

1020/24

योजना
Planning

दिल्ली विकास प्राधिकरण

Comm-peg
19/2

अनुभाग Master Plan.

मिसिल संख्या F1 (4)/90-MP

4828

दिप्पणी

पत्र-व्यवहार

विषय

Draft Minutes of Technical Committee Meeting
Rel to on 15/1/90

परी सं०	तिथि	किस को भेजी	हस्ताक्षर	डायरी सं०	तिथि	किस को भेजी	हस्ताक्षर
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कार्यालय आने की | जाने की

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F-128
19-1

आयुक्त (योजना) कार्यालय
डायरी सं० F-328
21-2-90
D.C.P.
22-2

डायरी सं० F-402

डायरी सं० F-140

दिनांक 22-2-90
D.C.M.
29/2

दिनांक 16-1-90

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

Draft minutes of Technical Committee meeting held on 15th January, 1990 at 10.00 A.M. in the Conference Room of Delhi Development Authority, 5th Floor, Vikas Minar, I.P. Estate, New Delhi.

The following were present:

DELHI DEVELOPMENT AUTHORITY:

1. Sh. M.G. Gupta, F.M./N.C. (On the chair)
2. Sh. V.S. Murti, E.M.
3. Sh. J.C. Ghambir, Commr. (Plg.)
4. Sh. S.C. Gupta, Director (DC&P)
5. Sh. R.G. Gupta, Director (SP&R)
6. Sh. Santosh Auluck, Addl. C.A. (H)
7. Sh. Karmakar, Addl. C.A. (H)
8. Sh. A.S. Khullar, Director (LM)
9. Sh. P.N. Dongre, Jt. Director (TYA)
10. Sh. Prakash Narain, Jt. Director (T)
11. Sh. Chander Ballab, Jt. Director (Plg.)
12. Sh. C.P. Rastogi, Jt. Director (WC&SA)
13. Sh. H.S. Sikka, Jt. Director (ZP)
14. Sh. N.K. Chakarwarty, Dy. Director (T)
15. Sh. Anil Barai, Dy. Director (MP) (Convenor)

TOWN & COUNTRY PLANNING ORGANIZATION:

16. Sh. B.K. Arora, A.P.

POLICE DEPARTMENT:

17. Sh. A.S. Cheema, ACP (Traffic)

M.C.D.

18. Sh. B.B. Nanda, C.E. (I)
19. Sh. C.B. Sharma, Supdt. (L&B)
20. Sh. H.R. Gupta, A.E.
21. Sh. Prem Dutt, A.O. (L&E)
22. Sh. B.N. Sinha, S.E. (E-II)
23. Sh. Ram Avtar
24. Sh. B.S. Duggal, SA-I

LAND & DEVELOPMENT OFFICE:

25. Sh. L.D. Ganotra, L&D.O.

N.D.M.C.

26. Sh. H.S. Bedra, Dy. Chief Architect

D.W.S. & S.D.U.

27. Sh. P.K. Jain, S.E. (P) DR

DELHI ADMINISTRATION:

28. Smt. Achla Singh Dy. Secy. (Home)

SPECIAL INVITEES:

29. Sh. S. Ragunathan, Chairman For Item No. 258, 259
30. Sh. P.B. Vijay, C.E.
31. Sh. Jagal Singh

NATPAC

32. Sh. D. Sanyal, Consultant

D.E.S.U.

33. Sh. J.R. Gumani, For Item No. 251, 262
34. Sh. L.D. Gupta.

FOOD & SUPPLIES + Delhi Admn.

35. Sh. S.A. Gehani
36. Sh. B.M. Sharma. For Item No. 255

TIHAR JAIL:

37. Sh. Rajiv Kale, D.I.G(Prisons)

For Item No.253

U.P.STATE PRADESH CORPORATION:

38. Sh. J.P.Singh.

Item No.246

Sub: Construction of metalled road from Malikpur to vill. Dhansa in ward No.41. (F.14(33)/89/CRC/DDA).

✓ The Item was approved,

Item No.251

Sub: Route alignment of 220 KV Tower line from 400/220 KV sub station at Mandola to the 220 KV sub-station at Kashmere Gate. (F.6(7)/89-MP).

✓ This case was discussed in detail and it was decided that from Metcalf House to Kashmere Gate, the alignment is to go underground and the rest of the portion of the alignment may be over-ground.

Item No.253

Sub: Change of land use of an area measuring 60 acres from District Parks and open spaces to public and semi-public facilities (Extension of Central Jail Tihar, N.Delhi. (F.20(1)/87-MP).

✓ This case was discussed in detail and it was desired to put up the Item before the Authority again.

✓ The Home Department, Delhi Administration was requested to send a brief note on the subject.

Item No.258

Sub: Construction of fly-over at the intersection of Outer Ring Road on J.B.Tito Marg. (F.5(19)/89-MP).

The D.T.D.C. submitted the three level grade separator proposal at this intersection. Flyover is proposed on Outer Ring Road. Under bridge is proposed on Marshal Tito Marg. Right turning has been taken on surface through signalised intersection.

The case was discussed in detail. Following observations were there :-

- i) In the immediate phase flyover on Outer Ring Road shall be constructed taking into consideration the structural requirement for the construction of RUB on Tito Marg in future.
- ✓ ii) The road geometrics need to be improved in general. Separate slip road be provided on the South-Eastern corner at the acute angle arms.
- iii) The circulation in the layout plans of DDA Group Housing on the North-East and South-East side shall be studied in relation to the circulation in an around the interchange. Similarly, the circulation on Panchsheel Enclave be studied in relation to the proposed circulation.

- iv) The Consultant of D.T.D.C. informed that separate cycle track shall not be provided due to site constraint and also informed that the volume of cycle traffic is not adequate to warrant to separate cycle track.
- v) D.T.D.C. shall submit the feasibility report of the proposed flyover to DDA.
- vi) The 'T' junction design with only surface improvements of Savitri Cinema Road with Outer Ring Road was also considered and approved as an immediate phase.

With the above said observations, the Technical Committee approved the proposal in principle and the D.T.D.C. shall submit the modified proposal with D.U.A.C.'s approval, model and feasibility report for the consideration of Authority.

Item No. 259

Sub: Construction of flyover at the Intersection of Aurbinda Marg in Outer Ring Road crossing (I.I.T. Crossing).
(F.1(20)/89-MP)

In this case, D.T.D.C. submitted the three level grade separator proposal at this intersection with a flyover on the Outer Ring Road and Underpass on Aurbinda Marg. The structural requirements for the third level are to be considered while designing the structure for the immediate phase.

The observations of the Technical Committee are as under :-

- i) Consultant informed that the separate slip Road could not be provided due to the non-availability of space, however, the width of the carriageway has been increased at the junction to allow left turning traffic to pass smoothly.
- ii) The circulation of Hauz Khas, I.I.T. and Bus Terminal area be integrated with the proposed circulation in and around the proposed interchange,
- iii) Feasibility report of the proposed flyover to be submitted to DDA by DTDC.

With the above observations, the proposal was agreed in principle. The DTDC shall submit the modified proposal with DUAC's approval, model and

feasibility report & 9 copies of the drawings for the consideration of the Authority.

Item No.260

Sub: Improvement Scheme for Outer Ring Road and G.K.II Road Intersection (near Savitri Cinema).
(F.5(40)/89-MP).

The proposal of surface improvements has been considered as a part Item No.258 i.e. construction of flyover at Intersection of Outer Ring Road and J.B.Tito Marg.

Item No.261

Sub: Flyover proposal on Marshal Tito Marg & Lala Lajpat Rai Marg near Andrews Gajj Central School.
(F.5(8)/89-MP).

The revised proposal submitted by DTDC with the trumpet flyover was discussed. The observations are as under :-

- i) Mr.J.K.Mittu Consultant to Convention Centre informed that the Marshal Tito Marg is the main axis. Uninterrupted flow on this road could not be justified due to the junction of the road from Convention Hall/Institutional area for which gap in verge shall be provided.
- ai) The present volume counts and with a growth factor of 3 to 3.5% may justify grade separation on almost all major Intersections in Delhi. However, to have a better utilisation of resources and to have better urban form and traffic circulation before going to the graded improvements the study of larger areas and the application of traffic management techniques need to be studied.
- b) Mr.Mittu also mentioned that proposal under consideration may likely to shift problems of right turning from this intersection to next intersection.
- c) The straight flyover on Tito Marg in conformation to existing Mool Chand flyover may be more functional and desirable than the trumpet flyover, as all the right turning movement shall be possible. This will also meet the network requirements i.e. the movement on roads of the right of way.
- ii) The circulation of Sadiq Nagar and other adjoining area be properly integrated with the proposal.

- iii) It was felt that there is a conflicting point with the through and merging traffic at the slope of the trumpet on Tito Marg and may not be desirable.
- iv) Right turning movement from Archana Cinema road on Tito Marg are not possible in the proposal under consideration and it should be integrated by considering the gap below the trumpet keeping adequate head room atleast of cars, taxis etc.

After discussion, it was decided that DTDC shall examine both the options and submit the revised proposal with feasibility report and model for the consideration of the Technical Committee.

Item No.262

Sub: Acquisition of requirement of land measuring 750 mts. x 550 mts. for the proposed 600/500 MW Gas Turbine at Bawana side.
(F.14(31)/89/CRC/DDA).

✓ This item was postponed and it was desired that concerned Chief Engineer, DESU may be called for discussion.

LAID ON TABLE

Item No.264

Sub: Proposal for covering the Wallah on reference from Water Supply and Sewage Deptt., MCD.
(F.3(42)/89-MP).

✓ Proposals were discussed. Technical Committee desired that a sub-committee members^{to} be nominated by E.M. D.D.A. may go through these cases in the first instance.

ITEM NO.265

Sub: Allotment of land to 11 KV Electric sub-station in Jaimata Market Lawrence Road.
(F.29(5)/89-Instl.)

✓ The site for Electric sub-station was discussed in detail and ^{the modification plan} was approved.

The following items were postponed -

245, 247, 248, 249, 250, 252, 254, 255, 256, 257 & 263.

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

Report

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

Supplementary agenda for the meeting of Technical Committee to be held on Monday, the 18th December, 1989 at 9.30 A.M. in the Conference Room of Delhi Development Authority, 5th Floor, Vikas Minar, I.P. Estate, New Delhi.

<u>Sl.No.</u>	<u>Item No.</u>	<u>Subject</u>	<u>Page No.</u>
7.	251	Route alignment of 220 KV Tower line from 400/220 KV sub station at Mandole to the 220 KV sub-station at Kashmere Gate. F.6(7)/85-MP.	15
8.	252	Alignment plan of kalidas Marg from its junction with New Rohtak Road up to its intersection with road no.38 along Najafgarh drain F.5(48)/86-MP.	16 to 17
9.	253	Change of land use of an area measuring 60 acres from District parks and open spaces to public and semi public facilities (Extension of Central Jail Tihar, New Delhi). F.20(1)/87-MP.	18 to 19
10.	254	Comprehensive Redevelopment scheme at Janpath. F.16(89)/81-MP.	20 to 21
11.	255	Brick kilns in the Union Territory of Delhi and regarding renewals of their licences. F.3(59)/68-MP.	29 to 31
12.	256	Change of land use of an area measuring about 33 acres in zone E-6, Dilshad Garden from Residential to Commercial (District Centre). F.20(25)/82-MP.	32 to 34

Sub:-Route alignment of 220 KV tower line from 400/
200 KV sub/Station at Mandola (UP) to the 220KV
Sub/Station at Kashmere Gate.
F.6(7)/89-MP.

DESU has submitted the above said proposal for infeed to the recently allotted 220KV sub station at Kashmere Gate from the 400/220 KV sub/Station at Mandola (UP). The route of the 220 KV tower line on the eastern side of the river upto the Wazirabad barrage has been got approved by DESU. The proposal under consideration is for the western side of river Yamuna between Wazirabad barrage and Kashmere Gate. The entire route is proposed to be taken overhead.

2. The proposed route as suggested by DESU vide letter No. XEN(400KV)S/IIII/573 dated 5.12.89 starts from the Wazirabad barrage and is taken upto the junction of road nos. 45, 50 & 59 after crossing the river. From here it is taken along road no. 45 outside the road R/W towards the river side upto the ISBT flyover. It is then taken along the periphery of ISBT flyover and after crossing the bulb on the northern side, it is taken along the periphery of Qudsia Garden along Yamuna Marg and Alipur Road upto the ISBT crossing. From here it is proposed to across the intersection diagonally to be taken along the 24 mtrs./R/W road (above the bus terminal site) to meet the Kashmere Gate 220 KV sub station. The route plan has been shown on the overall plan and on the detailed plans.

