

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

i) The service personnel units will be constructed by the society out of its common funds. These units will be treated under 'common area' and 'facilities' as per Delhi Apartment Ownership Act, 1986 clause-3 (j) (iv) of Chapter-I and will not be disposed of by transfer or on sale basis. These units/buildings will be utilised for lodging of persons employed for the management, administration, maintenance and safety of the property including offices and residences for care takers, watchman, janitors and of other persons engaged and employed in the management, administration, maintenance and safety of the property as per Appendix-III, Bye-Laws of Apartment Owners Association, Clause-2(viii) (d). The licence fee for the lodging of such persons mentioned above will be governed with Government of India rules for allotment of staff quarters.

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

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

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

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

the area of community hall/centre from existing norms of 300 sqm. irrespective to the size of the society.

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

DELHI DEVELOPMENT AUTHORITY
MASTER PLAN SECTION

~~Draft~~ Minutes of Technical Committee meeting held on 14.1.91 at 9.30 A.M. in the Conference Room of Vikas Minar, 5th Floor, DDA, I.P. Estate, New Delhi.

The following were present:-

DELHI DEVELOPMENT AUTHORITY:

1. Sh. Cedi Noronha, Vice-Chairman (In the Chair)
 2. Sh. J.C. Chhabra, Commissioner (P.G.)
 3. Sh. Santosh Aniluck, Chief Architect
 4. Sh. R.L. Hans, C.E. (South-East)
 5. Sh. R.G. Gupta, Director (TYA)
 6. Sh. S.C. Gupta, Director (DC&P)
 7. Sh. P.C. Jain, Director (AP&B)
 8. Sh. U.S. Jolly, Director (IM)
 9. Sh. K.K. Bandyopadhyay, Project Planner (Rohini)
 10. Sh. V.K. Jain, C.L.A.
 11. Sh. Prakash Narain, Jr. Dir. (T)
 12. Sh. C.P. Rastogi, Jr. Dir. (W&SA)
 13. Sh. Vijay Rishbud, Jr. Dir. (Narela)
 14. Sh. P.N. Dongre, Jr. Dir. (TYA)
 15. Sh. Chander Ballabh, Jr. Dir. (P.G.)
 16. Sh. N.K. Aggarwal, Jr. Dir. (P.G.)
 17. Sh. A.K. Jain, Jr. Dir. (ZP)
 18. Sh. Ashok Kumar, Jr. Director (Dwaraka)
 19. Sh. A.K. Gupta, Jr. Director (Bldg.)
 20. Sh. H.S. Sikka, Dy. Dir. (ZP)
 21. Sh. N.K. Chakravarty, Dy. Dir. (T)
 22. Sh. D.K. Saluja, Dy. Dir. (W)
 23. Sh. S.P. Bansal, Dy. Dir. (NCR&UE)
 24. Sh. Sabharwal, Dy. Dir. (Bldg.), Rohini
 25. Sh. R.K. Jhingran, Sr. Landscape Architect
 26. Sh. R.C. Aggarwal, Sr. Architect (Rohini)
- N.D.M.C.
27. Sh. S.K. Jain, Ex. Engg. (E)
- POLICE DEPARTMENT:
28. Sh. A.S. Cheema, ACP (Traffic)
- M.C.D.
29. Sh. S.M. Hasvanti, E.E.
 30. Sh. Arjun Dev, Chief Architect
 31. Sh. P.K. Khanna, S.E. (B)
- C.P.W.D.
32. Sh. S.N. Sehgal, Architect
- M.T.N.T.
33. Sh. A.K. Das Gupta, Consultant
- IRRIGATION & FLOOD DEPT., DELHI ADMN.
34. Sh. A.K. Gupta, XEN
- B.T.P.S.
35. Sh. M.R. Rao, G.M.
- For Item No. 13
36. Sh. S.K. Gupta, Manager (C)
- For Item No. 13
- D.T.D.C.
37. Sh. Trilochan Singh, M.D.
- For Item no. 16
38. Sh. N. Banerjee, Manager (P.G.)
- For Item No. 16
39. Sh. Pradeep Sachdeva, Architect

Stamps

Item No.1

Sub : Guidelines for utilisation of Community Service Personnel Units in the Group Housing Societies Scheme/CGHS/DDA's Scheme Pool Housing Scheme of various Departments of Govt. and Semi-Govt. PA/DD(P)Bldg.89/14

The guidelines ^{for} of utilisation of ^{the designated} Community Service Personnel ^{in all} areas ^{earmarked for Cooperative} and group Housing ^{schemes respectively and also in} Societies and other schemes, were discussed in detail. The following decisions were taken:-

1. In case of ~~Cooperative House Building Societies~~ ^{schemes} (plotted), wherever the land is ^{earmarked} earmarked for 'Service Personnel Housing', in the approved layout plans, about 50% of such land may be ^{earmarked} considered for allotment to MCD (or the Organisation like CPWD) ^{who have developed such lands,} for construction of Staff Quarters, ^{to provide} accommodation to the persons, who are going to ^{serve these colonies;} 25% may be offered to the ^{concerned coop} Society for construction of ^{dwelling units} Dwelling Units to ^{accommodate} accommodate such persons who may be engaged by the Society for providing such services and the remaining 25% may be utilized by the DDA for construction of flats for registrants.
 2. In case of ~~Cooperative group Housing Societies~~ ^{schemes}, the policy has already been decided by the Lt. Governor, Delhi and should be followed. The Society may ^{rent out} rent out the flats to the persons engaged by them for providing such services.
 3. 50% of the land reserved for ^{housing of} Service Personnel Housing in DDA ^{schemes} schemes, may be allotted to MCD for ^{providing} Staff Quarters, to provide accommodation for ^{service personnel} Service Personnel working in these areas and the remaining may be utilized by DDA for construction of houses for registrants of EWS/Janta scheme.
- The land cost ^{premium rates} to be charged for such lands ^{may be} worked out and decided by DDA separately.

(The employees of the said organizations who will be needed to provide necessary services & facilities to the residents of the respective pockets & out of the remaining balance,

and also the prescribed development controls

~~Also, The Development Controls for utilisation of such lands be worked out seperately.~~

Item No.2

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

✓ Deferred.

Item No.3

Sub : Alignment Plan of New Rohtak Road from Rani Jhansi Road to Anand Parbat integrating the functions/Intersection Designs.
F5(117)78-MP.Pt.III

The alignment plan of New Rohtak Road from Rani Jhansi Road to Anand Parbat, keeping in view the observations of MCD was discussed in detail. The following decisions were taken:- *plan was approved subject to the file:*

1. *In respect of* The portion of the road between Rani Jhansi Road upto the ~~crossing~~ *intersection with the* of 18 mtr. wide road, the widening should be done *only on one side viz* towards ~~south~~ *area,* ~~towards the open area of Kabristan,~~ as on the ~~north~~ *other* side, there are two to three storeyed ~~pucca~~ *as per* buildings constructed on legally sanctioned plans.
2. ~~From the intersection of 18 mtr. wide road upto Ramjas Road,~~ *with* there is no change, as no property is affected and should be retained.
2. *For the portion* From Ramjas Marg upto Military Road, *the* widening should be done equally on either side from the central line of the existing road, so that *only* the open area (within the set-back) on either side of the road ~~will only~~ *will* be affected.
4. From Military Road to Zakhira Crossing, the proposal *may* be re-examined, keeping in view the DIT Scheme and *also* the Regularisation Scheme *for* falling in this section, and the matter be brought up *again* before the Technical Committee.

Item No.4

Sub : Composite alignment plan of Netaji Subhash Marg from Darya Ganj Foot over-bridge to S.P.Mukherjee Marg Crossing.
F5(47)87-MP

✓ Deferred

Item No.5

Sub : Construction of a Recreational Centre at Punjabi Baoh, New Delhi.
F3(18)90-MP

✓ Deferred

Item No.6

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

✓ Deferred

Item No.7

Sub : Management of land along River Yamuna and declaration of Development Area of DDA.
PA/JD(P)II90/24/Pt.I

✓ Deferred

Item No.8

Sub : Allotment of land for establishing girls facilities, 2 acres SOS Children villages of India.
F12(1)89-Instl.

✓ Deferred.

Item No.9

Sub : Erection of Statue of Maharani Laxmi Bai (Rani of Jhansi)
F20(1)86-MP

The committee was apprised that the proposed alternate proposed sites for the erection of a Statue of Maharani Laxmi Bai (Rani of Jhansi) were had recently been inspected by VC along with Commissioner (Plg.), Director (DC&P) and the Chief Architect, MCD. The location abutting Intersection of Rani Jhansi Road and New Rohtak Road was found to be more suitable for the purpose of location.

As per the spot decision taken at the time of inspection

of the Statue, as this site ^{was on} is at a higher ground and ^{formed part of developed land} presently developed as a park. The Technical Committee ^{accordingly} approved this site for the location of the Statue and desired that the matter be further processed by the concerned Departments.

Item No.10

Sub : Regarding transfer of building activity to MCD of the colonies schemes/areas which have been denotified from the development area of the DDA.
F23(93)86-Bldg.

On the request of Director(AP&B), the item was withdrawn, ~~as he desired that it is to be discussed seperately in a meeting with the VC,DDA.~~

Item No.11

Sub : Grade Seperator proposal at Dhaula Kuan Intersection.
F5(22)89-MP

Deferred

Item No.12

Sub : Construction of building with 0.115 M (4'-2") outer walls by the allottees in Rohini Scheme.
F3(60)90-MP

Deferred

Item No.13

Sub : Allotment of additional land measuring about 40 hect. on Eastern Side of Agra Canal (between Agra Canal and Yamuna Right Bank Bundh) for Ash Pond Area of BTPS.
F3(73)84-MP

Shri M.R.Rao, General Manager, NTDC, Badarpur explained that

i) ^{it had been decided to acquire} Earlier 100 hectares of land was agreed upon for acquisition for ^{the pond} Ash Pond, out of which 60 hectares had already been acquired. ^{was} The remaining 40 hect. is yet

~~to be acquired. Technical Committee noted~~
~~that there is already a decision for acquisition~~
~~of 100 hectares of land for this purpose, and,~~
~~therefore, decided that the remaining 40 hectares~~
~~of land may also be acquired and used for this~~
~~purpose~~

Shri Rao also pointed out that their ^{the} requirement ^{was}
~~is for 200 hectares and earlier, it was decided~~
~~that for additional land, the matter will be~~
~~examined if it is cleared by the Ministry of Energy.~~
~~and as ^{As} now, the proposal has been ^{had since} cleared by the~~
~~Ministry of Energy for ^{the} acquisition of 200 hectares~~
~~of land, he requested that they may also be allowed~~
~~for the additional acquisition.~~

~~Technical Committee observed that earlier~~
~~100 hectares was identified on the recommendations of the a~~
~~group constituted by the Technical Committee and,~~
~~therefore, desired that the same group may ~~also~~ examine~~
~~the present request and submit its recommendations.~~

(I can for
 acquisition of
 a further
 100 hectares)

Item No.14

Proposal for a new 4 lane parallel bridge down
 stream of existing bridge over Yamuna River at
 I.T.O. New Delhi.
 F5(32)87-MP

Deferred.

