

~~बिजली~~ विकास प्राधिकरण

मनुनाम... Master Plays section

प्रसिद्ध संख्या... F- (58) 191-11P

पञ्च-सूक्तम्

विषय

Re. Draft Minutes of Technical Committee -
Meeting held on 8.10.91

सं.	दिनांक	विषय	हस्ताक्षर	कार्यवाही सं.	दिनांक	विषय	हस्ताक्षर
24	24-10	...	...	...	...	...	...
25	25-10	...	...	...	...	...	...

at 9.30 AM in the Conference Room of Vikas Mansa at 5th floor,
Delhi Development Authority, I.P. Estate, New Delhi.

DEHAT DEVELOPMENT AUTHORITY.

(In the chair).

- 1. Mr. C. Noronha, Vice-Chairman,
- 2. Mr. J.C. Ghandhi, Commr. (Plg.)
- 3. Mr. Santosh Auluck, C.A.
- 4. Mr. B.L. Khurana, C.E. (Elect.)
- 5. Mr. S.C. Gupta, Director (DCKP)
- 6. Mr. R.G. Gupta, Director (TVA)
- 7. Mr. P.C. Jain, Director (APAB)
- 8. Mr. N. Balakrishnan, Dir. (C.L.)
- 9. Mr. U.S. Jolly, Director (IM)
- 10. Mr. V.N. Sharma, Jr. Dir. (Plg. Dev.)
- 11. Mr. P.N. Dongre, Jr. Dir. (TVA)
- 12. Mr. Chander Ballab, Jr. Dir. (AP)
- 13. Mr. N.K. Aggarwal, Jr. Dir. (WCSA)
- 14. Mr. Prakash Narain, Jr. Dir. (T)
- 15. Mr. A.K. Gupta, Jr. Dir. (B)
- 16. Mr. Vijay Rishud, Jr. Dir. (Narela)
- 17. Mr. K.K. Bandopadhyay, Jr. Dir. (R)
- 18. Mr. Ashok Kumar, Jr. Dir. (Dwarka)
- 19. Mr. C.P. Rastogi, Jr. Dir. (C.C.G.)
- 20. ~~Mr. H.S. Sikka, Jr. Dir. (Dwarka), Ph. III.~~
- 21. Mr. H.S. Sikka, Jr. Dir. (Dwarka), Ph. III.
- 22. Mr. Suresh Srivastava, Dy. Dir. (20)
- 23. Mr. D.K. Saluja, Dy. Dir. (T)
- 24. Mr. Chakravorty, Dy. Dir. (T)
- 25. Mr. S.P. Bansal, Dy. Dir. (NCR&E)
- 26. Mr. Anil Barai, Dy. Dir. (MP)

(Convenor).

P.W.D. Delhi Adm.

- 27. Mr. S.R. Pandey, S.E. (Circle-V) DAZ-I
- 28. Mr. Dinesh Kumar, E.E. (Div. X)
- 29. Mr. H.S. Kohli, A.E. (PMD-III)

Police Department.

- 30. Mr. Ashok Sikka, A.C.P. (T)

M.C.D.

- 31. Er. O.P. Gupta, S.E. (Plg.)

Mr. K.M. Aggarwal, A.T.P.

Special Invites: Irrigation and Flood Control, Delhi Adm.

- 32. Mr. B.S. Hoodu, E.E.
- 33. D.T.D.C.

Mr. N. Banerjee, Manager (Plg.) For item No. 176/91

Directorate of Education.

- 35. Mr. G.K. Marwah, Jr. Dir. (Tech. Edu.)

For item No. 176/91.

Gas Authority of India.

- 36. Mr. S.S. Patel.

Dy. Mgr. & Project Consultant.

For item No. 174/91.

- 1 -

Item No.176/91

Sub : Proposed development around T.V. Tower Pitampura and change of land use for various activities.

F.PS/CA(85)87/7918

The representative of DTDTC informed the Committee that they had prepared a scheme to develop 31 acres of land in the immediate vicinity of T.V. Tower as a ~~transit~~^{tourist} complex. It was ~~noted~~^{however} that the TV tower site itself, which measured about 10 acres of land, continued to remain in the custody of Doordarshan. The representatives of DTDTC was therefore request to find out, in the first instance, whether Doordarshan would be prepared to hand over the T.V. Tower complex, along with the restaurant that was located at the top of the T.V. Tower, to DTDC for purposes of tourism not withstanding, the security aspects involved. Technical Committee observed that in case Doordarshan was willing to part with control of the T.V. Tower Complex to DTDC, there would be no objection to change of the prescribed land use for the said 10 acre site. If otherwise, ~~no~~ change of prescribed land use was involved as the 31 acres forming part of DTDC development plan was prescribed for 'recreational use' in the Master Plan. Keeping all these aspects in view, DTDC should furnish full details of its development plan for the said 31 acres of land which was already in them to the Technical Committee at the earliest, along with its development plan for the T.V. tower site of 10 acres in case its handing over by Doordarshan was confirmed.

(ii) Regarding the sites required by various other institutions ^{for} provision of educational facilities in the vicinity of the T.V. tower complex, the Technical Committee desired that a survey be conducted right upto Western Yamuna Canal and proposals be finalised at the earliest to adjust 2 sites, one for Delhi Polytechnic and the other for Guru Govind Singh College of Commerce, more or less in accordance with the respective sites already allotted to them. The access to these 2 sites should however be separate and independent of the approach to the approach already provided for the TV tower complex. Technical Committee ^{also} desired that alternative sites should be provided for the remaining two colleges in Pitampura and Rohini, respectively, where

there were suitable sites available for the purpose. The Technical Committee desired that Chief Architect should accordingly prepare a revised plan for the entire area under consideration and place ^{the same} before the Technical Committee at its next meeting.

Item No.148/91

Sub : Policy for allotment of land for church in Delhi/New Delhi.

F.3(10)91-MP

Deferred.

Item No.161/91

Sub : Construction of road from Ring Road (near Kalindi Colony) to Okhla Badarpur, Faridabad.

F.5(8)89-MP

Technical Committee, after ^a detailed discussion, decided that alignment plan of the road should be prepared in accordance with the relevant provisions made in MPD-2001 and the detailed survey plan to be supplied by PWD, Delhi Admn., in the light thereof. No deviation should be made except where absolutely necessary in order to provide for regularised unauthorised colonies falling within the alignment plan. The Technical Committee further desired that as the area has been notified as a 'development area' of the DDA, Dir.(L M) should take effective action to stop unauthorised ^{building activity} ~~construction~~ by immediately demolishing all fresh constructions which were reportedly coming up in the form of boundary walls. It was further decided that a joint inspection of the concerned area be carried out by Dir.(L M) along with Revenue Deptt. of Delhi Admn., at the earliest, to confirm that the ownership of the land, being nazul land forming part of the river bed area, vested in DDA. Incidentally, the ~~Satellite~~ ^{satellite} imageries recently made available for the said area should also be utilised in order to freeze all building activity falling within the proposed alignment area.

Item No.167/91

Sub : Alignment plan of Mathura Road from Tilak Bridge to Oberoi Hotel.

F.5(2)89-MP

Deferred.

Item No.168/91

Sub : Composite alignment plan of Netaji Subhash Marg from Delhi Gate to Kasturba Hospital Marg/Ansari Road inter section fast over bridge.

F.5(41)87-MP.

Deferred.

Item No.170/91

Sub : Development plan of Palla Burari Area.

F.PA/JD(Plg.)II/90/24

Various studies conducted by the Area Planning Wing for the area surrounded by G.T. Road in the West, Haryana State in the North, Yamuna River in the East and Road No.50 in the South, were explained in detail by Dir.(AP&B) and Jt.Dir.(WC&SA).

Technical Committee noted, at the outset, that this area had not been identified for urbanisation in MPD-2001 where the prescribed land use was shown that of a ~~of~~ ^{of} rural use zone. This apart there were certain ticklish technical problems which were yet to be fully resolved arising out of the lay ~~out~~ ^{of} of the land and its proximity to the Yamuna river. Commr.(Plg.) was, therefore, asked to convene a meeting at his ^{immediately} level, to thrash out these matters, ^{and report back to Tech Committee.} It was, however, noted that this entire land mass which was also known as Alipur block could soon be converted into an unauthorised urban extension area in violation of the Master Plan (on the lines of Shahdara in Trans Yamuna Area) unless DDA moved quickly in the matter. Hence pending a final decision to convert it immediately into a planned urban extension area under MPD-2001, the Committee also decided that a paper should be prepared to examine the modalities of such rapid development in collaboration with the private sector.

Item No.174/91

Sub : Request for according permission for laying of Gas pipe line from DESU to Bahadurgarh and Sonapat Industrial area.

F.7(20)88-MP.

The revised alignment plan for the proposed gas pipe line ~~earlier~~ ^{earlier} which had been drawn up in the light of the advice tendered by the Technical Committee, was explained as per the plan laid on the table. After a detailed discussion, Technical Committee decided that the gas pipe-line should be partly re-aligned so as to pass along well defined roads or natural features like the Western Yamuna Canal and the existing 220 KV line in the urban extension areas as also Bahadurgarh road or railway line. A revised plan indicating the cross sections at various points may, therefore, be prepared for final approval of the Technical Committee.

Item No.179/91

Sub : Approach road from existing 24m. R/W upto meeting point with sewerage treatment plant at Wazirpur, Phase-II

F-23(9)83-II

Deferred.

Item No.180/91

Sub : Alignment plan of Mehrauli Mahipal pur Road on Mehrauli Gurgaon Road NH-8

F5(8)72-MP

Deferred.

Item No.181/91

Sub : Construction of road no.38 along the left bank (Western side of Najafgarh drain from G.T.Road to Road no.37.

F.5(55)66-MP-Pt-II

Deferred.

Item No.182/91

Sub : Change of land use of an area 3.66 hect. (9 acres) from residential to recreational (district park & open space) known as Dargah Sahabud Khas in Zone D-5 sector of DTZ zone.

~~The means to accept for advertisement of notice unit section 11(3) of the DD Act of local resident.~~

~~The land use as per MDD-2001 to district park recreational which has come in to force from 1.8.90~~

~~F20(1)75-MP~~

Deferred.

Item No.183/91

Sub : Proposed change of land use from 'recreational to residential in Kilekri Sub zone D-18

F20(1082-MP

Deferred.

Item No.184/91

Sub : Application of "Development Control Regulations from Greater Bombay, March, 1991 to improve the quality of life protect of in/around SITU, development and construction of Urbans spaces at Seelampur in Trans Yamuna Area by increasing proportionate FAR of facilities-cum-district centre to compensate leases in rehabilitation of Jhuggi dwellers.

Deferred.

Item No.185/91

Sub : Approval of layout plan of G.D. Mass at New Ketwali, Darya Ganj, Delhi.

F8(12)89-MP

Deferred.

Item No.186/91

Sub : Constn. of multi storey flats for Railway Officers at Punch Kuain Road.

F16(123)81-MP

Deferred.

Signature

DOA

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where there were suitable sites available for the purpose, ~~informed~~ ~~submitted~~ ~~referred to Delhi University~~. The Technical Committee ^{accordingly} desired that Chief Architect should prepare a revised ~~alignment~~ ^{in the} plan ~~for the discussion and the Technical Committee in its~~ next meeting.

Item No.148/91

Sub : Policy for allotment of land for church in Delhi/
New Delhi.

F3(10)91-MP

Deferred.

Item No.161/91

Sub : Constrn. of Road from Ring Road (near Kalindi Colony)
to Okhla Badarpur, Faridabad.

F5(8)89-MP

Technical Committee, after detailed discussion decided that alignment plan of the road should be prepared ^{in accordance} ~~keeping~~ ^{with the relevant provisions made} ~~in view the proposals contained in MPD-2001 based on the~~ survey plan to be supplied by PWD, Delhi Admn. ^{in the light thereof} ~~In the align-~~ ~~ment plan the regularised portion of the un-authorized regu-~~ ~~larised colonies and regularised colonies should be not be~~ ~~effectuated.~~ ^{No deviation shall be made except where absolutely necessary in order to provide for regularised unauthorised colonies falling within the alignment plan &} The Technical Committee further desired that as the area has been declared as ^{notified} ~~a~~ 'development area' of the DDA ~~Authority~~, DLM should take effective action to stop un-
^{by immediately demolishing all} ~~authorised construction and they should immediately demolish~~ ^{which were reported coming up} ~~fresh constructions which had mainly come~~ in the form of boundary walls. It was further decided that ^{a joint inspection of the} ~~the Revenue~~ ~~concerned area be carried out by DLM along with Rev.~~ ~~deptt. of Delhi Admn. and DLM should have a joint inspection~~ ~~of the area.~~ ^{at the earliest} ~~to confirm the ownership of the land as doubt was created~~ ^{that the land being part of the river bed should be notified} ~~that the land being part of the river bed should be notified~~ ^{while formulating alignment plan} ~~imaginary recently~~ ^{made available should be utilised so as to freeze the exist-} ~~ing construction which are falling within the proposed road.~~ ^{all building activity} ~~in the said area~~ ^{also be an order to} ~~proposed alignment area~~

Item No.167/91

Sub : Alignment plan of Mathura Road from Tilak Bridge to
Oberoi Hotel

F5(2)89-MP

Deferred.

Item No.168/91

Sub : Composite alignment plan of Netaji Subash Marg from Delhi Gate to Kasturba Hospital Marg/Ansari Road inter section foot over bridge.

F5(41)87-MP

Deferred.

Item No.170/91

Sub : Development plan of Palla Burari Area.
F.PA/JD(Plg.)II/90/24

Various studies conducted by the Area Planning Wing for the area surrounded by G.T. Road in the West, Haryana State in the North, Yamuna River in the East and Road no.50 in the South were explained in detail by the Dir.(AP&B) and Jt.Dir.(LC&SA).

Technical Committee noted that this area is not identified for urbanisation in MPD-2001 and the land use in the plan is earmarked as rural use zone. *at the outset* *there were certain* *problems to be looked into* *which were yet to be fully resolved* *that of a* *in this aspect* *there were certain* *they decided that* *Comr.(Plg.) should convene a meeting*

to discuss the various technical aspects to urbanise this area and meanwhile *possible with flood angles may be get examined in detail.* *papers should be prepared on land management by involving private developers on the pattern* *it was noted that* *small scale and medium scale matters* *followed in other states like Maharashtra & Gujarat.* *these* *known as* *Slum block into an unauthorised urban extension area* *Item No.174/91* *could soon be converted into an unauthorised*

Sub : Request for according permission for laying of Gas pipe line from DESU to Bahadurgarh and Senapat Industrial area.

F7(20)88-MP

The proposal of the gas pipe line was explained by the representative of Gas Authority as per details shown on the plan laid on table. *laying the* *revised alignment plan for the* *proposed* *which had been drawn up* *in the light of the advice tendered by the* *the representative of Gas Authority as per details shown* *was explained as per the plan laid on the table* *on the plan laid on table.* *After detailed discussion,* *the* *Technical Committee decided that* *gas pipe-line should be* *aligned through* *a well defined roads shown on the plan or* *natural features like* *the* *Western Yamuna Canal* *existing 220 KV* *line (Urban Extension)* *and then subsequently along* *Bahadurgarh road or railway line.* *A revised plan indicating* *cross* *sections at various points may, therefore, be prepared for* *approval* *of the Tech Committee* *final*

Urban extension area in violation of the Master Plan *On the basis of* *Shrihadra* *or TYA* *unless DDA* *moved quickly in the matter* *hence pending a final decision to convert it* *into an immediately* *into a* *CPTD*

(from maps prep)

planned urban extension areas.
Under UFD 2001, the Committee also
decided that a paper should be prepared
to ~~examine~~ ^{examine} the ~~possibility~~ ^{feasibility} of ~~developing~~ ^{developing}
~~the private sector in the large scale urban extension~~
~~development of the area should a~~
~~final decision be taken by the T.C. & as well as~~
~~the Authority in due course to address it~~
~~immediately~~

modulation of such rapid development
in collaboration with the private sector

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

Agenda for the Meeting of Technical Committee to be held on 8.10.91 at 9.30 A.M. in the Conference Room of Vikas Minar at 5th floor, Delhi Development Authority, I.P. Estate, New Delhi.