3. The case was discussed with DESU officers on 13.9.89 by Commr.(Plg.) and it was suggested to DESU to consider underground proposal for this route in the stretch between ISBT flyover (Metcalf house crossing) and the 220 KV sub station at Kashmere Gate. This was desired due to the following reasons:

- i. Aesthetics of the flyover are not affected.
- ii. Close proximity of the lines to the 1857 memorial park.

DESU officials informed that the standard 220 KV cables are not available in India and they shall have to be imported which will escalate the cost by several times. However, DESU shall obtain the approval of this route from DUAC.

4. The case is put up to the Technical Committee for consideration.

Sub :- Alignment plan of Kalidas Marg from its junction with New Rohtak Road upto its intersection with road No. 38 along Najafgarh Drain. P.5(48)86-AP

1. Kalidas Marg from New Rohtak Road to Najafgarh Drain crossing is a Master plan road connecting Road No. 38/48 and Luxmi Bai College Road in the North and New Rohtak Road in the South. This road provides a link to major residential areas such as Wazirpur Ph. I, II & III, Gulabi Bagh, Sri Nagar, Subhadra Colony, Recreational industrial areas such as Anand Parbat. As per the zonal plan/master plan 1962 and master plan 2001, the R/W of Kalidas Marg is 30.48 mt.

2. Earlier an alignment plan of Kalidas Marg from Old Rohtak Road to Bharat Nagar was prepared by TCPO in two parts i.e. from (i) old Rohtak Road to Gulabi Bagh and (ii) from Gulabi Bagh to Bharat Nagar. These plans were approved by the DDA vide Reso. No. 45 dated 20.5.75 and Reso. No. 108 dt. 29.4.77. This alignment plan of Kalidas Marg prepared by TCPO did not have any carriageway, junction/intersection design etc. in detail. Requests were received from MCD for sending the alignment plan from New Rohtak Road to Najafgarh drain. Accordingly, a fresh composite alignment plan based on the latest survey supplied by MCD vide letter No. 3375 (BE-PII)/AS(P)S/D(9) dated 16.9.88 has been prepared incorporating the R/W as per approved plans of TCPO to the extent possible and details of junctions/intersection designs of all 18 mt. and above R/W roads.

3. At present a four lane divided carriageway is in existence. All through the available R/W of this road is 30.48 mt. At one place i.e. at the intersection with road No. 40 temples and two one storey structures are falling within the R/W. The traffic plying on this road comprises of light, medium and heavy vehicular traffic. All the junctions/intersections on this road are signalised however

improvements of geometrics and slip road (wherever not existing are required).

4. Total length of this road alignment plan is 2.30 Kms. junction/intersection design of all roads having R/W 18 mt. and above have been integrated in the alignment plan. Six lane divided carriageway with 1 mt. wide central verge is proposed in the entire stretch. Busbays and bus queue shelters as suggested by DTC have been integrated in the alignment plan. There are four signalised junctions/intersections in this stretch of road. Necessary details of the junctions and the intersections have been integrated in the alignment plan taking into consideration the present available condition. The existing central verge and lighting on the central verge have been retained as far as possible. However, light poles on central verge with over hanging lighting facilities have been proposed all through the stretch. Efforts have been made to save trees falling in this alignment as far as possible. More trees of varieties as recommended in the PDp-2001 shall be planted on the footpath to create an aesthetically pleasing environment.

5. The alignment plan of Kalidas Marg has been approved by LOSC of MCD in its meeting held on 5.9.89 vide item No.252/89. Details of affected properties as provided by Ex.Engineer (P)-II, MCD is placed as annexure-I.

6. The case is put up to the Technical Committee for consideration.

List of affected land and properties affected in the Draft alignment plan of Kali Dass Marg from New Rohatak Road to Najafgarh Drain crossing (Shakti Nagar Extension.)

S.No.	Commercial	Katcha	in	Unau thorised	Un authorised	Residential		other	Total	Remarks
Pacca	Semi Pacca	Shed			SS	L.S.	S.S.	Tin Shed		
AtoB	-	-	-	-	-	-	-	-	-	-
BtOC	3	-	-	-	-	-	-	-	-	-
CtoD	-	-	-	-	-	-	-	-	-	-
Total	3	-	-	-	-	-	-	-	-	-
AtOD	RHS 4	1	-	-	-	16	-	-	-	-
BtOC	6	-	-	-	-	-	-	-	-	-
Total	4	7	-	-	-	41	-	-	-	-

Sub :- Change of land use of an area measuring 60 acres from 'District parks and Open spaces to 'Public and Semi Public Facilities (Extension of Central Jail Tihar, New Delhi)
F.20(1)/87-MP

This case regarding change of land use was proposed in the Authority vide item No.65 dated 14.5.87 on the basis of the letter from Secretary(Home) Delhi Admn., letter No.DO/S/129/86/HG dated 30.12.86 for provision of extra space in Tihar Jail by converting the land of Distt. Park adjacent to Central Jail. The proposal prepared by PWD was accepted by the L.G. in principal and so the request for change of land use from green to Jail has processed. The copy of the plan for the extension of Jail was forwarded by the Senior Architect DA-I, PWD, Delhi Admn. and proposed 60 acres of land towards the south of Central Jail meant for District Park play grounds and open spaces as per MPD-62. The complex was proposed for capacity of 1400 prisoners along with 60 staff quarters and barracks for 500 Wardens.

Accordingly, the Authority resolved that "the change of land use of land measuring 60 acres towards the South of Central Jail in District Park play ground and open space as shown in the Master Plan to 'Public & Semi Public Facilities' (Extension of Central Jail), and detailed in the agenda item be approved.

2. The land use of the land in question as per MPD-62 and as per PDP-2001 is district park and open space.

The copy of the plan for the extension of Jail was forwarded by the Senior Architect DA-I, PWD, Delhi Admn. and proposed 60 acres of land towards the south of Central Jail meant for District Park play grounds and open spaces as per MPD-62. The complex was proposed for capacity of 1400 prisoners along with 60 staff quarters and barracks for 500 Wardens.

Accordingly, the Authority resolved that "the change of land use of land measuring 60 acres towards the South of Central Jail in District Park play ground and open space as shown in the Master Plan to 'Public & Semi Public Facilities' (Extension of Central Jail), and detailed in the agenda item be approved.

3. The matter was referred to the Ministry of Urban Development, Govt. of India, vide letter No. F.20(1)/87/MP/92/993 dated 16.6.87, U/S-11/A of the Delhi Development Act-1957 for approval for issue a public notice for inviting objection/suggestion from the public for the proposed change of land use. The Ministry of Urban Development vide letter No. K-13/11/15/87/DDIIA/VA dated 12.9.89 considered the proposal and informed that instead of extending the Tihar Jail, the construction of Jail in East Delhi across Yamuna, be expedited. Ministry's advice was conveyed to the Deputy Secretary (Home) Delhi Admn. vide
4. Delhi Admn./ref.No. F.9(129)/86-Home(G)/3335 informed that jails located at Tihar is extremely over-crowded and are occupying double the sanctioned capacity of prisoners. The count is now more than 5,000 prisoners against the available capacity for 2023 only. The jail to be constructed at Mandoli has been proposed, as a modern and model jail and therefore a good amount of planning and preparatory work is required before undertaking construction. As a short term measure L.G. had directed that to put up a jail at the vacant land, adjacent to the Tihar Jail. This would enable the jail complex to continue to be in a compact area and greatly facilitate its administration. It is mentioned that, in view of the acute problem of congestion in Tihar and need to find a quick short term solution, Delhi Administration have gone ahead with the preparatory work for construction on this vacant land and the amount of Rs.4.8 crores has already been sanctioned.
5. The matter is placed before the Technical Committee for its consideration.

Sub:-Comprehensive redevelopment Scheme at Janpath Lane.

F.16(89)/81-P.

The erstwhile New Delhi Redevelopment Advisory Committee (NDRAC) earmarked Janpath Lane Area(as Redevelopment Area) recommending that a comprehensive Redevelopment Scheme will be formulated as part of the approval zonal plan of enlarged zone D-I (Metropolitan City Centre of Delhi).

2. Accordingly, a Redevelopment Scheme was formulated in the office of the Authority which was approved by the Authority vide resolution no.50 dated 1.2.83 for inviting public objections/suggestions. The salient features of the scheme were as under:

- i. Stepped up development on modular basis had been proposed keeping in view the recommendations so far made by Archaeological survey of Delhi as well as the practical aspect of implementation of this scheme considering the types on land holding.
 - ii. A set back of 30.5 mtrs.(100') was kept towards the eastern side of Jantar Manter so that proposed buildings are apart from historical monuments of Jantar Manter.
 - iii. In the proposed scheme building blocks of 7 to 18 storeyes were proposed in the form of stepped up development.
 - iv. Ground coverage and FAR were kept within the prescribed limit i.e. 25% and 250 respectively.
 - v. Surface parking was proposed within the scheme area.
3. The scheme envisaged 5 envelopees (p-1 to p-5),
4. Envelopees i.e. P-I to P-4 were part of leased plots by the L&DO to different parties. Plot no.P-5 was owned by the Govt. of India plot no.P-1 was subdivided by L&DO into 9 parts having different lessess. The scheme envisaged that all the 9 lessees of plot no. P-I shall combine together to construct one building and the floor space so constructed would be proportionately divided among themselves inproportion to the size of their holdings.

4. In response to the public notification dated 14.5.83 for inviting public objections/suggestions for the said scheme, 11 objections/suggestions were received.

One of the lessees of the smaller plots forming part of the plot P-I filed a suit no.1445/83 in the High Court against the proposed scheme. The main point of dispute was unequal distribution of FAR to different parties.

5. Screening Board heard the objections/suggestions for the said scheme and recommended in its meeting held on 24.4.84 that since the redevelopment scheme is sub-judiced the individual objections/suggestions be considered after the stay order of Court is vacated during the proceedings court desired that a affidavit be filed stating that in the development scheme all the lessees will have maximum 250 FAR on the net area of their holdings forming part of redevelopment scheme. The court vide order dated 21.8.86 desired that DDA may proceed with the scheme by carving out of the resultant plot and to submit plan to the court within three months.

6. During this period extensive modifications in Delhi Master Plan for PDP-2001 were published on 6.4.85 for inviting objections/suggestions. According to the extensive modifications the maximum FAR for this area was prescribed as 150. Also on 16.10.85 the Govt. of India, Ministry of Urban Development imposed a ban on the constn. of highrise buildings/development in New Delhi and South Delhi Area. Therefore, the scheme could not be finalised.

7. Ministry of Urban Development vide letter K-13011/19/85-DDIIA dated 18.7.86 removed the restriction on constn. of highrise buildings in zone D-I and subsequently issue

revised guidelines for constn. of highrise buildings. According to these guidelines coverage and FAR were specified as 25% of the plot area and 250 respectively. However, with this stipulation that the parking requirement will have to be fulfilled and provided for in the basement(s), may be extended upto envelop line.

8. In order to discuss the progress, the formulation of the scheme keeping in view the court's order and the revised guidelines issued by the Govt. of India, a meeting was held in the Ministry of Urban Development on 19.9.88 to sort out the different issues and it was decided that a small planning committee comprising of Engineer officer/ L&DO Chief Architect, NDMC, Director (DC&P), DDA, Sh. Jasbir Sachdev may assist in the formulation of the scheme. Accordingly, the draft modified scheme for was formulated having the following features.

- i. 60' set back has been kept from the boundary wall of Jantar Mantar.
- ii. Parking has been provided in the basement.
- iii. Blocks have been proposed with 250 FAR on the basis of resultant plots having maximum coverage of 25%.
- iv. The height of the building blocks have been proposed varying between 8 storied to 12 storied. The area requirement for widening of roads have been taken from the proportionate of the land holdings. (Scheme laid on table).

9. The modified scheme was sent to NDMC, Chief Fire officer, Delhi Fire Service Archaeological survey of India DCP (Traffic), and Ministry of Urban Development L&DO for their comments, NDMC, L&DO and CFO has not raised any major issue. TCPO on behalf of Ministry of Urban Development has suggested that the following provisions also be included in the draft report.

