

योजना
Planning

दिल्ली विकास प्राधिकरण

अनुदान Master Plan

प्रतिस संख्या F1 (15)/90-MP.

दिनांक

पद-प्रयवहार

विषय

Draft Minutes of Technical Committee Meeting
Held on 28.2.90 & 2.3.90 (Two sittings)

पृष्ठ सं०	तिथि	किस को देखी	हस्ताक्षर	पृष्ठ सं०	तिथि	किस को देखी	हस्ताक्षर
पृष्ठ सं०	तिथि	किस को देखी	हस्ताक्षर	पृष्ठ सं०	तिथि	किस को देखी	हस्ताक्षर

पृष्ठ सं०

पृष्ठ सं०

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DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

Draft minutes of Technical Committee meeting held on 2nd March, 1990 at 11.00 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. V.S. Murty, Engineer Member (on the chair)
2. Sh. S.C. Gupta, Director(DC&P)
3. Sh. Santosh Auluck, Addl. Chief Architect
4. Sh. V.N. Sharma, Joint Director(ZP)
5. Sh. Prakash Narain, Joint Director(T)
6. Sh. N.K. Aggarwal, Joint Director(Planning)
7. Sh. Chander Ballab, Joint Director(Planning)
8. Sh. S.P. Bansal, Deputy Director (FPW)
9. Sh. P.M. Parate, Deputy Director(Planning)
10. Sh. N.K. Chakarwarty, Deputy Director(T)
11. Sh. I. Mohan, Deputy Director(TYA)
12. Sh. Surender Srivastava, Deputy Director(MP) (Convenor)

LAND AND DEVELOPMENT OFFICE:

13. Sh. L.D. Ganotra, Engineer Officer

TOWN & COUNTRY PLANNING OFFICE:

14. Sh. B.K. Arora Associate Planner

POLICE DEPARTMENT:

15. Sh. A.S. Cheema, ACP (Traffic)
16. Sh. R.K. Sharma, A.C.P.

MUNICIPAL CORPORATION OF DELHI:

17. Sh. B.B. Nanda, Chief Engineer

CENTRAL PUBLIC WORKS DEPARTMENT:

18. Sh. S.N. Segal, Architect

PUBLIC WORKS DEPARTMENT, DELHI ADMINISTRATION:

19. Sh. O.P. Goel, Chief Engineer
20. Sh. H.K. Srivastava, S.E.
21. Sh. Kamal Preet Singh, Architect
22. Sh. S.C. Bhatia, Senior Architect

NEW DELHI MUNICIPAL COMMITTEE:

23. Sh. S.B. Single, Executive Engineer

MINISTRY OF SURFACE AND TRANSPORT:

24. Sh. M.K. Bhalla, Chief Engineer

DELHI TRANSPORT PLANNER:

25. K.C. Tiwari, Transport Planner.

SPECIAL INVITEES:

CENTRAL ROAD RESEARCH INSTITUTE:

26. Sh. T.S. Reddy, Scientist

For Item No.17

DELHI ELECTRIC SUPPLY UNDERTAKING:

27. Sh. B.R. Sawhney, Addl. C.E. (G.T.P.)
28. Sh. S.K.L. Kaushal, Addl. E.E. (Plg&SLDC) For Item No.13

29. Sh. D.K. Suri, Executive Engineer(Plg.IV) For Item No.13
30. Sh. D.P. Gupta, S.E. (Civil)
31. Sh. J.R. Gurnani, Architect (Civil) For Item No.21
32. Sh. S.R. Sethi, Executive Engineer For Item No.21

OFFICE OF THE COMMISSIONER, FOOD & SUPPLY:

33. Sh. S.N. Srivastava, Deputy Commissioner For Item No.14
of Food & Supplies.
34. Sh. B.M. Sharma For Item No.14

Draft minutes of the continued Technical Committee meetings held on 28.2.90 and 2.3.90 in the Conference Hall of Vikas Minar, DDA, I.P. Estate, New Delhi.

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Item No.1

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

✓ The Technical Committee discussed the case and decided that the R/W of the road under reference may be retained as 30.48 mtrs. However, in the first phase, it may be designed with a r/w of 24 mtrs.

Item No.2

Sub: Intersection design of Ring Road, Road No.43 and Lawrence Road - Britannica Chowk.
F5(20)88-MP.

✓ The Technical Committee discussed the intersection design and recommended the same for approval as a first phase improvement plan. Technical Committee also noted that the implementing agency in this case is the CPWD and they would take up the matter for acquisition/ allotment of alternate sites to the affected persons, as per their policy, with the concerned agency.

Item No.3

Sub : Alignment plan of Kalidas Marg from its junction with New Rohtak Road upto its ~~xxx~~ intersection with road no.38 along Najafgarh Drain.
F5(48)87-MP.

✓ The Technical Committee discussed the alignment plan in detail and recommended that the same may be approved, However, subject to that:

- i. Chander Shekhar Azad Road as a connecting link between Kalidas Marg and Road No.40 should be shown on the plan and;
- ✓ ii. That the acquisition/approval of alternate sites for the affected persons may be provided by MCD as per the policy.

Item No.4

Sub : Composite alignment plan of 30 mtr./r/w
Vijay Nagar Road from Kingsway Camp
Crossing to Patel Chest Institute Crossing.
F5(10)88-MP.

Composite alignment plan was discussed in detail and the Technical Committee recommended for approval. However, it observed that a number of properties are affected which are located at the intersection, therefore desired that the Implementing Agency may provide alternate accommodation to the affected parties as per policy, in consultation with MCD/DDA.

Item No.5:

Sub : Composite alignment plan of a part of road
no.48 along the left bank of Najafgarh drain
from Vijay Nagar Road to G.T.Karnal Road
near Gurmandi.
F5(55)66-MP-Pt.I.

The Composite Alignment Plan was discussed in detail and it was desired that the case be referred to the Authority for consideration and approval of the Alignment Plan with a minimum width of 48' between Vijay Nagar and G.T.Road to retain the right of way wherever available more than 48'. Further the Technical Committee recommended that the Authority may consider rehabilitation of the affected persons costing Rs.60 lakhs for the portion in Gurmandi Area or alternatively ^{may} approval ^{of the} construction of the ^{proposed} stilted road on Najafgarh Drain costing ~~Rs. 325 lakhs~~ Rs. 3 to 5 lakh

Item No.6

Sub : Proposed peripheral right of way road in
urban extension.
F.5(14)/89-MP.

The matter was discussed in the Technical Committee and it was desired that the Transportation Unit may prepare a comprehensive report within a ^{month} ~~max~~ time. While formulating the report, IRC recommendations may also be kept in view. After the report is finalised, the matter should be discussed.

Item No.7

Sub : Alignment plan of New Rohtak Road from Anand Parbat to Rani Jhansi Road integrating the junction/intersection designs.
F.5(117)78-MP-Pt.I.

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

Item No.8

Sub : Construction of a serial road south of Hindon Cut.
F.5(1)/90-MP.

✓ Technical Committee desired for a site inspection by a team comprising of EM, Director(TYA), Chief Engineer(East), Jt.Dir.(T), Chief Engineer,PWD, Delhi Admn. and the Addl.Chief Architect.

Item No.9

Sub : Parking norms for Telephone Exchange.
F.8(6)89-MP.

✓ The proposal was discussed in detail. It was agreed in principle that the parking norms for the space to be used for equipment may confine to the extent of the parking norms applicable to the number of persons actually supposed to work of such equipments. For the remaining portion normal parking norms, as provided, should be followed. However, the Department may submit a ~~view~~ ^{also} few of the schemes ^{and} indicating the areas to be used under equipment under various other activities ^{also} and for parking of other vehicles used by the Department for maintenance etc. to ~~examine~~ ^{examine} the actual parking needs for a Telephone Exchange of a standard size.

Item No.10

Sub : Allotment of land to Telephone Department for a Telephone Exhchange in Minto Road Area.
F.13(70)88-Bldg.

✓ Technical Committee examined the desirability of having an FAR to the extent of 200 for this plot ~~and~~ ^{at}

^{from}
its location. After detailed discussion, it was decided that as there is no other plot available, the Department may be allowed maximum FAR of 200 to accommodate their proposals for 1,60,000 lines at this site. It was further decided that the proper parking norms as discussed under item no.9 should be applied.

Item No.11

Sub : Change of land use for a plot measuring about 10 acres from 'residential' to 'Govt. Offices'/Institution.
F.16(8)85-MP.

The proposal was discussed in detail and keeping in view ^{that} there is no other piece of land available in the vicinity, to house the offices and other uses of this organisation, It was recommended that the land use of this plot measuring about 10 acres may be considered for change of land use from 'residential' to 'Govt. Offices'.

Item No.12

Sub : Change of land use from 'public and semi-public facilities' to 'residential' at Kirti Nagar.
F3C2a3)65-MP

Technical Committee examined the possibility of locating an alternate site for a primary school. It was noted that already a primary school is functioning on a site, which is not earmarked for school purpose and another piece of land earmarked as 'residential' is also available which can be used for locating ~~any~~ other primary school and, therefore, recommended for approval for change of land use of the primary school site for 'residential' purposes.

Item No.13

Sub : Route approval of 66 KV Tower Line between Malviya Nagar Extn. and 220 KV Okhla Sub-Station.
F.6(3)82-MP.

The Technical Committee noted that the proposal of 66 KV Tower Line between Malviya Nagar Extn. and 220 KV Okhla Sub-Station, was earlier approved and

communicated to DESU. However, DESU explained that due to unauthorised construction in Sangam Vihar, They are not in a position to ~~ask~~ erect the Tower Line. *Base* ~~Phases~~ of the tower lines already constructed have been unauthorisely occupied and, therefore, suggested an alternate route passing through the Master Plan Green Area (declared as 'Forest Area') *along the road.*

The Technical Committee, keeping in view that earlier approved alignment, in the present circumstances is not feasible, recommended for approval of the proposed route alignment subject to:

- a) That the narrow base electric tower ^{is} used.
- b) As far as possible, the route alignment should pass in the periphery *of the forest area in the valley line.*
- c) Cutting of trees should be avoided and in case it is essential to cut few trees, more trees should be planted. *As this proposal will be passing through the portion 'Forest Declared Area'. The above approval should be subject to the provisions of the Forest Act, and further subject to that the necessary clearance is obtained from the Ministry of ^{Agriculture and} Forests & Environment and DUAC. *before taking up the implementation.**

Item No.14

Sub : Brick klins in the Union Territory of Delhi regarding renewal of their licences.
F.3(59)68-MP.

The proposal was explained by the Department of Food & Civil Supplies, Delhi Admn. After detailed discussion, Technical Committee ^{representative of} opined that the Brick Klins which are presently operating outside the urban limits, may be allowed to continue maximum to the extent for a period 3 years and within this period, a phased programme for their relocation/shifting should be prepared, keeping in view their locations and the necessity of land ^{to} being urbanised within this period. Further, the conditions which were imposed earlier by the Technical Committee in its meeting held on 25.8.87 with regard to c & d as given in para '1' should continue. Also, Technical Committee opined that alternate sites for shifting or for new brick klins should be allowed only in the pockets

✓ shown in the plan as l,n & p.

Item No.15

Sub : Construction of police line in West District at Vikas Puri, Delhi.
F.13(73)89-Bldg.

✓ The Technical Committee examined the norms prescribed for the Police Line in Vikas Puri and approved the same for adoption.

Item No.16

Sub : Proposal for setting up a Cardiology Centre at 9, Metcalf Road, Delhi.
F13(11)85-MP

The Technical Committee noted that the matter was approved by the Authority vide its resolution no. 96 dated 14.7.88 as a case of 'special appeal', subject to the conditions which were imposed by the Technical Committee in its meeting held on 24.3.88. Technical Committee further noted the points raised by DUAC in their communications mentioned in the agenda. It was also note that the property under reference is having the approach from Metcalf Road (residential street) and also from the Link Road (connecting Ring Road and Alipur Road).

