

540

Vth



दिल्ली विकास प्राधिकरण

अनुभाग Master Plan

मिसिल संख्या F-1 (11)/2000-MP

विषय

Draft Minutes of the Vth Meeting of the
Technical Committee Held on 22-8-2000.

प्र. व्यवहार


**DELHI DEVELOPMENT AUTHORITY
DEVELOPMENT CONTROL WING**

No.F.1(11)/2000/MP

Aug. 25th, 2000

Draft minutes of the Vth Technical Committee meeting ;held on 22.8.2000 at 10.00 am in the Conference Hall, Vikas Minar, I.P.Estate, New Delhi, are placed below. The draft minutes have already been discussed by Director (TT) relating to Grade separator items.

Submitted for approval please.


(Dr.S.P.Bansal)
Director (DC)

Director (Dev. Control)
DCN. Dy. No. 346...A
Dated...28/8/2000

Addl. Commr. (DC&B) - On leave

Commissioner (Planning)

Vice-Chairman

Lij...
29.8mm

Please speak with reference to the extension of the area of gas go down at Sarafaganj.

C(Planning)

Discussed. These minutes are approved.

1/9
re

12
7/9
re

e (Pm)
Lij...
7.9.2mm

✓ *PS to keep copy*

Ac (p/cb)
27/9/2000
8/9

AD (mp)-I

J Deak
Dir (dc)

COMMR. (PLG'S OFFICE)
DIARY NO. F-1599
DATE-1-9-2000

867ed
30/8/2000

अति० आयुक्त (वि०नि० एवं सदन)
हाथरी सं० 596
दिनांक 7/9/2000

**DELHI DEVELOPMENT AUTHORITY
MASTER PLAN SECTION**

NO.F.1(11)2000-MP

Dt.: 11.9.2000.

Draft minutes of the 5th Technical Committee meeting held on 22.8.2000 at 10.00 A.M. in Conference hall, 5th floor, Vikas Minar IP Estate, New Delhi.

The following were present.

DELHI DEVELOPMENT AUTHORITY

1. Sh.P.K.Ghosh, Vice Chairman (in the chair)
2. Sh. R.K. Bandhari Engineer Member
3. Sh.Vijay Risbud, Commissioner(Plg.)
4. Sh.C.L. Aggarwal Chief Architect.
5. Sh.Chandra Ballabh, Addl.Commr.(MPPR)
6. Sh..A.K.Jain, Addl.Commr.(UDP)
7. Ms. Savita Bhandari, Director (LS)

T.C.P.O.

8. Sh. K.T. Gurmukhi Addl. Chief Planner

M.C.D.

9. Sh.Shamsher Singh, Addl.(T.P.)

C.P.W.D.

10. Sh. Kapil Satick Arachitect

D.V.B.

11. Sh.D.K. Suri Addl. Chief Engineer (Plg.)

DELHI TRAFFIC POLICE

12. Sh.Sanjay Baniwal DCP Traffic Police
13. Sh.Ravinder Singh Inspector Traffic Police

N.D.M.C.

14. Sh. C.L. Mehta, Architect.

SPECIAL INVITEES

15. Sh.S.K.Dheri Chief Fire officer Delhi Fire Services
16. Sh. A.N. Gupta (I&FC) GNCTD
17. Sh. Balbir Singh Ex. Engg. (I&F) GNCTD
18. Sh.N.K. Aggarwal, OSD (AP) DDA
19. Sh. Parkash Naraian Director (TT) DDA
20. Sh. S.P. Bansal, Director (DC) DDA
21. Sh. Anil Barai, Director (MPPR II) DDA
22. Sh. K.L. Sabharwal Director (AP) III DDA
23. Sh. S.C. Karanwal, ACA I DDA
24. Sh. Kuldeep Raj Director (Bldg.) DDA
25. Sh. Ashok Kumar Director (Rohini)
26. Sh. S.D. Sharma Dy. CE (DMRC)
27. Sh. R.K. Jalla, Ex. Engg. DMRC
28. Sh. H.S. Negi Commandant CRPF
29. Sh. S.C. Tayal, PM (FOP) DDA
30. Sh. S. Srivastava, Director (AP)I
31. Sh. P.V. Mahashabdey, Jt. Director. Rohini
32. Sh. P.C. Sharma, Ex. Engg. FD II
33. Sh. R.P. Goyal, Ex. Engg. FD V DDA
34. Sh. R.M. Lal Jt. Dir. (TT)DDA
35. Sh. S.P. Khodankar, JD MPPR I DDA
36. Sh. N.K. Chakarwarty Jt. Dir. (AP) I DDA
37. Sh. R.K. Jain, Jt. Dir. (MP) DDA
38. Ms. I.P. Parate Jt. Dir. (ZP) DDA
39. Sh. H. S. Dhillon, Dy. Dir. (TT) DDA

DELHI DEVELOPMENT AUTHORITY
(DEVELOPMENT CONTROL)

No.F.1(11)/2000-MP

Sept. 11, 2000

Sub:	Minutes of the meeting of the Vth Technical Committee held on 22.8.2000 at 10.00 a.m. in the Conference Hall, Vikas Minar, I.P. Estate, New Delhi.
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There were 14 items discussed, of which items at Sl.Nos.1 to 8 were circulated and the rest were laid on the table.

1. Item No.35/2000

Sub:	Development of car parking between spur no. 18-19 of L.M.Bund of river Yamuna.	F.3(134)/98-MP
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The scheme of car parking to accommodate about 600 vehicles between spur No. 18-19 of the Left Marginal Bund of river Yamuna was presented by the Chief Engineer (Irrigation & Flood), Delhi Govt. After detailed discussion, the Technical Committee recommended the scheme from planning point of view subject to the following conditions:-

- a. Govt. of NCT of Delhi shall seek clearance of the scheme from the Yamuna Action Committee;
- b. The issue of land ownership be resolved by GNCTD and other statutory clearances be sought before implementing the project.

2. Item No.37/2000

Sub:	Policy for carving out of Gas Godown sites in Urban Area of Delhi - amendment in MPD-2001.	F.7(40)/84-MP
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Based on the observation of the Chief Fire Officer about several requests for gas godowns being referred to the Fire Deptt. by the oil companies in village 'Lal Doras' as well as extended 'Lal Doras' etc., it was decided that a meeting be organised, in the first instance, under the chairmanship of the Vice Chairman,

DDA, where Development Commissioner, Revenue Commissioner, a representative of the Explosives Department, Chief Fire Officer, Commissioner, MCD; and the concerned officers of DDA be invited. The Chief Fire Officer was also requested to review the Fire Safety Guidelines prepared in April 1996 in view of the ground realities i.e. land constraints, growing demand etc.

3. Item No.38/2000

Sub:	Proposed utilisation of DDA land in Buland Masjid area (Shastri Park Extension) in river Yamuna bed Zone 'O' for Primary School and Kabristan. F.9(10)/99-MP
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The proposal for utilisation of DDA land in Buland Masjid area (in river Yamuna bed) was considered and it was decided that a joint site inspection be organised, in the first instance, with officers of Irrigation and Floods Deptt., Traffic Police and Yamuna Action Committee.

4. Item No.39/2000

Sub:	Change of land use from 'recreational' to 'residential' for the land measuring 0.7 acre allotted to C.R.P.F. for residential accommodation in Nehru Nagar.. F.3(27)/2000-MP
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In view of the fact that (i) the land measuring 0.7 acre was allotted by the Ministry of Urban Development (Lands Division) to the Ministry of Home Affairs for construction of C.R.P.F. quarters in March 1990; and (ii) as per the approved Zonal Development Plan for Zones D-17, 18 and 19 of December, 1973, the site formed part of the gross residential use; the Technical Committee decided that the merits of the case be put up on the file for concurrence of the Lt. Governor/Ministry of Urban Development for rectification of land use from 'Recreational (District Park)' to 'Residential' in the zonal plan of Planning Zone 'D' (approved as part of MPD-2001). Simultaneously, MCD be requested to consider processing of the C.R.P.F. scheme in anticipation of ex-post facto approval of Lt. Governor/Ministry of Urban Development about the land use.

5. Item No.40/2000

Sub:	Acquisition of land for Airport Authority of India, Shahbad Mohd.pur. for expansion of I.G.I. Airport	F.1(4)67-MP-Pt.
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The Technical Committee recommended acquisition of land measuring 40 acres falling in village Shahbad Mohammadpur by the Airport Authority of India, with the condition that the Airport Authority shall seek prior approval of DDA about the detailed land utilisation.

6. Item No.41/2000

Sub:	Consideration of additional land for allotment to Indian Oil Gas Godown M/s Hem Gas Agency, Darya Ganj, Delhi.	F.3(181)/82/CRC
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The proposal of allotment of additional land to Indian Oil Gas Godown (M/s Hem Gas Agency, Darya Ganj) was recommended by the Technical Committee subject to clearance from the Fire, Explosives and other concerned statutory agencies.

7. Item No.42/2000

Sub:	Regarding development control norms for 'Akharas' in Rohini.	F.3(5)/2000-MP
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Recognising the fact that 'Akharas' are the traditional sports for which no specific development controls are prescribed in MPD-2001, the Technical Committee recommended consideration of 'Akharas' as a play space to be permitted in recreational land use. It was decided that as part of MPD-2021 the norms and development controls for 'Akharas' be worked out. However, till such time MPD-2021 is finalised, the alternative given in para 2 (iv) (a) of the agenda was recommended in the instant case.

8. Item No.43/2000

Sub:	Grade separator proposal at the intersection of Ring Road and Lawrence Road (Britania Chowk).	F.5(22)99-MP
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Following two alternatives were presented by the Consultant of PWD during the meeting. These were discussed in detail:-

Alternative I:

Long flyover with a ramp having a mild falling gradient connecting the crest of the Punjabi Bagh R.O.B. at Britania Chowk. This is likely to be aesthetically more pleasing and will be economical in the long run keeping in view the vehicle operating cost.

Alternative II:

Short flyover with a ramp rising to the slope of 1:30, close to Punjabi Bagh intersection. This proposal is likely to be cheaper in construction cost, but will be expensive in the long run in view of vehicle operating cost.

The Technical Committee recommended Alternative I for consideration of the Authority, with a condition that the plan be modified for providing extra weaving length for negotiating all merging/diversing traffic on the existing flyover and it would be further subject to the following conditions:-

- a. The design of the grade separator shall be examined by the Engineering Wing in terms of design, speed, structure, super elevation and other engineering aspects,
- b. the approval from various agencies like DJB, DVB, MTNL & MOST etc., if required, be taken by the executing agencies,
- c. the diversion plan during the construction be got approved by the Traffic Police,
- d. the improvement of all arms of the intersection within 1 km. or upto the next intersection with the Master Plan Road proposed by the Consultant are conceptual. The road owning agencies are advised to prepare and implement road alignment plans at least upto the next major intersection, integrating the flyover propoosal on priority, to get maximum benefit of the proposed flyover,
- e. the modified plan, duly authenticated by the Project Incharge, PWD be submitted to DUAC. The DUAC approved plans be then submitted to DDA for consideration of the Authority,
- f. the PWD shall submit 3 copies of the modified plan, feasibility report and project report, duly authenticated, to the Master Plan Section, after

incorporating the decision of the Technical Committee along with an action taken report.

9. Item No.44/2000

Sub:	Grade separator proposal at the intersection of Ring Road and entry to ISBT Sarai Kale Khan.	F.5(11)99-MP
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The modified proposal of half fly over (Three Lane) at this intersection was discussed. The Technical Committee recommended it for consideration of the Authority with following modifications/suggestions:-

- a. The recommendations of the Technical Committee dated 10.6.99, 28.9.99, 18.1.2000 and 31.3.2000 be examined by the Manager (Flyover Project) Group-I, DDA and the relevant suggestions incorporated in the proposal appropriately.
- b. The bus stops be shifted on the footpath and to be provided in between the lanes for straight movement and right turning movement on surface.
- c. The width of the right turning carriage-way shall be kept equivalent to the width of the flyover proposed to be constructed in the 2nd phase.
- d. The approval from various agencies i.e. Delhi Jal Board, PWD, DVB, Gas Authority of India and the Ministry of Surface Transport/NHAI etc., if required, be taken by the executing agency.
- e. The diversion plan during construction shall be prepared and approval of Traffic Police be taken before implementation.
- f. The modified plan, duly authenticated by the Project Manager, be submitted to DUAC. The DUAC approved plans be then submitted to DDA for consideration of the Authority.
- g. The Project Manager shall submit 3 copies of the modified plan, duly authenticated, to the Master Plan Section of DDA incorporating the decision of the Technical Committee along with the action taken report.

10. Item No. 45/2000

Sub:	Grade separator proposal at the intersection of Ring Road and NH-24 Bye-Pass (Nizamuddin Bridge)	F.5(10)/99-MP
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The modified proposal of half fly over at this intersection was discussed. The Technical Committee recommended the proposal for consideration of the Authority, with following modifications/suggestions:-

- a. The recommendations of the Technical Committee dated 10.6.99, 28.9.99, 15.2.2000 and 31.3.2000 be examined by the Manager (Flyover Project) Group-I and the relevant suggestions incorporated in the proposal.
- b. The bus stops be shifted on the footpath and to be provided in between the lanes for straight movement and right turning movement.
- c. The width of the right turning lane shall be kept equivalent to the width of the flyover proposed to be constructed in the 2nd phase.
- d. A design of the grade separator shall be further examined by the Engg. Wing in terms of design, speed, super elevation and other related Engg. Aspects.
- e. The approval from various agencies i.e. Delhi Jal Board, PWD, DVB, Gas Authority of India and the Ministry of Surface Transport/NHAI etc., if required, be taken by the executing agency.
- f. The diversion plan during construction shall be prepared and approval of the Traffic Police be taken before implementation.
- g. The modified plan, duly authenticated by the Project Manager, be submitted to DUAC. The DUAC approved plans be then submitted to DDA for consideration of the Authority.
- h. The Project Manager shall submit 3 copies of the modified plan, duly authenticated, to the Master Plan Section of DDA after incorporating the decision of the Technical Committee along with action taken report.

11. Item No.46/2000

Sub:	Road overbridge on Pankha Road accross Delhi-Rewari Railway line F.5(15)/99-MP
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The modified proposal was presented by the Consultant, Shri D. Sanyal. The Technical Committee emphasised the need for preparing an improvement plan for the entire corridor starting from the proposed road over bridge to Station Road intersection and beyond and also entry to Railway Station. The Project Manager and Consultant assured that while preparing the final drawings, all the observations of Ministry of Railways, DMRC, Defence and other agencies shall be properly considered. Since the proposal is under active consideration of the Defence Headquarters, the Technical Committee desired that the entire corridor improvement scheme with details of Punkha Road over bridge, as per format, be submitted to DDA. These may be duly authenticated by the Project Manager for consideration in the next meeting of the Technical Committee.

12. Item No.47/2000

Sub: Grade separator at T junction of G.T. Road - Road No.66 (TYA).
F.5(14)/99-MP

The proposed grade separator scheme at 'T' junction of G.T. Road and Road No.66 was presented by the Consultant. During the presentation, the Consultant highlighted the need for integrating the proposed scheme with the upcoming MRTS Stations at Seelampur and Gautampur area as well as DMRC's proposals of property development along this road.

After detailed discussion, the Technical Committee desired that the Project Manager Group-I, DDA, may convene a meeting of all concerned, i.e. DMRC, Consultant, Traffic Police, DDA, Irrigation & Flood Deptt. etc., so that a total integrated corridor improvement plan be evolved.

The Technical Committee desired that the grade separator scheme at 'T' junction, as per format, be submitted after it is duly authenticated by the Project Manager for consideration of the Technical Committee.

13. Item No.48/2000

Sub: De-notification of Masjid Moth Residential Scheme containing 34 residential plots, Siri Fort Road in Development Area-9(Pt.)
PA/DD(Bldg.)/Siri Fort/De-Noti./2000


In view of the fact that the construction activity in most of the plots of Masjid Moth Residential Scheme (34 residential plots) on Siri Fort Road, falling in Development Area No.9, is complete, the Technical Committee recommended the de-notification of the area as per details given in para 4 of the agenda. The de-notification proposal be put up on file for concurrence of the Lt. Governor, Delhi and then to the Land & Building Deptt., GNCTD for issuing necessary orders in this regard

14. Item No.49/2000

Sub: Proposed de-notification of Dilshad Colony Extn. From the Development Area No.38, Plg. Divn.-E.
PA/DD(Bldg.)/De-noti./2000/Pt.II

In view of the fact that the construction activity in most of the plots of Dilshad Colony Extension (762 residential plots), falling in Development Area No.38, is complete, the Technical Committee recommended de-notification of the

area as per details given in para 6 of the agenda. The de-notification proposal be put up on file for concurrence of the Lt. Governor and then to the Land & Building Department of GNCTD for issuing necessary orders in this regard.


(K.K. BANDYOPADHYAY)
ADDL. COMM. (DC&B)
MEMBER SECRETARY

NO:F.1(11)/2000-MP

DT: 11.9.2000

Copy to:-

1. O.S.D. to V.C. for information of the latter.
2. Engineer Member, DDA
3. Commissioner (Plg.), DDA
4. Commissioner (L.D.) DDA
5. Commissioner (LM)-I & II, DDA
6. Chief Architect, DDA
7. Addl. Commr. (DC&B), DDA
8. Addl. Commr. (MPPR), DDA
9. Addl. Commr. (UDP), DDA
10. O.S.D. (AP), DDA
11. Chief Planner, TCPO
12. Chief Architect, N.D.M.C.
13. Town Planner, MCD
14. Secretary, DUAC
15. Land & Development Officer (L&B)
16. Sr. Architect (H&TP), CPWD
17. Dy. Commr. Of Police (Traffic), Delhi
18. Chief Engineer (Plg.), D.V.B.
19. Director (Landscape), DDA
20. Secretary to L.G., Delhi
21. Manager Flyover (G-I)
22. Manager Flyover (G-II)


(R.K. JAIN)
JOINT DIRECTOR (M.P)

DELHI DEVELOPMENT AUTHORITY
(DEVELOPMENT CONTROL)

No.F.1(11)/2000-MP

August 25, 2000

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The Technical Committee recommended Alternative I for consideration of the Authority, with a condition that the plan be modified for providing extra weaving length for negotiating all merging/diversing traffic on the existing flyover and it would be further subject to the following conditions:-

- a. The design of the grade separator shall be examined by the Engineering Wing in terms of design, speed, structure, super elevation and other engineering aspects,
- b. the approved plan from various agencies like DJB, DVB, MTNL & MOST etc., if required, be taken by the executing agencies,



- c. the diversion plan during the construction be got approved by the Traffic Police,
- d. the improvement of all arms of the intersection within 1 km. or upto the next intersection with the Master Plan Road proposed by the Consultant are conceptual. The road owning agencies are advised to prepare and implement road alignment plans at least upto the next major intersection, integrating the flyover propoosal on priority, to get maximum benefit of the proposed flyover,
- e. the modified plan, duly authenticated by the Project Incharge, PWD be submitted to DUAC. The DUAC approved plans be then submitted to DDA for consideration of the Authority,
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- a. The recommendations of the Technical Committee dated 10.6.99, 28.9.99, 18.1.2000 and 31.3.2000 be examined by the Manager (Flyover Project) Group-I, DDA and the relevant suggestions incorporated in the proposal appropriately.
- b. The bus stops be shifted on the footpath² to be provided in between the lanes for straight movement and right turning movement on surface.
- c. The width of the right turning carriage-way shall be kept equivalent to the width of the flyover proposed to be constructed in the 2nd phase.
- d. The approval from various agencies i.e. Delhi Jal Board, PWD, DVB, Gas Authority of India and the Ministry of Surface Transport/NHAI etc., if required, be taken by the executing agency.
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- f. The modified plan, duly authenticated by the Project Manager, be submitted to DUAC. The DUAC approved plans be then submitted to DDA for consideration of the Authority.
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10. Item No. 45/2000

Sub: Grade separator proposal at the intersection of Ring Road and NH-24
Bye-Pass (Nizamuddin Bridge) F.5(10)/99-MP

The modified proposal of half fly over at this intersection was discussed. The Technical Committee recommended the proposal for ^{consideration} approval of the Authority, with following modifications/suggestions:-

- a. The recommendations of the Technical Committee dated 10.6.99, 28.9.99, 15.2.2000 and 31.3.2000 be examined by the Manager (Flyover Project) Group-I and the relevant suggestions incorporated in the proposal.
- b. The bus stops be shifted on the footpath to be provided in between the lanes for straight movement and right turning movement.
- c. The width of the right turning lane shall be kept equivalent to the width of the flyover proposed to be constructed in the 2nd phase.
- d. A design of the grade separator shall be further examined by the Engg. Wing in terms of design, speed, super elevation and other related Engg. Aspects.
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F.5(15)/99-MP

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After detailed discussion, the Technical Committee desired that the Project Manager Group-I, DDA, may convene a meeting of all concerned, i.e. DMRC, Consultant, Traffic Police, DDA, Irrigation & Flood Deptt. etc., so that a total integrated corridor improvement plan be evolved.



