

14/C  
योजना  
Planning

# दिल्ली विकास प्राधिकरण

अनुभाग Master Plan

निसिल संख्या F1 (66) 190-MP

दिप्पणी

2406  
13/12/90  
DIP  
1/1/91

पत्र-व्यवहार

विषय

Draft Minutes of Tech. Committee Meeting held on 10.12.90

री सं०	तिथि	किस को भेजी	हस्ताक्षर	डायरी सं०	तिथि	किस को भेजी	हस्ताक्षर
कार्यालय आने की / जाने की				कार्यालय आने की / जाने की			

F/2406  
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विकास विभाग

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DIP



DELHI DEVELOPMENT AUTHORITY  
MASTER PLAN SECTION

Draft minutes of Technical Committee meeting held on 10.12.90 at 9.30 A.M. in the Conference Room of Vikas Minar, 5th Floor, Delhi Development Authority, I.P. Estate, New Delhi.

The following were present:

DELHI DEVELOPMENT AUTHORITY:

1. Sh. Cecil Nerohna, Vice-Chairman (On the chair)
2. Sh. W.D. Dandage, Engineer Member,
- ~~3. Sh. M.G. Gupta, Finance Member~~
4. Sh. J.C. Ghambir, Commissioner(Plg.)
5. Sh. Santosh Auluck, Chief Architect
6. Sh. R.S. Jindal, C.E.
7. Sh. R.G. Gupta, Director(TYA)
8. Sh. S.C. Gupta, Director(DC&P)
9. Sh. P.C. Jain, Director(AP&B)
10. Sh. C.B. Sharma, Director(Hort)
11. Sh. P.N. Dongre, Jt. Director(TYA)
12. Sh. N.K. Aggarwal, Jt. Director(Plg.)
13. Sh. A.K. Gupta, Jt. Director(Bldg.)
14. Sh. Prakash Narain, Jt. Director(T)
15. Sh. A.K. Jain, Jt. Director(ZP)
16. Sh. Ashok Kumar, Jt. Director(Dwarka)
17. Sh. H.S. Sikka, Dy. Director(ZP)
18. Sh. Shamim Ahmed, Dy. Director(L)
19. Sh. Pradeep Behari, Dy. Director(Design)
20. Sh. S.K. Saluja, Dy. Director(T)
21. Sh. N.K. Chakarwarty, Dy. Director(T)
22. Sh. Pathatak, Dy. Director(M)
23. Sh. Anil Barai, Dy. Director(MP) (Convenor)

POLICE DEPARTMENT (Traffic)

24. Mr. Ashm Sikka, ACP

MCD

25. Mr. P.D. Singal Architecy (2), Town Plg. Deptt.

26. Mr. D.D.Nayar, SE

NDMC

27. Mr. P.M. Aggarwal, E.E. (R) II

PWD

28. Mr. J.B. Suri, EE (Div. 23)

29. Mr. Prabash Singh, SE (P)

CPWD

30. Mr. Vasi Dev Ex. Engineer 'G' Div.

31. Mr. S.P. Tyagi Asstt. Engineer

L&DO

32. Mr. L.D. Ganotra, E.O.



DESU

33. Mr. S.P.Chopra, SE (plg.II)

DTC

34. Mr. K.C. Tiwari, Transport Planner

Special invitees

MOST (RW)

35. Mr. Nirmaljit Singh, SE (T&T)

For item no. 7

DSIDC

36. Mr. R.K. Gupta, CE

MITES

37. Mr. B.I. Singal GM(UT)

For item no. 3

38. Mr. Ranjit Singh

For item no. 3

DWS&SDU

39. Mr. S.N. Murty, Chief Engineer (I&F)

For item no. 13

40. Mr. R.C. Seed, SE

- do -

41. Mr. A.K. Gupta, Ex. Engr.

- do -

42. Mr. M.L. Kohli, Ex. E (W) P

- do -

43. Mr. R.C. Aggarwal

- do -

44. Mr. Bhim Singh AE

- do -

POLICE DEPARTMENT

45. Mr. Tirlok Singh Sadhu, Asstt. Commr.  
of Police (SW)

For item no. 10



Item No.1 :

Sub: Guidelines for utilisation of community Service personal units in the Group Housing Societies scheme/CGHS/DDA's Scheme poolhousing scheme of various department of Government and Semi Govt. PA/DD(P) Bldg./89/14.

✓ Deferred

Item no.2 :

Sub: Comprehensive circulation study of Shahdara, Ring Road to Trans Yamuna Area. F5(36)75-MP.II

The circulation pattern for Shahdara Ring Road in Trans Yamuna area <sup>was</sup> ~~may be~~ explained by <sup>by</sup> (TYA). It was noted that Technical Committee in its earlier meetings had already approved the alignment plan of the portion of <sup>which</sup> Ring Road connecting Vikas Marg to Wazirabad Barrage Road. In the approved alignment of this portion of the road, the widening <sup>was</sup> ~~is~~ proposed mainly towards the ~~xxxxxx~~ riverside. Also, it was noted that there <sup>were</sup> ~~are~~ un-authorised constructions and encroachments falling in the proposed alignment. ~~therefore~~, Technical Committee <sup>therefore</sup> decided that in the first instance PWD engineers may have a joint inspection with the Lands <sup>Dept. DDA in the</sup> section to identify the un-authorised construction/encroachment <sup>immediately</sup> for taking up surface improvement <sup>on the proposed section</sup> subject to the clearance from the Flood deptt. , Delhi Admn.

Item No.3 :

Sub: Request of Transport Department (DA) for obtaining their clearance of sites required for MRTS Depots, Yards, interchange etc. whay they are committed to other uses. F3(15)90-MP

The sites identified by <sup>RITES</sup> ~~Rites~~ for MRTS ~~depos~~ depots, yards, interchange points etc. were discussed in detail and the Technical Committee <sup>it was felt</sup> ~~decided~~ that these sites be kept reserved and earmarked for such purposes as identified in the studies. <sup>RITES report & the question of</sup> As far as their utilisation for commercialisation as part of the transport nodes <sup>it was</sup> ~~and to~~ what extent may be decided subsequently. <sup>therefore</sup> ~~therefore~~, all the 7 sites given in the appendix <sup>in the guide note</sup> should be earmarked and processed for change of land use <sup>to that of</sup> for traffic and transportation. (Passenger Terminal)

Item No.4 :

Sub: Allotment of land for gas godowns site to Indian Oil Corporation Ltd. in Vasant Kunj Area. F13(17)90/VTV/DDA.



Jt. Dir. (Plg.) <sup>1Kree</sup> explained that the sites for gas godowns <sup>had been</sup> are already <sup>been</sup> earmarked in Vasant Kunj scheme <sup>Sector B</sup> but to serve the population of this area one more site <sup>is was</sup> is required, <sup>to be provided</sup>. He also explained that in the earlier meetings of the Technical Committee a decision was taken that such sites be earmarked in service centres. There <sup>is</sup> no service centre earmarked in Vasant Kunj scheme and therefore, after detailed study, he has identified 2 <sup>sites</sup> two <sup>locations</sup> which could be utilised for <sup>development of</sup> service centres. These sites <sup>were located</sup> are earmarked in Sectors A & D, <sup>respectively</sup>.

After detailed discussion, Technical Committee decided that after confirming the ownership of the <sup>land</sup>, the sites measuring 2 to 3 acres <sup>each</sup> may be planned <sup>the layout plans</sup> for service centres and be brought before the Screening Committee <sup>at the earliest</sup> for its consideration.

Item No.5:

Sub: Regarding provision of additional FAR in Industrial Sheds constructed by DSIDC at various locations under the scheme of Half a Million jobs Programme 'Government of India. F20(14)89-MP

Chief Engineer (DSIDC) explained the <sup>provisions relating to</sup> ~~proposal of achieving additional FAR as provided in MPD 2001~~ <sup>available</sup> for the Industrial estates <sup>under MPD-2001</sup> already developed/constructed by DSIDC. Industrial sheds and allotted to various entrepreneurs. He also explained that the Municipal Corporation of Delhi had already approved the <sup>proposed</sup> layout plans. However, they desired that a No-Objection from the DDA be obtained <sup>in respect of the</sup> for applicability of FAR in this scheme. <sup>additional FAR to be provided for industrial plots included therein</sup>

Technical Committee examined the proposal and after detailed discussion observed that the Industrial estates <sup>were</sup> are not located in the <sup>developed</sup> area of the <sup>DDA the</sup> Authority and the layout plan/bldg. plans sanctioning authority is the Municipal Corporation of Delhi and therefore, it was decided that so long <sup>as the proposed</sup> Master Plan norms <sup>for</sup> of FAR and coverage <sup>were</sup> are followed <sup>by MCD</sup>, there would be no objection from the Master Plan point of view. However, DSIDC should <sup>be asked to see</sup> take care that as the <sup>proposed</sup> construction is in the area which is developed as sheds, the total uniformity of the scheme is not violated and <sup>that</sup> the whole area is properly planned with <sup>developed</sup> the additional construction with specific architectural controls, <sup>is achieved</sup> to come up which is permitted <sup>to come up in</sup> Item No.6: <sup>appropriate architectural controls</sup>

Sub: Shifting of stone crusher from Lal Kuan Badarpur, New Delhi. F3(97)69-MP

Deffered.

(aa) competent authority for sanctioning the revised layout plans was the MCD

(aa) on the already built up sheds is subject to



Item No.7:

Sub: Proposal for grade separator at Ring Road Aurbinde Marg Intersection A.I.I.M.S. crossing. F5(7)87-MP

*details of the*  
The proposed flyover at the crossing of Aurbinde Marg Ring Road (A.I.I.M.S.) *were* explained by Jt. Dir. (Transport) DDA. The representatives of the DESU pointed out that they have not examined the proposal in regard to location of *high tension* electric towers and *on such*, therefore, Technical Committee approved the proposal subject to clearance from DESU. The Technical Committee also observed that ~~all other flyovers before referring the matter to technical committee~~ PWD/DYDC should *invariably* get the clearance from all concerned agencies including DESU. *before submitting such proposals in future.*

Item No.8:

Sub: Alignment plan of New Rohtak Road from Ragi Jhansi Road to Anand Parbat Integrating the junction/inter section designs. F.5(11)78-MP-Pt. II

Deferred

Item No.9:

Sub: Composite alignment plan of Netaji Subash Marg from Darya Ganj Feet over Bridge to S.D. Mukherjee Marg Crossing. F5(47)87MP

Deferred

Item No.10:

Sub: Change of land use of an area measuring 0.341 acres from Police Post to 'Government Office' at Meti Bagh, New Delhi. F8(1)87-MP

The proposal for utilisation of 0.341 acres for *a* Police Post ~~was~~ discussed in detail. Technical Committee keeping in view the location of this plot decided that the site may be utilised for construction of *the* Police Post *in the first instance* ~~and should be utilised by the Police Deptt. within 6 months.~~ The Technical Committee ~~desired that another site be identified for the location of local office in the nearby area.~~ *engaging the Meti Bagh area*

Item No.11:

Sub: Construction of a recreational centre at Pubjabi Bagh, New Delhi. F3(18)90-MP

Deferred

Item No.12:

Sub: Shifting of High Tension line on Parwana Road Pitam Road. F6(2)89-MP

Deferred.

*++ However, in the case, P.D. Deptt. failed to develop the said plot for the purpose within 6 months, this decision would be reviewed.*



Item No.13:

Sub : Management of land along river Yamuna and declaration of development area of DDA. PA/JD(P)/II/90/24/Pt.I

Deferred.

Item No.14:

Subt Allotment of land for establishing girls facilities 2 acres ses childrens villages of India. F12(1)80-Instl.

Deferred.

Item No.15:

Sub: Handing over of Hr.Sec.School plot to Sh. Guru Singh Sabha in Rajouri Garden (G-8)area) F18(4)81-Instl.

*After detailed consideration, decided, in favour of the*  
~~The Technical Committee noted that this matter was discussed in the earlier meeting, and they have explained the background of the case and after detailed discussion it was decided as there is no other Hr.Sec.School site earmarked in this area, college site may be utilised both for location of Hr.Sec.School and for college. The land bifurcation should be 3 acres for the Hr.Sec.School and 5.8 acres for college. If there is no area in the nearby then that may be used as additional playground area.~~  
*any site earmarked as green in the said area, the same should be reserved for meeting the deficit in school playground requirements as per existing norms*

Item No.16: (Laid on Table)

Sub: Allotment of land for the construction of underground reservoir and booster pumping station at Lawrence road F23(4)80-Instl.Pt.I

*It was noted that the*  
~~Proposal for location of additional land for booster pumping station had been discussed a number of times. The Water Supply Deptt. was advised to curtail their requirements to the minimum extent so as the playground area may not be affected. It was also advised that they can plan the scheme in such a manner that after some additional land is required that could be towards existing temporary office of the DDA so that matter may be examined whether additional site could be made available from the site office. Technical Committee desired that after this information is received the matter be put up to Technical Committee.~~  
*They were also advised to make plan and was required in the plot occupied by the DDA. This should be by DDA & referred to DDA for*

Item No.17: (Laid on table)

Sub: Allotment of land for under ground reservoir and booster pumping station at Shastri Nagar. F.23(3)81.Instl.