Item No.15

Sub : Alignment Plan of Roshanara Road from its
 junction with RaniJhansi Road upto its
 crossing with Malka Ganj Road near Dina Ka
 Talab integrating the junctions/intersection
 designs of 24 mtr. and above R/W roads.
 F5(26)86-MP.

Deferred.

Item No.16

Sub : Development of a park-cum-bazar in the vicinity of Purana Qilla oppsite Pragati Maidan for a temporary period.

The proposal to develop a Park-Cum-Bazar (plan placed on table), prepared by DTDC, was discussed in detail. Technical Committee was informed by the DTDC that the present proposal is for a 'temporary period' and ultimately this bazar will be located as a part of 'Tourist Complex', being developed by DTDC at Village Said-ul-jaib, for which DDA is already processing a case for change of land use and, therefore, until such time, that site is permanently developed, DDA's permission may be given to utilise this site for this purpose on a temporary basis having temporary structures.

Various aspects of the proposed scheme were discussed and Technical Committee recommended that the site may be utilized for this purpose on a 'temporary basis', subject to the following conditions:-

- i. The number of units should not go beyond 70 as was initially envisaged and pointed out in the meeting taken by the Principal Secretary to P.M.
- ii. The site should be developed on a purely temporary basis, having purely 'temporary structures' (umbrella type)
- iii. Craftmen at the closure of the market, should store their belongings at a common place (building to be constructed by DTDC) and the site should vacate to avoid converting this area into a permanent market.
- iv. The market should function only six days a week and will remain closed on Sundays.
- v. If there is a need for additional parking, DTDC should develop and provide the same.

Item No.17

Sub : Allotment of land for Gas Godown Site to M/s.Bharat Petroleum Corpn. Ltd. in Rohini and M/s.Indian Oil Corpn. in Rohini.



Deferred

Item No.18

Sub : Norms for Telephone Exchange on Minto Road Area relaxation in height thereof. F13(70)80-Bldg.

The Technical Committee desired that in the first instance, the proposal may be examined by Director(AP&B), keeping in view the Civic Centre Plans and the norms, applicable for such activities, along with the report of Dir.(AP&B), the case should be put up in the next meeting.



in respect of
placed before the Tech Committee at its next meeting

Item No.19

Sub : Service Plans for Rohini(item laid on table). F3(1)91-MP

Chief Engineer and Project Planner(Rohini) placed before the Technical Committee, a proposal for approval of the site for Sewerage Treatment Plant, the area of which was calculated at the rate of norms provided in MPD-2001. They mentioned that the Corporation had desired that DDA should make a commitment that the land will be made available to them for this purpose in Rohini or in the nearby area and without this commitment they are not prepared to consider these Service Plans, and, therefore, desired that the Technical Committee may consider this case and take a view, so that MCD may be informed accordingly. Technical Committee, after discussion, opined that the land requirement so long it is in accordance to the norms prescribed in MPD-2001 will be made available to the MCD for this purpose and the specific location will be decided, keeping in view the overall planning proposals.

proposed extent of land to be handed over to MCD for the purpose

with the

By the plant should

However, it was felt that structure plan to be prepared for Rohini

contd../-

The Committee also discussed + approved the site for the
~~also, the proposal for location of underground~~
Tank was discussed as proposed by the Chief Engineer
and Project Planner (Rohini) and the site was agreed by
the Technical Committee. x

Deputy

AGENDA ITEM FOR THE TECHNICAL COMMITTEE

Sub : Approval of services plan for Phase-III, Rohini.

.....

No. of meetings were held with MCD ~~enigf~~ engineers regarding approval of services plan for Rohini Phase-III. The services plan in respect of water supply for Sector-1, 2 and 3 Rohini Phase-III had been approved by the MCD whereas services plan for sewerage and storm water drainage though technically scrutinised by MCD but held back for want of identification of land for another sewerage treatment plant. The non approval of services plan is resulting in non laying of services, thereby upsetting the scheduled programme already projected.

2. During the meeting with MCD engineers it was emphasised by MCD that no consideration regarding availability of sewerage facilities from the existing Rithala Treatment Plant can be given to Rohini Phase-III, IV and V as Rohini Phase-III, IV & V was not even thought of when requirement for Rithala Treatment Plan was formulated. The Rithala Treatment Plant has to accommodate the discharge of other adjoining areas besides Rohini Phase-I & II and only 50 MGD was to be accommodated for Rohini Phase-I & II. MCD had insisted that before the approval of services plan is released, DDA should confirm/identify land for another sewerage treatment plant to cater to Rohini Phase-III, IV and V. Already 4700 plots had been identified for Rohini registrants in Sector- 1, 2 & 3 of Rohini Phase-III besides 2300 plots under shifting programme which have already been utilised for such purpose, 960 LIG houses as decided is to be constructed by DDA and about 5340 plots are being offered to Rohini registrants in Sector- 4 & 5 of Rohini Phase-III. Therefore, approval of services plan has to be given top priority.

3. Accordingly, a plan has been prepared suggesting a site for another sewerage treatment plant having land area of about 45.00 Hec. (112 Acre approx.) on the basis of the second Master Plan norm of 0.568 Hec. per MGD. The projected population to be accommodated in Rohini Phase-III, IV and V will be about 1.3 million and will generate 80 MGD sewerage. The location is shown on the plan laid on the table. Besides the above requirement MCD is like to have an underground tank for water for which land measuring

4 Hec. is to be identified and handed over to them for completing the water supply system in this area.

4. The matter is placed before the Technical Committee for consideration and approval on the following :

- i. Land measuring about 45.0 Hec. for the second sewerage treatment plant in the location as suggested.
- ii. Land for an underground water tank measuring 4 Hec. with the location as suggested in the plan.

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DELHI DEVELOPMENT AUTHORITY
MASTER PLAN SECTION

PA/DD/MP/90

Dated: 6.12.90

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

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

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

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

Agenda for the meeting of Technical Committee to be held on 14.1.91 at 9.30 A.M. in the Confernee Room of Vikas Minar at 5th floor, Delhi Development Authority, I.P. Estate, New Delhi.

Remaining items of the earlier Technical Committee meeting held on 10.12.90 will be discussed. (as per the list enclosed with previous items nos. and new items nos.) All are requested to bring with them the agenda of the earlier Technical committee meeting held on 10.12.90 which has already been circulated, since no spare copies are available. The agenda for new items i.e., from 9 to 15 is enclosed.

All are requested to make it convenient to attend the meeting as per schedule.

| PREVIOUS ITEM NO. | NEW ITEM NO. | SUBJECT | PAGE NO. |
|-------------------|--------------|--|----------|
| 1 | 1 | Guidelines for utilisation of Community Service personal units in the Group Housing Societies Scheme/CGHS/DDA'S scheme Pool Housing scheme of various deptt of Govt. and Semi Govt. PA/DD(L) Bldg. 89/14 To be presented by Dir. (AP&B) | |
| 6 | 2 | Shifting of stone crusher from Lal Kuan, Badarpur, New Delhi F3(97) 69-MP To be presented by Dy. Dir. (NCR&UE) | |
| 8. | 3 | Alignment plan of New Rohtek Road from Rani Jhansi Road to Anand Prabhat - Integrating the functions/inter section designs. F5(117) 78-MP-Pt. II To be presented by Jt. Dir. (T) | |
| 9 | 4 | Composite alignment plan of Netaji Subhash Marg from Darya Ganj Footover bridge to S.P. Mukherjee Marg crossing. F5(47) 87-MP To be presented by Jt. Dir. (T) | |
| 11 | 5 | Construction of a recreational centre at Punjabi Bagh, New Delhi F3(18) 90-MP To be presented by JD(P) II | |

- | | | | |
|----|----|--|--|
| 12 | 6 | Shifting of High Tension Line on Parwana Road Pitam Road. F6(2)89-MP | |
| | | | To be presented by JD(P)II |
| 13 | 7 | Management of land along river Yamuna and Declaration of development area of DDA. F4/JD(P)II00/24/Et. I. | |
| | | | To be presented by JD(P)II |
| 14 | 8 | Allotment of land for establishing girls facilities 2 acres SOS Childrens villages of India F12(1)89-Instt. | |
| | | | To be presented by JD (P)II |
| - | 9 | Erection of statue of Maharani Laxmi Bai (Rani of Jhansi) F20(1)86-MP | 1-3 |
| | | | To be presented by DD(MP) |
| 10 | | Regarding transfer of Bldg. Activity to MCD of the colonies/schemes/areas which have been de- notified from the Development Area of DDA. F23(93)86-Bldg. | 4-7 |
| | | | To be presented by JD(B) |
| - | 11 | Grade separator proposal at Dhaula Kuan Inter section F5(22)89-MP | 8-17 |
| | | | To be presented by JD(T) |
| - | 12 | Construction of Building with 0.115 M (4/2") outer Walls by the Allottees in Rohini Scheme F3(60)90-MP | 18-19 |
| | | | To be presented by Project Planner (Rohini) |
| - | 13 | Allotment of additional land measuring about 40 hect. on eastern side of Agra Canal (between Agra Canal and Yamuna Right Bank Bundh) for ash pond area of BT&S F3(73)84-MP | 20-21 |
| | | | To be presented by Dy. Dir. (NCR&UE) |
| - | 14 | Proposal for a new 4 lane parallel bridge down stream of existing bridge over Yamuna River at I.T.O. New Delhi. F5(32)87-MP | 22-26 |
| | | | To be presented by JD(T) |
| - | 15 | Alignment plan of Roshanara Road from its junction with Rani Jhansi Road upto its crossing with Malke Ganj Road near Dina Ka Talab integrating the junctions/intersection designs of 24 mt. and above R/W roads. F5(26)86-MP / F5(41)84-MP | 27-28 |
| | | | To be presented by JD(T) |

6

ITEM NO. 3

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

F.3(15)/90-MP.

BACKGROUND:

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

RECOMMENDATION OF THE STUDY:

On behalf of Delhi Administration RITES have taken up a study on Mass Rapid Transit System (MRTS). The report has identified MRTS corridors integrating with surface Railway Network, dedicated bus routes and underground MRTS. (Refer Annexure-I). MRTS corridors of 19 Km. have been identified for the following two underground alignment in the phase (Annexure-II).