The Technical Committee desired that the grade separator^{scheme} at 'T' junction, as per format, be submitted after it is duly authenticated by the Project Manager for consideration of the Technical Committee.

13. Item No.48/2000


Sub: De-notification of Masjid Moth Residential Scheme containing 34 residential plots, Siri Fort Road in Development Area-9(Pt.)
PA/DD(Bldg.)/Siri Fort/De-Noti./2000

In view of the fact that the construction activity in most of the plots of Masjid Moth Residential Scheme (34 residential plots) on Siri Fort Road, falling in Development Area No.9, is complete, the Technical Committee recommended the de-notification of the area as per details given in para 4 of the agenda. The de-notification proposal be put up on file for concurrence of the Lt. Governor, Delhi and then to the Land & Building Deptt., GNCTD for issuing necessary orders in this regard

14. Item No.49/2000

Sub: Proposed de-notification of Dilshad Colony Extn. From the Development Area No.38, Plg. Divn.-E. PA/DD(Bldg.)/De-noti./2000/Pt.II

In view of the fact that the construction activity in most of the plots of Dilshad Colony Extension (762 residential plots), falling in Development Area No.38, is complete, the Technical Committee recommended de-notification of the area as per details given in para 6 of the agenda. The de-notification proposal be put up on file for concurrence of the Lt. Governor and then to the Land & Building Department of GNCTD for issuing necessary orders in this regard.


27/8
(Dr S.P. BANSAL)
Dir (Plan)

**DELHI DEVELOPMENT AUTHORITY
DEVELOPMENT CONTROL WING**

No.F.1(2)99/MP

Dated: 17.8.2000

MEETING NOTICE

The Vth Technical Committee meeting of Delhi Development Authority will be held on 22.8.2000 (Tuesday) at 10.00 AM in the Conference Hall, 5th floor, Vikas minar, I.P.Estate, New Delhi.

Agenda for the meeting is enclosed. You are requested to make it convenient to attend the meeting.



**(K.K. BANDYOPADHYAY)
ADDL.COMMR. (DC&B)
MEMBER SECRETARY
PH.(OFF) 3319931
(RES). 5720946**

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Sub: Development of Car Parking between Spur No.18-19 of L.M. Bund of River Yamuna
(File No. F3(134)/98-MP)

1.0 BACKGROUND :

- 1.1 The scheme for development of car parking between Spur No.18-19 of L.M. Bund of River Yamuna was put up by the I&F department of GNCTD in the 14th meeting of the Joint Technical Advisory Committee held on 27th Oct. 1998 & cleared by the members of the committee with the condition that the approval of Technical Committee of DDA may be obtained before implementation of the scheme.
- 1.2 The Car Parking with similar specifications has already been executed on Spur No.18 sometime back and it is reported that no complaint whatsoever have been encountered in the said scheme.

2.0 BRIEF OF THE PROJECT :

- 2.1 Development of Car Parking and Waterbody between Spur No.18-19 of L.M. Bund of River Yamuna is being done by the PWD and the estimated cost has been worked out to about 99.91 lacs. This scheme provides additional car parking facilities for about 600 vehicles in extension to the existing parking lot already developed by widening of the left marginal bund between Spur No.18-19 and also Spur No.19 in a length of 50 mtr. after leaving a space of 10 mtr. for the widening of road at later stage by PWD. A waterbody/lake is also proposed in this area. The funds for the construction of this project would be made available by the Trans Yamuna Development Board.

3.0 EXAMINATION :

- 3.1 The site under reference forms the part of Zone 'O' (River Yamuna Bed). Parking and Parks, as per Master Plan are permissible in all use zones and therefore the same can be permitted under the provisions of the Master Plan at the location under reference.

[Handwritten signatures]

4.0 LAND STATUS

4.1 The matter was referred to Land Deptt. for identifying the status of land. It has been reported that the land under reference belongs to U.P. Canal Deptt. and is under unauthorised occupation of some cultivator. There is also a court case of this land in the court of Shri R.K.Jain, Sub Judge, Tis Hazari Court.

4.2 Two-three meetings have ^{been} arranged by CE(I&F) GNCTD to resolve the issue but final view in regard to status of land has not emerged. Deputy Commissioner (East) has indicated that this stretch of land is owned by GNCTD.

5.0 OBSERVATION :

5.1 In principle from the land use point of view, we may agree to the proposal subject to the following conditions :

- i) Proposal may be examined from traffic point of view as the parking is abutting the major road.
- ii) Issue of land ownership may be resolved by the GNCTD.
- iii) All required statutory clearances may be taken by GNCTD before implementation of the project.

6.0 Proposal is put up to the Technical Committee for consideration of Para 5.1 above (location plan & detailed scheme are laid on the table).

[Handwritten signature] *[initials]*

SUB: Policy for carving out of Gas Godowns site in Urban Area of Delhi Amendment in
MPD-2001
F.7(40)84-MP

1.0 **Proposal in Brief:**

This proposal is regarding the amendments in MPD-2001 ^{provisions about} Gas Go down sites in Urban Delhi.

2.0 **Background:**

Keeping in view the pending list of holders for allotment of the Gas Go down sites and the reference received from the office of Commr. (LM) with the observations of Hon'ble L.G. regarding the allotment of show room and office of gas agency adjacent to the Gas Go down site. The policy regarding the Gas Godown site in Delhi has been reviewed. The existing provisions of MPD-2001 are as follows:

- i. Norms : 1 gas godown /40,000 population (or two and half gas godowns /Lakh population.
- ii. Capacity : 500 Cylinders
- iii. Area : 520 sqm.
- iv. Size: 26 mtr. x 20 mtr.
- v. Chowkidar hut : Within Gas Godown site
- vi. Permitted use : To be provided in Industrial areas/ Service centres zone

This policy after its review was put up for consideration of the Tech. committee in its meeting held on 23.1.96 vide item no. 1. As per the decision of the Tech. committee the matter was put up for consideration of Authority vide item no. 93/96 on 27.8.96 wherein authority approved the proposal given in para 5 & 6 of the agenda (Annexure A). Thereafter the matter has been referred to the Ministry of UA&E for approval of the Govt. of India under section 11 A of DD Act, to issue a public notice for inviting objections \ suggestions and accordingly after having the approval of the Ministry a public notice was issued on 11.10.99 Copy at Annexure B.

Decisions of the Authority meeting held on 27.8.96 : Authority in this meeting had agreed to the following:

- i) **Norms:** Three LPG godowns for one lakh population.
- ii) **Chowkidar Hut:** It is recommended that 2m x 2m size chowkidar hut after leaving 7 mtr. safe distance can be located within the Gas Godown site of 26 x 20 mtr.

- iii) **Fire Safety Norms:** Consequent to the discussions the modified guidelines for fire safety were received from Deputy Chief Fire Officer. It is recommended that the norms received from Deputy Chief Fire Officer be considered, while identifying the size. (Annexure 'C').
- iv) **Use Activity Zones:** Gas Godown are permitted in all use zones except in regional parks / distt. parks and developed recreational areas \ parks.
- v) **Location of Showroom cum office:** Suitable location be made for matching number of shops showroom cum office of size 3m x 4.5 m in the nearby service centre \ shopping centre located at a distance of 0.5 to 1.0 km. The allotment will be on predetermined commercial rates.
- vi) The Development Commissioner, Government of NCTD may also be requested to integrate the sites for gas godown in growth centres and site in villages having population of 20,000 and above to meet the requirement of rural area.

3.0 **Follow up action:**

As per decision of the Authority meeting held on 27.8.96 a letter was sent to the Lands Deptt. of DDA for making allotment on the pre determined commercial rates and similarly another letter was sent to Development Commissioner with its copy to the Director (RD) GNCTD with a request to integrate the sites of the Gas Go down in growth centre plan for the villages having population of 20,000 to meet the cooking gas requirements of Rural area.

4.0 **Public notice and proposed objections suggestions:**

In respect to the public notice issued on 11.10.99, no objection / suggestion has been received on the proposed amendment, in the MPD-2001

5.0 **Proposed amendments in the policy in the existing provisions of MPD-2001 :**

Following amendments are proposed :

	<u>As per MPD-2001</u>	<u>Proposed to be amended</u>
i) Norms	1 Gas godown @ 40000 population (or two and half gas godown for 1 lakh population.)	Three LPG godowns for one lakh population
ii) Permitted use zones;	To be provided in Industrial areas / service centres.	Permitted in all use zones except in regional parks / distt. parks and developed recreational green / parks.

6.0 Proposal:

The proposal as given in para 5 above is put up for consideration of the Technical Committee for recommending the same to the Authority and the Ministry for suitable amendment in MPD-2001, as per the provisions of Sec. 11 A of D.D. Act.

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ANNEXURE-A

MEM NO.
93/96
27.8.96

Sub: POLICY FOR CARVING OUT OF GAS GODOWN SITES
IN URBAN DELHI.

No. F.7(40)/84-MP.

P R E C I S

1. Lands Section vide its U.O.No.F13(19)93/CRC/Pt.I/D-686 dt. 19.12.95 had forwarded a list of LOI Holders awaiting allotment of gas godown site since 1993 details given as below:-

Year	Ministry's Nominee	Oil Selection Board	Total
1993	9	1	10
1994	7	23	30
1995	4	5	9
TOTAL	20	29	49

2. Reference has also been received from Commissioner (Land Management) with the observations of Hon'ble Lt. Governor regarding the allotment of ~~showroom~~ and office of gas agency adjacent to gas godown site.

3. The Technical Committee in its meeting held on 23.1.96 vide item no.19/96 observed as under:-

- i) Commissioner(Plg.) was requested to discuss all relevant issues with the State Co-Ordinator/oil companies and also Chief Fire Officer.
- ii) It was also decided to work out required/existing position of Zone 'D'(New Delhi) & 'F' (South Delhi I).

4. The provisions of MPD-2001 for Gas Godown sites are as given below:-

- i) Norms: 1 gas godown/40,000 population (or two and half gas godowns/lakh population).
- ii) Capacity: 500 cylinders.
- iii) Area: 520 sq.m.
- iv) Size: 26mtr. x 20 mtr.
- v) Chowkidar: within gas godown site Hut
- vi) Permitted: To be provided in industrial use zone areas/service centres

Contd...2..

5. The matter was discussed in the Technical Committee meeting held on 11.6.96 under item no.67/96/TC, where following decisions were made:

- i) NORMS: Three LPG godowns for one lakh population.
- ii) CHOWKIDAR HUT: It is recommended that 2mx2m size chowkidar hut after leaving 7 mtr. safe distance can be located within the gas godown site of 26 x 20 mtr (App. 'A' F.No. 3).
- iii) FIRE SAFETY NORMS: Consequent to the discussions the modified guidelines for fire safety were received from Deputy Chief Fire Officer (App. 'B' P. 4.....). It is recommended that the norms received from Deputy Chief Fire Officer be considered while identifying the size.
- iv) USE ACTIVITY ZONES : Gas godowns are permitted in all use zones except in regional parks/distt. parks and developed recreational areas/parks.
- v) LOCATION OF SHOWROOM-CUM-OFFICE: Suitable location be made for matching number of shops showroom-cum-office of size 3mx4.5m in the nearby service centre/shopping centre located at a distance of 0.5 to 1.0 K.M. The allotment will be on predetermined commercial rates.
- vi) The Development Commissioner, Government of NCTD, may also be requested to integrate the sites for gas godown in growth centres and also in villages having population of 20,000 and above to meet the requirement of rural areas.

6. The proposal contained in para '5' above is placed before the Authority for consideration & approval and further processing of the corresponding modifications in MPD-2001.

RESOLUTION

Resolved that proposals contained in paras 5 & 6 of the agenda item be approved.

ANNEXURE IV

DD:DD:AA

ZONAL PLAN SECTION

LEGEND

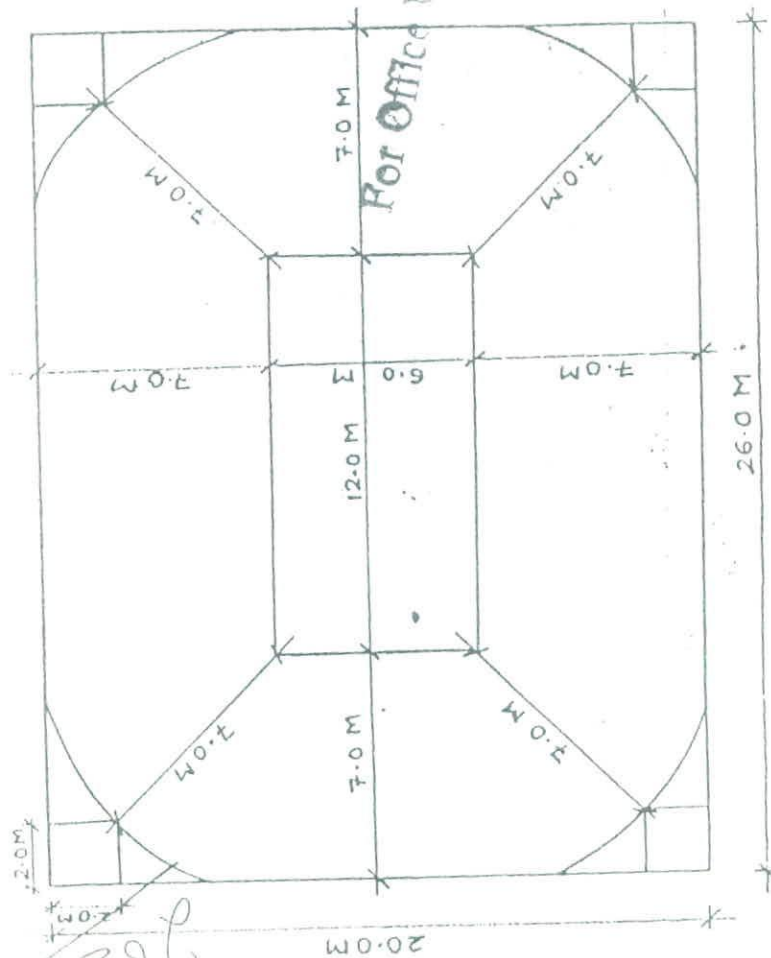
SIZE OF GAS GODOWN = 20 M X 26 M
(INCLUSIVE OF CHOWKIDAR HUT)

CHOWKIDAR HUT = 2 M X 2 M

**SIZE OF GAS GODOWN
AND CHOWKIDAR HUT**

SCALE = 1:200 DATE = 9.5.96

PLD/MAN. ASST. DIR. DY. DIR. JT. DIR. DIRECTOR



For Office Use Only

9

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APPENDIX 'B' TO ITEM NO. 93/96

FIRE SAFETY GUIDELINES FOR SITE CLEARANCE OF
L.P.G. GODOWNS IN UNION TERRITORY OF DELHI

1. Any LPG storage area should not have more than 04 LPG godowns at a single site.
2. LPG godowns should be located on minimum 18 mtrs. wide metalled road. There should be no dead end.
3. It should not be located in residential/Jhuggi-Jhopary area.
4. Minimum 30 mtrs. distance should be kept from any industries, dealing in hazardous material/chemical fire works, explosives, hospitals, schools, cinemas, public assembly building etc.
5. No repair/maintenance shop of automobiles, Bidi cigarettes hop or any other trade generating spark, heat should be allowed around the LPG godowns and atleast 15 mtrs. distance should be kept from such trades.
6. All around, minimum 15 mtrs. clear distance should be kept.
7. It is suggested that the LPG godown should preferably be located near the Buffer zone/wood land.
8. There should be no high tension/low tension wire over the LPG godowns.
9. No sites for gas godowns shall be approved by the Building Sanctioning Authority, unless and until the site is approved by Delhi Fire Service.
10. To cut short the procedural delay, once the layout is approved by Delhi Fire Service, the NOC for site clearance may be issued by D.D.A./concerned building authorities directly alongwith the standard fire guidelines copy of which is attached herewith.
11. These gas godowns shall not be allowed to function unless the final varification is done and NOC issued by Delhi Fire Service.

Sush
29.8.95
CHIEF FIRE OFFICER,
DELHI FIRE SERVICE.

10

ANNEXURE - B

359

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO. F.20(18)96-MP

dated 11.10.99

PUBLIC NOTICE

The following modifications which the Central Govt. proposes to make in the Master Plan \ Zonal Development Plan for Delhi, are hereby published for public information. Any person having any objections \ suggestions with respect to the proposed modifications may send objections \ suggestions in writing to the Commissioner-cum-Secretary, Delhi Development Authority, Vikas Sadan, "B" Block, INA, New Delhi within a period of 30 days from the date of issue of this notice. The persons making the objections \ suggestions should also give his name and address.

MODIFICATIONS.

i) "The land use of an area, measuring about 25 ha. (62.5 acres) falling in Planning Division 'I' (West Delhi - III) bounded by Rohini Road (NH 10) in the North, 400 KV high tension line in the East, cultivated land in the South and village Tikri Kalan in the West, is proposed to be changed from 'rural use zone' to 'residential'.

ii) At page 140 (LHS) of the Gazette of India, part II section 3 sub section (ii) dated 1.8.90, under the heading standard for LPG godowns, is proposed to be amended as under:

Norms : 3 LPG godowns for 1,000.00 population (one Lax population)

Capacity Area : 500 cylinders or 8000 kg. of LPG
520 sqm. (20 m x 26 m) inclusive of chowkidar bun

Location : Permitted in all use zones except in Regional Parks \ Dist. Parks and developed recreational areas \ parks.

NOTE: LPG godown site shall be identified preferably around open spaces \ or in service centre and should be away from congested area or institutional area.

"At page 145 of the Gazette of India, Part II section 3 sub section (ii) dated 1.8.90 under the heading "community at s.no. 4 of sub serial no. 15 is proposed to be replaced as under.



"3 520 1560 - 0"

"At page 152 of the Gazette of India, Part II, Section 3 sub section (ii) dated 1.8.90 under the heading "SUB \ CLAUSE 8(2) A PERMISSION OF USE, PREMISES IN USE ZONES" at S.NO. 022 Gas Godown is proposed to be replaced are as under.

" P P P P P

"At page 155 (LHS) of the Gazette of India, Part II Section 3 sub section (ii) dated 1.8.90 under the heading A-3 Rural Zone (including A-2) in para (b) (ii) is proposed to be amended as under:

" (b) (ii) Park, Parking, Circulation, LPG Godown (except in Regional Parks \ Distt Parks | Developed recreational areas \ Parks) and public utility are permitted in all use zones".