*the proposal, as duly modified as the above lines may be resubmitted to the Technical Committee for final approval*



The matter pertaining to additional land for the booster pumping station was discussed in detail and <sup>it was</sup> decided that the land adjacent to existing nursery may be allotted for this purpose, as shown on the plan.

Legg



DELHI DEVELOPMENT AUTHORITY  
MASTER PLAN SECTION

PA/DD/MP/90

Dated: 6.12.90

Agenda for the meeting of Technical Committee to be held on 10.12.90 at 9.30 A.M. in the Conference Room of Vikas Minar at 5th Floor, Delhi Development Authority, P. Estate, New Delhi.

<u>Item No.</u>	<u>Subject</u>	<u>Page No.</u>
1.	Guidelines for utilisation of community Service personal units in the Group Housing Societies scheme/CGHS/DDA's scheme, poolhousing scheme of various department of Government and Semi Government. PA/DD(L)Bldg./89/14	1-4 (Deferred)
2.	Comprehensive circulation study of Shadara, Ring Road to Trans Yamuna Area. F.5(36)/75-MP Pt.II	5 (Deferred)
3.	Request of Transport Department (DA) for obtaining their clearance of sites required for MRTS's Depots, Yards inter change etc. when they are committed to other uses. F.3(15)/90-MP.	6-9 (Deferred)
4.	Allotment of land for gas Godowns site to Indian Oil Corporation Ltd. in vasant Kung Area. F.13(17)/90/CRC/DLA.	10
5.	Regarding provision of additional FAR in Industrial Sheds constructed by DSIDC at various locations under the scheme of Half A Million Jobs Programme Government of India. F.20(14)/89-MP	11 (Deferred)
6.	Shifting of stone crusher from Lal Kuan Badarpur, New Delhi. F.3(97)/69-MP	12-14
7.	Proposal for grade separator at Ring Road Aurobindo Marg Intersection A.I.M.S. crossing F.5(7)/87-MP.	15-21 (Deferred)



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|-----|---|-------|
| 8.  | Alignment plan of New Rohtak Road from Rani Jhanshi Road to Anand Parbat Integrating the functions/ inter section designs.<br>F.5(11)/78-MP/Pt-II | 22-25 |
| 9.  | Composite alignment plan of Netaji Subhash Marg from Darya Ganj Foot over Bridge to S.P. Mukharjee Marg crossing.<br>F.5(47)/87-MP.               | 26-29 |
| 10. | Change of land use of an area measuring 0.341 acres from Police Post 'to' Government Office' at Moti Bagh, New Delhi.<br>F.8(1)/87-MP.            | 30-31 |
| 11. | Construction of a recreational centre at Puhjabi Bagh, New Delhi.<br>F.3(18)/90-MP.   | 32    |
| 12. | Shifting of High Tension line on Parwana Road Pitam Road.<br>F.6(2)/89-MP   | 33    |
| 13. | Management of land along river yammuna and declaration of development area of DDA.<br>PA/JB/(P)/II/90/24/Pt.I                                     | 34-37 |
| 14. | Allotment of land for establishing girls facilities 2 acres sos childrens villages of India.<br>F.12(1)/89-Instl.                                 | 38    |
| 15. | Handing over of H.S.S. plot to Shri Guru Singh Sabha in Rajouri Garden (G-8 area).<br>F.19(4)/81-Instl.   | 39-40 |

Land in Table.

- |     |   |
|-----|---|
| 16. | Allotment of land for the constr of underground Reservoir and booster pumping station at Lawrence Rd.<br>F23(4)/80 - Dist Pt. I |
| 17. | Allotment of land for underground Reservoir and booster pumping station at Shastri Nagar.<br>F23(3)/81 - Dist                   |



Sub : Guidelines for utilisation of Community Service Personnel units in the Group Housing Societies Scheme/GHS/DDA's Scheme/Pool Housing Schemes of various Deptt. of Govt. & Semi-Government. FA/DD(L)/513./09/14

The provision of Service Personnel units in Cooperative Group Housing Schemes is based on the stipulations made in the Master Plan of Delhi. Accordingly, 5% of the total number of dwelling units is reserved to be provided for S.P. units in the Cooperative Group Housing Schemes. The societies having areas less than 2 acres are not insisted upon for the provision of S.P. units in their schemes.

2. The provision of service personnel units @ 2% of the total land to accommodate 5% of the total population under the service personnel housing scheme is also made on the plots earmarked in co-operative House Building Societies areas, DDA's scheme and the Pool Housing Schemes constructed by various departments of Government and Semi-Government. These pockets revert back to the Authority from the House Building Societies along with other areas earmarked for community facilities etc.

3. The then Lt. Governor, Delhi has approved following policy for lands/pockets revert back to the Authority from the house building societies along with other areas earmarked for community facilities etc.

a. As these pockets revert back to the Authority, it would be feasible to construct the service personnel housing schemes in each pocket by the Authority as the housing scheme for this category of the people.

b. After the identification of the sites, as the services are already available, the layout plan and the building plan should be taken up immediately to construct these schemes and the houses so constructed should be offered to the identified group of the people under the service personnel housing such as washerman, chowkdar, gardener, barber, sweeper, electrician plumber, etc. to serve to various pockets/colonies, by the housing department on easy terms.



societies in accordance with the guidelines. asked the societies to keep informed of the action taken by purchase basis. The guidelines to be prescribed by DDA and on cash down basis rental basis, licence basis or on higher personnel housing flats to the persons of this category either d. The society would be allowed to allot these service

category to serve their society. own funds for the persons covered under the service personnel society may be given an option to build these flats with their c. After the approval of the service personnel housing each service personnel housing.

under the building bye-laws on the basis of the norms of 5% of to prepare and get the service personnel housing scheme approved group housing/society. Therefore, each society should be asked should be designed so as to merge with the concept of individual therefore, it is important that the service personnel housing elevational treatment architectural control are different,

b. In each group housing society, the design of DUs/flats,

wherever provided would be minimum 8. of 60 DUs per acre, thus the number of service personnel units plan of group housing societies have been approved on the basis in each layout plan of more than 2 acres in size. The layout a. 2% of the land to accommodate 5% of the DUs, is provided

approved by the then Lt. Governor, as follows :- units in Cooperative Group Housing Societies has also been 4. The policy about the utilisation of the service personnel

with his own resources. offered and can be adopted by the individual to build a flat size plots (26 sq.mts.) with a standard design which may be out plan of such pockets, wherever feasible, to provide small the scheme possibility may also be explored to prepare the layout a built space on 26 sq.mt. size of plot area. While formulating designed keeping in view the size already decided equivalent to d. The size of the DU for service personnel housing would be

once constructed. classified categories could be asked to apply for these houses, with the Authority under the Janta category falling in these tion scheme for such people but the people already registered c. There is no need to have a separate/independent registra-



5. Further the utilisation of the service personnel units was deliberated at length. The proposal made in 1986 was agreed to in principle and the following recommendations were made:

1) The service personnel units will be constructed by the society out of its common funds. These units will be treated under 'common area' and 'facilities' as per Delhi Apartment Ownership Act, 1986 clause-5 (j) (iv) of Chapter-I and will not be disposed of by transfer or on sale basis. These units/buildings will be utilised for lodging of persons employed for the management, administration, maintenance and safety of the property including offices and residences for care takers, watchman, janitors and of other persons engaged and employed in the management, administration, maintenance and safety of the property as per Appendix-III, Bye-Laws of Apartment Owners Association, Clause-2(viii) (d). The licence fee for the lodging of such persons mentioned above will be governed with Government of India rules for allotment of staff quarters.

11. The societies which are having area less than 2 acres and do not provide S.P. Units, the deficiency charges on 2% of the area of the total land will be charged at pre-determined rate.

111. The societies which are having area more than 2 acres and do not provide S.P. Units, the deficiency charges on 2% of the area of the total land will be charged at 3 times the pre-determined rate.

iv. The utilisation of the S.P. Units are for regular DUs will be charged on equivalent land component i.e. 67.45 sqm. as share of an individual member at 3 times the pre-determined rate.

v. The utilisation of S.P. Units area for commercial purposes other than cooperative stores, bank extension counter, community hall/centre, club and society office will not be allowed. The conversion of S.P. Units area into cooperative stores, bank extension counter, club, community hall/centre and society office being facility to the society as a whole will not be charged. The area for these uses will be @ 2 sqm. per DU or 300 sqm. whichever is more and will be counted in the FAR and ground coverage calculations. This has been derived from a number of references being received from the bigger societies to increase



Sub: Comprehensive circulation study of Shahdara Ring Road to Trans Yamuna Area. F5(36) 75-MP-Pt.II

1. The Shahdara Ring Road in Trans Yamuna Consists of:

	Length in Km. R/W as per MPD-2001.
a. Marginal Bundth Road from NH-24 to Vikas Marg to GT Road to Wazirabad Road (Road No. 59/63)	12 Km. 61 mts.
b. Wazirabad Road from its junction with Marginal Bundh Road to the junction of proposed road no. 70	10 km 61 mts.
c. Proposed road no. 70 from its junction with Wazirabad road to proposed road no. 62	1.85 km 45 mts.
d. Proposed road no. 62 from road no. 70 to its intersection with GT road/Road no. 56	1.25 km 61 mts.
e. Road no. 56 from its intersection with GT Road/Road no. 62 to NH-24	5.5 km 61 mts.
f. NH-24 from its intersection with road no. 56 upto proposed Marginal Bundh road/NOIDA road intersection	4.0 km 91 mts.

Status of the said roads is given in Annexure-I

2. At present proposals of widening/improvements of existing roads, junction/intersections as also the grade separators at road intersections and level crossing are being implemented in piecemeal manner. From the status of the alignments of various roads in the Ring it will be seen that even important links like road no. 62, 70 & Marginal Bundh road no. 35A are yet to be constructed. Road & grade separator projects thus being dealt in more or less isolation. Considering the population within the ring, the existing/proposed uses of MPD-2001, there is going to be considerable generation & dispersal of traffic on ring road. It is therefore suggested that a comprehensive study on the lines of the study got done by PWD(DA) for Ring Road may be done from private consultants for Shahdara Ring Road also be identify.
  - i. Priority for development of missing/alternative links.
  - ii. Priority improvements of roads & junction/intersections on the ring in relation to existing/proposed uses.
  - iii. Priority for grade separators i.e. underbridge, over bridges, pedestrians subways etc. at different location.
  - iv. Guidelines for clearance of existing encroachments as per Govt. policy for implementation of road nos. 70, 62 & 35A
3. A study group comprising of Dir.(TYA)JD(T), CRRI & CE(PWD) and offices from other related depts may be formed to monitor the study of the consultants which may be completed in a period of six months.
4. The case is put up to TC for consideration.



# Appendix A to P.W.D. No. 2

A1

## STATUS OF ALIGNMENT OF ROADS FORMING PART OF SHAHDARA RING

SR. NO.	NAME OF THE ROAD	STATUS
1.a)	Marginal Bundh Road from NH-24 to Vikas Marg	Detailed Alignment based on latest Drawing to be prepared P.T. Survey not supplied by PWB.
b)	Marginal Bundh Road from Vikas Marg to G.T. Road	Approved by T.C. subject to clearance of Flood Department.
c)	Marginal Bandh Road from G.T. Road to Wazirabad.	- do -
2.	Wazirabad Road from its junction with M.B. Road to the junction of proposed road No.70.	Draft alignment is prepared upto the junction of Road No.69.
3.	Proposed Road No.70 from Wazirabad road to proposed road No.62	Alignment was approved by authority vide res. No.51 dt. 4.6.82.
4.	Road No.62 from Road No.70 to G.T. Road	Alignment approved by the Authority vide Res.No. 55 dt. 4.6.82.
5.	Road No.56 from Road No.62/ GT Road intersection to NH-24	Alignment approved by the Authority vide Res.No.69 dt. 13.6.88
6.	NH-24 from the intersection of Road No.56 to Marginal Bundh Road.	Draft alignment on 1:2000 scale prepared. Detailed alignment on 1:500 scale is yet to be prepared.



6  
ITEM NO. 3

Sub:-Request of Transport Department(DA)for obtaining their clearance of sites required for MRTS Depots, Yards, interchange etc. when they are committed to other uses.

F.3(15)/90-MP.