<u>Sl.No.</u>	<u>Item No.</u>	<u>Subject</u>	<u>Page No.</u>
1.	176/91	Proposed development around T.V. Tower pitam pura and change of land use for various activities. F.PS/CA/(85)87-88/7918 To be presented by C.A.	1-4
2.	148/91	Policy for allotment of land for church in Delhi/New Delhi. F.3(10)91-MP/ To be presented by JD(AP)	5-6
3.	161/91	Constn. of Road from Ring Road (near kalindi colony) to Gkhla/Badarpur, Farida bad. F.5(8)89-MP/ To be presented by J.D.(T)	7-12
4.	167/91	Alignment plan of Mathura Road from Tilak Bridge to Oberai Hotel F.5(2)89-MP/ To be presented by JD(T).	13-16
5.	168/91	Composite alignment plan of Netaji Subhash Marg from Delhi Gate to Kasturba Hospital Marg/Ansari Road inter section near foot over bridge. F.5(41)87/MP To be presented by JD(T)	17-20
6.	170/91	Development plan of palla-Burari Area. F.PA/JD(plg.)11/90/24. To be presented by JD(WC&SA)	21-24
7.	174/91	Request for according permission for laying of Gas-pipe line from DESU (IF) to Bahadurgarh and Sonapat Industrial Area. F.7(20)88-MP To be presented by DD(NC&UE)	27-28
8.	179/91	Approach road from existing 24m. R/W upto x meeting point with Sewerage treatment plant at Wazirpur, Ph-II. F.23(9)83-II To be presented by JD(AP)	29

9. 180/91 Alignment plan of Mehrauli Mohipur Rd. 30-33
 on Mehrauli Bargaun Road NH-8
 F.5(8)/72-MP
 To be presented by JD(T)
10. 181/91 Construction of Road No.38 along the left
 bank(Westernside) of Najafgarh drain 34-36
 from G.T.Road to Road No.37.
 F.5(55)/66-MP-pt.II
 To be presented by JD(T)
11. 182/91 Change of land use of an area 3.66 hat.
 (9 acrea) from Residential to Reactional 37
 (Distt. parks and open space) known at
 Dargah Sahaneed Khas in Zone D-5 sector
 of DTZ Zone.
 ii) The means to adopt for advertisement of
 notice, unit section 11(3) of the DD act
 of local resident.
 iii) The land use as per MPD-2001 in District
 park reactional) which has came into force
 from 1.8.90
 F.20(1)/75-MP
 To be presented by DD(MP)
12. 183/91 Proposed change of land use from Reactional
 to residential in Kilekri subzone, D-18 38
 F.20(10)82-MP
 To be presented by DD(MP)
13. 184/91 Application of "Development Control 39-63
 Regulations from Greater Bombay, March, 91
 to improve the quality of life protect of
 in/around SITU, development and construction
 of Urbans spaces at Seelampur in Trans Yamuna
 Area by increasing proportionate FAR of
 Facilities -cum-district Centre to compensate
 losses in rehabilitation of Jhuggi dwellers.
 F.Slum.1(6)/91-/Adv.(P&T)/pt1.
 To be presented by Dir.
 (TYA)
14. 185/91 Approval of layout plan of G.O.Mess 64-66
 at New Kotwali, Darya Ganj, Delhi
 F.8(12)/89-MP
 To be presented by (WG & SA)
15. 186/91 Constn. of multi-storey ^{flats} for Railway 67
 Officers at Punch Kuain Road.
 F.16(123) 81-MP
 To be presented by Dir. (WG & SA)

Item No. 176/91

Sub:- Proposed developments around TV towers Pitampura and change of land use for various activities.

PS/CA/85/87-88/79/8

There has been two meetings with Vice-Chairman on the subject. Minutes of the latest meeting is placed opposite. It was decided to inform the Lt. Governor of the latest position regarding the proposal and the design.

An attractive Television Tower with a height of 235 mtrs. has been constructed in Pitampura on Ring Road. This has become a landmark in Delhi. The Television Tower is visible from a distance of 20 kms. This Tower is located in about 4 hectrs. site which is a part of Master Plan green.

Such a tower becomes an important feature in the landscape of any major metropolitan city. Some famous examples are Post office tower at London, T.V. Tower at Moscow and Eiffel Tower at Paris. At the time of consideration of plans of T.V. Tower by DUAC, it was felt that a landmark like this Tower should not be a mere structure but should become the focal point of an educational and cultural complex inspiring the youth of the country and of interest to tourists. Considering these aspects, Ministry of Information & Broadcasting set up a national group of the renowned Architects, Engineers, Town Planners, Scientists and Sculptors with Sh. A.P. Kanvinde as the Convenor to evolve a suitable design of the Tower and its surroundings.

1. S/Sh. A.P. Kanvinde
2. Charles M. Correa
3. Mahendra Raj
4. Satish Gujral
5. Shanko Chowdhary
6. J.R. Bhalla
7. Shirish Patel
8. Dr. T.N. Subba Rao

The group recommended a comprehensive design of the total environment over an area of 31 acres of land around the Tower. This was proposed to include social and cultural centre and science museum etc. to generate interest amongst the people in acquiring scientific information and cultural heritage. The group recommended development of "Court of Heritage", "Court of Science" and museums. Regarding the provisions of Master Plan, Delhi Development Authority informed them that the development on additional land of 27 acres has to be done keeping in view the over all land use i.e. District Parks, playgrounds and open spaces without raising substantial structures. The group recommended in their report of 19th June, 1987 that DDA should act as the nodal agency to ensure implementation of the project.

A high level meeting held on 20.7.87 under the chairmanship of the then Cabinet Secretary, while considering the above mentioned report decided that Delhi Administration may be asked by Ministry of Home Affairs to give a scheme and a group be set up to consider the plan. The group may associate department of Culture, Science & Technology, Information & Broadcasting, Telecommunications etc. Department of Telecommunication were prepared to pay on pro-rata cost for getting some area in the Court of Science for a telecommunication museum. Accordingly, Secretary(Tourism), Directorate of Tourism vide his letter dated 8.9.87 requested DDA for allotment of 27 acres of land on a cost and also to process change of land use. They have also suggested that this area may be developed as a centre on similar basis as La cite' near Paris.

Delhi Development Authority on the basis of the recommendations of the Delhi Urban Arts Commission initiated to hold a competition for this area, but ultimately it was decided not to call the competition and Lt. Governor approved on 16.11.89 that the work should be given to M/s. Stein Doshi and Bhalla. It was further decided that Mr. Kanvinde may also be willing to join in the preparation of the conceptual plans. It was also suggested that if DDA thinks essential the Group can consult Mr. Raje also. They would be paid as per DDA's norms.

Regarding implementation of this project, DDA has agreed to spend money on design of the scheme and the development of the adjacent land and green spaces, which is now enlarged to approx. 50 Hectr. The other institutional uses falling in this area will be either re-located or adjusted within the site.

There were 4 college sites and one hospital site in the area which was proposed to be used for this scheme. Out of this allotment was made for one college (Guru Gobind Singh College of Commerce) and a polytechnic (Women Polytechnic). Though we are not sure but 2 of the remaining college sites were to be given to Delhi University in lieu of their land acquired by DDA in Mukherjee Nagar area. To make the proper scheme it was felt necessary that these sites may be shifted from here and relocated elsewhere. In this we found the

management of Guru Gobind Singh College of Commerce very adamant and refuse to shift from the present site even after the intervention of the Lt. Governor.

The project was discussed in the Technical Committee on 1.4.91 wherein the following was decided:-

- a) two sites, one for college and one for polytechnic as proposed in the vicinity of the District Centre, be approved.
- b) the land use of the area indicated as 'Facility Centre' be changed to 'Recreational and cultural use' and recreational area to public and semi public facilities' because of (a) above.

Accordingly we relocated 2 of the sites in the green area west of Wazirpur Distt. Centre which is approximately 500 mtrs. away and also carved out a site for the Guru Gobind Singh College in the nearby area which is only few 100 mtrs. away.

Before a final decision is taken it was decided that we may call the representatives of DTDC and Delhi Admn. and discuss with them the proposed scheme.

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

Item No. 148/91.

Sub.- Policy for allotment of land for
Church in Delhi/NCT of Delhi.
F3(10)/91-MP.

1. The President, Delhi Catholic Archdiocese vide his letter dated 19.11.80 has requested for allotment of land for the construction of Church in Pitampura and Rohini.
2. The plots of about 400 sq.mtr. in size offered in Pitampura and Rohini are not acceptable. Since they feel that these plots are small & the built up area available on the plots of 400 sq.mtrs. would not sufficient to accommodate about 500 persons at a time.
3. It has been requested that the plots measuring 800-1000 sq.mtrs. be considered for allotment for the construction of a Church as a policy matter so that the devotees of the area could be accommodated in the building at the time of the Prayer.
4. The case is examined in the Planning Cell and comments are as under:-

- i) Generally religious buildings are being allotted land measuring 410 sq.mtrs. (500 sq.yds.) but in some cases depending upon the nature of the activities of the religious institutions plots more than 500 sq.yds. have also been allotted for religious purposes after obtaining the approval of the Competent Authority.
- ii) MPD-2001 recommends a plot size of 400 sq. mtrs. for religious buildings which as per building controls provided therein would provide maximum floor space of the order of about 250 sq.mts. if total permissible FAR is availed. The floor space can be so generated if the building is constructed two storey which is generally not a practice in case of the church buildings and thereby would not accommodate the required number of devotees at a time.

5. Keeping in view the observations stated above, it is proposed that Church could be considered to be allotted land measuring about 800 sq.mts. subject to the condition that no other plot for the other purposes would be allotted within the Radius of 2 kms. from the proposed site in an area.

Contd.....2

6. The matter was discussed in the Technical Committee Meeting held on 21.1.91 under Item No.13. Director (AP&B) explained that according to present policy the church was eligible for a plot of land measuring 400 sq.mts. However when the building plan was prepared for a 400 sq.mtrs. plot it was not found possible to provide a proper size for prayer hall and therefore, a representation had been received that the plot area should be increased 800 sq.mtr. Technical Committee desired that the Architect of the Project may be called to explain the problems they are facing in designing the building on a 400 sq.mtr. plot before a final decision is taken.

7. Reference to the letter to Archbishop of Delhi dated 25.2.91 and the subsequent reminder dated 17.5.91, Prof. E.F.N. Ribeiro, Director, School of Planning & Architecture has sent a note vide reference No.PA/G-1/SPA dated 14.6.91. According to this the requirement has been projected as 1296 sq.mtr. and considering the prevailing norms as per MPD-2001 the land requirement would be 1296 sq.mtr. @ 33.33% ground coverage.

The matter is placed before the Technical Committee for review of the size of the plot to be allotted to Church and whether this has to be applied to all Churches being considered for allotment in Delhi.

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Item No. 161/91

Sub:- Construction Road from Ring Road (near Kalindi Colony) to Okhla/Badarpur/Faridabad. (F.5(8)89/MP).

1. LOCATION

The alignment plan of NH-2 bye-pass from Ring Road along Yamuna on the side of Kalindi upto Okhla and finally diverted along defused canal, Agra Canal towards Faridabad and by the side of Badarpur Thermal Plant. This, alignment plan has been envisaged in the MPD-2001. The road from Faridabad border to Haryana is made available. Thus, the proposed road from Ring Road to Faridabad Border would be a bye-pass of existing Mathura Road. The R/W of this bye-pass is 90 mts. with green belt of 100 mts. on both sides.

2. BACKGROUND:

- (i) The perspective Planning Wing of D.D.A has indicated the above alignment plan for part F.7 & F.19 (Madanpur Khadar) as approved by Authority vide Resolution No. 124 dt. 30.7.93.
- (ii) Chief Engg.(I), PWD, DA vide note No.16(1)86-W1/DA dated 11.5.89 has addressed to P.S. to L.G., Delhi also mentioned that there is a need for constructing of this link in the area to reduce the amount of traffic on Mathura Road.
- (iii) Chief Engineer (PWD) Vide D.O. letter No. F.12/796/W/DA dated 9th Jan., 1989 has forwarded a representation of Welfare Association of New Friends Colony, in the said letter Chief Engineer also requested that the proposal of taking the NH-2 on the banks of river Yamuna is essentially required that will not only speed up the movements of the National Highway, also reduce the congestion on the Ring Road and Mathura Road. (Annexure-I).
- (iv) On the basis of the first representation and on the basis of the Chief Engineer, PWD, was requested to supply physical survey plan for the 300 mts. vide strip letter PA/DD/T-II/PPW/89/D-23 dated 30.1.89.

- (v) Suptd. Engg.(PWD), Circle-I, DA vide letter No.23(98)PWD/CV/DA/D-XXI/5501-03 dated 22.8.89 submitted the P.T.Survey Plan (Part) of the proposed road on Ring Road near Maharani Bagh upto Okhla Barrage near Batla House.
- (vi) Commr.(Plg.)alongwith the officers from Min. of Surface Transport, PWD(DA),DDA (Lands) and representatives of Secy. (Land & Bldg.)DA, inspected the site on 2.1.90. The record note is placed at annexure-II.

3. ACTION TAKEN ON ABOVE DECISION/OBSERVATIONS

- a) Based on the Survey Plan supplied by PWD vide this office letter dated PA/DD/T-II/PPW/90 dated 9.4.90 has sent an alignment plan for the stretch for feasibility check up.
- b) Executive Engineer (PWD), Divn.XXI vide letter dated 29.5.90 has furnished the information regarding the status of land/built up condition encroachment etc. indicating on Survey of India Sheet as desired by DDA. Thus, the E.E. furnished the following information as well as suggestions.

PROBLEMS & PROSPECT OF PROPOSED A/P.

- i) Pockets which are occupied by unauthorised structures.
- ii) Alternative proposal for alignment is feasible due to site condition.
- iii) Informed that major portion of the proposed alignment is yet to be acquired and it has been notified under Section-4.
- iv) Regarding feasibility of proposed bypass, it is stated that major portion of the proposed A/P is coming in the water and slush area as such it will not be feasible to provide pillars for showing the boundary of the proposed alignment.
- v) Regarding proposed alignment beyond Okhla, PWD (DA) suggested that alignment may be taken through the park and joining to the existing road and further the alignment may be taken on the right bank upto the Haryana Border.

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c) LAND POSITION:

In this regard at this request of P.P.Wing, DDA the Dy.Dir.(NL)DDA vide letter No.F.9 (4)90/LNC South dated 19.3.90 has marked approximately the location of the pockets of land acquired and which are falling in the alignment plan (on Survey of India Sheet) for which it was also noted that, a fraction of land required for construction of road NH-2 bye-pass belong to DDA. The remaining land indicating to Zone of Survey is yet to be acquired. Though, it was been notified under Section-IV which was issued for development of river bed.

At the end Dy.Dir.(NL) suggested that boundary may be indicated by pillars of NH-2, so that public in general may not purchase the land and construct houses in the alignment of road (Annexure-III).

d) S.E.(PWD), vide letter No.23(98)PWD/CV/DS/355-56 dated 7.11.90 has brought into notice the following facts. Annexure-IV

1. The construction activity of building in this area is very fast. Until and unless these structures in the shape of permanent structures are removed and further construction are kept in check, no land will be available for the construction of road building. Buildings have already been constructed and are under construction even in the water logged stretch of the alignment.
2. The physical survey from Bala House to Haryana Border shall cost more than 5 lakhs and it will serve little purpose unless policy decision is taken at the highest level, regarding the existing structures coming in the way.
3. The tiles/khasras etc. of the land are not cleared and thus is to be done by DDA and not by PWD. The acquisition of land case can be taken in hand only after obtaining the titles/khasras of the land and getting the land cleared from all permanent bldgs.

4. JOINT SITE INSPECTION/OBSERVATIONS:

The case was also discussed in a meeting of Commr.(P) and Chief Engg.(PWD) on 20.3.91 in which it was desired that a tentative alignment plan to be marked on zonal plan/land use plan of verify it at the site.

The site was again inspected by S.E.(PWD), and Dy. Director (T)II on 30th May, 91. At site the alignment plan which was prepared based on the Survey Plan supplied by PWD taken on August/Sept., 89 has been checked at first instance on the spot. It was noticed that the proposed NH-2 bypass 300 mts. r/w with 90 mts. rd. section is being encroached by the unauthorised construction. Land filling, boundary walls and the plot divisions have been taken on the site.

The real problem starts abutting to the areas of Zakir Nagar where the unauthorised construction of buildings/Land development is very fast and taken a bulb shape over the water. Thus, this bulb shape will create the major hindrance to maintain and to get the proposed r/w irrespective on other encroachments on the area.