2. The plan as well as text of MPD-2001 indicating the proposed modifications will be available for inspection at the office of Joint Director, Master Plan Section, DDA, Vikas Minar, 6th floor, IP Estate, New Delhi on all working days within the period referred to above


(V.M. BANSAL)
COMMISSIONER - CUM - SECRETARY
DELHI DEVELOPMENT AUTHORITY

14/10/99

VIKAS SADAN,
'B' BLOCK, INA,
NEW DELHI

DATED 16.10.99

FIRE SAFETY GUIDELINES FOR SITE CLEARANCE
GODOWNS IN UNION TERRITORY OF DELHI.

.....

No: F.6/DFS/Mis/LPG/96/476

DT: 9-4-96

1. Any LPG storage area should not have more than 04 LPG godowns at a single site.
2. Gas godowns should be located on a motorable metalled road with 2 lane traffic. There should be no dead end.
3. It should not be located in residential / jhuggi jhopary area.
4. Minimum 15 M distance should be kept from building to building belonging to hazardous materials / chemicals fire works, explosives, hospitals, schools, cinemas, public assembly building etc.
5. No repair / maintenance shop of automobiles, bidi, cigarette shop or any other trade generating spark, heat should be allowed around the LPG godowns and at least 15 m. distance should be kept from each trader.
6. It is suggested that the LPG godown should preferably be located near the buffer zone / wood land.
7. There should be no high tension / low tension wire over the LPG godowns.
8. No sites for gas godowns shall be approved by the Building sanctioning authority unless and until the site is approved by Delhi Fire Service.
9. To cut short the procedural delay, once the layout is approved by Delhi Fire Service, the NOC for site clearance may be issued by DDN/concerned building authorities directly alongwith the standard fire guidelines copy of which is attached herewith.
10. These gas godowns shall not be allowed to function unless the final verification is done and NOC is issued by Delhi Fire Service.

CHIEF FIRE OFFICER
DELHI FIRE SERVICE.

FIRE SAFETY GUIDELINES FOR LPG GODOWN:

1. Nothing in contravention of the Explosive Gas Cylinder Rules, 1981, Form 'F' shall be permitted.
2. Two Dry Chemical Powder Type Fire Extinguishers of 10 kg. capacity, one on each side of the main gate must be installed along with three buckets full of loose dry sand with each fire extinguisher. All fire extinguishers shall be of ISI certification mark. Suitable sun shade must be constructed above the extinguishers, so as to safeguard them from weather conditions.
3. No combustible material and/or other articles shall be permitted to be stored in the safety space provided around the godown.
4. Overhead electric cables shall not be allowed across the premises.
5. "No Smoking" sign board should be displayed in such a manner as to be easily read by all persons.
6. No loading/unloading shall be permitted after the sun-set and before the sun-rise, unless adequate approved type light arrangements are provided.
7. No trade susceptible to cause ignition of gas by generating heat, mechanical/electrical sparks shall be allowed within the licensed premises.
8. No cooking or naked light shall be permitted in the safety zone.
9. A point strip shall be marked on the floor to ensure that atleast 60 cm. wide gangway shall be kept clear between stacks of cylinders and the wall for easy access. No storage shall be allowed from main gate to rear wall. This gangway shall be at least 1 mtr. wide.
10. The room for Chowkidar shall not infringe the safety zone. In case such room is provided by giving safety clearance, it shall not have any opening within the storage area. No cooking shall be allowed in the Chowkidar's hut.
11. The workers and delivery men employed must be trained in the correct method of operation of the fire extinguishers. A register should be maintained showing periodical checking, maintenance, refilling etc. of the equipment and be signed by the responsible person.

Before commissioning the godown, this office may be intimated, so as to carry out the final inspection for issuance of No Objection Certificate.


 FIRE OFFICER,
 FIRE SERVICE.



14
S.NO. 3/ITEM NO. 38/2000/TC

Sub: Proposed Utilization of DDA Land in Buland Masjid Area (Shastri Park Extension in River Yamuna bed - Zone 'O' for Primary School & Kabristan)

1.0 Background: Requests are received for provision of Primary School, Park & Kabristan in vacant land of DDA, adjacent to Shastri Park Extension (Buland Masjid - River Yamuna bed: Zone 'O'). The requests have been made from time to time by the Public representative of the area and also by the Municipal Corporation of Delhi for allotment of this land in the files no. F 23 (14) / 98 / IL and F 17 (2) / 91 / IL. The land is located on the western side of Bund Road. Unauthorised / unregularised colony in the name of Shastri Park Extension has come up in the adjacent area including River bed area.

2.0 Examination: The land under reference forms part of River Yamuna bed Zone 'O' and any kind of construction in this area attracts the clearance from I & F Deptt., GNCTD / Central Water Commission, GOI.

2.1 As per the Master Plan of Delhi-2001, landuse of this area is "Agriculture & Waterbody". Therefore, provision of any Public & Semi-Public facility in this area will require change of landuse in the Master Plan-2001.

3.0 Existing Situation: Presently the work of Siding Depot for MRTS is under progress adjacent to this land, virtually this land is having bund on all sides & ground level of this site is much below the surrounding ground levels. Therefore, the possibility of drainage & other services shall have to be worked out accordingly.

4.0 Proposal: In view of the facts mentioned in the above paras, a Layout Plan has been prepared for the area consisting of uses as per following Area Statement:

Area Statement

Total area of Scheme	= 3.52 hectares
Area under Public & Semi-Public	= 2.12 hectares
i) Primary School	= 0.40 hectares
ii) Burial Ground	= 0.40 hectares
iii) Public & Semi-Public Facilities	= 1.32 hectares
iv) Area under Park & Open Spaces	= 1.40 hectares

4.1 The proposal is contained in para 4.0 above may be agreed, subject to clearance from I & F Deptt., GNCTD / Central Water Commission and other Statutory Agencies.

4.2 Till proposal, is cleared by Central Water Commission and change of landuse is approved by GOI, upto that time MCD may be allowed to utilize the Primary School & Burial Ground sites on temporary basis without any pucca structure.

Proposal contained in para 4.0 above is put up to the Technical Committee for its consideration.

3/07/2002
J. D. H. (MPPR) I

Dir. (Pg.) MPPR-I

SUBJECT: Change of land use from 'Recreational' to 'Residential' for the land measuring 0.7-acres allotted to CRPF for construction of residential accommodation in Nehru Nagar.

P.3(27)/2000-MP

1. BACKGROUND :

Ministry of Urban Development (Land Division) dt.13.3.90 allotted land measuring 0.7-acres to Ministry of Home Affairs for construction of CRPF Quarters in Nehru Nagar with the condition that land be utilised for construction of residential accommodation and for no other purpose. Commandant 36th BN CRPF New Delhi and Sr.Architect CPWD dt.31.5.2000 and 7.6.2000 respectively made a request to DDA that CRPF wants to construct a transit Hostel in Nehru Nagar adjoining to the existing Type III, 135 Quarters CPWD. However, it has come to know from MCD Town Planning Department that allotted site to CRPF falls in Master Plan green and has requested to DDA to issue NCC for land use clearance so that approval for construction of Transit Hostel in Nehru Nagar can be obtained from MCD.

2. DETAILED EXAMINATION

The matter has been examined, the allotted CRPF site falls adjoining to the existing CPWD Staff Quarters in the same area. Approval for construction of staff quarters was granted by Standing Committee of the MCD Delhi vide decision no. 107/SI dt. 5.8.91 subject to condition. The land use of the proposed CRPF site as per provision of MPD-2001, earlier Zonal Plan and approved Zonal Plan^{OF ZONE D} is indicated below.

1. As per Zonal Development Plan for Zones D-17, D-18 and D-19 approved by Central Govt. vide letter no.K130IZ(7)/71 -VD-I dt. 28.12.73 falls in Gross residential use.
2. As per approved Zonal Plan of Zone 'D' excluding LEZ area the site u/r tentatively identified falls in 'Recreational' i.e. in District Park and in MPD-2001 is also falls in District Park.

3.0

RECOMMENDATION

- a) Allotted CRPF site falls in Recreational area as per MPD-2001 as well as ZOF of Zone-D approved by Ministry.
- b) Green area shown in the MPD on the right side of the covered drain is already changed and built-up at site as CPWD staff quarter type-III and a Hospital. Allotted site falls also to the North side of the CPWD staff quarter.

In view of the above circumstances the case is placed before the Technical Committee for consideration of the following:

- 'Construction of CRPF Transit Hostel site is falling in Master Plan Green. ^{may be permitted} ~~should involve change of land use.~~

OSD (AP)

Dir (AP) I

relm
20/07/01

S.No.5/ IIE MNo.40/2000/ TC.

SUB: ACQUISITION OF LAND FOR AIRPORTS AUTHORITY OF
INDIA IN VILLAGE SHAHBAD MOHD. PUR FOR EXPANSION
OF IGI AIRPORT.

REF: F.1(4)67-MP pt.

A request has been received from the Airport Authority of India ^{to issue NOC} for acquisition of land of village Shahbad Mohd. Pur which falls within the vicinity of IGI Airport consisting of 40 acres of land in two phases. Phase I & II consist of 11 acres and 29 acres of land respectively for operational requirements as well as safety of aircrafts operations as per the plan (copy enclosed).

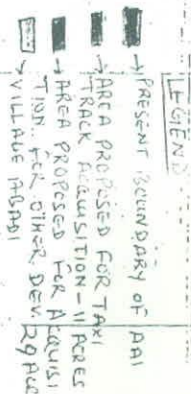
It has been further clarified that Phase-I consist of 11 acres of land proposed for acquisition falls within the narrow range of the taxi track connecting existing runway and the parallel runway scheduled to come up in the near future very soon.

As per the provisions of MPB-2001, the site under reference falls in Zone 'C' and earmarked in the land use "A Import" (Transportation) as per MPB-2001.

The proposal ^{to issue NOC} for acquisition of 40 acres of land at village Shahbad Mohd. Pur is placed before the Technical Committee for its consideration.

[Signature]
20.5.2000

[Signature]
20/5/2000



19 NORTH

AIRLINE
MAINTENANCE
TERMINAL

SEWAGE
TREATMENT
PLANT

INTL
PASSENGER

IGI
AIR-PORT

BPCL

SHAHABAD
MOHAMMEDPUR

MAINTENANCE TERM.

PRESENT BOUNDARY OF AAI
AREA PROPOSED FOR TAXI TRACK
ACQUISITION - 11 ACRES

AREA PROPOSED FOR ACQUISITION
FOR OTHER DEV. - 29 ACRES

VILLAGE ABADI

RLY-LINE

TO GURGAON

Subject Consideration of additional land for allotment to Indian Oil Gas
Godown - M/s Hem Gas Agency, Darva Ganj, Delhi.

F-3C181) 82/CRC/D.D.A.

1.0 BACKGROUND

1.1 The proposal for allotment of additional land was considered by the Technical Committee vide item No.63/98/TC in its meeting held on 23.9.98 (agenda enclosed) wherein following was recommended:-

- i) The Oil Company will undertake to surrender the land in front of this plot as and when required for road widening by MCD/DDA.
- ii) Loading and unloading of the gas cylinders will be totally done insite the plot in the front open yard and not on the r/w of the New Darvaganj Road.
- iii) The construction besides storage godown would be restricted to the limit already permitted in the earlier allotment like Chowkidar hut, office etc.
- iv) Due to its proximity to the important areas a No Objection from Explosive may be obtained.
- v) No Objection may also be taken from MCD in respect to the New Darvaganj Road widening.
- vi) Allotment will be purely on temporary annual license basis and can be withdrawn at any such stage by DDA without assigning any reasons.

1.2 Technical Committee decided as under:-

"After detailed discussion, Technical Committee desired that the Lands Deptt. may examine whether the land under encroachment can be retrieved and the alternative site offered to the IOC on Magazine Road in Timarpur area is still available. It is also observed that additional allotment/regularisation of land involves NOC from MCD in respect of New Darvaganj Road widening and NOC from explosive Deptts. These may be obtained by the Oil Company for consideration of the case by the Technical Committee."

- 2.0 In pursuance of the decision taken by the Technical Committee following comments have been received:
- 2.1 Lands Section has informed that the land under reference is not encroached upon by any Jhuggi or construction and the site at Magazine Road stands allotted.
- 2.2 IOC has submitted NOC from Explosive Deptt.
- 2.3 Town Planner, MCD has informed that the r/w road of New Darvaganj Road is 30.0 mt. and the existing Gas Godown site is 20.3 mt. away from the central line of the road.
- 3.0 The proposal submitted to Technical Committee is placed before the Technical Committee for its reconsideration.

8 SV(OP)

SV(OP)

SV(OP) 24/7

S.No.7 / ITEM NO. 42/2k/TC

SUB: Regarding development control norms for 'Akshara' in Rohini

F3(5)/2000 ME.

1. BACKGROUND:

A request has been received from General Secretary, Pehlwan Tej Singh Akshara Prabandhak Samiti (Regd.) regarding the allotment / regularisation of land for Akshara at Rohini. The case of the Samiti has been sponsored by the Directorate of Education (Sports Branch) GNCTD. Institutional Allotment Committee, DDA in its meeting held on 14-7-1999 recommended the case of regularisation of 1053.4 sq.m. of land in favour of Pehlwan Tej Singh Akshara Prabandhak Samiti in Sector -1, Rohini. As per the report of Land Management Branch the land, under reference, has been acquired by DDA.

2. EXAMINATION:

i) In MPD-2001, there is no specific provision for "Akshara". As per the information provided by the Rohini Planning Unit, the land use of the site under consideration in draft zonal plan & approved lay out plan is as follows:

- a) As per draft zonal plan of zone II, the land use of the plot is 'Recreational'.
- b) As per approved lay out plan of Sector-1, Rohini the land use is "Recreational (Park)"

ii) OTHER FACTS: Detailed survey of the site was got conducted by Rohini office and it was revealed that this Akshara is already existing on about 381.00 sq.mt. land, whereas the peripheral land with Horticulture Deptt. of DDA is (approx. 1053.40 sq.mt). *Plan laid on table.*

iii) In order to examine the space requirement (Open as well as covered) a request was made to existing Aksharas in Delhi. The information received from i) Guru Hanuman Akshara & ii) Chatrasal Stadium Model Town, GNCTD about the space requirement, is as follows:

- a) Covered Space requirement (Hall for wrestling mat, Gym hall, change room, hostel for wrestlers, bathroom etc) = Approx 625 sqm.
- b) Open Space (external exercise space, Mitti Akshara) = *approx* 600 sqm

iv) The Master Plan for Delhi-2021 is under formulation. It would be advisable that the norms for 'akharas' may be worked out as part of MPD-2021. However, till ^{such} the time, the Master Plan is finalised, following norms could be considered in the specific case:

~~A~~ In view of the fact that 'Akharas' are the traditional sports for which no specific development control norms are prescribed by MPD-2001, this could be considered as a "Play space" in the Recreational land use, with following norms:

a) Akharas generally function in open space with 'mitti' carpet & exercise space. The requirement for which is suggested to be about 600 sqm by the existing Akharas (letter annexed). In addition to the open space a small built up space not exceeding 10% of the open space (Max. 60 sqm) could be allowed for change room, toilet etc. in a single storey ~~form~~.
Alternatively,

b) The activity in about 1000 sqm. could be provided in the nearby planned 'PSP' use with following MPD-2001 norms:

Maximum Ground Coverage	25 %
Maximum FAR	100

RECOMMENDATIONS:

The recommendations in para ^(iv) ~~A~~ above are placed before the Technical Committee for its consideration.


21/7


21/7/2000

S.No. 8 / ITEM No. 43/2k/TC

Sub.: PROPOSED GRADE SEPARATOR AT THE INTERSECTION OF RING ROAD AND LAWRENCE ROAD (BRITANIA CHOWK).

FILE NO.: F.5(22)99-MP.

1. LOCATION:

The grade separator is proposed at the intersection of Ring Road and Lawrence Road known as Britania Chowk. The Ring Road is one of the most important arterial road in the City of Delhi. The Lawrence Road which connects Keshav Puram and Industrial Area on the Eastern side with Road No. 43 on the other side.

2. BACKGROUND :

The proposal of grade separator was forwarded by Supdt. Engineer, PWD to Commissioner(Plg.) vide his letter dt. 5.5.99. Subsequently, the matter was discussed in the meeting held on 7.10.1999 and the required information alongwith the drawings was submitted by Supdt. Engineer, PWD vide his letter dated 26.10.1999, which was put up to the Technical Committee in its meeting held on 15.2.2000 vide item no. 1/2000.

The decision of the Technical Committee is as follows:

" The grade separator proposal was presented by The Craphts Consultants(P) Pvt. Ltd. It was mentioned during the presentation that in response to the observations of the Traffic and Transportation Unit of DDA, modifications were made in the grade separator proposal and the revised drawings are under submission. Following suggestions emerged based on discussions held during the meeting.

- a. The slope of 1:30 would be adequate to reduce the cost of the proposed grade separator and also to provide extra weaving length for negotiating the lane.
- b. The entry and exit to the existing cremation grounds be kept from the side roads, to minimise

conflict points with the through traffic.

- c. The exist and entry to properties along the Ring Road on both the sides be improved through an under pass, below the railway line.
- d. The revised drawings of the modified scheme be submitted through Project Manager to the Traffic & Transportation Unit of DDA for planning clearance with standard terms and conditions."

The agenda alongwith the decision of the Technical Committee is placed as ANNEXURE 'A'.

3. EXAMINATION OF REVISED PROPOSAL & OBSERVATION:

Based on the decision of Technical Committee a revised proposal was submitted by Supdt. Engineer, Circle-III, P.W.D. on 23.3.2000, which was examined with reference to the earlier proposal, DDA observations and minutes of the Technical Committee (comparative table placed as ANNEXURE-B). These observations were sent to Chief Engineer(Zone-III), P.W.D., for further clarifications, which are as follows:

DDA observations vide letter dt. 7.6.2000

1. The revised proposal submitted has been changed altogether from the proposal which was put up to the Technical Committee of D.D.A.

2. A slope of 1:30 has been proposed on both arms of the flyover. Therefore, one of the arm on the slope of the existing ROB. This situation will be very hazardous for traffic coming down from the flyover which will have to again gain the slope of the existing ROB. This is not desirable from the urban esthetics point of view by having a roller coaster arrangement.

FWD Clarification vide letter dated 27.6.2000

- 1. The two proposals a) Flyover with a ramp with very mild falling gradient connecting the crest of punjabi Bagh ROB to Britania Chowk and b) flyover ramp rising to a slope of 1:30 close to Britania Chowk on Punjabi Bagh Chowk were presented by FWD before the T.C. of DDA on 15.2.2000.

2. Keeping in view the fact that the flyover ramp rising to a slope of 1:30 from Punjabi Bagh side result in reduction in total length of flyover by 353 m and that such a form does not affect the functional characteristics of the flyover, the T.C.DDA had approved this form.

3. The survey of the plot depth on either side of the proposal is required to be given which has not been adhered to in this case.
3. It is to be noted that the required information had been submitted vide letter No.CRT3/FWD-ZoneIII/00/3155 dt. 18th March, 2000 to DDA. However, since there are open spaces in some of the pockets, plot boundary could not be defined within a reasonable distance from the R/W. It is unfortunate that this point is being raised time and again despite the fact that required details had already been furnished.
4. The proposed pedestrian subway may not be utilised to its optimum level as it is close to the signalised intersection. The pedestrian will prefer to cross the road at grade.
4. Whether or not the proposed pedestrian subway would be utilized is a debatable point. But it is important to take this into account in the total plan for making adequate structural provisions so that if need be, a pedestrian subway could be integrated with the flyover may be at a subsequent point of time. In any case, recent studies indicate that pedestrian subway are more successful at intersections, than at mid block.
5. The 3.5 m space reserved for H.T. Line is out side the Road R/W.
5. The H.T. Line goes beyond the R/W on the Eastern side is because there is a very wide drain extending upto the R/W line. The proposed alignment for the H.T. Line does not warrant any physical change in the available space as it has been proposed along the existing verge. The FWD has suggested the only ~~option~~ option that is available in the present case.