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

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

REFERENCE FROM DELHI ADMINISTRATION:

Secretary (Tpt), Delhi Administration vide D.O. SECE-64/3/89-TPt Pt. VII/286 dated 17.8.90 to Commr.) has requested that eventually these sites will be required for implementing MRTS in Delhi and a strict order is required to be kept over these land. He has requested that in case these lands are to be used for any other purpose clearance may also be taken from

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

DETAILS OF SITES:

4. 4(a) LANDUSE OWNERSHIP

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

4(b) PROPERTY DEVELOPMENT:

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

5. MPD-2001 PROVISION:

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

ii. Bus Terminal is permitted in Major use zones. Namely residential (RD), retail and general business (CI), wholesale and warehousing (C2) Light and service industry (M1), and extensive industry (M2).

iii. There is no specific development norms for bus depot and workshop.

iv. For bus terminal 3% coverage is allowed in ground floor and first floor each and 10% on second floor with the condition that maximum floor area permissible shall be 500 sqm.

v. One bus terminal for 1 lakh population is provided at community level and one bus terminal and two depot is provided for 5 lakh population at district level and at division level (10 lakh population) depots will be provided as per requirements.

OBSERVATIONS:

6. i. Since MRTS terminals and MRTS depots are also meant for intra-urban passenger movement similar to bus, these may be treated at par to bus terminal and bus depots and workshop. This will provide uniform permissibility of land uses. Based on this a table indicating permissibility of these uses as per MPD-2001 is given in Annexure-V. Out of seven sites only two sites require change of land use.

ii. In case of metro it is difficult to adopt the same development norms as that of bus because the requirement will be different. Development norms for operational area of metro terminals and metro depots can be considered subject to specific requirements.

iii. Land ownership belong to various departments and fall in jurisdiction of MCD, NDMC & DDA.

iv. In all the proposed sites some activities exist. In case of MRTS project implementation land would be acquired/Transferred to MRTS existing activities may have to be rehabilitated as per policies.

Secretary (Tpt.) Delhi Administration has informed that this is only a part of land requirement by the MRTS for its transport integration and depots.

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

7. ISSUES :

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

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

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

PROPOSALS OF MRTS USES AND PROPERTY DEVELOPMENT

ANNEXURE IV to

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

PERMISSIBILITY OF LAND USE

ANNEXURE-V

To Item No.

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

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

Item No. 4

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

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

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

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

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

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

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

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

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

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

Item No. 15

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

F. 20(14)/89-MP.

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

1. Okhla Industrial Area, Ph.I 232 sheds
2. Okhla Industrial area, Ph.II 201 "
3. Jhilmil Tehirpur Industrial Area 32 "
4. Lawrence Road Industrial Area 90 "
5. Wazirpur Industrial Area 102 "
6. Rohtak Road Industrial Area 177 "

2. These sheds constructed under DSIDCs scheme were allotted to the individual entrepreneurs under the scheme of 'Half a Million Jobs Programme'. Delhi Administration is now proposing to dispose of these sheds on hire purchase basis to the individual entrepreneurs by extending the relaxed floor area ratio standards as specified in PDP-2001.

3. The managing Director, DSIDC has forwarded the layout plans of Industrial sheds constructed by them in Wazirpur Rohtak Road, Jhilmil Tihar pur, Lawrence Road and Okhla Industrial Area Ph.I and II with the request that they may be allowed FAR on the built up properties as per the recommendation of PDP-2001. The comparative statement showing the FAR as per the approved plan and the proposed FAR is attached (Annexure 'X').

4. However, it would be necessary that while permitting additional construction as per MPD-2001 norms, it should be ensured that traffic and transportation system is not disturbed and overload on municipal services are adequately met.

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

-12-

Item No. 6

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

F.3(97)/69-MP.

I. BACKGROUND

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

| Name of Industrial Area | Area allotted in HAC (Ac. s.) | Existing details | Detail as/approved plan Ground Coverage%FAR | Detail of proposal | Detail as/proposal Ground Coverage%FAR | Remarks |
|--|-------------------------------|---|---|--------------------|--|---|
| Wazir Pur Indl. Area. | 03.72 HACS (9.20 Ac s) | 1025 sheds. Mazzine floor in all sheds. | 31.5% | 37.38% | 31.5 % | 68.55% 102 sheds are proposed to be double storied. |
| Lawrence Road Indl. Area. | 1.89 HACS (4.67 Ac s) | 64 sheds | 37.26% | 72.23% | 37.26% | 38 sheds are proposed to be double storied. |
| Zhil Mil-Thairpur Industrial Area. | 0.91 HACS (2.26 Ac s.) | 32 sheds | 39.68% | 39.68% | 44.5% | 32 sheds are proposed to be double storied + Administrative Block G+2 storied. |
| Okhla Phase-I Part-I Industrial Area. | 6.54 HAc. (16.16 fCs) | 256 sheds | 47.72% | 48.54% | 47.72% | 256 sheds are proposed to be double storied. |
| Okhla Phase II shheme-I Industrial Area. | 3.46 Hacs. (8.57 Ac s) | 224 sheds office building. | 35% | 35% | 37% | 224 sheds are proposed to be double storied. + Office building G.4.3 storied. |
| Okhla Phase-II Scheme-III. | 2.03 HAC (5.02 Ac s) | 57 sheds | 31.89% | 44.41% | 23.14% | 38 sheds are proposed to be double storied. |
| Rohatak Road. | 10.52 HACS (26 fCs) | 206 Sheds. | 34.42% | 30.58% | 34.72% | 206 sheds are proposed to be double storied. |

II. Provision of MPD-2001

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

III. Issue requiring consideration:

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

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

Appendix 'F' to Item No. 6

S.P. SURI
ADM/COLLECTOR (MINES)

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

Dated :- 3.9.90

Dear Sh. Chander Ballebh,

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

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

Yours sincerely,

Sd/-

(S.P. Suri)

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

Item No. # 7

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

LOCATION:

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

EXISTING CONDITIONS:

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

| <u>Rd.</u> | <u>St.</u> | <u>Right</u> | <u>Left</u> | <u>Total</u> | |
|-----------------|------------|--------------|-------------|--------------|--------|
| Ring Road (E) | 2598 ** | 712* | 1105* | 4315 | |
| -do- (W) | 1709 ** | 544* | 360* | 2613 | |
| Aurobindo Mg(N) | 2612* | 757* | 481* | 3850 | |
| -do- (S) | 2306* | 615* | 545* | 3466 | |
| | | 9225 | 2628* | 2491* | 14,344 |

* Remain at surface level.

** On flyover.

EXISTING R/W:

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

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

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

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

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

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

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

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

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

-do- -On West- Residential buildings.

2. BACKGROUND:

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

(a) OBSERVATIONS OF DUAC :

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

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

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

b) AUTHORITY'S DECISION:

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

REVISED PROPOSAL:

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

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

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

AUTHORITY GUIDELINES

REVISED PROPOSAL
SUBMITTED

REMARKS

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

F. 3.5 mts. wide strip (as based on one side) shall be reserved for H.T.Lines. Reservation made on north side of Ring Road for H.T.Lines. Ref. DDA's 083-67

G. The slope of the bridge should be 1:30. For smooth movement of cyclist depending upon the volume. This has been provided.

H. The road improvement upto the next major intersection on each end on all the arms shall form part of a grade separator. Improvement upto the next major intersection on Ring Road has been indicated in the long term improvement plan for the Ring Road.

4. FEASIBILITY REPORT

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

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

DDA'S OBSERVATION:

(i) R/W details:

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

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

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

(ii) H.T. LINE:

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

(iii) CYCLE TRACK AND PEDESTRIAN SUBWAYS:

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

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

(b) PEDESTRIAN SUBWAYS:

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

(iv) TRAFFIC CIRCULATION:

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

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

(v) SERVICE ROAD:

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

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

(vi) IMPROVEMENT OF INTERSECTION ARMS:

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

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

Minutes of the Technical Committee meeting held on 12.4.90.

DECISION

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

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

EXTRACT
OF
DUAC'S OBSERVATION:

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

The salient features of the observations are as follows:-

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

feasible as the greenery does not grow underneath the over bridge.

- v. The Union Territory of Delhi should have traffic Master Plan, identifying the main problem and priority areas. The proposals under consideration appear to be piecemeal solution and are unlikely solve the increasing traffic problems.
- vi. It is essential to have a statement of the whole city network. Detailed study of road network 1.0 km. around the intersection so that each solution is examined in the proper larger context so that the flyover does not become a disruptive element and created havoc. It is essential to go in for a technical solution with a proper movement planning and arrive at an environmentally desirable solution within the above parameters.

The Commissioner while considering the grade separators mentioned above observed that the 7 flyovers constructed during ASIAD have affected the traffic movement of the adjoining areas seriously, affecting the pedestrian movement due to the physical barriers created by these flyovers and the over-speeding generated by the bridges.

Annexure-III

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

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

Dated: 25.9.90

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

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

...

Dear Sir,

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

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

Yours faithfully,

Sd/-

(Er. B.B.DAS)
Addl. General Manager (Tech.)

Copy to:-

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

- A. General Information
- i) Location of the grade separator.
 - ii) Agency to implement.
 - iii) a) B/W of the Master Plan Roads. (Existing proposed)
 - b) Status & R/W of other roads. (Zonal/layout/rural).

Ring Road-Aurbindo Marg inter-section at S. Marjung. PWD(DA).
Ring Road Right of way

| S.No. | Name of Existg. Area | As per Proposed. Master Plan-2001. |
|-------|----------------------|------------------------------------|
| 1. | Ring Rd. E | 47.5m. 63.00m. 72.00m |
| 2. | Ring Rd. W | 53.00m. 63.00m. 63.00m |
| 3. | Aurbindo N Marg. | 60.00m. 60.00m. 60.00m |
| 4. | Aurbindo S Marg | 47.5m. 60.00m. 60.00m |

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

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

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

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

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

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

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

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

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

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

C. Technical Data.

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

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

- ii) Details of turning movements in peak hour in PCU's on each arm of the junction/intersection. (For design year & hortain year).
- a) Straight
 - b) Right
 - c) Left
 - d) Total
- Given in annexure-I

- iii) If the junctions/intersection is controlled by an automatic traffic signal at present, please indicate signal cycle time. 155 seconds.

- iv) Pedestrian traffic volume in each direction on each arm.
- a) North arm Towards INA -350
 - b) South arm Towards Mehrauli -2350
 - c) East arm Towards Moolchand -733
 - d) West arm Towards Dhula Kuar -2150

- v) Estimated average delay per vehicle on different approach arms at the junctions/inter-sections.
- a) North Towards INA 53 Seconds
 - b) South Towards Mehrauli 59 seconds
 - c) East Towards Moolchand 67 seconds
 - d) West Towards Dhula Kuar 67 seconds

- vi) In case if the grade seperator is proposed on the railway level crossing please specify N/A
- a) number of trains passing 8 AM. to 8PM. per day/week.
 - b) the frequency and duration of the closure.

D. Details related with the proposed Grade Seperator.
The grade seperator proposal shall be detailed out upto the next important junction/intersection on either sides.