5. DECISION IN THE REVIEW MEETING.

The matter has been brought into notice of Commr.(Plg.) in the Departmental Review Meeting held on 3.6.91 in which Commr. desired that the case may be discussed in T/C meeting after earmarking the areas of unauthorised colonies have been regularised falling in the proposed alignment plan. Thus, the same has been demarcated on the plan, though the areas of regularised colonies are falling outside the survey plan.

6. PROPOSED ALIGNMENT IS LIKELY TO BE FEASIBLE BEYOND OKHLA PARK.

- (i) The proposed alignment from Batla House to Badarpur Thermal Plant beyond upto Haryana Border seems to be feasible along the part of disused (Agra Canal) and beyond the meeting point of Road No. 13-A along the Canal upto Haryana Border.

(ii) In this stretch it is also observed that no. of bungalow, residential plots and ware houses of U.P. Irrigation Deptt. on the left bank of the canal are situated. Though, the same vacant land still available on either sides of the canal to get a divided carriageway for the proposed bye-pass where the canal will act as a divider.

(iii) The consultant NATPAC vide letter No. NATPAC/ND/DLI/2-F/86 dated 5th May, 1986 addressed to the then Dy. Director (CP) has submitted a technical report which came out with the bye-pass alignment within Haryana could best be provided on the eastern side of the Agra Canal and this could be connected to the bypass alignment running along side River Yamuna within the boundary of the Union Territory of Delhi. The major advantages cited thereto are indicated below.

- i) this yields the most desirable horizontal alignment.
- ii) It can effectively stop the mixing up of local and through traffic.
- iii) It can be connected to the NH-2 bypass running through the U.T. of Delhi without giving rise to any hazardous intersection or alignment features.

For the provision of alignment on the western side of the Agra Canal within Faridabad has also been examined. This option will defeat the very purpose for which a bye-pass is provided as the section of bye-pass between Agra Canal and Faridabad township will be totally trapped with local activities and will eventually have the same fate as the D-M Road. Thus, it would be desirable that the NH-2 bypass be run as suggested in the former option.

With the above observation and background the case may be discussed in T/C meeting on the following aspects:

1. Unless and untill the unauthorised structures and constructions are checked near Zakir Ngr. area, no land will be available for the construction of road.

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2. Buildings have already been constructed and unauthorised construction even in progress at site are to be checked.

3. A policy decision is taken at the highest level that already innumerable buildings and other permanent structures coming in the way shall have to be demolished for the purpose.

4. In addition there has to be some machinery to ensure that no future construction comes up in the proposed alignment.

5. For remaining part of the alignment plan from Okhla Park to Haryana Border, the P.T. Survey for the Zone 300 mts. along both the defused canal and main Agra Canal is to be required in the scale of 1:500.

Subject:- Construction of road from Ring Road (near Kalindi Colony) to Okhala/Badarpur/Faridabad.

Reference:- Letter No. NECPM/14/Works dated 6.1.1989
From the Honorary General Secretary, New Friends' Colony Residents' Welfare Association
addressed to Lt. Governor, Delhi-Raj Niwas Dy. No. 4464 dated 14.3.1989 (placed below).

The planning of roads is done by DDA. This link is also under construction by them. Survey details were furnished to them in 1984. However, the scheme could not be finalized by them so far. Fresh surveys have been asked for. The same are being carried out and the survey details shall be furnished to them by middle of June, 1989. It is hoped that DDA will be able to finalize the proposals of this link soon thereafter. There is a need for constructing this road link in order to reduce the amount of traffic on the existing Mathura Road.

Encl: As stated.

(C.P. GOEL)
CHIEF ENGINEER (I).

P.S to Lt. Governor, Delhi.

No. 16(1)86-w/DA Dated: 11.5.1989.

F.5(8)89/MP

5.4.1990

PRAKASH NARAYAN
JOINT DIRECTOR(T)

Dear Sh. Goel,

A joint site inspection of the proposed alignment for NH-2 Bypass was made on 2nd Jan., 1990. This site inspection was attended by the representatives of the DDA, PWD, Delhi Admn., Min. of Transport and Traffic Police.

During the site inspection, it was noticed that the proposed alignment for NH-2 Bypass is being encroached by unauthorised construction. It was decided that a comprehensive note indicating the pockets which are occupied by unauthorised construction, land acquired/notified shall be prepared and submitted to V.C., L.G. for the information and decision regarding the immediate acquisition of land for NH-2 Bye-pass.

The Dy. Dir.(T)-II vide his letter No.PA/DD/PFW/90 T-II/16 dated 10.1.1990 requested Sh. A.K.S. Tyagi Executive Engineer, to indicate the pockets where unauthorised construction is existing or in progress. The required information is yet to be received in DDA. It is requested that necessary instructions may be issued to concerned officers that the required information be compiled and submitted to DDA at the earliest.

This matter has also been examined in the Lands Department, DDA. As per the information supplied by the Lands Deptt., the major portion of the proposed alignment is yet to be acquired, though it has been notified U/S 4. The Lands Deptt. has also suggested that the feasibility marking the boundary of the proposed bye-pass National Highway No. II by providing pillars may be examined by PWD.

We have also received a letter dt. 9.3.90 from Hony. Gen. Secy., New Friends Colony Residents Welfare Association on the same subject. A copy of the same is enclosed for reference and necessary action.

With regards,

Yours sincerely,

Sh. O.P. Goel,
Chief Engineer,
Delhi Administration, P.W.D.,
Curzon Road Barracks,
Curzon Road,
NEW DELHI.

(PRAKASH NARAYAN)

Annexure - III

DELHI DEVELOPMENT AUTHORITY
VIKAS MINAR, INA

F.9(4)90/Uni/South
PA/DD(NL)/90/DDA

Sh. N.K. Chakraborty,
Dy. Director(T)-II
Vikas Minar,
I.P. Estate,
12th floor,
NEW DELHI.

Sub : Site Inspection Notice No. PA/DD/T-II/PPW/89
D-389 dated 28.12.1989.

.....

Sir,

Kindly refer to your letter No. F.5(8)/39/D-94 dated 20.2.1990 on the subject cited above. I am enclosing herewith Survey of India Plan where upon the National Highway have been marked. The available DDA's land falling in the alignment of 300 m. wide road has been marked approx. in blue colour. By marking this acquired land in the alignment plan it may be observed that only a fraction of land required for construction of road National Highway No. 2 Bye-pass belongs to DDA. The remaining land shown in --- colour has not been acquired though it has been notified under Section 4 which was issued for development of river bed.

Here it would be feasible if the concerned authorities who are to take this project are requested to mark the boundary pillars of National Highway No. 2 so that the public in general may not purchase the land and construct houses in the alignment of road. This step is to be taken on priority for general information of public.

Yours faithfully,

Encl. : As above.

Sd/-
(SHAMIM AHMED.)
DY. DIRECTOR(NL) DDA

No. 23(98)PWDCV/DA/955-50

Dated:- 7.11.1990

To

The Joint Director (T),
D.D.A., Vikas Minar,
New Delhi.

Sub: Minutes of the meeting held on 24.7.90 in the Chamber of Commissioner (Plg.) regarding the proposed alignment plan of NH-2 Bye-Pass (from Kalindi Colony to Okhla/Faridabad).

Sir,

The parawise reply to the various points raised in the meeting held on 24.7.90 in the Chamber of Commissioner (Plg.) is given here under:-

PARA 1:

The PT Survey plan of the alignment was prepared and submitted by this office on 5.8.89. In the PT Survey Plan, the occupied land had been shown. Since then a lot of new buildings have been constructed in the proposed alignment of NH-2 Bye Pass. (The construction activity of buildings in this areas is very fast. Hence it is not feasible to update the PT survey plan showing the vacant plots, built up plots, etc. Unless and untill these structures in the shape of permanent structures are removed and further constructions are kept in check no land will be available for the construction of road. Building shave already been constructed and are under construction even in the water logged stretch of the alignment.

PARA 2:

The proposed alignment from Batla House to Haryana Border also runs in to a number of Banglows, residential buildings, Ware Houses of U.P. Irrigation on the left bank of Agra canal etc. The survey for the second phase is estimated to cost more than 25 lakhs. and it will serve little purpose, unless a Policy decision is taken at the highest level that already existing innumerable buildings and other permanent structures coming in the way shall be demolished for the purpose. In addition there has to be some machinery to ensure that no further construction comes up in the proposed alignment. As it appears, neither DDA nor Police Department are keeping any watch on these constructions are possibility of many of these being in the nature of unauthorised constructions cannot be ruled out.

PARA 3:

(The titles/Khasras, etc. of the land are not clear. This is to be done by DDA and not by PWD(DA). The acquisition of land case can be taken in hand only after obtaining the titles/khasras of the land and getting the land cleared from all permanent buildings which have been constructed in the proposed alignment area.)

Contd....2/-

In view of above, it is suggested that necessary actions may first be taken by the DDA on above points and intimated.

This also disposes of your letter of even no. dated 17.8.90.

Yours faithfully,

Sd/-

(ER. S.R. PANDEY)
Superintending Engineer,
P.W.D., Circle-V (DA),
MSO Building, New Delhi.

Copy for information to:-

1. The Chief Engineer, PWD(DA)ZI, Kasturba G andhi Marg New Delhi alongwith copies of above references.
2. The Executive Engineer, PWD, Division No. XXI (DA) 1388 dated 30.10.90.

7.11.1990.

Sd/-

Superintending Engineer.

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Ilo n, No. 16717.

Sub: Alignment Plan of Mathura Road from Tilak Bridge to Oberoi Hotel.

File No. F.5(2)/89-MP.

1. LOCATION

Mathura Road is a major collector/arterial road which gives direct access to the central part of the city. Once in a highways still this road forms an important link for the central areas, with prestigious aspects along it, viz. Pragati Maidan, Sunder Nagar, Zoo, Supreme Court, Nizamuddin, and Oberoi Hotel etc.

BACKGROUND

A P.T. Survey of the Mathura Road from Tilak Bridge to Oberoi Hotel was supplied by MCD on 24.10.88. On the basis of this survey, a draft Alignment Plan was prepared in the DDA, which was referred to the MCD in May, 1990, for feasibility check-up.

(a) Existing Traffic Conditions:

On the stretch under consideration the ratio of fast moving vehicles is higher. The volume of light and slow vehicle traffic is comparatively low in morning and evening peak hours. The predominant land use along this stretch is residential and recreational.

(b) Existing Road Section:

The existing r/w varies from 42 mts. to 56 mts. as against 45 mtrs. prescribed in the MPD-2001.

Presently, a 6 lane divided r/w with a central verge of 1 mt. to 1.5 mt. width and foot path of 5. mt. to 7 mt. width is existing. The width of service road is about 4.5 mt. near Sunder Nagar and the Supreme Court.

Contd. 2/-

3. JOINT SITE INSPECTION:

Commr.(Plg.), along with officers from MCD, PWD, DDA inspected the site on 8.6.90. During the site inspection it was decided that MCD shall supply the detailed physical survey incorporating the following aspects:-

- (i) Possibility of widening one existing road to achieve 250' r/w as envisaged in the Master Plan.
- (ii) Survey plan covering all the 3 alternate alignments as suggested by HUPW, DDA. Accordingly, Executive Engineer, MCD was requested to furnish the P.T. Survey vide letter dt. 15.6.90.

4. ACTION TAKEN BY PLANNING WING OF DDA:

The case was again discussed in the meeting held on 8.11.90 under the chairmanship of Commr.(Plg.). This meeting was also attended by S.E., Civil Circle-I, South Western Zone, SWZ, DDA, Executive Engineer, MCD. In this meeting after detailed discussion it was resolved that the revision in the already approved alignment of Mehrauli-Mahipalpur Road may not be desirable. MCD was requested to examine its feasibility at site before taking the final decision.

Based on the above decision vide dated 16.11.90 and 20.11.90 an approved alignment plan was sent to MCD as well as S.E., Civil Circle-I, DDA for its examination at site from feasibility point of view of the stretch in question.

However, Executive Engineer (P)II, MCD vide letter dated 22.1.91 has informed that as decided in the meeting held under the chairmanship of Commr.(Plg.) on 8.11.90 no further amendment in the alignment plan was needed and DDA may proceed with the scheme as per the plan already approved by LOEC of MCD and as per the plan with respect to feasibility sent by MCD to DDA (Refer Annexure-III).

Chief Engineer, South Western Zone vide note no. CE(SWZ)/15/34/91/1239 dated 10.5.91 has forwarded a photo copy of minutes of Project co-ordinating meeting of South Western Zone held on 28.1.91. In the said meeting it was desired that the case can be put up to Technical Committee by Commr.(Plg.) for review of the earlier decision

in view of passage of more than 3 years time and also constraints advantages and disadvantages. Suptd.Engg.(I),DDA vide letter No.S.E.(I)/6/(72)/91/3503-8 dated 25.6.91 addressed to S.E.(Plg.) MCD, Town Hall has brought into notice that appropriate action from construction of this road failing which the entire land is bound to get encroached and then it will be very difficult to remove the encroachment and construction of the road.

Since, the road belongs to MCD, therefore it was the responsibility of MCD to act on the revised alignment and get the land acquired or taken over from DDA and undertake construction of this road.

As the road is very important connecting Gurgaon Road with NH-8 and provide a direct access to International Airport and Basant Kunj.

The item is placed before T/C for the consideration of:

- (i) The alternative proposal as suggested by HUPW may be considered after obtaining the physical survey of the area in question.
- or
- (ii) (a) The approved alignment plan with full cross-section and may be developed after examining the proposal at site from feasibility point of view.
- (b) The encroachment/unauthorised construction which were taken place on the r/w may be checked by demarcated the pillars on the site.

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(c) Intersections/Junctions:

The major intersection/T-junctions along this stretch which need improvement are as under.

- (i) 'T' junction formed by Bhagwan Dass Road.
- (ii) 'T' junction formed by road leading to India Gate (Purana Qila Road).
- (iii) 'T' junction formed by Bhairon Road.
- (iv) 'T' junction formed by Sher Shah Road.
- (v) Mathura Road round about.

(d) Problems:

- (i) Absence of continuous service road on both the sides.
- (ii) Large No. of existing gaps in the central verge.
- (iii) There are number of bye lanes from existing colonies directly merging in the main carriageway.
- (iv) Entry & Exit to exhibition ground/Appu Ghar directly from main carriageway.
- (v) Exit & Entry to petrol pump opposite Supreme Court.
- (vi) Public parking, mainly near Appu Ghar, Pragati Maidan and Zoo.
- (vii) Number of 'T' junctions, lacking proper design.

3. FEASIBILITY REPORT

EE, MCD vide letter No. D/732/EE(P)-II/AE(P)/S/D (298), dated : 29.10.90 has sent (i) LOSC decision vide item no. 286/90 placed at Annexure 'A' and (ii) List of affected properties placed at Annexure 'B'.

The LOSC vide item no. 286/90 was informed by Engineering Wing of the MCD that the affected land and properties have been marked on the plan in red and red

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hatching respectively. The existing carriageway has been shown in yellow colour. The Annexure 'B' which includes 1 No. Mosque, 2 Nos. Old Monument, 1 No. Old Mosque and 1 No. B/W of Old Mosque. It is not possible to complement the proposal without acquiring the land and properties affected in the proposal.

The decision of the LOSC is as under:

"The draft alignment plan was discussed. It was decided that boundary wall of Supreme Court, the Matka Pir, & Old monument be considered as base lines and comments be sent by SE(P)-I to DDA accordingly."

4. PROPOSAL

Drawing No. DCP-21(R)/PPW/(T)-II-91.

- (a) In the draft alignment plan the r/w proposed varies from 45 to 60 mts. wherever land is available various carriageways 11 mts. width on either sides or a central verge of 2 mts. have been proposed.
- (b) A single direction service road of 6 mts. width has been proposed on western side opposite to Appu Ghar to NSC Club. Beyond NSC a service road of 6 mts. width on both sides of the carriageway have been proposed.
- (c) Existing major cross roads connecting Mathura Road has been taken care of with the proposed improvement of intersection design.
- (d) The stretch along Pragati Maidan and Supreme Court has been proposed with 4 lane carriageway instead of 3 lane (11 mt.) divided carriageway. This would allow loading and unloading without effective flow of through as the time of fairs in the exhibition complex of Pragati Maidan.