BACKGROUND:

Master Plan Delhi-2001 proposes a Mass Rapid Transit (MRT) for efficient intra-city passenger movement. The city needs a rail based system which may be underground or on the surface or elevated, depending on the studies conducted from time to time and taking into consideration the major traffic corridors.

RECOMMENDATION OF THE STUDY:

On behalf of Delhi Administration RITES have taken up a study on Mass Rapid Transit System (MRTS). The report has identified MRTS corridors integrating with surface Railway Network, dedicated bus routes and underground MRTS. (Refer Annexure-I). MRTS corridors of

19 Km. have been identified for the following two underground alignment in the phase(Annexure-II).

- i. East-West corridor - Tilak Bridge to Patel Nagar,
- ii. North-South corridor- ISBT to Central Secretariate.

The RITES study has also identified the location of facilities required for MRT system like Depots, Terminals, repair and stabling yards and interchange points for the total system. The sites required for 1st phase have also been identified on the plan laid on table.

REFERENCE FROM DELHI ADMINISTRATION:

Secretary (Tpt), Delhi Administration vide D.O. No. SECE-64/3/89-TPt Pt. VII/286 dated 17.8.90 to Commr. (Plg.) has requested that eventually these sites will be required for implementing MRTS in Delhi and a strict watch is required to be kept over these land. He has requested that in case these lands are to be used for any other purpose clearance may also be taken from



- 7 -

Transport Department, Delhi Administration. The seven sites under question is only a part of the land requirement for MRTS for its transport integration and depots and for other uses separate proposal would be sent (Annexure-III), subsequently.

DETAILS OF SITES:

4. 4(a) LANDUSE OWNERSHIP

Six sites on E-W MRTS corridor and one on N-S corridor as identified by RITES alongwith their ownership, landuse as per MPD-62 and MPD-2001 and the proposed use for metro activities are as below:

4(b) PROPERTY DEVELOPMENT:

Seperately, a proposal for property development on the sites identified for MRTS depots and interchange points are received from RITES. Proposed MRTS uses on these sites and the floor area proposal on these sites for commercial and residential uses under property development are given in Annexure-IV. The proposal is to develop commercial and residential spaces on a multistorey type design. These spaces would be sold and the profit thus earned would be utilised for financing MRTS project implementation. It is stated that Rs.1500 crores would be available through property development. RITES in its study report has also envisaged development of most of these sites for Residential and Commercial use to raise finances for the construction of MRTS system. The recommendations of the RITES are placed at Annexure-IV. The financial analysis as submitted by RITES indicates that approx. Rs.1500 crores would be available for financing the construction of the system. The total estimated cost of MRTS first phase system is approx. Rs.2555 crores.

5. MPD-2001 PROVISION:

- i. MPD-2001 does not provide specific development norms for "Metro Terminal" and "Metro Depot". "Bus Terminal" and "Bus Depot & workshop" have been indicated as specific use premises.



- ii. Bus Terminal is permitted in Major use zones Namely residential (RD), retail and general business (CI), wholesale and warehousing (C2) Light and service industry (M1), and extensive industry (M2).
- iii. There is no specific development norms for bus depot and workshop.
- iv. For bus terminal 3% coverage is allowed in ground floor and first floor each and 10% on second floor with the condition that maximum floor area permissible shall be 500 sqm.
- v. One bus terminal for 1 lakh population is provided at community level and one bus terminal and two depot is provided for 5 lakh population at district level and at division level (10 lakh population) depots will be provided as per requirements.

6. OBSERVATIONS:

- i. Since MRTS terminals and MRTS depots are also meant for intra-urban passenger movement similar to bus, these may be treated at par to bus terminal and bus depots and workshop. This will provide uniform permissibility of land uses. Based on this a table indicating permissibility of these uses as per MPD-2001 is given in Annexure-V. Out of seven sites only two sites require change of land use.
- ii. In case of metro it is difficult to adopt the same development norms as that of bus because the requirement will be different. Development norms for operational area of metro terminals and metro depots can be considered subject to specific requirements.
- iii. Land ownership belong to various departments and fall in jurisdiction of MCD, NDMC & DDA.
- iv. In all the proposed sites some activities exist. In case of MRTS project implementation land would be acquired/Transferred to MRTS existing activities may have to be rehabilitated as per policies.
- v. Secretary (Tpt.) Delhi Administration has informed that this is only a part of land requirement by the MRTS for its transport integration and depots.



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For other issues, a separate proposal will be sent subsequently. In view of this proposal of property development has not been processed.

7. ISSUES:

The following are the issues placed before the Technical Committee for consideration.

- (a) Two metro depots under consideration are of the size of 11 Ha. and 48 Ha. They are much larger than bus depots (2 ha.). Hence can these be considered as a separate 'Use Zone' for land use purpose or these be treated as use premises similar to Bus depots and as per MPD-2001 bus depots are permitted only in M 1 & M2 Use Zones.
  - (b) Area of metro terminals under consideration vary from 1.25 ha. to 9.5 ha. They have to be provided at places of transport demand/ requirements similar to bus terminals. Hence can they be treated at par with bus terminals and permitted in all major use zones (RD, C1, C2, M1 & M2).
  - (c) Land belong to various agencies and under control of various civic authorities for purposes of building plans etc. For keeping strict vigil and to obtain NOC from transport department, Delhi Administration may be requested to contact various land owning agencies and civic authorities individually.
6. The matter is placed before the Technical Committee for consideration.



PROPOSALS OF MRTS USES AND PROPERTY DEVELOPMENT

ANNEXURE IV to

Sr. No.	Location	Area (Ha)	Proposed use related to MRTS	Proposed use for property Development (Area in sqm. & type)	Change of land use from MPD-2001 for property Development
1.	Ring Road	11.0	Depot	Commercial - 236341 sqm.	Yes
2.	Tilak Bridge	8.8	Transport Integration	Commercial - 2,20,000 sqm.	Yes
3.	Fire Brigade Lane	2.2	Transport Integration	Commercial - 55,000 sqm.	No
4.	State Entry Road	1.25	Transport Integration	Commercial - 31,250 sq.m.	Yes
5.	Pusa Road	48.0	Depot	Commercial-126324 sqm. Residential-700656 sqm.	Yes
6.	Pandav Nagar	9.5	Transport Integration	Commercial-66500 sqm. Residential-93125 sqm.	Yes
7.	Kashmere Gate	5.8	Transport Integration	Commercial-173500 sqm.	Yes.



PERMISSIBILITY OF LAND USE

(If Metro terminal and depot are treated as Bus Terminal and Depot and Workshop)

S.No.	Site location and landuse proposed	MPD-2001 landuse	Change of land use required
1.	Ring Road (Depot)	Recreational	Yes
2.	Tilak Bridge (Terminal)	Partly Govt. office and partly recreational.	Yes
3.	Fire Brigade Land (Terminal)	Commercial	No
4.	State Entry Road (Terminal)	In special area	No
5.	Pusa Institute (Depot)	Educational and Research	Yes
6.	Pandav Nagar (Terminal)	Partly residential partly industrial	No
7.	Kashmere Gate (Terminal)	In Special Area	No



Item No. 4

Sub: Allotment of land for Gas Godown site to Indian oil Corporation Ltd. in Vasant Kunj Area.

F.13(17)/90/CRC/DDA.

A request has been received from Chief Area Manager I.O.C. dated 23.4.90 for allotment of a LPG gas godown site for Vasant Kunj Area.

According to the norms prescribed in MPD-2001 one gas godown site is provided for 45,000 population. The plan population for Vasant Kunj, West of JNU and the nearby area such as Nangli Dewat, Rangpuri worked out to about 1.5 lacks giving requirement of about 4 LPG gas godowns. Three gas godowns have already been allotted and functioning in sector-B in the area earlier earmarked for OCF to the South West of Masoodpur Dairy Farm. We will have to process the case for providing a suitable service centre site in zone F-14 Vasant Kotal scheme.

3. Based on the site inspections 3 suitable alternative locations have been identified and marked in the layout plan placed opposite.

Site No.1 This site is located in Eastern Portion of Sector-'D' adjacent to Local Shopping Centre. From the inquiry it is reveal that the major portion of this proposed service centre has not been acquired though in the committee get up by Finance Member top priority acquisition was suggested. The land use of this pocket as per MPD-2001 is residential and in the layout plan is neighbourhood park.

Site No.2 : This site is located in the Northern corner of pocket 2 sector A adjacent to a religious site as per the layout plan. The land use is again residential and the land is most probably acquired (to be confirmed from lands section) It can be so plan that religious site can also be given a proper size which is as per the layout plan given odd shape.

Site No.3: This site is proposed to the East of existing Harizan Basti in Sector B abutting 24 mtrs. wide road. This area is become prone to encroachment and needs vigilant protection. The land use of this pocket as per MPD-2001 is green.

These all three sites have been shown in the layout plan of Vasant Kunj laid on the table.

5. The case is submitted for the consideration of the T.C.



Item No. 15

Sub: - Regarding provision of additional F.A.R. in Industrial Sheds constructed by D.S.I.D.C. at various locations under the scheme of Half a Million Jobs Programme Government of India.

F. 20(14)/89-MP.

A reference No.D.O.No.F.Emp.2(95)/DI/77/2007 dated 1.9.89 was received from Sh.V.K. Kapoor, Chief Secretary, Delhi Administration regarding increase of FAR of over 800 industrial sheds constructed under the 'Half a Million Jobs Programme' sponsored by the Planning Commission during the year 1973-76. Details of the sheds constructed at various places are given below:-

1. Okhla Industrial Area, Ph.I 232 sheds
  2. Okhla Industrial area, Ph.II 201 "
  3. Jhilmil Tehirpur Industrial Area 32 "
  4. Lawrence Road Industrial Area 90 "
  5. Wazirpur Industrial Area 102 "
  6. Rohtak Road Industrial Area 177 "
2. These sheds constructed under DSIDC's scheme were allotted to the individual entrepreneurs under the scheme of 'Half a Million Jobs Programme'. Delhi Administration is now proposing to dispose of these sheds on hire purchase basis to the individual entrepreneurs by extending the relaxed floor area ratio standards as specified in FDP-2001.
3. The managing Director, DSIDC has forwarded the layout plans of Industrial sheds constructed by them in Wazirpur Rohtak Road, Jhilmil Tihir pur, Lawrence Road and Okhla Industrial Area Ph.I and II with the request that they may be allowed FAR on the built up properties as per the recommendation of FDP-2001. The comparative statement showing the FAR as per the approved plan and the proposed FAR is attached (Annexure 'X').
4. However, it would be necessary that while permitting additional construction as per MPD-2001 norms, it should be ensured that traffic and transportation system is not disturbed and overload on municipal services are adequately met.
5. The matter is placed before the Technical Committee for its consideration.



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Item No. 6

Sub:-Shifting of stone crushers from Lal Kuan  
Badarpur, New Delhi.

F.3(97)/69-MP.

I. BACKGROUND

- 1.1. The issue regarding shifting and resitement of stone crushers from Lal Kuan area in South Delhi has been discussed in past during number of meeting at the level of Hon'able L.G., Delhi and Chief Secy. Delhi Administration. As per the provision of the Master Plan such units in Delhi are not permitted due to their health hazard. However, Department of Industries and DSMDC have been issuing licenses in this regard.
- 1.2. A committee was also constituted by the department of Mines, Ministry of Steel and Mines under chairmanship of Commissioner(Inds.), Delhi Administration to consider and finalise report on exploitation of mineral resources in the NCR. The draft report was sent to us during September, 1989. Since then Commissioner(Inds.) with the help of series of meetings have finalised a report as intimated to us during a meeting in May, 1990.
- 1.3. Later a meeting was also taken by Chief Secretary, Delhi Administration on the subject on 29th July, 1990 in which the Chief Secretary. Proposed that suitable amendments in the Master Plan be made for permitting the stone crushers in Delhi.
- 1.4. Now we have received a PUC from ADM/Collector(Mines) dated 3.9.90 indicating that the necessary land use/modification in the Master Plan be processed for shifting stone crushers from Lal Kuan to Bhatti mines(copy of PUC is annexed). Area under consideration is shown on the plan laid on table.