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

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

E. Feasibility Report.

- a) Details of affected structures
 - i) Pucca/Seri Pucca/Kutchra with plot area/plinth area details. Seri Pucca
i) Bus Stand -4Nos.
ii) Piao Urinal
Tea Stall & dustbin
- 8Nos.
 - ii) Structures forming part of the regularised colony/unauthorised colony. NIL
 - iii) The use of the property (Commercial) residential/institutional/other, please specify. N/A
- b) Services - Underground/overhead affected in the proposal shall be shown on the plan in different colours. Shown in the Drawing.
- c) Trees - Number of trees affected along with their girth and species details. i) 190 Nos.
ii) Girth ranges from 0.20 m to 3.39 m.
iii) Species details attached.
- d) Whether access to the existing/proposed buildings or properties is affected if so what alternate measures have been envisaged in the proposal. Shown in the Drawing.
- e) Management scheme for the circulation of the traffic from the adjoining localities upto the next junction/intersection on either sides has been integrated with proposal under consideration. Shows in the Drawing.

F. Project Report.

OFFICE ADDRESS
 & PHONE NO. _____

Signature of the officer
 of the implementing
 Authority:

Item No. 8

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

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

By. *[Signature]*

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

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

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

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

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

c) Intersection/Junction Designs

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

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

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

d) Problems :

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

3. Salient features of the project
- A composite alignment plan integrating junctions/intersections of roads of 18mts. and above roads has been prepared. Marginal modification to the earlier approved R/W have been proposed taking into consideration the existing central verge, street lightings in C/V etc. The central verges at places could not be retained due to the fact that the centralverge has not been laid at the exact centre of the road:
- a) Total length of the road is 2.75 km.
 - b) An uniform 6 lane divided C/W with a central verge of 1 mts. has been proposed.
 - c) 5.50 mts. wide service roads on either side of the road has been proposed to segregate the local & through traffic movement.
 - d) 1.5 mts. wide outer footpath has been provided for pedestrian movement.
 - e) Busbays are located at suitable places taking into consideration the existing location and better space standards.
 - f) Intersection/junction designs of 18mts. and above roads have been suitably improved and integrated in the alignment plan, zebra crossing, traffic islands, signal points have been marked for a smooth flow of traffic.
 - i) Efforts has been made to retain the existing road infrastructures as far as possible to avoid unnecessary shifting.

4. Feasibility Study: LOSC Decision

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

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

Affected Structures

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

Technical Committee Decision:

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

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

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

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

ANNEXURE-II

Item No.190/90

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

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

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

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

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

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

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

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

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

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

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

Item No.190/90 The Decision of LOEC dt. 10.7.90

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

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

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

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

F.5(47)/87-MP.

Location:

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

Background:

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

a. Existing condition cross sectional details:

- i. A six lane divided C/W with a central verge varying from 2.5 Mtrs. to 8 Mtrs. is existing.
- ii. Width of the existing footpath varies from 3.5 Mts. to 6.5.Mts.
- iii. Four signalised intersections are existing along this stretches of road. Street Light poles have been erected on central verges and footpaths.

b. Traffic volume:

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

- ii. As per the volume counts study supplied by MCD, the peak hour volume between Netaji Subhas Marg Intersection and Lajpat Rai Market is over 4000 vehicles during peak hour which includes 18% of slow moving vehicles in each direction.
- iii. The peak hour traffic volume survey for the following Three junction /intersection as per 1989 data supplied by MCD is as under:
 - i. At Chandni Chowk Intersection 11784 PCU's per Hr.
 - ii. At Netaji Subhas Marg and New Daryaganj Road 'T' junction 7373 P.C.U.'s per hour.
 - iii. At Footover Bridge Intersection 453 PCU's per hour.

Problems :

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

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

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

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

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

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

3. Salient feature of the project:

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

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

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

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

4. Feasibility Study:-

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

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

Affected properties:-

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

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

1. Composite alignment plan of Netaji Subhash Marg from Darya Ganj footover bridge to S.P. Mukherjee Marg crossing vide drawing No. CA-001/PPW/90.
2. The resettlement of eligible effected properties services be taken up by MCD with Lands Department, DDA and others concerned agencies.
3. MCD shall plant three times of the trees affected in the alignment plan.
4. The detailed plan of the subway shall be prepared by MCD.
5. MCD shall protect the road r/w as per the alignment plan.

Annexure-IV

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

17.9.90

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

To

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

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

Sir,

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

Encl: As above.

Your faithfully,

Sd/-

Ex. Engineer(P) II

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

F.8(1)/87-MP.

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

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

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

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

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

Item No.11

- 32 -

Subject : Construction of a Recreational Centre at
Punjabi Bagh, New Delhi
F-3(18)/90-MP

1. The proposal received from Chief Architect, MCD on the above subject was considered in the Technical Committee meeting held on 29.3.90 (wherein following decision was taken) (Detailed agenda item enclosed).
"The Technical Committee desired that a site inspection be carried out by LM, Commr.(Plg.), Director(DC&P), Chief Architect, DDA and Chief Architect, MCD(Sh. Arjun Dev)".
2. In pursuance of the decision of the Technical Committee the site was inspected by E.M., Commr.(Plg.), Chief Architect, DDA and Joint Director (Plg.) on 6.11.90.
3. Proposal : The proposed construction of recreational centre on the site presently lying vacant would not be desirable. It should be develop by MCD as 'Green'. The requirement of recreational centre be accommodated in the Stadium Complex adjoining the site which is yet to be developed fully by suitably modifying design if required.
4. The proposal contained para 3 above is placed before the Technical Committee for its consideration.

Annexure-II

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

Dated 21.4.89

From:

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

To

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

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

Sir,

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

Yours faithfully,

sd/-

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

Encl: as above.

Item No. 100/89

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

Note of Executive Engineer (I) II is reproduced as under:—

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

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

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

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

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

Item No. 100/89

The decision of LOSC dated
28.3.90

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

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

sd/-

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

Item No.17

29.3.90

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

F.3(18)/90-MP

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

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

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

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

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

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

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

1. IDENTIFICATION OF PROJECT AREA:

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

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

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

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

Group 'B' Area protected by the bunds.

Group A: The following pkts. fall under this category

| Name of the Pkt. | Area in hecets. |
|------------------|-----------------|
| Pkt. A | 200 |
| B | 4150 |
| C | 350 |
| E | 3050 |
| K | 225 |
| R | 200 |
| Q | 960 |
| U | 975 |
| V | 815 |
| Total | 10925 |

Group B: Land falling between the bundhs. The following pkts. will comprise land in this category.

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

2. LAND UTILISATION:

i. Channelisation of River Yamuna:

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

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

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

ii. Land Utilisation in the vicinity of River Banks:

The land measuring about 10925 hec (Group A) falls in this category. For an area measuring about 2215 hec. (Pkts R,U,V & K) land uses have already been defined in MPD-62/ MPD-2001 while for ~~anxx~~ area measuring about 8510 hec. with a break of 7750 hec. (Pkt. A,B,C & E) and 960 hec. (Pkt. 'Q') located of the north of road no. 50 and South respectively, the land has been left as Rural use zone.

3. PRESENT POSITION (DEVELOPMENT AREAS OF DDA):

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

measuring 3500 Hec. has already been declared as development area No.173 of DDA vide notification No.F.16 (2)/89-L&B dated 29.3.89.

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

DEVELOPMENT POTENTIALS OF THE PROJECT AREA(OUTSIDE THE BUNDS)

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

upto 1978 discharge.

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

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

5. PROPOSALS: (Plan laid on the table)

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

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

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

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

East: Left marginal bund

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

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

Item No.14

- 38 -

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

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

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

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

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

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

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

F.18(4)/81-Instl.

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

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

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

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

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

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

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

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

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

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

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

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

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

Item No. 9

Sub:-Erection of statue of Maharani Laxmi Bai (Rani of Jhansi).

F.20(1)/86-MP.

A reference was received from Chief Architect, MCD No. D/1881/MW/Arch./88 dated 29.4.88 intimating that the MCD vide its resolution No. 784 dated 27.12.77 has resolved that the statue of Maharani Laxmi Bai (Rani of Jhansi) be erected on the portion of land abutting the intersection of Rani Jhansi Road and New Rohtak Road. The matter has been examined in detail by DDA and WC has observed that the site proposed for installation of the statue is not very suitable. He has also desired that the statue should be installed in the park across the Rani Jhansi Road. He also desired that the site be inspected and the comprehensive proposal be put up. Accordingly, the site was inspected by Deputy Director (MP) and Senior Landscape Architect, DDA the open site at the intersection of Rani Jhansi Road and road leading to Sadar Bazar is very suitable.

2. The corner of the plot shown in the plan laid on the table, is at a higher level than the rest of the park which has got thick tree plantation. This piece of land at a higher level is lying vacant at present. Both the sides one proposed by the MCD and the other by DDA are marked on the plan laid on the table.

3. The guidelines for installation of statues in Delhi received from CPWD vide their D.L. No. SA/CPWD/23/85/791-91 dated 29.11.85 are re-produced as under:-

- i. Cost of the work relating to the statue including cost of fabrication transportation and installation should be borne by the organisation.
- ii. The organisation should obtain clearance of the Delhi urban art Commission and Chief Architect Central PWD regarding the size of the statue, metal used and design of the pedestal for the statues and landscaping of the area.

- iii. It will be the responsibility of the organisation to have proper landscaping of the area in consultation with the local authorities i.e. NDMC/MCD.
 - iv. The organisation shall take up and settle with the local bodies concerned the question of the maintenance of the statue after the installation of the statue and its landscaping.
 - v. The organisation will have no claim on land on which it is permitted to instal the statue and the ownership of the land will continue to vest in the Government.
 - vi. The statue shall be installed in accordance with the site plan to be obtained by the organisation from the Chief Architect, Central PWD.
4. As regards the location/site for the statues, normally the Delhi Urban Art Commission and the Chief Architect, CPWD are not in favour of allotting a traffic round about in the city for installation of statues.
5. The matter was placed before the Technical Committee in its meeting held on 17.9.90 and three alternative locations were discussed on the plan including the one suggested by Delhi Urban Art Commission in the DDA part opposite Idgah. Chief Architect, MCD pointed out that the statue should be located in such a manner so that gathering/functions could be held at the site on ceremonial occasions without disrupting traffic. VC, DDA stated that he would like to inspect the area before the final decision is taken in the matter.
6. Accordingly, the site was inspected by VC, DDA along with Commissioner Planning, Director (DC&P) and Chief Architect MCD, Vice-Chairman DDA approved the location of the statue of Maharani Laxmi Bai on the portion of land abutting the intersection of Rani Jhansi Road and New Rohtak Road in the pocket of Telephone Exchange. It was further desired that the Chief Architect MCD will submit the detail drawings for discussion in the Technical Committee.

7. Accordingly, Chief Architect MCD has submitted the location plan indicating Rani Jhansi Road and New Rohtak Road which is placed on table for consideration.
8. The case is now submitted to Technical Committee for approval of location of erection of statue of Maharani Laxmi Bai.

Item No. 10

Sub: Regarding transfer of building activity to MCD of the colonies/schemes/areas which have been denotified from the Development Area of DDA. F23(93)86-Bldg.