Contd...4/-

- 16
- (e) Due to the above proposal, the boundary walls of Supreme Court, Matka Pir and Old Monuments are not affected.
 - (f) A brief action on the report feasibility of the MCD vis-a-vis draft proposals is given in Ann. 'C'.

5. The item is placed before T/C for its consideration.

The alignment plan of Mathura Road from Tilak Bridge to Oberoi Hotel (Drawing Nos. DCP-21(R)PPW/T-II/91). If approved the implementation of the alignment plan would involved the following:

- (a) The MCD shall plant 3 times the trees effected in Road widening as per feasibility report supplied by MCD vide letter No. D/732/EE(D)II/AE(P)S/D/298 dated 29.10.90.
- (b) The rehabilitation of eligible effected properties/structures shall be taken up by MCD in consultation with Land Ownering Agency.
- (c) The clearance from the owners of the effected land, wherever required, shall be obtained by the MCD.

MUNICIPAL CORPORATION OF DELHI
(PLANNING DEPARTMENT)

Annexure- 'A'

No. D-/732/EE(P)-II/AE(P)S/D(298)

Dated:- 29.10.1990

From

Ex.Engineer (P)-II,
Municipal Corporation of Delhi,
Town Hall, Delhi-110 006.

To

Sg. N.K. Chakraborty,
Dy. Director (T)-II,
Delhi Development Authority,
12th floor, Vikas Minar,
I.P. Estate, New Delhi.

Sub: Alignment plan of Mathura Road from Tilak Bridge
to Hazrat Nizamuddin Police Station.

Sir,

Please refer to your letter No. PA/DD/T-II/PFW/90/D-184,
dated 7.5.1990 on the subject cited above and find enclosed
herewith a copy of the draft alignment plan with affected
land and properties marked on it, list of affected land and
properties and LOSC decision dated 11.9.90 for further
necessary action at your end please.

Encl: As above.

Yours faithfully,

Sd/-

(T.R. GUPTA)
Ex.Engineer(P)-II

Sub: Alignment plan of Mathura Road from Tilak Bridge to Hazrat Nizamuddin Police Station (Drg. No. Nil).

Note received from Ex. Engineer (P)II reproduced below:-

"A draft alignment plan of Mathura Road from Tilak Bridge to Hazrat Nizamuddin Police Station (Drg. No. Nil) was received from DDA vide letter no. PA/DD/T-II/PPW/90-D-3 dated 3.1.90 for feasibility/comments.

The proposed r/w in the draft alignment plan varies from 45.00M to 60.00M. Two carriageways of 11.00M each with a central verge of 2.00M have been provided. Single service road 6.00M wide (only on Western side) from Appu Ghar to I.N.S.C. Club has been provided. From INSC club service roads 6.00M wide on both the sides have been provided.

The draft alignment plan has been examined at site and it is observed that two carriageways varying from 8.70M to 11.00M and from 9.50M to 12.50M with a central verge to 2.00M are existing at site. The volume of vehicular traffic on this road has increased many folds in the recent past necessitating the widening of this road. It is also observed that if the road is widened 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 carriageway has been shown in yellow color. The Annexure 'A' which includes 1 No. Mosque, 2 Nos. Old Monuments, 1 No. Old Mosque and 1 No. B/W of Old Mosque. It is not possible to implement the proposal without acquiring the land and properties affected in the proposal.

The number of affected land and properties is very large and it will be a very difficult task to acquire them.

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

ITEM NO. 286/90

Sub: Alignment plan of Mathura Road from Tilak Bridge to Hazrat Nizamuddin Police Station (Drg. No. Nil).

The draft alignment plan was discussed. It was decided that boundary wall of Supreme Court, the Matka Pir and Old Monument be considered as base lines and comments sent by SE(P)I to DDA accordingly.

Sd/-

HEAD CLERK
Town Planner's Office,
M.C.D.

Alignment plan of Matka Road from Tilak bridge to intersection in front of Nizamuddin Police Station.

LIST OF AFFECTED LAND AND PROPERTIES

Sheet No. I	Residential Pucca K/P K/P Others					Total	Remarks.
	S/S	D/S	3/Sshop	T/S JJ	T/S JJ Shop Res.		
<u>L.H.S.</u>						183	Trees
					1) 1 Bus stop	88	Electric pole
						6	H.Tension
							Elect. Poles
<u>R.H.S.</u>					1) 1 Bus stop	1	Tele. Pole
					2) 1 Piao	2	Traffic pole
Sheet No. 2							
<u>L.H.S.</u>					1) 1 Teastall	170	tree
					2) 1 mosque	71	E. Poles.
					3) IBW of Matka Pir	16	HTE Pole
					and DDA Park.	18	Traffic Poles
					4) 1 Bus stop		
					5) 1 Old Monument		
					6) 1 bus stop		
					7) 1 tea stall		
					8) 1 Urinal		
<u>R.H.S.</u>					1) 1 bus stop		
					2) 1 MCD tubewell		
					3) 1 bus stop		
					4) 1 MCD tubewell		
					5) 1 bus stop		
					6) 1 dust bin		
					7) Old mosque		
					8) B/W of Old Mosque		
Sheet No. 3							
<u>L.H.S.</u>					1) 1 tea stall	227	trees
					2) 1 police booth	72	E. Poles
					3) 1 tea stall	7	T. Poles
					4) 1 khoka Sunder	4	Traffic poles
					Taxi Service.		
					5) 1 Khoka A room		
					Taxi Service		
					6) 1 Urinal		
					7) 1 Dust bin		
					8) 1 stall		
<u>R.H.S.</u>					1) Khoka Tea stall		
					2) 1 Khoka Taxi		
					stand.		
					3) Bus stop		
					4) 1 Khoka Public		
					Taxi Service.		
					5) 1 Bus Stop		
					6) 1 tea stall		

Contd....2/-

Residential	Pucca	K/P	K/P	Others	Total	Remarks
S/S	D/S	3/S	shop	T/S	T/S	
			JJ	JJ		
			Shop	Res.		

Sheet
No. 4
L.H.S.

- | | | | |
|----|--|----|----------|
| 1) | <u>plateform of Graves.</u> | 55 | trees |
| 2) | <u>Bho + open land of Kataria Nursery.</u> | 50 | E. Poles |
| 3) | <u>Shops</u> | 8 | T. Poles |
| 4) | <u>Shops</u> | | |
| 5) | <u>Old Monument in round about.</u> | | |

3
2

R.H.S.

- | | |
|----|--|
| 1) | <u>1 tea stall</u> |
| 2) | <u>1 tea stall</u> |
| 3) | <u>1 Khoka of Sohan Taxi Service.</u> |
| 4) | <u>1 Grave</u> |
| 5) | <u>1 JJ</u> |
| 6) | <u>B/W + open land of Nizamuddin Police Station.</u> |
| 7) | <u>B/W open land of building.</u> |
| 8) | <u>1 urinal</u> |
| 9) | <u>1 bus stop.</u> |

Sheet
No. 5

47 Nos.	635	Trees
	281	E. Poles
	22	H.T. Poles
	16	Tele Poles
	24	Traffic Poles.

Sd/-
A.E.(P)S

Sd/-
(K.C. Panmani)
Surveyor

ACTION TAKEN ON THE FEASIBILITY REPORT OF THE MCDFeasibility Report of the MCDDraft Proposals/Comments

In the feasibility report the alignment plan for the R/W of 45 Mts. indicating the carriageway 11 Mts. and 12.5 Mts. with footpath of 7 Mts. and service road 5.5 Mts. on western sides of the road has been examined.

In this case two bus stop one Supreme nursery one piao would be affected.

Existing R/W 42 Mts. including footpath 6.5 Mts. to 7 Mts. & service Road 6 Mts. existing divided way carriageway width is 11 Mts. & 1.5 Mts. median.

Major intersection-1 for gate No.2(2) Barakhamba Road.

Sheet No.2

As per feasibility report few structures like mosque bus stops, tea shops and urinals would be affected. In this case R/W has been taken 45 Mts. with 11 Mts. carriageway indicating 5.5 Mts. service road on either sides of the carriageway. The boundary wall and Matka Pir and DDA park would be affected.

Existing R/W 42 Mts. divided carriageway 11 Mts. and median 1.5 Mts. to 1 Mts. service road - 4.5 Mts. opposite to National Stadium 2 no. of major 'T' junction are there.

As per the feasibility report the position of trees has not been marked.

In the proposal the R/W has been considered as 45 Mts. with the carriageway of 14 Mts. on western side of the road. The carriageway has been increased. Keeping in view traffic concentration during the peak hours and occasional activities. as per the design of trees would be affected as survey plan.

It has been proposed to increase the carriageway from 11 Mts. to 14 Mts. with service road on western side of the carriageway. Necessary intersection improvement has been incorporated in the proposal indicating the bus stops.

Appox. 90 trees are affected as per the survey.

Sheet No.3

For this stretch, the R/W has been considered as per existing situation from boundary all. Thus, the total R/W is available at site is 57 Mts. approx. As per feasibility report No. of structures/infrastructures would be affected.

in the proposal an attempt has been made to widen the carriageway keeping in view the existing conditions and site constraints. A R/W of 56 Mts. or whatever available at site has been referred in this case the divided carriageway has been taken as 8.7 Mts. & 11 Mts. with the provision of green area and service road on either sides (5.5 to 5.2 Mts.) Adjacent to Sunder Nagar area. The service road has been retained as it is heart of level difference of 1.1 Mt. to 1.2 Mts.

13 Trees are affected as per Survey).

Sheet No.4

The alignment Plan of this stretch starting from the round about of Mathura Road to Oberoi Hotel. As per feasibility report for this proposal some area of blategorm of graves, shops old monument and few structures like tea stall khokas would be affected.

In the proposal the R/W has been retained as 45 Mts. with a divided carriageway of 11 Mts. and service road of 5.5 Mts.

7 Trees are affected.

From round about to Rajdoot Hotel for the road widening boundary wall open land of Nizamuddin Police Station on Western side of road would be affected. Similarly from eastern side boundary wall open land of Katria Nursery is affected.

Existing R/W 31.5 Mts. to 46 Mts. divided carriageway of 10 Mts.

Item No. 168/91

Sub: Composite alignment plan of Netaji Subhash Marg from Delhi Gate to Kasturba Hospital Mart/ Ansari Road Intersection near footover bridge.

File No. F.5(41)87MP

1. Location:

Netaji Subhash Marg stretches from Delhi Gate to S.P. Mukherjee Marg intersection and forms the part of the north-south network corridor. This road provides approach to capital's premier commercial/historical areas railway station & I.S.B.T. The road under consideration is from Delhi Gate to Kasturba Gandhi Hospital Road/Ansari Road Intersection near footover bridge, Daryaganj. Location Plan is placed as Annexure-I.

2. Background:

R/W of Netaji Subhash Marg is 30.48mtr. along this stretch as per the zonal plan & MPD 2001. An alignment plan of this road was prepared earlier by TCPO, precise status of the same is not available/traceable. A composite alignment plan integrating the intersection design of Kasturba Hospital Road/Ansari Road and sub-way near Hardayal Library had since been prepared.

Existing Conditions:

- (i) At-present Netaji Subhash Marg in this stretch has unequal widths of carriageway on either sides of the existing central verge. On the Golcha Cinema side, the available C/W is 8.50mtr. wide & in the opposite direction it varies between 11mtr. to 12.5mtr.
- (ii) Width of the footpath varies from 3mtr. to 4.40mtr. on either sides.
- (iii) There are two signalised intersections along this road, one is at Delhi Gate & the other near Footover Bridge.
- (iv) Signalised pedestrian crossings are located at two places in the stretch.
- (v) Iron grills are existing in the central verge with three punctures for regulation of pedestrian movement.
- (vi), Light poles are existing in the central verge.

Traffic Composition & Volume:

The road carries both fast & slow traffic due to which the efficiency of the road is reduced. Three wheeler auto's constitute nearly 25% of total traffic as per NATPAC study. As per the study conducted by MCD the peak hour volume at footover Bridge Intersection is 9453 PCU's. The road remains choked with traffic throughout the day.

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3. Problems:

- (i) There is continuous flow of slow, light & heavy vehicles throughout the day. The mixed traffic cause increased travel time and accident risks.
- (ii) Signalised pedestrian cross movement hampers the flow of traffic.
- (iii) Footpath along the Golcha Cinema side is encroached upon by automobile shops, hawkers, vendors virtually leaving no space for free pedestrian movement.
- (iv) The Carriageway for south bound traffic is of three lanes. The C/W for north bound traffic is of only two lanes. The ratio of peak hour traffic volume to off peak hour traffic volume is rather high over this section as per the study conducted by NATPAC. The inadequate width of C/W, nonavailability of recessed busbays coupled with signalised pedestrian crossing, mixed traffic, servicing of shops opening directly on the main road, unauthorised parking cause frequent traffic jams.
- (v) The major bottleneck on the south bound C/W where is the existing Masjid hardly 9.50mtr. clear space is available. Shops have been built in the Masjid land which open directly on the main C/W.

4. Salient features

The Composite alignment plan has been prepared based on the survey supplied by MCD. Salient features of the proposals are as follows:

- (i) Existing central verge is proposed to be shifted to provide uniform width of C/W on either sides of the central verge in this stretch of road. Except the stretch between Golcha Cinema and the Mosque where the C/W is 9.25mtr. & 9.50mts., the remaining stretch of road has been proposed for 11.0mt.C/W on either side of the central verge.
- (ii) A minimum 2.0mt. width of footpath has been proposed on both sides of the road for pedestrian movement.
- (iii) A subway has been proposed across the road opposite Hardayal Municipal Public Library for a safe pedestrian cross movement. Total width of the subway is 9.0mt. which will accommodate few commercial stalls in addition to 5.0mt. clear passage for pedestrians. Pedestrian subway shall be detailed out as per IRC Norms.
- (iv) Bus boxes shall be provided in place of regular bus-bays as sufficient space is not available for the same.
- (v) Through traffic on this road may not be allowed and the same be diverted to Ring Road. Necessary enforcement measures shall have to be done by traffic police in this regard.
- (vi) Removal of on-street parking & encroachment

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is essential to increase the efficiency of the carriageways.

- (vii) Slow vehicles be banned on this stretch & battery operated buses be allowed to ply between Delhi Gate & Red Fort/Fatehpuri.

Comments of DTC:

The alignment plan was sent to DTC for comments on the provision of busbays. Traffic Engineer vide letter dt.14.3.91 placed at Annexure-II conveyed that the alignment Plan is found in order.

Comments of DCP(Traffic):

DCP(Traffic) vide his letter dt.8.2.91 placed at Annexure-III made the following observations:

- (i) By reducing footpath we are reducing the facility for pedestrian to walk.
- (ii) Diversion plan during subway construction should be prepared before finalising the alignment.
- (iii) Service Road parallel to Subhash Marg (near Hind Park) can be improved to take slow moving vehicles & two-wheelers etc.

Parawise observations on the suggestions of DCP(T) are as follows:

i) Existing footpath width generally varies between 2.70mts. to 4.74mts. except in the stretch abutting the masjid where it is about 1.5mts. The reduction in footpath is made on the western side between Delhi Gate to Golcha Cinema from 4.60mts. to 2.75mts. and between Moti Mahal restaurant to the Guest House building from 3mts. to 1.74mts. At present the footpath is encroached upon by scooter parking, shop extensions informal vending & stacking of shop materials. Once the footpaths are cleared, it may be adequate for pedestrian movements.

ii) Diversion plan shall be prepared by MCD in consultation with DTC & DCP(T) before the commencement of the construction work:

iii) An exclusive service road is proposed for slow traffic parallel to the main C/W's of Subhash Marg along Hind Park between Kasturba Hospital Marg & Parade ground.

5. Feasibility Study:

The available R/W generally varies between 28mtrs. to 29.80mts. as against 30.48mts. proposed in MPD 62 & 2001. Due to this strips of properties are affected in the R/W. Only at one location near the mosque the available R/W is 22.90mts.

As conveyed by MCD vide letter dt.11.8.89 about 197 properties are partly affected in the alignment proposal which also includes a cinema house, Dharamshala, one MCD Library and a mosque (details are at Annexure-IV) Feasibility for subway is yet to be received from MCD.