Keeping in view the above observations, the Technical Committee ^{✓ further discussed this issue &} recommended that the project should be designed within the norms specified in the Authority's resolution, having the circulation pattern by utilising both the roads for entry and exit in the project. The Technical Committee ^{as per} also felt that such property is not directly opening on the Ring Road and ^{provision of entry or exit} it is opening on the service road of the Link Road, and in no way, ~~it~~ will affect the smooth flow of the traffic on Ring Road.

Item No.17

Sub : Proposal for grade separator at Safdarjung Hospital Crossing.
F5(7)87-MP.

Chief Engineer, Delhi Admn. informed that in case of Punjabi Bagh fly-over, DUAC has suggested a different design of the fly-over as compared to one

under reference. Therefore, Technical Committee desired that in the first instance, the Punjabi Bagh fly-over which is approved by DUAC may be obtained from Chief Engineer, PWD, Delhi Admn. and after going through that design, this proposal could be discussed. D.A. may also *consider the technical experts' views on the depressed level system proposed by DUAC.*

Item No.18

Sub : Allotment of land for 3 LPG Storage Gas Godowns in Badarpur.
F.13(5)87-CRC/DDA.

Proposals for locating ~~for providing~~ ^{as} alternate plots for three LPG Gas Godowns was discussed in detail and the same were approved. However, Chairman desired that in future before ~~any case is put up to~~ ^{putting the case of gas godowns} Technical Committee, the same should be based on the proper guidelines ^{which may} ~~to~~ be worked out.

Item No.19

Sub : Issue of 'No Objection' for Taxi Stands in Development Areas of Delhi Development Authority.
F12(11)78-MP.

POSTPONED

Item No.20(laid on table)

Sub : Composite alignment plan of Alipur Road and Mall Road from Upper Bela Road Crossing near I.P.College to Azadpur Crossing.
F5(3)88-MP.Pt.I

The Composite Alignment Plan of Alipur Road and Mall Road from upper Bela Road Crossing near I.P. College to Azadpur Crossing was discussed in detail. It recommended that the ~~cressection as~~ ^{alignment plan} earlier approved for a ~~30'~~ ^{30m} wide road should be adopted.

Item No.21 (laid on table)

Sub : Acquisition of requirement of land measuring 750 mtrs. x 550 mtrs. for the proposed 600/900 MW Gas Turbine at Bawana side.

The Technical Committee had a brief discussion on the proposal, but this being an important item, Chairman desired that he would like to study the proposal for

having the gas turbine at this location and actual requirement of the land before this could be further discussed.

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Continued

Draft Minutes of the Technical Committee meeting held on 28.2.90 and 2.3.90 (two sittings) in the Conference Room, of Vikas Minar, DDA, IP Estate, New Delhi.

Item No. 1:

Sub: Increase in R/W of 9 mts - 24 mts R/W road, passing through CBD Shahdara Group Housing Society's layout connecting road no. 57 and institutional area. F20(15)83-MP-Pt.I

The Technical committee discussed the case and decided that the R/W of the road under reference may be retained as 30.48 m. However, in the first phase it may be designed with the R/W of 24 m.

Item No. 2:

Sub: Intersection design of Ring Road, Road No. 43 and Lawrence Road - Britannia Chowk. F5(20)88-MP

The case was discussed at length by the committee and it was decided that this may be approved as first phase improvement plan. It was also decided that PWD Delhi Admn. would be implementing agency and would also take up the resettlement of affected structures with the Lands Department of DDA. The properties falling in the scheme are as follows:

Item No. 3:

Sub: Alignment plan of Kalidas Marg from its junction with New Rohtak Road upto its intersection with road no. 38 along Najafgarh Drain. F5(48)87-MP

The alignment plan of the road was approved by the Tech. committee with the suggestion that the Link of Chander Shekhar Azad road connecting Kali Dass Marg and road no. 40 should be added on the plan. It was also decided that rehabilitation of the affected structures may be taken up by MCD with the Lands Department of DDA. be acquired by M.C.D.

Item no. 4:

Sub: Composite alignment plan of 30 mt. R/W Vijay Nagar Road from Kingsway Camp crossing to Patel Chest Institute Crossing. F5(10)88-MP

The Tech. committee approve the alignment plan indicated the junction / intersection. The Implementation of the inter section may be taken up by the PWD, Delhi Admn. and MCD shall take up the rehabilitation of affected structures.

Item No. 5:

Sub: Composite alignment plan of a part of road no. 48 along the left bank of Najafgarh drain from Vijay Nagar road to GT Karnal road near Gurmandi. F5(55)66-MP-PT.I

The Technical committee discussed the case in detail. The Tech. committee recommended that the case may be retained

referred to the Authority for consideration of both i.e. (i) consideration of minimum 48 feet R/W between Vijay Nagar Road and G.T. Road and extra R/W wherever available may be retained and (ii) For consideration by the Authority of both the alternatives of rehabilitation of affected structures costing Rs. 60 lakh and construction of stilted road on Najafgarh Drain costing Rs. 3 to 5 lakh.

Item No.6:

Sub:-Proposed peripheral right of way road in urban extension F.5(14)/89-MP.

The Technical Committee ask that transportation wing of Planning Department to prepare a comprehensive report within the months period. It also recommended adoption of IRC.

Item No.7

Sub:-Alignment plan of New Rohtak Road from Anand Parbat to Rani Jhanshi Road intergrating the junction/intersection designs.

7 F.5(117)78-MP Pt-I

The Technical Committee approved and recommended it for placing it before the authority.

Item No.8

Sub:-Construction of a serial road south of Hindon Cut.

F.5(1)/90-MP.

The Technical Committee recommended that a inspection should be carried out by 18 comprising of Engineer Member, Additional Chief Architect-I, Dir. (TYA) and Chief Engineer East DDA, Chief Engineer, PWD.

Item No.9

Sub:-Parking norms for Telephone Exchange .
F.8(6)/89-MP.

The Technical Committee decided that the parking norms for telephone exchange buildings may be reviewed and revised after examination of a couple of building plans of such cases by traffic and transportation wing of planning Department.

Item No. 10:

Sub: Allotment of land to Telephone department for a telephone exchange in Minto Road area. F13(70)88-Bldg.

The Tech. committee recommended a FAR of 200 for the telephone exchange in Minto Road Area.

Item No. 11:

Sub: Change of land use for a plot measuring about 10 acres from 'residential' to 'Govt. offices'/Institution F16(8)85-MP

The Technical committee recommended change of land use from residential to government office and suggested that it should be referred to the Authority for its approval.

Item no. 12:

Sub: Change of land use from public and semi public facilities to Residential at Kirti Nagar. F3(293)65-MP(Pt.)

The Technical committee agreed to the change of land use from public and semi public facilities to residential in this case and also suggested that a letter be written to MCD connecting clarification that regarding adequate provisions of primary school in the area.

Item No. 13:

Sub: Route approval of 66 KV Tower Line between Malviya Nagar Extn. and ~~Okhla~~ 220 KV Okhla Sub-Station. F6(3)82-MP

The Technical committee approve the route alignment subject to the following consideration:

- i. No or minimum cutting of trees
- ii. Clearance under forest Act
- iii. No effects on road/structures.
- iv. No encroachment on the 30.48 m R/W road

Item No. 14:

Sub: Brick kilns in the Union Territory of Delhi regarding renewal of their licenses. F3(59)68-MP

The Technical committee agreed to replace the word closure with shifting. It also prescribe a maximum time limit of three years for shifting of existing brick kilns. Present sites to the areas as ear marked in draft MPD-2001 in Planning Division L, N & P.

Item No. 15: ~~Construction of police line in West District~~

Sub: Construction of police line in West District. at Vikas Puri, Delhi. F13(73)89-Bldg.

The Technical committee agreed with the norms as suggested.

Item No. 16:

Sub: Proposal for setting up a Cardiology Centre at 9 Metcalf Road, Delhi. F13(11)85-MP

The Technical committee approve the proposal as contained in the agenda. The Technical committee also directed that a reference be made to DUAC regarding the fact that this premises does not abutt the Ring Road.

Item No. 17:

Sub: Proposal for grade seperator at Safdarjung Hospital Crossing. F5(7)87-MP

The Technical committee ask the respresentatives of Delhi Administration to send the case of Panjabi Bagh fly over before a decision in this cases is arrived at.

Item No. 18:

Sub: Allotment of land for 3 LPG storage Gas Godowns in Badarpur. F13(5)87-CRC/DDA.

The Three sites next to the village Madanpur Khaddar (alternative two) were approve for location of 3 LPG gas go down sites.

Item No. 19:

Sub: Issue of No Objection Certificate for Taxi Stands in Development Areas of Delhi Development Authority. F12(11)78-MP

Postpone.

Item No. 20:

Sub: Composite alignment plan of Alipur Road and Mall Road from Upper Bela Road corssing near IP College to Azadpur crossing. F5(3)88-MP-pt.I

The Technical committee decided that the alignment plan has approved earlier with a R/W of 30 m should be implemented first.

Item No. 21:

Sub: Acquisition of requirement of land measuring 750 mtsx550 mtrs for the proposed 600/900 MW Gas Turbine at Bawana side.

letment of additional land w

The Technical committee agreed with the both of proposals of (i) Change of land use for the area meant for gas turbine as well as allotment of additional land.

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

Agenda for the meeting of Technical Committee to be held on 28.2.90 at 10.00 A.M. in the Conference Hall at 5th floor, Vikas Minar, Delhi Development Authority I.P. Estate, New Delhi.

<u>Item No.</u>	<u>Subject</u>	<u>Page No.</u>
1.	Increase in R/W of 9 mt.-24 mt R/W road passing through CBD Shahdara Group Housing Societies layout connecting road no.57 and Institutional area. F.20(15)/83-MP Pt-I	1
2.	Intersection Design of Ring Road, Road No. 43 and Lawrence Road at Birtannia Chowk. F.5(20)/88-MP.	2
3.	Alignment plan of Kalidas Marg from its junction with New Rohtak Road upto its intersection with road no.38 along Najafgarh Drain. F.5(48)/86-MP.	3-4
4.	Composite alignment plan of 30 mt.R/W Vijay Nagar Road from Kingsway Camp crossing to Patal Chest Institute Crossing. F.5(10)/88-MP.	5-6
5.	Composite alignment plan of a part of road No.48 along the left bank of Najafgarh Drain from Vijay Nagar Road to G.T. Karnal Road near Gur Mandi. F.5(55)/66-MP Pt-I	7-8
6.	Proposed 100 mt R/W peripheral road in Urban Extension. F.5(14)/89-MP.	9-10
7.	Alignment plan of new Rohtak Road from Anand Parbat to Rani Jhansi Road integrating the junction/intersection designs. F.5(117)/78-MP Pt-I.	11-12
8.	Construction of arterial road South of Hindon Cut. F.5(1)/90-MP.	13-14
9.	Parking norms for Telephone exchange Building at Rohini, Delhi. F.8(6)/89-MP.	15
10.	Allotment of land to Telephone Department for a telephone exchange in Minto Road Area. F.13(70)/88-Bldg.	16

Discussed on 28.2.90

Discussed on 28.2.90

Document
No. 28.2.70

11. Change of land use in respect of Intelligence Bureau Plot at Sardar Patel Marg. 17-18
F.16(8)/85-MP.
12. Change of land use from public and semi public facilities to Residential at Kirti Nagar. 19-22
F.3(293)/65-MP. Pt.
13. Route approval of 66 KV Tower Line between Malvia Nagar Extension and Okhla 220 KV Okhla sub-station. 23-24
F.6(3)/82-MP.
14. Brick Kilns in the Union Territory of Delhi and regarding renewals of their licences. 25-27
F.3(59)/68-MP.
15. Construction of police line in West District at Vikas Puri (Bodella). 28-29
F.13(73)/89-Bldg.
16. Proposal for setting up a Cardiology Centre at, 9, Metcalf Road, Delhi. 30-31
F.13(11)/85-MP.