It is further observed that in the similar other case for the flyovers, (A) Ring Road - Rohtak Road at Punjabi Bagh and (B) Ring Road - Rama Road at Mayapuri Chowk, the Technical Committee has approved the scheme with the zero gradient on the ROB side. A sketch plan showing all the three grade separators is placed as ANNEXURE 'C'.

4. RECOMMENDATION FOR CONSIDERATION:

The observations contained in para '3' are submitted to the Technical Committee for its consideration.

DIRECTOR(TT)

H.S. Dhillon 10/8/2007
(H.S.DHILLON)
DY.DIRECTOR(TT)

27

S.No.1/ITEM No.1/2000/



15/2/2000

Subject: Flyover at Ring Road and Lawrence
Road Intersection (Britania Chowk)
File No. F5(22)99-IT

1. BACKGROUND:

A meeting was held under the chairmanship of Hon'ble Lt. Governor on 8.2.99 & subsequent several meetings held under the chairmanship of V.C. D.D.A. twenty-three locations for Grade Separation were identified in the second phase. This includes 15 locations of grade separators on roads and another 8 locations on Rail/Road level crossings. These 23 locations were distributed ⁱⁿ three agencies: DDA, MCD & EMD as under

Agency	Road/Road	Rail/Road
DDA	5	2
MCD	1	2
EMD	9	4

DDA has appointed 2 Consultants one M/s CRAINPS for 5 fly overs and M/s Iee Associates for 2 fly-overs. The consultant for the proposal under reference is M/s CRAINPS.

2. LOCATION:

This grade separator is proposed at the intersection of Ring Road and Lawrence Road known as Britania Chowk. The Broad land was around this intersection are:

- (1) On the eastern side of this intersection is the Lawrence Road industrial area.
- (2) Towards the West lies residential area and Shalour-our Urban village.
- (3) Ring Road leading to New Subzi Mandi is on the north and south of the intersection. The location plan is placed as Annexure I.

Contd.....2/-

3. EXISTING TRAFFIC CONDITIONS: Planning of Flyover in Delhi.
(Britannia Chowk)

Total peak hour right turning traffic: volume	2804 p.c.u.
Total peak hour left turning traffic : volume	3165 p.c.u.
Peak hour straight traffic along Ring : Road (total in both directions)	5120 p.c.u.
Peak hour straight traffic along : Lawrence Road-Road 43 axis (total in both directions)	2510 p.c.u.
Peak hour cycle traffic (total)	698 p.c.u.
Peak hour cycle carts etc. (total)	938 p.c.u.

The detailed traffic data reveals the composition of traffic as 86% of fast vehicles and 14% slow vehicles (passenger and goods).

Volumes of peak hour pedestrian traffic have been observed as follows:

Across Ring Road (south)	: 448
Across Lawrence Road	: 412
Across Ring Road (north)	: 576
Across Road 43	: 480

It may be noted that straight component of traffic along Ring Road is of the order of 37.6% of the total intersection traffic volume. Annexure 2 gives the peak hour traffic flow diagram for this intersection. Annexure 3 gives the peak hour slow traffic flow diagram at Britannia Chowk.

4. TRAFFIC GROWTH RATE AND PROJECTED TRAFFIC:

Design year

Assuming that the project would be implemented by 2001 A.D., 2021 A.D. is being considered as the design year (20 year design period.)

Contd.....3/-

DESIGN TRAFFIC:

In the present case the landuse along Ring Road could be taken as stabilised. The landuse along Lawrence Road also is not expected to change significantly, Road 43 may see some additional activities (residential) but the resultant traffic load is expected to be divided between the Ring Road and the Outer Ring Road. One could thus expect only a natural increase in traffic volumes upto a limit when the facility becomes saturated (with significant fall in level of service). Time series data could be used for estimating design traffic under such circumstances. The CRANITS CONSULTANTS (I) PVT. LTD. have time series data on peak hour traffic volumes for Britannia Chowk in the following manner:

Direction of traffic	Peak hour traffic volumes (PCU)		Growth Rate % p.a.
	1997	1999	
Total intersection traffic vol.	12,605	13,599	3.9%
Straight traffic along Ring Road (total in both direction.)	4,963	5,120	1.5%
Straight traffic along Lawrence Road-Road 43 axis (total in both direction)	2,504	2,510	nil
Total right turning traffic	2,584	2,804	4.2%
Total left turning traffic	2,654	3,165	9.6%

5. PROPOSAL IN BRIEF:

The instant proposal was received as a corridor improvement plan of the stretch from Ring Road- Lawrence Road intersection (Britannia Chowk) and Ring Road- Road No.37 intersection to Azad -pur from S.Eng. IWD, GHCTD vide letter No.23(327)/IWDII/D-6/99/632 dated 5.5.99. The proposal at Ring Road and Road No.37 is interfacing with IRTS route. Thus a clearance from DIRC was required. The following drawings/report for the

Contd....

Britannia Chowk grade separator have been received

- (i) CRTS/RWD/CI-Zone III/001
- (ii) CRTS/RWD/CI-Zone III/002
- (iii) CRTS/RWD/CI-Zone III/0011
- (iv) CRTS/RWD/CI-Zone III/012
- (v) CRTS/RWD(CI-Zone III)019
- (vi) Technical Note of May 1999
- (vii) Proforma required for grade separator projects.

Three alternatives have been prepared for Britannia Chowk. The proposal of a straight flyover on Ring Road has been recommended as it does not disturb the surface level intersection. It also offers the desired pattern of movement for the thorough traffic. This option does not involve any land acquisition.

6.1 EXAMINATION/OBSERVATIONS

The Authority resolution No.54 dt. 13.8.90 approved the guidelines for planning of Grade Separator on Ring Road and Outer Ring Road. The proposal received has been examined with reference to the guidelines. The observations are as under:-

- i) The fly over has been proposed on Ring Road as per the guidelines.
- ii) No 3rd level has been envisaged at the inter-section.
- iii) The right of way of Ring Road is 60 Mts. (210 feet) as per the drawings submitted a 9M dual carriageway has been proposed on flyover and 9.00 mt carriage way has been provided on surface for service roads.
- iv) As per the guidelines the Grade Separator should have carriage way of 11M each in either direction. However during the discussion of the fly-overs in the T.C. meeting held on 24.10.98 all the fly overs located on Ring Road have been recommended with maximum of 9M wide carriage way on either side of the median (refer item no.43/98, 49/98, 71/98, 72/98 dt. 24.10.98. On these recommendations of the T.C. the Consultant has

Contd...5/-

provided 9M carriage way on both sides of the Central verge.

- v) The proposed foot-path width is 2.5M.
- vi) Continuity of 3.5mtr. for V.T. line has not been maintained.
- vii) The drawings supplied by the consultant does not indicate any provision for cyclist.
- viii) The land score plan shall be supplied by the consultant after the approval of Technical committee.

6.2 OTHER OBSERVATIONS:

- i) The survey of the grade separator proposal does not include one plot depth on either sides of the approaching arms of the intersection thus is incomplete.
- ii) In the feasibility report/proforma does not give the detailed information required.
- iii) The clear height of the grade separator is not mentioned on the plan but it was informed by the consultant that the clear height from the road surface to the Fly over is 5.2 meters. The Ministry of Surface Transport vide their letter dated 14.10.99 have ^{advised} ~~intimated~~ that Flyovers in Delhi ^{be} ~~are~~ designed for a minimum vertical clearance of 5.50mts as per I.R.C guidelines Annexure-4.
- v) The design of the grade separator requires further examination by Engr. Wing in terms of the design speed, structure, super-elevation and other engineering aspects.
- vi) The approval from various agencies if required shall be taken by the executing agency.
- vii) The diversion plan during construction is to be approved by Traffic Police.

7. RECOMMENDATIONS:

The proposal as contained in para 5 and the observations in para 6 along with plan (placed on the table) is submitted to the Technical Committee for its consideration.

"DECISION"

The grade separator proposal was presented by The Craphts Consultants (I) Pvt.Ltd. It was mentioned during the presentation that in response to the observations of the Traffic and Transportation Unit of DDA, modifications were made in the grade separator proposal and the revised drawings are under submission. Following suggestions emerged based on discussions held during the meeting

- a. The slope of R30 would be adequate to reduce the cost of the proposed grade separator and also to provide extra weaving length for negotiating the lane.
- b. The entry and exit to the existing cremation grounds be kept from the side roads, to minimise conflict points with the through traffic
- c. The exit and entry to properties along the Ring road on both the sides be improved through an under pass, below the railway line
- d. The revised drawings of the modified scheme be submitted through Project Manager to the Traffic and Transportation Unit of DDA, for planning clearance with standard terms and conditions.

Compared with Original.

[Signature]
2/3/2000

2/3/2000

[Signature]
2/3/2000
Member Secretary
Traffic and Transportation Unit
DDA

PROPOSAL SUBMITTED BY P.W.D.
AND DISCUSSED IN TECH.COMMITTEE

TECH.COMMITTEE DECISION

This was the proposal of flyover with zero gradient on ROB side (Flat) and a slope of 1 in 30 on the other side (Road No. 41 side). It offers the desired pattern of movement for the through traffic and does not disturb the surface level intersection.

OBSERVATIONS:

1. The traffic approaching to ROB from slip road is not getting required weaving length.
2. Entry/exit to cremation ground needs modifications.
3. Pedestrian subway may not be utilized upto its optimum level due to close proximity of signalized intersection. Pedestrian will prefer to cross the road at grade.
4. Survey upto one plot depth on either side has not been given.
5. Continuity of 3.5m strip for H.T. line has not been maintained.
6. drawings do not indicate provision for cyclist.
7. Land scape plan shall be supplied by Consultant.
8. Feasibility performance does not have the detailed information required.
9. Clear height of grade separator has not been given but it was informed by the Consultant that the clear height under the flyover (Flat pattern) is 5.20 meter.
10. It requires further examination by Engineering Department in terms of design speed, structure, super-elevation and other Engineering aspects.

REVISED PROPOSAL SUBMITTED
OF PWD AS PER T.C.DECISION.

The proposal was presented by the drafts consultant. It was mentioned during the presentation that in response to the observation of T.T. Unit of DDA modifications were made in the grade separator and revised drawings are under submission. Following suggestions were emerged based on discussion held during the meeting:

CLARIFICATION TO THE DDA
OBSERVATIONS:

The Supdt. Engineer, PWD, has submitted a set of drawings (Two drawings). It is a simple flyover with approach slope of 1 in 30 on both the sides on Ring Road.

- Ring road is on slope practically upto under bridge intersection with Lawrence Road (From Punjabi Bagh). It is because of this the approaches to the cremation ground have been existing on Road No. 43.

Even after provision of flyover the lower level roads will remain on slope and it will be appropriate to continue the entries on the same roads.

- a) The slope of 1:30 should be adequate to reduce the cost of proposed flyover and also to provide extra weaving length for negotiating the length.
- b) Entry/exit to cremation ground be kept from the side road to minimize conflict points with the through traffic.
- c) The exit and entry to properties along the Ring road on both the sides be improved through the underpass below the railway line.
- d) The revised drawings of the modified scheme be submitted through Project Manager to T.T. Unit of D.D.A. for Planning clearance with standard terms and conditions.

- Provision of surface level road (underpass) was considered and it is seen that this may warrant bridging of open drain, demolition of a part of the building around temple & connecting service road with underpass will attract heavy commercial vehicles which will be hazardous to the children coming out from the school on the western side of Ring Road.

These points were explained before Technical Committee and the same was agreed upon by the Chairman, Technical Committee.

REMARKS/OBSERVATIONS

- a. Originally a slope of 1:54 was designed for the slip road approaching to the ROB from Britania Chowk and it was observed by T.T. Unit that the weaving length is too less for measuring traffic coming from Britania Chowk and if this slope is reduced to 1:30, the required weaving length will be achieved.
- b. Pedestrian subway may not be utilized upto its optimum level due to close proximity of signalized intersection. Pedestrian will prefer to cross the road at grade.
- c. Survey upto one plot depth on either side has not been given.
- d. Part of the 3.5m space shown for H.T. lines is outside the road R/W.
- e. Clear height of the flyover is 5.2 meters instead of 5.5 meters.

(1)	(2)	(3)	(4)
11. Diversion plan during construction is to be approved by traffic police.			c. The flyover having a gradient of 1 in 30 on either side will result in a roller coaster effect. The impact on aesthetics and urban design for this configuration needs further consideration.
12. The approval from various agencies if required shall be taken by the executing agency.			

EXISTING ROAD LINE
 PROPOSED ROAD LINE
 (Approved by T.C. dated 1933)

34

500.0 M.

ANNEXURE-C

2 of the flyover

2 of the Railway line

TO NAGINA

RAVA GARDEN

BAMA ROAD

GRADE SEPARATOR AT RING ROAD & RAMA ROAD (MAYA PURI CROSSING)

EXISTING ROAD LINE
 PROPOSED ROAD LINE
 (Approved by authority on 12.12.1933)

2 of the fly over

500.0 M.

2 of the fly over

TO ROAD NO 43

2 of the fly over

ROHTAK ROAD

GRADE SEPARATOR AT RING ROAD & ROHTAK ROAD (PUNJABI BAGH)

EXISTING ROAD LINE
 PROPOSED ROAD LINE (Approved by T.C. dated 1933)
 PROPOSED ROAD LINE (as per provision)

570.0 M.

2 of the fly over

2 of the fly over

TO MAYA PURI

PUNJABI BAGH

ROHTAK ROAD

GRADE SEPARATOR AT RING ROAD & ROAD NO-43 (BRITANIA CHOWK)

1. Vice-Chairman, DDA
2. Engineer-Member, DDA
3. Principal Commissioner, DDA
4. Commissioner (Plg.), DDA
5. Commissioner (LD), DDA
6. Commissioner (LM), DDA
7. Chief Architect, DDA
8. Addl. Commr. (MPPR), DDA
9. Addl. Commr. (UDP), DDA
10. Addl. Commr. (DC&B), DDA
11. Chief Planner, TCPO
12. Chief Architect, NDMC
13. Town Planner, MCD
14. Secretary, DUAC
15. Land & Development Officer, MOUA&E
16. Sr. Architect (H&TP), CPWD
17. Chief Engineer (Plg.) DVB
18. Dy. Commr. of Police (Traffic), Delhi
19. Director (Landscape), DDA

CHAIRMAN

MEMBER SECRETARY

SPECIAL INVITEES

1. Chief Engineer (Elect.), DDA
2. Addl. Chief Architect-I, DDA
3. Addl. Chief Architect-II, DDA
4. OSD (Area Plg.), DDA
5. Director (DC), DDA
6. Director (MPPR) I, DDA
7. Director (MPPR) II, DDA
8. Director (TT), DDA
9. Director (AP) I, DDA
10. Director (AP) II, DDA
11. Director (Rohini), DDA

I N D E X

S.NO.	ITEM NO.	PARTICULARS	PAGE NOS.
9.	44/2000	Grade Separator proposal at the intersection of Ring Road and Entry to ISBT Sarai Kale Khan. F.5(11)/99-MP	35 - 51
10.	45/2000	Grade Separator proposal at the intersection of Ring Road and NH - 24 BY Pass (Nizamuddin Bridge) F.5(10)/99-MP	52 - 63
11.	46/2000	Road Over Bridge on Pankha Road across Delhi-Rewari Railway Line. F.5(15)/99-MP	84 - 88
12.	47/2000	Grade Separator T Junction of G.T.Road Road No.66 (East Delhi) F.5(14)/99-MP	89 - 91
13.	48/2000	De-notification of Masjid Meth Resdl. Scheme containing 34 resdl. plots Siri Fort Road in Dev. Area NO.9(Pt.) PA(DD)Bldg./Denoti/2000	92 - 95
14.	49/2000	Proposed De-notification of Dilshad Colony Extn. from the Dev. Area no.Plg. Div. 'E' PA/DD(Bldg.)/Denoti./2000/Pt.	96 - 99

S.No. 9 / ITEM No. 44 / 2000 / TC

SUB.: GRADE SEPARATOR PROPOSAL AT THE INTERSECTION
OF RING ROAD AND ENTRY TO ISBT SARAI KALE KHAN.

FILE NO. F.5(11)99/MP.

1. LOCATION:

A grade separator is proposed at the intersection of Ring Road and Entry to ISBT Sarai Kale Khan and Second Entry to Nizamuddin Railway Station. The broad land use around this intersection are:

- i) Sarai Kale Khan Village, ISBT and Rajiv Van on the West ;
- ii) Rajiv Gandhi Saraiti Van on the East, and
- iii) Ring Road leading to Ashram on its North & South.

This intersection is ⁱⁿ close proximity to Humayun Tomb which is a World Heritage Monument. The location plan is placed at ANNEXURE-I.

2. BACKGROUND :

Initially a proposal of this grade separator was put up to the Pre Technical Committee on 10th June, 1999, in which it was decided that a simple straight flyover along Ring Road with the provisions of 'U' Turn is desirable.

The revised proposal was put up to the Technical Committee in its meeting held on 28th September, 1999, vide Item No.42/99/TC, where the Technical Committee gave a decision which is

as under:-

"

DECISION

The revised proposal of the grade separator with a straight flyover on Ring Road was presented by the Consultant M/s Lea Associates. After detailed discussion, the following points were suggested for suitable incorporation:-

- a) The service roads along the flyovers be increased to minimum of 11 mt. on both the sides of flyover.
- b) Entry/exit to be existing Sarai Kale Khan Bus Terminus to be suitably examined so as to minimise movement of buses at grade and thereby minimising the conflict points. The layout plan of the proposed Sarai Kale Khan Bus Terminus be duly incorporated and the views of GM, ISBT, be suitably considered.
- c) The projection of traffic data with respect to proposed FNG Express way, Noida Bridge and MRTS etc. be duly accounted and reflected in the project.
- d) It is likely that due to second entry to Nizamuddin Railway Station and MRTS corridor there would be heavy pedestrian and cycle movement which required to be duly taken care of in the design.

The above observations suitably be incorporated and the revised proposal be put up to Technical Committee. A copy of the revised proposal also be sent to CE, PWD, by Project Manager before discussion in the Technical Committee."

The proposal incorporating the above decision of the Technical Committee was again submitted to the Technical Committee on 18th January, 2000, vide Item No. 13/2000/TC and in the meantime, a letter was received from the Chief Engineer-IV, PWD, NCTD, (Copy of the letter is placed at ANNEXURE-II). In the said letter it was suggested ~~that~~ a three lane straight half flyover for north bound traffic, while the south bound traffic can go un-interrupted through a left slip, and right turning traffic will negotiate at grade as proposed by the

Consultants. After examination of the observations of the Chief Engineer-IB, PWD, NCTD, the proposal was once again put up to the Technical Committee in which a six lane straight flyover on Ring Road was approved on the basis of observations of Planning Wing, DDA. The decision of the Technical Committee dated 18th January, 2000, is as under:-

"

DECISION

It was explained that the earlier observations of the Technical Committee had been complied with in this revised scheme. The issue of entry/exit of ISBT Sarai Kale Khan had also been modified and the approval of GM, ISBT, was being sought. The representative of PWD observed that a half flyover should be proposed for North and South moving traffic. However, as the intersection is ultimately going to be a four arm intersection (in two phases), a straight full six lane flyover was preferred. It was decided that the observations of PWD be referred to the consultant for suitable consideration."