Name of Industrial Area	Area allotted in HAC (Hcs.)	Existing details	Detail as/approved plan Ground Coverage%FAR	Detail of proposal	Detail as/proposal Ground Coverage%FAR	Remarks
Wazir Pur Indl. Area.	03.72 H.Cs (9.20 Acs)	102 sheds. 31.5% Mazine floor in all sheds.	37.38%	102 sheds are proposed to be double storied.	31.5 % 68.5%	
Lawrence Road Indl. Area.	1.89 H.Cs (4.67 Acs)	64 sheds	37.26%	38 sheds are proposed to be double storied.	37.26% 95.0%	
Zhil Mil-Thairpur Industrial Area.	0.9 H.Cs (2.26 Acs.)	32 sheds	39.68%	32 sheds are proposed to be double storied + Administrative Block G+2 storied.	44.5% 93.18%	
Okhla Phase-I Part-I Industrial Area.	6.54 H.C. (16.16 Acs)	256 sheds	47.72%	256 sheds are proposed to be double storied.	47.72% 87.95%	
Okhla Phase II scheme-I Industrial Area.	3.46 Hacs. (8.57 Acs)	224 sheds office building.	35%	224 sheds are proposed to be double storied. + Office building G.4.3 storied.	37% 78.3%	
Okhla Phase-II Scheme-III.	2.03 HAC (5.02 Acs)	57 sheds	31.89%	38 sheds are proposed to be double storied.	23.14% 67.55%	
Rohatak Road.	10.52 H.Cs. (26 Acs)	206 Sheds.	34.42%	206 sheds are proposed to be double storied.	34.72% 68.24%	



## II. Provision of MPD-2001

- 2.1. In the Master Plan for Delhi Perspective-2001 mechanical stones crushing due to its health hazard i.e. pollution characteristic dust, slurry and noise is categorised under 'Noxious and Hazardous Industrial units' (Group H). These units are prohibited within the Union Territory of Delhi.
- 2.2. In the Master Plan 'Ridge' is proposed for conservation mainly from environmental consideration. It is to be afforested with indigenous spaces and (minimum of artificial landscape.
- 2.3. Forest and extractive industries in zone L,N and P i.e. north west, west and north, are permissible as per MPD-2001 to the extent of 1.2 mtr. depth. No extraction is to be permitted in the ridge area.

## III. Issue requiring consideration:

- 3.1. According to DSMDC southern ridge in Delhi i.e. Lal Kuan, Devli and adjoining area has yet vast potential for stone crushing. The stone aggregate so available from these areas is used in the building industries in Delhi. Further, it is envisaged that shifting of crushers sites away from Delhi would lead to (i) shortage of stone aggregate in Delhi, (ii) cost could go up due to inter and state permits etc. required and (iii) increased distances.
- 3.2. Although there are examples of aggregate brought to metropolitan cities from far areas i.e. Pakur in Bihar supplying to Calcutta and Pallavarash to Madras, Delhi because of its huge demand requires special consideration in view of massive scale of building activity.



- 3.3. The Master Plan does not provide for locating such units within the union territory of Delhi mainly on account of environmental reasons. Besides environment transportation network is also likely to be a major constraint in locating such units on the southern border of Delhi.
- 3.4. Modifications in MPD.2001 could be made if required. while considering this option the following points may require special note of the Technical Committee in this regard.
- i. Stone crushing due to health hazard and its pollution characteristic, dust, slurry and noise is categorised, under 'Noxious and Hazardous Industrial Units'. Such units are prohibited within the union territory of Delhi.
  - ii. Extractive industries are permitted in zone L,N and P upto the extent of 1.2 mtr. depth.
  - iii. Mining alongwith quarrying, crushing, transportation is to be viewed as inter linked activity.
  - iv. Ridge i.e. Rocky outcrop of Aravali range is proposed to be conserved with utmost care with a minimum artificial landscape. Before considering extraction of stone aggregates from ridge we have to seek views of the Ministry of environment.
  - v. As per the provision of Mines act human settlement (Construction of houses, Public utility and other activity) are not permitted within 400 mtr. of mines.
  - vi. There is a heavy demand for stone aggregates in Delhi for meeting the requirements of massive scale of construction activity in the capital. Studies undertaken by Mineral Deptt. indicate that ridge in south-Delhi have vast potential for stone aggregate and other building materials. Shifting of existing crushers away from Delhi may cause shortages as well as increase in cost.
  - vii. Earlier 'Pali in Haryana was suggested for shifting of the existing crushers from Delhi. No detailed comprehensive studies have been under taken to scientifically rule out this option.
4. The case is put up for consideration of the Technical Committee with respect to para 3.4. above.



S.P. SURI  
ADM/COLLECTOR (MINES)

D.O. Letter No.F.2(37)/84-M/2511  
Office of Commissioner of Industries,  
Delhi Administration CPO Building  
Kashmere Gate, Delhi

Dated :- 3.9.90

Dear Sh. Chander Ballabh,

I am writing this letter to you for a clarification about the land use of Bhatti Mines area. We would like to know ~~xx~~ whether it is a conforming area as per the Master Plan for the purpose of establishment of stone crushers which are proposed to be shifted from Lal Kuan. In this connection you will recall the meeting held in the office of Chief Secretary on 24.7.90, when this matter was discussed. At that time you were not certain about the land use of Bhatti mines for setting up of crushers, though for quarrying/mining activity you confirmed that it was a conforming area for the purpose. The Chief Secretary pointed out that there was hardly any difference between mining operation and crushing operation and if the area was not approved for the <sup>quickly</sup> crushing operation, change of land use should be agreed to by DDA/ The Commissioner Industries Sh. R.Narayana-swami also spoke to you telephonically on this matter.

2. An earlier reference on this matter was made to your Deptt. by Shri Harbajan Singh, Chief Engineer, Delhi State Mineral Development Corpn. on 16.3.90 when he addressed a letter to the Director (Master Plan). Another letter was addressed to you by General Manager, DSMDC on 8.8.1990. Photocopies of both the references are enclosed for your perusal with a request that the matter be got decided at an early date. In case stone crushing is presently not permissible, then the necessary land use change may please be got done and communicated to us.

Yours sincerely,

Sd/-

(S.P. Suri)

Sh. Chander Ballabh,  
Joint Director (Plg.&Dev.Control),  
DDA Vikas Minar  
New Delhi



L A I D O N T A B L E

Item No. 7

- 15 -

Sub:- Proposal for grade separator at Ring Road/  
Aurobindo Marg intersection - A.I.M.S Crossing.  
F.No. F.5(7)/87-MP.

LOCATION:

The AIIMS crossing is an important intersection on the southern part of Ring Road. The proposed R/W's of Ring Road and Aurobindo Marg are 63 mts. respectively as per MPD-2001 & approved alignment plan. This is an important intersection and is identified in the Master Plan for Delhi PDP-2001 for a grade separator. Location is shown on plan placed at Annexure-I.

EXISTING CONDITIONS:

- (a) At present this intersection handles over 14,000 pcu's during the peak hours. The operation of the intersection is controlled with the help of traffic signals with a total cycle time of 155 secs. Armwise existing traffic volume at the intersection is as follows:-

<u>Rd.</u>	<u>St.</u>	<u>Right</u>	<u>Left</u>	<u>Total</u>
Ring Road (E)	2598 **	912*	1105*	4315
-do- (W)	1709 **	544*	360*	2613
Aurobindo Mg(N)	2612*	959*	481*	3850
-do- (S)	2306*	615*	545*	3466
		9225	2491*	14,344

\* Remain at surface level.

\*\* On flyover.

EXISTING R/W:

- (b) (i) Ring Road (E) 67.5 mt.  
-do- (W) 53.0 mts.  
Aurobindo Mg. (N) 40.0 mts.  
-do- (S) 47.5 mts.



(c) The building/houses at the corner of the intersection.

(i) Ring Road (E)-On North - Open ground, Kendriya Bhandhar building, and residential flats.

-do- On South - Scooter parking, Central workshop, park, open ground and plantations.

Ring Road (W)-On North - Residential flats.

On South - A.I.I.M.S.

(ii) Aurobindo Marg(N)-On East- Open Spaces and INA Market.

-do- On West- Open spaces/play ground.

-do- (S)-On East- Safdarjung Hospital.

-do- On West- Residential buildings.

## 2. BACKGROUND:

The proposal for two level grade separator was initially submitted by PWD, Delhi Admn. on 28.9.88. This proposal was discussed in DDA's T/C meeting held on 29.9.88. However, Delhi Admn. vide letter dated 30.5.89 submitted the three level grade separator proposal at the intersection. These cases were discussed in T/C meetings held on 15.5.89, 2.3.90 and 12.4.90. Minutes of the last T/C meeting are placed at Annexure-II.

### (a) OBSERVATIONS OF DUAC :

This case was discussed in DUAC's meetings held on 16.6.89, 26.7.89, 1.8.89 and 26.9.89 in which the two alternative proposals were discussed. PWD vide letter dt. 21.12.89 has forwarded the observations of DUAC. The main observations are as under:-

- i) A comprehensive proposal for Ring Road be provided and the proposals for various crossings be integrated.
- ii) The height of the overpass be restricted to 2.5 mts. above ground because of aesthetic conditions.
- iii) Regarding provisions made for the pedestrian at the end of the underpass and overpass, it was suggested that the pedestrian crossing be provided below the intersection and above the underpass.



The salient features of the DUAC observations are placed in Annexure-III.

b) AUTHORITY'S DECISION:

L.G., Delhi while recording the progress and Grade Separator in the meeting held on 15.6.90 and 20.7.90 at Raj Niwas desired that DDA on consultation with PWD(DA) may work out the guidelines for designing the flyover/grade separators and bring before the Authority for its consideration. According to the agenda prepared and placed before Authority vide Res. No.54 dated 13.8.90. The guidelines as adopted by Authority are placed at Annexure-IV.

REVISED PROPOSAL:

The S.E.(PWD) vide letter No.S.E.(Plg.)EE-I/DA/SJ/22-24 dated 31.10.90 has submitted the revised scheme as per the meeting held on 29.10.90 in the room of Secretary, PWD(DA) in which the two level proposal for the grade separator was discussed. Thus, the PWD has submitted the revised proposal as per the basic guidelines formulated by the above said Authority resolution. The revised proposal contains a brief note alongwith the following drawings.

- i) Drg.no.NATPAC/DS/RR/043-A proposed improvement. Plan for Ring Road-Aurobindo Marg Intersection.
- ii) Drg.No.NATPAC/BS/RR/043-B Service Plan.
- iii) Technical note of Consultant giving pointwise clarification to DDA's letter dated 11.10.90.
- iv) Proforma ( 5 sheets).
- v) Traffic survey indicating peak hours traffic and average daily traffic for 1989-90. 2001 A.D. and 2010 A.D.

The case has been examined with respect to the guidelines approved by Authority vide Res.No.54 dated 13.8.90. The details are given below:



<u>AUTHORITY GUIDELINES</u>	<u>REVISED PROPOSAL SUBMITTED</u>	<u>REMARKS</u>
I. Grade Separator should be provided on Ring Road/ Outer Ring Road.	Over Bridge is suggested on Outer Ring Road.	
II. Flyover provision could be made for 3rd level below ground when found necessary.	Two level proposal envisaged.	
III. On the Ring Road (60 mt. R/W and a parts of the Outer Ring Road width 60 mts. R/W) the flyover shall consist of 9 mts. width of 3 lanes (3 mts. each in each direction).	2 lanes with 11 mts. width in either direction is proposed at the flyover. In their proposal the r/w is proposed to be increased to 63 mts. towards West from the intersection of the flyover section. Similarly, the r/w has been increased to 72 mts. towards East of the flyover section on Ring Road with the provision of 3 lanes of 11 mts. width carriageway both flyovers and on surface.	
B. In case whether the R/W of Outer Ring Road is 55 mts. then 2 lanes of 7.5 could be provided. In such cases effort should be made to increase the R/W of Outer Ring Road is 300 mts. length of flyover section.	In the proposal R/w is proposed to be increased to 72 mts. on east flank of Ring in proposed flyover section. Thus, 3 lane 11mts. carriageway provided on both flyover on surface.	Ref.DDA observation (i)
C. Service road of about 6 mts. should be provided which could be reduced to 4.5 mts. in case of 45 mts. r/w.	On Ring Road - (a) Service Road provided 5 mts. width on an average. (b) On Aurbindo Marg (North) on either sides of the carriageway service road maintained. Similarly, on South service road provided on either sides of 4.5 mts. to 5 mts. width on an average.	
D. The minimum width of the footpath should be specified as 2 mts.	2.5 mts. wide footpath provided on all the four arms.	
E. The clear headway between Rd. Chamber & bottom of the beam should be 5.5 mts.	This has been provided. 3.5 mts. wide strip has been suggested on Ring Road in the North for the reservation of H.T.Lines.	



- F. 3.5 mts. wide strip (as based on one side) shall be reserved for H.T. Lines. Reservation made on north side of Ring Road for H.T. Lines. Ref. DDA's Obs. (vi)
- G. The slope of the bridge should be 1:30. For smooth movement of cyclist depending upon the volume. This has been provided.
- H. The road improvement upto the next major intersection on each end on all the arms shall form part of a grade separator. Improvement upto the next major intersection on Ring Road has been indicated in the long term improvement plan for the Ring Road.