Item no.1

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

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

2. The case was discussed in the Technical Meeting held on 27.11.86 under Item No.1 in which the following decision was taken.

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

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

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

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

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

P.5(20)/88-MP.

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

2. The peak hour traffic volume at the above- said intersection is about 5500 PUC's. There is a mixed traffic comprising of trucks, buses, cars, scooters, rickshaws, thelas and cycles at this intersection. At present this intersection is controlled by electronic signals. The problems and respective proposals at this intersection are as follows:

Problems

Proposals

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

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

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

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

FEASIBILITY REPORT PROFORMA

- | | | |
|----|---|---|
| 1. | Details of affected structures/properties in the road R/W. | Intersection design of Ring road & Lawrance Road Britania Chowk. |
| 2. | Total no. of structures/properties affected in the overall alignment. | Pucca semi pucca Kutchha four nos. DDA's allotted stalls 66 sq. mtrs. |
| 2. | Developed park with or without railing. | Part of DDA park & railing about 130 sq. mtr. of Modern Bakery Land. |
| 3. | <u>Details of effected services</u> | |
| | Underground lines. | 11 KV lines 60 metres. |
| | Underground water supply line. | Part of water supply line. |
| | No. of electric poles no. | Four |
| | No. of telephone poles | Nil. |
| 4. | <u>Details of effected trees.</u> | |
| | Total nos. 24 nos. | Girth |
| | Species | Fully grown. |

Sub:- / Kalidas Marg from its
 old alignment to its
 new alignment along
 N. 10/12 Road

1. Kalidas Marg from Old Road to Najafgarh Drain is a new road connecting Road No. 10/12 and Old Road in the North and New Road in the South. This road provides a link to major residential areas such as Wazirpur Ph.I, II & III, Gulabi Bagh, Sri Nagar, Subhadra Colony, Recreational Industrial areas such as Anand Parbat. As per the zonal plan/master plan 1962 and master plan 2001, the R/W of Kalidas Marg is 30.48 mt.

2. Earlier an alignment plan of Kalidas Marg from Old Rohtak Road to Bharat Nagar was prepared by TCPO in two parts i.e. from (i) old Rohtak Road to Gulabi Bagh and (ii) from Gulabi Bagh to Bharat Nagar. These plans were approved by the DDA vide Reso. No. 45 dated 20.5.75 and Reso. No. 100 dt. 29.4.77. This alignment plan of Kalidas Marg prepared by TCPO did not have any carriageway, junction/intersection design etc. in detail. Requests were received from MCD for sending the alignment plan from New Rohtak Road to Najafgarh drain. Accordingly, a fresh composite alignment plan based on the latest survey supplied by MCD vide letter No. 3375 (EE-PII/12(P, S/D/9) dated 16.9.68 has been prepared incorporating the R/W as per approved plans of TCPO to the extent possible and details of junctions/intersection as per the R/W and above R/W roads.

3. The road has a four lane divided carriageway is in existence. The available R/W of this road is 30.48 mt. At the intersection with the old Rohtak Road and two one storey structures are existing along the R/W. The traffic plying on this road consists of light, medium and heavy vehicular traffic. All the junctions/intersections on this road are signalised however

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

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

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

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

Appendix to Item No. 3,

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

LHS		Katcha		Residential		other		Total		Remarks	
S.No.	Commercial	Pacca	Semi Pacca	Shed	Unau thorised	Un authorised	SS	pacca	Semi Pacca	Katcha	
AtOB	-	-	-	-	-	-	-	-	-	-	EP 28
BtOB	3	-	-	-	-	-	-	-	-	-	TP Signal 2 EP 22 TP 3
CtOB	-	-	-	-	-	-	-	-	-	-	TP Signal Trees II
Total	3	-	-	-	-	-	-	-	-	-	16 EP- 27 TP 5 T. Signal 4
AtOB	4	1	-	-	-	-	-	-	-	-	1. MCD store 1. Police Beat Box 1. B/Wall with open land of 1. School- Temple 1. Piao 2. DTC Shed 1. DDA land
BtOB	6	-	-	-	-	-	-	-	-	-	23 T. Signal 2 Trees 18 EP 3
CtOB	-	-	-	-	-	-	-	-	-	-	24 Trees 1 EP 8
Total	4	1	-	-	-	-	-	-	-	-	60 EP 38 EP 2 Trees 34 T. Signal 3

- B2 -

16 EP 100
20 EP 100
25 T. Signal
Trees 45

13
8
21

L.S.E. 3
RHS 4 7
C. Total 14 7

E.E. (P) - 118

SC/-
(R. K. SHARMA)
(V. K. KALRA)

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

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

Existing conditions :

The road is having mixed traffic, presently an undivided carriageway varying between 7.5 mt. to 11 mt. width is in existence. There is no footpath on this road except on 110 mt. stretch from Mall road intersection, half of which has been encroached upon. Due to lack of footpath pedestrian movement is more or less on the carriageway which result in unsafe pedestrian movement. The intersection of this road with Mall road is signalised, Both sides of the road upto the road leading to Police ground have commercial use which are generating large volume of pedestrian as well as slow moving traffic. There is no organised busbay in this stretch of road. Most of the DT buses stop on the main carriageway blocking the existing carriageway and hence causing traffic bottleneck. Total length of this road is about 1.22 km.

2. Road alignment plan integrating the intersection/junction design to provide a pleasant and safe environment has been proposed based on the survey supplied by MCD. The road is having an undivided carriageway varying between 7.5 mt. to 11 mt. width is in existence. There is no footpath on this road except on 110 mt. stretch from Mall road intersection, half of which has been encroached upon. Due to lack of footpath pedestrian movement is more or less on the carriageway which result in unsafe pedestrian movement. The intersection of this road

The major proposals are as under :-

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

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

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

Item No. 5

- 7 -

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

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

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

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

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

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

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

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

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

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

Sub :- Proposed peripheral right of way road
in urban extension F.5(14)89-MP

The proposed peripheral 100 mt. R/W road in urban extension joining G.T. Karnal road in the North with the Mathura Road NH-2 in the South was earlier discussed in Technical Committee as agenda item No.92. During the meeting with the proposed expressway according to the plans prepared by Perspective Planning Wing is not passing through the Trans-Yamuna area and hence is not forming a complete ring. It was felt that it would be better if the expressway as proposed may be extended to make complete ring. The Technical Committee constituted a sub committee consisting of Commr.(Plg.), DDA, Sh. D.Sanyal, NATPAC and Sh. O.P. Goel, Chief Engr.PWD, Delhi Admn. to work out (i) Detail of the expressway as a full ring (ii) the priority of this road to be constructed in the 8th Five year plan.

2. The Sub-Committee during its meeting held on 5.12.89 (refer minutes of the meeting) after detailed discussion made following recommendations :

- i) In view of the regional road network proposed in the regional plan NCR-2001; the existing stretch of roads i.e. portion of G.T. Road, road No.50, portion of Ring road and portion of NH-2 bypass as well as other loop of road i.e. Wazirabad road, road No.50, NH-24 bypass and NH-2 bypass which mostly have 90 mt. R/W could be strengthened to meet the objective of fast movement within the city as well as diverting through traffic away from the core city.
- ii) The stretch of road in North Delhi i.e. along the right marginal bund connecting G.T. Road with Wazirabad bridge could be taken up, if required alongwith planning of the area east of G.T. Road.

iii) In the draft MPD Perspective-2001 there is a proposal for channellisation of river Yamuna. It was proposed that along with channellisation a road along eastern bank of river Yamuna be considered to further relieve the load on parallel stretch of ring road.

3. The case is put up before the Technical Committee so that it could be further processed for approved and change of land use.

Sub: Alignment plan of New Rohtak Road from Anand Parbat to Rani Jhansi Road integrating the junction/intersection designs. F.5(117)78-MP-Pt.I

1. New Rohtak Road from Rani Jhansi Road to Anand Parbat is in continuity of the national highway no. 10 through Zakhira flyover. It thus, not only caters to the local and intra-city traffic but also attracts original traffic going towards Rohtak from walled city and New Delhi areas. This road provides access to the CBD areas of Karam Bagh.
2. The R/W of this road as per zonal/master plan proposal is 36 mt. The land use on the northern side of this road is predominantly residential. On the southern side, nearly half of the road has residential use and the balance as commercial, institutional and light industrial use. A large number of residential localities are abutting this road, due to this there are quite a few junctions/intersection of 18 mt. and lesser R/W roads. Amongst the zonal/master plan road that intersect, this road are the Faiz Road, military road and Rani Jhansi Road/Kalidas marg on the eastern/western ends.
3. An alignment plan of this road with 120 ft. R/W was earlier prepared by TCPO in 1966 which was approved by the DDA vide letter no. F5(13)64-MP dt. 11.6.69 and TCPO file no. F10(96)64-Tec. The alignment plan prepared by TCPO did not have any junctions/intersection designs details. A number of requests have been received from MCC for preparation of the junction/intersection designs of roads meeting with New Rohtak Road, accordingly a fresh alignment plan integrating the junction/intersection designs of all 18 mt. and above R/W roads has been prepared. The intersection design of Rani Jhansi Road and New Rohtak Road was approved by the TC in its meeting held on 20.10.87.
4. At present, a four/six lane divided carriageway is in existence all through. Light poles have been erected in the central verge with over hanging lighting arrangements. There are three signalised intersections falling in this road. The available R/W varies between 30 mt. to 33 mt. At a number of places 2/3 storeyed buildings are just abutting the R/W without any setback with motor workshop and other extensive unauthorised commercial uses on the ground floor. Liberty cinema and adjoining petrol pump site on the southern side of the road causes traffic bottlenecks at this location. The other cross roads of the residential area also meet directly on this road.

On completion of Zakhira flyover the traffic volume on this road has increased considerably and often bottlenecks are caused near the intersection. The traffic plying on this road consist of light vehicular medium motor vehicles and heavy vehicles. A large number of DTC routes pass through this road with the result that road remains congested almost all through the day. The other bottlenecks are near Faiz Road intersection, Ghabala marg intersection, Liberty cinema and near Anand parbat. These bottlenecks are primarily due to the unauthorised commercial activities just abutting the road and partly within the R/W. The junction of 18 mt. R/W road from Anand parbat near Kalidas marg intersection is in an acute angle and very near to the junction. The stretch of this road between Faiz Road and Rani Jhansi Road is in a slope and a 'Y' junction is created with Rani Jhansi Road.

5. A fresh alignment plan integrating the junctions and intersect designs of 18 mt. and above R/W roads has been prepared. In the plan earlier prepared by TCPO and approved by the DDA the widening of the road was proposed partly on the northern and partly on the southern side in the grave yard area, open setbacks and partly on the built-up area abutting the road. In the alignment plan prepared now, marginal modifications in the earlier approved plan have been proposed taking into consideration the existing central verge and the street lighting already existing at site. The total length of this road is 2.75 km. 10 mt. wide carriageway with 1 mt. wide central verge on either sides are proposed. 5.50 mt. wide service roads are proposed to regulate the traffic coming from the existing streets of the residential areas. Bus queue shelter and but bays have been integrated in the alignment plan. There will be three signalised crossings in this stretch of road, necessary details of the junctions and intersections have been integrated in the alignment plan within the existing available conditions. The junction of Rani Jhansi Road and New Rohlak Road have also been integrated in the alignment with some modifications as per site conditions. The junction of Kalidas marg with this road near Sarai Rohilla has been integrated with minor modifications for better circulation.