As a follow up action of the Technical Committee decision dated 18th January, 2000, a revised proposal incorporating the Technical Committee decision was again put up to the Technical Committee on 31st March, 2000, in which it was again up held that a six lane straight flyover at this intersection be provided with certain conditions. Copy of the Agenda and Technical Committee Decision dt. 31st March, 2000, is placed at ANNEXURE-III.

The observations of the Technical Committee have been incorporated and forwarded by the Executive Engineer, Flyover Division No.3, vide letter No.F.2(12)AE(P)/FD-3/DDA/98-99/653 dated 14th August, 2000, copy of which is placed at ANNEXURE-IV.

It was pointed out that during a meeting held on 23rd May, 2000, under the Chairmanship of Hon'ble Lt. Governor, Delhi, it was decided that for the present a half flyover be constructed and the Engineering Wing is going ahead with the construction. Copy of the minutes of meeting held on 23rd May, 2000, are placed at ANNEXURE-V.

3. OBSERVATIONS:

No plans of the modified half flyover has been submitted but as this proposal has been put up to the Technical Committee a number of times and many a discussions have been held with FWD and other agencies. After the above discussions/examination, the Lt. Governor, Delhi, decided in a meeting held on 23rd May, 2000, that a half flyover is to be constructed at this location. It is observed that while detailing out the half flyover a minimum of six lane may be available on the surface for better traffic management and scope for further development when required.

4. RECOMMENDATIONS FOR CONSIDERATION:

The observations/decisions taken by the Hon'ble Lt. Governor, Delhi, in a meeting held on 23rd May, 2000, are placed before the Technical Committee for its consideration.

(PRAKASH NARAYAN)
DIRECTOR (T.T.)

H.S. Dhillon 14/5/2000
(H.S. DHILLON)
DY. DIRECTOR (TT)

CHILD DEVELOPMENT AUTHORITY

SARAI KEITHAN
RESIDENTIAL AREA

MAGLI
RAMPUR

RAJIV GANDHI
SMRITI VAN

1991-1992

Ring Road

TO AIRMAIL

BELLLOPPUR
NTHADAR

FEASIBILITY STUDY FOR IMPROVEMENT OF
INTERSECTION AND DESIGNING/FLXING

PHYSICAL CHARACTERISTICS OF
JANIKHAL KHAKHINTERECTION

11.17.11

1000

DATE: 21 Oct 95

LEA ASSOCIATES SOUTH 101 1/2 PET. LTD
4-220, NEW FRIENDS CUPPER
NEW DELHI, INDIA - 110029

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लोक निर्माण विभाग, अंचल-4, दिल्ली सरकार
प्रधान सड़क, एम.एस.ओ. बिल्डिंग, आई.ए.ई. एस्टेट, नई दिल्ली-110002
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E-mail: pwdce4@del3.vsnl.net.in

संख्या/No. 23(67)SE(P)-IV/III/223

दिनांक/DATED 19th Nov. 1999

To

Shri P. K. Ghosh,
Vice Chairman, DDA
Vikas Sadan, New Delhi.

Subject:- GRADE SEPARATOR PROPOSALS AT THE INTERSECTION OF RING ROAD WITH:-
I) ENTRY TO ISBT SARAI KALE KHAN, AND (ii) NH-24 (NIZAMUDDIN BRIDGE).

Ref:- Technical Committee meeting of DDA held on 23-9-99 in which the above two proposals were listed. (No. 42/99 and no. 43/99 respectively).

Sir,

In the above mentioned Technical Committee Meeting of DDA under your chairmanship, the undersigned was present from PWD, Delhi. I wish to recall that before the start of discussions on the two items above, the undersigned had requested that for such schemes on PWD roads we should get an opportunity to examine the scheme in advance to enable us to give a studied response in the Technical Committee Meeting. You had kindly agreed and gave directions accordingly. At the same time however you had also desired that the undersigned could offer comments during the presentation then as well to the extent possible (to be supplemented later if necessary after the details of scheme are made available).

- Now EE/FD2, DDA has submitted two drawings (vide his No.F.2(21)/99/FD2/DDA/950 dated 30-10-99) relating to the item No. 43/99 i.e. the NH-24 intersection with ring road, informing this office that the scheme has been approved by the technical Committee in its meeting on 28-9-99.
- This office has however not received any "minutes of meeting" as referred to by your EE/FD2. A copy of the same has now been obtained from DDA when it is seen that the "minutes" are actually not endorsed to PWD.
- Further the comments which were made by the undersigned on the two items find no mention in the "minutes". In this connection, I also wish to inform you that I had written to Commissioner (Planning) on 30-9-99 (copy enclosed) reiterating the views as expressed on behalf of PWD by the undersigned during the said meeting. For your ready reference, however, I am again elaborating our views on the two schemes in the enclosed sheet. The acceptance of the suggestions will result in a 50% reduction in the cost of these two schemes.
- It is also requested that suitable instructions may please be issued to the concerned officer in DDA to invariably endorse copies of minutes of meeting to PWD whenever such item are on agenda. In fact in some other cases also minutes are not endorsed to PWD which obviously needs to be set right.

Encs: As above

OFFICE OF DIR. (T.C.)

File No. 2735

Dated 24/11/99

Copy for kind information to:-

1. Principal Secretary, PWD, Vikas Bhawan, New Delhi.
2. E-in-C, PWD, Nirman Kuteer, New Delhi.

Yours Faithfully

(Signature)
(K.N. Agrawal)
Chief Engineer-IV

Chief Engineer-IV

With file PWD
Dir (T.C.)
10/11/99

Pr. dis. cum. Lj. 7.

Discuse. ad.

(Comm. Pk) ch. spec. that the recommendations of C.E. PWD be placed before T.C. pl.

(Comm. Pk)

17-11-99

Pl. send with file no

Dir (T.C.) 24/11/99 - K.N. Agrawal

41

DDA's Technical Committee Meeting on 28-9-99,
relation to the flyover schemes on PWD roads)

Item No 42/99:- Grade Separator proposal at the intersection of Ring Road and Entry to ISBT, Sarai Kale Khan.

The Consultant M/S Lea Associates presented a proposal for a 6 lane straight flyover along Ring Road which will take care of the through traffic on the Ring Road. The right turning traffic to and from ISBT Sarai Kale Khan are proposed to be regulated through signals at grade.

The undersigned had suggested that this could be achieved by only a 3 lane flyover for the north bound traffic while the south bound traffic can go un-interrupted through a left slip. The right turning traffic to and from ISBT will negotiate at grade as proposed by the consultant. In this manner, the cost of project can be saved to the extent of about 45%.

Item No. 43/99:- Grade Separator proposal at the intersection of Ring Road and NH-24 by-pass (Qizamuddin Bridge)

The consultant presented his proposal of a 6 lane Trumpet flyover across the Ring Road and landing on to the NH-24. The undersigned had brought out as under:-

"There has been a long pending proposal to connect this intersection with the 'Mada Gumbaj' roundabout at the east end of the Lodi Road. This proposal has however been dropped for the present because of the objection from Archaeological Surveys of India (ASI) and Zoological Surveys of India (ZSI) because the alignment passes in the close vicinity of Humayun Tomb and Delhi Zoological Park."

The improvement scheme for this intersection should be such that it does not foreclose the option of future generation for a connection at aforesaid either at surface or through a tunnel to avoid objections of ASI and ZSI. The Proposal, however, given by M/s Lea Associates in the form of a Trumpet flyover across Ring Road does not meet this requirement. PWD has however got developed a conceptual scheme which takes into account the future possibility as well and which will not be earlier than the Trumpet flyover."

The same has found no mention in the minutes. It may be further elaborated here that the conceptual scheme for this intersection which has been developed by us will consist of a straight flyover along Ring Road and will thus not directly interfere with the National Highway.

Further for the present as long as the link road to the Tomb Garden is not in existence, the traffic along Ring Road can move freely with the help of just a 3 lane flyover, (instead of a 6 lane flyover) for the south bound traffic and then save nearly 50% of the project cost at this location. The Right turning traffic can be comfortably managed at grade.



- 42 -

सौक निर्माण विभाग, अंचल-4, दिल्ली सरकार
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E-mail: pwc4@del3.vsnl.net.in

संख्या/No.23(67)/SE(P)-IV/187

दिनांक/DATED 30-9-99

Subject:- Technical Committee Meeting of DDA held on 28.9.1999.

Reference: Meeting notice vide Joint Director(MP) DDA letter No.F1(1)95-MP dt. 27-9-99.

The undersigned attended the Technical Committee (T/C) meeting of DDA in respect of the following two items for which the Agenda notes were circulated vide reference cited above.

1. Item No.42/99- Grade Separator Proposal at the Intersection of Ring Road and Entry to ISBT, Sarai Kale Khan.
2. Item No.43/99- Grade Separator proposal at the intersection of Ring Road and NH-24 Bypass (Nizamuddin Bridge)

Before the start of discussion on the above two items, the undersigned made the following submission before the Technical Committee:-

"Whenever any major improvement scheme like the above two concerning PWD roads are to be discussed in the T/C, it is essential that the concerned PWD Engineers get adequate time to study the proposal and come out with meaningful comments/observations. We would require the Geometrical design along with the relevant ground level of either proposal about 2 weeks in advance for our comments."

The Vice-Chairman, DDA, was kind to issue instructions that the detailed proposal be forwarded to PWD for scrutiny & also desired that the PWD may offer comments during the presentation now as well to the extent possible.

During the discussions for the above two proposals, following comments were made by the undersigned.

Item 42/99- The proposal of a dual carriageway straight flyover was presented by M/s Lee Associates. From PWD side it was observed that we can nearly halve the project cost by having only a single carriageway flyover on the western side i.e. north bound carriageway of Ring Road and providing a straight slip for the south carriageway, instead of a flyover. The idea found ready acceptance.

Item 43/99- It was brought out by the undersigned as under :
There has been a long pending proposal to connect this intersection with the "Neela Gumbaj" roundabout at the east end of the Lodi Road. This proposal has, however, been dropped for the present because of the objection from Archeological Surveys of India(ASI) and Zoological Surveys of India(ZSI) because the alignment passes in the close vicinity of Humayun Tomb and Delhi Zoological Park.

-43-

The improvement scheme for this intersection should be such that it does not foreclose the option of future generation for a connection as aforesaid either at surface or through a tunnel to avoid objections of ASI and ZSI.

The proposal, however, given by M/s Lee Associates in the form of a Trumpet flyover across Ring Road does not meet this requirement. PWD has however got developed a conceptual scheme which takes into account the future possibility as well and which will not be costlier than the Trumpet flyover.

More comments may be sent by us after examining the details of scheme.

Sd/-

(S.N. Agrawal)

Chief Engineer-I/PWD

To

Sh. VIJAY RISEUD
Commissioner (Planning)
D.D.A., West-Block, N. Delhi.

Copy forwarded for information to :

1. The Secretary (PWD), Vikas Bhawan, New Delhi, for kind information.
2. Shri K.B. Rajania, E-in-C, PWD, New Delhi, to get his office endorsement No.10/2BE/C/PWD/3940 dt/ 27-9-99 on the ref. cited above.

Chief Engineer-I/PWD

44 - S.No. 7/26/2000/TE

Annexure - III

30.3.2000

Sub.: GRADE SEPARATOR AT THE INTERSECTION OF
RING ROAD AND ENTRY TO ISBT SARAI KALE
KHAN.

FILE NO. F.5(11)22-21E

1. BACKGROUND:

The Supdt. Engineer, Circle-V, P.W.D., GNCTD, vide letter dated 26th June, 1997 had submitted a technical report, supplementary notes, drawings and feasibility of a proposal for provision of second entry to Waziruddin Railway Station from Ring Road side near ISBT Sarai Kale Khan. In this proposal the right turning movement to and from I.S.B.T., second entry to Railway Station were provided through loops in the form of extended roundabouts on the Ring Road. This was put up to the Technical Committee Meeting dated 10th February, 1998, in which it was recommended to approve the proposed circulation/parking plans for Waziruddin Railway Station from ISBT Sarai Kale Khan side with certain observations.

Subsequently, a meeting was held under the Chairmanship of Hon'ble Lt. Governor, Delhi, on 8th February, 1999, and subsequentⁱⁿ several meetings, where twenty-three locations for grade separations were identified in the second phase. This intersection at ISBT Sarai Kale Khan was one of the grade separator to be taken up for implementation.

2. REVISED PROPOSALS

A proposal for grade separator at this location was put up to the Technical Committee Meeting held on 28th September, 1999, and the decision of the Technical Committee is as under:-

"The revised proposal of grade separator with a straight flyover on Ring Road was presented by the consultant M/s Lea Associates. After detailed discussion the following points were suggested for suitable incorporation:

- a) Service roads along the flyover be increased to minimum of 11.0 m on both the sides of flyover.
- b) Entry/exit to the existing Garai Kala Khan bus terminus to be suitably examined so as to minimise movement of buses at grade and thereby minimising the conflict points. The layout plan of the proposed Garai Kala Khan Bus Terminus be duly incorporated and the views of General Manager, ISBT, be suitably considered.
- c) The projection of traffic data with respect to proposed FMB express way, Heida Bridge & MRTS etc. be duly accounted and reflected in the project.
- d) It is likely that due to second entry to Hazratganj Railway Station and MRTS Corridor there would be heavy pedestrian and cycle movement which would need to be duly taken care of in the design.

The above observations suitably be incorporated and the revised proposal be put up to Technical Committee. A copy of the revised proposal also be sent to Chief Engineer, PWD, by Project Manager before discussion in Technical Committee."

Subsequently, a letter was received from Chief Engineer IV, PWD, GNCTD, in which it was envisaged that a half straight flyover on Ring Road was desirable in place of a full six lane flyover on Ring Road. The observations of the Chief Engineer, PWD, GNCTD, were again put up to the Technical Committee in its meeting held on 18th January, 2000, where it was decided as under:-

"It was explained that the earlier observations of the Technical Committee had been complied with in this revised scheme. The issue of entry/exit of ISBT Sarai Kale Khan had also been modified and the approval of General Manager, ISBT, was being sought. The representative of PWD observed that a half flyover should be proposed for North and South moving traffic. However, as the intersection is ultimately going to be four arm intersection (in two phases), a straight full six lane flyover was preferred. It was decided that the observations of PWD be referred to consultant for suitable consideration."

The above decision was forwarded to M/s Leo Associates South Asia Pvt. Ltd., the consultants engaged by DDA for this grade separator proposal. A letter dt. 9th March, 2000, has been received from Chief Consultant, Traffic & Transportation, Leo Associates, in which it has been mentioned that

to avoid probable traffic management hassles and ensure optimum safety to road users in future it would be appropriate to construct a full six lane straight flyover at this intersection. Copy of the letter is placed as ANNEXURE-I.

3. EXAMINATION:

i) The earlier decision of Technical Committee dated 16th February, 1998, regarding second entry to Hissamuddin Railway Station from Ring Road side needs to be partially superseded with respect of extended roundabouts on Ring Road by a grade separator on the junction of Ring Road and IRT Corridor Kale Khan,

ii) The decision of the Technical Committee on the earlier proposal of full six lane flyover which was put up to the Technical Committee on 16th January, 2000, were complied with and the revised proposal was received from Executive Engineer (Flyover Project) Division No.-III, vide Letter No. F.3012)AR(P)/FD-III/DMA/98-99/400 dt. 17.1.1999. In this proposal, the observations of the Technical Committee were incorporated and recommended to the Planning Wing.

(iii) The observations given by M/s Jay Associates regarding a full six lane straight flyover on Ring Road are ignored as the intersection is ultimately going to be a four arm intersection and considering the increased demand of

traffic on Ring Road, it is desirable to have a full six lane straight flyover as recommended by the Consultants.

4. RECOMMENDATIONS FOR CONSIDERATION:

A decision is required whether a straight flyover on Ring Road at the intersection of ISBT Sarai Kale Khan is to be a half or full six lane straight flyover.

DECISION

The comparative observations of the two options :

- a) As suggested by the Chief Engineer, PWD, half flyover 3 lanes
- b) As proposed by DBA, full flyover 6 lanes.

were presented by the consultants.

After detailed discussions, the Technical Committee recommended full 6 lanes flyover at this intersection with the following conditions :

- a) The service roads along the flyover be increased to minimum of 11 M on both the sides of the flyover.
- b) Entry/Exit to the existing Sarai Kale Khan Bus Terminus to be suitable examined so as to minimise movement of buses at the grade separator and thereby minimising the conflict points. The layout plan of the proposed Sarai Kale Khan Bus Terminus be duly incorporated and the views of the General Manager, ISBT be suitable considered.
- c) The projection of the traffic data with respect to the proposed FNG Express Way, NOIDA Bridge and MRTS etc. be duly accounted and reflected in the project.
- d) It is likely that due to the second entry to the Nizamuddin Railway Station and the MRTS corridors, there would be heavy pedestrian and cycle movement, which is required to be duly taken care of in the design.
- e) The modified plan, duly authenticated by the Project Manager, be submitted to DUAC and the plan duly approved by DUAC alongwith the letter of DUAC be submitted for approval of the Authority.

3/5/2000
Member
Technical
Delhi Development
10.2.00

The decision of the Technical Committee dated 10.2.00 to the extent of improvement of Ring Road also stands approved.



OFFICE OF PROJECT MANAGER (FLYOVER) GR.I
DELHI DEVELOPMENT AUTHORITY
B-2/B JANAKPURI, NEW DELHI

No.F.5(4)EE(HQ)/F.P./LOT.2/DDA/524

13.06.2000
79

SUB: MINUTES OF MEETING

A meeting was held in the Hon'ble L.G.'s conference hall at Raj Nivās on 23.5.2000 at 3.30 P.M. to discuss improvement of intersection at the junction of Ring Road - NH-24. List of those present in the meeting is enclosed.

Welcoming those present, E.M/DDA introduced the item indicating that as discussed earlier possibility of coming up of fourth arm at this intersection has been ruled out and in view of this Technical Committee of DDA has approved a trumpet interchange as the best solution for this three arm intersection. M/s Lea Associates in their presentation, on the basis of statistics of traffic projection concluded that once the fourth arm is ruled out a trumpet is an ultimate solution for T-intersection. They indicated that the cost of half flyover will be around Rs.8.6 crores and addition of second half flyover at a later date will cost around additional Rs.11 crores at today's cost index, whereas, cost of trumpet will be Rs.15 crores. There is possibility of acquisition of 3 hectares of land required for trumpet today but in case this additional 3 hectares of land, which will be ultimately needed, for second half flyover may not be available at that point of time. Sh. P.S. Rana and Sh. Sarat Das, Adviser along with Commissioner (Planning) also expressed the similar views.

Shri K.N. Aggarwal, Chief Engineer (PWD) has suggested that a simple half flyover along the eastern carriageway of Ring Road i.e. for the south bound traffic, along with a left-slip for the north bound traffic will make

S.No. 10 / ITEM NO. 45 / 2000 / TC

SUB.: GRADE SEPARATOR PROPOSAL AT THE INTERSECTION
OF RING ROAD AND NH-24 BYEPASS (NIZAMUDDIN BRIDGE).

FILE NO. F.5(10)99/ME

1. LOCATION:

This intersection is a three arm junction where the NH-24 Bypass meets the Ring Road almost at right angle amidst the existing protected monuments and recreational area. On the West of the intersection is Rajiv Samirithi Van and on its North and South of NH-24 Bypass approach, the land use ^{is} recreational. There are High Tension Lines along either sides of Ring Road. A few H.T. Pylons are observed to be existing within 50 meter range of the intersection. Two water supply pipelines of more than one meter dia run along the Eastern edge of the Ring Road very close to the carriage way. Both of the approach arms, the Ring Road has a six lanes divided carriage way whereas third arm of NH-24 Bypass has a eight lanes divided carriage way. The location plan is placed at ANNEXURE-I.