#### 4. FEASIBILITY REPORT

S.E., PWD vide letter No.S.E.(Plg.)/EE-I/DA/SJ/22-24 dated 31.10.90 has submitted the filled in performa for feasibility report alongwith general information of the proposed fly-over. Copy of the same is placed in Annexure-IV. The salient features of the feasibility report are as under:

- (i) Four bus stands, trees & few tea stalls would be affected on the R/W proposal on the Aurbindo Marg. Moreover, 190 nos. of trees would be affected for entire proposal.
- (ii) PWD has not furnished the basic information as required for processing the grade separator proposal which was prepared based on the guidelines formulated by the Authority DDA.

#### DDA'S OBSERVATION:

- (i) R/W details:

S.No.	Name of the arm.	As per Master Plan 2001.	Proposed
1.	Ring Road (E)	63.00 mt.	72.00 mts.
2.	Ring Road (W)	63.00 mt.	63.00 mts.
3.	Aurbindo Marg (N)	60.00 mts.	60.00 mts.
4.	Aurbindo Marg (S)	60.00 mts.	60.00 mts.



(a) Ring Road: The R/W of Ring Road (E) is proposed to be increased from 63 mts. to 72 mts. upto Indian Council of Medical Research. Similarly, on West the R/W has been retained as 63 mts. as per Master Plan proposal.

(b) Aurbindo Marg: The R/W on North-South side has been indicated as 60 mts. which is as per the approved alignment plan. In this R/W the existing properties viz. (i) Urinals (ii) dustbins & (iii) car parking (area opposite to the AIIMS) would be affected.

(ii) H.T. LINE:

Refer DDA's observation (F-point), In this regard, AGM, DESU vide letter No. AGM/29/4490 dated 25th Sept., 1990 has desired that reservation for H.T. line should be made for meeting the present and future requirements (Refer Annexure-III).

(iii) CYCLE TRACK AND PEDESTRIAN SUBWAYS:

(a) The DTTDC's consultant has given following clarifications regarding cycle track:-

The volume of the cycle track at this location is negligible along Ring Road and is less than 5% along Aurbindo Marg. Cycle traffic will have to essentially use the lower level intersection in future. Because of its low volume separate cycle track is not warranted at this location.

(b) PEDESTRIAN SUBWAYS:

2 nos. of subways has been proposed after the slope of the flyover on Ring Road.

....7/-



(iv) TRAFFIC CIRCULATION:

Consultant PWD has given necessary clarifications. Since, there is no qualitative change in the design of the lower level intersection, it is felt that the intersection along Aurbindo Marg on either side will also not require any immediate change at present. In the detailed plan it has been proposed to continue internal road South of Safdarjung Hospital upto the service road along Aurbindo Marg through the Nursery area. This will be essentially required to facilitate traffic circulation requirements in this area arising out of the closure of the median opening in front of Safdarjung Hospital.

Thus, the proposal does not disturb other movements within the influence area of the intersection. As such no other major change in the net work is visualised.

(v) SERVICE ROAD:

Keeping in view of the local requirements service road has been proposed on either sides of the Ring Road to carry the traffic from Ring Road to Aurbindo Marg towards I.N.A. on the North<sup>9m</sup> and Southern sides of AIIMS (Refer DDA's observation Point-C).

Thus, service road has been provided in the proposal on all the sides in a very judicious manner towards Kidwai Ngr. Service Road, have been continued and thus complete traffic circulation facility to the local residence of the colonies in this areas is not disturbed.

(vi) IMPROVEMENT OF INTERSECTION ARMS:

A meeting under Secretary, PWD has held on 29.10.90 in which consultant of PWD(DA) explained that the circulation of traffic from the surrounding areas as a result of construction of flyover along Ring Road to be taken up simultaneously for the improvement of Aurbindo Marg. Thus, required improvement to be made on Aurbindo Marg indicated in the drawing. After detail examination, it is desired that the modified proposal be put up to T/C of DDA for final approval.

With the above observation the Item with drawings and observations be placed before the T/C for consideration.



Minutes of the Technical Committee meeting held  
on 12.4.90.

DECISION

The Technical Committee endorsed its earlier re-commendation made in its meeting held on 15.5.89 and recommended a three level grade separator on the crossing of Ring Road and Aurbindo Marg with the following conditions:-

- a. The proposed rotary should be as low as practically possible.
- b.8 The flyover should also be as low as possible with improvised appropriate engineering designs.
- c. In future proposals of flyovers area levels should be study rather than spot proposals.
- d. The locational aspects should be taken into consideration.



EXTRACT

OF

DUAC'S OBSERVATION:

C.E. DITDC vide letter No.F.BR/12003/89/LTDC/BR-6 dated 30th July, 1990 has communicated the DUAC's observations.

The salient features of the observations are as follows:-

- i. The ROB should not be too high and at the most or be 8' above road level. This is because 8' height is likely to cause least possible infringement to urban values and was least obstructive visually. Up to the height it can well be planned on earth embankment where adequate landscaping is also possible which make it look like a raised road without ruining the city scape.
- ii. The movement of pedestrians and cyclists requires to be very carefully planned while planning any grade separator. It must be ensured that continuity of movement is maintained all around the intersections it is experienced that pedestrians and cyclists suffer the worst when such intersections are planned.
- iii. Provision of service lanes is essential to cater to the movement in adjoining area. It is generally seen that this aspect is being ignored under a plea that adequate width is not available. However, it is observed that it is not always necessary to go in for a three lane flyover and one lane could be sacrificed to have a proper service lane which would also make the road available (ROB) more economical and the over speeding on the ROB will remain checked.
- iv. Utilisation of space under the bridge was an important aspect and needs to be thought out in the very beginning. It was pointed out that landscaping with plants etc. was not really



- feasible as the greenery does not grow underneath the over bridge.
- v. The Union Territory of Delhi should have traffic master Plan, identifying the main problem and priority areas. The proposals under consideration appear to be piecemeal solution and are unlikely solve the increasing traffic problems.
- vi. It is essential to have a statement of the whole city network. Detailed study of road network 1.0 km. around the intersection so that each solution is examined in the proper larger context so that the flyover does not become a disruptive element and created have. It is essential to go in for a technical solution with a proper movement planning and arrive at an environmentally desirable solution within the above parameters.
- The Commissioner while considering the grade separators mentioned above observed that the 7 flyovers constructed during ASIAD have affected the traffic movement of the adjoining areas seriously, affecting the pedestrian movement due to the physical barriers created by these flyovers and the over-speeding generated by the bridges.



Annexure-III

Telegram "VIDYUT" NEW DELHI  
Telex. no. 031-3765 DESU IN

No. A.G.M. (T)/29/4490

Dated: 25.9.90

VICE CHAIRMAN,  
DELHI DEVELOPMENT AUTHORITY  
VIKAS SADAN,  
NEW DELHI.

Sub:-Reservation of corridor for towerline along  
Grade Separator/Flyovers.

...

Dear Sir,

A no. of grade separators/flyovers are being constructed on the major road cross-sections to streamline the traffic. Earlier while finalising the road cross-sections for major roads, there was a very close intersection between DDA & DESU and accordingly DDA had reserved corridors for towerlines along all major roads for different cross-section. Now that the plans for grade separators/flyovers are being finalised by DDA, it is very necessary that the same corridor should be reserved, as that the power line for our long range planning, when come in future there is no difficulty in accommodating the lines at these intersections.

This issue has been raised by our planning department earlier during the various meetings held with perspective planning wing of DDA. Also DESU's representative emphasised that point during the Technical Committee meeting held on Monday, the 17th September, 1990. I would therefore, like to impress upon you that the required corridor along the grade separators/flyover are reserved while approving the plans thereof.

Yours faithfully,

Sd/-

(Er. B.B.DAS)

Addl. General Manager (Tech. )

Copy to:-

1. Secy. to L.G. of Delhi.
2. Engg. Member, DDA, Vikas Sadan,
3. Commissioner(Plg.) DDA, Vikas Minar
4. Chief Engineer, (CPWD)
5. Chairman DTDC
6. G.M. (E), DESU.



2. General Information  
 i) Location of the grade separator.  
 ii) Agency to implement.  
 iii) S/W of the Master Plan roads. (Existing proposed)

Ring Road-Aurbindo Marg intersection at S. Horiwar P.D(DA).

S.No.	Name of Existing Area	As per Proposed Master Plan-2001.
-------	-----------------------	-----------------------------------

b) Status & R/W of other roads. (Zonal/layout/rural).	1. Ring Rd. E	7.21. 33.00m. 72.00m
	2. Ring Rd. W	3. 6. 33.00m. 63.00m
	3. Aurbindo N Marg.	4. 0. 60.00m. 60.00m
	4. Aurbindo S Marg	47.5m. 60.00m. 60.00m

- F. P.T. Survey details to be incorporated up to the next junction/inter-section on either sides.

- i) P.T. Survey scale (to be adopted) 1:500.  
 ii) Physical features to be shown in the P.T.T. Survey.

Submitted.

- a) Existing structures-Pucca/Semi Pucca/Kutcha clearly indicating the plot boundaries, built up area and number of storeys to the extent of R/W on both sides from the centre line of the existing road. (Double of R/W in total).

Shown in Drawing.

- b) Levels if the area is not flat/plain & considered necessary in the planning of grade Separator.

N/A

- C) Services-Underground/overhead area to be indicated on survey plan.

- Water Supply Lines
- Sewerage Lines
- H.T. Lines (O/H & U/G)
- Street Light poles
- Telephone cables/poles.
- Storm Water drains (open & covered).

Shown in the drawing.

- d) Existing carriageways, footpaths, verges, gaps in verges, roads/circulation of the colonies abutting on all the arms of the intersection under reference.

Shown in Drawing.

- e) Existing cycle tracks/service roads (on all roads)

- do -

- f) Existing bus bays and bus stands. (on all roads).

- do -

- g) Location and type of trees along with their species and girth details on all the arms (in relation to existing carriageways).

- do -

C. Technical Data.

- 1) 16 hours & peak hourly traffic volume (cycles, light vehicles, buses trucks & others etc.).

	Peak hour	16 Hrs.
a) At Present	14244	Pcu 137350
b) Projected for Horiwar gen. year.	19230	Pcu 195032
(with growth rate)	3.50% per annum (simple)	



- ii) Details of turning movements in peak hour in PCU's on each arm of the junction/intersection. (For design year & horizon year).

- a) Straight  
b) Right  
c) Left  
d) Total

Given in annexure-I

- iii) If the junctions/intersection is controlled by an automatic traffic signal at present, please indicate signal cycle time.

155 seconds.

- iv) Pedestrian traffic volume in each direction on each arm.

- a) North arm Towards INA -350  
b) South arm Towards Mehrauli -2350  
c) East arm Towards Moolchand -733  
d) West arm Towards Dhula Kuan -2150

- v) Estimated average delay per vehicle on different approach arms at the junctions/inter-sections.

- a) North Towards INA 53 Seconds  
b) South Towards Mehrauli 59 seconds  
c) East Towards Moolchand 67 seconds  
d) West Towards Dhula Kuan 67 seconds

- vi) In case if the grade separator is proposed on the railway level crossing please specify

N/A

- a) number of trains passing 8 AM. to 8 PM. per day/week.  
b) the frequency and duration of the closure.

D. Details related with the proposed Grade Separator.

The grade separator proposal shall be detailed out upto the next important junction/intersection on either sides.

- |   |   |
|---|---|
| i) Proposed Nos. of lanes on each arm.                                  | On Grade Separator -6 Nos.<br>On Ground " -6 Nos. |
| ii) Proposed width of carriageways of each arm.                         | On Grade Separator -22m.<br>On Ground " -22m.     |
| iii) Proposed width of central verge on each arm.                       | -----1.2 m.                                       |
| iv) Proposed width of footpaths on each arm.                            | -----2.5 m.                                       |
| v) Proposed width of service road/ cycle track on each arm.             | ----- .6 m.                                       |
| vi) Proposed total length of the flyover/under bridge.                  | -----635.30 m.                                    |
| vii) Proposed length of slope including valley curve and summit curves: | -----635.30 m.                                    |
| viii) Length of flat portion.   | ----- NIL   |
| ix) Slope of grade separator on each ramp.                              |   |
| North   | -----N/A  |
| South   | -----N/A  |
| East  | -----1 IN 30                                      |
| West  | -----1 IN 30                                      |



- x) The location of bus stops, bays
- xi) Pedestrian subway/crossing.

Shown in Drawing  
Shown in Drawing

E. Feasibility Report.

a) Details of affected structures

- i) Pucca/Seri Pucca/Kutchra with plot area/plinth area details.

Seri Pucca  
i) Bus Stand - 4Nos.  
ii) Piao Urinal  
Tea Stall & Dustbin  
- 8Nos.

- ii) Structures forming part of the regularised colony/unauthorised colony.

NIL

- iii) The use of the property (Commercial) residential/institutional/other, please specify.