6. The draft alignment plan prepared by DDA in 1987 has been approved by the layout sub-committee of MCD on 8.9.87 under item no. 294/87. The plan has been further modified as per site conditions and fresh survey supplied by MCD vide their letter dt. 5.2.89.

As per the feasibility 31 single storeyed, 30 double storeyed 132 pucca shops, 57 semi pucca shops and 32 semi pucca residential units are affected in the alignment plan proposal as per the details submitted by EE(Plg.II) MCD vide his letter no. 1625 EE(P)IIAE(P)S/D102 dt. 29.10.87. Revised feasibility for the latest plans is awaited.

7. The case is out up to the Technical committee for consideration.

Service roads are proposed to regulate the traffic coming from the existing streets of the residential areas. Bus queue shelter and but bays have been integrated in the alignment plan. There will be three signalised crossings in this stretch of road, necessary details of the junctions and intersections have been integrated in the alignment plan within the existing available conditions. The junction of Rani Jhansi Road and New Rohlak Road have also been integrated in the alignment with some modifications as per site conditions. The junction of Kalidas marg with this road near Sarai Rohilla has been integrated with minor modifications for better circulation.

Item No. 8

Sub:-Construction of arterial road, south of Hindon Cut.

F.5(1)/90-MP

There is a 45 mt. wide road, along and south of Hindon Canal, proposed in PDP-2001, as well as the layout plan of 658 hect. of land between Hindon Canal and U.P. Boundary. However, the land under this road is presently, mostly encroached upon, with the result it is not practicable to construct this road. On the other hand, a number of group housing societies have been allotted land in this area, who have taken up the construction works of their flats and simultaneously, DDA is also constructing a number of houses in Gharoli area. And for approaching to this society areas and DDA flats, every one has to take a route through NOIDA (U.P.) back to this area (Delhi). This is not a happy situation. Therefore, it is very necessary to construct the road along and south of Hindon Cut for giving proper approach to these societies and DDA housing.

2. Earlier, there was a proposal to construct additional Hindon Canal by the U.P. Government along present Hindon Cut and on the south of it. But this additional Hindon Canal has not yet been constructed. It is not known whether this additional Hindon Canal will now be constructed by U.P. Government or not. This needs to be enquired from U.P. Govt. If this additional Hindon Canal is not going to be constructed by U.P. Government then there is a possibility of constructing the arterial road in the area presently reserved and available for additional Hindon Canal.

Also, there is a proposal to construct an integrated road based freight complex-cum-wholesale markets in Gazi Pur-Gharoli area. Therefore, it is now proposed that the R/W of the above mentioned arterial road may be increased to 90 mtrs. to take up the required traffic load, by connecting it on the eastern side with national

highway bye-pass and on the western side by an additional bridge across Yamuna to the junction of existing Ring Road with proposed National Highway No.2. For the present, till the encroachments are removed, 45 mt. r/W road may be constructed, and as and when, the encroachments are removed, the R/W can be increased to 90 mt. as suggested above. The above proposal has been shown on the enclosed copy of the plan.

The case may be placed before the Technical Committee for consideration.

Sub: Parking norms for Telephone Exchange.

F8(6) 89-MP

Building bye laws 1983 as enforce under Section-12 of Delhi Development Act, 1957 provides that parking be provided as per provision of the Master plan. PDP-2001 stipulates that uses / premises for which parking standards have not been proscribed, the same shall be proscribed by the Authority depending on the merit and requirements of the individual case.

2. Building plans for the Telephone exchange at PSP-1 Rohini were forwarded to DUAC for approval. DUAC has returned the proposal vide letter no. 22(42)88-DUAC dt. 13.6.89 with the remarked that parking norms for such type of buildings would have to be determined by the DDA and any arbitrary assumption in the regard were not justified.

3. Dy. G.M. MTNL vide his letter DO No. Bldg. Plg./BD-3560/Pt.II/97 dt. 7.8.89 has stated that Telephone Exchange building is a technical building and is prohibited area and does not attract public. (Appendix) DUAC is also not averse to this plea as stated by Secretary, DUAC vide his letter dt. 13.6.89 (Appendix)

4. It is therefore, proposed that Parking for Telephone Exchange be provided at the norms as applicable to Govt. office, i.e. 1-33 car space for 100 sq.mt. but only non-technical area should be taken into account for this purpose and space for maintenance vehicles be provided in addition.

5. The proposal is, therefore, placed before the technical committee for its consideration and approval.

Appendix 'C' to Item No.9

No.22(43)88-DUAC

- C1 -

June 13, 1989

The Dy. Director (Plg.)
DDA, Rohini Project
Opp. Saraswati Vihar P.S,
New Delhi.

Sub: Layout and building plans for Telephone Exchange Building,
Rohini.

Sir,

This has reference to your letter no. F/PSF-1/EE/87/PPR B/670-72 dt. 12.5.88 whereby the above mentioned proposal was referred to the commission for its consideration. In this context, your attention is also invited to the Commission's letter of even number dt. Dec. 6, 1988 whereby the Commission's observations made in its meeting held on Nov. 22, 1988 were conveyed to you. The revised drawings subsequently submitted by the architects were placed before the Commission in its meeting held on May 24, 1989 when it was observed that "...provision for parking had been reduced to only 50 cars (in the basement) as against 105 cars (obviously based on parking norms) indicated in the proposal as originally forwarded by the DDA. The architect intimated that the parking provisions have been reduced keeping in view the technical nature of the building where not many visitors are expected and the working population would also not be very large.

The matter was deliberated and it was felt that though there was certain substance in the argument put forth by the architect, the norms for such buildings would have to be determined by the DDA and any arbitrary assumptions in this regard were not justified. It was accordingly decided that the proposal may be returned to the DDA with the advice that the revised proposal be duly examined in the DDA and the same be referred back to the Commission after ascertaining the parking norms for such type of buildings and the compliance thereof. Certain passing suggestions were also given to the architect in respect of certain elements in the front facade of the building".

In view of above, the proposal is returned hereby with the request that the revised proposal be duly examined in the DDA and the same be referred back to the Commission after ascertaining the parking norms for such type of buildings and the compliance thereto.

Yours faithfully,

Sd/-
(J.J.S. MAJITHIA)
SECRETARY (offg.)

- C₂ !

Copy to:

1. The Commissioner (plg.), DD, Vikas Minar, IP Estate New Delhi for information and necessary action at his end.
2. Sh. S.C. Gupta, Director (DC&P), DD, Vikas Minar IP Estate, New Delhi with the request to intimate to the Commission the norms for parking in respect of Telephone Exchange Building.
3. M/s. Architects, Bureau, 13, Palam Marg, Vasant Vihar, New Delhi w.r.t. their letter dt. 24.5.89 for information and necessary action at their end. They may also like to take into account the suggestions in respect of facade treatment of the building given by the Commission during the meeting.

(J.J.S. MAJITHIA)
SECRETARY (OFFG.)

Item No. 10

16

Sub:- Allotment of land to Telephone Department for
a telephone exchange in Minto Road Area.

Mahanagar Telephone Nigam Limited was allotted

a piece of land measuring 8214 sq. mtr. (2.029 acres)

on Jawahar Lal Nehru Marg adjacent to proposed MCD's

Civic Centre. The allotment was made by DDO on 6.12.84

and handed over to MTNL on 29.1.85.

The MTNL has submitted their building plans to

the Building Department of the DDA. According to the

proposals the ground coverage achieved is 23.1% and

FAR 189.77.

DDA had informed MTNL that the Telephone Exchange

Building can be designed with 150 FAR for this plot

as per our letter dated 7.12.89. MTNL has written that

their requirement can not be met with 150 FAR and request-

ed that the FAR may be allowed to the extent of 200.

According to their letter dated 18.10.89, they

have worked out the requirement of the built-up space

to accommodate 1.6 lacs lines to the tune of 26,840 sq.

mtrs. for technical accommodation, administrative accomo-

dation and accommodation for essential staff quarters

required round the clock. Against this requirement, the

total construction proposed on this site is 15,588 sq.

mtrs. with an FAR of about 180 to 200 keeping in view

that the plot earmarked for Telephone Exchange is in the

vicinity of civic centre where the higher FAR has been

allowed to fulfil their requirements and there being no

other site or additional land available, DDA may not

have any objection for higher FAR as requested by MTNL.

The case is submitted for the consideration of

the Technical Committee.

Item no. 11

Sub : Change of land use for a plot measuring about 10 acres from 'residential' to 'Govt. offices' / institution. No. F.16(8)85-Mp

Reference has been received from Sh. R.N. Sengupta, Addl. Dy. Director, Intelligence Bureau (appendix), wherein he has requested that out of the plot measuring 16 acres, located at P. Marg and allotted by the Govt., Ministry of Urban Development for Intelligence Bureau Complex, land use of 10 acres may be processed for change of land use from 'residential' to 'govt. offices' for the construction of the office building and other institutions. Part of this plot has already been utilised for the construction of institutional building on an area measuring about 4 acres. 6 acres of land has been utilised for residential use out of the total area. They have also referred to the Ministry of Urban Development vide their U.O.No.1/CII/89(B)-4-64 dated 10.1.88 (appendix). Earlier the Authority, vide resolution No.64 dated 30.6.86, as a case of 'special appeal', permitted the use of 4 acres of plot from 'residential' to 'govt. offices'.

2. The New Delhi Municipal Committee, vide its letter No. A-3042-4/CA/BP dated 5.7.89 (annexed) has stated that the I.B. Complex Building etc. will comprises of 5 blocks viz.

- i. Training School
- ii. Training Centre
- iii. Electric Sub-Station
- iv. Sump & Pump Room
- v. Shooting Gallery

3. They have also approved the plan for the complex giving FAR max. 100%, ground coverage 25%, height 8' max, and parking 0.85 car space per 92.93 sq.mtrs, out of these all the blocks except Shooting Gallery has been constructed at site and plans for Shooting Gallery have already been approved by the NDMC but the construction has not yet started. They have now received the plan for construction of another two multistoreyed buildings, consisting of office block, technical laboratory, communication wing and auditorium etc. and the same has been forwarded by NDMC to DUA to obtain approval at conceptual stage.

4. According to the plans submitted to NDMC, scheme is based on 25% coverage and 250 FAR. Regarding parking it has stated in the said letter with the total covered area (existing and proposed) is 51455.00 sq.mtrs. which require 533 parking space. Since the other buildings are of technical nature and would not entail so much of parking. a provision of 1/3 of the P.C.U's i.e. about 150 cars has been provided.

5. In reply to NDMC's letter we have clearly stated that the guidelines for high rise development with maximum 250 FAR were published for inviting objections/suggestions and these are yet to be finally notified by the Ministry of Urban Development. So the increase of FAR can only be allowed after the final notification by the Ministry as change in the existing zoning regulations of Delhi Master Plan.

6. In the present case, earlier, the Authority has allowed the use of part of residential plot for construction of office building as mentioned above under the provision of 'special appeal', without considering change of land use and, therefore, the maximum FAR as applicable on the plot under that provision is 100.

7. The matter is placed before the Technical Committee with the recommendation that the land use of this plot may be considered for change of land use from 'residential' to 'Govt. offices' on an area measuring 10 acres, so that the complex could be developed with maximum 150 FAR on the basis of the zoning regulations as applicable on such land use.