1. Elevation of proposal building blockzs to conform to architectural controls to be specified by competent authority.

2. A single agency is prescribed for a management and maintenance of common protion like parking, open space and corridors.

Suggestion no. 1 above of TCPO and suggestion of NDMC and CFO will be taken into consideration at the time of preparation of detailed design.

Suggestion no. 2 a bove of TCPO is a policy matter and it would be decided by he land owning agency i.e. L&DO and building sanctioning authority ie. NDMC appropriate time comments from C.F.O and Ministry of Urban Development are enclosed (Appendix H& I) As regards the comments of the Archeological survey of India is concerned they have indicated that 60' set back from the eastern boudary wall is inadequate comments from A.S.I is enclosed (Appendix 'J') In this connection, it is mentioned that the scheme envisaged the envelop of the blocks as far as possible on the holdings and therefore, set back could not provided more than 68 ft. Also they have suggested that the height of the blocks should be adhered according to the rstric-tions imposed in their letter dt.21.9.88. This has also been wxamined and it is observed that height of the two blocks near the Eastern boundary is more than the specified height of 60' which is due to the restriction to the ground coverage of 25% It is also observed that in the adjacent plot of DLF a max. height of 116.8 ft. has been sanctioned for the buildings located in the same line.

Regarding this scheme the DCP(T) has observed that although the parking proposed in the basements is adequate the dispersal of traffic via Indian Oil building and Tolsto-y Marg is impossible as these areas are already overcongested and the proposal is impractical from the

traffic point of view. They have therefore, objected to the proposal itself as the CBD is already overburdened with traffic problems created due to such development projects.

The meantime the High Court on 18th May, 1989 after bearing the arguments observed that in view of the affidavit dated 12.5.89 the suit is liable to be disposed of. The court clarified that the DDA would prepare the entire controlled drawings at one point of time. The court further recorded consent of all the parties to the aforesaid affidavit and the case was disposed of.

10. In order to examine and sort out the issues raised by Archeological survey of India and DCP(T), meetings was called on 1.8.89, inviting the representative of the above mentioned organisation. Representative of Archeological survey of India did not attend the meeting as he conveyed his inability to attend the meeting and suggested vide letter dt. 31-7.89 to consider points already communicated by them while finalising the scheme. The case was discussed with DCP(T) on the traffic point of view whose reaction to the scheme was as under.

1. The number of car space provided in the scheme i.e. 1089 is debateable.
2. The entry and exist point are not sufficient to catre to the volume of traffic generaged from the scheme.
3. The existing R/W of the parliament street and janpath are not sufficient to take the load of traffis generated by the schme and therefore, require traffic studies before the scheme is implemented.

DCP(T) was of the view that even if the parking provision is adequate which is debateable due to the type of development envisaged, dispersal of traffic via Indian Oil Corporation Building and via Tolstoy Marg is an impossible task. Both these areas are already over-congested and the proposal is not practical from traffic point of view.

The case was referred to JD(T) DDA on 2.8.89. The case was examined by Traffic unit of PPW and as per their observations the norms for car parking on the basis of two car for 100 sq. mtrs. is as per MPD-2001. The proposed scheme envisaged for one way traffic movement the entry and exist to the properties appear to be sufficient. It has been desired to hold a separate meeting with DCP(T) under the Chairmanship of Director(DC&P).

11. The scheme was discussed in the meeting of the Technical Committee held on 28th August, 1989 in detail. In this meeting DCP(T) raised certain objections on the circulation pattern and pointed out that Janpath, Tolstoy Marg and the parliament street are already congested and by the implementation of this scheme, the traffic would further increase and may become unmanageable. He was of the view that : such scheme should be based on an overall comprehensive study of traffic and transportation of the zone. After discussion it was decided that the matter be resubmitted to TC with details of IOC building, floor space parking space and other details.

As per the information collected, the IOC building(ground + 9 floors) is having a built up space of 1,46,550 sq. ft. (13619.888 sq. mtrs.) The adjacent 2 storey building of cottage emporium is having a built up space of 1,25,620 sq. ft. (11674.72 sq. mt.) In addition there are existing other building falling in the area proposed for redevelopment. The built up space in these buildings is approximately 40% of the proposed FAR for these blocks and are used for different activities such as commercial, offices, guest house lodging houses and for the residences.

- (b) Proposed circulation pattern specifically in regard to entry and exit be provided in the scheme. These proposals were examined and it was opined that all the traffic approach in the scheme so far as possible, should be based on the left turn from Janpath, Parliament Street, Tolstoy Marg to avoid any conflict with the right hand turning traffic. (ii) Similarly, all the exists should be in one way direction to avoid any such conflict. (iii) As far as possible a linkage should be provided between Tolstoy Marg Extension and Parliament Street so as to provide better entry and exit to existing buildings like Oil Bhawan, LIC, Baroda Bank etc.
- (c) For accommodating the existing shops/stalls presently functioning on Janpath and in the vicinity of Indian Oil Bhawan, it was opined that the Emporium plot should be re-planned to accommodate all the existing shops/stalls, equivalent to the space presently used by the Emporium and the rest of the area should be used for parking which will reduce the FAR in this area and will also provide accommodation for the existing structures/shops presently functioning in the R/W in an unplanned manner.
- (d) It was also decided that a copy of the scheme may be referred to Sh. Sanyal and to D.C.P.(Traffic). The copies were supplied and their comments have been received vide Annexures 'L' & 'M').

15. After receiving their comments the matter has been examined. Sh. Sanyal has expressed his apprehension on the traffic congestion and problems which are likely to be created with the implementation of the scheme under reference and suggested certain improvements for circulation pattern, location of entry and exit in the proposed scheme.

The details are given in this letter D.C.P.(Traffic) has made general observations in his letter against the implementation of the scheme considering the traffic so generated and opined that there should be no further development in Connaught Place area. Both of them suggested to have total study of the Connaught Place area before any further construction is considered.

16. As per the suggestions given in the meeting and indicated in the letter of Sh.Sanyal, the scheme has been modified. Also the quantum of FAR has been worked out for Emporium plot so as to accommodate the existing shops/stalls existing construction of Emporium etc. and as per the reconnaissance survey, the total FAR works out to about 190 with the break-up of about 12,000 sq. mtrs. of floor area for cottage emporium, about 2500 sq.mts. of floor area for shops located along Janpath etc. and additional 10% which comes to about 16,000 sq. mts.

17. The matter is submitted to Technical Committee to consider the redevelopment proposals in the light of the observations mentioned above.

HEADQUARTERS: DELHI FIRE SERVICE: NEW DELHI H-1

No.F. 6DFS/PS/89/625

dated 13.4.89

To

Sh S.C. Gupta
Director (DC&P)
Delhi Development Authority
Vikas Minar 5th floor
I.P. Estate
New Delhi.

Sub: Proposal for redevelopment of Janpath Lane
Connaught Place, New Delhi.

Sir,

Please refer to your letter No.F.16(89)/81-MP
The scheme dated 24.2.89 on the subject cited of Janpath
Lane, modified proposal forwarded has been examined
from the fire safety point of view.

As regards access way to approach the buildings and
open areas all around the complex is concerned the proposal
appears to be satisfactory. However, the basement areas is
much more and there is no compartmentation which is not
permissible from fire spread point of view. Therefore,
suitable compartmentation be provided by erecting fire
resisting walls of 4 hours rating and in case of any
opening in the wall self closing automatic fire check
door not less than 2 hours fire resistance rating must be
provided coupled with automatic fire detectives systems so
as to isolate the basement areas in the event of any out
break of fire.

The report on comprehensive re-development scheme of
Janpath Lane, New Delhi prepared by Shri Jeet Malhotra,
Chairman of the sub committee and Chief Architect, NDMC
dated 6.5.87 ~~xx~~ had proposed 6 nos. of under ground static
tanks around the complex for fire fighting purposes.

In view of the above, the redevelopment scheme can
be considered subject to the conditions that individual
buildings plan shall be submitted to the undersigned for
scrutiny and issue of fire safety directives at the time of
sanctioning of individual building.

Yours faithfully,

Sd/-

CHIEF FIRE OFFICER
DELHI FIRE SERVICE

No.K-13011/16/82-DDIIA/VA
Government of India
Ministry of Urban Development
(Delhi Division)

New Delhi dated 18th May, 1989

To

Shri S.C. Gupta
Director (DCP)
Delhi Development Authority
Vikas Minar, IP Estate
New Delhi.

Sub: Proposal for redevelopment of Janpath Lane,
New Delhi.

Sir,

Kindly refer to your letter No.F.16(89)/81-MP dated 24.2.89. The proposed scheme was referred to the TCPD for their comments. While agreeing to the proposal in principle they have suggested that in addition to ground coverage, FAR, height control as well as guidelines for high rise buildings prescribed by the Ministry, the following provisions be also included in the draft report.

1. Elevations of building blocks to conform to architectural controls to be specified by competent authority.
2. A single agency be prescribed for management and maintenance of common portions like parking, open spaces and corridors.

2. It is understood that the Additional Secretary in this Ministry had spoken to you about this case and you had confirmed that no change of land use is involved. It is felt that L&DO, as owner of the land had to be fully involved in this proposal. It is further understood that DDA has already written to the L&DO in this regard.

3. It is understood that further action in this matter may kindly be expedited. The Ministry of Urban Development has also desired that the DDA should finalise the matter early.

Yours faithfully,

Sd/-
(B.C. SYNGLE)
DESK OFFICER

No. 24/6/89-M

GOVERNMENT OF INDIA
ARCHAEOLOGICAL SURVEY OF INDIA

JANPATH NEW DELHI 11th May, 1989

To

Shri S.C. Gupta
Director (DCP)
Delhi Development Authority
Vikas Minar 5th floor
I.P. Estate New Delhi-2.

Sub: Proposal for redevelopment of Janpath Lane/
Connaught Place, New Delhi.

Sir,

I am directed to refer to your letter No.F.16 (89)/81-MP dated 24.2.89 on the above subject and to inform you that the draft of modified scheme for the redevelopment of Janpath Lane, Connaught Place New Delhi enclosed therewith has been examined and the following observations have been made:-

i) while there is no objection so far as horizontal development is concerned, it is felt that the height restriction as envisaged by the Archaeological Survey of India on the site plan a copy of which was sent to you earlier vide this office letter No.32/5/79-M Vol.II dated 21.9.88 is strictly adhered to. The construction of 10 to 12 storeys building adjacent to Jantar Mantar as included in the scheme would not be within the prescribed height limits and would affect the functioning of the Yantras. In order to ensure that the prescribed height restrictions are adhered to, building plans should be approved only after obtaining clearance from Archaeological Survey of India in individual cases as per the instructions of the then Ministry of Health and Family Planning and Works & Housing and Urban Development (Deptt. of Works & Housing and Urban Dev.) contained in their letter No.10-1(4)69-UD dated 27.6.69 addressed to the New Delhi Municipal Committee and Delhi Development Authority a copy of which is enclosed. The intention was to ensure that no high rising building which might affect the monument is allowed to come up. The Hon'ble Minister had also assured the House of the same on 9.9.81.

ii) The set back about 18 mtrs from the eastern boundary wall of the monument is considered inadequate.

In the light of the observations made above it is requested that the scheme may be suitably modified with a view to restricting the height of the buildings close to the Jantar Mantar to minimum an adequate set back from the eastern boundary from the Jantar Mantar is also provided.

Yours faithfully,

Sd/-

(C. MARGA BANDHU)
DIRECTOR (MONUMENTS)

ENCLS: as above

Minutes of the meeting of the sub committee pertaining to Comprehensive Scheme for Janpath Area (Redevelopment Scheme).

A meeting was held in the room of Commr. (Plg.) which was attended by the following officers :

1. Shri J.C. Gadhvir, Commr. (Plg.)
2. Dr. G.S. Jaisr, Dy. Secy. (L) L&DO Min. of U/D
3. Sh S.C. Gupta, Director (UCSP)
4. Sh D. Senyal, MTP/C
5. Sh A.S. Cheema, ACP(T)
6. Sh P.C. Dixit, Architect, NIMC
7. Sh Prakash Narain, JD(T) DD
8. Sh Chandra Balleabh, JD (ZP) DD

This sub-committee was constituted by the Tech. Committee in its meeting held on 23.10.89.

The scheme was explained in detail indicating the concept details, parking areas, circulation pattern, etc. It was also explained earlier the scheme could not be finalised because there was a Court Case pertaining to this scheme which has been settled.

