

Draft Minutes
Tech. Committee
Held on 29.1.91
URGENT

VC
8/4/91

योजना
Planning

दिल्ली विकास प्राधिकरण

अनुभाग Master Plan

मिसिल संख्या F1 (7) 91-MP

F/225
11/1/91

टिप्पणी

धन-व्यवहार

विषय

Reg. Draft Minutes of Technical Committee Meeting
Held on 29.1.91.

| परी सं० | लिख | किस को भेजी | हस्ताक्षर/साक्षर सं० | दिनांक | किस को भेजी | हस्ताक्षर |
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परी सं० जाने की / जाने की

परी सं० जाने की / जाने की

F/205
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F/56
11/2/91

Mr (DCM)
12-2

DDCM

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN)

Draft Minutes of the Technical Committee Meeting held on 29.1.91 at 12.00 noon in the conference Room of Vikas Minar, 5th floor, Delhi Development Authority I.P.Estate, New Delhi.

The following were present:-

Delhi Development Authority.

1. Mr. C. Noronha, Vice-Chairman (In the chair)
2. Mr. W.D. Dandage, Engineer Member,
3. Mr. J.C. Ghamber, Commissioner (Plg.)
4. Mr. Santosh Auluck, Chief Architect.
5. Mr. M.N. Khullar, Asst. C.A.
6. Mr. R.K. Bhandari, C.E. (NA)
7. Mr. S.C. Gupta, Director (DC&P)
8. Mr. R.G. Gupta, Director (TYA)
9. Mr. P.C. Jain, Director (AP&B)
10. Mr. C.B. Sharma, Director (Hort.) North.
11. Mr. K.K. Bandopadhyay, Jt. Director. (Rohini).
12. Mr. P.N. Dongre, Jt. Director (TYA)
13. Mr. Chander Ballab, Jt. Director (Plg.)
14. Mr. N.K. Aggarwal, Jt. Director (Plg.)
15. Mr. A.K. Jain, Jt. Director (ZP)
16. Mr. Prakash Narain, Jt. Director (T)
17. Mr. Vijay Risbua, Jt. Director (Narela).
18. Mr. Ashok Kumar, Jt. Director (PPK)
19. Mr. A.K. Gupta, Jt. Director (Bldg.)
20. Mr. D.K. Saluja, Dy. Director (T)
21. Mr. Shamian Ahamed, Dy. Director (L)
22. Mr. R.C. Aggarwal, Sr. Architect (Rohini)
23. Mr. P.M. Parate, Dy. Director (Plg.)
24. Mr. S.P. Bansal, Dy. Director NCR&UE)
25. Mr. H.S. Sabharwal, Dy. Director (R)
26. Mr. H.S. Sikka, Dy. Director (ZP)
27. Mr. S.P. Kaura, Dy. Director (Instl).
28. Mr. Pathak, Dy. Director (M)
29. Mr. H.P. Saxena, Asstt. Director (MP)
30. Mr. G.M. Siddiqi, Asstt. Director (T)
31. Mr. J.S. Tagirdar, S.E.(C) L.
32. Mr. Anil Barai, D.D. (MP). (Convenor)

Police Department.

1. Mr. A.S. Cheema, ACP (Traffic)

PWD, Delhi Admn.

32. Mr. Prabhash Singh, SE(P).

M.C.D.

34. Mr. A.P. Sethi, A.T.P, (Town Plg. Deptt.)
35. Mr. O.P. Gupta, S.E. (Plg.)
36. Mr. S.P. Nayer, Sr..Architect, (CA Officer)

Special Invites:

DWS & S.D.U.

37. Mr. R.C. Aggarwal, S.E.(W)P. For Item No. 16
38. Mr. M.L. Kohli, Ex. Engr. (W)P. For item No. 16

.. ..2/-

Approved for issue
Com (Plg) 9/2

Am

Flood Deptt Admn.

- | | |
|----------------------------|----------------|
| 39. Mr. S.N.Murty, CE(I&F) | For item no. 4 |
| 40. Mr. R.C.Seed, S.E. | " |
| 41. Mr. A.K. Gupta, EX.E. | " |

IOC Ltd.