INTELLIGENCE BUREAU

(MINISTRY OF HOME AFFAIRS)
GOVERNMENT OF INDIA

New Delhi, the 23rd Jan., 1990

To

Shri S.C. Gupta,
Director (DC&P),
Delhi Development Authority,
Vikas Minar, New Delhi

Sub: Proposed FAR for Intelligence Bureau complex at
S.P. Marg, New Delhi

.....

Sir,

Please refer to your letter No.F.16(8)85-MP/F.2607 DC&P dated Dec., 11, 1989 on the above subject.

2. We have taken up the matter with the Ministry of Urban Development for the change of land use of our 10 acres land on S.P. Marg, New Delhi, from Institutional + Residential (6+4) to 'Government Offices' vide our U.O.No. 1/CII/89(B)-4.64 dated 10.1.90 addressed to Shri P.P. Srivastava, Additional Secretary (MUD). A copy of the same is enclosed for reference.

3. The IB was allotted a plot of 16 acres on S.P. Marg, New Delhi, vide the Min. of Works, Housing & Supply letter No. L-1(1)/57 dated 11.1.61. Six acres of the land (fronting S.P. Marg) was for the construction of our Training School and the remaining 10 acres was for the construction of staff quarters. However, our staff quarters were constructed on 6 acres land only and the 4 acres land in the residential pocket has been lying vacant for future use. In the meantime, the Ministry of Home Affairs also approved construction of an Office building of IB with a carpet area of about 1 lakh sq.ft. on this land and, accordingly, we had got the land use of this 4 acre vacant piece of land in the residential pocket changed from 'Residential' to 'Govt. offices' vide DDA's resolution No.64 of 30.6.86. Later, when the development plans for the area were submitted to the DUAC, they opined that the entire area (10 acres) should be integrated and developed as one unit and the development should be harmonized and related to the adjoining development with proper articulation and open spaces, built up form and orientation keeping in view the site potentials and requirements of the complex. Accordingly, an integrated scheme has been drafted by the CPWD Architects as indicated in the enclosed lay-out plan. The entire area of 10 acres (6 acres Institutional and 4 acres permitted for 'Govt. Offices' vide DDA's resolution No.64 dt. 30.6.86) is bounded in red in the plan. The area is to be used for construction of Training School and Hostel (already completed), Electric Sub-station, Sump and Pump house (already constructed), Office building, Technical Laboratories, communication Wing, a Shooting Gallery and an Auditorium etc. for our office purposes.

4. It is, therefore, requested that the matter may please also be processed at your end expeditiously for the change of land use to 'Govt. offices' area for permitting maximum FAR applicable to government offices as per the Master Plan Zoning Regulations.

Yours faithfully,
sd/-

(R.N. Sengupta)
Addl. Deputy Director
Tele.No. 601

Encls: as stated

Appendix 'E' to Item No.11

INTELLIGENCE BUREAU

(Ministry of Home Affairs)

Sub: Change of land use from 'Institutional/residential' to 'Government Offices' area of a plot measuring 10 acres (out of 16 acre) on S.P.Marg, for construction of IB office at New Delhi.

....

Notes on page / in ante and the self explanatory note on pages 31-34/C would recall the case regarding construction of IB complex comprising certain approved buildings for IB Training School, Trainees Hostel, Technical Laboratories, Auditorium Shooting gallery and the office building

2. Out of the 16 acre plot of land allotted by the Ministry of Works, Housing and supply letter No.L-I(I)/57 dated 11.1.1961, 6 acres fronting S.P. Marg is already earmarked for 'Institutional' use for the purpose of construction of IB Training School and Technical Laboratories etc. while the rear portion of this plot, measuring 10, acres was for 'residential' use for the construction of staff quarters.

2. Construction of 164 staff quarters of the IB was done on 6 acres of land out of the 10 acres area of the plot for 'residential' use. The remaining 4 acres of land has been lying vacant for future use. Because of the acute scarcity of the office accomodation with the IB, it was decided with the approval of the then Union Home Minister to construct a multi storeyed office building of the intelligence Bureau on this vacant land which was contiguous to the 6 acres area already earmarked for 'Institutional' use. The DDA had also permitted the change of land use of this land (4 acres) from 'residential' to 'Government offices' for the intelligence Bureau as a case of 'Special Appeal vide their resolution no.64 of 30.6.86 (copy placed at page / c. The idea of obtaining the change of land use of this vacant pocket of the residential area was to integrate it with the 6 acres DEFG fronting S.P.Marg earmarked as 'Institutional'. use and developing the entire 10 acre (6 acres plus 4 acres becoming available after the change of land use) into a composite office complex of the Intelligence Bureau. The area in question is marked ABDEFG in the plan (Drg. no. TF2313 of the CPWD). Land use of area ABCD (4 acres) had been changed by the DDA.

4. A scheme of layout of the building was drawn and submitted to the DUAC (Drg. No.SA/H&TP/II-6949) in May, 1988 after the ban on construction of multi-storeyed buildings was lifted. The DUAC did not approve of the layout should be revised to have an integrated scheme harmonized and related with the adjoining development keeping in view the orientation and potential of the site with proper articulation and open spaces built-up form and circulation system. The DUAC's comments may be seen

at pages 11-12/c. A revised scheme had thereafter been prepared and submitted to the NDMC (Dr.No.SA(CPDO) F/COM/1/135 based on the FAR permitted under the comprehensive guidelines for the multi storeyed buildings vide Ministry of Urban Development D.O. letter no.K-13011/17/86-DDIIA-A dated February 8, 1988 for onward despatch to the DUAC for conceptual approval but the FAR permissible on the land was disputed by NDMC. The matter was accordingly taken up with the DDA whose reply is now placed at page 5F/c. Since the DDA's reference is about that the 4 acre area only which was permitted under the 'special appeal' provision from 'residential' to 'Govt. office' use, we are afraid that it may not be possible to achieve our total requirements of office buildings in the complex as per the revised scheme (Drg.No.SA(CPDO) F/COM/1/135) as well as meet the directives given by the DUAC vis-a-vis the development on this plot unless the whole area of 10 acres (shown as ABCDEFG in Drg.No.TP-2313) is permitted for use as 'Government offices' permitting maximum FAR 15.0 as at present.

5. The Ministry of Urban Development area, therefore, requested to please agree to this proposal and request the DDA to issue necessary notification as per the DDA Act permitting change of land use for the entire 10 acre area of the plot (ABCDEFG) from 'Institutional/residential' to 'Government offices' in the Master Plan Zoning regulations in public interest.

6. If considered necessary I may personally come over and discuss the matter.

Sd/-

(Dr. S.D.Trivedi)
Jt. Director

Ministry of Urban Development (Sh. P.R. Srivastava)
Additional Secretary).

DIB U.O.No.1/CII/89/(B)4-64 dated 10.1.90.

Item No.11
DEPARTMENT OF ARCHITECTURE & ENVIRONS
NEW DELHI MUNICIPAL COMMITTEE
PALIKA KENDRA : NEW DELHI

Shri S. C. Gupta,
Director (DGP),
D.M.C., New Delhi,
Delhi 110001.

Sir,
I.E. Complex at Sardar Patel Marg, New Delhi

blocks namely:

1. Training School
2. Training Centre
3. Electric Sub-station
4. Sump and Pump Room
5. Shooting Gallery

Plans for the above were approved by the Committee with the following norms based up on DA's letter No. F.16(8)85-MP dated 27th May, 1985.

- | | |
|--------------------|------------------------------------|
| (i) Land use | : Institutional |
| (ii) FAR | : Max. 100 |
| (iii) Gr. Coverage | : Max. 25% |
| (iv) Height | : 80'-0" max. |
| (v) Parking | : 0.85 car space per 92.93 sq.mtr. |

Blocks 1 to 4 referred above have been constructed at site and plans for No.5 blocks, viz shooting gallery stands approved/released and construction has not yet been started.

Now plans for the proposed construction of another 11 storey multistoreyed building consisting of office block, technical laboratory, communication wing and Auditorium etc. (a set of plans enclosed) have been submitted to NDMC for referring it to DUAC in order to obtain approval at conceptual stage.

As per the plans, scheme is based on 25% coverage and 250 FAR. Regarding parking, it has been mentioned as under :

"The total covered area (existing & proposed) is 51455.00 sq.mt. which require 553 P.C. US. as normal rate. Since the other buildings are of technical nature and would not entail so much of parking, a provision of 1/3 of the P.C.US. i.e. about 150 P.C.US. has been provided."

We would request that in case there is any revision in FAR & parking norms vis-a-vis mentioned in your earlier letter dt. 27.5.89, referred above, the same may please be communicated to us so that this scheme is forwarded to DUAC for their consideration.

Yours faithfully,

sd/-

(R.C. SABHARWAL)
DY. CHIEF ARCHITECT (BP)

ENCL: As above.

Sub:-Change of land use from public and semi public facilities to Residential at Kirti Nagar.

F.3(293)/65-MP (Pt.)

Reference is invited to DDA's Resolution No.235

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

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

3. The Secretary(L&) Delhi Administration informed vide his d.o. No.10/11/76-L&B/10016 dated 23.3.1978 (Appendix I pages 101) that in a meeting of the Executive council held on 15.2.78 at Raj Niwas it was decided that the missing link be provided by metalling the Kucha road existing at the spot and it was not found possible to construct the road with a changed alignment as approved by the authority vide its resolution no.235 dated 11.10.77 and requested that the DDA's resolution may be amended. According to the decision of the Executive Council the road has already been constructed by the PWD, Delhi Administration.

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

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

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

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

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

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

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

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

was considered that it needs further clarifications:-

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

PUBLIC WORKS DEPARTMENT CIRCLE V (DA)

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

dated 9.5.83

To

Shri S.C. Pandey,
Secretary, P.W.D.,
Delhi Administration,
Vikas Bhawan, New Delhi

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

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

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

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

Copy to:-

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

Sd/-
Superintending Engr.

Sub:-Route approval of 66 KV Tower Line between
Malviya Nagar Extn. and Okhla 220 KV Okhla
Sub-Station-

F.6(3)/82-MP.

The Executive Engineer Planning(IV), DESU has submitted a revised route alignment to be erected between 220 KV Sub/Station. On Okhla and 66 KV Sub/Station at Malviya Nagar Extn. The route approval for the construction of the 66 KV D/L Tower Line from 66 KV Malviya Nagar ESS to 66 KV S/Stn. Okhla phase-I via proposed Kalkaji Extn. 66 KV S/Stn. route was approved by DDA Technical Committee was accorded by DDA vide letter no.F.6(3)/82-MP dated 15.12.82. The previous plan including the revised route alignment have been indicated in the drawing No.PL(IV) 585 in the green and red colour respectively.

2. The earlier approved plan could not be executed due to some unauthorised encroachment came up in the area of Sangam Vihar and Sainik Farms, The area of Sangam Vihar falls within the jurisdiction of MCE for getting the unauthorised encroachment cleared but the encroachment could not be cleared by MCD. Thereby it has been only swelled further in view of the above fact the earlier proposed route alignment have been abandoned and thus the above said revised proposed submitted by DESU.

3. The previous route alignment was discussed in Technical Committee in its meeting held on 26.8.82 and the Technical Committee recommended for approval of the modified route as shown in green. It has been seen from the enclosed plan that the construction of Tower Line on the route earmarked in red colour in the enclosed drawing connecting the previous route line of 220 KV Okhla Sub/Station near Kalkaji to 66 KV Sub/Station near Malviya Nagar Extn. From the enclosed drawing it appears that the proposed route have been taken over the city forest near Dakshin Puri Extn. and have been linked with Malviya Nagar Extn. over the Mehrauli West side of Badarpur Road.