The Archeological Survey of India has also raised certain points in regard to the high rise buildings in the vicinity of Jantar Mantar area. The aspect pertaining to casting of shadow of the highrise buildings in the area of Jantar Mantar was explained on the basis of the diagrams formulated, keeping in view the solar chart. It was desired that the scheme be got examined by the CBRI with reference to the solar chart viz a viz the height of the blocks of the maximum shadow likely to be cast. Earlier the scheme was submitted to DUAC before inviting public objections/suggestions. It was opined that if the scheme is finalised by the Tech. Committee this should be referred to the Commission Before processing it further.

Circulation pattern on the periphery of the scheme was discussed in detail. S/Shri D. Senyal and Sh. A.S. Cheema were of the opinion that the circulation pattern needs to be reexamined in regard to entry and exits from the existing buildings from Janpath Parliament Street and Tolstoy Marg.

ACP(T) was also of the opinion that the plot presently used under Govt. Emporium Building should be developed only for re-housing shops, presently located along Janpath and also forming part of this scheme, in addition to the space to the extent of the Emporium Building may also be created. In addition pool parking in the basement may be created in xxx this building without having the proposal of 250 FAR on this plot otherwise the traffic which will be generated in this complex will be tremendous. It was also opined that in the scheme it should be examined whether there could be linkage from Tolstoy Marg to Parliament Street through this scheme, either on the surface or on a different level.

Subway should also be provided to connect this scheme on the otherside of the Janpath. The scheme of Indian Oil plot, if any, may also be incorporated in the scheme.

Appendix 'L' to Item No. 254
L-1

D. Sanyal

B.Tech.(Hons) M.Tech
MIE(India) MIE (USA)

Traffic & Transportation Planner

No.DS/P/DDA/89

E-201 Yamuna Apartments
Alakhnanda KALKAJI
NEW DELHI-110019

Date 25th Nov. 89

Sri J.C. Gambhir
Commissioner (Planning)
Delhi Development Authority
Vikas Minar
NEW DELHI-110002

Dear Sir,

Enclosed herewith please find my comments on proposed traffic circulation system for Janpath Labe redevelopment scheme. Hope, you will find this useful.

Thanking you,

Yours faithfully,

Sd/-

(D. SANYAL)

ENCLS: as above

L. 2.

COMMENTS OF PROPOSED TRAFFIC CIRCULATION SYSTEM
FOR JANPATH LANE REDEVELOPMENT SCHEME

D. SANYAL
TRAFFIC & TRANSPORTATION PLANNER

1. The redevelopment scheme site is located very close to Connaught Place and within the segment defined by Parliament Street, Tolstoy Marg, Janpath and outer circle of Connaught Place.

The area already experiences intense traffic activity throughout the day and any further intensification of activities in this area is most certainly going to have some adverse impact on traffic circulation within the Connaught Place area of Delhi. Since Tolstoy Marg continues to have its capacity and geometric constraints, further activity generation on any segment between Tolstoy Marg and the Outer Circle of C.P. is bound to aggravate the traffic problems within this area.

The scheme site has its own shortcomings. On its northern periphery is the LIC building that discharges its traffic on the narrow lane separating the scheme site from the LIC building complex. That, in other words, would mean that this lane will have to be adequately widened if it has to cater to any traffic being generated attracted by the scheme site. The site can be accessed from Tolstoy Marg (only from Parliament Street side). This access is available only for a part of the site as, in the proposed scheme, it terminates in the basement of one of the blocks. A continuous circulation facility is thus, not available under the proposed scheme along this axis.

Janpath, in this segment, must not permit any right turn or 'U' turn as there is already a great degree of congestion in this area.

Keeping the foregoing in view, it appears that the site could be accessed from:

- i) Janpath on left turns only (for traffic coming from south);
- ii) Tolstoy Marg on left turns only for traffic coming from north or south and destined to plots P1-P5;
- iii) the lane leading to LIC complex from Parliament Street on a left turn from north (this does not lead to plots P1-P5);

Similarly, exits could be on left turns to Janpath, Tolstoy Marg and Parliament Street.

Since there is no internal connection amongst the blocks, it might lead to confusion in traffic circulation in this area and spill over parking demands cannot efficiently be managed. Also, the road widths indicated in the plans must be substantiated by actual field data and it needs to be examined if such widths could really be attained at site.

MOST IMMEDIATE

OFFICE OF THE DEPUTY COMMISSIONER OF POLICE TRAFFIC:DELHI
No.9009 /TTP.II dated New Delhi the 15/11/1989

To

The Joint Director (Plg.)-I
Delhi Development Authority
IP Estate New Delhi.

Subject: Comprehensive redevelopment scheme of Janpath.

Sir,

With reference to the Minutes of the Technical Committee meeting held on 23.10.1989 at 10.30 AM in the conference room of Delhi Development Authority, 5th floor Vikas Minar, W.P. Estate, New Delhi, on the above subject. I am to inform you that the master plan had been drafted some time ago and suffers from basic flaws as it is construction oriented without suggesting any solution for the consequent congestion. The traffic in Delhi is increasing tremendously day by day and further construction of multi-storeyed buildings in Janpath area is going to pose serious problem of congestion.

It is, therefore, requested that multi-storied buildings in Janpath area may not be constructed. It will be essential to have a view in locality rather than planning in a piecemeal manner for Janpath area. We, therefore, strongly oppose the proposal of development of the area on given lines. Instead, it should be used for parking and open space for recreation etc.

Yours faithfully,
Sd/-

(MAXWELL PEREIRA)
DEPUTY COMMISSIONER OF POLICE
TRAFFIC: NEW DELHI

No. |TTP.II dated New Delhi the / 89.

Copy forwarded for information to:

1. Addl. C.P(S&T) Delhi
2. ACP/T.Central

Sd/-
(MAXWELL PEREIRA)
DEPUTY COMMISSIONER OF POLICE
TRAFFIC NEW DELHI

Unless a proper study is made to scientifically estimate the actual traffic demand that would be generated by the scheme, it is difficult to say as to with what efficiency would the intersection of Tolstoy Marg with Janpath would operate (particularly during the evening peak hour).

As a general observation it could be noted that any such scheme will draw more traffic to the Connaught Place and the Outer Circle which is already overloaded, will be forced to face even more acute traffic problems. The Comprehensive Traffic Management Study for Connaught Place area carried out during 1985 did recognise actual growth of traffic, but it could not consider such situations where a quantum jump in traffic flow could be expected. Several such schemes are now being processed (e.g. DDA area scheme) which will have a significant impact on the traffic problems of Connaught Place area in the near future. Since the major study which was recommended in the earlier study was not implemented (other facilities such as pedestrian subways etc.) the study that study evaluated its recommendations primarily on the basis of availability of a vastly improved Tolstoy Marg (a possibility that appears to be remote). The recommendations of that study have all but lost their significance in the context of emerging traffic problem areas in Connaught Place. Perhaps it would be worthwhile now to make a fresh assessment of the entire situation keeping in view all such likely developments and the perceptible constraints.

Coming back to the scheme under reference, it is felt that an internal link must be provided so that the confusion that would otherwise arise within the complex, does not spill over on to the major radials. Geometric design and space standards for all links and ramps must be got examined in detail and the fitness of the proposal to actual ground conditions ascertained before a final observations is made on the adequacy traffic circulation within and around this area. It is estimated that a detailed study of this nature for the scheme under consideration could be completed within a period of 3-4 weeks.

Item No. 255

Sub:- Brick Kilns in the Union Territory of Delhi regarding renewal of their licenses.

F.3(59)/68-MP.

This case deals with the shifting of Brick Kilns and preparation of Bricks from fly ash of power houses. The case regarding preparation of Bricks from Ash available from Thermal Power Station is being dealt with separately. The proposal for renewal of licenses of the existing Brick Kilns/new Brick Kilns, was discussed in the Technical Committee meeting held on 25.8.87 and it was recommended that:

1. A phased programme for the closure of the kilns should be worked out.

For the renewal of licenses.

- a. No further licenses should be given.
 - b. After exhausting the existing land which is with the owners of the kilns further licences should not be granted for another land.
 - c. Digging depth should be allowed upto 4 ft. instead of 8 ft. presently.
 - d. The kilns land would be levelled by kiln owners at their expenses.
2. A meeting was held on 13.6.89 at Raj Niwas and it was decided that while issuing No Objection Certificates for brick kilns, the DC office shall keep in mind the maximum urbanisable limits which will be communicated to them by DDA. In the draft extensive modification to the Master Plan for Delhi-2001, the provision in the plan are for permitting extraction in zone (division) LN&P. The extraction is proposed to a maximum depth of 1.2 mtrs. In the urban extension plan submitted to the Government of India, part of division-N is only recommended to be urbanised by the year 2001. Some depth after the urbanisable limits i.e. about 1 km. should also be free from brick kilns and the proposed boundaries should have some physical feature to give the exact idea.

All these factor's plans have been prepared indicating the land where brick kilns beyond the urban extension could be allowed. These areas have been identified

in three chunks marked on the plan.

3. The case was discussed in the PACC meeting held on 30.8.88 and it is opined that we should not agree for giving blanket permission to locate brick kilns in the designated zone, each proposal may be examined from the Planning point of view of its potential for agricultural use, quality of land, topographical conditions and its existing use. The matter has been examined in the PPW and it was suggested that plan to be sent to DC office, be prepared by us and the site for which No Objection Certificates would be issued by the DC office, shall be communicated to the DDA after marking the same on the copy of the plan.

4. The case was discussed by the Commissioner(Planning) with the Vice-Chairman, DDA and he has desired that due to scarcity of land in Union Territory, it is not desirable to waste it in brick kilns and the pits made after the land utilisation of it by the Brick Kilns is of no use and would be a tremendous waste under the present condition.

Therefore, it would be desirable to utilise ash available from Thermal Power Station for Brick manufacturing to meet the demand of bricks of Union Territory of Delhi.

5. A reference has been received from the office of the Commissioner, Food, Supplies and Consumer Affairs, Delhi Administration, no.F.16(1)/85-F&S(P&C)/part/18617 dated 7.11.89. Wherein a previous reference of even no. 19308 dated 26.10.88 of the then Deputy Commissioner Food & Supplies has been asked for consideration and emphasised the need of bricks and other building material for expansion of construction activity in the capital. Bricks being the primary needs should be available in adequate number at reasonable rate. It is further, stated that they are issuing the new licences for brick kilns and also renewing the old one so that the production is continued. The recommendation of the authority has been conveyed to Delhi Admn. by our vice-Chairman.

6. As regards the recommendations no fresh licences for brick kiln can be issued and the existing licences are to be phased out as they are not to be allowed to bring additional land once the existing site is used up. It has been mentioned that the process will be discontinued for local production of bricks and the population will have to be entirely depend upon the policies of the neighbouring State Governments with regard to export from other state. If Haryana & U.P. choose the ban the export of bricks to Delhi, Delhi's consumers will be starved of bricks and give a severe blow to the construction activities in Delhi and will deprive the population of their dwelling houses.

7. Even if the export is not made, the prices of bricks will shoot up in absence of adequate number of kilns functioning in Delhi making construction costlier day by day. It is also stated in the said letter that the kiln is not a permanent installation. After harnessing the clay, it winds up and leaves the particular field free, This implies that the land will be available after the clay has been used and the occupation of the land is temporary. It can, of course, insist that the vacated/used land be levelled by the kiln owners.

8. The estimated requirement of bricks for construction purposes by various consumers in Delhi as per said reference is about 250 crores per annum. The existing number of licenced kilns are not adequate to meet this requirement. So there is a case to issue more new licences so that production be increased to make Delhi nearly self sufficient in bricks production.

9. It is further stated that the recommendations of the Technical Committee sent to Delhi Administration, be re-examined and reviewed so that the kilns in Delhi are allowed to function and we are able to meet the requirements of the population of Delhi at reasonable rate.

10. The matter is again placed before the Technical Committee for its consideration.

Item No: 256

Sub : Change of land use of an area measuring about 33 acres in Zone E-6, Dilshad Garden, from 'Residential' to 'Commercial' (District Centre).
F.20(25)/82-MP.