- | | |
|---|------------|
| 42. Mr. Sudarshan Nayar, Manager(Sales) | Item no. 8 |
|---|------------|

DSIDC

- | | |
|------------------------------------|-----------------|
| 43. Mr. R.K.Gupta, CE | For item no. 11 |
| 44. Mr. R.Mudgal, Project Engineer | " |

MTNL

- | | |
|----------------------------|----------------|
| 45 Mr.V.Subsubramanan | |
| 46 Mr.S.Nagalinsam | For item no. 1 |
| 47 Mr.M.K.Singal | |
| 48 Mr.A.K.Das Gupta | |
| 49 Mr.S.Nagalingam | |
| 50 Mr.D.Sanyal, Consultant | Item No. 15 |

Amr

Item No.1

Norms for the Telephone Exchange on Minto Road
Area - Relaxation in height thereof.
F.13(70)/88/Bldg.

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The representatives of Mahanagar Telephone Nigam Limited who were present in the meeting, explained that Government of India, Ministry of Urban Development, had allotted ^{them} a plot for the construction of ^a telephone exchange at Minto Road. The plot measuring 2.09 acres (8214 sq. mtrs), was located at Jawahar Lal Nehru Marg, adjacent to proposed M.C.D. Civic Centre. This telephone exchange ^{was} is proposed to house the equipment for 1,60,000 lines and, therefore, keeping in view the requirement of the constructed space, the Technical Committee of the Authority in its earlier meeting ^{had} ^{allowed} allotted a FAR of 200. He further explained that the Technical Committee ^{has} also decided ^{on} the parking norms to be followed for ^a telephone exchange building ^{proposed} to be constructed in Delhi.

2. He further explained that due to the technical requirements to house the telephone exchange equipment floor to floor height is ^{the} ^{minimum} according to normal height of 3 metre and, therefore, the building bulk with 200 FAR will exceed the prescribed height of 26 metres and requested that the height of the building may be relaxed. ^{more} ^{compared} ^{of each floor would exceed the} The proposed height is 38.4 metres whereas the height of the proposed Civic Centre of the MCD is ^{is} ^{more} ^{than} the size which is about 75 metres, and requested that they may be allowed a height of about 40 metres for the proposed telephone exchange. The Technical Committee noted that the telephone exchanges are covered under public and semi public use category, ^{ground coverage of} ^{too} ^{of 100} ^{height of} prescribed in MPD 2001 for which a maximum 25 per cent ground coverage, under FAR and 26 metres height, are prescribed. ^{have been prescribed in MPD 2001}

Known of 3 metres, and that accordingly the maximum height of 26 metres would need to be

(a) It was also pointed out that

3. Commissioner(Planning) explained that these ^{above} norms were prescribed keeping in view that on a plot measuring about 8000 sq. mtrs (2 acres), a telephone exchange ^{of} 40,000 lines would ordinarily ^{will} be constructed, and as ^{is} ⁱⁿ the present case, the size of the telephone exchange ^{is} ^{about} 4 times ^{larger} ^{and} ^{therefore} there is no additional land available, ^{at site} and for this site, Technical Committee has ^{earlier} recommended 200 FAR. ^{How also the} The Technical Committee ^{a special case} may consider the relaxation in the height, as proposed. ^{This} is keeping in view that for the adjacent plot, MCD is putting up a 75 metres high structure and ^{floor to floor} ^{is} ^{more} in case of telephone exchange building.

Keeping in view the facts and the circumstances of the case
Taking into account the ^{facts & circumstances} ^{of} ^{the} ^{case}

(H) of a larger height than the prescribed 26 metres.

The Committee also noted the fact that the bulk of the built-up area would be utilised for housing of equipment & not as an office.

of the case,
the Technical Committee recommended ^{that the FAR be relaxed} to the Authority for consideration of a relaxation in the FAR height and parking norms for telephone exchange building at this particular site and desired that ^{relaxation should be made} this same is not to be quoted as precedent in for deciding the other cases. ^{the buildings plans for telephone exchanges in Delhi}

Item No.2.

Constn. of a recreational centre at Punjabi Bagh, New Delhi.

F.3(18)/90/M.P.

of land
The proposal of MCD for recreational centre at Punjabi Bagh was discussed in the earlier meeting of the Technical Committee and ^{had since been} was inspected by the ^{En, DDA} V.O., alongwith other ^{senior} officers of DDA and MCD. It was observed that the total requirement ^{are} as envisaged by MCD for the proposed recreational centre, ^{that} similar to the requirements of sports complex and, therefore, could not be ^{fit in within} the proposed site. The Technical Committee observed that the sports complex proposed ^{in the} nearby sites, should take care of this requirement and the matter may be examined by the Chief Architect, DDA.