Vide Resolution no. 10 dt. 20.10.86 the DDA approved the procedure and modalities to transfer the maintainance of civic services u/s 36 of the DD Act, 1957 to MCD as provided / developed by the DDA in the Development Areas. The Land & Building Deptt., Delhi Admn., denotified a number of schemes/areas/colonies, i.e. 118, 66, 108, 11 and 5 nos. vide Notifications dt. 19.1.88, 31.5.89, 28.7.89, 27.6.90 and 14.11.90 respectively. The building activity of the colonies covered under first two Notifications have already been transferred to MCD and Public Notices in the leading newspapers were issued to this effect. The Public Notice for the transfer of the building activity to MCD for the schemes/colonies covered under the three remaining Notifications has been formulated (Annexure 'A' - placed at page 365-366/c) The Public Notice has been vetted by the Legal Section. CLA has however made the following observations which are reproduced hereunder:-

"I have examined the draft of the public notice as corrected by the Lt. Vice Chairman, vide para '3' of the public notice, the persons whose applications had been received before publication of this notice, have been advised to make payments and complete formalities within 30 days failing which the cases shall be closed/rejected and transferred to MCD. If the intention is to sanction building plans in respect of those cases where the applications have been received prior to issue of public notice, I am afraid DDA is not competent to do so. Once an area has been denotified, DDA has no jurisdiction to grant/sanction for development. The powers of the Authority to grant permission/sanction for construction is only in respect of development area. This aspect may be examined before the public notice is issued.

It also appears from the public notice that in respect of those cases where sanction for development has been accorded by DDA before denotification 'U' & 'D' form as well as completion certificates are sought to be issued by MCD. Section 12 of DD Act envisages only the permission for development, by Authority in development area and by the local authority concerned in an area other than a development area. Therefore, it appears that once sanction for development has been validly issued by the Authority in exercise of the

power conferred upon it by Section 12 of DD Act, all consequential actions viz. issue of 'C' & 'D' form grant of occupancy certificate are to be taken by the Authority and not by the local authority concerned with grant of sanction after denotification. The modalities may be thrashed out with MCD, before the public notice is issued".

With regard to para 1 above it is stated that a period of 30 days is given to complete the formalities. This is only to avoid hardship and inconvenience to those cases where the applications are received by the DDA prior to publication of the Notice. This arrangement was also made earlier as per the orders of the then V.C.

With regard to para 2 above it is stated that once the building activity is transferred to MCD, Building Section DDA cannot issue subsequent building permits, such as, sanction, 'C' & 'D' form and grant of occupancy certificate which are the integral stages of building permit procedure. Earlier also the files were transferred to MCD on AS IS WHERE IS BASIS after a period of 30 days after the publication of the Public Notice. This arrangement was amicably arrived at after a number of meetings held with MCD Officers. Further, it is pointed out that the Authority while passing Resolution no. 10 dt. 20.10.86 over-ruled the opinion of the then CLA, according to which the then CLA was not of the opinion of the denotification for which there is no provision in the DD Act, 1957. However, the Authority resolved for the denotification and transfer of the building activities.

The observations of the Legal Section as stated above are placed before the Technical Committee for consideration.

DELHI DEVELOPMENT AUTHORITY
BUILDING SECTION

No.F.23(93)86/Blg./

Dated :

PUBLIC NOTICE

The Land & Building Deptt. Delhi administration, Delhi with the prior approval of the Administrator of Union Territory of Delhi, vide its notifications No. F.12(22)87-P/L&B dt. 19.1.88, 20.1.88 & 29.1.88, II) Notification No. F.12(128)88 Plg./L&B dt. 28.7.89 & III) Notification No. F.12(138)88/Plg./L&B/15683-701 dt. 27.6.90 has demarcated the colonies/schemes, shown in the said notifications (details given below) from the Development Area of DDA, as the maintenance of services of these colonies/schemes have been taken over by MCD. Accordingly, the work of building activities in these colonies/schemes has been transferred to MCD. The Building section of DDA shall not accept any fresh plan, addition/alteration of any sanctioned plan or re-validation of the plan (including issue of 'C' & 'D' forms and occupancy/completion certificates) in respect of the colonies/schemes shown in the notifications from the date of this publication, and such building plans/permits in respect of these colonies/schemes shall be entertained by MCD, henceforth.

However, in order to avoid hardship and inconvenience to the allottee/lessees of these colonies, whose applications were received by DDA prior to this publication of this notice, the allottees/lessees of the plots of the schemes/colonies shown in the notifications, are advised to make payment and complete all the required formalities within 30 days from the date of this publication of notice. Thereafter, no payment/applications shall be accepted and cases shall be closed/rejected and transferred to MCD.

It is further clarified that the composition charges for belated construction in respect of these colonies/schemes shall continue to be deposited with DDA in the authorized branches of the STATE BANK OF INDIA and Central Bank of India. as President of India/DDA is the lessor of these colonies/schemes.

It is further clarified that the 8 cooperative House Building Societies i.e. Sl. No. 2, 4 to 9 and 11 of the notification dated 27.6.90 shall continue to make the payment of peripheral charges (Provisional) at the rate of Rs. 9/- per sq. mtrs. at the time of sanction of building plans at the rate of Rs. 9/- per sq. mtr. at the time of obtaining 'D' form and Rs. 6/- per sq. mtr. at the time of occupancy certificates, at the cash counter of the Building Section of DDA.

Item No. 11

Sub:-Grade separator proposal at Dhaula Kuan Inter-Section.

F.5(22)/89-MP

LOCATION:

This intersection is formed by confluence of 5 important roads namely Ring Road towards Moti Bagh Ring Road towards Naraina Gurgaon road (Parade Road), Sardar Patel Marg and the ridge road. The intersection is presently form of elliptical shaped round about. In the Master Plan Delhi-2001 a grade separator has been envisaged at Dhaula Kuan.

2. EXISTING CONDITION:

Present volume as per surveys conducted by CRRI during Nov.87 shows 7620 Pcu's in the morning peak hour. But the consultant DTDC has given a traffic volumes for the intersection in which it is estimated during peak traffic volume at the intersection is over 11000 Pcu's respectively. As per DATA supplied by the consultant DTDC the peak hourly traffic movement of different arms of the round about are as follows:

Present peak hourly traffic movement pattern at Dhaula Kuan roundabout -1989.

| To from | Gurgaon Road | Ring Road to(Naraina) | Upper Ridge Road | Sardar Patel Road | Ring Rd. to Moti Bagh | Total |
|--------------------------|--------------|-----------------------|------------------|-------------------|-----------------------|--------------|
| Gurgaon Road | 120 | 305 | 704 | 1328 | 730 | 3187 |
| Ring Road (to Naraina) | 233 | 48 | 206 | 221 | 1237 | 2524 |
| Upper Ridge Road | 463 | 42 | 40 | 29 | 281 | 2155 |
| Sardar Patel Marg. | 305 | 249 | 64 | - | 405 | 1524 |
| Ring Road (To Moti Bagh) | 520 | 222 | 433 | 338 | 288 | 2421 |
| Total: | 2142 | 1566 | 1447 | 2576 | 2281 | 10612 |

From the above said data, it is seen that the straight movement on Ring Road works out to only 2159 Pcu's and on Sardar Patel Road it works out 2134 Pcu's. The total peak hour traffic volume at this round about is 10612 pcus at present. The straight movement on both the major roads thus accounts for nearly 40% of the total traffic i.e. about 20% on either sides.

At present the traffic from the five roads is using the roundabout for straight and turning movements.

EXISTING R/W

- (b) (i) Ring Road (E) 52.50
 - do - (W) 50.00
 S.P. Marg (N) 45.00
 - do - (S) 45.00

(c) Significance amongst of the Road Intersection in Delhi,

This has been located at the confluence of the Ring Rd. and National Highway NH-8 and it also a VIP route, thus intersection has a special functional significance amongst of the road interz of the road intersection in Delhi.

BACKGROUND:

The proposal for improvement of Ring Road/S.P. Marg intersection and Dhaula Kuan was discussed in a meeting under Chairmanship of L.G., Delhi on 22.8.86. The minutes of the same along with the report prepared by CRRI with drawing for carrying out imporvement at phase-II and ph-III were submitted by CPWD vide letter dated 19.1.89.

S.E., (PWD) vide letter dated 14.2.89 has forwarded a copy of the letter from the M/o Defence addressed to Chief Secretary, Delhi Administration brought in the point as to whether the proposal for construction of diversion road will go against the direction of Prime Minister regarding construction on the ridge (refer Annexure-I).

This case with three level grade seperator proposal initially d scussed in DDA's Technical Committee meeting held on 9th June, 1989, Again, the case was discussed in the Technical Committee meeting held on 31.7.89. The T/C resolve that the proposal of a three level flyover was approved with a condition that CPWD, Delhi Administration shall also submit the detailed plan indicating the improvements required on Ring Road, sardar Petal Marg and ridge Road upto the next impor-
mat intersection at the earliest.

4. OBSERVATIONS OF DUAC/DA:

Chief Engg. PWD(DA) vide letter dated 15.1.90 has for-
warded their necessary clarification of the DUAC on the proposal. The observation pertaining on the various points

of DUAC observation were given vide DDA's letter no.F.5 (22)/89-MP dated 22.2.90 in which it was also requested for the feasibility report alongwith DUAC approval for the consideration of Authority, DDA.

Further, DUAC vide letter dated July,17, 1990 has communicated the discussion in commission's meeting held on June, 15,1990 in which the proposal of Dhaula Kuan intersection improvement scheme had been considered by the commissions at conceptual stage in its meeting held on April : 16,1990 and in view of commissions observation.

The site was visited on June, 12,1990 by the members of the commission. The commission suggested that with dipping the whole round about and developing the central portion as island with the four line flyover at 2.5 m. level was also feasible as an alternative but its effect on existing trees will have to be studied.

5. AUTHORITY'S DECISION:

L.G. Delhi while recording the progress and grade separator in the meeting held on 15.6.90, 5.7.90 and 20.7.90 at Raj Niwas designed that DDA in consultation with PDW (DA) may work out the guidelines for designing the flyovers/grade separator and bring before the Authority for its consideration. According the agenda was prepared and placed before the Authority vide Item no.54 dated 13.8.90. The guidelines as adopted by the Authority are placed Annexure-II.

6. REVISED PROPOSAL:

S.E.(Plg.)/DA/DK/131 dated 30.11.90 has submitted the revised scheme as per the guidelines approved by the Authority in its meeting held on 13.8.90. The revised proposal contains a Brief note on proposed improvement for Ring Road S.P. Marg intersection at Dhaula Kuan and the following drawings.