- - -

As per Master Plan 1962, a site measuring about 33 acres in Zone E-6, Dilshad Garden near Delhi-U.P. Border, partly within the Union Territory of Delhi and partly in Uttar Pradesh, as indicated in draft Zonal Development Plan (14 acres of land is located in Union Territory of Delhi and 19 acres in U.P.). Subsequently, a general Development Plan for this Zone was prepared and alternative site for the District Centre was suggested measuring about 27 acres instead of 14 acres, as shown on the revised Zonal Development Plan. The Zonal Development Plan as modified is already submitted to the Government, for approval. The details of the pockets for which the change of land use is to be processed are as under:

- i. Change of land use of 27 acres of land in zone E-6 (Dilshad Garden) located at the junction of G.T. Road and 200' wide road from 'residential' to 'commercial' (District Centre).
- ii. Change of land use of 14 acres of land in zone E-6 (Dilshad Garden) located in Old Seemapuri, towards north of Delhi-UP Border, from 'Commercial' (District Centre) to 'Residential'.

The proposal was discussed in the Technical Committee meeting held on 26.8.82 and it was recommended that the change of land use be processed under Section 11-A of the Delhi Development Act 1957. The matter was again considered by the Authority vide resolution no. 118 dated 24.10.82 and the Authority also approved the recommendation of the Technical Committee.

Accordingly, the matter was referred to the Government of India vide our letter dated 15.12.82 along with the resolution No. 118 dated 24.10.82 of the Authority and the Government in-turn sought clarification vide reference No. K-13012/4/78-DDIA/DDIA dated 10.1.84. Finally a public notice under Section 11-A of the Delhi Development Act-1957 were issued and also published

contd../-

in the leading newspapers. In response to the notice, four objections/suggestions were received from:

1. ACME Batteries Pvt.Ltd.
2. Dr.D.P.Gupta
3. Sh.Avtar Singh
4. Punjab Manufacturing Corporation

In their objection M/s.ACME Batteries Pvt.Ltd. stated that their factory was in existence before the finalisation of the Master Plan and objected to the change of land use to District Centre in the Zonal Development Plan, though the area was indicated as residential in the Master Plan 1962. The Authority considered the representation of the 14 factories in the area, and part zoning of these industries was considered by the Authority, but the same was rejected by the Ministry. Subsequently, while preparing the Zonal Development Plan it was found that the District Centre as earmarked in the Master Plan was partly on the land belonging to U.P.State. So the area for District Centre was adjusted within the zonal boundaries. However, it does not affect the property of the objector which still remain residential in accordance with the Master Plan.

Regarding objection of Dr.D.P.Gupta, who has objected to the acquisition of his land measuring 4 bighas 17 biswas Khasra No.440/214 etc. in Dilshad Garden. It was observed that the acquisition was required for the planned development.

Regarding objection from Sh. Avtar Singh, that the land under his occupation has already been utilised for various purposes and rented to different tenants, It was observed that the Zonal Plan envisages for a balance distribution of different activities within the zone, and any haphazard utilisation of land will lead to mismanagement of land. It was felt necessary that the area be acquired and making the space available for the district centre to cater the need of the surrounding population.

The Punjab Manufacturing Corporation had a factory like ACME Batteries and the observations are, therefore the same i.e. planned development of Delhi and to avoid mismanagement of land.

contd../-

(LAID ON TABLE)

Item No.257

- 1 -

Sub :- Composite alignment plan of 30 mt. R/W
Vijay Nagar Road from Kingsway Camp
crossing to Patel Chest Institute Crossing
File No. F.5(10)88-MP

Vijay Nagar Road is in continuation of Bhai
Parmanand Marg from its intersection with Mall Road
upto Patel Chest Institute intersection. As per the
Zonal Development Plan, the R/W of this road is 80 ft.
i.e. 24 mt. As per FDR-2001, it is not a Master Plan
road. The alignment plan of this road with 100 ft.
was approved by the authority vide reso.No.142 dated
26.5.77. In the Hudson Lane redevelopment scheme, the
R/W of this road is taken as 100 ft. This road links
one of the primary arterial road i.e. Mall road to the
University Campus and important residential areas such
as Vijay Nagar, Maurice Nagar, Kingsway Camp etc.
Total length of this road is about 1.22 km.

Existing conditions :

The road is having mixed traffic, presently
an undivided carriageway varying between 7.5 mt. to
11 mt. width is in existence. There is no footpath
on this road except on 110 mt. stretch from Mall road
intersection, half of which has been encroached upon.
Due to lack of footpath pedestrian movement is more
or less on the carriageway which result in unsafe
pedestrian movement. The intersection of this road
with Mall road is signalised. Both sides of the road
upto the road leading to Police ground have commercial
use which are generating large volume of pedestrian
as well as slow moving traffic. There is no organised
busbay in this stretch of road. Most of the DTC
buses stop on the main carriageway blocking the
existing carriageway and hence causing traffic
bottleneck.

2. Road alignment plan integrating the inter-
section/junction design to provide a pleasant and
safe environment has been proposed based on the
survey supplied by MCD.

The major proposals are as under :-

- a) A six lane divided carriageway has been proposed from Mall road intersection to Patel Chest Institute intersection with a central verge of 1 mt. Further, the location of the existing trees has also been considered in the widening proposal.
- b) A continuous footpath of 3.5 mt. on both sides of the road has been proposed.
- c) Junction/intersection design with roads having 24 mt. and above R/W have been integrated. This include improvement of Mall road intersection 'T' junction with road to Police ground, intersection with road No.48 and intersection with road to Maurice Nagar. This will reduce the conflicts on the intersection and enhance smooth flow of traffic.
- d) Existing road infrastructures trees etc. have been saved to the extent possible.
- e) Busbays have been located at suitable places.

3. The alignment plan was considered in the LOSC meeting of MCD vide item No.305/89 dated 19.9.89 in which the alignment plan of the road has been approved from planning point of view. Details of affected properties, services and trees as submitted by Ex-Engineer (P)-II vide letter No. D/724/EE(P)II/AE(P)S/D(234) is placed at Annexure 'A'.

4. The case is put up before the Technical Committee for consideration.

(Laid on table)

ITEM No. 258

- 3 -

Sub :- Construction of fly-over at the Inter-Section of Outer Ring Road on J.B. Tito Marg.

F.5(19)89/MP

The Staff Officer, Delhi Tourism Development Corporation, vide letter dt. 28.11.89 has submitted the revised proposal of the fly-over at this Inter-Section.

The Technical Committee in its meeting held on 29.9.89 discussed the grade separators at this inter-section as submitted by Delhi Tourism Development Corporation on 29.8.89. The observations of the Technical Committee are as under :-

The proposal was discussed in detail. There is a considerable right turning movement at this intersection which is proposed to be handled by signals at the ground level. It was decided that an alternative the proposal be worked out to allow free flow of the right turning traffic without signalisation. A subway for cyclists may also be integrated on the intersection for effective utilisation of the proposed flyover.

The detailed of the improvements required on all the arms upto the next important intersection shall be integrated with the revised proposal along-with the feasibility report.

The brief of the revised proposal submitted by the DTDC vide letter dt. 28.11.89 is as under :-

- 1) The proposed grade separator has the provision of three levels :-
 - i) By depressing the Marshal Tito Marg.
 - ii) By raising the Outer Ring Road.
 - iii) Signals at ground level.

2. The construction wise projected traffic volume at this inter-section are given below :-

Name of the Road	Present Volume	Expected volume	Total peak hour volume at the intersection	
			Present peak hour volume	Expected peak hour volume
1	2	3	4	5
a) Straight traffic along Outer Ring Road	4530 p.c.u.	6300 p.c.u.	-	-
b) Straight traffic along J.B. Tito Marg	3400 p.c.u.	4600 p.c.u.	-	-
c) Right turning traffic from Nehru place to Mool chand	1200 p.c.u.	1650 p.c.u.	-	2700 p.c.u.
d) From Khanpur side to Nehru place	1150 p.c.u.	1500 p.c.u.	-	3700 p.c.u.
e) For left turning traffic at the inter-section.	1200 p.c.u.	1650 p.c.u.	-	-
f) The total peak hour vol. at this inter-section	-	-	11000 p.c.u.	15000 p.c.u.
g) The total turning traffic (right to left) at this inter-section	-	-	-	5300 p.c.u. (during the critical peak hour)

3. The consultant has identified the following physical constraints at site :

- i) The water supply line along Outer Ring Road.
- ii) The drain (approx. 2 mtr. deep) along the Southern flank of the Outer Ring Road.

4. The proposal is to develop 3 level grade separators in two phases :-

- i) The first phase shall include raising of the Ring Road and cyclist on the surface.
- ii) Second phase shall be to depress the Marshal Tito Marg.

5. As per the studies made by the Consultants, a separate loop for right turning traffic is not required.

The reasons given are :-

- (i) 16 hour counts at this intersection justify provision of grade separator facilities along straight axis only.
- (ii) Even when the intersection is developed as a three level grade separator, provision of a right turning loop will greatly jeopardise the movement of other turning traffic (unless the right turn ramp goes at a height of (+14.00 mtr) in which case approach length will not be easily available).
- (iii) For two level grade separators one single right turning loop does not improve the efficiency unless it is provided at an exclusive level (+14.00m) - any other arrangement will result into clubbing of this right turn movement with a straight movement at a level of the at grade inter-section.

6. The studies the consultants indicate that single underpass may also not be feasible. The reasons

as indicated in the report are as under :-

- (i) Cycle traffic is significant along Road No. 13-J.B. Tito Marg axis and as such the need to segregate movement of cyclists would be relevant only for the movement along J.B. Tito Marg (across Outer Ring Road).
- (ii) Keeping in view the invert level of the drain, it could be seen that the underpass must go down to a level of at least 6.00 m. in which event the approach lengths would vary between 250-300 m. on each side-the effort required to negotiate such long grades will be quite enormous and as such, an underpass of this type will not be desirable at this location-such gradients will also foul the access roads on either side of Road No.13 disrupting the movement of buses and totally unsettling accessibility to Masjid Moth houses;
- (iii) The culvert over the drain, when widened, will allow efficient movement of cyclists at the existing road level itself;

7. The studies have indicated that total turning traffic volume worked out to be 5600 p.c.u. by the design year which could be very comfortably handle through signalisation.

D.D.'s OBSERVATIONS

1. As resolved in the last Technical Committee meeting the Road Improvement Plan upto the next important intersection on all the 4 arms of the intersection has not been submitted by the DTDC.
2. The feasibility report on the proforma already sent to DTDC has not been submitted.
3. The provision for the service roads on the Outer Ring Road has not been made.
4. The location of the pedestrian sub-ways have not been indicated on the plan.
5. The Geometrics for left turning traffic from Ring Road to Tito Marg needs modifications.
6. The bus-stops have not been indicated on the plan.
7. The provisions for free flow of the traffic to Nehru Place and also sub-way for cyclist have not been provided for which the consultants have given the various reasons as explained in the Agenda above.

The item is placed before the Technical Committee for its consideration.

Item No.259

- 7 -

Sub:-Construction of Fly-over at the Intersection of Aurobindo Marg in Outer Ring Road crossing (I.I.T. crossing)
F.1(20)/89-MP.

The staff officer, Delhi Tourism Development Corporation vide letter No.BR/12001/89/DTDC/670, dated 28.11.89 has submitted the revised proposal of the Fly over at this intersection.

The Technical Committee in its meeting held on 29.9.89 has discussed the proposal of Grade Separator at this intersection as submitted Delhi Development Tourism Corporation on 29.9.89. The observations of the Technical Committee are as under:-

The proposal was discussed in detail. It was desired that an alternative proposal with three level grade separator be worked out. However, in the immediate phase a two level grade separator shall be constructed. The structural requirements for the third level to be constructed in future if required shall be considered while designing the structure for the immediate phase. DTDC shall submit the detailed proposal with the modal and feasibility report in the light of the said decisions for the final phase. The revised scheme shall also include the improvements required on all the arms of the intersection for the effective utilisation of the proposal fly-over.

The revised proposals as submitted by DTDC vide letter dated 28.11.1989. The proposal in brief is as under:

(i) A flyover on the outer ring road and a under pass on the Aurobindo Marg.

(II) The projected traffic at this intersection for the year 2001 are as under:

Straight Traffic along Outer - 4500 P.C.U.
Ring Road.

Straight Traffic along - 4000 "
Aurobindo Marg.

Right Turing Traffic - 3200 "

Left Turning Traffic - 1200 "

(iii) The consultant has stated that the priority the grade separation along the Outer Ring Road in the first phase is not only because of the single heaviest direction of traffic

flow, but also keeping in view the expected traffic of which is being developed by DDA in South-West. An additional traffic volume (about 3000 p.u.c.) is expected during the peak hour on the Outer Ring Road due to this development.