6. Decision of the LO SC: The alignment Plan was discussed in LO SC meeting of MCD vide item No.237/89 following decision was taken (LO SC decision is placed as Annexure-V)

- (i) R/W of this road be maintained within the existing property lines. It may not be desirable to acquire small portions of private property for widening of road.
- (ii) The carriageway of this road should be kept as per the approved sections, applicable for the right of way of this road and minor adjustments which are necessary, be made in width of footpath.
- (iii) It was noted that portions of existing 'Mosque' is affected in the R/W of the road.

The Engineering Deptt. may take further appropriate actions in this regard.

7. The case is placed before the Technical Committee for consideration of;

- (i) Whether to retain the existing available R/W in this stretch as mentioned in para 5 or to maintain the R/W as proposed in MPD-62 & 2001 & shown in the alignment plan prepared by DDA vide drg.No.DCP-10.87
A-187
- (ii) Whether the existing available R/W of 22.50 mts. near the mosque is to be retained.
- (iii) Equal widening of C/W's on either side by dismantalling the existing central verge.
- (iv) Subway proposed opposite Hardayal Municipal Library to close the existing signalised pedestrian crossings.
- (v) Preparation of a traffic management scheme by the local body in consultation with Traffic Police.

Item No 170/91

SUBJECT:- DEVELOPMENT PLAN PALLA-BURARI AREA

PA/JO(P&D) 40/24

1. In a meeting held on 10th Dec., 1991 under the Chairmanship of V.C./DDA and a subject of Planning of River bed Yamuna a decision was taken that:

"All the lands constituting what is known as Alipur Block and situated outside the existing river bed on the northern front of river Yamuna, which are bounded by Delhi-Haryana border in the North, river bund in the east, Road no.50 in the south and G.T. Karnal Road in the west, comprising a total area of 8210 hect., should immediately be declared as development area of the LDA under Section-12(i) of D.D. Act, to prevent all encroachments and/or constructions which are contrary to its prescribed land use as per MPD-2001, pending final acquisition thereof.

Mr. P.C. Jain, Dir. (AP&B) shall prepare the physical plan for this area as per boundaries given above and circulate the same for purposes of detailed discussion at a special meeting of the Technical Committee. While Planning for the development of Alipur block, the various points raised by Mr. S.N. Murti C.E. (I&F), Delhi Admn., at the meeting should be taken into consideration."

2. Keeping in view the decision taken in the meeting a detailed plan along with the report for the area (Laid on the table) has been prepared.

3. Salient features are as under:-

- 1) PROFILE OF RIVER YAMUNA IN UNION TERRITORY

The lands within the bundhs of river Yamuna as well as outside the bundh in their vicinity continue to be used for various kinds of Urban activities in a un-planned manner vast stretches of land within as well as outside the bundh have been unauthorisedly encroached upon.

- ii) IDENTIFICATION OF LAND MANAGEMENT AREA

The total area bounded by G.T. Karnal road Mathura road in the West Union Territory in the North East and South (Plan laid on the table) measures about 19135 hec.

- iii) PROJECT AREA

Out of the total of 19135 hec of land an area measuring about 10925 hec is outside the bundhs

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and balance 8210 hecets is within the bundhs i.e. river basen.

iv) LAND UTILISATION :-

Some of the lands identified outside the bundhs urban land uses have been identified in MPD-2001 while some part is recommended as Rural use Zone.

v) DEVELOPMENT AREA STATUS:-

The area south of Wazirabad road has either be notified as development area of DDA or has been decided to be declared as development area of DDA.

vi) RELEVANCE OF DEVELOPMENT PROPOSAL:

The area located north of Wazirabad road bounded by Union Territory road marginal bund & G.T. Karnal road^{No. 50} measuring about 7750 hecets is contiguous to the Urban Development proposals of MPD-2001, and if not planned and develop is likely to be encroached upon very shortly.

vii) THE PROJECT SITE:

The project site is located northern part of Union Territory of Delhi as well as Delhi Urban area. It is adjoining to Project Narella it is approximate distance from Connaught Place to 12 Kms. and from Airport is about 25 Kms.

viii) The existing condition and the physical features

() existing at site are as under:

i) The area is inhabited by 29 number of villages

ii) Drain number six in this area joins Bawana Escape running from North to South sub-dividing the site into two halves.

iii) There is a lake in the area known as Bhulsava Lake (Horse Shoe Lake) in South-west corner of the site.

iv) A high tension line bisects the site.

v) Unauthorised constructions along G.T. Karnal Road as well as in the form of extensions of existing village abadi are taking place in the area.

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- 23
- vi) Most of the villages are internally linked with metalled roads, ultimately joining with G.T. Karnal Road or Road No.50.
 - vii) Besides the agricultural use of the land in area, a number of Brick Klin are existing at site.
 - viii) The supplementary drain in the area runs parallel to Road No.50 in the North.
 - ix) Being close to the river ground water level is very high.
 - x) Land measuring 32 hectare is already under consideration for setting up of Sewerage Treatment Plant.

ix) TOPOGRAPHY:-

The project site has a gentle slope of 7 mtrs. from North to South and 4 mtrs from west to East. The study of topography reveals that half of the site area is having contour level arranging from 212 to 208 has more propensity that residential development.

x) THE CONCEPT:-

The site is located at the bank of the river but there is a Bund in between. For the development of the area, two options are available.

OPTION-1 Presuming that the existing bund would be strong enough, after some strengthening, to protect the site from the danger of the flood. In case of eventually it breaches and some flood water manages to get into site then the accumulation of water shall be in part of the site where level is low.

OPTION -II Presuming that the existing bund will not be able to resist the flood water in case of eventually the bund breaches, then the second order bund needs to be provided in order to safeguard the development and to allow the flood water to accumulate within the two bunds.

Considering the location and the topography of the site, it seems more appropriate to develop the area pre-dominantly in form of recreational and socio-cultural uses. Some of the institutional uses at national level may also be feasible to provide in this area. Residential

development of low intensity on the part of the site which is at higher contour level has been felt justified.

To generate interaction between the project area and the remaining parts of the city, uses like Crafts' Mela, Sports Centre, Artists' Villages etc. are recommended.

Two alternatives have been proposed keeping in view the options available stated above.

XI) ALTERNATIVE-I

The existing bund has been proposed to be strengthened and widened by proposing a major link road connecting Road No.50 and G.T. Karnal Road. This will result in better maintenance of bund and added strength due to the metalling of road surface. This road can also act as express way (due to less junctions) and will facilitate traffic movement entering in Union Territory of Delhi from Mathura Road near Badarpur and to go in North by taking this express way without disturbing the city traffic. This traffic will leave Union Territory of Delhi near Haryana-Singhu Border.

The area having high contour level is recommended for residential use near Palla & Bakhtawarpur Village and the area which is at lower level and has possibilities of getting some flood water has been proposed for low intensity uses like Botanical Garden, Golf Club, Agricultural University and picnic Spot etc. To make the scheme financially viable low intensive uses like Film studios Crafts' Mela site etc. have been proposed. To have the advantages of river water large scale active Aqua Sport facilities along with a large Sports University has also been recommended. Near the river where the width is more uses like Research on fisheries and other Aqua Life has been proposed. In the rear part of the site near the river site has been recommended for Experimental Housing and other related research works.

A City centre to cater the needs of the site and the adjoining area has been proposed along G.T

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Karnal Road. The existing Bhulsuva Lake and the area around it has been proposed as passive recreation Picnic Spot. Adjoining to this is an Artists 'Village & Crafts' Mela site to have interesting and similar nature uses (Fig. 12).

Alternative-II

A major road has been proposed to act as second order bund and to provide full safety to the area between G.T. Karnal Road and the proposed second order bund. The uses proposed outside this bund (within two bunds) are of low intensity, uses like Botanical Garden, Race Course, Poultry and Dairy Farm etc. The area between G.T. Karnal Road and the proposed road has been recommended for regular residential neighbourhood development with part of this area as high density development. Mostly the commercial facilities area proposed along major road in linear form. The public/Semi-public facilities are also proposed along the major roads and G.T. Karnal Road to facilitate good urban form and street scape. The existing Bhulsuva Lake area has been proposed as Picnic Spot. Some area has been identified for Truck Terminal and wholesale activity near Singhu Border to check the entry of heavy vehicles in the City.

XII) OBSERVATIONS

The project site has a strategic location along G.T. Karnal Road and is in continuity of existing Urban Area and the Narela Project. The site is easily serviceable as far as water supply, sewerage, drainage and electricity etc. are concerned. The Bhulsuva Lake which is already under consideration to be developed as Picnic Spot is also within the project site. The vicinity of river will add to the quality of life and in micro environment of the site. The encroachments in large area are taking place at the fringes of the village and along the G.T. Karnal Road, needs to be checked. If the proposed project is taken up; it will help in checking the unauthorised growth and will help in accommodating the incoming population as envisaged in MPD-2001.

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XIII) ACTIONS REQUIRED TO BE TAKEN:-

1. To decide to declare the identified Project Area as development area of the DDA.
2. Consideration and finalisation of conceptual plan on the basis of which details plans could be worked out considering the recommendation of MPD-2001.
3. Acquisition of land identified in the Project Area.

The matter is placed before the Technical Committee.

Item No. 174/91

Sub: Request for seeking NOC for laying Gaspipeline from I.P.Estate to Bahadurgarh and Sonipat.

F7(20)/88-MP

I. Background:

This case is regarding laying of the Gaspipe line (8 inches dia) from existing Terminal at IP Estate (DESU) to Bahadurgarh and Sonipat.

This case was earlier discussed in the Technical committee meeting held on 25.3.91 vide agenda item no. 10 and recently on 17.6.91 vide agenda no. 102/91.

After detailed discussion the Technical committee held on 17.6.91 it was suggested that the alignment of Gaspipeline from I.P.Estate to Bahadurgarh and Sonipat may run alongside to Supplementary drain and Nangloi drain and then further along the railway line / along Rohtak Road (as shown in the plan laid on the table) The concurrence of the Flood Department be obtained and detailed alignment plan be brought before the Technical committee for approval.

Now the Gas Authority of India Ltd. vide their letter dt. 26.6.91 has expressed that the laying of pipeline parallel to Najafgarh drain is not possible as no land is available after the widening of the drain.

Later it was informed to GAIL vide letter no. F2(20)88-MP 1074 dt. 8.8.91 by Dy. Director (MP) that the exact alignment of the proposed Gaspipeline may have to be indicated on the road right of way of Road no. 50, NH 1 and the proposed road in Urban Extension.

Subsequently the GAIL has indicated the proposed Gas-pipeline on the Road alignment, Plan of Road no. 50 and Road No. 1 The Gaspipeline route as suggested by GAIL is transferred on a Union territory map laid on the table.

III Our Observation:

The Gaspipeline route proposed by GAIL has been examined based on the Urban Extension Plan for Delhi.

1. The proposal for joining to Pipeline from IP Estate to Sonipat runs parallel to road no. 50 and NH 1 to same has been shown on the alignment plan of NH 1 and Road no. 50 laid on the table.

It is also intimated by GAIL that "The proposed alignment is running parallel to the Existing Utility Services line

and not disturbing them. The details regarding electric cables telephone cables and water/sewerline are obtained from respective authorities and alignment is finalized. However it is also noted that the pipeline following NH-1 also touches the Narala sub city project.

- 2) Regarding the supply of Gas to industries in Bahadurganj it is observed that the pipeline is running through the Rohini project area and it is also observed that a small stretch of this does not follow any well defined Natural features. However, it is desirable that the pipeline should follow a well defined natural features like roads, canals, nallah etc.

III. In view of the facts given above the item is put up for the consideration of the Technical committee of DDA with regards to following :

- 1) The route of Gas pipeline may be considered for approval by the Technical committee subject to clearance from concerned local bodies and departments for better consideration of trunk infrastructure and network.
- 2) Project Planner Rohini and Narala may be asked to incorporate the proposal in the respective sub city plans.

SUB : Approach road from existing 24 m R/W upto meeting points with sewerage treatment plant at Wazirpur Ph-II.
File No. F.23(9)/83-IL

1. MCD was allotted a piece of land measuring 3.02 Acs. for sewerage treatment plant at Wazirpur PH-II which was approved by VC, DDA on 14.3.1990 and provisionally possession was handed over to them on 30.7.90.
2. Ex. Engg. VIII of MCD vide their letter dt.24.9.90 has stated in his letter that the construction of affluent treatment plant is likely to start in the end of Oct.1990. This kuchcha road is not suitable for carrying heavy machinery and bldg. material so they have requested for the conversion of kuchcha road into metalled road.
3. The case has been examined in the Area Planning Wing and it was felt that alignment marked A. B. & C on the plan will avoid the division of green areas and fencing on the road as proposed.
4. The proposal was examined by the Hort. Deptt. and their observations are that the alignment proposed by Area Planning Wing is not acceptable to them because this involves number of trees to be cut(18 nos). They have suggested a road of 6 mt. in width which does not involve any cutting of trees.
5. The proposal suggested by Dir(AP&B) is shown in 'green' colour on the copy of the plan(laid on the table) and the proposal suggested by Hort. Deptt. is shown 'red' colour.
6. It is further suggested that on both sides of the metalled road fencing to be fixed to protect green areas and also to provide entry rotaring points for the pedestrian to the district park.
7. The matter is placed before the Technical Committee as to which proposal is to be accepted.

Item No. 180/91

Sub:- Alignment Plan of Mehrauli-Mahipalpur
Road on Mehrauli-Gurgaon Road upto NH-8.
(File No. F.5(8)72-MP.)

LOCATION:

This is a very important road connecting Gurgaon Road with NH-8 and provide a direct access to International Airport and Vasant Kunj. This is a major arterial road passing through Basant Kunj Housing Complex. This road has also been connecting with other two major city arterial road i.e. Road No.16 & 17 which are also linked with Outer Ring Road.

Mehrauli-Mahipalpur Road is a Master Plan Road with a proposed r/w of 75.0 mts. passing through the villages of Kishan Garh to Masoodpur, Mahipalpur etc. The key plan of Mehrauli Mahipalpur road is placed at Annexure-I.

BACKGROUND:

- (i) The alignment plan which was prepared by the City Planning Wing of DDA was sent to MCD for feasibility check up. MCD vide letter No.D/1467/EE(P)/II/AE(P)S-D(43) dated 28.8.87 has submitted the LOSC decision indicating the affected properties on the proposed alignment. In the LOSC comments it was also observed that the existing metalled width of this road is 6.60 mts. The proposed r/w is 75 mts. Thus busy and congested thorough fare falls in the South Zone of MCD. It was also observed that if the road is widened as per the proposed alignment plan a number of land and properties are affected in ther/w of this road. The affected land and properties have also been indicated on the plan. Thus, the alignment plan proposed by DDA is approved from the planning point of view. The Engg. Deptt. may take further appropriate action and sent comments to DDA.
- (ii) The alignment plan was placed before T/C meeting held on 9.7.87 vide Item No.9 in the said T/C meeting it was observed that the curve proposed

by one end of the alignment which joins NH-8 by the side of Mehrauli village was affect number of properties. It was therefore decided that the curve at this end be avoided and the alignment plan was found feasible and was recommended for approval. Thus, the decision of the T/C has been incorporated in the plan by the C.P.Wing of DDA.

- (iii) The modified alignment plan was placed before the Authority vide No.114 dated 21.9.87 in which it was resolved that "the alignment of Mehrauli-Mahipalpur Road from Mehrauli-Gurgaon Road upto New NH-8 bye-pass, as detailed in the agenda item be approved. It further desired that the department should take action for fencing and plantation on the road side with a view to prevent encroachment.

The feasibility of the alignment plan was also examined by Chief Engineer (South Western Zone), DDA.

- (iv) The land problem of Basant Kunj Scheme were discussed in the meeting held under the Chairmanship of E.M., DDA on 10.3.90. In this meeting it was decided that planning wing may be requested to examine the feasibility of re-aligning the Mehrauli-Mahipalpur Road to make available the land for about 300 to 400 houses in Sector-D, Pocket-IV, V & VI. The record note of the meeting was issued by S.E., Civil Circle-I, DDA. Refer Annexure-II. Along with the said note the options suggested by HUPW, DDA were enclosed. In the said drawing the following III options were suggested.

- (1) Alignment along the existing road indicated as green.
- (2) Alignment avoiding the houses of Sector 'D' (first proposed road).
- (3) Revised proposed road as per approved plan.

F.5(55)66MP Part II.