1. Drg. No. NATPAC/DS/RR/001C Scale 1:500
improvement plan.
2. Drg. No. NATPAC/DS/RR/001A Scale 1:500
Services Plan.
3. Drg. No. NATPAC/DS/RR/001B Scale 1:1000
second ph. improvement plan.
4. Drg. No. NATPAC/ DS/RR/001D scale 1:500
continuation of 001C.
5. Drg. No. NATPAC/DS/RR/001F Scale 1:1000
Long term imp. for Gurgaon Rd.
intersection.
6. Drg. No. NATPAC /DS/RR/001 Scale 1:2500
Long Term imp. Plan- dhaula Kuan-Brar Square.

| Authority Guidelines | Revised proposal Submitted. | Remarks. |
|---|---|------------------------------------|
| i. Grade separator should be provided on Ring Rd./Outer | Underpass has been envisaged on Ring Rd. | |
| ii. Flyover provision could be made for 3rd level below ground when found necessary. | 3rd level proposal has been envisaged by provision of flyover on S.P. Marg in 2nd phase. | |
| iii. On the ring road (60 mts.) R/W and a parts of the outer Ring Road width 60 mts. R/w the flyover shall consist of 9 mtrs. width of 3 lanes (3 mts. each in each direction. | 3 lanes with 11 mts. width on either direction is proposed the underpass in Ring Rd. in the 1st phase. | |
| B. In case whether the R/W of outer ring road is 45 mts. then 2 lanes of 7.5 could be provided. In such cases effort should be made to increase R/W of outer ring road is 300 mts. length of flyover section. | In the proposal R/W is proposed to be retain as 63 mts. on ring road but at the location of the bus bays r/w has increased Similarly the R/W of S.P. Marg on N-E side retained as 60 mts. | Refer DDA's Observation (1) Below. |
| C; Service road of about 6 mts. should be provided which could be reduced to 4.5 mts. in case of 45 mts. R/W, | on Ring Rd. the service road provided on either sides of 5.5. mts. width. | |
| | ii. On S.P. Marg(N) service rd. has been indicated on one side on both areas. | Observation (ii) below: |
| D. The minimum width of the footpath should be specified as 2 mtrs. | i. 2.0 mts. wide foot path are provided on S.P.Marg N-E & N-W Side. | Observation (ii Below) |
| | Similarly, 3.0. to 3.0 to 3.5 mts. on S-E and S-W side of the arm. | |
| | ii. 2 mts. wide footpath are provided on Ring Road. | |
| E. The clear headway between R. Chamber & bottem of the beam should be 5.5.mts. | 5.5. mts, underpass on Ring Road has been envisaged. | |
| F. 3.5 mts. wide strip (as base on one side) shall be reserved for H.T. Lines. | On Ring Rd. 3.5 mts. strip land has not been reserved exclusively for H.T. Line. | Refer DDA observation (ii below) |
| | Grade separator section of Ring Road on an average 1.5 mts. to 9 mts. green strip of verge has been reserved beyond underpass & besides service road for accommodation. | |
| G. The slope of the bridge should be 1:30. | This has been provided . | |
| H. For smooth movement of cyclist depending upon the volume. | This has not been provided. | DDA's observation (iii below) |

- IV. The road improvement upto the next major intersection on each and on all the arms shall form part of a grade separator.
- Improvement upto the next major intersection of Gurgaon Rd. in two phase i.e. 1st phase and long term improvement plan.
- Refer DDA's observation (iv. A.b.)
- V. The circulation of surrounding area shall be properly integrated with grade separator scheme.
- Keeping the surrounding along Ring Road it may not be required.

7. FEASIBILITY REPORT.

With above said proposal S.E.(PWD) also submitted the filled-in performance feasibility report along with basic information of the proposed underpass. The salient features of the feasibility report are as under:

- a. 39 nos. of shops are affected.
- b. 4 nos. kiosks are also affected.
- c. 3 nos of DTC stops are to be affected.
- d. Due to the underpass & intersection improvement on five legs 169 nos trees are affected.

For details please refer annexure-III.

S.E. (PWD) stated that the proposal is found to be technically feasible as verified at site.

8. D.D.A.'s OBSERVATIONS:

| S.No. | Name of the area | As/ Master Plan | Proposed. |
|-------|------------------|-----------------|------------|
| 1. | Ring Road (E) | 63.00 mts. | 63.00 mts. |
| 2. | Ring Road (W) | 63.00 " | 63.00 " |
| 3. | S.P. Marg (N) | 60.00 " | 60.00 " |
| 4. | S.P. Marg (S) | 60.00 " | 60.00 " |

- a. Ring Road :- The full section of R/W as indicated on the drawing shall be developed as part of the underpass proposal.
- b. S.P. Marg:- The R/W of 60.00 mts. wotj full road section of the intersection area should be developed upto next intersection as part of the under bridge proposal.
- ii. H.T. Line:- Refer DDA's observations(F-point), in this regard, AGM, DESU vide letter No. AGM/29/4490 dated 25th september, 1990 has intimated that reservation for H,T.Line should be made for meeting the present and future requirements (Refer Annexure-iv)

(iii) CYCLE TRACK AND PEDESTRIAN SUB-WAY:

- (a) In the proposal no separate cycle track has been proposed.

b. The armwise pedestrian volume at the intersection are indicated below:

| | |
|---------------------------------|------|
| Across Gurgaon Road----- | 1173 |
| " Ring Road on Brar Square----- | 755. |
| " Upper Ridge Road----- | 717 |
| " S.P. Marg !----- | 656 |
| " Ring Road on Safdarjung Road | 491 |

Thus the intersection as such cater to demand of inter-state intra city buses resulting in significant movement of pedestrian traffic norms the different approach areas at this intersection. In the proposal 5 nos of pedestrian sub-way have been proposed for crossing the five different segment of rotary road ways. Within the rotary area, pedestrian movement are to be taken care of by a pedestrian path along the pheriphary of the traffic rotary.

iv. TRAFFIC CIRCULATION:

Keeping the present and proposed land uses the DTTDC is of the opinion that traffic cirdulation upto next intersection may not be required. The turning traffic at this intersection will have to be taken care of by the traffic totary in view of both locational attributes and intersection layout.

v. SERVICE ROAD:

Keeping in view local requirement service roads have been proposed on either side of Ring Road. But on S.P. Marg service road ahs not been provided rather shown in discontinued fashion. In the proposal south West corner of the rotary a new connection of the service road has been given from Ring road South to S.P. Marg South West. But, this has not been continued. The full section of S.P. Marg in North and South should be developed to its final section.

vi. IMPROVEMENT OF INTERSECTION ARMS:

The all intersections need to be developed with full corss-section of the road upto its next major intersection. For NH-8 it is also required to develop with full R/W upto the next major corss section.

The item may be discussed in the T/C meeting for consideration and approval keeping in view of the following aspects.

- a. The PWD (DA) may be requested to take up the matter with competent authority for the re-habilitation off the affected properties and structures.
- b. The PWD(DA) shall plant three times of the affected trees.

- v) Proposed width of service road/cycle----- 5.5. mts.
track on each arm.
- vi. Proposed total length of the flyover/-----658.50 mts.,
under bridge.
- vii. Proposed length of slope including valley 509.00
curve and submit curves:
- viii. Length of flat portion
- xi. Slope of grade separator on each ramp.

North
South

East Ring Road (Towards Safdarjung) 1 In 30

West Road (Towards Brar Square) 1 In 30

- x. The location of bus stops, bays Shown in the drawing.
- xi. Pedestrian subway/crossing Shown in the drawing.

E. Feasibility Report.

a) Details of affected structures shops (Semi pacca) 39 nos.
Khokas 4 nos.

i) Pucca/semi pucca/kutchs with DTC shops 3 nos.
plotarea /plinth area details.

ii. Structures forming part of the Nil
regularised colony/unauthorised.

iii. The use of the property (Commercial) / Shops being used
residential/institutional/ other As commercial.
please specify.

b. Service - Underground/overhead affected in the proposal shall Show in the drawing
be shown on the plan in different colours.

c. Trees - Number of trees affected i) 169 nos.
along with their girth and ii. Girth ganges for
species details. 14 cm to 246 cm.
iii. Species details
attached.

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

e. Management scheme for the circulation of the traffic from the adjoining localities upto Show in
the next junction/intersection on either the drawing
side has been integrated with proposal under
consideration.

F. Project Report.

Office Address _____
& Phone no. _____

Signature of the officer
of the implementing
authority.

NAME OF TREES AT DHAULA KUAN INTERSECTION:

1. Inside Round About
 - i. Ashoka
 - ii. More Pankhi
 - iii. Ismali
 - iv. Khajoor
 - v. Karilolice
 - vi. Palm
 - vii. Gul Mohar

2. Ring Road - towards Brar Square.
 - i. Prabrol
 - ii. Imali
 - iii. Gul Mohar
 - iv. Neem
 - v. Pinnal
 - vi. Makkam
 - vii. Deodar.
 - viii. Amalosh.

3. Ring Road Moti Bagh
 - i. Kikar
 - ii. Gul Mohar
 - iii. Imali
 - iv. Makkam
 - v. Pilkham
 - v. Neem
 - vii. Sahtoot.

RAJ NIWAS DELHI

No. 16(1)/RN.90/1432/9942

5.10.90

A copy of the minutes of the meeting held at Raj Niwas on 15.6.90, 5,7,90 and 20.7.90 to review the progress of flyover and Bridge is enclosed for taking necessary action.

The Lt. Governor continued with the review of the various scheme of flyover and bridge. It was explained that at Dhaula Kuan perhaps Ring Road may go as an underpass rather than an overpass. After much discussion about the various parameters of flyovers and the views expressed by DUAC from time to time. It was desired by the Lt. Governor that a policy should be worked out on the various parameters of flyovers after discussion among Technical experts which should be put up before the DDA for general adoption.

EXTRACT
OF
DIUAC'S OBSERVATION:

C.E.DPTDC vide letter No.F.BR/12003/89/ DTDC/BR-6 dated 30th July, 1990 has communicated the DIUAC's observation.

The salient features of the observations are as follows:-

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

GENERAL INFORMATION:

i. Location of the grade separator. Ring Road- S-P. Marg inter-

ii. Agency to implement PWD(DA) R/W in meters.

ii. a. R/W of the Master plan Road, Existing (proposed).
b. Status & R/W of other roads. (Zonal/layout/rural).

| s. | Name of Arm. | Exist- ing. | As per pro posed Master plan-2201 |
|----|--------------|-------------|-----------------------------------|
| 1. | Ring Rd. E | 5257 | 63.00 63.0 |
| 2. | Ring Rd. W | 50.00 | 63.00 63.0 |
| 3. | S.P.Marg N | 45.00 | 45.00 48.0 |
| 4. | D.G.Rd. | 45.00 | 60.00 63.0 |

B. P.T.survey details to be incorporated upto the next junction/intersection on either sides.

i. P.T. Surveys scale (to be adopted) 1:500 Submitted

ii. Physical features to be shown in the P.T. surveys.

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

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

c. Services- underground/overhead are to be indicated on survey plan.