Item No.3

Shifting of high tension line on Parwana Rd., Pitam Pura.

F.6(2)/80/M.P.

Deferred.

Item No.4

Management of land along river Yamuna and declaration of development area of DDA.

PA/J.D.(P) II/90/24/Pt.II.

Deferred

Item No.5

Allotment of land for establishing girls facilities
2 acres SOS Children Villages of India - F12(1)/89/Instl.

could be
The representatives of SOS explained the requirement of land for establishment of a Girls Training and Facilities Centre as a SOS Children Village at Kalkaji Extn. He explained that a minimum ^{of} 2 acres ^{land was} required for the construction of the building and for development of play ground. After detailed discussion, the Technical Committee decided that ^{the 2 adjacent primary school sites} 2 acres site available in Kalkaji Extension ^{neighbouring 2 acres in aggregate} (two primary schools sites) may be allotted for this purpose with a maximum FAR as 120 and ground coverage

✓ 30 per cent, as applicable in case of a high secondary school, keeping the ^{play} ~~building~~ ground area in tact.

Item No.6

Constn. of Building with 0.115 M(41/2) Outer walls by the Allottees in Rohini Scheme.
F.3(60)/90/M.P.

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✓ Deferred.

Item No.7

Proposed adjustment in Plot No.40 Bhatnagar Coop. House Bldg. Society Shahadara (City Vihar).

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✓ Deferred.

Item No.8

Allotment of Petrol Pump site in the South of NH 24 to IOC Ltd.
F.13(13)/90/CRC.

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Withdrawn by Dir.(TYA).

✓ Item No.9

Review of policy on Tehbazeri D.D./PP/SUE/90/F55

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✓ Deferred.

Item No.10

Allotment of land to Blue Bells Education Society Kailash, New Delhi.
F.10(18)/75/Instl. Pt.I.

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The proposal for allotment of land to Blue Bells Education Society was discussed in detail. Director(Hort.) explained that the area which ~~is~~ ^{was} proposed to be allotted to MCD for shifting of their primary school ~~is~~ ^{had} already ~~been~~ ^{was} developed by the Hort. Department. Director, Education, MCD explained that they ~~can't~~ ^{could not} shift their school ~~in~~ ^{to} the green area without the ~~change~~ ^{land use being} of land ~~to~~ ^{to} primary school site. He also explained that the site proposed to be utilized by the MCD is not being used as a play ground but it is already developed as green area by DDA. After ~~detailed~~ ^{preliminary} discussion, it was decided that the site be inspected by Director(Hort), Director, (Education) MCD, ~~and a~~ ^{a joint report submitted by them} representative of the Lands Section, DDA and the Jt. Dir. Planning-I DDA and ~~submit a report in the next meeting of~~ ^{be placed by them before the next} Technical Committee. ~~He also explained that the~~ ^{meeting of the Technical Committee to facilitate a final} ~~site proposed to be utilized by the MCD is not being used as a play ground but it is already developed as green area by DDA.~~ ^{decision in the matter}

Item No.11

Change of land use of an area measuring 50 acres of land from Indl. to Residential.

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The representative of DSIDC explained that as per the decision taken by the L.G., Delhi about 10% ~~acre~~ of land owned by DSIDC at Narela ^{was} to be used for construction of residential flats/houses for industrial workers to be engaged by various industrial units ~~and therefore~~, requested that they may be ^{allowed} ~~allotted~~ to ^{utilise} ~~specify~~ about 50 acres of land within their complex for such purpose. After detailed discussion, the Technical Committee recommended ^{that} ~~DDA may allot~~ about 10% of their land ~~for residential development~~, for construction of houses for workers to be engaged in various industrial units proposed to be established in Narela Indl. Area.

✓
I change of land use in respect of

Item No.12.

Proposal for cremation ground/burial ground/cemetery ground near Village Sultan Pur Mazra.
F23(11)/90/Inst.Pt.I.

✓
The proposals ^{setting up a} ~~for cremation ground~~ ^{along with a burial ground and a cemetery} near Vill. Sultanpur were discussed in detail and was approved.

Item No.13.