N/A

- b) Services - Underground/overhead affected in the proposal shall be shown in the plan in different colours.

Shown in the Drawing.

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

i) 190 Nos.  
ii) Girth ranges from 0.20 m to 3.39 m.  
iii) Species details attached.

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

Shown in the Drawing.

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

Shown in the Drawing.

F. Project Report.

OFFICE ADDRESS  
& PHONE NO. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Signature of the officer  
of the implementing  
Authority:



Item No. 8

Sub :- Alignment Plan of New Rohtak Road from Rani Jhansi Road to Anand Parbat integrating the junctions/ intersection designs.

File No.F.5(117)78-MP Pt.D

Dy. 1.4.85

1. Location New Rohtak Road from Rani Jhansi Road to Anand Parbat is in continuity of the Rohtak Road (NH-10) through Zakhira Flyover. This road caters to both the local and regional traffic of Delhi & Haryana. Location Plan is placed as Annexure-I.
2. Background The R/W of New Rohtak Road as per zonal plan/ Master Plan for Delhi 62 & MPD-2001, is 36 mts. Alignment Plan of this road with a R/W of 120' was prepared by TCPO & approved by DDA vide letter No.5(13)64MP Dt. 11.6.69 in TCPO File No.F.10(96)64/Tech. without any design detail.
  - a) Existing traffic conditions

New Rohtak Road carries both regional and intra city traffic. Heavy, Medium & light vehicular traffic plan on this road. Slow traffic is comparatively low and is seen generally during morning & evening peaks. The road has a continuous ribbon type development on both sides. The vehicles from the adjoining properties and the byelaws directly meant on the main carriageways.

The land uses on the northern side is predominantly residential and partly public & semi-public use, but between Liberty Cinema and Kalidas Marg Junction the properties are used extensively for industrial and commercial use. The same situation is observed in the properties existing along the southern side of the road which are used for mainly commercial, institutional and light industrial uses.
  - b) Existing Road Condition

Presently there is a 4/6 lane divided C/W with a central verge of 1mt. and footpath varying from 3.0 to 3.5 mts. on both the sides. Due to non existence of service roads the local traffic merges directly with the through



traffic plying on this road creating traffic bottlenecks and some times accidents. Almost all along the road, the C/W is encroached by workshops, vendors leaving only an effective 2 lane C/W for the traffic movement. There is no recessed Busbays due to which one lane of the C/W is used for the same which creates traffic bottleneck.

c) Intersection/Junction Designs

In addition to few 18 mts. and lesser roads, the following Master Plan/Zonal Plan roads intersect this road, they are :

1. Kalidas Marg (30 mts R/W forming a 'T' Junction)
2. Military Road (30 Mts. R/W forming a 'T' junction)
3. Faiz Road (45 mt. R/W forming a 'X' junction)
4. Rani Jhansi Road (36.mt R/W from a 'T' Junction).

All these intersections/junctions are signalled and need geometric improvement for optimum functional efficiency.

d) Problems :

- i) Available R/W is about 30 mts. or so as against 36 mts. proposed in Master Plan. Due to this the service roads on either sides could not be constructed.
- ii) There are a number of byelaws from the existing colonies abutting this road, traffic from these lanes merges directly with the traffic on the main carriageways.
- iii) All along the properties having a direct approach from this main carriageways which is not only unique but also hampers free flow of traffic.
- iv) Non availability of recessed bus bays.
- v) Existing geometrics at the Junction/intersection.
- vi) Restricting the entry/exist of Petrol pimps from main C/W's
- vii) Rationalising of gaps in verge.



3. Salient feature of the project

A composite alignment plan integrating junctions/intersections of roads of 18mts. and above roads has been prepared. Marginal modification to the earlier approved R/W have been proposed taking into consideration the existing central verge, street lightings in C/V etc. The central verges at places could not be retained due to the fact that the central verge has not been laid at the exact centre of the road:

- a) Total length of the road is 2.75 km.
- b) An uniform 6 lane devided C/W with a central verge of 1 mts. has been proposed.
- c) 5.50 mts. wide service roads on either side of the road has been proposed to segregate the local & through traffic movement.
- d) 1.5 mts. wide outer footpath has been provided for pedestrian movement.
- e) Busbays are located at suitable places taking into consideration the existing location and better space standards.
- f) Intersection/junction designs of 18mts. and above roads have been suitably improved and integrated in the alignment plan, zebra crossing, traffic islands, signal points have been marked for a smooth flow of traffic.
- i) Efforts has been made to retain the existing road infrastructures as far as possible to avoid unnecessary shifting.

4. Feasibility Study: LOSC Decision

Executive Engineer(Plg.)II vide his letter No.D/578/E(P)II AE(P)S/D(102 dt. 28.8.90 conveyed decision of the LOSC meeting held on 10.7.90. The decisions are as follows :

"The case was discussed in detail. The alignment plan should have equal widening on both sides from centre of the existing road. The Dargah & two temples being religious buildings be retained if required shifting, alternative sites be allotted by the DDA. Comments be sent to DDA accordingly".



Affected Structures

Details of the affected properties sent with the said letter are placed at Annexure-II.

Technical Committee Decision:

The case was placed before the Technical Committee on 2.3.90 in which the following decisions was taken :

"Technical Committee discussed the proposal in detail and recommended for approval of the Authority".

In the plan approved by the Technical Committee we have proposed the central verge by taking it in the centre of the R/W. The R/W line has been taken based on the alignment already approved by TCPO with some modifications made in the same to accommodate the existing central verge to the extent possible. With this, the road section can be developed properly with service roads on either side which are very essential. The existing central verge has been retained to the extent possible, however it shall have to be realigned at some places as shown in the alignment for developing proper service roads on either sides. As per the decision of LOSC equal widening should be done on both sides from the centre of the existing road. As the existing road is not in the centre of the R/W in the entire stretch equal widening on either sides of the existing road may entail disproportionate acquisition of land from either sides as shown in broure lines on the alignment plan laid on the table.

The case is again placed before the T.C. for consideration of the alignment in view of the LOSC decision dated 10.7.90 and its consequences as mentioned above.



## ANNEXURE-II

Item No.190/90

Sub : Alignment plan of New Rohtak Road from Anand Parbat to Rani Jhansi Road (Drg.No.Nil).

The note of Ex.Eng.(P) is reproduced as under :-

- 1) The alignment plan of New Rohtak Road from Anand Parbat to Faiz Road (Drg.No.C/A-183) stands approved vide orders of Chairman, DDA Dt. 8.5.69.
- 2) A draft alignment plan of New Rohtak Road from Anand Parbat to Rani Jhansi Road (Drg.No.DCP-9-86/M-124) received from DDA vide letter No.F.5(11)78-MP/1624 dt. 12.3.87 was considered by LOSC vide item No.296/87 dt. 8.9.89. LOSC decision is reproduced below :

"The alignment plan as prepared by DDA is approved from Planning point of view. The Engineering department may take further appropriate action".

This was conveyed to DDA vide this office letter No.1625/EE(P)II/AE(P)S/D(102) dt- 29.10.87. The case is being pursued with DDA for its final approval from the competent authority, which still awaited.

- 3) Now again DDA vide letter No.F5(117)78-MP/1465 dt. 27.12.89 has sent another draft alignment plan of New Rohtak Road from Anand of the roads (drg.No. nil) for comments.

Table showing the contents of all the three alignment plan is as under :-

S.No.	Drg.No.	R.O.W.	Remarks
1.	Approved alignment plan C/A-183(Para 1)	120' (36.58M)	Approved vide DDA Chairman's orders dt. 8.5.69.
2.	Draft alignment plan DCP-9-86/M-124 (para 2)	36.00M (118'-0")	Approved by LOSC vide item No.224/97, dt. 8.9.87. In this draft A/p R/W has been reduced from 36.58M to 36.00M and there is shifting of the alignment on both the sides in various reaches.
3.	Draft alignment plan Drg.No.Nil	36.00M	Alignment is same as above. only junctions/intersections designs of roads have been incorporated.

The alignment plan has been examined at site and it is observed that the proposed ROW of this road is 36.00M. Two carriageways of 10.00M, central verge of 1.00M and footpaths of 5.50M on both the sides have been provided. It is also observed that the volume of vehicular traffic on this road has been increased many folds in the recent past necessitating the widening of this road. If the road is widened along with its junctions/



intersections as per this draft alignment plan a number of land and properties are affected. The affected land and properties have been marked on the plan in red and red hatching respectively. The existing metalled road has been shown in yellow colour. The list of affected land and properties is enclosed as Annexure 'A'. This includes one Dargah and two temples. It is not possible to implement the proposal without acquiring the affected land and properties in the proposal.

Under the circumstances mentioned above the case may be placed before LOSEC for consideration and decision so that the comments may be sent to DDA for further necessary action.

Item No.190/90

The Decision of LOSEC dt. 10.7.90

Subject :- Alignment plan of New Rohtak Rd. from Anand Parbat to Rani Jhansi Rd. (Drg.No.Nil.)

The case was discussed in detail. The alignment plan should have equal widening on both sides from centre of the existing road. The Dargah and two temples being religious buildings may be retained. If required shifting alternative sites be allotted by the DDA. Comments be sent to DDA accordingly.

Sd/-  
Head Clerk,  
Town Planner's Office  
M.C.D.



## ANNEXURE III

Proposed alignment plan of New Rohtak Road (from Anand Parbat to Rani Jhansi Road) Drg. No. (File no. F5(117) 78-MP.II)

## LIST OF AFFECTED LAND AND PROPERTIES

S.NO.	RESDL.	SHOP	SHOP	RESDL.	OTHER	TOTAL	REMARKS
LHS	S/S	D/S	Pacca	JJ/KP	JJ/KP		
4	25	42	7	251.	B/W with open land of DDA park (Nursery)	13	E.P.
					1. S.S. Bldg. of Health Deptt. MCD	2	T.P.
					1. MCD Store	27	Tree
					1. Open land of DDA	20	EP
					1. Grave yard	13	TP
					1. Lav. Block	24	Tree
					1. B/W with open land	2	T. Signal
					1. Tin Shed Garrage (KP)	6	Tree
					1. Letter box	25	E.P.
					12. B/W with open land	1.	T-Signal
					10. B/W with open land	1.	T.P.Box
					1. B/w with open land of petrol pump	7	E.P.
					24. B/W with open land	8	T.P.
					1. Taxi stand with open land	1	T. Signal
					32. B/W with open land	15	Tree
					1. DTC Stop	3	T.P. Box
					1. Letter box	17	E.P.
					1. Map stand	21.	T.P.
					1. Piao	16	Tree
					1. Coal Depot	1	T. Signal
					1. B/W with open land	1	T.P. Box
					1. DMS Booth not in use	13	Tree
					1. MCD Store	10	EP
					1. Contractor's store	7	T.P.
4	25	42	7	25	99	202	256
RHS	72	12	125	57	4		
					1. Dargha Mamu Bhanja	11	EP
					1. Park with open land	5	TP
					1. MCD Store	3	T Signal
					1. Temple	12	Tree
					1. MCD Store	2	T.P.Box
					1. Pia 2 B/W with open land	13	EP
					1. Tents school	13	TP
					14. B/W with open land piao	45	Tree
					1. Peao	1	T Signal
					1. Tibbia Hospital	11	E.P.
					1. Open land of Tibba college	2	V. Shatt
					1. DTC Stop	9	tree
					1. Urinel		
					1. Wooden Khokha		
					Taxi Stand		



Sub: Composite Alignment plan of Netaji Subhas Marg from Daryaganj Footover Bridge to S.P. Mukherjee Marg Crossing.

F.5(47)/87-MP.

Location:

Netaji Subhas Marg stretches from Delhi Gate to Luthian Bridge S.P. Mukherjee Marg intersection and forms a part of the North south traffic corridor. This road provides access to capital's premier areas viz- Chandni Chowk, Jama Masjid, Red Fort, Meena Bazar and the Old Delhi Railway Stn. The Road under consideration is from Daryaganj foot over Bridge to S.P. Mukherjee Marg crossing. Location plan is placed as Annexure-I.

Background:

R/W of Netaji Subhas Marg is 45 Mtrs. as per the Zonal Plan and MPD-2001. An alignment plan of this road was earlier proposed by TCPO vide Drg.No.C/a 189 with a R/W of 150ft. The cross sectional and junctional/intersection design details were not incorporated in the plan. A composite alignment plan integrating the cross sectional details in the entire stretch, junction/Intersection design and subway has since been prepared.

a. Existing condition cross Sectional details:

- i. A six lane divided C/W with a central verge varying from 2.5 Mtrs. to 3 Mtrs. is existing.
- ii. Width of the existing footpath varies from 3.5 Mts. to 6.5.Mts.
- iii. Four signalised intersections are existing along this stretches of road. Street Light poles have been erected on central verges and footpaths.

b. Traffic volume:

- i. As per the recent study conducted by NATPAC, the peak hour volume between Chandni Chowk intersection and S.P. Mukherjee Marg intersection is 6000 vehicles in both direction out of which 40% consists of slow moving vehicles.