2. BACKGROUND:

This intersection was taken up for grade separation in the Phase-II of the Flyover Project and is to be implemented by the DDA. M/s N.D. Lee Associates have been appointed as Consultants for preparation of this proposal.

This /grade separator was discussed in the Pre Technical Committee meeting held on 10th June, 1999. The decision of the

Pre Technical Committee is re-produced ~~as~~ below:

"The proposal was explained by the Consultant M/S N.D. Lee Associate. Three alternatives were explained. The alternative with trumpet and a grade separator across the Ring Road keeping the intersection as three armed junctions were considered most appropriate. It was desired that the proposed under passes across the Ring Road for pedestrian and cycle traffic be discussed with irrigation and Flood Control Deptt. with respect of HFL of Yamuna. Also the Scheme of DDA for planning and development of river bed may have to be suitably incorporated in the proposal. With the proposed modifications, the modified drawings and text as well as feasibility and traffic management drawings be submitted to Director(TT), DDA duly authenticated by the Consultant and the Project Manager/Local Body for placing it before the next meeting of Technical Committee."

Subsequently, the proposal was put up to the Technical Committee in its meeting held on 28th September, 1999, vide Item No. 43/99/TC. This proposal was approved as a trumpet interchange and certain conditions were imposed by the Technical Committee. A copy of the T.C. Agenda and decision dt. 28th Sept., 1999, is placed at ANNEXURE-II.

The Chief Engineer, PWD, Zone-IV, vide D.O. Letter No. 23(67) SE(P)-IV/III/223 dt. 19th November, 1999 and D.O. Letter No. 23(67)SE(P)-IV/III/2787 dated 25th November, 1999, addressed to Vice-Chairman and Engineer Member, DDA, respectively (Copy of the said letters are placed as ANNEXURES-III & IV) had conveyed certain observations which the Chief Engineer had raised during the Technical Committee meeting, which have not been considered. Those were:

- 1) There is a proposal to connect Ring Road with Lodhi Road which is pending for a long time.

- ii) The improvement proposal at this intersection should be such that it does not foreclose the option of future connection of the fourth arm. The trumpet flyover across the Ring Road does not meet this requirements.
- iii) A three lanes half flyover on Ring Road was recommended for South bounded traffic. The North bounded traffic can go up un-interrupted through a left slip. The right turning can be comfortably maintained at grade. This will reduce the costs of the project by 50%.
- iv) This scheme is on a PWD road, therefore, due consideration may be given to the views and observations of the PWD and as the costs of this scheme is eventually to be borne by the Govt. of Delhi from PWD Planned funds, it was proposed that the scheme which was conceptually developed by the PWD for this intersection may be presented in the next Technical Committee.

The views of the PWD Department were put up to the Technical Committee in its meeting held on 15th February, 2000, and the decision of the Technical Committee is reproduced below:

" The grade separator proposal was presented by the Consultants. After detailed discussions, following was decided for suitable incorporation:

- a) The intersection of Ring Road and NH-24 Bypass is to be treated as a four armed junction, keeping in view the future traffic pattern. The phasing and the design of the intersection may suggest suitable measures to minimise likely impact on the existing heritage buildings and the Delhi Zoo. The design may also have to offer suitable solutions to the flood vulnerability aspect.
- b) In view of the cost/economics and existing traffic load, the grade separator proposal for the time being may start with a half flyover, with a scope for a full flyover and cloverleaves in future.

It was decided that the Consultant be requested to revise the scheme accordingly for discussion in the next meeting of the Technical Committee."

Subsequently, the proposal of this intersection for grade separation was discussed in the weekly meeting of Hon'ble Lt. Governor, Delhi, on 7th March, 2000, where it was informed that

the construction of a grade separator at this junction has now been decided by the Technical Committee to be a four arm intersection as against the 'T' Junction which has already been planned and discussed in the Technical Committee. The Hon'ble Lt. Governor, Delhi, further stated that a decision in this regard has been taken after due deliberation with PWD that this intersection will be a 'T' Junction and not a four armed junction. He further directed the planning already done for a trumpet interchange may go ahead for construction. A copy of the Minutes of the meeting held on 7th March, 2000, are placed at ANNEXURE -V.

This matter was taken up in the Technical Committee meeting held on 31st March, 2000. A copy of the Agenda and minutes of the meeting are placed at ANNEXURE VI.

This issue was discussed in a meeting held under the Chairmanship of Hon'ble Lt. Governor, Delhi, on 23rd May, 2000, where it was decided that keeping in view the observations of the IWD Department a simple half flyover along the Eastern carriage way of Ring Road i.e. for the South bounded traffic, alongwith a left slip for the North bounded traffic will make the two straight movements along Ring Road free. Two right turn which constituted less than 1/3rd of the traffic on this intersection will then operate through a two phase signal which will have a cycle time not exceeding 60 seconds. This also has an advantage of upgradation with another half flyover with two ~~max~~ ground level loops that may go up in future as and when demanded. It was decided to have a half

flyover for the time being is to be constructed at this intersection. A copy of the minutes of meeting held on 23rd May, 2000, is placed at ANNEXURE VII.

3. OBSERVATIONS:

The plans of half flyover submitted by the Executive Engineer, Flyover Division-2, DDA, dated 16th August, 2000, have been made available only today i.e. 19th August, 2000, therefore, it has not been possible to examine the plans in detail and also these drawings are not on a desired scale. However, it is recommended that while detailing out the half flyover, a minimum of six lanes may be available on the surface *beyond the fly over* for better traffic management and scope for further development. All earlier Technical Committee decisions on this intersection may be superseded and whatever will be the decision of the instant Technical Committee will prevail.

4. RECOMMENDATION FOR CONSIDERATION:

The observations/decisions taken by the Hon'ble Lt. Governor, Delhi, in the meeting held on 23rd May, 2000, are placed before the Technical Committee for its consideration.

[Signature]
(PRAKASH NARAYAN) 18/8/2000
DIRECTOR (T.T.)

[Signature] 12/8/2000
(H.S. DHILLON)
DY. DIRECTOR (TT)



28/9/99

S.No. 8 / IEM No. 43 / 99 / LC.

Subj. Grade Separator proposal at the intersection of Ring Road and NH-24 Bypass
(Nizamudding Bridge).
File No. F5(10)99-MC.

1 BACKGROUND :

A meeting was held under the chairmanship of Hon'ble Lt. Governor on 8.2.99 & subsequent several meetings held under the chairmanship of V. C, DDA, twenty-three locations for Grade Separation were identified in the second phase. This includes 15 locations of grade separators on roads and another 8 location on Rail/Road level crossings. These 23 locations were distributed in three agencies: DDA, MCD & PWD as under :

Agency	Road/Road	Rail/Road
DDA	6	2
MCD	1	2
PWD	9	4

DDA has appointed 2 Consultants one M/s CRAPHIS for 5 fly-overs and M/s Lea Associates for 2 fly-overs. The consultant for the proposal under reference is M/s Lea Associates.

2 LOCATION :

2.1 This intersection is a perfect 3 arm junction where the NH-24 Bypass meets the Ring Road almost at the Right Angle amidst the existing protected monuments and recreational green area. On the west of the intersection is the Rajiv Samiti Van flanked by an undulated terrain. On the north and south of NH-24 bypass approach the land use is 'Recreational'. There are High Tension lines along either sides of the Ring Road. A few HT pylons are observed to be existing within 50 mtrs. range of the intersection. Two water supply pipelines of more than 1 dia run along the eastern edge of the Ring Road very close to the carriageway. Both of the approach arms of the Ring Road has a 6 lanes divided carriageways whereas the third arm of NH-24 bypass has an 8 lane divided carriageway (Refer Annexure I).

2.2 EARLIER PROPOSAL OF UNDER PASS AND LINK ROAD CONNECTING RING ROAD AND LODHI ROAD :

A link road connecting the Nizamuddin Bridge to Lodhi Road was visualised in MPD-87 as part of the inner Ring Road of Delhi. However, this proposal was not in MPD-2001. One of the reason for doing so was the apprehension that such a link road might result into degradation of environmental qualities around Humayun's Tomb and the Zoo. Subsequently, a proposal was sent by PWD Govt. of G.N.C.I.D vide letter dated 14.3.96 to DDA with the recommendations that such a road would help distribute the traffic coming from Inner Ring Road in a balanced way. This proposal was put up to the Technical Committee in its meeting held on 19.11.96 where the proposal was recommended in conceptual plan for approval of DDA, subject to clearance from Archeological Survey of India, and Railways.

Ever since this decision of Technical Committee, no progress of this proposal has been received from PWD, G.N.C.I.D.

3. MINUTES OF THE PRE-TECHNICAL COMMITTEE :

The Grade Separator was discussed dated 10.6.99 in the special pre Tech Committee meeting held on 10.6.99 and the decision of the pre Tech Committee is reproduced below :

"The proposal was explained by the Consultant M/s N D Lee Associate. Three alternatives were explained. The alternative with humpet and a grade separator across the Ring Road keeping the intersection as three armed junctions were considered most appropriate. It was desired that the proposed under passes across the Ring Road for pedestrian and cycle traffic be discussed with irrigation & Flood Control Deptt. with respect of HFA of Yamuna. Also the Scheme of LDA for planning and development of river bed may have to be suitably incorporated in the proposal. With the proposed modifications, the modified drawings and text as well as feasibility and traffic management drawings be submitted to Director (TI), DDA duly authenticated by the Consultant and the Project Manager/Local Body for placing it before the next meeting of Technical Committee."

4. EXISTING / PROJECTED DATA

4.1 EXISTING CONDITIONS

i. PEAK HOUR TRAFFIC DATA - PCU/Hr.

SN	LOCATION	1989	1991	1995	1999
Present Traffic volume (Total PCU/Hr)					
1	Ring Road between Bhamban Marg and N/ZM Bridge	3440	4088	4100	4140
2	Ring Road between N/ZM Bridge and Sarai Kale	4831	5624	8300	10900
3	Ring Road between Sarai Kale Khan and Maharam Bugh		6193		10600
GROWTH RATE					
	Average Annual Growth Rate	89.91	91.95	95.69	91.89
1	Ring Road between Bhamban Marg and N/ZM Bridge	43.36%	5.45%	5.57%	6.89%
2	Ring Road between N/ZM Bridge and Sarai Kale	17.39%	6.7%	6.1%	7.36%
3	Ring Road between Sarai Kale Khan and Maharam Bugh				8.03%

ii. DIRECTION WISE ESTIMATED AVERAGE VEHICULAR DELAY (Sec.) AT NIT-24 BYPASS RING ROAD INTERSECTION

S.No	Direction	Delay (Sec.) Estimated 1999
PEAK HOUR		
1	HELIODAR - Bhamban Marg	46.33
2	Bhamban Marg - Sarai Kale Khan	49.70
3	Sarai Kale Khan - Heliodar	40.40
4	Sarai Kale Khan	21.21
OFF PEAK HOUR		
1	HELIODAR - BHAIRON MARG	33.27
2	BHAIRON MARG - SARAI KALE KHAN	39.69
3	SARAI KALE KHAN - HELIODAR	35.09
4	SARAI KALE KHAN - BHAIRON MARG	13.13

TOTAL HOURLY CROSS PEDESTRIAN FLOW AT NH-24 BYPASS - RING ROAD INTERSECTION

S.N.	TIME PERIOD	TOTAL FLOW
1	8:00 - 9:00	334
2	9:00 - 10:00	419
3	10:00 - 11:00	199
4	11:00 - 12:00	124
5	12:00 - 13:00	131
6	13:00 - 14:00	67
7	14:00 - 15:00	94
8	15:00 - 16:00	138
9	16:00 - 17:00	188
10	17:00 - 18:00	204
11	18:00 - 19:00	287
12	19:00 - 20:00	286
	TOTAL	2457

4.2. PROJECTED DATA

i. GROWTH RATE ADOPTED FOR TRAFFIC PROJECTION

S.N.	YEAR	1999-2004	2004-2011	2011-2021
1	Growth rate (%per annum)	5%	4%	3.6%

ii. LINKWISE JOURNEY SPEED (KM/PH) FOR FUTURE YEARS

S.N.	From	To	1999	2004	2011	2021	Average journey speed 1999 (OBSERVED)	Average journey speed 1999 (Estimated)
							35.80	36.87
1	Maharani Bagh Int	SaraiKale Khan Int	39.0	36.7	33.2	28.3		
2	Sarai Kale Khan Int	Maharani Bagh Int	34.7	31.2	26.0	19.4	36.10	36.68
3	Sarai Kale Khan Int	NMDH Bridge Int	38.5	36.0	32.3	26.5		
4	NMDH Bridge Int	SaraiKale Khan Int	34.7	31.1	25.9	19.3	35.75	36.00
5	Bhairon Marg Int	NMDH Bridge Int	33.5	29.6	24.0	17.4		
6	NMDH Bridge Int	Bhairon Marg Int	38.9	36.5	33.1	29.0	35.40	35.67
7	NMDH Bridge Int	Noida More Int						
8	noida more int	NMDH Bridge Int	37.2	34.3	30.1	25.3		

5. Revised proposal :

The revised proposal of a trumpet intersection and feasibility performia (Annexure II) has been prepared by the Consultants and forwarded by Executive Engineer/ED-2, DDA vide letter No. F2(21)/99/ED-2/DDA/799 dated 16.9.99. This is a typical trumpet interchange with the proposed loop coming on the vacant land in the Western Side of the intersection. The right turning traffic between Noida More and Bhairon Marg junction and between Maharani Bagh and Noida More junction are envisaged to use this interchange drawing No. F2(21)/99/ED-2/DDA/799. The 1/A is laid on the Table of Technical Committee.

6. EXAMINATION/OBSERVATIONS :

6.1 The Authority's resolution no. 54 dt. 11.8.90 approved the guidelines for planning of Grade Separator on Ring Road and Outer Ring Road. The proposal received has been examined with reference to the guidelines. These observations are as under:

- I. One fly over has been proposed on Ring Road as per the guidelines.
- II. No 3rd level has been envisaged at the inter section.
- III. The right of way of Outer Ring Road is 300 ft (91.44) Mtrs. As per the drawings submitted, this is a typical trumpet interchange with proposed loop having radius of 60 mts and carriage way of 11 mt. is coming on the vacant land in the western side of the intersection. The right turning traffic between Noida-Mord Junction are envisaged to use this interchange.
- IV. As per the guidelines the Grade Separator should have carriage way of 11M each in either direction. However, during the discussion of the fly overs in the T.C. meeting held on 24.10.98 all the fly overs located on Ring Road have been recommended with maximum of 9M wide carriage way on either side of the median (refer item no. 43/98,49/98,71/98,72/98,73/98 dt. 24.10.98). On these recommendations of the T.C. the Consultant has provided 9M carriage way on both sides of the Central verge.
- V. The proposed foot path width is 2.5M in both phases.
- VI. The clear height of the Grade Separator is 5.5M. However, this issue is being debated & DUAC in its meeting held on 24.1.92 has recommended that the clearance of fly overs be restricted to a maximum of 5M. The copy of the letter is enclosed (ANNEXURE-III).
- VII. As per the guidelines, a reservation of 3.5M for High Tension has been earmarked on road/inter section.
- VIII. The Longitudinal Section of fly over has been given by the Consultant.
- IX. The movement upto next major inter section have been provided by the Consultant.
- X. The landscape plan shall be supplied by the Consultant after the approval of Technical Committee.

6.2. OTHER OBSERVATIONS :

- I. The projection of Traffic Data is not realistic as important transportation projects e.g. FNG Expressway, Noida Bridge, & MRTS etc have not been taken into account, while these projects are going to have a major impact on this intersection. This needs proper assessment.
- II. The design of the grade separator requires further examination by Engg. Wing in terms of the design, speed, structure, street elevation and other engineering aspects.
- III. The approval from the various agencies if required shall be taken by the Executing agency.
- IV. The proposal of a trumpet interchange on which land has been transferred from Road Owning agency to DDA be considered is placed before TC for consideration.
- V. The improvement of all arms as proposed by the Consultant is conceptual. The road owning agency may be advised to prepare and implement road alignment

plans integrating the proposal of the Consultants on priority to take maximum benefit of the flyover.

- VI. The diversion plan during construction is to be approved by Traffic Police.
- VII. The proposed link road Ring Road to Lodhi Road was approved in T.C dated 19.11.96. This decision needs to be superceeded by the Trumpf Inchange on Ring Road making it a three arm intersection.
- VIII. One of the arms of this intersection is National High Way No. 24, therefore, clearance from M.O.S.T / N.H.A.I. will be required.

7. RECOMMENDATIONS :

The proposal as contained in para 5 & the observations in para 6 along with the plan (placed on the Table) is submitted to the Technical Committee for its consideration.

"DECISION"

✓ The modified proposal of the grade separator was presented by the consultant M/s Lea Associates. After detailed discussion, the proposal was approved in principle with the following conditions :

- a) The design of the grade separator required further examination by Engg Wing in terms of the design, speed, structure super elevation and other engineering aspects.
- b) The approval from the various agencies e.g. DJB, PWD, MINL, DVB, GAIL etc if required be taken by the executing agency
- c) The improvement of all arms as proposed by the Consultant was conceptual. The road owning agency be advised to prepare and implement road alignment plans integrating the proposal of the Consultants on priority to take maximum benefit of the flyover.
- d) The diversion plan during construction to be approved by Traffic Police.
- e) One of the arms of this intersection being National Highway No. 24, therefore, clearance from MOST/NHAI would be required.
- f) The proposed clover leaves to be duly integrated with the Rajeev Smriti Van (MCD area) and a landscape plan integrating the same to be supplied by the consultant.

The modified plan duly authenticated by the Project Manager be submitted to DUAC before the plans are placed before the Authority for approval.

(1/C)
2/11/99

2/11/99

3/11/99



63

23662/SF41P/IN/III/ 2007-01-01

Steve Dettlmeier / sdettlme@hawaii.edu 1999

Dear Sir: (Enc. 6)

- 64 -

move freely with the help of just a 3 lane flyover for the south bound traffic only. The northbound traffic can go un-interrupted through a left slip and this save nearly 50% of the project cost at this location. The Right turning traffic can be comfortably managed at grade.

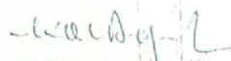
4. For the other intersection of entry to Sarai Kale Khan also there is no need to have a 6-lane flyover as was suggested by me during the meeting. The objective can be achieved by only a 3-lane flyover for the northbound traffic while the southbound traffic can go un-interrupted through a left slip. The right turning traffic to and from ISBT will negotiate at grade as was proposed by the consultant. In this manner, the cost of project can be saved to the extent of about 45%.

5. As these two schemes are on PWD roads, due consideration may please be given to our views & observations before these are submitted to DUAC. It will also not be out of place to mention that major part of the cost of these schemes is eventually to be borne by Govt. of Delhi from PWD's Plan funds.

6. Regarding item 43/99 (Ring Road N11-24 intersection) it is requested that the scheme as presented in the TC meeting on 28.9.99 may please not be sent to DUAC in view of the points raised above. It is proposed that the scheme as conceptually developed by us may be presented in the next TC meeting, where a representative of MOST may also be invited because approval of MOST is necessary as the intersection involves the National highway No. 24.

With best regards

Yours sincerely


(K.N. Agrawal)
Chief Engineer-IV

To:

Sh. VIJAY RISBUD
Commissioner (Planning)
D.D.A., Vikas Minar,
New Delhi - 110 002

- 66 -

The improvement scheme for this intersection should be such that it does not foreclose the option of future generation for a connection as aforesaid either at surface or through a tunnel to avoid objections of ASI and ZSI.