L.D.A.'s Observations:-

- i. The previous route line which is indicated on the revised plan falls on the zone F-8, F-18 of the Final Development plan. And the same route partly was proposed along the 80 Ft. R/W local road & partly on the District park & Regional park.
- ii. In the revised proposal the route line partly remained. On the zone of F-8 of 80 ft. R/W local road but major portion falls under F-18 the District parks and open spaces. But certain portion have been suggested along the Master Plan road of 100ft. R/W & 250 ft. R/W Mehrauli Badarpur road of Tughlakabad Area of zone F-17 & F.18.

From the above two observations it may be seen that there would not be difficult to construct the tower line on the roads of 30 M. (100') and above, but adequate precaution have to be taken for the tower line construction which is passing through the local road of Okhla phase-I.

4. The matter is put up to Technical Committee for its consideration.

Item No. 14

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

F.3(50)/68-MP.

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

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

For the renewal of licenses.

- a. No further licenses should be given.
- b. After exhausting the existing land which is with the owners of the kilns further licences should not be granted for another land.
- c. Digging depth should be allowed upto 4 ft. instead of 8 ft. presently.
- d. The kilns land would be levelled by kiln owners at their expenses.

2. A meeting was held on 13.6.89 at Raj Niwas and it was decided that while issuing No Objection Certificates for brick kilns, the DC office shall keep in mind the maximum urbanisable limits which will be communicated to them by DDA. In the draft extensive modification to the Master Plan for Delhi-2001, the provision in the plan are for permitting extraction in zone (division) LN&P. The extraction is proposed to a maximum depth of 1.2 mtrs. In the urban extension plan submitted to the Government of India, part of division-N is only recommended to be urbanised by the year 2001. Some depth after the urbanisable limits i.e. about 1 km. should also be free from brick kilns and the proposed boundaries should have some physical feature to give the exact idea.

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

in three chunks marked on the plan.

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

4. The case was discussed by the Commissioner(Planning) with the Vice-Chairman, DDA and he has desired that due to scarcity of land in Union Territory, it is not desirable to waste it in brick kilns and the pits made after the land utilisation of it by the Brick Kilns is of no use and would be a tremendous waste under the present condition. Therefore, it would be desirable to utilise ash available from Thermal Power Station for Brick manufacturing to meet the demand of bricks of Union Territory of Delhi.

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

6. As regards the recommendations no fresh licences for brick kiln can be issued and the existing licences are to be phased out as they are not to be allowed to bring additional land once the existing site is used up. It has been mentioned that the process will be discontinued for local production of bricks and the population will have to be entirely depend upon the policies of the neighbouring State Governments with regard to export from other state. If Haryana & U.P. choose the ban the export of bricks to Delhi, Delhi's consumers will be starved of bricks and give a severe blow to the construction activities in Delhi and will deprive the population of their dwelling houses.
7. Even if the export is not made, the prices of bricks will shoot up in absence of adequate number of kilns functioning in Delhi making construction costlier day by day. It is also stated in the said letter that the kiln is not a permanent installation. After harnessing the clay, it winds up and leaves the particular field free, This implies that the land will be available after the clay has been used and the occupation of the land is temporary. It can, of course, insist that the vacated/used land be levelled by the kiln owners.
8. The estimated requirement of bricks for construction purposes by various consumers in Delhi as persaid reference is about 250 crores per annum. The existing number of licenced kilns are not adequate to meet this requirement. So there is a case to issue more new licences so that production be increased to make Delhi nearly self sufficient in bricks production.
9. It is further stated that the recommendations of the Technical Committee sent to Delhi Administration, be re-examined and reviewed so that the kilns in Delhi are allowed to function and we are able to meet the requirements of the population of Delhi at reasonable rate.
10. The matter is again placed before the Technical Committee for its consideration.

Sub: Construction of police line in West District at Vikas Puri, Delhi.
F.13(73)Sec.311g.

Senior Architect, CPWD has submitted building plans for the construction of police lines at Vikas Puri. The proposed layout and building plan of Police Line at Vikas Puri (P.D. 11) has been forwarded by District (P.D. 11) with the request to enclose draft layout plan of the area and also verification of land use as per Master Plan 1962 and Zonal Development Plan approved layout plan. The regulations i.e. density set-backs, Ground Coverage, FAR, height, Parking norms Green Areas, Play Field, and Community facilities.

2. The matter has been examined in detail and the comments of Director (DC&P) are as under:
The area measuring 20 acres, as shown on the plan (layout plan of Bodella Residential Scheme), placed on the table is located between Nangloi Drain and Bodella Residential Scheme, which was allotted to Police Department for a Police Line. According to Delhi Master Plan 1962, this land forms part of the residential area. The density of this area was raised from 60 persons, per acre to 100 persons per acre (gross) in 1976. In PDP-2001 the land is earmarked for 'Recreational Use' and also in the Zonal Development Plan of Zone G-16, already approved by the DDA and pending with the Central Government for approval, this is earmarked as Recreational (Green). The land was allotted sometimes in 1982 on the basis of the Delhi Master Plan 1962.
- (ii) The Police Department has prepared a scheme for police line (West District), having two storeyed/four storeyed quarters, workshop, garages and barracks. No separate norms are provided in Master Plan 1962 and PDP-2001 for the police lines. However, the existing Police Lines in Master Plan were shown under 'Institutional' category. Police activities mainly contained the residential component and may be located in the residential use zone. The norms which would apply to total 20 acres of land should be as applicable to a residential use zone with a gross density of 100 persons per acre.

Incidental uses like health, office, training, playground (Parade ground) etc required as a self contained police line may be provided within the permissible ground coverage and FAR, in addition, to the facilities like education, shopping etc and also to be provided. The total population for which the scheme could be formulated may be about 2000 persons with a further increase of 15% if necessary. After meeting the requirement for facilities, on the remaining net residential area, maximum 150 FAR could be achieved with a maximum 33 1/3% ground coverage. The height of the buildings can go up to maximum 80', however, subject to fire fighting and civil aviation rules.

4. The case is placed before the Technical committee for its consideration.

ITEM NO. 16

Sub : Proposal for setting up of Cardiology Centre at 9 Metcalf Road, Delhi.

File No. 811/1988/2/1.

The Authority vide its resolution no. 56 dated 14.7.88 approved the proposal to use plot no. 9 Metcalf Road, Delhi measuring 5600 sq.yds for a Cardiology Hospital by change of land use from 'residential' to 'hospital' as a case of 'Special Appeal' subject to (a) the access to plot should be taken from the main road (towards ring road), (b) maximum F.A. 75, (c) height of the building within 35 ft. (d) minimum 40% of the beds be reserved for poor people without charges and (e) the provision of parking as per the institutional standard norms. (Appendix 'H').

2. With the above conditions the permission was accorded to implement the scheme subject to the conditions mentioned above, (Appendix 'I').

3. The scheme was formulated by the party and the same was submitted to DUAC for their approval at the conceptual stage. While considering the scheme, DUAC observed that it would have been more desirable to provide entry from Metcalf Road rather than from Ring Road, keeping in view the nature and volume of the traffic. Commission desired that the views from the Authority may be obtained on these observations.

The matter was examined and the commission was informed that it was one of the conditions imposed by the Authority, keeping in view the recommendations of the Technical Committee, as the Metcalf Road is mainly a residential street, having a limited capacity to take the traffic load which is likely to be generated due to this activity.

Again a reference has been received from the DUAC wherein they have mentioned that the commission has emphasised that the entry to this complex should not be taken from the Ring Road due to heavy and fast moving traffic and it would be more desirable to provide entry from the Metcalf Road and as the Metcalf Road is a residential street having limited capacity to take the traffic load of such activities, the Commission felt that

Condt....

This site under consideration, could not be a suitable site for locating non-residential activity specially for such medical facilities as proposed and therefore the proposal be re-examined by the DDA in the light of the Commission's observations.

6. Earlier when the matter was examined by the Tech. Committee, these points were discussed in quite detail. Keeping in view the location of the plot, which is located on the link road connecting the Ring Road and Alipur Road and on other side by Metcalf Road, the Technical Committee opined that it would be advisable to have the main access from the Link Road side. Also the intensity of the use of on this plot is limited to 75 FAR. Therefore, the Authority as a case of 'Special Appeal', where health facilities are permitted within the 'residential use zone' approved the proposal.

7. As the plot is located on the Link Road and not directly on the Ring Road, in the project entry and exit could be provided in such a manner that Metcalf Road may also act as an access to the project in addition to the access from the Link Road.

8. The matter is placed before the Technical Committee for its consideration the observations of DUAC as contained in their letters dated April 10, 1989 and October 17, 1989 with above comments.

DIRECTOR(DCP)

Appendix 'B' to Item No.16

- H1 -

No. Sub:- Proposal for setting up of a Cardiology
96 centre at 9, Matcalf Road, Delhi-54.
A.14.7.88 F.13(11)/85-MP.

M/s. S.J. Jindal Trust has submitted a proposal to set up a Cardiology centre at plot no.9 Matcalf Road, Delhi. The proposed number of beds to be accommodated is 50 out of which about 40% beds would be reserved for poor people who would be treated free of costs.

2. It is stated that the plot in question measures 5600 sq. yds. and the land use of this premises is for 'Residential Use' as per Master Plan 1962/Zonal Plan and also in the PDP-2001 (Modified). Submitted to the Government of India, Ministry of Urban Development after due approval of the DDA.

3. The Directorate of Health Services Delhi Administration has also recommended the case wherein stating that the establishment of a modern cardiology centre in North Delhi is useful to extend the medical facilities.

4. The Trust in their recent letter addressed to the L.G. have stated that since the subject plot has been earmarked for establishing a Charitable Hospital thereon this is the final decision of the Trustees not use this plot for any other purpose. Hence, it has been further decided that in case of Delhi Administration/DDA is not in a position to accord permission soon for change of land use we will be very glad to offer this plot to the Government/DDA free of cost (as donation or gift) exclusively for constructing and running a Charitable Hospital for the poor people.

5. The proposal has been examined from planning point of view and it is stated that as per PDP-2001 (Modified) Hospital (upto 200 beds) is permitted in (Residential) use zone' as a case of Special Appeal. Authority in a similar case has also approved the change of land use for establishing a Charitable Hospital for (Spinal injuries).

6. The matter was discussed in the meeting of the Technical Committee held on 24.3.88. In the meeting it was explained that M/s. Jindal Trust is prepared to handover this plot to Govt./DDA for construction of a hospital in case the permission is not given to the Trust. The land use of the plot is 'residential' in the Master Plan/Zonal Plan and the proposal could be considered as a case of Special Appeal if approved by the Authority for setting up of Cardiology Centre. The

representative of Health Department of Delhi Admn. was asked to examine whether Delhi Administration will take over this land for using it for medical facilities. The Technical Committee recommended that incase Delhi Admn. is not interested to take over this land, the Trust may be allowed to use this plot for setting up of hospital subject to:

- a. The access to plot should be taken from the main road (towards ring road.).
- b. Maximum FAR is 75 %
- c. Height of the buildings within 35ft.
- d. Minimum 40% of beds shall be reserved for poor people without charges.
- e. Car parking spaces be provided @ 1.66 per 100 sq. mtrs. of floor area.

7. A reference was made to the Delhi Administration, health Department. Secretary(Medical) Delhi Admn. has recorded 'I have already written to DDA that after due consideration and after seeking approval of Executive councillor(Medical), we do not want to use this land for setting up our health centre or any other medical facility. We had, therefore, recommended the case of M/s. Jindal Trust.

Lt. Governor has already approved the above observations of the Secretary (Medical) Delhi Administration.

The proposal is submitted to the Authority for its consideration to allow setting up of a Cardiology Hospital to M/s. S.J. Jindal Trust subject to the conditions given in para 6 above as a case of Special Appeal.