Road No.38 is a master plan road in continuation of road No.48 along the left bank (Western side) of Najafgarh Drain from G.T.Road (near Gur Mandi) to road No.37. Location plan is placed in Annexure-I

Road No.38 & 48 from Mall Road to Road No.37 shall provide a sub-arterial link to traffic destined to University area, Mall Road, North eastern part of Delhi from Lawrence Road, Wazirpur, Pratap Bagh and Bharat Nagar residential areas. The R/W of road No.38 & 48 is 30.48mtr. as per MPD 62 & 2001. Alignment plan of road No.38 with 100' R/W was earlier prepared and approved by the Authority vide Resolution No.86 dt.25.5.71 (copy placed as Annexure-II). Implementation of the road could not be taken up due to encroachments.

During the site inspection of road No.48 by V.C.,DDA on 19th July,90, it was desired to ascertain the present position of road No.38. S.E. Circle-II PWD(DA) vide letter dt.30.7.90 has given the present status of construction of road No.38 which is as follows:

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- iii) Due to the changed alignment, it is proposed to construct a bridge across N.G. Drain and take the road on the other side of the drain linking with road No.37 through open area on the eastern side.
- iv) The estimate for construction of the road from Bharat Nagar upto Road No.37 including construction of the bridge across N.G.Drain at RD 2280M and A/A & E/S has already been obtained and tenders are being called for construction of the road and bridge in this area. The construction of the road from Old G.T.Road upto railway line is not feasible without large scale demolition of pucca structures. Widening of the existing road from the railways line upto Bharat Nagar Bridge will not serve any purpose unless the road is through in the reach upto Old G.T.Road.

4. Observations:

Widening of road No.48 shall be done as per authority's resolution No.16 dtd.7/1/91 placed as Annexure IV. As per letter dt.15.4.91 from E.E., PWD Divn.X (copy placed as Annexure-V). Following structures are affected in 100' R/W and 60' between G.T.Road and Bharat Nagar Bridge.

Structures effected in 100' R/W:

- a) Semi Pucca structures - 5 Nos.
- b) DESU International Club
- c) DESU higher secondary school
- d) DESU Colony double storey residential quarters 40 Nos.
- e) Garrage for cars -10 Nos.
- f) DESU Dispensary
- g) DESU Residential cum shopping centre- 10 Nos.
- h) Sawan Ashram - 1 No.
(From G.T.Road upto Railway line)
- i) Residential colony Private houses- 35 Nos.
(From Railway Line to Bharat Nagar Bridge).

Structures effected in 60' R/W:

- a) Semi pucca structure - 5 Nos.
- b) DESU International Club
- c) DESU higher secondary school
- d) DESU colony residential - 10 Nos.
- e) DESU Dispensary
- f) DESU Residential cum shopping centre - 10 Nos.
- g) Jhuggies - 20 Nos.

Structures affected in 60' R/W between Bharat Nagar Bridge to Road No.37 are as follows:

50 Nos. Jhuggies, Balmiki Mandir are affected and subsequently canal water is being drain off in the N.G.Drain through syphon/ spillway as there is no possibility to construct the road straight. The new alignment is proposed towards the right bank of N.G.Drain through the provision of bridge on the

cntd....3/-

N.G.drain as shown in the plan. (Copy enclosed). Because there is no other way to join road No.37 as stated in PWD(DA)'s letter dt.15.4.91.

In this stretch the office of A.E. Flood Control be affected and 10 Nos. Smaller trees of Sheesham and Kinkar etc.will have to be cut.

Construction of Road No.38 between Bharat Nagar Bridge and Road No.37 is being taken up by PWD with the said alignment placed as Annexure-III.

DD(T)I inspected the site and the observations are as under:-

a) Feasibility of taking the road along the eastern bank of Najafgarh drain from the existing/ bridge at RD 1580 mtr.

After Bharat Nagar Bridge there is another existing bridge on Najafgarh Drain at the distance of about 300mtr. at RD 1580mtr. Along the existing eastern bank of Najafgarh Drain from the said bridge, continuous built up structures are existing with the single lane access road. The R/W of Najafgarh Drain in this stretch cannot be ascertained as lot of portion along the access road is widened it may be dangerous to the life and property of the residents as most of the houses are opening direct on the road.

b) Feasibility of taking the road straight along the western bank after crossing the spillway to join road No.37.

PWD(DA) has proposed to take the road along the western bank upto RD 2280mtr. after which the road is proposed to be diverted along the eastern bank to a new bridge proposed to be constructed on Najafgarh Drain. This has been done due to the existing spillway from western Yamuna Canal and jhuggies existing at site. The spillway is permanent feature and is used to discharge surplus water of western Yamuna Canal into Najafgarh Drain. Apart from this pumps have been installed at this location for water to be drained in the RCC Channel above Najafgarh Drain.

The case is put up to the Technical Committee for consideration of:

- i) Construction of road No.38 between G.T.Road and Bharat Nagar Bridge with 100' R/W affecting the structures as mentioned under para 4.
OR
- ii) In case if the construction of road with 60' R/W is considered then an alignment plan with 60' R/W may have to be prepared on the P.T. Survey to be supplied by PWD from G.T.Road to Road No.37.

I.L.No.182/91

Sub:- I) Change of land use of an area 3.66 Hect.(9 acres) from Residential to Recreational(Distt.parks and open spaces) known as Dargah Shaheed Khas in Zone D-5, Sector I of D.I.Z Zone. F.20(1)75-MP

II)The means to adopt for advertisement of notice unit section 11(3) of the D.D. Act to local Residents.

III) The land use as per MPD-2001 is District park (Recreational) which has come into force from 1.8.90.

1. This case is regarding the change of land use of an area measuring 3.66 hect.(9 Acres) known as Dargah Shaheed Khas in Zone D-5 Sector I of D.I.S. Zone.

2. According to M.P.D.-1962. The case for change of land use from Residential to recreational(Distt.parks and open spaces) was processed and was notified by the Ministry of works Housing and urban development vide their notification No.K-12014/675-U.D. dt.11/12/75.

3. An agrieved party took the legal action. Their writ was dismissed in the high court, but it was admitted in the Supreme Court, and the Supreme court quashed the public notice on the ground that the provision of section 44. of the D.D.Act 1957 was not fully complied with, while processing the case for change of land use.

4. The Hon'ble court has directed to restore the land use as residential for the same premises.

5. The land use as per MPD-2001 is district park(recretional) which has come into force from 1.8.90.

6. The land use as per MPD-2001 District Park (Recreational).

7. The case is placed before the Technical Committee for information and views in the matter.

SUB: Proposed change of land use from 'Recreational' to 'residential' in Kilokri sub Zone D-18.

F. 20(10) 82-MP

This is regarding proposed change of land use from 'Recreational' to 'Residential' in Zone D-18 in Kilokri. DDA vide its resolution No. 20 dt.: 23/1/85 approved the change of land use for pocket B&C in Kilokri Area from 'Recreational' to 'Residential'. The case was referred to Ministry of Urban Development for seeking approval for notifying change of land use for inviting objections/suggestion from public under Sec-11 A of DD Act.

2. The MUD referred the case to TCPO and on the advise of TCPO, MUD did not agreed to the proposed change of land use from "Recreational" to any other use on the grounds that asit implies in reduction of recreational areas not only in particular Zone but also in the city as a whole. Further the Ministry of Urban Development suggested that the views of the TCPO may be discussed again in the meeting of the DDA (Page 117/ cr. flaged 'A').

3. Addl. Chief Architect, DDA has informed that the flats in above two pockets, have already been constructed and occupied.

4. In view of letter of MUD referred to above the matter is placed before the Technical Committee for considering the view of TCPO view.

NO:K-13011/8/85-DDIIA/VA/IB
Government of India
Ministry of Urban Development
(Delhi Division)

New Delhi, Dt: 8/6/1991.

To

Shri S.C.Gupta,
Director(DC&P),
D.D.A., Vikas Minar,
I.P.Estate, New Delhi.

Sub:- Change of land use from 'Recreational' to
'Residential' in Zone D-18, Kilokri.

Sir,

I am directed to refer to DDA's letter No.F.20(10) 82/MP/689 dt: 2/5/91 and to inform you that the T & CPO has reiterated its opposition to the proposed change of land use from 'Recreational' to 'Residential' as per its policy of opposing change of land use from 'Recreational' to any other use implies as it does reduction in the recreational area not only in the particular zone but also in the total area of the city as a whole. I am, therefore, to request that the views of the T&CPO may kindly be discussed again in the meeting of the DDA.

Yours faithfully,

(ARJUN DEV)
UNDER SECRETARY.

-39-

DELHI DEVELOPMENT AUTHORITY
(TRANS YAMUNA AREA UNIT)

ITEM AGENDA FOR TECHNICAL COMMITTEE

Item No-184/91

- Application of "Development Control Regulations for Greater Bombay, March, 1991" to improve the quality of life.
 - Project of In/Around SITU, development and construction of urban spaces at Seelampur in Trans-Yamuna Area by increasing proportionate FAR of facilities-cum-district centre to compensate losses in rehabilitation of jhuggi dwellers.
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CONTENTS

1. General Policy on the subject of "INSITU development, construction and upgradation of Jhuggies Clusters in Delhi".
2. Specific provisions in Trans Yamuna Area.
3. Strategy to be adopted for Trans Yamuna Area.
4. Principles of design of INSITU development, construction and upgradation of Jhuggies.
5. By increasing proportionate FAR of Facilities Cum District Centre to compensate losses due to rehabilitation of 2338 Jhuggi Dwellers.
 - 5.1 Provisions given in "development control regulations for Greater Bombay - 25th March 1991."
 - 5.1.1 Additional floor space index which may be allowed in certain categories.
 - 5.1.2 Rehabilitation of Slum Dwellers through owners/Developers/Cooperative House Societies of Slum Dwellers.

- 5.2 Transfer of development rights.
6. Study of cluster near Seelampur/Shastri Park District Centre.
7. Plans of this particular complex.
8. Names of the drawings and other visual materials like slides etc.
9. Design of the cluster.
- 9.1 Rehabilitation through single storey construction.
- 9.2 Rehabilitation through multi-storey construction.
1. General Policy on the subject of "INSITU development, construction and upgradation of Jhuggies Clusters in Delhi".

In the 8th Five Year Plan of Delhi on the subject of 'Planning, development and construction of urban spaces by DDA/Delhi Admn.' a three pronged strategy in three different parts namely; i) Development of plots of Sites & Services for shifting of jhuggi clusters from project sites ii) Environmental improvement in jhuggi clusters and iii) INSITU development, construction and upgradation of jhuggi clusters was envisaged and approved. According to the policy decision, planning is going on since last year. The work on the first two i.e. development of plots of sites & services and environmental improvement is going since decades. The first type of strategy is painful and the second does not improve the quality of life. The third strategy of "INSITU development, construction and upgradation is the best due to following reasons:

- i) It does not disturb system and sub-systems.
- ii) It does not dislocate work places.

- iii) Traffic & Transportation burden is not increased, as place of living and works remains the same.
- iv) Per capita expenditure is less because in most of the locations, peripheral physical infrastructure is available on the site.
- v) It would be a permanent settlement.
- vi) Part of the existing social infrastructure of adjoining localities can be shared by making two shifts arrangements.
- vii) In this strategy, some land has to be taken from adjoining areas and as such, sometimes it involves change of landuse.
- viii) If change of landuse has to be avoided then development control regulations for Greater Bombay 1991 should be followed.

2. (Specific position in Trans Yamuna Area.

As survey conducted by Slum Wing, DDA, there were 34 jhuggi clusters in different parts of trans yamuna area with more than 24000 jhuggies. As per policy of Delhi Admn., these jhuggi clusters are either to be (i) shifted or (ii) Environmental improvements' to be carried out and (iii) INSITU upgradation to be done. Two jhuggi clusters can be clubbed together. Names of clubbed clusters are given under:

1. Nand Nagri/Sunder Nagri near Leprosy Hospital - 5200 jhuggies (Cluster No.7,8,9,11,12,16,28,30).
2. Seelampur Pushta/Shastri Park Distt. Centre - 3189 jhuggies (Cluster No.2,3,4 & 5). Out of these, about 2300 jhuggies are at one location.

For these two clubbed clusters, strategy of 'INSITU development, construction and upgradation of jhuggies' is suitable, as well as also for Vishwas Nagar Institutional Area

where INSITU upgradation of Jhuggi Clusters have to be done alongwith development of Institutional Area.

3. | Strategy to be adopted for Trans Yamuna Area.

In trans yamuna area, there is no vacant pockets of land where plots of sites and services can be carved out, as such, it is very clear that only two progred strategy namely; i) Environmental improvement ii) INSITU development, construction and upgradation of jhuggies can be adopted. It is clarified that 'Environment Improvement' is a temporary measure hardly workable for 6-8 years and does not create any dent in the improvement of quality of life.

✓ || 4. Principles of design of 'INSITU development, construction and upgradation of jhuggies'.

- i) Integration with adjoining areas with a view to share the physical and social infrastructure.
- ii) A fully developed and built up to plinth level, plot between 10 - 12.5 Sqm. on the ground floor and at later stage another 8 - 10 Sqm. on the first floor approachable by a ladder from within the room.
- iii) Toilet facilities on group basis and to be constructed by Slum Wing.
 - One WC for 3 families.
 - One bathroom for 6 families, one washing space for six families.
 - One additional water tap for 12 families.
 - One dust bin for 24 families.
- iv) Common private open courtyard @ 7 Sqm. per family by clubbing for six families.
- v) Physical infrastructure at the following norms:
 - Water Supply @ 30 gallons per day per capita.
 - Sewerage @ 24 gallons per day per capita.

- Drainage @ 2.5 cusecs per hect.
- Power @ 62 KW per hect.
- vi) Minimum width of lane is 3 mtr. to be used only by pedestrians. Other roads are of 6 mtr., 9 mtr. and 12 mtr.. Access to cluster would be by 1.5 mtr. wide path.
- vii) The proposal is based on low rise and high density development so that there is more and more involvement of the population living there and scheme is also economised to a great extent, against high rise and high development, which would have following consequences:
 - Against Delhi Master Plan.
 - Huge financial resources is required as the entire construction has to be done by Slum Wing, DDA.
 - Beneficiaries will not contribute neither in terms of development of lands nor construction of houses.

In such strategy, following densities are desirable:

- Gross density - 180-200 DUs per gross hect. or 900-1000 persons per gross hect.
- Net density - 300-350 DUs per net hect. or 1500-1750 persons per net hect.
- viii) Social infrastructure is proposed as per master plan standards, with following modifications:
 - Senior secondary school, one for 10000 - 12000 population against a standard of 7500 population given in the master plan. The school would have 4 stories and a basement. Vocational technical education would be in the basement and ground floor while first to third floor would be used for academic education. There would be two shifts in the school. This one school should be adequate for the entire population.
 - Primary school would be one each for between 5000 - 7000 population with two shifts in each.

Like this, all the plots of public and semi-public buildings would be used more intensively. Social infrastructure has been proposed after considering the existing available facilities.

ix) Housing has been taken as a unit to improve the quality of life, taking family as a unit. In this complex, not only academic education would be imparted but technical training also. With the help of better health & education, more productions and earnings would be there.

x) Use of new techniques like prefab construction or skelton uses.

Salient Features:

Prefab construction - the tunnel technology.

- Construction of walls and slabs in a single pour.
- Absolutely plaster free and jointless concrete surfaces.
- Pneumatic vibration system which vibrates the shuttering @ 15000 strokes per minute with an amplitude of 15mm.
- Form units of maximum 2400 mm width can be easily transported by standard lorries.
- Improved aesthetics due to elimination of column/beam projections.
- Higher percentage of plinth area due to thinner conc. walls (6' thk).
- Better rigidity against lateral forces due to wind & earthquake.
- 80 - 85% of the structure is monolithic.
- Foundations of conventional types like inverted 'T' shapes.
- Use of admixtures & plasticisers is essential to attain workability.