Setting up of fly ash brick plants in the vicinity of Rajghat area.
F.2(2)/89/CE/SP/D&T/10/18/91.

✓
The proposal ^{for setting up of} ~~of fly ash brick plants~~ in the vicinity of Rajghat power station ~~to use the flyash as one of the raw material~~ was discussed in detail, and Technical Committee ^{approved the same keeping in view the need for the proposed} ~~recommended the approval of the Authority to allow the setting up of fly ash plants as an incidental use to Rajghat power station to use flyash.~~ Technical Committee also recommended that ^{the existing} ~~bandh~~ road should be properly improved ^{to enable it to be used} ~~for using it for~~ the movement of trucks ^{carrying both the} ~~to be used for movement of raw materials and finished products to avoid Rajghat road.~~

Item No.14.

Policy implications of the recent decision of Delhi Admn. to stop developing any new indl. estate in Delhi.
F.MN/177.

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~~Industrial policy as invited by the Delhi Admn.~~ ^{The matter} was discussed in detail keeping in view the policy ~~implications~~ as laid down in MPD 2001. The Technical Committee noted that in MPD 2001 there ^{was} ~~is~~ a ^{provision} ~~proposal~~ to develop 16 new light industrial areas (1533 hectares) ^{certain} ~~specially~~ for specific

④ of the proposed fly ash plants, instead of

types of industries. Extension ^{ye} industrial activities ^{were} ~~are~~ to be confined within ²⁶³ ~~2000~~ hect at two locations mainly to accommodate the existing ~~non-conforming~~ industrial units and, therefore, in case no new industrial estate ^{was} ~~is~~ to be developed there ^{would} ~~will~~ be no land available either to house the new light service industries or to provide alternative accommodation ^{for} ~~to~~ the industrial units which ^{were} ~~are~~ to be shifted from their non-conforming locations. ^{Keeping this in view} Therefore, Technical Committee recommended that ^{this, along with the issues} ~~the policy~~ contained in the agenda may be put up before the Authority as it would need amendment ~~both~~ in the ~~NCR plan/documents~~ and MPD-2001. ^{This} ~~which~~ may also need consultation with the NCR planning Board and the Ministry of Urban Development before hand.

Item No.15

Grade Separator proposal at Dhula Kuan intersection.
F.5(22)/89/M.P.

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The representative of PWD, Delhi Admn. explained the proposal of the grade separator proposed at Dauhla Kuan intersection. The proposal was discussed in detail and was recommended for approval subject to ^{the following conditions viz} i) that proper bus-bays are provided on Gurgaon Road on either side for incoming and outgoing buses from Gurgaon; ii) existing informal sector should be ^{relocated} ~~planned~~ ^{for the proposed} ~~along with~~ pedestrian sub-ways; iii) left side turning from Gurgaon ~~Road~~ to Ring Road (towards Naraina) should be further smoothened; iv) The weaving length between Gurgaon Road and Ring Road towards Naraina and Ridge Road should be properly and equgly distributed for smooth flow ^{of} ~~and~~ traffic on the roundabout at the surface; ^{an} ~~iv~~ ^{use} ~~alternate~~ ^{pattern he worked out for last period} ~~circulation~~ ^{prepared} ~~plan~~ during the construction of fly-over ~~should be planned~~ and got approved.

The Technical Committee also desired that the implementation of this composite project should be taken by one agency i.e. PWD, Delhi Admn.

Item No.16

Allotment of land to DWS and SDU for construction of booster pumping station at Lawrence Road.
F.23(4)/80/Instn.

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The representative of Delhi Water Supply and Sewerage Disposal Undertaking explained the land requirement for the purpose of construction of booster pump and the underground water stoage tanks. The Technical Committee noted that the major portion of land presently occupied by the Engineering

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At least ^{new} ~~limited~~ industrial areas ^{are} ~~the~~ developed ^{to} ~~a~~ ^{limited extent} ~~to~~ accommodate industrial units which mainly serve Delhi population.

^{within 27 or less} ~~area~~ of the ^{from new} ~~developed~~ urban area ^{is} ~~proposed~~ ^{in the} Master Plan) so as to accommodate these industrial units which ^{are} ~~specifically~~ ^{needed} ~~of the~~ ^{to} ~~the~~ ^{Delhi} population. ^{As this} ~~would~~ call for an amendment to the MPD 2001, the Committee recommended that the proposal be placed before the Authority in the first instance & then taken up with MCD & NCR Planning Board, as all other industrial units would have to be provided for land for shifting or expansion or commencement of operations only in areas located in the Delhi Metropolitan Area or elsewhere in the NCR.