RESOLUTION

The Authority resolved that the proposal contained in the agenda item to allow M/s. S.J. Trust the use of plot no.9 Metcalf Road measuring 5600 sq. yds, to set up a Cardiology Hospital by change of land use from 'residential' to a 'Hospital' as a case of special appeal be approved subject to the following conditions:

- a. The access to plot should be taken from the main road (towards ring road).
- b. Maximum FAR is 75%
- c. Height of the building within 35 ft.
- d. Minimum 40% of beds shall be reserved for poor people without charges.

The provision of parking will be as per the institutional standard norms.

Appendix 'I' to Item No.16

- I -

1.10.87, 13-17.

1.10.87, 13-17.

1.10.87, 13-17.

Subj:-Permitted a plot setting up a Cardiology Centre at 9, Metcalf Road Delhi as a case of special appeal, land measuring 5500 sq. yds.

...

Sir,

With reference to your letter No.SJIT/87-88/49 dated 15.12.87 I am directed to inform you that the Authority vide its res. no.96 dated 14.7.88 has approved the proposal for setting up a cardiology centre at 9, Metcalf Road Delhi under the provision of 'Special Appeal'. The Authority's permission however is subject to the following conditions:

- a. The access to plot should be taken from the main road (towards Ring Road.)
- b. Maximum FAR is 75%
- c. Height of the buildings within 35 ft.
- d. Minimum 40% of beds shall be reserved for poor people without charges.

The provision of parking will be as per the institutional standard norms.

Yours faithfully,

Sd/-

(PRADIP BEHARI)
DY. DIRECTOR(MP)

Copy to:-

1. Sh. Vijay S. Madan Jt. Secretary (Medical) Delhi, Admn. 5 Shan Nath Marg, Delhi-54 w.r. to his letter no.93/4/86-M&PH dated 19.5.88 for information.
2. Mrs. Neeru Singh Jt. Secretary (L&B) Delhi Admn. Vikas Bhawan, New Delhi w.r. to her letter no. F.7(29)/87-L&B/LA/18083 dated 20.5.88 for information.
3. The Director, Health Services, Delhi Admn. Connaught Place, Saraswati Bhawan, E-Block, New Delhi for information.
4. The Town Planner, MCD Nigam Bhawan, Kashmere Gate, Delhi for necessary action.
5. The Secretary D.U.A.C. Lok Nayak Bhawan, IInd floor, New Delhi.

(PRADIP BEHARI)
DY. DIRECTOR(MP)

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

Supplementary agenda for the meeting of Technical Committee to be held on 28.2.90 at 10.00 A.M. in the Conference Hall at 5th Floor, Vikas Minar, Delhi Development Authority, I.P. Estate New Delhi.

<u>Item No.</u>	<u>Subject</u>	<u>Page No.</u>
17.	Proposal for grade seperator at Safdarjung Hospital Crossing. F.5(7)/87-MP.	32-36
18.	Allotment of land for 3 LPG storage Gas Godowns in Badarpur. F.13(5)/87-CRC/DDA	37
19.	Issue of No Objection Certificate for Taxi Stands in Development Areas of Delhi Development Authority. F.12(11)/78-MP.	38

Sub:-Proposal for grade separator at Safdarjung Hospital Crossing.

F.547)/87-MP.

Initially the three level proposal of grade separator at Safdarjung Hospital crossing was submitted by Suptd. Engg. PWD vide letter no.23(20)86-PWD-VII/2834-35 dated 16.12.86. This was considered in the Technical Committee meeting held on 22nd September, 1988 in which it was resolved that the matter be discussed in separate meeting wherein the following should be invited.

2. Representative of NDMC, MCD, Delhi Police, AIIMS, Safdarjung Hospital authorities, 'NATPAC' and officer of the DDA-E.M., Commissioner(Plg.) Director(PP), Director(CP) and Director(DC&P).

A special Committee meeting held under the Chairmanship of E.M. DDA on 28.11.88 wherein the three tier system proposal was discussed and the proposal was approved for further processing subject to:

- i. Pedestrian subways to be provided near the bus-bays alongwith provision for escalators this falls in the vicinity of two hospitals.
- ii. The petrol pump existing should be retained.
- iii. Provision should be made of ducts/throughs to run the telephone cables, electric lines and other services.

3. The modified proposal was submitted by C.E., PWD vide D.O. letter No.16/1-2/86W/DA/dated 3.10.86 was discussed in the Technical Committee meeting held on 27.3.89. The Technical Committee resolved that:

"The proposal which was discussed in the Special Meeting, was agreed to by the Technical Committee subject to the petrol pump near the intersection, on Aurbindo Marg be also resited".

4. The proposal was again discussed in Technical Committee meeting held on 15.5.89, the decision were as follows:

"The Technical Committee observed that this item was also discussed earlier and the observations made in the agenda item on various issues were explained by Dr.

Sanyal and subsequently discussed in detail, as per plan display by him. It was noted that there is no provision made in the detailed intersection design for the smooth and unhindered flow of the cyclists. It was also observed that the provision of the rotary as a three level grade separator is not a very happy solution. Therefore, it was decided that a sub-committee consisting of Dr. A.C.Sarna, CRRI, Shri. D.Sanyal, NATPAC and Sh.O.P. Goel, Chief Engineer, PWD may work out further details for a better circulation and segregation of cyclists, pedestrians and vehicular traffic keeping in view whether it should be through a traffic, signal system or a rotary at the ground level. With the above observations, the Technical Committee approved the three level grade separator for the intersection

5. The sub group constituted by T/C has yet to submit the report:

Mr. H.K.Srivastava, Suptd. Engg.(PWD), Circle IV vide letter No.23(187)89-PWDCV/DA/DVII/6811-16 dated 21.12.89 has forwarded the comments of the DUAC meetings held on 16.6.89, 26.7.89, 29.7.89 (August, 89) and 26.9.89 & two alternative proposals of grade separator. The main salient features of DUAC observations are placed in tabular form at Annexure-I

The alternative proposals are:-

- a. A three-level proposal as earlier prepared by us with the addition of pedestrian concourse floor
- b by raising the rotary and depressing the underpass by about 1.5 m. each.
- b. A two-level proposal with Ring Road as an underpass and leaving the rest of the things more or less as they are now.

6. The above said proposals were examined and the observations are as follows:

a. The three-level proposal:

- i) This includes flyover on Ring Road and underpass on Aurbindo Marg.

. As per revised proposal the height of the Flyover have been taken 9.00 mt. from the existing road level on Ring Road.

- . The depressed/underbridge have been suggested at 8.50 mt. below the existing road level.
- . A rotary has been suggested above the road level at the intersection at a height of +2.00 mt.
- . The traffic volume during peak hour is 11,200 pcu's out of which the proposed flyover on Ring Road will account 4000 pcu's i.e. 35.7% of total intersection volume.
- . Similarly depressed road on Aurbindo Marg will handled 3500 pcu's i.e. 31.25% of intersection volume.
- . On the other hand the composition left turning and right turning traffic will be 1800 & 1750 pcu's i.e. 16.1 and 15.8% respectively.
- ii) For both the roads i.e. Ring Road and Aurbindo Marg 11 mtr. divided carriageway have been proposed.
- iii) A rotary at + 2 mt. level have been developed for right turning movements.
- iv. In this case no seperate cycle way has been suggested.
- v. Pedestrian subways links have been indicated around the intersection area at the end of grades also.
- b. The two-level proposal.
- i) The underpass on Ring Road proposal would held the movement through traffic on Ring Road (31.2%).
- ii) For the other movement at grade needs adequate signal phasing for its movement. The left turning (16.16%) on all flow shall not required signals.
No seperate cycle tracks have been suggested.
- iii) In this proposal pedestrian crossing on intersection area have been indicated on surface, no pedestrian subways proposal have been suggested on any arms while the subways are possible on both side of Aurbindo Marg.
- 7. On the basis of the above observations it may be concluded that:

- a. i) In three-level proposal it would not be possible to provide separate service/slip road for both local traffic and cyclist.
- ii) Three-level solutions will provide smooth flow to the through traffic at intersection area. But the through traffic on Aurbindo Marg will not get much benefits in terms of speed due to the congested portion of I.N.A. Market and Yusuf Sarai Market areas and also three signalised intersections between I.I.T. & A.I.I.M.S. intersections.
- iii) At grade +2.0 mt. rotary junctions would pose some limitation for turning traffic being at grade. Moreover, there would be a tight condition for diverging & converging flows and it would be a problem for weaving length on flow.
- b. i) For 2 level solution it would be advantageous for geometric design at grade particularly i) the service roads on Aurbindo Marg upto the neck of intersection would be possible.
- ii) The southern arm of Aurbindo Marg having institutional uses this arm needs proper traffic management programme for smooth flow of traffic. Construction of additional grade separator in this arm may create more problems to the area and to the vicinity of next intersection.
- iii) The structural requirements for the third level if required to be constructed in future, could be considered while designing the structure.

For the above two proposals the details of the improvement required on all the arms upto next important intersection for effective utilisation of the proposed flyover/underpass shall have to be integrated with the proposal.

The feasibility report on the proforma already sent to PWD it yet to be submitted.

Mr. H.K. Srivastava, Suptd. Engr. PWD, Circle-V vide letter No. 23(187)90-PWDCA/dVII/381-84 dated 8.2.90 has submitted the clarification on various points raised

By DWAC. This is placed at Annexure-II.

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

FS-17/187-MP

APP-5 to Item No. 17.

Sub :- Proposal for Grade separator at Sadarjung Hospital Crossing

Salient features and DUAC Observations

Sl.No.	1st Meeting held on 16th June 1989	2nd Meeting conveyed by the DUAC held on 26th July, 1989	3rd Meeting conveyed by DUAC held on 29th July, 1989 and August, 1989	4th Meeting held on 26th Sep., 1989 conveyed by DUAC
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The Commission reiterated some observations again.

The Commission reiterated some observations again.

- 1.1. After deliberations, the DUAC made following observations:-
- (1) The Ring Road is an important feature of the both from the functional point of view as well as configuration of the city.

- (11) Grade separators should not be treated only as an engineering and traffic feat.

- (111) The Grade separators should duly take into account :-

- (a) heritage and posterity of the city
- (b) aesthetics, human values, human scale
- (c) visual impact on urban design scenario.

2. The Grade separators should preferably be achieved by dipping down/under pass inter-section.

3. In case over-bridges are unavoidable their height as far as possible be restricted to 2.5 mtr. back ground.

In this context two alternatives, suggestions/concepts for typical 3 level Grade separators were worked out by Sh. Sharad Das & Sh. Kuldeep Singh respectively. In both these conceptual plans, the emphasis had been laid on badly needed pedestrian comforts at such junction and Grade separators which is usually over looked. The concept evised by Sh. Kuldeep Singh was found to have the minimum level difference, economical structure, causing least violence to the skyline and the urban design characteristics in vicinity, the maximum height of the over bridge was nearly 2.75 mtr.

The Chief Secy., Delhi Admn., and its team of Engineers & Architects had certain reservations regarding the structural and cost factors of this scheme. However, it was agreed that due respect be given to the cityscape, urban design, the human values and pedestrian comforts.

The original scheme with slight modifications i.e. traffic lights, pedestrian crossing/path ways at the junction was presented by Sh. Sanjay. The Commission observed that the scheme is the not respective the scale of existing built environ and human scales.

Sh. Kuldeep Singh, Advisor, DUAC suggested creation of a rotary, with slip roads or left turning roughly at 5 mtr. height from the average existing ground level and depressing the carriageway for straight through traffic on the Turbido Marg by 1mtr. from the existing ground level and also depressing the ring road by further 6 mtr. for the through traffic on the ring road.