- (iv) The proposal of providing an over-bridge on Outer Ring Road has been dictated by the existing telephone cables running across the Outer Ring Road (West.)
- (v) The consultant has recommended that any provision of an under pass on the Aurobindo Marg is likely to become counter productive if the problems existing at Aurobindo Marg near Yusuf Sarai Market are not looked into on priority basis.
- (vi) The problem of under-pass on Aurobindo Marg will certainly necessitate the removal of existing fully grown trees on central verge specially on Aurobindo Marg (South).
- (vii) The consultants has also stated that the proposed bridge along the Outer Ring Road has been planned in such a manner that the phased development of this intersection is becomes possible.

D.D.A.'s Observations:

- i. As resolved in the last Technical Committee's meeting the Road Improvement Plan upto the next important inter-section the four arms of the intersection has not been submitted by DTDC.
- ii. The feasibility report on the proposed already sent to DTDC has not been submitted.
- iii. The provisions for service roads on the Outer Ring Road head as well as on Aurobindo Marg have not been made. The provision of service roads at this intersection has also been recommended by MOT vide letter dated 17.7.89.
- (iv) Location of pedestrian sub ways have not been indicated on the plan.
- (v) The circulation plan for the inner approach roads likely to be affected due to the construction of this fly-over need detailing.

- (vi) There are three signalised intersections on the Aurobindo Marg between this intersection and the intersection at AIIMS. The provision of grade separators at two major intersections shall create in one problems on Aurobindo Marg is not likely to provide the desired un interrupted flow. Thus to achieve the desired results it is necessary that the improvement required on Aurobindo Marg between these 2 Fly-Overs may also be worked out simultaneously and integrated properly with the proposed geometrics of the fly-overs.

The item is placed before the Technical Committee for its consideration.

Item No. 260

Sub: Improvement scheme for outer Ring Road and G.K. II
Road intersection (near Savitri Cinema).

File No.

The flyover proposal at the Outer Ring Road and G.K.II road intersection has been receipt from the Chairman, DTDC vide D.C. letter No. BE/1200/39/DTDC/539 dated 29th Aug., 1989. In which the Chairman forwarded a new proposal alongwith the traffic volume figures shown in drawing. In this regard no write up report with justification is furnished. The right of way of the outer ring Road is 45 mts. as per Master Plan and right of way of the road leading to G.K.II is only 18 mtrs. as per zonal plan/layout plan.

2. The total traffic volume as shown in the drawing is about 5500 pou's in morning peak period. It reveals from the drawings that the straight movement which account only 4764pou's during morning peak hours. By construction of the said flyover the surface traffic will be around 1200 pou's.

From the above figures it is observed that the construction of grade separator on these junction does not warrant the justification for the proposal of flyover.

3. The grade separator at this intersection appears to be a piecemeal planning and without a proper study.

The proposal at this intersection needs to be adequate study. Before conceiving such scheme need proper comprehensive traffic study alongwith similar kind of intersection/junction study.

4. In our view such intersection improvement scheme should be incorporated. A feasibility study of the proposal alongwith the details of the affected structures/properties/services/trees etc. should also be submitted.

5. This kind of intersection/junction improvement scheme should come under the scheme of urban traffic management programme.

6. This was discussed in Tech. Committee held on 29-9-89 and it was decided that this case will be considered with the revised proposal of the flyover on outer ring road and Marshal Tito ^{Marg} ~~may~~ intersection which is being discussed.

6. The proposal is placed before the Technical Committee for consideration.

Sub:-Flyover proposal on Marshal Tito Marg & Lala
Lajpat Rai Marg near Andrews Ganj Central School
F.5(18)/89-MP.

This case was discussed in the Technical Committee meeting held on 29.9.89. In pursuance of the decision of T/C, DTDC vide letter No. BR/1200/89/DTDC/670 dated the 28th November, 1989 addressed to commissioner (PPW) DDA has submitted the above noted revised proposal for Technical clearance the same from DDA. In this regard no write up report have been furnished.

2. The Technical Committee in its meeting held on 29.9.89 desired that the DTDC shall submit the revised flyover design should included as under:

Alternative (ii) was recommended for approval from the authority subject to its clearance from DUAC with the following consideration.

i. Entry from the road coming from Savitri Cinema (R' Block of Greater Kailash be closed.

ii. Cyclist coming from Madangir side be segregated by providing a separate bridge on the Nallah and meet the Marshal Tito Marg ahead of the flyover junction.

iii The details of the improvement required on all the arms upto next important intersection for effective utilisation of the proposed flyover shall be worked out & submitted to DDA with feasibility report for the consideration of T/C and Authority.

3. The revised proposal has been examined with regard to the decision taken in T/C meeting the same are as follows:

i. In the revised proposal alternative (ii) have been improved from traffic circulation & operational pt. of view.

ii. The straight movements on Marshal Tito Marg flyover from Moolachand side are taken on the ground level. The straight axis on Marshal Tito Marg has been made free for the straight moving traffic

- iii. On the 24 mtrs. R/W Archana Cinema road in Greater Kailash, only leftturning movements is allowed.
- iv. A sepearte cycle track have been proposed for the cyclist comming from Madangir side upto the existing petrol pump i.e. little ahead of end point proposed flyover.
- v. A pedestrian subway have been proposed near Central School.
- vi. The total height of the flyover on Marshal Tito Marg is shown as 7.00 mts. clean height of 5.50 mts. is needed in this case.
- 4. From flow digram it revealed that the proposed inter-section improvement scheme will expected to carry traffic in following ways.
 - a. The right turning from Lala Lajpat Rai Marg side to Mool Chand flyover side is 2,965 pcu's .
 - b. The left turning traffic from Mool Chand to Nehru Place is 2,375 pcu's.
 - c. The straight traffic on Marshal Tito Marg on either direction would be 2,287 & 1603 pcu's respectively.
 - d- The proposed trumpet will take the traffic of 2,647 pcu's.

D.D.A.OBSERVATIONS:

- 1. As disolved in the last Technucal Committee Meeting the road improvement plan upto the next important inter-section on all 3 arms has not been submitted by the DTDC.
- 2. The feasibility report on the proforma already sent to DTDC has not been sent.
- 3. The consultant has stated in the report of the grade separator at Outer Ring Road at Marshal Tito Marg. a separate cycle track is not feasible. However, a separate cycle track on one side of the road has been indicated on the drawing of this fly-over. This single track has not been extended upto the Ring Road and Marshal Tito Marg is 50' (or 45 mts.) and the right of way of Lajpat Rai Marg is 100' (or 30 mtrs.) as per the approved zonal plan. The consultant has shown the right of way of Marshal Tito Marg as 60 mt mtrs. and Lala Lajpat Rai Marg as 45 mtrs. In our view the widening of both these roads to the proposed right of way

may not be feasible.

5. The approach to the proposed convention centre shall have only left hand Turning movement. The item is placed before the Technical Committee for its consideration.

Sub: Composite alignment plan of a part of road no. 48 along the left bank of Najafgarh drain from Vijay nagar road to G.T. Kernal road near Gurmandi.
F.5(55)66-MP-Pt.I

1. The above said case was discussed in the TC meeting held on 11.9.89 in which the following decision was taken:

"The alignment plan of road no. 48 was considered in two stretches. Stretch no. (i) from road leading to Vijay Nagar to G.T.Road.

Stretch no. (i) : Right of way of the road is 100 ft. However, presently available is 40 ft. in the first instance the alignment plan for 48 ft. as presented was recommended for approval and implementation. Where the land beyond 48 ft. is available the same should be maintained by the PWD and saved from encroachment.

Stretch no. (ii): Right of way of the road is 100 ft. however, because of existing construction in some part 48 ft. is available while in other part even 48 ft. is not available. A proposal for taking the road on the nallah was also presented for which the alternative cost estimate were worked out by the PWD. As detailed information was not available from the flood department, the alignment for this stretch was postponed for discussion in the next meeting of the TC.

2. A meeting was held in the chamber of Sh. Prem Singh, Executive Councillor (Dev.) on 13th Sep. 89 which was attended by Sh. Jagdish Tytler, the then Hon'ble Minister for Food processing, Secretary (L&B) Delhi Admn., Chief Engineer (Irrigation & Flood,) Chief Engineer PWD (DA), amongst other senior officers. DDA's representative was not present in this meeting. The following decisions were taken in this meeting.

"Chief Engineer PWD (DA) informed that in the construction / widening of road no. 48 thirty flats of Gur mandi fall under the road alignment. Sh. Jagdish Tytler, Hon. Minister Food processing Ministry pointed out that he himself has raised objections against the draft Master plan pertaining to road no. 48. It was pointed out by him that when the scheme for construction of road no. 48 was prepared the width of Najafgarh drain was only 30-35 feet. The drain was subsequently widened by the Flood control Department in Gur mandi area to the extent of 125-150 feet., consequently the Najafgarh drain has become quite near to the Gur mandi quarters. As such there is no justification to acquire the private property in Gur mandi for this purpose. Earlier flood control Department has given the feasibility that in Gud mandi area the existing road could be stretched/widened by putting pillars in the Najafgarh drain and the built up property could be saved from demolition.

Item No. 252

Laid on table

- 15 -

Sub: Acquisition of requirement of land measuring 750 mtrs x 550 mtrs. for the proposed 600/900 MW Gas Turbine at Bawana side. F14(31/89)/C&C/DDA

This is a case regarding allotment of 75 acres of land for 600/900 MW Gas Turbine Station in Bawana. G.M. DESU vide their letter no. D2/GM-9/Civil/3015 dt. 28th Aug. 1989 have indicated that this Gas Turbine sub station is to be set up on urgent basis to meet the increasing demand of power in the capital. The exact location of the power station has been transferred on 1:10000 Survey of India sheet with the help of our land deptt. refer map laid on the table. The location has been examined and we have following observations:

1. The 400/200 KV sub stn. in Bawana was approved by the TC of DDA in its meeting held on 22.8.89 as item no. 26. The proposed Gas Turbine station is located adjacent to the earlier approved 400 KV Bawana sub stn.
2. National Hydro electric power corpor. proposed a 400 KV DC Tower line joining with the proposed 400 KV SUB STATION at Bawana. This tower line was earlier considered by the TC in its meeting held on 27.2.89 as agenda item no. 55. In view of the proposed NHPC line and the existing 400 KV station a undertaking from DESU is required that no readjustment in the proposed 400 KV sub station as well as proposed 600/900 MW Gas Turbine station would be required.
3. DESU while putting up the case for allotment of land for the proposed 600/900 MW Gas Turbine station has not submitted details of the project i.e network of Gas pipeline and power distribution system etc. The same is required to be known to examine the project from planning point of view.
4. The proposed location 600/900 MW Gas Turbine station as indicated by DESU falls in the proposed urban extension phase as per the draft MPD perspective-2001. In the structure plan the site is earmarked for residential/utility purpose. The case is put up for consideration of the TC and for information with regard to para 2 & 3 above from DESU.

It was decided by Executive Councillor (Development) that no built up property should be demolished and the road be widened by putting pillars in the Najafgarh drain. He further said that there is no question of comparison of the cost of construction of road by putting pillars in the drain with the cost of resettlement by construction of flats, and necessary funds for the purpose may be met from out of plan funds by the respective departments.

3. Executive Engr. P&D (DA) D. V. I vide letter dt. 17.7.89 informed that the cost of construction of the stilted road on Najafgarh drain shall be Rs.200 lakhs subject to its confirmation from the Flood Deptt. The cost of construction of 15 double storied flats affected in the 48' R/W in an alternative place is stated to be Rs.60 lakhs. Executive Engr. (P&D) Flood Deptt. vide letter dt. 31.8.89 has quoted the cost of the stilted road as 325 lakhs.

4. The case is put up to the IC for consideration.

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

Agenda for the meeting of Technical Committee to be held on Monday, the 18th December, 1989 at 9.30 A.M. in the Conference Room of Delhi Development Authority, 5th Floor, Vikas Minar, I.P. Estate, New Delhi.