The proposal, however, given by M/s Lee Associates in the form of a Trumpet flyover across Ring Road does not meet this requirement. PWD has however got developed a conceptual scheme which takes into account the future possibility as well and which will not be costlier than the Trumpet flyover.

More comments may be sent by us after examining the details of scheme.

Sd/-
(K.N. Agrawal)
Chief Engineer IV/PWD

To

SH. VIJAY RISHBUD
Commissioner (Planning)
D.D.A., Vikas Minar, N. Delhi.

Copy forwarded for information to :

1. The Secretary (PWD), Vikas Bhawan, New Delhi, for kind information.
2. Shri K.B. Rajoria, E-in-C, PWD, New Delhi, w.r.t. his office endorsement No.10/2E/Fin(PWD)/3940 dt/ 27-9-99 on the ref. cited above.

Chief Engineer IV, PWD

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68-

3.4 It may be further elaborated here that the conceptual scheme for this intersection, which has been developed by us, will consist of a straight flyover along Ring Road and will thus not directly interfere with the National Highway. Further for the present and as long as the link road to the Neela Gumbaj is not in place, the traffic along Ring Road can move freely with the help of just a 3 lane flyover for the south bound traffic only. The northbound traffic can go on interrupted through a left slip and thus save nearly 50% of the project cost at this location. The Right turning traffic can be comfortably managed at grade.

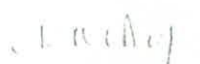
4. For the other intersection of entry to Sarai Kale Khan also there is no need to have a 6 lane flyover as was suggested by me during the meeting. The objective can be achieved by only a 3 lane flyover for the northbound traffic while the southbound traffic can go on interrupted through a left slip. The right turning traffic to and from ISBT will negotiate at grade as was proposed by the consultant. In this manner, the cost of the project also can be saved to the extent of about 45%.

5. As these two schemes are on PWD roads, due consideration may please be given to our views & observations before these are submitted to DUAC or in any other forum. It will not be out of place to mention that major part of the cost of these schemes is eventually to be borne by Govt. of Delhi from PWD's Plan funds.

6. Regarding item 13/99 (Ring Road NH 74 intersection) it is requested that the scheme as presented in the TC meeting on 28.9.99 may please be sent to DUAC only after taking into account the points raised in the TC meeting and reiterated above. It is proposed that the scheme as conceptually developed by us may be presented in the next TC meeting, where a representative of MOST may also be invited because approval of MOST is necessary as the intersection involves the National Highway No. 24.

I have also written to Commissioner Planning DDA in this regard.

Yours sincerely


(K.N. Agrawal)
Chief Engineer IV

To:

Sh. R.K. Bhandari
Engineer Member
DDA, Vikas Sadan, INA
New Delhi



जल प्रविष्टि विभाग, जल एवं बिजली विभाग
जल एवं बिजली विभाग, मंत्रालय, नई दिल्ली-110002
PUBLIC WORKS DEPARTMENT, ZONE IV (GOVERNMENT OF DELHI)
EST. FLOOR, M.S.O. BUILDING, P.O. SECRETARY, NEW DELHI 110002
TELEPHONE: 01-11-3317600, 3319661 (4 lines) / FAX: 01-11-3725100
E-mail: pwde@delhi.gov.in

13/02/22 7:09/22/22 15/02/22 30/02/22

Subject:- Technical Committee Meeting of DDA held on 28.2.1999

Reference: Meeting notice vide Joint Director(MP) DDA letter No.F1(1025-MP)dt. 27-2-99

The undersigned attended the Technical Committee (TC) meeting of DDA in respect of the following two items for which the Agenda notes were circulated vide reference cited above.

1. Item No.42/99- Grade Separator Proposal at the Intersection of Ring Road and Entry to BHT, Sarai Kale Khan.
2. Item No.43/99- Grade Separator proposal at the intersection of Ring Road and NH-24 Bypass (Uzamuuddin Bridge)

Before the start of discussion on the above two items, the undersigned made the following submission before the Technical Committee:-

"Whenever any major improvement scheme like the above two concerning PWD roads are to be discussed in the TC, it is essential that the concerned PWD Engineers get adequate time to study the proposal and come out with meaningful comments/observations. We would require the Geometrical design along with the relevant ground level of either proposal about 2 weeks in advance for our comments."

The Vice-Chairman, DDA, was kind to issue instructions that the detailed proposal be forwarded to PWD for scrutiny & also desired that the PWD may offer comments during the presentation now as well to the extent possible.

During the discussions for the above two proposals, following comments were made by the undersigned.

Item 42/99- The proposal of a dual carriageway straight flyover was presented by M/s Leo Associates. From PWD side it was observed that we can nearly halve the project cost by having only a single carriageway flyover on the western side i.e. north bound carriageway of Ring Road and providing a straight slip for the south carriageway, instead of a flyover. The idea found ready acceptance.

Item 43/99- It was brought out by the undersigned as under:-
There has been a long pending proposal to connect this intersection with the "Neela Gumbaj" roundabout at the east end of the Lodi Road. This proposal has, however, been dropped for the present because of the objection from Archaeological Survey of India (ASI) and Zoological Survey of India (ZSI) because the alignment passes in the close vicinity of Humayun Tomb and Delhi Zoological Park.

The improvement scheme for this intersection should be such that it does not foreclose the option of future generation for a connection as aforesaid either at surface or through a tunnel to avoid objections of ASI and ZSI.

The proposal, however, given by M&L Associates in the form of a Trumpet flyover across Ring Road does not meet this requirement. PWD has however got developed a conceptual scheme which takes into account the future possibility as well and which will not be conflict than the Trumpet flyover.

More comments may be sent by us after examining the details of schemes.

(K.M. Agrawal)
Chief Engineer-IV/PWD

To

Sd/- VIJAY RISHUJ
Commissioner (Planning)
D.P.A., Vikas Nagar, 11, Delhi.

Copy forwarded for information to :

1. The Secretary (PWD), Vikas Bhawan, New Delhi, for kind information.
2. Shri K.D. Rajoria, E-in-C, PWD, New Delhi, w.r.t. his office endorsement No.1022E/PWD/3240 dt 21-9-99 on the ref. cited above.

Chief Engineer-IV, PWD



सत्यमेव जयते

2000-01-01
Raj Bhawan
Delhi-110054

485/2000

16/3

16/3

Please find enclosed a copy of the minutes of weekly meeting of Lt. Governor with the officers of DDA, held at Raj Bhawan on 7.1.2000, for necessary action.

F.M.

E.M.

C.M.

C.M.

C.M.

C.M.

C.M.

(A.R. Acharya)
OSD to L.G.

No. F.100(3)/RBF-2000/435/181-70

(18)

1. ✓
2. ✓
3. ✓

Vice., DDA

F.M., DDA

E.M., DDA

Chairman, DMB, GCTD

Pr. Secretary (P.W.), GCTD

Chairman, Delhi Flower Market Committee

Commr. (L.I.), DDA

Commr. (L.D.), DDA

Commr. (F.P.), DDA

Commr. (Housing), DDA

DDT. Dy. No. 166

Date 21/3/2000

5.

6.

7.

8.

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10.

15/3/2000

OFFICE OF DIR. URBAN
Duty No. 422
Date 27/3/2000

13/3/2000

(18)

24/3

20/3

It regards the fly over project at N.H. 24 crossing and the decision of the Govt. has been taken. It will be appropriate to put the matter of including fly over project in the list of projects for further action.

The enclosed list of projects for further action.

OSD (AP)

Dir (AP T)

13/3/2000

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The following matters were discussed and decisions taken in the weekly meeting of Lt. Governor with the officers of DDA held at Raj Niwas, Delhi on 7.3.2000 :

I. Allotment of land to Indraprastha Gas Authority Ltd. :

L.G. began the discussion by referring to the land requirements of Indraprastha Gas Authority Ltd. and the rate at which they should be allotted. He also said that ground rent being collected from petrol pumps is a pittance and there is need to increase the same.

II. Redevelopment of New Rajinder Nagar :

Shri Surender Srivastava, Director (AP), DDA, said that a series of meetings have been held with the residents of the area, where Shri Yogi, the MLA, was also present to finalise the redevelopment scheme. The entire plan is almost ready except 2-3 grey-areas, which need to be settled after discussing the matter with the residents. He further informed that a meeting has been held for this weekend and the final plan would be submitted soon.

OSD. (AP)

Dir. (AP)-I

L.G. desired that after the meeting, the final redevelopment plan should be put up to him sometimes in the next week. He also directed Shri Srivastava that the redevelopment plan for Panchsheel Park should also be worked out simultaneously. He asked Shri Srivastava to speak to DMC(South Distt.) to convene a meeting at the earliest for finalising the plan.

III. Land for Flower Market, Mehrauli

Shri Surender Srivastava, Director(DP), DDA explained that he along with Sri Rajinder Singh Tanwar, Chairman, Flower Market Committee visited the Mehrauli area including Facility Centre, Vasant Kunj and the Okhla Mandi. There are two plots measuring 1750 sq.mtrs. each which are available at Okhla Mandi, and the Chairman of Flower Market Committee felt that if both these plots are allotted to DAMB, that would serve their purpose.

L.G. felt that offer in this regard, along with the cost, may be sent to Chairman, D.A.M.B.

CSO. (AP)
Dir. (AP)-I

IV.

Flyovers Phase-II :

The progress of flyovers under Phase-I & II was discussed. E.M.,DDA brought out that the progress of the works for the flyovers in Phase-I is satisfactory. There is some difficulty in getting the approval of the drawings from RITES. The agreement with the RITES has also not been finalised so far, thereby they have slowed down the supply of drawings to DDA. It was decided that EM and V.C.,DDA will finalise the agreement with RITES in the next 2-3 days. Thereafter, L.G. will hold a meeting with the RITES for expediting the flow of drawings to the DDA.

As regards Phase II is concerned, a list of seven flyovers has been sent to the L.G. office for the consideration and approval. It was decided that EM will hold a meeting with the Pr.Secretary (PWD) and apprise her about the location of these seven flyovers so that a suitable provision is made in the PWD budget as well.

Contd. on...P/4..

As regards preparation of HRT for Phase II flyovers is concerned, E.M. said that in last Technical Committee, the proposal for the construction of a grade-separators at the junction of outer ring road and NH 24 has been changed. It has now been decided to have a four arm intersection as against the T Junction which has already been planned and discussed in the Technical Committee. L.G. said that a decision in this regard has already been taken after due deliberation with the PWD, that it will only be a T Junction and not a four arm junction. He directed that the planning already done for this intersection may go ahead and HRT may be finalised at the earliest. He also directed that Sri K.H. Agarwal, C.E./PWD may be asked to discuss this issue with him.

V. Parks In Mayur Vihar :

L.G. directed that all the BDA parks in Mayur Vihar should be handed over to BCP.

E.M., BDA said that, as far as he knows, all the parks have already been handed over to BCP. However, he will check once again and if any park has not been handed over, the same will be handed

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VI.

DDA land along the Ring Road :

L.G. pointed out that there are large chunks of DDA land between the two rings of the Ring Road, which are getting encroached steadily. He felt that it is best to hand over all these 'islands' to PWD so that they can be utilised for road maintenance or for greening purposes.

CLM, DDA said that he would transfer of all such land to PWD.

VII.

Allocation of petrol pumps through draw of lots :

L.G. pointed out that all allotments, whether of petrol pumps or others, should be made only through the draw of lots. There cannot be any pick and choose policy for such allotments. He warned that severe action would be taken in case these directions are flouted.

- - * * - -

— 1/2 —

300.2 GRADE DETAIL: PROPOSED AT THE
INTERSECTION OF RING ROAD AND BR. 2
BYEPASS (RIZAMUDIN BRIDGE).

1. FOUNDED 1888

6. The modified proposal of the credit agreement was presented by the consultant B/S Inc Associates. After detailed discussion, the proposal was approved in principle with the following conditions:

- b) The design of the wide separator required further examination by Engineering in terms of the design, speed, structure, super elevation and other engineering aspects.
- c) The approval from the various agencies e.g. DJB, PWD, RTNL, DVB, GILL etc. If required to be taken by the executing agency.
- d) The improvement of all lanes as proposed by the Consultant was conceptual. The road owning agency is advised to prepare and implement road alignment plans integrating the proposal of the Consultants on priority to take maximum benefit of the flyover.

- d) The diversion plan during construction to be approved by Traffic Police.
- e) One of the arms of this intersection being National Highway No. 24, therefore, clearance from HOSST/NAHA would be required.
- f) The proposed clover leaves to be duly integrated with the Rajeev Smriti Van (MCD Area) and a landscape plan integrating the same to be supplied by the consultant.

The modified plan duly authenticated by the Project Manager be submitted to DUAC before the plans are placed before the Authority for approval."

Subsequently, a letter was received from Chief Engineer IV, EWD, GPO39, dated 19th November, 1999, vide which it was brought out that there has been a long pending proposal to connect this intersection with the Neela Gachhi roundabout at the east end of the Lodhi Road. This proposal has, however, been dropped for the present because of the objection from Archaeological Surveys of India and Zoological Surveys of India because the alignment passes in the close vicinity of Humayun's Tomb and the Delhi Zoo. This proposal was put up to the Technical Committee in the meeting held on 19th November, 1996, where the proposal was recommended in conceptual form for approval of DUAC subject to clearance from Archaeological Surveys of India, Railways and Department of Environment. It was further recommended that the improvement scheme for this intersection should be such that it does not

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For-also the option of future for a connection of Ring Road -L surface or through a tunnel to connect Lodhi Road. The above observations of Chief Engineer, PWD, GLEP, were put up to the Technical Committee in its meeting held on 15th February, 2000, in which it was decided as under:-

" The grade separator proposal was presented by the consultants. After detailed discussion following was decided for suitably incorporation.

a) The Intersection of Ring Road and BH-26 bypass is to be treated as a four armed junction. Keeping in view the future traffic pattern, the phasing and the design of the intersection may suggest suitably measures to minimise likely impact on the existing heritage buildings and the Delhi Zoo. The design may also have to offer suitably solutions to the fixed viaduct-railway aspect.

b) In view of the cost/reconstruc and existing traffic load, the grade separator proposal for the time being may start with a half flyover, with a scope for a full flyover and cloverleaves in future.

It was decided that the consultant be requested to revise the scheme accordingly for discussion in the next meeting of the Technical Committee."

The proposal of this intersection for grade separation was discussed in the weekly meeting of Hon'ble Mr. G. Ramay, Delhi, at Raj Vihar on 21st March, 2000, where it was informed that the construction of a grade separator at this junction has now been decided by the Technical

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Committee to be a four arm Intersection as against the 'T' junction which has already been planned and discussed in the Technical Committee. The Hon'ble Lt. Governor, stated that a decision in this regard has already been taken after due deliberation with the PWD that it will only be a 'T' junction and not a four arm junction. He further directed that the planning already done ^{for a T-junction} for this intersection may go ahead for construction. (Copy of the minutes is placed at ANNEXURE-I)

RECOMMENDATIONS FOR CONSIDERATION:

The facts given above in para-1 are placed for a decision of the Technical Committee which are:

- (1) Supersession of the proposal of underpass and link road connecting Ring Road and Lodhi Road which was approved by the Technical Committee in its meeting held on 19th November, 1996.
- (ii) The junction is to be treated a three arm instead of four arm as decided by the Hon'ble Lt. Governor, Delhi.

DECISION

"The Technical Committee's decision dated 28.9.99 and the letter of the Chief Engineer IV (PWD), GNCTD dated 30.3.2000 addressed to the Vice-Chairman, DDA and the decision of the Hon'ble L.G., Delhi dated 7.3.2000 were discussed. Finally, the Technical Committee reiterated the first decision of 28.9.99, as given below :

- a) The design of the grade separator required further examination by the Engineering Wing in terms of the design, speed, structure, super elevation and other engineering aspects.
- b) Approval from various agencies for example DDA, PWD, MTNL, DVB, GAIL etc. if required, be taken by the Executing agency.

coated - next page

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ANNEXURE - VII

OFFICE OF PROJECT MANAGER (FLYOVER) GR 1
DELHI DEVELOPMENT AUTHORITY
B-2/B JANAKPURI NEW DELHI

No F S (1) P (HQ) PPT 1 OF 2/DDA/534

13.06.2000
74

SUB. MINUTES OF MEETING

A meeting was held in the Hon'ble L. G.'s conference hall at Raj Niwas on 23.5.2000 at 3.30 P.M. to discuss improvement of intersection at the junction of Ring Road NH-24. List of those present in the meeting is enclosed.

Welcoming those present, EM/DDA introduced the item indicating that as discussed earlier possibility of coming up of fourth arm at this intersection has been ruled out and in view of this Technical Committee of DDA has approved a trumpet interchange as the best solution for this three arm intersection. M/s. Ica Associates in their presentation, on the basis of statistics of traffic projection, concluded that once the fourth arm is ruled out a trumpet is an ultimate solution for T Intersection. They indicated that the cost of half flyover will be around Rs. 26 crores, and addition of second half flyover at a later date will cost around additional Rs. 17 crores at today's cost index, whereas, cost of trumpet will be Rs. 15 crores. There is possibility of acquisition of 3 hectares of land required for trumpet today but in case this additional 3 hectares of land, which will be ultimately needed, for second half flyover may not be available at that point of time. Sh. P.S. Rana and Sh. Sarat Das, Adviser along with Commissioner (Planning) also expressed the similar views.

Shri K.N. Aggarwal, Chief Engineer (PWD) has suggested that a simple half flyover along the eastern carriageway of Ring Road i.e. for the south bound traffic, along with a left slip for the north bound traffic will make

File No. 1252/2000
19/6/00

F.S. (10) 98-ml

OFFICE OF D.D.A. (P.T.V.)
P. No. 752
16/6/2000

11/11/00
14/6

Concern file No. F.S. (10) 98-ml was sent to Director (P.T.) on 12/6/2000. we may send the paper to the same officer.

20/6/2000

DDA

27/6/00

the two straight movements along Ring Road free. The two right turns, which constitute less than one third of the traffic at this intersection will then operate through a two phase signal, which will have a cycle time not exceeding 60 seconds.

Shri Aggarwal further suggested that the basic advantage with a half flyover is its simple geometry and the possibility of its upgradation with another half flyover with two ground level loops that may come up in future if and when the traffic actually demands. However, such a need is not expected to arise in next 10 years.

After due deliberation it was decided to have a half flyover for the time being which can be upgraded in future if and when the traffic actually demands.

The meeting ended with a vote of thanks to the chair.

This issues with the approval of Hon'ble L. G. of Delhi.

(S C. LAYAL)
PROJECT MANAGER (FLYOVER) GR 4

COPY TO ALL PRESENT


PROJECT MANAGER (FLYOVER) GR 4

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S.No 11 / J.I.E.M No. 46/2000/7E

SMB.: ROAD OVER BRIDGE ON PANKHA ROAD ACROSS
DELHI-REWARI RAILWAY LINE.

FILE NO. F.5(15)99/MP.

1. LOCATION:

This intersection is situated at Pankha Road when it crosses the Delhi-Rewari Railway Line towards the Delhi Cantt. The broad land uses around this intersection are:

- 1) Delhi Cantonment Area on the Eastern & Southern side;
- ii) Janak Puri and Dwaraka Sub-city on its West & South, &
- iii) Some unauthorized colonies and a part of Janak Puri 'D' Block is on its North.

2. BACKGROUND:

This is one of the intersection which was selected for grade separation in the Phase-II of the Flyover Proposal. This is to be executed by DDA and M/S CRAFT have been appointed as a Consultant for preparation of the proposal.