Delhi Admn. Officers expressed concern about MOT clearance for less than 5.5 mtr. clearance and the capacity of the rotary proposed at raised level.

Sh. O.P. Goel expressed his inability to arrange for the efficiency measures in case of flood.

The Commission noted that during the meeting with the Chairman DUAC and Sh. O.P. Goel, it has transferred that the Ring Road should under pass the junction which would help to reduce the noise emanated by heavy traffic of the Ring Road and the matter is being discussed with the Ministry of Surface Transport.

The meeting was further discussed. Commissioner made the following observations :-

- (1) The Delhi Administration has yet to respond to the earlier observations of the Commission and as such hardly any meaningful consideration is possible at this stage.

- (11) The fly-over junction could be solved with two level Grade separators with the help of clover leaves, which options the Delhi Administration do not seem to have explored and a soft

As mentioned on pre-D.D.

4. The pedestrian traffic should receive utmost attention and ease. The motor vehicular traffic could be planned around in such a manner as to ensure maximum comfort for pedestrians.
5. The provision of grade separators at one junction is bound to shift problems to the subsequent junctions and a piecemeal approach was, therefore, not desirable.
6. Any solution or traffic improvement scheme for intersections on ring road without a comprehensive route planning expalining the concept of traffic system is not desirable.
7. The effect of mass rapid transport system (being envisaged) on the traffic pattern should also be studied and taken into account before planning such a traffic scheme.
8. The Commission also advised to look into a suggestion for uniformity raising the Ring Road on embankment by 8'.

Thus permitting easy pedestrian like vehicular crossing at desired junctions and restoring to grade-separators and restoring to grade separators at critical junctions by dipping the crossed road.

Sh. Sanjay of the net-work explained with the help of Guide map of Delhi, the locations of various traffic improvement schemes along the ring road where the intersections require- ing grade separators of different levels had been identified.

The Commission felt that the proposals of fly-overs have definite impact on the city scale and the urban designs scenario as well as on the heritage of the national capito etc. Such schemes in the given situation of development of the city should therefore not be allowed to violate the urban land scape. It was, therefore, emphasised and reiterated with Grade separators should preferably be designed by dipping down/under passing the intersections.

Dr. Rana also felt that the MRTs corridor and the result of survey conducted by RTES be also taken into account while finalising the traffic movement. He also pointed out to the tentativeness of the drawings submitted by the Delhi Admn. and suggested that each traffic movement scheme should duly and clearly identify permissible movements and movements not allowed.

Dr. P.S. Rana felt that possibility of restricting the grade separators to only 2 levels at least in the first phase be explored and the savings these effected transferred/vtilised for the improvement of adjacent junctions and general traffic improvement of the city to ensure a more integrated and rational approach ensuring at the same time that traffic problems of one junctions are not transferred to the adjacent, thus permitting a more uniform flow of traffic movement particularly on Ring Road.

action has apparently been adopted by taking for granted the existing developments both authorised as well as unauthorised encroachments. This aspect need to be reviewed for all the function to ensure more satisfying traffic improvements schemes.

(111) The peculiarities of each function have to be surveyed and examined carefully, duly taking into account the nature and types of the developments, the intensity of usages and the possibilities of providing alternatives for the displaced activities.

(14) The cyclist and pedestrian traffic must also get due attention and weightage as these are likely to be most adversely affected by these schemes.

(V) The underpass roads have double advantage viz. least violence to the visual aesthetics and reduction in noise factor and reduction of the pollution of the heavy traffic.

Appendix 'J' to Item No.17

- J₁ -

SUPERINTENDING ENGINEER
P.W.D.CIRCLE-V(DELHI ADMINISTRATION)
M.S.O.BUILDING I.P. ESTATE,
NEW DELHI- 110002.

No.23(187)/90-PWDCV/DA/DVII/381-84

Dated:8.2.90

To

Shri Prakash Narain,
Joint Director(T) DDA,
Vikas Minar, 11th Floor,
New Delhi.

Sub:- Proposal for Grade Separator at Safdarjung
Crossing.

Ref: This office letter no.23(187)90-PWDCV/DA/DVII/
6811-16 dated 21.12.89.

...

Dear Sir,

Vide above letter two alternate proposals have been submitted based on discussions held with DUAC for consideration by the Technical Committee of DDA and their comments for placing them before the DUAC, Comments of PWD(Delhi Administration) on various points raised by DUAC in their meetings are as follows:

1. The PWD, Delhi Administration have carefully considered all the observations made by the DUAC in its meeting held on 16.6.89, 26.7.89, 29.7.89 (& August 89) and 26.9.89. The question of movement of pedestrian traffic in this area with adequate safety was gone into and studied in great detail. Pedestrian movement surveys were carried out in two separate instances and pedestrian desire lines assessed on scientific lines.

2. The grade separator form evolved by the PWD(Delhi Administration) for solving the traffic problems in a comprehensive manner at the intersection of Ring Road and Aurobindo Marg indicates provision of a three tier facility with the Ring Road crossing the intersection in the form of an overpass. The Aurobindo Marg is proposed to cross the intersection as an underpass at this location.

This form of grade separator is adopted only after careful consideration of all other forms including that of a two level cloverleaf interchange as is universally acknowledged is not a suitable grade separator form for urban areas as it is highly space intensive and uses up very costly urban land. The space required for cloverleaf will be nearly 6 acres. The areas confined within the loops cannot be put for any effective use without sacrificing safety and efficiency of traffic operation. In the present case, this cannot be attempted as all but one quadrant is built up and there are two very important public buildings towards the southern side of the intersection. Even a 'diamond' configuration cannot be attempted at this location because of paucity of space. At the same time the intersection demands a three tier solution.

in view of the fact that a two tier solution will be only a partial one and the benefits of improvement of this intersection, in the event of a two tier, solution being implemented, will be denied to a vast majority of the users. Anything short of a three tier solution at this location will really amount to living with the problems.

3. There are not many activities that may really be displaced from this area and rehabilitated elsewhere. The grade separator as proposed by the PWD(DA), in fact takes cognisance of all the essential activities that are carried out from the adjoining areas.

4. Merely providing an underpass along ring road, as in the 2nd proposal will therefore make the signalised intersection over loaded with traffic and would solve the problems of only two straight movements as against four of such movements in the three tier option. Besides, the extent of cycle time that could be released in favour of right turning traffic in the three tier option as compared to that in this two tier option, must not also be lost sight of.

5. A pedestrian concourse has been introduced at minus 1.5 M level by raising the rotary by 1.5 M at the intersection. This pedestrian concourse at the intersection is in lieu of 4 pedestrian sub-way proposed earlier at the end of Flyover underpass.

6. The question of movement of pedestrian traffic has already been touched upon. The volume of cycle traffic at this intersection is not at all high and they are safely provided for in the three tier option along with the turning traffic. Cyclists (as also any other mode of slow traffic) will be using the signalised intersection that will also allow straight movements of slow traffic.

7. The proposed height of overpass is plus 9 metres. This should be considered to be acceptable in an environment where on one side we have 5 to 9 storeys Hospital building at a distance of 80 to 85 metres, and 7 M residential quarters at a setback of 30 to 45 metres. Contrary to being monstrous, a 9 M high grade Separator can be made aesthetically pleasing simultaneously improving upon the conventional efficiency of the intersection as a whole.

8. As already pointed out, the proposal forwarded by the PWD(Delhi Administration) envisages lifting of the Ring Road at the intersection. The set back available is more along the Ring Road than along Aurobindo Marg. In case the Ring Road is depressed within no time, the Aurobindo Marg will have to be grade separated in the form of an overpass at this location in which event it would create more of noise pollution than in the case of Ring Road being raised. Additionally, such a measure will also affect the profile of Aurobindo

Marg that has an ROB over the Railway track some distance away.

It is requested that the modified proposal may kindly be put up before the Technical Committee of DDA for their consideration & comments so that it is placed before the DUAC.

Thanking you.

Yours faithfully,
Sd/-

(Er. H.K.Srivastava)

Copy to:-

1. Chief Engineer, PWD(DA)ZI Kasturba Gandhi Marg, New Delhi.
2. Sr. Architect, I, PWD(DA), MSO Building, New Delhi.
3. SSW-I, PWD(DA), MSO Building, 12th floor, New Delhi.

Superintending Engineer.

"SS" 8.2.90.

Sub:-Allotment of land for 3 LPG Storage Gas Godowns in Badarpur.

F.13(5)/87-CRC/DDA.

The proposal for location of two sites for gas godowns for Sarita Vihar/Badarpur area was considered by the Technical Committee vide its meeting held on 27.2.89. The sites proposed were towards southern side of Madanpur Khadar Cattle Dairy Farm but later on it was discovered that the sites proposed in the plan for gas godowns do not fall under the Union Territory of Delhi.

The matter was again referred to Planning Wing and after due consideration and site inspection, three gas-godown sites, near Agra Canal in the lay out plan of Other Community Facility in pocket M&N at Sarita Vihar are proposed. These three plot nos. 2,3&4 are adjacent to village Madanpur Khadar and the sites have been marked on the plan laid on the table. The proposed sites measure 20mx26m with Chowkidar huts of 4.5 mx 1.75m.

The matter is now placed before the Technical Committee for approval.

Item No.19

Sub:-Issue of No Objection Certificate for Taxi Stands in Development Areas of Delhi Development Authority.

F.12(11)/78-MP.

The No Objection Certificates for Taxi Stands are issued by Delhi Development Authority. Municipal Corporation of Delhi & New Delhi Municipal Committee in their respective areas of jurisdiction. In the DDA, the NOC's for taxi stands are being issued since 1978 on the basis of recommendations of a committee which included representatives of Traffic Police, DTC, DDA (Additional Secretary, MP) MCD and Directorate of transport Delhi Administration.

2. In 1989, the City Planning Wing of the DDA prepared a policy note on allotment/location of taxi stand sites which was examined by Traffic & Transportation Unit of the erstwhile prospective Planning Wing and recommendations for location of taxi stands were prepared by the Traffic and Transportation Unit which are appended with the item.

3. The present procedure for issue of NOC and allotment of land by DDA is as under: -

(a) The DCP Traffic refers the taxi stand cases to the Master Plan Section of the Delhi Development Authority. Since the recommendations given in the appendix suggest location of taxi stand mostly in commercial centres, these are referred to the Housing & Urban Design Wing of DDA. After concurrence/approval of location from HUPW, Master Plan Section issues no objection certificate to DCP Traffic after concurrence of Director (DC&P). A copy of the letter is sent to Commissioner (Lands) for necessary action by his Department.

4. The matter of procedure and recommended locations for taxi stands as placed in the appendix is placed before the Technical Committee for its approval.

Appendix - 'K' to Item No.19
- K₁ -

- 1) In general taxi/three wheeler stand should be located within all the commercial areas like local shopping centre, community centre, district centre & centre business district centre etc. However, in case of conveyance shopping centres, it would be optional depending upon the site area etc.
- 2) Taxies/three wheeler stand could also be provided in service centre/facility centre.
- 3) The taxi stand/three wheeler stand could also be provided in major parking lots. These may be on surface or within multi-storeyed structures.
- 4) Taxi stand/three wheeler stand should not be located within the right of way of the Master Plan Roads.
- 5) The location of Taxi Stands if located near the intersection of Master Plan roads should be least be in conformity with IRC norms.
- 6) In general attempt should be made to locate the taxi stand while preparing the scheme even if, the scheme size is less than 15,000 persons and no taxi stand is existing in the catchment area.
- 7) All the large hospitals, hotels and other institutional area should make the provision of Taxi/Three wheeler stands within their premises.
- 8) The special area as identified in Draft MPD-2001 may need some adjustments in the above suggested guidelines. This may be examined from location to location.