At least ^{new} ~~limited~~ industrial areas ^{are} ~~the~~ developed ^{to} ~~a~~ ^{limited extent} ~~to~~ accommodate industrial units which mainly serve Delhi population.

At least ^{new} ~~limited~~ industrial areas ^{are} ~~the~~ developed ^{to} ~~a~~ ^{limited extent} ~~to~~ accommodate industrial units which mainly serve Delhi population.

Divisions^{of DDA} in barracks ~~is~~^{was} proposed to be used ~~in~~ for booster
pumping station. After detailed discussion, it was decided
that the matter be brought up again before the Technical
Committee ~~for~~^{after} making necessary adjustments partly in the area
~~presently~~^{now} occupied by ~~the~~^{the} site office and partly towards the green.
in the area kept as green

Signature

DELHI DEVELOPMENT AUTHORITY
(Master Plan Section)

Agenda for the meeting of Technical Committee to be held on 22.1.91 at 12.00 noon in the Conference Room of Vikas Minar at 5th floor, Delhi Development Authority, I.P. Estate, New Delhi.

| <u>Item No.</u> | <u>Subject</u> | <u>Page No.</u> |
|-----------------|---|---------------------|
| 1. | Norms for the Telephone Exchange on Minto Road Area- Relaxation in height thereof. F13(70)/80- Bldg. To be presented by JD(Bldg.) | 1-2 |
| 2. | Construction of a recreational Centre at Punjabi Bagh, New Delhi. F3(18)/90-Mp To be presented by JD(P)-II | 3 (Deferred) |
| 3. | Shifting of High tension line on Parwana Road Pitam Pure F6(2)/89-MP To be presented by JD(p)-II | 4 (Deferred) |
| 4. | Management of land along river Yamuna and declaration of development area of DDA PA/JD(P)-II/90/24/Pt.I To be presented by JD(P)-II | 5-8 (Deferred) |
| 5. | Allotment of land for establishing girls facilities 2 acres 503 children Villages of India. F12(1)/89-Instl. To be presented by JD(P)-II | 9 Deferred |
| 6. | Construction of Building with 0.115 M(4 1/2") outer walls by the Allottees in Rohini Schemes. F3(60)/90-MP To be presented by Project Planner(Rohini) | 10-11 (Deferred) |
| 7. | Proposed adjustment in plot no. 40 Shatnagar Co-op House Bldg. Society Shahadara (Citra Vihar) F23(20)/75-Bldg. To be presented by JD (Bldg.) | 12-13 |

8. Allotment of Petrol Pump site in the South 14-15
of NH-24 to I.O.C. Ltd.
F13(13)/90/CRC
To be presented by Dir(TXA)

9. Review of Policy on Tehbazari 16
DD/PP/UE/90/F55
To be presented by DD (NCR&UE)

10. Allotment of land to Blue bells Education 17
Society-Kailash, New Delhi.
F18(18)/75-InstlPt.I
To be presented by DD(Instl.)

11. Change of land use of an area measuring 18
50 acres of land from Industrial to Residential.
F20(5)/90-MP
To be presented by JD(Narela)

12. Proposal for Cremation ground/Burial 19
ground/Cemetery ground near village
Sultanpur Mazra.

F-23(18)/90 - Instl. (Pt.I)
13. Setting up fly ash brick plant in 20-22
the vicinity of Rajghat Lower Station
area.
F-2(2)/89/CE/SP/DET/10/18/91

14. Policy implications of the recent 23-26
decision of Delhi Admn. to stop
developing any new industrial
estate in Delhi. F- MN/177

15. Grade Separator proposal at 27-36
Dhaura Kuan intersection.
F-5(22)/89-MP

16. Allotment of land to DWS & SDU 36
for construction of booster pumping - Laid on
Station at Lawrence Road. table.
F-23(4)/80 - Instl. Pt.

