for Delhi with effect from the date of Publication of this Notification in the Gazette of India.

MODIFICATION:

The land use of an area measuring about 0.4 hac. (1.00 acre) falling in Planning Division 'F' (South Delhi-I) bounded by Residential use in the north, Mother's school in the East, Institutional use in the south and Aurobindo Marg (Mehrauli Road) in the West is proposed to be changed from 'Public & Semi public facilities' (Education & Research) to Residential use 19D/D's).

sd/-

(K.K. GUPTA)

UNDER SECRETARY TO THE GOVT. OF INDIA.

TO

The Manager,  
Govt. of India Press,  
Mayapuri, Ring Road,  
New Delhi.