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

Shown in the Drawing.

d. Existing carriageways, footpaths verges gaps in verges, roads /circulation of the colonies abuting on all the arms of the intersection under reference. Show in the Drawing.

e. Existing cycle tracks/service roads (on all roads. -do-

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

ANNEXURE IV

TELEGRAM "VIDYUT NEW DELHI
Telex. No. 031-3765 DESU IN

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

Dated : 25.9.90.

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

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

Dear Sir,

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

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

Yours faithfully,

Sd/-

(ER. B.B.DAS)
ADDL. GENERAL MANAGER (TECH.)

Copy to:-

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

Item No. 12

Sub:-Construction of building with 0.115 (4¹/₂)" outer walls by the allottees in Rohini Scheme.

F₃(60)/90-11P

The case is regarding the construction of 0.115 M (4¹/₂)" outer walls for the plots falling under allotment category in Rohini scheme. This scheme had been planned to give 97% plots to the Economical Weaker Sections, Low and Middle Income Groups (Allotment Scheme) To assist the individual in their attempt to build their home in Rohini DDA has adopted simplified procedure. The standard plans have been prepared for the plots of all allotment category. All the standard designs have been prepared with individual 9" thick outer walls but the common walls are permissible with the mutual consent of adjoining owner/owners at the sole responsibility of the allottees.

During the construction in most of the cases, site reports are being received from the field staff with the remarks as given under:-

1. The building has been constructed with 0.115 M (4¹/₂)" thick outer walls, However, the allottees have provided RCC columns and beams to ensure the safety of the structure.
 - ii. The building has been constructed with 0.115 M (4¹/₂)" thick outer walls without RCC columns & beams, no consideration has been given for the structure safety mainly on the plots measuring 26 & 32 sq. Mtrs.
2. The cases have been examined and it is observed that due to the smaller sizes of the plots and under allotment category the matter be considered as under:-
- i. On the request of the allottees, we may consider for the approval of Forms 'D' & 'E' if the building outer walls have been constructed with RCC columns & beams to ensure the safety of the structure with 0.115 M (4¹/₂)" thick outer walls for the plots except the corner plot i.e. the allottee has to construct 9" thick corner outer wall, the same structure is certified by the Architect/Bearing Membership of Council of Architects with the DDA and owner indemnify against any mishap due to such type of construction.

Item No. 13

Sub: Allotment of additional land measuring about 40 hect. on Eastern side of Agra Canal (Between Agra Canal and Yamuna Right Bank Bundh) for ash pond area of BTPS.
F3(73)84-MP

BTPS requested for acquisition of 460 hect. of land on eastern side of Agra Canal for Ash Pond to dump ash for another 20 years. The case was examined and discussed in the Technical committee meeting held on 21.3.85 and it was observed that the such a large chunk of land measuring 460 hect. is not available in the Union Territory of Delhi for Ash dumping purpose. In case BTPS is interested to dump the fly ash in the land to be used for realignment of National High Way pass no. 2 by the side of Agra Canal, they may be allowed and in that case the demarcation plan may be supplied by Perspective Planning Wing of DDA.

2. The fresh request was then made by BTPS for acquiring about 200 hect. of land as against 460 hect., earlier requested by the side of Agra Canal.

3. The matter was again examined and discussed in the Technical Committee meeting held 31.8.88 and it was decided that a group under the Chairmanship of Commissioner (Planning) and comprising of Director (PPW) Director (DC&P), representatives from DESU, CCI, Sh. Tikku from Department of Environment with representatives of NTPC as convenor, may go into the whole question of earmarking suitable sites/locations for dumping of fly ash and submit a report. VC, DDA vide his letter no. OM No. PA/Dir.(DC)88/350 dt. 12.9.88 constituted a group to examine a suitable locations/lands to be used as fly ash pond by NTPC under the chairmanship of the then Commissioner (Planning) DDA, with the following terms of references:

- i. To identify suitable location/land to be used as Ash Pond on short term and long term basis.
- ii. While suggesting the alternative location the group should take into consideration whether dumping of ash causes problem ground and damaging crops apart from causing lot of inconvenience to the persons living around such location.

iii. In Delhi, there are large ravines created due to excavation of building material in the vicinity of Badarour area, whether such ravines could be made use for this purpose.

4. The group finalise its recommendations after various meetings and site inspection and submitted a report:

The report was again considered in the Technical Committee meeting held on 13.1.89 and the Chairman TC mentioned that the BTPS should find out an alternative solution within three years time, to take care of the ash and should resort to alternative techniques. General Manager Thermal Power Station observed that three years time period was too short a duration to resort to alternative techniques and he insisted that at least six years time period should be considered for alternative solutions. After detailed discussion it was decided that land requirement for the period of three years about 50 hect. be approved for the purpose.

5. Regarding the requirement of 200 hect. of land, it was noted that even the committee under the Chairmanship of the Secretary, Ministry of Energy has also not cleared the proposal to acquire the land to that extent and therefore, VC, DDA desired that in the first instance only 40 hect. of land in addition to 60 hect. already taken over, may be cleared for this purpose and if in future there is need for additional land that could only be examined after the recommendation of the committee under the Chairmanship of Secy. Ministry of Energy has cleared the acquisition of additional land.

6. Accordingly, 60 hect. of land was handed over to the BTPS and 40 hect. of more land is to be acquired as shown in the plan laid on the table. The case was sent to Engineer Member, DDA and he has observed vide no. EM-7(3)79/Vol.III/Part II/18603-06 dt. 5.11.90 that the proposal be checked according to MPD-2001.

7. Accordingly, to MPD-2001 the land use of the area proposed to be acquired is shown as 'Agricultural and Waterbody (Rural)'.

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

Item No. 14

Sub: Proposal for a new 4 lane parallel bridge downstream of existing bridge over Yamuna River at I.T.O., New Delhi. F5(32)87-MP

1. Location: Delhi Administration has envisaged a four lane bridge parallel to existing bridge over Yamuna at I.T.O. The I.T.O. bridge connects Vikas Marg and East marginal bandh intersection with the intersection of West Marginal Bandh (Ring Road and Indraprastha Marg intersection) The proposed new bridge is proposed at a distance of 15 to 20 mtr. downstream of the existing ITO bridge as recommended by Central Hydraulic Research Institute Khadakwasla and CWC.

2. Existing Condition:

(a) Volume: The existing ITO Bridge has four lane divided carriageway. The CRRI studies conducted in 1986 have indicated that this bridge is carrying 92,549 vehicles per day. The CRRI study has also indicated that the traffic growth on the existing ITO bridge is very high. The category-wise growth rate as indicated by CRRI studies are given below:

| | |
|---------------|--------|
| Fast vehicle | 18.56% |
| Cycle | 4.6% |
| Slow movement | 28.2% |

(b) Road Network: (i) PWD has already widened the Vikas Marg to 6 lane divided, carriage way.

(ii) MCD has already widened the Deen Dayal Upadhvay Marg to 6 lane partly undivided partly divided carriageway.

(iii) The left marginal bandh road (East) is being widened from 2 lane to 4 lane between Old Road C um road bridge and existing ITO bridge.

(c) Proposals: (i) The SE (PWD) is informed that a grade separator at W point intersection (Bahadurshah Zafar Marg & Indraprastha Marg) (ii) MCD has envisaged a grade separator at A point intersection (Tilak Marg, Sikandra Road, Mathura Road and Bahadur Shah Zafar Marg) These items were placed before the Tech. Committee in its meeting held on 28.8.89. The decision of the Tech. committee is as under:

This item was discussed in detail. In general it was considered that it may not be desirable to provide a flyover near Supreme Court and also on the access leading to India Gate. The NDMC/MCD may work out the management scheme alongwith the provision of cycle and pedestrian subway wherever required. The engineering measures if any could be re-examined after the study "priorities" for development of road system for Delhi 2001" and the detailed project report for East - West MRTS Carri-door are not available.

3. BACKGROUND:

The proposal has been discussed in the meetings held under the Chairmanship of Secretary (L&B), Delhi Admn. and in the Road Safety, Traffic & Transportation Engineering Committee. In the meeting held on 6.3.89 under the Chairmanship of Chief Secy., Delhi Admn. It was decided that Secy. (Home) Delhi Admn. would convene a meeting of all concerned officers including DDA, MOST, PWD, NATPAC, Traffic Police, and Sh. Bali (Retired IAS) to formalise location and circulation pattern for the proposed additional bridge at ITO.

This case was discussed in the meeting held under the Chairmanship of Secy. (Home) Delhi Admn. held on 11.4.89. In this meeting, it was resolved that a report prepared by NATPAC for the dispersal of traffic on eastern and western side of the proposed bridge be sent to DDA for further necessary action.

Accordingly a request was made by DDA vide letter dt. 5.6.89 to S.E. Yamuna Bridge Project, PWD, Delhi Admn.

L.G. Meeting:

The Lt. Governor, Delhi reviewed the progress of various Grade Separators and bridge on Yamuna in the meetings held on 20.7.90 at Raj Niwas.

The CE(YBP) with the help of facts and figures indicated the need of 14 Additional Lanes across Yamuna between the bridge at Wazirabad and Nizamuddin and submitted the following proposal:

- i. ITO Bridge - 4 additional lanes
- ii. Wazirabad bridge - 6 additional lanes
- iii. Nizamuddin Bridge - 4 additional lanes.

4. PROPOSAL UNDER CONSIDERATION:

S.E.(PWD) Delhi Admn. vide letter dt. 12.10.90 has forwarded the scheme alongwith the copy of the Technical report prepared by M/S NATPAC. The S.E., PWD Delhi Admn. has also enclosed 2 drawings indicating the dispersal of traffic on the eastern and western end of the existing ITO bridge and proposed parallel bridge.

For the Western end, the PWD has submitted the copies of the proposals envisaged by NDMC/MCD for A point and W point intersections and also the approved scheme of the flyover at the intersection of I.P. Marg and Ring Road. Out of which the flyover on the Ring Road was constructed during ASI.D and the part of the scheme is yet to be implemented.

Similarly for the Eastern end the intersection improvement of the Vikas Marg and Marginal Bandh road has been prepared by the MATFAC.

The technical report regarding the development of approach areas and traffic dispersal system in connection with widening of Yamuna Bridge at ITO has been visualised the problems that would arise at each of the approach area through the implementation of such scheme. The main problems would be :

- i. Geometric design at either end of the bridge.
- ii. The traffic circulation in this area, particularly along I.P. Marg, Din Dayal Upadhyay Marg axis (Up to C.P.

In addition to above drawings and report the PWD, Delhi Admn. vide letter dt. 5.4.90 had also submitted 2 copies and conceptual drawings indicating the proposal of an additional bridge over river Yamuna parallel to ITO bridge at distance of 15 mtr. downstream. The SE(PWD) while submitting the proposal vide letter dt. 17.10.90 has requested that development of bridge parallel to Yamuna and the improvement of surrounding network may not be linked and be located at independently.