- ii. As per the volume counts study supplied by MCD, the peak hour volume between Netaji Subhas Marg Intersection and Lajpat Rai Market is over 4000 vehicles during peak hour which includes 18% of slow moving vehicles in each direction.
- iii. The peak hour traffic volume survey for the following Three junction /intersection as per 1989 data supplied by MCD is as under:-
  - i. At Chandni Chowk Intersection 11784 PCU's per Hr.
  - ii. At Netaji Subhas Marg and New Daryaganj Road 'T' junction 7373 P.C.U.'s per hour.
  - iii. At footover Bridge Intersection 9453 PCU's per hour.

Problems :

- i. There is a continuous flow of slow, light and heavy traffic throughout the day for approach to CBD, Railway station and through movements. As identified above 40% of the total volume of the vehicles are slow moving vehicles, they move with the fast moving heavy and light vehicles increasing the travel time and accident risks.
- ii. The footpath along Netaji Subhas Park, New Lajpat Rai market are encroached by the commercial activities leaving virtually no space for pedestrian movement. The pedestrians walk mostly on the C/W.
- iii. The central verge is used partly for Rickshaws parking and partly squatted upon.
- iv. The Chandni Chowk intersection handling 11784 PCU's remains over crowded creating lot of inconvenience to pedestrian movements.

The case was discussed in MCD's LOSC meeting held on 26.3.89 in which the following decision was taken:-

"The alignment plan is approved from planning point of view Engineering department may take further appropriate action".

Agenda and decision of LOSC is placed at Annexure-II.

With the above recommendation of LOSC, the case was placed before Technical Committee meeting held on 11.9.89 vide item no.175 (Annexure-III). The Technical Committee recommended are given below:

- 'The alignment plan of the above road was discussed in details and found feasible to implement. Technical Committee recommended for the approval of the plan subject to retaining to the maximum extent of the parking area near Lajpat Rai Market, and further to the condition that the provision of a subway at Chandni Chowk near the crossing be also provided".



3. Salient feature of the project:

Keeping in view the recommendations of the Technical Committee meeting held on 11.9.89 a modified alignment plan has been prepared. The proposals are as under:-

- i. . . A eight lane divided C/W with a central verge of 2.0 Mts. is proposed.
- ii. . . A separte service Road has been provided for the movement of slow and local traffic.
- iii. . . Footpath varying from 2.0 Mtrs. to 5 Mts. have been proposed along both sides of the C/W.
- iv. Adequate space has been provided for parking of the vehicles along the road wherever additional space is available same is proposed to be included in the R/W as suggested by T.C. in its meeting held on 11.9.89. Proposed busbays with a depth of 3.5 mts. has been proposed at Suitable locations.

The following intersection/junctions designs as approved by Technical Committee have been incorporated in the proposed alignment plan with minor modifications as per site conditions:-

- i. . . Netaji Subhash Marg, Kasturba Gandhi Hospital Road, Ansar Road, Daryaganj Road Intersection at Darya Ganj Foot over Bridge.
- ii. 'T' junction of 30.78 mts. R/W road (New Darya Ganj Road with Netaji Subhash Marg.
- iii. Intersections of Chandni Chowk Road with Netaji Subhash Marg at Chandni Chowk.
- iv. Intersection of S.P. Mukherjee Marg, Netaji Subhash Marg at Luthian Bridge.
- v. As per the decision of the Technical Committee meeting a four arm pedestrian subway has been proposed at Chandni Chowk intersection.

4. Feasibility Study:-

Executive Engineer, MCD vide his letter dated 17.9.90 (Annexure IV) has conveyed the decision of LOSC meeting dated 1.9.90 in which this case was discussed. The decision of LOSC is as follows:



The alignment plan in view of Ex. Engineer(P)II note discussed in the meeting be sent to DDA. Subway shall be provided at the intersection of Chandni Chowk. For utilising the space in subway for commercial use suitable detailed scheme be prepared by Chief Architect.

Affected properties:-

As per the feasibility sent by MCD, about 10 properties including four temples are affected in the alignment plan in addition to these 26 trees, 72 electric poles, 2 telephone poles, 6 traffic signals are also affected. (Details of affected properties are placed at Annexure V)

The case is placed before the Technical committee for the approval of:

1. Composite alignment plan of Netaji Subhash Marg from Darya Ganj footover bridge to S.P. Mukherjee Marg crossing vide drawing No. C-1001/PPW/90.
2. The resettlement of eligible affected properties services be taken up by MCD with Lands Department, DDA and others concerned agencies.
3. MCD shall plant three times of the trees affected in the alignment plan.
4. The detailed plan of the subway shall be prepared by MCD.
5. MCD shall protect the road r/w as per the alignment plan.



Annexure-IV

No.D/628 EE(P) II/AE(P) S/D9310)

17.9.90

Ex. Engineer(P) II  
Municipal Corporation of Delhi,  
Town Hall, Delhi-6

To

Sh. D.K. Saluja,  
Dy. Director(TT) I, MPW, DDA  
11th Floor, Vikas Minar  
I.P. Estate, New Delhi.

Sub: - Alignment plan of Netaji Subhash Marg from Darya  
Ganj Foot over Bridge to S.P. Mukerjee Marg/Lothian  
Marg crossing intergrating junctions/intersections  
designs of all major roads - and subway proposal  
near Lajpat Rai Market.

Sir,

Kindly refer to your letter no.F.5(47)/87-MP dated  
16.5.90 on the subject cited above. Please find enclosed  
herewith a copy of LOSC decision dated 1.8.90, draft  
alignment plan with affected land and properties marked  
on it and a list of affected land and properties for  
necessary action at your end pl.

Encl: As above.

Your faithfully,

sd/-

Ex. Engineer(P) II



Sub:-Change of land use of an area measuring 0.341 acres from 'Police Post' to 'Government Office' at Moti Bagh, New Delhi.

F.8(1)/87-MP.

The Senior Architect, C.P.W.D., has been writing to DDA for the change of land use of a piece of land measuring 0.341 acres in Moti Bagh-I, zone D-21 from Police Post to Government offices. The case was examined the land under reference has been shown for police post as per the Development Plan/Draft Zonal Plan.

2. Dy. Secretary, Ministry of Urban Development vide his D.O. No.J-13012/9/83-LB dated 30.10.89 has pointed out that the proposal has been worked out in consultation with CPWD to construct Government office in the land in Moti Bagh, which is earmarked for a Police Post. It has further been pointed out that the utilisation of the Government land is to be decided by the Ministry and not by the Police Department. They have desired that the change of land use be processed immediately.

3. Reference was made to Deputy Commissioner of Police (HQ) dated 3.2.89, endorsing a copy to Senior Architect-I C.P.W.D., in the letter Police Department was asked regarding any objection for the proposed change of land use from 'Police Post' to 'Government Offices'. Deputy Commissioner of Police (HQ)-II vide their letter No.55/A/III dated 1.1.90 has opposed the change of land use and desired to construct a police post considering its static location, as it is falling on VVIP route.

4. The case was put up to the Technical Committee in its meeting held on 29.3.90, but was deferred and it was decided that DCP(Traffic) who was present as a representative of a Police Department, should take up the issue with Home Department of Delhi Administration and Ministry of Urban Development.



5. The Chief Engineer(Food), C.P.W.D., vide his D.O. letter No.6/91/87-WS(F)/1/7376-79 dated 23.7.90 has requested that re-consideration of issue before the Technical Committee when views of his department as well as D.C.P(Traffic) are heard before taking any final decision as the earlier decision was one sided.
6. The Government of India, Ministry of Urban Development (Lands Division) vide his letter no.1-13012/9/88-UD dated 21.8.90 sent by Director lands to Commissioner of Police Head Quarters-II with a copy among others to Master Plan Section has indicated that allotment of land under reference to the Police Department can not be acceded to as it is essentially required for the construction of Central Government Offices.
7. The land use as per MPD-2001 is residential and as per the Draft Zonal Development Plan, is Police Station. The use of site for Government Offices is not permissible as per MPD-2001, unless the change of land use is done.
8. The case is submitted for consideration of the Technical Committee.



Item No. 11

- 32 -

Subject : Construction of a Recreational Centre at  
Punjabi Bagh, New Delhi

F-3(18)/90-MP

1. The proposal received from Chief Architect, MCD on the above subject was considered in the Technical Committee meeting held on 29.3.90 (wherein following decision was taken) (Detailed agenda item enclosed).

"The Technical Committee desired that a site inspection be carried out by EM, Commr.(Plg.), Director(IC&P), Chief Architect, DDA and Chief Architect, MCD(Sh. Arjun Dev)".

2. In pursuance of the decision of the Technical Committee the site was inspected by E.M., Commr.(Plg.), Chief Architect, DDA and Joint Director (Plg.) on 6.11.90.

3. Proposal : The proposed construction of recreational centre on the site presently lying vacant would not be desirable. It should be develop by MCD as 'Green'.

The requirement of recreational centre be accommodated in the Stadium Complex adjoining the site which is yet to be developed fully by suitably modifying design if required.

4. The proposal contained para 3 above is placed before the Technical Committee for its consideration.



Annexure-II

No.D./280 EE(P)II/AE(P) S/D(310)

Dated 21.4.89

From:

Ex- Engineer(P)II  
Municipal Corporation of Delhi,  
Town Hall, Delhi-110006.

To

Sh. D. Saluja,  
Dy. Director(T) PPW, DDA,  
3rd Floor, Vikas Minar,  
I.P. Estate, New Delhi.

Sub: Alignment plan of Netaji Subhash Marg from Darya  
Ganj foot over bridge to S.P. Mukherjee Marg/  
Lothian Marg crossing integrating junction/inter-  
section design of all major road and subway pro-  
posal near Lajpat Rai, Market.

Sir,

Kindly refer to your letter No. F.5(47)87-MP-450  
dated 18.11.88 on the subject cited above. Please find  
enclosed herewith a copy of decision dated 28.3.89,  
a copy of the alignment plans and land and properties market  
on it) and at your end please and properties for  
necessary action.

Yours faithfully,

Sd/-

(H.D. SHEEKRI)  
EX. ENGINEER(P)II

Encl: as above.



Item No. 100/89

Sub: Alignment plan of Netaji Subhash Marg from Darya Ganj Foot over bridge to S.P. Mukerji Marg/Lothian Bridge (Drg. No. DCP-7/89).

Note of Executive Engineer(P)II is reproduced as under:-

The alignment plan of Netaji Subhash Marg from Darya Ganj foot over bridge to S.P. Mukherji Marg/ Lothian bridge(Drg. no. DCP-7/88) was received from DDA vide letter no.F.5(47)/87-MP dated 18.11.88 for feasibility/ comments.

The alignment plan has been examined at site and it is observed that the two carriageways varying from 12.00 mtrs. to 12.5 ,ets. and from 12.5 meters to 10.30 mtrs. and central verge varying from 3.05 meters to 7.6 meters exists at site. Two carriageways of 14.5 mtrs. in with a central verge of 2mts. have been proposed. A pedestrian subway in front of Lajpat Rai Market has also been proposed.

The busy thoroughfare falls in the City zone of MCD. The volume of vehicular traffic on this road has increased many folds during the recent past causing frequent traffic jams necessitating the widening of this road.

It has also been observed that if the road is widened as per this alignment plan a number of land and properties are affected in the proposal. The affected land and properties have been marked on the plan in red and red hatching respectively and the list of affected land and properties is attached at Annexure-'A'. The list of affected land and properties has also been pasted on the plan in respective reaches. The existing carriageway has been shown in yellow colour. It is not possible to implement the proposal without acquiring the land and properties falling in the R.O.W. of the proposal.

So the case is placed before the LOSC for consideration and decision so that the comments can be sent to DDA.

Item No. 100/89

The decision of LOSC dated  
28.3.90

Sub: Alignment plan of Netaji Subhash Marg from Darya Ganj Foot over bridge to S.P. Mukerji Marg/Lothian Bridge (Drg.No.D.C.P.7/88).

The alignment plan is approved from planning point of view Engineering Department may take further appropriate action.

sd/-

Head Cleark,  
Town Planner's Office  
M.C.D.



Item No.17

29.3.90

Sub:-Construction of a recreational centre at Punjabi Bagh, New Delhi.