<u>Sl.No.</u>	<u>Item No.</u>	<u>Subject</u>	<u>page No.</u>
1.	245	Construction of structures/potential Hazard to Aviation. F.3(46)/87-MB (Postponed)	1 to 3
2.	246	Construction of metalled road from Malikpur to village Dhansa in ward no.41. F.14(33)/89/CRC/DDA.	4 to 5
3.	247	Matter pertaining to the widening of Shanker Road. F.5(17)/69-MP Pt-I	6 to 8
4.	248	Increase in R/W of 9 mtrs.-24 mtrs. R/W road passing through CBD Shahdara Group Housing Society's layout connecting road no.57 and institutional Area. F.20(15)/83-MP Pt-I	9
5.	249	Alignment of 100' wide M.P. Road between Kirti Nagar Timber warehousing road no.36. F.3(293)/65-MP (Pt).	10 to 13
6.	250	Intersection design of Ring road road no.43 and lawtance road-Britannia Chowk. F.5(20)/88-MP.	14

Sub:-Regarding No Objection Certificate from National Airports Authority.

F.3(46)/87-MP.

The Director of Aerodroms vide letter dated 4.10.88 (Appendix 'A' P-9/C) pointed out that the structures upto 48' are being cleared without obtaining clearance from their office. He further pointed out in his letter dated 12.9.89 (appendix-B P-94/C) that such clearances given upto 48' by Building Section, DDA without obtaining NOC is fraught with dangerous implications and hazardous to aircraft operations.

2. The Technical Committee of the Authority in its meeting held on 26.4.88 discussed the issues related to construction of structures with respect, to potential hazard for civil aviation and the following points emerged (Appendix-C) P-67/C).

- i. The National Airport Authority shall be consulted at the level of preparation of development plan for receiving general comments.
 - ii. NOC at the project level be obtained by the concerned department making schemes giving details as required by the National Airport Authority from the reference point.
 - iii. High rise building be cleared subject to NOC from National Airport Authority, as in (ii) above.
 - iv. Papankala project be got cleared.
 - v. National Airport Authority be requested to clear the project within 15 days which will be submitted in a format to be worked out on the basis of the guidelines.
 - vi. For submitting the project to NAP Survey of India map or guide map of Delhi, may be used as the base.
3. Subsequently, the Director of Aerodroms, N.A.A. vide letter dated 12.9.89 (Appendix 'D') P-95/C.) informed that the permissible heights are calculated for individual building and not for the complete projects and earth Blanket basis.

4. The clearance given by Director of Aerodromes, NAA (Appendix 'E' P-96/C) is given for a period of 2 years

5. It is observed from the minutes of the Technical Committee para-11 above that clearance from NAA is to be obtained at the project level by the concerned department making the scheme. This would be applicable to the scheme which are yet to be sanctioned whereas in case of the projects / schemes which have already been executed or under execution the guidelines w.r.t. clearance from N.A.A. is not indicated. As per the prevailing practice for high rise schemes i.e. more than 15 metres, NOC from NAA is required to be submitted. This clearance is not required for the low rise buildings i.e. upto 15M. In order to save time while releasing high rise schemes the sanction is accorded with a condition that no construction beyond 15m should be executed without obtaining NOC from NAA. This arrangement has the approval of V.C., DDA. Again before issue of the completion certificate for high scheme NOC from NAA is required since the NOC issued by NAA is valid only for two years. and generally the M/s projects are not completed within this period.

6. In view of above, following points are submitted for the consideration of the Technical Committee;

- i. Clearance at the project level for a particular project will be obtained by the concerned department/section formulating the project and the permissible height levels for different pockets of area shall be obtained from N.A.A.
- ii. Clearance from N.A.A. height upto 15 mtrs. will not be required
- iii. Maximum height clearance given by N.A. for one building in a pocket of a scheme will be treated the maximum permissible height for all other buildings located in that pocket/scheme. All buildings proposed constructed beyond the permitted height will need clearance from N.A.A. at the time of sanction of the scheme

- iv. Clearnace will not be required at the time of completion in case height of building/buildings is within the permitted height by N.A.A. at the time of sanction.

Appendix 'A' to Item No. 245

41

G. LAKHA
DIRECTOR, AERODROMES

4.10.88

DE. A SH. GUPTA,

Kindly refer to this office letter no. C-27/NOC/Gen 377 dated the 27th April, 1985 and the minutes of the meeting circulated vide your office letter no. F.3(46)/27-MP PT/610 dated the 19th May, 1988. I am constrained to point out that the understanding reached after the deliberations is being violated. It was pointed out to you vide our above quoted letter that Dy. Director (Bldg.) is clearing the structure upto 48, without obtaining an NOC from this office. This office had taken up the matter with him vide this office letter no. C-27 /NOC/GEN/3003 dated the 11th July, 1988 (copy enclosed) to ensure obtaining of NOC from this office irrespective of height. It appears that he has not taken any cognizance of the minutes of the meeting and he continues to clear the project upto 48 feet. I would request you to instruct him to implement the minutes of the meeting in letter and spirit.

Yours faithfully,
SD/-

(G. LAKHA)

Sh. S.C. Gupta,
Director(DC&P)
DDA, VikasMinar,
New Delhi.

Appendix 'R' to Item No. 215

B1

G. LAKRA

DIRECTOR OF AERODROMES

12.9.89

Dear Sh. Bains,

I take this opportunity of inviting your kind attention to the fact that adequate attention has not been paid to the mandatory provisions contained in the Govt. of India notification No. 988 dated 5th January, 1988 issued by M/O Tourism and Civil Aviation which envisages that no building or structure higher than the height specified shall be constructed within 20km. from Aerodrome reference point. The matter was taken up with Sh. S.C. Gupta, Director (DC&P) and a meeting was held between the DDA officials and the representative of this Department. The minutes were circulated vide your office letter no. F-3(46)/87-MP PY/610 dated 19th May, 1988. In this connection it is learnt with dismay that the understanding reached after the deliberations is being violated by Dy. Director (Bldg.) and structures upto 48 ft. are cleared by DDA without NOC from this office. The matter was taken up with Sh. S.C. Gupta vide this office D.O. No. 0-27/NOC/Gen/377 dated 27th April, 1988 and also with Dy. Director (Bldg.) vide this office letter no. 0-27/NOC/Gen/3003 dated 11th July, 1988 to ensure obtaining of NOC from this office irrespective of height and in compliance of the minutes of the meeting referred to above. It appears that no cognisance has been taken of the minutes of the meeting and the projects continue to be cleared up to 48 ft. by DDA without obtaining NOC. This is fraught with dangerous implications and is hazardous to aircraft operations. I will request you to issue suitable instructions to the concerned officers to implement the minutes of the meeting in letter and spirit. I may also request you to arrange a meeting between representative of this Department and DDA to sort out all lurking doubts.

Yours faithfully,

sd/-

Sh. K.S. Bains,
Vice Chairman,
Vikas Minar,
New Delhi.

N.O.C.

1. Endorsed to Sh. S.C. Gupta, Director (DC&P) DDA, Vikas Minar, N. Delhi.
2. Sh. P.C. Jain, Joint Director (Bldg.) DDA Centre, C-I Block, IInd Floor Vikas Sadan, INA Colony, N. Delhi.

Item No. 46

Sub : ~~Construction of road~~ ~~led to~~ from
Malikpur to village Dhansa in Ward
No. 41.

File No. 84(33)/89/CRC/UDA

1. Administrative Officer (L&P) of MCD vide letter No. DA/R/L&P/CR/3301 dt. 4.10.89 have submitted a proposal for construction of metalled road from Malikpur to village Dhansa in ward No. 41. It is indicated that Corporation vide its resolution No. 73 dated 17.4.89 has approved acquisition of land (about 1.2 acre) for construction of this road in two stretches of 500 mtr. and 710 mtr. with 7.5 mtr. formation width and 3.75 mtr. wide carriage width over the existing kutchha track.
2. The case has been examined in Perspective Planning Wing and our observations are as given below :
 - i) On transferring the proposal of MCD on Survey of India sheet 1:10,000 it is noted that there is existing kutchha road between villages Malikpur and Dhansa. MCD has proposed construction of metalled road only for 1210 mtr. while it is not indicated how the balance stretch of the road upto village Dhansa is to be treated.
 - ii) Both the village Dhansa and Malikpur are outside the proposed urban extension limits as per the draft MPD Perspective-2001.
 - iii) In the draft MPD Perspective-2001 village Dhansa has been identified as one of the growth centres and the road from Dhansa to Najafgarh as indicated in the plan enclosed is proposed to be upgraded.
 - iv) It is observed that once village Dhansa is developed as one of the growth centres, it would be desirable that proper linkages of Dhansa with the surrounding villages

Appendix 'D' to Item No. 245
D1

Ref: 0-27/NOC/Gen /5938

12.9.89

To

Sh. P.C. Jain,
Joint Director (Bldg.),
Vikas Sadan,
DDA, C-I Block,
1st floor,
INA Colony,
New Delhi.

Reference is invited to your letter no. F.23(7)/87/
Bldg. dated 20th June, 1989. In this connection it is
intimated that the permissible heights are calculated
for individual buildings and not for the complete projects
on Carta Blanket basis. The cases are examined for
height clearance on individual basis irrespective of the
location of the site. The height applied for by the
party is examined from all parameters and clearance issued
if it is within permissible limit. The heights are res-
tricted if they constitute an obstruction to aircraft
operations. There is no ambiguity what so ever for issuing
clearance for various heights within same locality. The
height asked for is examined and clearance for a higher
cannot be given unless asked for and if permissible. In
the NOC cases mentioned in your above quota letters the p
parties had failed to take the plinth height into
account while submitting their applications for height
clearance. However, fresh NOC clearance have been issued
to the parties who have applied for an extended height
clearance.

(G.B. SINGH)
FOR REGIONAL CONTROLLER OF AERODROMES
I.G.I. AIRPORT: PALAM: NEW DELHI.

are developed. To achieve this objective a proper village development plan may be prepared by MCD.

3. The proposal is placed before the Technical Committee for consideration with regard to para 2 above.

Sub :- Matter pertaining to the widening of Shanker Road.
F.5(17)/69-MP.P.3.

The Delhi Master Plan provides for a 200 ft. R/W of Shanker Road between Ganga Ram Hospital Marg and Patel Road at the junction of Pusa Road. The Authority vide its resolution No.432 dated 29.12.62 and 392 dated 19.7.65 approved the alignment of road with 213 ft. R/W including an express cycle track.

2. The revised alignment plan was prepared by TCPD on the basis of the recommendation of the Screening Board for zone B-3. The same was approved by the Chairman DDA vide his order dt. 8.5.69. This was based on the idea that least number of structures would be affected.

3. Authority vide its Resolution No.220 dated 22.11.71 decided to allot plots of 100 sq.yds. to those having a plot area of 80 sq.yds. and secondly, to allot plots of 80 sq.yds. to those who are having a plot of size of 56 sq.yds. This resolution was based on a scheme prepared and developed at site for this purpose on a piece of land measuring about 18 acres located at the crossing of Shanker Road and Dr. Krishnam Road.

4. The Ministry of Works and Housing in 1978 informed DDA that Hon'ble Minister desired that for the time being Shanker Road should be widened to the extent feasible but without involving any demolition whatsoever.

5. In 1980 Lt. Governor, pointed out that widening of Shanker Road should be done and desired the following action :

- (i) Corporation Officials to take up the work of the widening of the Shanker Road immediately.
- (ii) Instructed DDA officials to cancel the earlier communication sent to the Corporation regarding the width of this road and stick to the width provided in the Master plan.

..contd....2/-p.

(iii) He also wanted DDA officials to take immediate action to allot alternative plots to those whose quarters would be affected by the widening of this road.

(iv) L.G. ordered cancellation of the layout plan vide which plots of approx. 200 sq.yds. were carved out and allotted to the members of Metropolitan Council and the Municipal Corporation.

6. Authority vide its resolution No.161 dated 14.7.80 resolved that the decision taken by the Lt. Governor, he noted by the Authority and it was decided to prepare alignment plan of Shanker Road by shifting the R/W to the extent possible towards the Rajendra Nagar. Alternative proposals for widening of Shanker Road for 200 ft. R/W to the extent possible towards the Rajendra Nagar. Alternative proposals for widening of Shanker Road for 200 ft. R/W and 175 ft. R/W were prepared for the structures affected.

7. Proposals were examined by the Technical Committee in its meeting held on 30.10.80 and observed that R/W of Shanker road should be kept minimum 200 ft. and the number of structures affected are 224 in addition to 107 shops.