D.D.A.'S observations:

a. Master Plan Proposals

- i. The Master Plan of Delhi-2001 has envisaged the following bridges on Yamuna:

- i. Wazirabad Bridge (existing 2 level bridge)
- ii. ISBT 8 lanes bridge (4 lanes in operation 4 lane are yet to be opened for traffic)
- iii. Old Yamuna bridge (existing 4 lane bridge)
- iv. ITO bridge (existing 4 lane bridge)
- v. Nazamudin Bridge (4 lane existing bridge)
- vi. Madanpur Khaddar (4 lane existing bridge, yet to be connected with Mathura Road.

b. OTHER OBSERVATIONS:

- i. For traffic dispersal and geometric design at either end of the bridge need to be worked out in detail.

- ii. the traffic circulation/dispersal on west and particularly over I.P. Marg, Dr Upadhyay axis upto C.I. on and end of Ajmere Gate intersection on the other end needs to be studied in detail.
- iii. Similarly the traffic circulation/dispersal in the east upto the intersection of Road no. 57 of Vikas Marg needs to be studied in detail.
- iv. the central span of ITO flyover is approx. 60 m. underneath through which the carriageway of I.P. Marg provided access to existing ITO bridges. Thus the existing span of the ITO bridge on Ring Road in relation to the required width of span after the construction of parallel bridge needs to be carefully examined.
- v. Keeping in view the road network possible circulation pattern in respect to city network in the East and West of Yamuna ~~at~~ ~~the~~ ~~city~~ ~~of~~ ~~Mathura~~. The suggested priorities are as under:
 - a. Completion of ISBT Bridge.
 - b. Connection of Madanpur Khaddar Bridge with Mathura Road.
 - c. widening of ITO Bridge.
 - d. Nazammudin bridge from 4 lanes to 8 lanes.
 - d. Widening of Wazirabad Bridge.
 - f. ITO Bridge, if required.
- vi. In case ITO bridge is to be provided as first priority, a detailed circulation scheme from road No. 57 in the east upto the Connaught Place and Ajmere Gate in West may have to be worked out in a comprehensive manner and needs to be developed in a comprehensive manner, so that by the time ITO bridge is complete, the surrounding network is also ready to take up improve facilities on ITO bridge.
- vii. As per the policy guidelines ~~of~~ ~~the~~ ~~Authority~~ approved by the Authority vide ~~the~~ ~~order~~ ~~dated~~ ~~13.8.90~~ a composite scheme indicating the improvements required upto the next important intersection needs to be worked out for the consideration of the Tech. committee/ Authority.

viii. SE(PWD) (YBP) mentioned vide letter dt. 12.10.90 that the design of intersection and dispersal of the bridge from bridge approaches and independent schemes and should not be linked up with the approval of ITO, Bridge Project. In this regard T.T.Unit is of the view that the bridge should be a complementary project of the approaches and dispersal system.

ix. In a sketch plan PWD has suggested dispersal for Western end from Tilak Marg and to Ring Road by means of loop connection. This also required detail examination from circulation as well as in the context of MRTS study.

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

Item No. 15

Sub: Alignment plan of Roshanara Road from its junction with Rani Jhansi Road upto its crossing with Malkaganj Road near Dina Ka Talab integrating the junctions/intersection designs of 24 mt. and above R/W Roads.
File nos. F5(26)86-MP F5(41)84-MP

1. Location: Roshanara Road is a major collector Road in the old city starting from Rani Jhansi Road junction to Clock Tower and meeting Malka Ganj Road at Dina Ka Talab. This road forms an important link for the densely populated colonies of Shakti Nagar, Kamla Nagar, Old Subzi Mendi, Malkaganj and Delhi University Area.

2. Background: This case was discussed in the Technical committee meeting held on 17.9.90 () in which the following decision was taken:

"After detailed discussion Ph. I & II were recommended for approval, subject to the transport booking offices and godowns located in Roshanara Road being shifted to Sanjay Transport Nagar where they had already been allotted alternative sites. The committee further desired that Delhi Traffic Police should work out a traffic management for Ph. III between Clock Tower and Dina Ka Talab, after which phase III should be brought before the Technical committee alongwith the traffic managementscheme for a fresh look".

As desired by the Technical committee in the above meeting, DCP (Traffic) vide letter dt. 30.11.90 () has given the following traffic management measures being taken for part III between Clock Tower & Dina Ka Talab crossing:

- i. Prohibition of HTV's for 24 hours in the stretch between Clock Tower & Dina Ka Talab including State Tpt. Service, Private buses & private vehicles viz., cars, scooters.
- ii. A proposal has been sent by DCP(T) to local authorities for:
 - a. Reduction of the footpath width to 2 ft. so that the widening of the road is used for parking HTV's closer to the shops leaving behind more space for traffic flow.

iii. To put the electric poles in the control verge.

3. DDA's observations: The existing R/W of Roshanara Road between Clock Tower and Dina Ka Talab is about 18 mts. with carriageway width varying between 10 mts to 12 mts footpaths between 2 mts to 3.5 mts as per the survey supplied by MCD. The proposal from DCP(Traffic) envisages construction of about 8.14 mtrs wide carriageways on either side of the central verge of 0.60 mts and 0.60 mts wide footpaths on either side. The narrow width of footpaths shall leave little space for shopkeepers to spillover and by including the additional footpath space in the carriageways, it shall help in providing on street parking facilities for the shoppers leaving one and a half lanes for traffic flow. This may be considered as a phase I movement, however, in the phase II, the R/W as envisaged in the Master Plan may be developed as per the alignment plan.

4. The case is put up to the technical committee for consideration.

Laid on the table

Item No. 16.

Sub: Allotment of a park-cum-bazar in the name of Smt. Kamla Devi inside Pragati Maidan. F3(29)90-MP

Secretary Tourism, Delhi Administration, Delhi has requested for the permission for putting up a temporary complex i.e. craft bazar in an area of 1.6 acres behind Purana Qila in zone D-7.

The land use of the site, under reference as per MPD-2001 is 'recreational'. The site is earmarked for District Park and Open Spaces as per Zonal Development Plan D-7. The uses permitted as per Master Plan for Delhi-2001 swimming pool, Recreational Children Traffic Park, Specialist park, National memorial, Bird Sanctuary, National Garden and Zoological Garden.

2. Therefore, the proposal will require the change of land use from recreational to commercial. The land has been allotted to Delhi Administration by Ministry of Urban Development. The plan has been conceptually approved by the Delhi Urban Art Commission and the plan was submitted to the MCD Municipal Corporation of Delhi. They have requested to leave a set back all around the complex. The Secretary Delhi Tourism has stated that as per complex is going to be a 'temporary one' and the area is surrounded with sufficient network of road, he desired that there is no need for set backs. Therefore, he has requested, DDA to exempt from proposing set backs as well as permission for putting up a temporary complex, in this area.

3. The case is now be put up before the Technical committee for its consideration, as there is no provision in MPD-2001 for a temporary permission against the land use.

Laid on the table

Item No. 17.

Sub:-Allotment of land for Gas Godown site to

- i. M/s Bharat Petroleum Corpn. Ltd. in Rohini
- ii. M/s Indian Oil Corpn. in Rohini.

F.13(8)/90/CRC/DDA

~~F.13(8)/90/CRC/DDA~~

Request for allotment of gas godown sites in Rohini from BPC and IOC has been received through New Lease Branch DDA.

2. As per the norms prescribed in MPD-2001, one gas godown site is to be provided for 40,000 population having plot size as 20 mt. x 26 mt. inclusive of Chowkidar's hut and to be located in industrial area or service centre. Since there is no land use proposal such as industrial area, service centres in Rohini Project Area, a proposal was formulated earlier to locate gas godown sites in the suitable buffer spaces near Sector-1, XI, XV and XIX and accordingly temporary sites were approved by Competent Authority in the buffer space adjoining to supplementary drain in sector-XV. In these four buffer space locations four gas godown sites in each location was also proposed to generate about 16 gas godown sites adequate for about 8 lakh population @ one gas godown site for every 40,000 to 50,000 population (Proposal laid on the table).

3. Accordingly two sites have been proposed after suitable site inspection and obtaining clearance from Hort. Department in sector-I of Rohini near Avantika, These two sites are located on the western side of Mangolpur-Kanjawala road after leaving a setback of 17.5 mt. from the existing R/W in order to ensure widening of this road at this side to the proposed width of 40 mt. and side by side protecting already planted trees along this existing R/W of this road. These two sites each having dimension 20 mt. X 26 mt. as shown on the plan will be approached by the existing sector road with available width of 23.5 mt. from Mangolpur Khanjawala road to the existing drain and also have a set back of 5 mt. from the existing 11 KV high tension line as safety measures.

4. This proposal as laid on the table is submitted for consideration of the Technical Committee for allotment of these two sites to above mentioned two oil companies.

Laid on the table

Item No. 18.

Sub: Norms for the Telephone Exchange on Minto Road Area -
relaxation in height thereof - F.13(70)80-Bldg.

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Mahanager Telephone Nigam has been allotted a piece of land measuring 8214 sqm. (2.09 acres) on JawaherLal Nehru Marg adjacent to proposed MCD's Civic Centre. The allotment was made by L&DO on 5.12.84 and handed over to MTNL on 20.1.85.

The norms for Telephone Exchange building at Minto Road were discussed in the meeting of the Technical Committee held on 2.3.90. Attention is invited to the decisions of the Technical Committee which is reproduced hereunder :-

'Technical Committee examined the desirability of having FAR to the extent of 200 for this plot at this 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 line set this site. It was further decided that the proper parking norms as discussed under item no.9 should be applied.'

The MTNL have submitted their building plans to the Building section, DDA. Accordingly, to the proposals the ground coverage proposed is 23.1% FAR 189.77 and the maximum height 38.45 mtrs.

Earlier Deputy Director(MP), DDA, letter no. F.3(90)/84-MP dated 13.7.89 had communicated to Sr. Arch., PWD, that in this plot FAR of 150, ground coverage 25% and height 26 mtrs. is allowed. The norms stipulated in MPD-2001 for public semi-public buildings/ premises use ground coverage 25% FAR 100 and height 26 mtrs.

Dy. General Manager, MTNL vide letter no. Bldg. Constn./BD/3153/30 dated 29.5.90 has requested that total height of the building should be allowed about 40 M. This requirement has been worded out on the basis of the technical reasons. The height from ground floor to 4th floor, has been taken as 5 M and for 5th floor and 6th the height has been taken as 35 M and 7th floor the height is 3 M.

In view of the requirement of the floor height due to technical reasons, the proposed relaxation in height is submitted by MTNL.

This issue was discussed in the Technical Committee meeting held on 17.9.90 and the Chairman, desired that this case should be brought before the Technical Committee along with the plan of Civic Centre MCD. He further desired that the representatives of MTNL and MCD should also be invited when this case is discussed.

The plan of the Civic Centre, MCD have been obtained and laid on the table for consideration of the Technical Committee.