- Curing of concrete by hot air blowers or electrical heating of tunnel forms which is part of the system.
 - Repair cost totally eliminated due to walls and ceiling being of smooth and high quality exposed concrete without any plaster.
- xi) Economics of development and construction of housing units would be as under:-
- Development of physical infrastructure including construction of toilet blocks and construction of plot upto plinth level would be done by Slum Wing, DDA. It would be financed partly from plan funds of Delhi Admn. and partly from cross subsidies from other uses and commercial like District Centre.
 - Construction of DUs would be done by individuals with the help of N.G.Os and C.H.B.S. by taking loans from the Govt. on nominal rate of interest. Amount of loan would be refunded back in 15-20 years on the basis that affordability of beneficiaries is there. Payment of instalment should not be more than 15% of the income of the family.
 - In case of defaulter for more than three occasions, provision of getting the unit vacated should be followed.
 - Involvement of community from the very beginning not only upto the completion of development and construction but also in maintenance/management and imparting formal and informal education.

In this system, development of the complex would be with public funds while construction of the DUs with the funds of beneficiaries.

5. By increasing proportionate FAR of Facilities Cum Distt. Centre to compensate losses due to rehabilitation of 2338 Jhuggi dwellers.
- 5.1 Provisions given in Development Control Regulations for Greater Bombay - 25th March 1991.
- 5.1.1 Additional floor space index which may be allowed in certain categories:
- i) Road widening and construction of new roads - additional FAR on 100% of the area required for the purpose without claiming any compensation will be used on the remainder of the plot.
 - ii) Low cost Housing Scheme of MHADA.
If component of EWS and LIG is at least 60% then additional FAR by 20% over and above the normal FAR is permitted on the entire plot.
 - iii) Rehabilitation of Slum Dwellers through owners/Developers/ Cooperative Housing Societies.
A total FAR upto 2.5 may be granted with the conditions i) Squatters are eligible and ii) landuse would be as per approved development plan/zonal plan.
- 5.1.2 Rehabilitation of Slum Dwellers through Owners/Developers/ Cooperative House Societies of Slum Dwellers.
- i) FAR shall be restricted to a maximum of 2.5.
 - ii) Names of eligible slum dwellers on private and Govt. land shall be duly certified by the concerned officer.
 - iii) All eligible slum dwellers residing on the plot to be developed shall have to be accommodated on the same plot as far as possible.
 - iv) Area required for social infrastructure shall be cleared and made available to the designated authority for this purpose.

- v) Each slum dwellers/project affected person shall be given a tenement of carpet area of 16.75 Sqm. (including toilet but excluding common areas).
- vi) The maximum density should not exceed 500 tenements per net hect. on the basis of FAR of one.
- vii) In any scheme of re-development, commercial/office area, shop area for the project affected/slum dwellers shall not exceed the areas which existed prior to the development of the property.
- viii) The scheme would provide that 5% of the net plot area (excluding the area for civic amenities from gross plot) may be used for commercial purposes.
- ix) Design of building for rehabilitation of slum dwellers would be got approved by the competent authority.
- x) A multi-purpose room shall be allowed with size upto 12.5 Sqm. with a minimum width of 2.4 mtr. Cooking space shall be allowed with a minimum size of 2.4 mtr. with minimum width of 1.2 mtr.
- xi) A combined toilet shall be permitted for more than one tenement with a minimum area of 1.85 Sqm. with minimum width of one mtr.
- xii) Plinth - 30 cm.
- xiii) External walls - 115 mm.
- xiv) Pathways; 1.5 mtr. upto 20 mtr. in length; 2 mtr. upto 30 mtr. in length; 2.5 mtr. upto 40 mtr. in length; 3 mtr. upto 50 mtr. in length.
- xv) In the case of notified slums on private lands, the Commissioner with the consent of the owner, may invite quotations for redevelopment in terms of surplus tenements as provided in these Regulations from developers/owners.

In such cases, the owner would expect a return based on the existing balance land potential. This potential would be permitted FSI in that scheme minus the actual FSI consumed in the slum. In the quotations given by the owner, developer, it would be presumed that he would have taken into account this aspect. Therefore, while evaluating and comparing the quotations from the owner and other developers, necessary loading should be done for proper evaluation of the bids. In case, however, the consent of the owner is not forthcoming within the stipulated time in accordance with the above conditions, such land can be developed according to the scheme after following acquisition proceedings under the respective Act.

5.2 Transfer of Development Rights

Regulations for the grant of transferable development Rights (TDRs) to Owners/Developers and conditions for grant of such Rights.

- 1) If a plot of land is reserved for a public purpose, the owner will be eligible for developemtn rights to the extent given under, after the said plot is surrendered free of cost.
 - The built up space for the purpose of FSI credit shall be equal to the gross area of the reserved plot to be surrendered and will proportionately increase or decrease according to the permissible FAR of the Zone.
 - The permissible FAR shall not increase more than 2.5.

6. Decisions taken in various meetings.

- 6.1 Planning of the adjoining area meant for District Centre Cum Facility Centre was discussed in the meeting of the Screening Committee held on 3/12/90. The Consultants put up three alternatives showing break up of the site

into i) Facilities in 12 hect. ii) District Centre in 12 hect. and iii) Master Plan green in 5 hect.

Extract of the minutes of the meeting are as under:-

The consultant was advised to work out the further details of the scheme based on above recommendations and submit the same for consideration of the Screening Committee.

- 6.2 Discussed on 21/2/91 under the Chairmanship of Engineer Member, DDA with decision as under:

"The number of jhuggies are reported to be 2100. In this case, it was decided that Director (TYA) will prepare a plan of the neighbourhood vacant land and explore the possibilities of making available a strip of land along side the nallah towards this large slum basti so that the basti can be re-located on the same side and insitu upgradation becomes possible".

- 6.3 The project of INSITU upgradation was discussed in the meeting of the Technical Committee held on 18/3/91 where following recommendations were made:

"Technical Committee desired that the scheme should be re-examined in the light of overlapping scheme for the District Centre Shastri Park, which has already been decided by the Screening Committee".

- 6.4 The project was again discussed in the meetings of the Screening Committee held on 8/4/91 where following recommendations were made:-

"Director (TYA) explained the details of the scheme and informed the committee that about 2300 families were living in jhuggies in Seelampur area near to the site of District Centre, Shastri Park. Since in Trans Yamuna Area there was no proper site available for resettlement of these jhuggi dwellers, it was proposed that a scheme for insitu development, construction and upgradation of this squatter resettlement may be taken up. Accordingly, a scheme had been prepared in which 6.9 hect. of land would have to be taken away from the site earmarked for a district centre/facilities/green on the other side of the nallah. The Committee was of the firm opinion that extra land of such a large magnitude should not be taken away for upgradation of jhuggi dwellers as this will not only reduce the facilities in

which TYA was already deficient but set a bad precedent, making it difficult to shift such squatters from other important sites like Nehru Place etc. which were immediately required for development of important commercial and other projects. V.C. emphasized that the policy of "Insitu development, construction and upgradation of jhuggi clusters" provided that such schemes shall be taken up only where a site was not required for any project for a minimum of 15 (fifteen) years.

Commissioner (Slum & JJ)I argued that for various reasons it would not be possible to shift the jhuggies elsewhere in this particular case and it was also not possible to carry out insitu development within the limited area now occupied by the squatters.

After further discussion, it was decided that two alternative plans would be prepared and presented by Dir.(TYA) in the next meeting of Screening Committee to which the Consultant for Shastri Park District Centre may also be called.

- (i) A scheme for rehabilitating the jhuggi dwellers in multi-storeyed structures instead of single storeyed ones, on the Bombay pattern, restricting the proposed site only to one side of the drain i.e. the area now being occupied by the squatters.
- (ii) A plan for shifting the facilities earlier proposed to be located in this area to suitable alternative sites to be situated as close to the present site for the convenience of the residents of the entire pocket including the Seelampur squatters.

6.5 The project was again discussed in the meeting of the Screening Committee held on 10/6/91.

It was explained that the rehabilitation scheme for the jhuggi clusters located in and around the site earmarked for Shastri Park District Centre had been discussed earlier, in the 76th Screening Committee meeting, in the context of the proposal of Director (TYA) for single storey incremental housing with 21.5 sq.mt. of floor area. As that proposal had taken away substantial portion of the District Centre site, an alternative plan to minimise the total area required for rehabilitation had been prepared in compliance with directions of the Screening Committee. This plan was now placed on the table for the consideration of the committee.

Sh. V.D. Dewan, Architect, Design Cell explained the new proposal which consisted of two alternative designs each consisting of double storeyed construction and covering a site area of 6.41 to 6.10 HA. It was observed that the residents of the Seelampur Complex had unauthorisedly encroached upon the land which was earmarked for a District Centre, Facility Centre, Service Centre and recreational purposes as per MPD-2001. The Consultant, Sh. Bharat Bansal, for the Shastri Park District Centre explained that only 29 hac. of land was available at site which was proposed to be allocated to the following sectors as per the decision of the Screening Committee held on 3.12.90.

i) Green Area	5 hac.
ii) District Centre	12 hac.
iii) Facilities	<u>12 hac.</u>
	<u>29 hac.</u>

The consultant further pointed out that at present out of 29 hac., only 22.8 hac. of land were still free from encroachment.

V.C. decided that the Chief Architect verify the ground position with reference to the actual availability of vacant land for all the aforesaid purpose and place his report before the Screening Committee at its next meeting.

7. Plan of the particular Complex:

A layout plan of the area bounded by 45 mtr. ISBT Road in the South, 24 mtr. wide Road in the West (separating facilities)

cum District Centre), 13.5 mtr. wide road in the East and a 24 mtr. wide road and drain in the North has been prepared covering a total area of 12.5 hect. Out of this, 5.6 hect. is already occupied by jhuggi clusters, three jan suvidha complexes (pour flush latrine blocks), some facilities and a large pond. Part of the area of facilities cum District Centre is still being encroached upon and while inspecting the site on 3/3/91, it was seen that one mazar and Idgah is under construction and if the area is not controlled, the entire area of facility cum District Centre may be encroached upon. Taking this point into consideration, change of landuse has been proposed of 6.9 hect. from facilities cum District Centre to residential so that after clubbing with the existing area under jhuggi cluster stated above, 2338 plots/dwelling units for jhuggi dwellers can be developed and constructed in the Ist Phase and 162 plots in the second Phase, when jan suvidha complexes would be demolished after completion of conventional sewer system.

8. Names of drawings and other visual material, like slides on different aspects of existing position of the cluster and of drawings.

- i) Landuse plan of trans yamuna area.
- ii) Location of the existing cluster in 5.6 hect.
- iii) Impact of the proposal on proposed facilities cum Distt. Centre.
- iv) Large layout plan in the scale of 1:500.
- v) Cluster plan of 6 families around a common courtyard, also facilities of incremental construction on the first floor.
- vi) Large cluster plan of 42 families around 7 common courtyards.
- vii) Plan of water supply.

- viii) Plan of sewage disposal.
- ix) Plan of S.W. drainage.
- x) Plan of power.
- xi) Prefab technology to be adopted.
- 9. Design of the cluster (main layout plan has been attached).
- 9.1 Analysis of the site.

Area under jhuggi cluster alongwith existing facilities is in 5.6 hect. with more than 2300 jhuggi families. This gives a net density of 411 units per hect. or 2055 persons per hect. against master plan gross density of 80 DUs per hect. or 400 persons per hect. meaning thereby existing density is 5 times than permissible in the master plan.

There is no additional land available in the north, east and south of the existing jhuggi clusters and only possibility is to carve out a strip of land of 6.9 hect. from the west which is meant for facilities cum district centre. After adding this, total area comes to 12.5 hect.

If the proposal is accepted then balance area for facilities cum Distt. Centre would be 22 hect. In this particular location in the 2001 Master Plan of Delhi, following uses have been given:

<u>Use</u>	<u>Area in hect.</u>
i) Shahdara (Shastri Park Distt. Centre).	9
ii) Facility Centre No.11 with a provision of one college, Intermediate Hospital A (2 nos), Intermediate Hospital B (2 nos.), Head Post Office, Fire Station. N.Homes (2 nos.), Police Station.	14.5
iii) Service Centre	1.5
iv) Distt. Parks, playgrounds, open spaces.	about 18.0
Total	<u>43.0</u>

Out of this, only 29 hect. was available as reported by the consultants of Shashtri Park Distt. Centre.

Landuse break up may be modified to the following extent:

<u>Use</u>	<u>Area in hect.</u>
i) Shahdara (Shashtri Park) Distt. Centre.	9.0
ii) Facility Centre (after deleting one college, one intermediate hospital A and one intermediate hospital B).	7.6
iii) Service Centre	1.0
iv) Distt. Park, playground, open spaces.	4.5
v) Area for INSITU upgradation	6.9
Total	<u>29.0</u>

One college, one intermediate hospital 'A' and one intermediate hospital 'B' would be provided in river Yamuna bed.

9.2 The cluster has been designed on the following parameters:

- | | | |
|-----|---|-----------|
| i) | Area of one unit | in Sq.mt. |
| | - Multi-purpose room including of cooking corner (centre to centre dimensions). | 12.5 |
| | - Proportionate area of WC, bathroom and washing space. | 2.0 |
| | - Proportionate area of common courtyard. | 7.0 |
| | - Total area for each unit. | 21.5 |
| ii) | Physical infrastructure; | |
| | Services are proposed on group basis i.e. two W.Cs for | |

6 families, one bathroom for 6 families, one washing space for 6 families and one water tap for 12 families. These services have been clubbed around an open courtyard of 42 sqm. to make the services economical. Out of two W.Cs one would be for females and the other for males.

- iii) Initially the entire structure would be single storey but ultimately at a later stage one additional room of 10 sqm. can be added on 1st floor for the same family, connection of ground floor and 1st floor room would be only with the help of a stable safe steel ladder.

9.3	Area statement of the complex	Area in hect.	%age
	i) Residential Area		
	- Plots & toilet blocks (covered area)	3.8	
	- Common courtyard attached to DUs.	2.0	
	Total	5.8	46.4%
	- Public & semi public facilities	3.3	27.4%
	- Roads and lanes.	2.2	17.6%
	- Commercial (shopping centre & informal centre).	0.3	2.4%
	- Parks and green.	0.9	7.2%
	Total	12.5	100.0%

9.4 Gross density of the complex.

- 187/200 dwelling units per gross hect. or 935/1000 persons per gross hect.
- Net density of the complex (after excluding area of public and semi-public facilities and parks).
- 322/350 units per net hect. or 1610/1750 persons per net hect.

10.1 Required FAR as per Master Plan - 2001.

- District Centre in 12 hect., after deducting 10% for mandatory green and with 120 FAR = 135,000 Sqm.
 - Facility Centre in 12 hect. with 100 FAR = 120,000 Sqm.
- Total = 255,000 Sqm.

10.2 Increased FAR as per Bombay Regulations

255,000 Sqm. floor area should be planned on a plot of

i) 9 hect. for district centre (after deducting 10% for mandatory green) ii) 8.6 hect. for facility centre

= 8.1 + 8.6 = 16.7 hect. = 152.6 FAR.