F.3(18)/90-MP

A proposal for construction of a recreational centre at Punjabi Bagh along the Ring Road falling in zone G-10 is received from Chief Architect MCD for approval under 'Special Appeal'. The site is bounded by children traffic Training park in the North, Football/ Hockey stadium in the South, Ring Road in the East and service road in the West as shown in the copy of the Zonal Development Plan G 10 laid on the table. The land use of the site under reference is 'Recreational' (District Park' Flyground and open spaces) in the MCD-1962 and in approved Zonal Development Plan G-10 Recreational Centre. Restaurants etc. are permissible uses if allowed by competent Authority after special appeal. But the proposal should have the provision of parking requirements.

2. The proposal has been submitted for one and a half storeyed building for the provision of Indoor Games of Badminton and Volley Ball on ground floor with coverage of 15200 sq. ft. (16.35%) and cafeteria at first floor.

The proposal submitted by the MCD for recreational centre with the facilities like Indoor Games of Badminton and Volley Ball and Cafeteria as per plans of the MCD, is placed before the Technical Committee for consideration.

The Technical Committee desired that a site inspection be carried out by Em, Commr. (Plg.) Director(DC&P), Chief Architect,DDA and Chief Architect,MCD (Sh. Arjun Dev).



Subject: Shifting of High Tension Line on Parwana Road, Pitampura.  
F6(2)89/MP

1. A piece of land was handed over to Ministry of C&I Cooperative House Building Society on 19.1.76 by Tehsildar (L&B) & AE Delhi Admn. From the perusal of the handing over/ taking over plan it is noted that the High Tension line existed outside the plotted area of the site.
2. When the Society submitted the lay out plan for the approval of the DDA existing High Tension Line was not shown and the lay out plan of the Society was not correlated with the High Tension line passing by the side of the plotted area and the subject matter went unnoticed.
3. At the time of construction of houses the members of the Society whose plots were near to the existing 33KV overhead line the owners even did not take care to ensure that they too were not fouling the provision of the electricity rules 1956. This has resulted in that some of the wires of the High Tension line fall within the property line thereby endangering their lives because of the electric field generated.
4. The case was discussed in the Internal Planning Committee meeting under the Chairmanship of Commr. (Plg.) DDA and the alternate route alignment found feasible (on the other side of the road) was agreed to subject to the condition that the implementation would not be at the cost of DDA.
5. The Society was informed of the decision and had again represented against the payment of cost for the shifting of High Tension belonging to Haryana Electricity Board.
6. As a follow up of the representation of the Society case was again discussed in the Internal Planning Committee meeting on 26.7.90 wherein following decision was taken:  
"The Cooperative House Building Society may be requested to get in touch with concerned department of Haryana Government for shifting of the HT line and the cost of the same would have to be borne by the Society".
7. Again the Society vide its letter dt. 25.10.90 has represented to DDA stating therein that DDA has spent Rs.12 lacs (Rs. Twelve lakhs) for getting some portions of H.T. Lines on this Parwana Road shifted while they are being asked to bear the cost of shifting of the electric line.
8. The issue is examined by S.E.(Elect.) who has opined that the High Tension line in H-4&5 locations marked A,B&C on the layout plan (laid on the table) shifted at the cost of DDA were not aligned along the planned roads and i.e. why the amount was paid by the DDA after getting the required sanction of the finance and the portion of the line under reference was passing by the side of the plot area handed over to the Society, was therefore not shifted.
9. The matter pertaining to bearing the cost of shifting of H.T. Line in front of the land allotted to the Society is placed before the Technical committee for its consideration.



Sub: Management of land along river Yamuna and declaration of development area of DDA. PA/JD/(P)II/90/24/Pt.I

1. IDENTIFICATION OF PROJECT AREA:

For the comprehensive approach and effective utilisation of the lands within the river bed Yamuna as well as in the vicinity of the river banks the area is identified by the points given and defined as under:

POINT NO.	17:	Crossing of G.T.K. road with Union Territory
	19:	Intersection of G.T.K. road with road no. 50
	21:	Intersection road no. 50 with Ring Road
	27:	Intersection of Ring Road with Mathura road
	29:	Intersection of Mathura road with U.P. Union Territory
	6:	Intersection of Union Territory with left Marginal bund
	13:	Intersection of Union Territory with left marginal bund
	17:	Intersection of Union Territory with G.T.K. road

The total project area as defined above works out to about 19135 hecsts which can broadly be classified into following 2 groups.

Group 'A': Area outside the bund but within the identified project boundaries.

Group 'B' Area protected by the bunds.

Group A: The following pkts. fall under this category

Name of the Pkt.	Area in hecsts.
Pkt. A	200
B	4150
C	350
E	3050
K	225
R	200
Q	960
U	975
V	815

Total	<u>10925</u>
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Group B: Land falling between the bandhs. The following pkts. will comprise land in this category.

Name of the Pkt.	Area in hect.
D	550
F	2700
H	700
I	950
J	225
K	525
L	325
M	385
N	1240
P	290
T	320
	<hr/> 8210 <hr/>

## 2. LAND UTILISATION:

### i. Channelisation of River Yamuna:

Land measuring about 8210 hec. identified in Group 'B' falls in this category. The recommendation of MPD-2001 for the utilisation of this land area as under:

"Rivers in the major metropolitan cities, of the world like Thames in London and Seine in Paris have been channelised providing unlimited opportunities to develop the river fronts. After the results of the model studies for the channelisation the river Yamuna become available, development of river front should be taken up. Considering all the ecological and scientific aspects, as project special significance for the city."

The project of channelisation of River Yamuna vis-a-viz the utilisation of land protected by the bunds in liked with the results of specialised studies being undertaken by CWPRS, Pune and WAPCOS. (who have been appointed consultants by DDA) with reference to the behaviour of River with different flow of discharges.

### ii. Land Utilisation in the vicinity of River Banks:

The land measuring about 10925 hec (Group A) falls in this category. For an area measuring about 2215 hec. (Pkts R, U, V & K) land uses have already been defined in MPD-62/MPD-2001 while for an area measuring about 8610 hec. with a break of 7750 hec. (Pkt. A, B, C & E) and 960 hec. (Pkt. 'Q') located of the north of road no. 50 and South respectively, the land has been left as Rural use zone.

## 3. PRESENT POSITION ( DEVELOPMENT AREAS OF DDA):

- i. Out of the total area of 19135 hec. an area



measuring 3500 Hec. has already been declared as development area No. 173 of DDA vide notification No. F.16302611 (2)/89-L&B dated 29.3.89.

- ii. An area measuring about 2325 Hec. has already been decided to be declared as development area of in the T.C. meeting on 30.7.90.

**DEVELOPMENT POTENTIALS OF THE PROJECT AREA (OUTSIDE THE BUNDS)**

4. (a) For the lands falling in Group 'A' located in South about 2215 hec. (Pkt. K, RU&V) development potentials have already been studied & land use proposals have been made in MPD-2001.
- (b) The area bounded by Union Territory in the North road No. 50 in the South, Right marginal and in the East measuring about 7750 hec has the maximum potential for development on account of the following reasons.
- i) General Physical Conditions:-
- The area has a gentle slope of 4 mts. from North to South.
  - Is habited by 22 No. of villages.
  - Drain No. 6 in the area joins Bawana Escape drain flowing from west to East, sub-dividing the entire area into two.
  - There is a lake in the area known as Bhulaswa Lake (Horse shoe lake).
  - Number of electric lines are passing through the area.
  - The development of Narela Project in the West of G.T. Karnal Road has put pressure for development in this area and if not planned properly it is likely to be heavily encroached upon in the near future.
  - Unauthorised constructions along G.T. Karnal Rd. as well as the extensions of the existing village have already started taking place.
- ii. Accessibility:- The area is accessible from road no. 50 as well as G.T. Karnal Road. The link of road no. 50 with the ring road, makes it accessible from South without entering in the city area.
- iii. Non floodability:- Chief Engineer (I&F) Delhi Admn. in a discussion held with him has stated that the existing bunds on the river Yamuna within the Union Territory of Delhi are capable of taking care of Floods



upto 1978 discharge.

iv) Ground water Potential. Being close to the river ground water potential in the area is very high and also the lake can be charged annually to meet the water requirement by adopting suitable measures.

v. Drainage: The supplementary drain in the area. North of road no. 50 would take care of the drainage in the area.

5. PROPOSALS: (Plan laid on the table)

i. To explore the possibility of utilization of this land located North of road no. 50 falling in category (b) above for planned Urban development.

ii. to declare an area measuring 11,450 hec. as details given below as development area of DDA.

North: Starting from the crossing of U.P. boundary and G.T.Karnal road following it upto the crossing of left marginal bund.

South: Road no. 50 and boundary of D.A. No. 173

East: Left marginal bund

West: G.T.K. road from the crossing of U.P. boundary upto the crossing of road no. 50

6. The proposal contained in para 5 is placed before the Technical committee for its consideration.



Item No.14

- 38 -

Sub: Allotment of land for establishing Girls facilities 2 acres SOS Children a Villages of India. F12(1)89-Instl.

Request has been received from SOS children village of India forwarded by L.G.'s order dated 31.7.90 at page 24/N for establishing the technical schools for girls in an area about 2 acres. Considering their activities it has been desired that a piece of land near transit camp Govindpuri may be considered for allotment.

2. As per the approved plan of Kalkaji Extension two primary school sites have been provided in two acres each area adjacent to block A-14 and community centre towards East. Two primary schools in one acre each have already been allotted/handed over to Delhi Administration/MCD in file no. F17(1)89-Instl. and F.17(13)88-Instl. It is observed that the remaining 2 acres land could be considered for allotment to the society for establishing a technical school for girls.

3. Accordingly detailed survey was conducted and 2 acres site has been identified with the following building controls.

- |    |                                  |          |
|----|----------------------------------|----------|
| 1. | Area of the plot                 | 2 acres  |
|    | (i) For Bldg.                    | 1 acres  |
|    | (ii) For play ground             | 1 acre   |
| 2. | Max. permissible ground coverage | 33%      |
| 3. | FAR                              | 100      |
| 4. | Max. height                      | 14 mtrs. |
| 5. | Set backs :                      |          |
|    | (i) Front                        | 9 mtrs.  |
|    | (ii) Sides                       | 6 Mtrs.  |

The layout plan showing the proposal is placed opposite. The matter is submitted for consideration of Internal Planning Committee.



Sub:- Handing over off HSS plot to Shri Guru Singh Sabha in Rajouri Garden(G-8 Area).

F.18(4)/81-Instl.

Shri Guru Singh Sabha was allotted a plot of land measuring 3.8 acres for the construction of Hr. Sec. School in Rajouri Garden, G-8 area @ 8 lakhs per acre vide this office letter dated 31.12.85. Society deposited a sum of Rs.8 lacks against the demand of Rs.16,40,001 in the month of March & April-1986.

2. The area proposed to be allotted was encroached upon and DDA made efforts to get the encroachments cleared and 2 acres of land could be cleared off encroachments. The Cambridge foundation school claimed for handing over of the land so vacated for the purpose of playground across since they were temporarily using the playground across the road and a writ petition was filed in the High Court.

3. The Hon'able High Court was pleased to direct the DDA to hand over the possession of remaining land measuring 2 acres to the Cambridge foundations school, before the possession is handed over to Shri Guru Singh Sabha but left it to DDA, which area is to be handed over to Cambridge foundation school.

4. L.G., Delhi vide his order dated 29.1.1990 decided that the land vacated off encroachments adjacent to Cambridge foundations school may be allotted to for playground and the allotment to Guru Nanak Public School be made on a suitable school site elsewhere.

5. The case was referred to Planning Cell and a site measuring 4 acres was proposed to be considered for alternate allotment in G-17 area.

6. Somehow the lands section have issued allotment cum demand letter dated 8.5.1990 for alternate site measuring 4 acres near Paryog Vihar G-8 area in lieu of 3.8 acres of plot of land earlier allotted near to Cambridge foundations school. The sabha is reported to have



made the payment of land allotted to them but is yet to make the payment on account of interest on belated payments of the land allotted to them.

The case is referred to Planning Cell for attaching 5 copies of the site plan so that possession of the land could be handed over after receipt of the demanded interest.

7. From the perusal of the file it is noted that the site allotted is out of the college site which measured about 10.08 acres with a break up of 5.20 acres of land and 4.88 acres for playground purposes. A detail survey of the area reveals that the total area of the college site measuring 8.889 acres with a break up of 5.287 acres for building purposes and 3.602 acres for playground purposes.

8. The site under reference is inspected by the Commr. (Planning) along with other officers of Planning Cell and it was suggested that some other suitable site in G-8 area be located.

9. The Sabha is not ready to take possession of the land in the area other than G-8 area since they are already running a school with a strength of more than 1200 student near the Gurudwara in Rajouri Garden itself and it would be inconvenient for the students of the locality to go to G-17 area (site suggested by the Planning Cell).

10. No other approved Hr.Sec. School site is available in this G-8 as well as near by area which could be handed over in the present case.

11. As the allotment is already made the case is placed before the Technical Committee for its consideration.