8. The Authority vide its resolution No.149 dated 23.9.83 resolved that the decision be left to V.C. and Lt. Governor Delhi. In the discussion, Lt. Governor desired that a fresh detailed traffic count be undertaken by MCD but the same were not received. At the same time, VC, DDA desired that the layout plan of the area where affected persons are to be resettled may be drawn up. The layout regarding this is under preparation by City Planning Wing of DDA incorporating the scheme already demarcated on the site based on the scheme as per Authority's Resolution No.220 dated 22.11.71. a.

9- The draft modified plan Delhi-2001 has been published on 6.4.85 for public objection/suggestions. As per this the R/W of Shanker Road has been retained as 60 mtrs.(200 ft.). This is one of the major

link between west and Central Delhi. PPW has stated that if no other local/administrative problem is there, they may have no objection in processing the case. This case was discussed in a meeting held on 30.1.85 in the room of Director (CP) where MCD officials were also present. The alignment plan is laid on the table (ref.439/Cor.).

A copy of the plan will be sent to MCD showing the properties affected so that they can sanction individual plans falling beyond the 200 ft. R/W.

10. A D.O. Letter No. K-10813/1/70-DDIIA dated 27.7.88 received from Sh. S.P. Singhal, Director (DD) is in response to the D.O. letter of V.C., DDA where in the Ministry has asked the DDA to handover the possession of the plots for re-settlement of the affected persons with certain condition like irrevokable commitment from the allottees. It may be observed that Ministry was informed vide VC's letter dated 2nd March, 1988 stating therein that the alternative accommodations has already been kept reserved at Dr. Krishnan Road, and another letter No. 22/58/88 dated 5th August, 1988 received from Sh. Amrit Lal Sirpaul forwarded from L.G. Delhi on the basis of which a meeting was held in the room of Commissioner (Lands) in which A.C.(L), Director (PPW) and Dy. Director (MP) were present. It was discussed in the meeting that a proposal for providing a flyover will not be feasible due to narrow links of other roads, and widening of the road being only solution should be implemented. A large number of residents affected by the widening are willing to shift provided they are given alternative sites which are also now available in the MOR land placed at the disposal of DDA. They are interested in shifting as they will be getting slightly bigger area against their present occupancy, and the present buildings are only temporary and the building plans are not being sanctioned with the result that the building structures are not really habitable.

11. The matter is now again placed before the Technical Committee for its consideration.

Item no. 202

Sub :- Increase in P/W of 9 mts - 24 mts
R/W road passing through CBD Shahdara
Group Housing Society's Layout
connecting road No.57 and institutional
area (F.20(15)83-MP Pt.I)

1. A road link of 9 mts-24 mts R/W is proposed in the CBD Shahdara Group Housing Society's Layout to connect road No.57 and institutional area. From the planning point of view the R/W of this road should be 30.48 mts as proposed in PDP to connect two major roads, however, the R/Ws as proposed in the Layout plan were taken considering the existing encroachments like temple, gurudwara, mosque, primary school and several jhuggies.

2. The case was discussed in the Technical Meeting held on 27.11.86 under Item No.I in which the following decision was taken.

"This case was explained by the Director(CP) in the meeting and submitted that due to the existence of a number of structures within the road r/w, the width cannot be achieved more than 24 mts. However, Director (PP) indicated that this is a Master Plan road and the width should be retained as 30 mts.

The Technical Committee after going into the details, recommended that the r/w of the road should remain as 30 mts. and the parties whose properties are affected in the road r/w, should be considered for alternative allotment."

3. An exercise for considering the resettlement of the existing structures has been done by the Lands Deptt. of DDA, it is stated that a large number of jhuggies religious buildings and other structures are affected and it may not be possible to undertake demolition at this time.

4. The case is put up to the Technical Committee for consideration.

Sub:-Alignment of 100' wide Master Plan road between Kirti
Nagar Timber Warehousing (Road No.36).
F.3(293)/65-MF.N.

Reference is invited to DBA's Resolution No.235

dated 11.10.77 in which it was resolved that the earlier alignment of the road be adhered to so that the maximum number of plots in the Mansarovar Garden etc. remain unaffected.

2. Accordingly the Suptg. Engineer, PWD Delhi Administration was informed for implementation of the alignment plan as approved by the Authority.

3. The Secretary (L&S) PWD Delhi Administration informed vide his d.o. No.10/11/76-L&S/10316 dated 23.3.1978 (Appendix '4' pages 101) that in a meeting of the Executive Council held on 15.2.78 at Raj Niwas it was decided that the missing link be provided by metalling the Kucha road existing at the spot and it was not found possible to construct the road with a changed alignment as approved by the authority vide its resolution no.235 dated 11.10.77 and requested that the DBA's resolution may be amended. According to the decision of the Executive Council the road has already been constructed by the PWD, Delhi Administration.

4. In the existing road constructed by PWD, Delhi Admn. 21 plots (nos. B-40 to B-61) and 4 plots (Nos. C-41 to C-44) in the approved layout plan of Mansarovar Garden Colony are affected, fully and partly respectively. In the approved layout plan and in the zonal development plan already notified, an area measuring about 1.75 acres is earmarked for a primary school. This land has already been acquired and is available. It is proposed to accommodate the 21 plot holders for which a layout plan has been prepared comprising plot size of 180 sq. mtrs. (19 nos.) and about 200 sq. mtrs. old plots (2 nos). The plan is laid on the table. The remaining 4 plots after the road widening could, however, be adjusted at their existing location.

5. Before implementation of the scheme the decision was to be taken by the Authority on the following points:-

- i. The land use of the pockets in which the plots are proposed to be carved out as per the approved zonal development plan is earmarked for a Primary school which involved a change of land use.
 - ii. As the area under reference is not the development area of the Authority, the layout plan will have to be approved by the Corporation for implementation.
 - iii. As one of the school sites will be used for providing plots, an alternative site for a school in the adjoining area will have to be identified.
6. The matter was placed before the Authority vide Authority resolution no.77 dated 28.10.79 and it was resolved that the proposal made in para-5 of the procis in regard to change of land use of the pockets in which the plots are proposed to be carved out, getting the layout plan approved from the MCD for implementation and for identifying the alternative site for a school in the adjoining area be approved.
7. The matter was examined by Secretary(L&B) and Chief Secy. Delhi Administration has taken the view that the land earmarked for primary school could be developed to suitably rehabilitated the effected plot holders and the land earmarked for primary school mark as no.10 in the ZDP G-2 can be converted for the residential purposes to accommodate these plots holders and mention that the resettlement of these plot holders in the land would mean that they will get a 200 sq. yds. plot eac which is half of the original size of the plot and MCD was requested to initiated action to change of land in order that this long pending problem is settled.
8. The matter was examined through layout committee of MCD and it was decided by the Committee in view of the decision taken by the DDA, that there is no objection from the land use point of view for carving out plots for allotment to the plot holders, Delhi Administration, should submit the layout plan for its formal approval by the Standing Committee of the Corporation and also to take up the matter in view of the recommendations of the DDA for provision of alternative site for Primary School in the adjoining area.
9. Vide F.10(44)/76-L&B/LA/11/29014 dated 5.9.89, Delhi administration has informed through the minutes of the

meeting held on 23.8.79 in the room of Jt. Secy.(L&B). In the meeting the attention of the Town Planner, MCD was invited on the three objections raised by the MCD on the layout plan prepared by LDA which was sent for formal approval of the Layout Committee of MCD. These three objections were:-

- i. Alternative site for Primary School
- ii. Dimensions for plots and roads.
- iii. 'No objection Certificate' from MCD for sewage and water facility.

10. In this context Jt. Secy.(L&B) referred to the LDA's resolution no.77 dated 28.10.79 which obviously indicates that the land was acquired by DDA and same is the property of DDA. The Jt. Secy.(L&B) also apprised the officers of the latest representation received along with a resolution of Residents Association(Regd.) vide which they have resolved that there is no need and urgency of identification of new school site in the vicinity of the plots, to be carved out in question. Accordingly, the DDA Authorities were asked to forward a approved resolution to this effect to L&B Department.

11. The case has been examined in the planning Department. To ascertain the position of existing primary school site, a survey has been got conducted as per which it is observed that there are 10 primary school sites on the sites as per approved ZDP and 2 sites -- one in ZDP green area and one in Commercial area(Community Centre). Apart 2 sites earmarked for primary school are laying vacant out of which one is being converted for carving out of 21 plots. Thus the number of Primary School including vacant area 11. As per the ZDP G-2 number of primary school required are 10.

12. There are number of other primary/nursary school functioning in private residential buildings, like St. Sophia Public School, Springdales Primary School, Happy Montessori Primary School, Anandale Primary Public School in Kirti Nagar, Adarsh Public School, Blossom Convent School in Mansarovar Garden and Guru Ram Das Public School in Ramesh Nagar. As is observed, the number of Primary school sites are more than required in the approved ZDP. However, it

was considered that it needs further clarifications:-

1. Area under the primary school sites is as per norms laid down in the MP/ZDP.
- ii. In the ZDP G-2 a site for primary school has been shown existing which however has not been counted in the primary school sites since survey do not reveal its position.
13. The matter is placed for the consideration of Technical Committee on the following issues:-
 - i. Number of Primary Schools existing and proposed in the zone are sufficient.
 - ii. Running of Primary School on a site for Community hall recreational use, may be agreed upon as a school site.

Appendix I to Item No.249

PUBLIC WORKS DEPARTMENT CIRCLE V (DA)

No.23(11)/PWDCV/D-XIV/3878-80

dated 9.5.83

To

Shri S.C. Pandey,
Secretary, PWD,
Delhi Administration,
Vikas Bhawan, New Delhi

Sub : Construction of Road No.36-Diversion
of Alignment near Mansarovar Garden

For the above mentioned subject kindly refer to U.O.No. 18(3)79/W/DA 190-91 dated 4.1.83 from the Chief Engineer, PWD (DA) Zone-I, New Delhi. It is understood that the land for reconstruction of road in a length of 650 metres as per proposed realignment is now available. In the meeting held on 23.12.82 at Raj Niwas the representatives of the Mansarovar Colony agreed to bear the cost of reconstruction of this stretch which work out to Rs.6.61 lacs approximately.

You are requested to please ask the society to deposit the above mentioned amount with the Executive Engineer, P.W.D. Division No.XIV DA, Tis Hazari Courts, Building so that the reconstruction work may be taken up. Further it is requested that the society may be made to understand clearly that PWD does not bind itself to complete the work within the amount of estimate and that the society agree to finance the excess that may occur. An undertaking to this effect is requested from the society before taking up the work in hand. The same may please be obtained and send to this office at an early date.

Sd/-
Superintending Engineer
PWD, Circle No.V(DA),
NEW DELHI

Copy to:-

1. Chief Engineer, PWD (DA) zone-I, New Delhi for information please.
2. The Executive Engineer PWD Division No.XIB(DA)
Delhi.

Sd/-
Superintending Engr.

Sub:-Intersection design of Ring Road, Road no.43 and Lawrence Road-Britannia Chowk.

F.5(20)/88-MP.

Britannia Chowk is an important intersection on Ring Road between General Store Crossing and Road no.41 junction. The R/W's of Ring Road, Road no.43 and Lawrence Road are 63 mts., 45 mts. & 30 mts. respectively.

2. The peak hour traffic volume at the above- said intersection is about 5000 PUC's. There is a mixed traffic comprising of trucks, buses, cars, scooters, rickshaws, thelas and cycles at this intersection. At present this intersection is controlled by electronic signals. The problems and respective proposals at this intersection are as follows:

Problems

Proposals

- | | |
|---|---|
| i. Adequate width of storage lanes on road no.43, Lawrence road & Ring Road at the intersection are not available. There are no channelisers, with the result that the straight & left turning gets mixed up and causes delays. | The intersection has been redesigned to provide adequate width of carriageways for storage lanes with channeliser. There is no separate slip road for left turning traffic due to which the entire carriageway is generally blocked by the straight moving traffic. |
| ii. There are no separate slip roads for left turning. | Separate slip roads have been proposed in the intersection design for left turning traffic. |
| iii. There are no exclusive busbays and buses are parked on the main carriageway which reduces the efficiency of the road. | Separate busbays have been incorporated in the intersection design. |

Apart from the above failing along the footpath and zebra crossing have been provided for safe pedestrian movement.

3. The feasibility report submitted by Ex. Engineer PWD (DA) Division VI is placed as Annexure-I.

4. The case is put up to the Technical Committee for consideration.