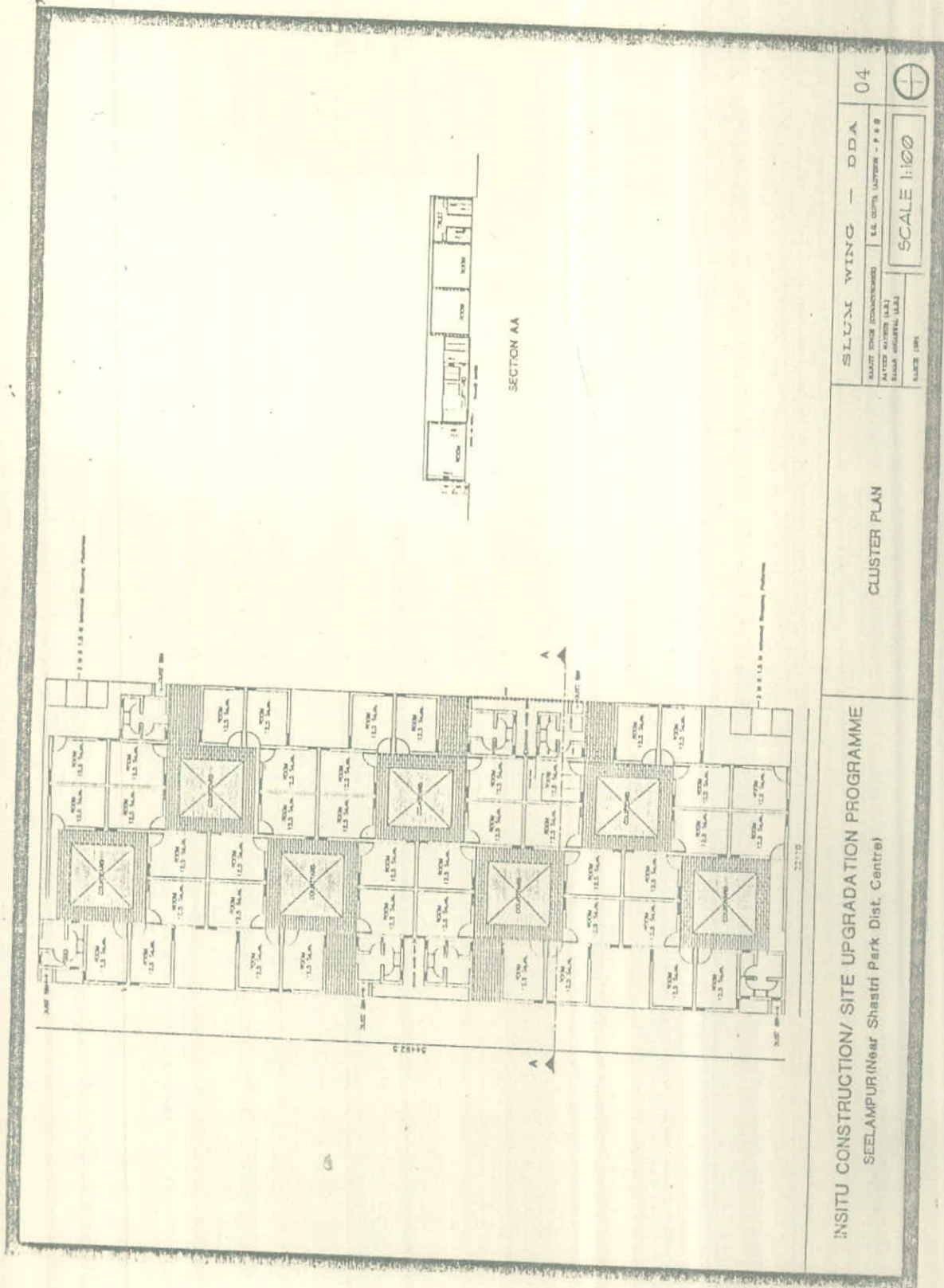
Name of work:- In situ construction / site upgradation programme at
SEELAMPUR

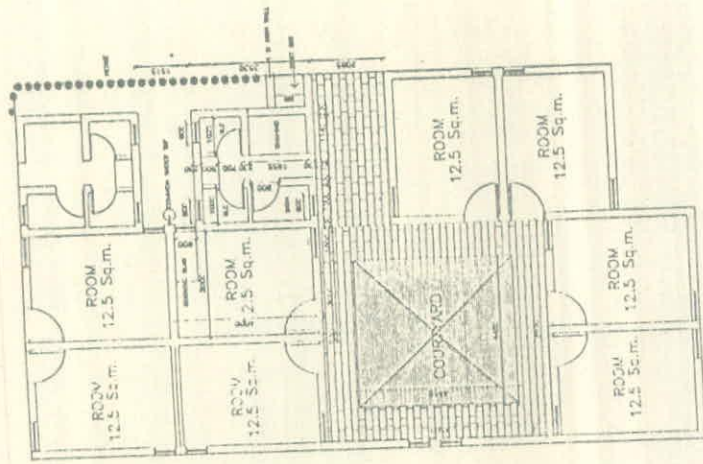
1. Total cost of development including construction of Toilet
block & plinth per D.U. = Rs 12,791 = 00
2. Total cost of construction per D.U. . This amount would = Rs 13,497 = 00
be returned in a period of 15 years with a rate of
interest of 9% at a monthly instalment of Rs 126 = 00

Name of work:- In situ construction/site upgradation programme at SEELAMPUR

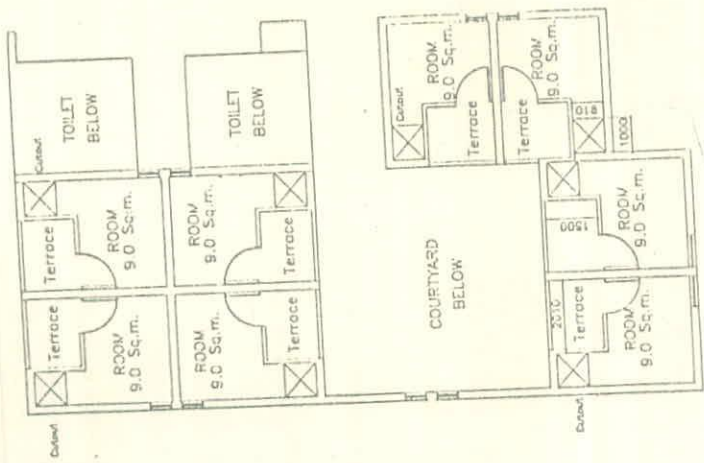
Appendix No.1

S. l No.	Item	Page No	NO	Unit/Rate	Amount
1	Site development	A			Rs. 1,18,51,438=00
2	Cost of brickedging in 307 Courtyards and passage	B	387	Rs. 1549 = 64	Rs. 5,99,708 = 74
3	Constn cost of Superstructure of 2338 rooms	C	2338	Rs. 13497 = 00	Rs. 3,15,55,986 = 00
4	Constn cost of foundn and plinth of 2338 rooms	E	2338	Rs. 1993 = 82	Rs. 46,61,551 = 10
5	Constn cost of 391 toilet blocks including tap between two toilet blocks	D	391	Rs. 17,333 = 00	Rs. 67,77,203 = 00
6	Constn cost of Dhalao		2	L.S. Rs. 80,000 = 00	Rs. 1,60,000 = 00
7	Constn cost of dust bins		264	L.S. Rs. 5000 = 00	Rs. 13,20,000 = 00
	Total cost excluding the constn cost of Super structure of rooms				2,53,69,900 = 00
	Add 15% centage charge.				38,05,485 = 00
					<u>2,91,75,385 = 00</u>
	Add 2 1/2 % Maintenance charge for two years				729,385 = 00
					<u>2,99,04,770 = 00</u>
	Total cost per D.U =		2338	2,99,04,770 = 00	Rs. 12790.75
					Say Rs. 12791 = 00





CLUSTER DETAIL PLAN
(Ground Floor)



CLUSTER DETAIL PLAN
(First Floor)









INSITU CONSTRUCTION/ SITE UPGRADATION PROGRAMME
SEELAMPUR (Near Shastri Park Dist. Centre)

AREA OF ONE UNIT
COVERED = 12.5 SQ.M.
PROPORTIONATE COMMON OPEN AREA = 7.0 SQ.M.
PROPORTIONATE TOILET AREA = 2.0 SQ.M.

SLUM WING - DDA	05
SCALE 1:50	
DATE: 1981	

THE PROCESS

The most advanced method of construction: Reinforced concrete walls and roof/floor slabs are cast in-situ in a single operation.


FORMING	POOR	AFTER-NOON	CONCRETE-POURING
 Foundation already prepared by local contractor.	 placing of form units on foundation plate and placing of reinforcement & doors.	 concreting of walls and roof in one operation.	 the solid concrete superstructure ready for housing.
 removal of lean-form foundation forms.	 placing of lean-form tunnel units.	 concreting.	 removal of form units from floor to floor.

SALIENT FEATURES

- Construction of Walls and Slabs in a single pour.
- Absolutely Plaster free and jointless concrete surfaces.
- Automatic Vibration system which vibrates the shuttering & BECC strokes per minute with an amplitude of 15 mm.
- Form units of maximum 2400 mm width can be easily transported by standard lorries.
- Improved Aesthetics due to elimination of Column / Beam projections.
- Higher percentage of plinth area due to thinner conc. walls (6" thick).
- Better rigidity against lateral forces due to wind & earthquakes.
- 80 - 85 % of the structure is monolithic.
- Foundations of conventional types like Inverted 'T'-shapes.
- Use of admixtures & Plasticisers is essential to attain workability.
- Curing of concrete by hot air blowers or electrical heating of tunnel forms which is part of the system.
- Repair cost totally eliminated due to walls and ceiling being of smooth and high quality exposed concrete without any plaster.

INSITU CONSTRUCTION/ SITE UPGRADATION PROGRAMME
SEELAMPUR Near Shastri Park Dist. Centre

PRE-FAB. CONSTRUCTION
THE TUNNEL TECHNOLOGY

SLUM WING - DDA		09
SLUM NAME (INDICATE)	SL. NO. (UP TO 1000)	
SL. NO. (UP TO 100)	SL. NO. (UP TO 100)	
SL. NO. (UP TO 10)	SL. NO. (UP TO 10)	

Item No. 185/91

SUBJECT: Approval of layout plan of G.O. Mess
at New Kotwali Darya Ganj, Delhi.

File No. F.8(12)89/MP

1. The case is regarding approval of Layout Plan of G.O. Mess building at New Kotwali, Darya Ganj, New Delhi., on a plot measuring 2460 sq.yds. and construction of Residential quarters on plot measuring 1036 sq.yds.
2. The proposal was examined and intimation was sent to Dy. Commr. of Police vide letter No. F.8(12)89-MP/1678 dt. 19.1.91 by Dy. Director (MP) wherein the request was regretted from planning point of view.
3. DCP: Head Quarter vide his letter dt. 5.10.90 requested that the issue be discussed in the L.G.'s Law and Order meeting enclosing agenda therein (Annexure-I).
4. The case was discussed in the Standing Committee meeting held under the Chairmanship of Chief Secy. Delhi on 27.11.90 wherein following decision was taken:-
"This is in regard to approval of lay out plan of G.O. Mess Building at New Kotwali, Darya Ganj, New Delhi on a plot measuring 2460 sq.yds. and construction of residential quarters on plot measuring 1036 sq.yds. This point was discussed in detail. Both DDA and MCD informed that at present there was no objection for the proposal. The Police Department was advised that the plan should, however, blend with the historical wall of the city. The police Department was asked to submit the lay-out plan to MCD for further necessary action at their end."
5. From planning point of view comments are as under:-
 - i) In the approved Zonal Plan of A-20 the land use of the site under reference is Public Semi-public facilities for police station.
 - ii) In the interim structure plan of Walled City approved by Expert Group of Walled City in a meeting held under the Chairmanship of Lt. Governor, Delhi in June, 1989 it has recommended that building activities would not be allowed up to one property depth in case of City wall. Wherein, the site under reference is adjoining the City Wall. The City Wall is also a monument as per the list of ASI.
6. The matter is placed before the Technical Committee for its consideration.

Point regarding approval of layout plan of G.O. Mess building at New Kotwali Darya Ganj, Delhi-DDA's N.O.C. for change of land use and close proximity of historical wall for discussion in the L.G.'s law and order meeting.

Two plots of land measuring 2460 and 1036 sq.yds. were acquired through land & Building Department of the Admn. under award No.40/81-82 at a total cost of Rs.8.41 Lakh for the construction of residential quarters for the staff of New Kotwali Police Station at Darya Ganj. One plot measuring 1036 sq.yds. is located behind the PS Building while the other plot measuring 2460 sq.yds. is situated between the PS building and historical wall on new Darya Ganj Road. These plots were heavily encroached upon due to which could not be taken over immediately after their acquisition.

2. On the instance of the then L.G. Shri Jagmohan the encroachment was removed and the L.G. had been kind enough to offer the plots to police department for allotment. As per LG's orders, the plots were handed over by the DDA to PWD/Police Department on 6.5.83. but neither any demarcation was given at site nor any dimensional plan was supplied to by the DDA at that time. After a lot of efforts the demarcation has been got done and the dimensional plan has been supplied by Director (LM) DDA vide his letter No.F.14(41)/81/CRC/DDA dt.4.7.89.

3. Our present G.O.s Mess in New Police Lines, Kingsway Camp is located at a place not only inconvenient for our own officers who live and work in South and New Delhi but also for Police Officers of other states who keep visiting Delhi. It is also quite inadequate even to meet our own requirements. After taking over the above mentioned plots, we decided to construct a G.O. Mess building on the bigger plot measuring 2460 sq.yds. and residential quarters of PS on the other plot.

4. We have already done about 6/7 years of planning and obtained approval of the Standing Finance Committee of the Delhi Admn. for the amount to be spent. The PWD has submitted the plans to M.C.D. for approval. The Town Planner (L) MCD vide his office letter No. TP/9/2320/SP dt.27.9.89. asked the PWD to obtain

Contd.....

DDA's no objection for change of land use (as the site is reportedly earmarked for Police Station) as well as another NOC from DDA for proximity to historical wall point of view together with details of ground coverage and F.A.R. Accordingly, the matter was referred to DDA but our request has been rejected vide DDA's letter No.F.8(12)/89-MP, Dt. 12.1.90.

5. At no stage did the PWD point out that DDA's approval would be necessary and at this stage, the rejection of change of land use is a great set back to our G.O. Mess plans. The M.C.D. on the other hand is pressing for early conveying of NOC from DDA otherwise they will close the matter regarding approval of plans.

L.C.'s intervention is requested in the matter.

Annexure

OFFICE OF THE COMMISSIONER OF POLICE: DELHI

NO. _____ /A-III/FWD, dt. New Delhi, the _____ /90.

To

The Secretary to L.G.,
Raj Niwas,
Delhi.

Subject:- L.G.'s Law & Order meeting-Approval of layout
plan of G.O. Mess Bldg. at New Kotwali Darya
Ganj, Delhi-DDA's N.O.C. and change of land use.

Sir, :

I am directed to enclose herewith an item proposed
to be discussed in the L.G.'s Law & Order meeting.

2. It is requested that the item may please be included
in the agenda of next L.G.'s Law & Order meeting.

Yours faithfully,

(M.A. SAYED)

DY. COMM. OF POLICE: HQ: III.
DELHI.

Encl: As above.

NO: 25456-61/A-III/PHQ, dt. New Delhi, the 5.10.90.

Item No. 186/91

SUBJECT:- Construction of multi-storey flats for
Railway Officers at Punchkuian Road.
File No: F.16(123)81-MP.

1. Dy.Chief Engineer (Construction)/S.E. Road vide his letter No.220-W/1/207/PKR dt. 20.4.91 has forwarded a proposal for the construction of multi storeyed Blocks at Punchkuian road (Plan laid on the table).
2. An overall plan was prepared by railways for the construction in this area and was considered in the Technical Committee meeting held on 11.5.87 and 15.4.88 at length and the proposed multi storeys blocks which were likely to be affected by the proposed LRT route were deleted by railways and the remaining proposal was approved in the meeting held on 15.4.88.
3. Dy.Chief Engineer in his letter referred above has informed as under:-
"It has been ascertained from the Transport Department Delhi Administration, who are co-ordinating the planning work for the proposed L.R.T. that the railway land near Outer Circle of Connaught Place is no more required as per the present planning. As per the latest proposal, the South Corridor passes through State Entry Road for which 1.25 Hects. of land is required. A copy of the letter from Delhi Administration No.SEC.64(3)/89/TPT/III/729 dt. 22.4.91 alongwith a copy of the plan showing the proposed area now required is enclosed for ready reference."
4. The area under reference falls in Special Area as per MPD-2001 recommending therein Urban Renewal (Conservative Surgery residential) with a density of 450 P.P.H.
5. The matter is placed before the Technical Committee for its consideration.

TRANSPORT DEPARTMENT:DELHI ADMINISTRATION

5/9, UNDER HILL ROAD:DELHI:110054.

F.NO.SECE.64(3)/89/Tpt/III/729

Dt:22.4.91

To

The Dy.Chief Engineer (Constn.)
Northern Railway, State Entry Road,
New Delhi.

Sub:- Construction of multi-storeyed flats for
Northern Railway at Panchkuian Road, N.D.

Sir,

With reference to your letter No.220-W/1/188/PKR
dt. 23.1.91 on the above noted subject, I am directed
to state that according to the latest proposal for Delhi
MRTS, the South Corridor from ISBT to Central Secretariat
passes through STATE ENTRY ROAD For which 1.25 Hects.
of land is required for MRTS facilities as per details
given in the enclosed sketch no.12 (market yellow).

Northern Railway may, therefore, keep reserved
1.25 hecsts. of land at STATE ENTRY ROAD as per details
of sketch no.12 in lieu of Panchkuian Road land.

Yours faithfully,

Sd/-

(JITENDRA SING)

Research Officer (Sectt.)
for Jt.Dir. of Transport(HQ)