This Road Over Bridge proposal was put up to the Pre Technical Committee meeting held on 10th June, 1999, under the Chairmanship of Vice-Chairman, DDA, to discuss/review the grade separator proposals. The proposal was brought to this meeting by the Executive Engineer, Flyover Division No.-I and was presented by the Consultant. The scheme was discussed in detail in this meeting and the decision arrived at is

given as follows:

"

DECISION

The scheme was presented by the Consultant, Mr. D. Sanyal. The proposal of four lane road over the bridge with service lane on either side was considered appropriate. It was suggested that the proposal be discussed with the Defence Authorities and an integrated scheme up to Station Road intersection be prepared. The proposal be also referred to the Railway Authorities/DMRC for examining its feasibility."

As a follow up action, a meeting was held on 20th March, 2000, under the Chairmanship of E.M., DDA, where representatives of Railways, Defence, DMRC and Project Manager and other Officers of DDA were present. It was decided that some observations had been made by the DY.GOC of Defence in an earlier meeting which were desired to be incorporated in this proposal. However, the proposal was once again discussed in detail and the representative of Defence desired to have a copy of the drawings for detailed examination and to intimate the decision of DDA. A copy of the plans of proposal were also to be sent to Chief Engineer(G), DMRC, for their clearance.

The Defence Authorities after examining the proposal in detail, conveyed vide letter no. 50/4/Pankha Road/Q2(L) (IC) dated 18th April, 2000, that the Defence Head Quarters is not in favour of development of a flyover in the area. Copy of the letter is placed at ANNEXURE-I.

Subsequently, the matter has been taken up with Army Head Quarters requesting them to agree to this proposal as it is an essentially required Road Over Bridge which will facilitate connection of the Cantonment, Janak Puri and Dwaraka Area. The

86-

presentation of this proposal is now scheduled to be held on 22nd August, 2000, to apprise the Delhi Cantt. Headquarter, Delhi Area.

3. RECOMMENDATION FOR CONSIDERATION:

The details given in para 2 above are placed before the Technical Committee for its consideration.

19/8/2000
(PRAKASH/NARAYAN)
DIRECTOR(TT)

H. S. Dhillon 19/8/2000
(H.S.DHILLON)
DY. DIRECTOR(TT)

- 88 -
Executive Engineer
Flyover Division No. 1/D.D.A.
Dary Nagar, Delhi-15
Date: 18/4/2000
Kirti Nagar, Delhi-15

ANNE, GPE I
37

Station Department
Delhi-15 - 10

CO/4/Pandha Rd/Q2(L) (PC)


18 Apr 2000

566621(O)
566623(R)

Office of the Executive Engineer
Flyover Division No. 1/D.D.A.
Dadar Road, Kirti Nagar,
New Delhi

CONSTRUCTION OF FLYOVER ON PANDHA ROAD OVER DELHI
REWARD RAILWAY LINE

1. Ref your letter No F.7(G)/ED.1/ODA/99-00/133 dt 28 Mar 2000.
2. The proposal has been examined in detail and it is regretted that this Headquarters is not in favour of development of road/flyover in the area.


(Ravi D. Sindgi)
Haj
DAA & GEM
for Sth Qdr

GRADE SEPARATOR AT T JUNCTION OF G.T. ROAD - ROAD NO.66 (TYA)

P.5(14) 199-MP.

1. BACK GROUND

The above mentioned flyover is one of the seven flyovers to be constructed by DDA in Phase-II as decided in the meeting held on 9.3.2000 in the Chamber of Secretary, PWD. The same is informed by E.M. in a letter addressed to Principal Secretary, PWD dt. 10.3.2000. M/s Craphts Consultants (I) Pvt. Ltd. has submitted the proposal along with the feasibility report for the above said flyover.

2. LOCATION

The proposed grade separator is a T-Junction on G.T. Road, Shahdara and M.P. Road No.66. The land use around this junction is given as under:

- i) On the Northern side of G.T. Road is New Seelam Pur, Ph.I & Ph.II and police lines.
- ii) On the Southern side of GT Road is Recreational (Distt. Park) and Delhi Gaziabad Railway line.
- iii) On the Eastern side of M.P. Road No.66 is New Seelam Pur Residential Ph.III & Ph.IV and Welcome Colony.
- iv) On the Western side of M.P. Road No.66 is New Seelam Pur Residential Ph.I & II.
- v) MRTS is also proposed along railway line to Gaziabad i.e. between existing G.T. Road and Delhi Gaziabad railway line.
- vi) Eastern Yamuna Canal is also running parallel to M.P. Road No.66 on its eastern side.

2.1 RIGHT OF WAY & ALIGNMENT DETAILS

As per M.P.D. 2001 the right of way of G.T. Road, Shahdara is 45.0 Meter. The same is approved by DDA vide Resolution No. 151/92 dt. 1.12.1992.

The right of way of M.P. Road No.66 is 30.0 Meter. As per MPD 1962/MPD 2001 the same stands approved by DDA vide Resolution No.99 dt. 8.8.75.

2.2 EXISTING TRAFFIC CONDITIONS

As per feasibility report submitted by the consultant this three arm intersection has an estimated peak hour capacity of 5000 p.c.u. with signal time of 90 secs.

A signal cycle timing of 145 sec. as obtained at this intersection indicates that this intersection is not operating efficiently. Therefore, it is being controlled manually at peak hours. Augmentation of capacity at grade is not possible as it has already been developed to its maximum possible at grade configuration.

Therefore, M/s. Crestite Consultants Pvt. Ltd. has submitted three alternative designs for grade separator at this point out of which the present proposal of half flyover on north side of G.T. Road has been recommended by the consultants.

3. PROPOSAL

Executive Engineer, FD 5, DDA vide his letter No. F6(20)AE(P)/FOD-5/DDA/126-27 dt. 4.2.2000 has forwarded planning and design of grade separator at above mentioned intersection.

The proposal has been broadly examined and following are the observations. In all 3 alternative designs of the above intersections has been given in the proposal and alternative III with a provision of a three lane one way flyover for the traffic coming from ISBT side and moving towards Shahdra side has been proposed. The straight traffic coming from Shahdra side to ISBT side has been merged with right turning traffic from Road No 66 to G.T. Road at lower level without having conflict with each other.

A. The right turning traffic coming from Shahdra side to Road No 66 has been proposed to be shared to Road No 57 - Road No 65 intersection before reaching Road No 66 intersection.

PLANNING OBSERVATIONS

The proposal has been examined and following are the planning observations.

- 91
1. Since right turning traffic has been shifted to Road No.65 as at 'A' above, the strengthening of Road No.65 will have to be done suitably to take care of the increased load of right turning traffic.
 2. The circulation plan and strengthening plan of Road No.65 requires to be included in the proposal.
 3. Construction of this half flyover at this point of G.T. Road will considerably increase the speed of traffic at lower level at G.T. Road because of straight traffic coming from Shahdra side. It shall be difficult for the pedestrians to cross the G.T. Road to reach MRTS station which is also proposed near this junction. Therefore, a pedestrian subway at this point may require to be included in the proposal at suitable point as shown in the proposal.
 4. Movement of traffic generated by the MRTS station be taken care of and integrated in the proposal.
 5. An overall circulation plan taking into consideration and impact of MRTS station just opposite this intersection needs more detailing.
 6. The services plan and other Engineering aspects are to be examined by the Engineering Wing before execution of the proposal.
 7. The landscape plan shall be prepared by the consultant in due course.

Generally modifications if any to be suggested by DMRC to meet their requirements and certain constraints from the I & F Deptt. of GNCTD may require to be incorporated in the proposal at later stage since the clearance from the concerned deptt. has not been received so far.

RECOMMENDATIONS :

The proposal is submitted for consideration of the Technical Committee subject to necessary clearance to be obtained from DMRC, I & F Deptt. and compliance of planning observations.

17/10/2011
(TRAKASH BHAYAN)
DIRECTOR(TF)

17/10/2011
(R.M. LAL)
JOINT DIRECTOR(TF)

Sub:- Denotification of Masjid Mith Resd. Scheme contain-
ing 34 resd. plots Siri Fort Road in Dev. Area-9 (P.E.).
PA/AD (Bldg.) Siri Fort De-noti. / 2000

1. INTRODUCTION

The comprehensive scheme for development of Masjid Mith area New Delhi with 34 resd. plots were approved by the DDA in its meeting held on 30th July, 1970 for which the land allotting agency was L&DO. Building activities for the 34 resd. plot were under the control of Building Section, DDA. This scheme containing only 34 resd. plots bounded by the following:-

- North - A service lane and comprehensive group housing scheme of Masjid Mith area (Saddiq Nagar Govt. Ctr.).
- East - Existing 100 ft. wide road (Josip Broz Tito Marg) and Greater Kailash.
- South - Existing 80 ft. road/Siri Fort Road.
- West - Existing Anand Lok Resd. Scheme.

For location refer plan at ... Annexure I and II

2. PRESENT STATUS/BUILDING ACTIVITIES

There are 34 resd. plots of various sizes are located in this scheme. In all the plots the buildings has been constructed and the allottees have obtained some of the permits from the DDA.

Services for this colony are maintained by local agencies/ MCD.

3. DEVELOPMENT AREA

As per the record available in the Building Section this area falls within the Dev. Area No.9 notified vide Notification No.F.16(3)78-L&D/MP/8110 dt-20.2.81. The Dev. Area-9 is bounded by:

- North - Ring Road
- West - Khel Gaon Marg.
- South - Siri Fort Road.
- East - Josip Broz Tito Marg.

4. RECOMMENDATION

In view of above, and as the constn. activities in most of the plots are completed, the colony is proposed to be de-notified so that bldg. activities can be transferred to MCD.

Handwritten signature/initials

In this case DMA does not have to transfer the services as the services are maintained by local agencies.

The details of the colony is as follows:-

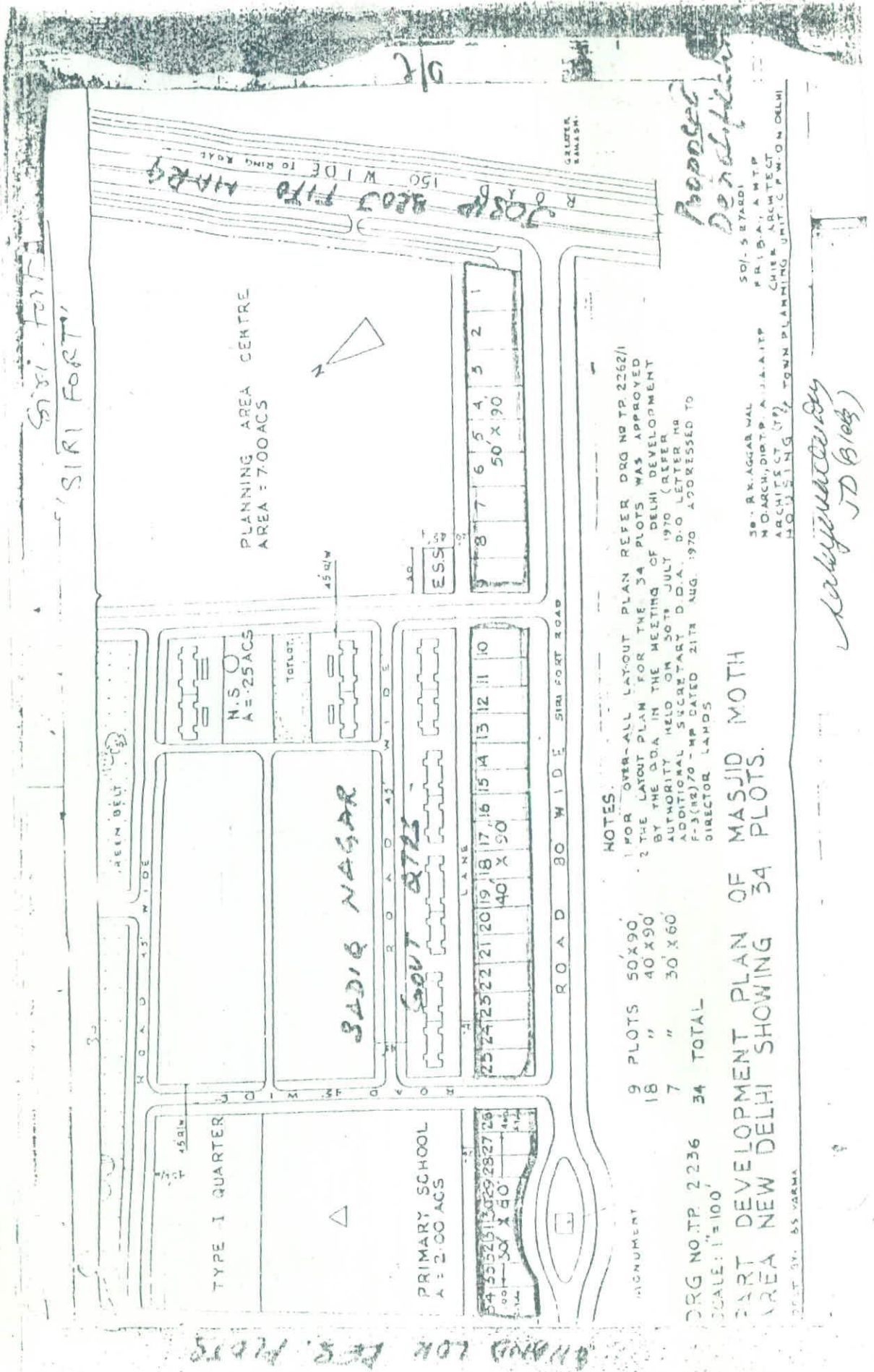
- | | |
|------------------------|---|
| - Development area | - 9 (Pt.) |
| - Planning zone | - F-3 |
| - Name of the colony | - Siri Fort Road Resil. Scheme (34 plots). (L&DO allotment). |
| - Total area | - 1.10 HA. (approx.) |
| - Boundary Description | - East - Josip Broz Tito Marg.
West - Anand Lok Resil. Area.
North - Sadiq Nagar Govt. Flats & service lane.
South - Siri Fort Road. |

5. PROPOSAL

The proposed de-notification is recommended for consideration of the Technical Committee so that the blg. activities can be transferred to MCD. Services of this colony are already maintained by the MCD.

Sakyaachudh
JD (D/O)

blg.



95/11

ARTICLES
PLTS. BUREAU
DATED BY
LDDG

SOLD ACTIVITIES
AT PRESEN -
WIT- 27

12-12-51
10-1-52
1-2-52



Under Secretary
to (S/Adg)

Development Areas - Delhi

S.No. 14 / ITEM No. 49/2000/TC

Sub: Proposed de-notification of Dilshad Colony Extn.
from the Development Area No. Plg. Divn.-E.
PA/PA (Bldg.) Dndli/2000/Pt-II

1. INTRODUCTION

The Dilshad Garden Extn. is in the planning Divn. 'E' East Delhi. The pocket is bounded by

North	9.00M wide road (DCA Flat New Seemapuri)
South	60.00M wide road (Old Seemapuri)
East	12.00M wide road (Seemapuri Bane)
West	18.00M wide road (Dilshad Garden)

(Refer location plan at Annexure-I).

The Dilshad Garden Extn. with the area of 75.05 acres (approx) is a privately owned land developed by private colonizer Ms. DLF Housing and Constrn. pvt. Ltd. The layout of the Dilshad Garden Extn. was first approved by the Shahdara Municipal Committee in the year 1954. Later on, Delhi Development Provisional Authority came into being and the layout of this colony was revised and sanctioned by the then DD PA in the year 1956 vide Resolution 769 dt. 29.5.65. Subsequently the Delhi Municipal Corporation came into being and modified the plan on 1965.

The said colony was developed subsequently by M/s DLF Housing and Constrn. pvt. Ltd. as per the sanctioned layout plan and records available.

The service plan for the colony was approved by MCD in the year 1966. S.W. Drain proposal was approved vide DE/Layout/65.7294 dt. 18.6.66 and water line proposal was approved vide no. EE(P)/W/Colonies 66 dt. 23.4.66 by Dy. Chief Engineer(water)-MCD. The resdl. plots of the colony are fresh-old plots. However the plots for the community facilities roads and open spaces remained with the colonizer. As per the record available in the file of Building section that this facility in sites were to be handed over to the Municipal Corporation of Delhi after finalising the deficiency charts.

2. DECLARATION OF DEVELOPMENT AREA

Vide Notification No. P.42(7)66/L&B dt. 6.4.67 the Development Area No. 38 was notified which this colony is a part. The boundary of the Development Area

Atty. Genl. (Bldg.)

77.

3B are as follows :-

Starting from 150' wide proposed road and G.T. road proceeding upto distance 8800' along G.T. road towards East upto U.P. Border, then proceeding 10560' towards South East. Thus meeting the original starting point (zone E-6).

3. RELEASE OF BUILDING ACTIVITIES

The building activities for this colony was released vide this office letter no. F.50(99)89/B 27.5.78.

4. PRESENT STATUS OF THE COLONY

- There are about 762 no. of resdl. plots earmark in this colony as per layout (freehold plots)
- Building activities are being released by DDA only for this resdl. plots. Out of this almost 90% of the plots owner have obtained some of the permits from DDA.
- As per the note of CE(EZ) DDA dt. 7.7.99 the services of the colony are not being looked after by the DDA

5. COURT CASE

The writ petition was filed by the DWA of Dilshad Colony reg. provision of services. The Hon'ble High court has directed DWA reg. survey of U/C and take necessary action. During the hearing DWA has given a statement that besides taking action against U/C in this colony also processing the denotification of the colony, so the building activities can be handed over to MCD. The next date of hearing of this case is 27-9-2000

6. RECOMMENDATION

In view of the above position and as development activities of this freehold plots have been carried out in almost more than 90% of the plots (resdl.) and which are at different stages of the building permits. It is recommended that the Dilshad Garden Extn. which is a freehold colony developed by private developer with approved layout in the DA-38 is recommended for denotification so that building activities can be handed over to MCD by DDA.

The details of the colony is as follows:

Development zone	38(Part)
Planning zone	E-6
Name of colony/scheme	Dilshad colony (Dilshad Garden extn.) plot no. 1000.
Total Area	30.38 Hect. (1.19) approx. (Freehold colony developed by private developer.)
Boundary Description	East - 12.57M wide road (Proposed road)

*Notified by
30/8/99*

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West- 18.00M wide road(Dilshad Garden)
North- 9.00M wide road(BDA flat New Secapuri)
South- 60.00M wide road(Old Secapuri)

The proposal is submitted for approval of competent authority for the proposed de-notification of the Dilshad Colony Extn. as defined above so that the building activities can be handed over to MCD. The services of the colony will be handed over to MCD by the private colonizer directly as BDA had not developed the services for this colony or maintaining the services of this colony. This is to mention that the open spaces and facilities pockets of this colony have already been taken over by the MCD as decided vide Standing committee MCD Resolution no. 303 dt. 3.5.89.

7. PROPOSAL The proposed de-notification of Dilshad Colony Extn. from the development Area no. 38 falling in the Planning Divn. E-6 as defined above is recommended for consideration of the Technical Committee.

6/5/89
Suby. Secy
JD Bldg

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"GILSHAD COLONY"

AREA: 75.05 Acre (Appx.)

(30.37 - 46.)

Ω

(List)
Wm. A. R.
J. G. S.
J. H. O.

SEED: 4000 EXISTING ROWS
(OLD SEEDS PURI)

EAST: 12. CM. EXISTING ROAD
(SEE MAP P. 1)

WEST: E. O. WESTING, ROM
(DUGAN GARDEN)

35-0N
20-38
U-234 A-257 70
A-234 A-257 70

99

ANNEXOR - I

PLOT ZONAL PLAN

W
i
ZONE