Item No. 1

Sub: Norms for the Telephone Exchange in Mintro Road Area - relaxation in height thereof.
F 13(70)88/Bldg. - to be presented by Jt.Dir.(B)

Mahanagar Telephone Nigam Ltd. has been allotted a piece of land measuring 8214 sq.mt. (2.09 acres) in Jawahar-Lal Nehru Marg adjacent to proposed MCD's Civic Centre. The allotment was made by LSDO on 5.12.84 and handed over to MTNL on 20.1.85.

The norms for Telephone Exchange Building at Minto Road were discussed in the meeting of the Technical Committee held on 2nd March, 1990. Attention is invited to the decisions of the Technical Committee which is reproduced hereunder :

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

The MTNL have submitted their building plans to the Bldg. Section of DDA. According to the proposals the ground coverage proposed is 23.1% FAR 189.77 and the maximum height 38.45M.

Earlier D.D.(MP) DDA vide letter no. F 3(90)/84/M.P. dt. 13.7.89 had communicated to Sr. Architect, CPWD that in this plot FAR of 150, ground coverage 25% and height 26 M is allowed. The norms stipulated in MPD 2001 for public and semi public buildings /premises use ground coverage 25% FAR 100 and height 26 M.

Dy. General Manager, Mahanagar Telephone Nigam Ltd., vide letter no. Bldg. const./BD-3153/30 dt. 29.5.90 (P-66 & 68/C) has requested that total height of the building should be allowed about 40M. This requirement has been worked out on the basis of the technical reasons. The height from ground floor to 4th floor has been taken as 5 M and for 5th and 6th floor the height has been taken as 35 M and 7th floor the height is 3.0 M

In view of the requirement of the floor height due to Technical reasons, the proposed relaxation in height is submitted for consideration of the Tech. Committee

The case was discussed in the Technical Committee meeting held on 17.9.90 and the Chairman desired that this case should be brought before the Technical Committee along with the plan of civic centre, MCD. He further desired that the representatives of MTNL & MCD should be invited when this case is discussed.

The plans of civics centre were received and they were put up before the Technical Committee meeting dt. 14.1.91 and it was decided that Dir.(APB) will examine the case again with respect to plans of civic centre. Dir.(AP&B) examined the case and he has stated that the Telephone Exchange is a part of civic centre of zone D-2, therefore, this plot should be governed with the norms of 'Public & Semi Public' facilities. Further he has opined that

looking into the technical requirement and non availability of site for telephone exchange as emphasized by MTNL. The proposal of civic centre is cleared by Government with 250 FAR and, therefore, the FAR cannot be spared from this scheme. As per Zonal Plan D-2, the MTNL plot is an integral part of the civic centre. It is also correct that while designing the civic centre, the MCD is not considered the MTNL plot while preparing the comprehensive scheme for civic centre. As per zonal plan, this is clearly a plot forming part of the civic centre, therefore, the norms prescribed for 'public and semi-public facilities' in the MPD 2001 cannot be made applicable to the plot allotted to MTNL. With regard to the height limitations, the representative of the Corporation informed that the design of the Civic Centre has been made with a height of about 75 mts., therefore, this case also there should not be any objection to allow height of 40 mt. on the technical ground.

The other two similar cases of telephone exchange building at Connaught Place and Central Telephone Office at Janpath are also being examined for 200 FAR and 240 FAR respectively. The height proposed for CTO Bldg. is 65.6 m 37.5 m for telephone exchange building at Connaught Place. As per MPD 2001, the FAR allowed is 100 with maximum ground coverage 25% with 14 mt. height. Further it is suggested that these such cases can be treated as Govt. Offices where 150 FAR can be permitted and the height should be decided based on technical requirements with 25% ground coverage.

In view of above, the case is submitted for the consideration of the Technical Committee for deciding the FAR and height for such buildings.

Item No. 2

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

F.3(18)/90-MP.

1. The proposal received from Chief Architect, MCD on the above subject was considered in the Technical Committee meeting held on 22.3.90 (wherein following decision was taken) (Detailed agenda item enclosed).

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

2. In pursuance of the decision of the Technical Committee the site was inspected by E.M., Commr. (Plg.), Chief Architect, DDA and Joint Director (Plg.) on 6.11.90.
3. Proposal: The proposed construction of recreational centre on the site presently lying vacant would not be desirable. It should be develop by MCD as 'Green'. The requirement of recreational centre be accommodated in the Stadium Complex adjoining the site which is yet to be developed fully by suitably modifying design if required.
4. The proposal contained para 3 above is placed before the Technical Committee for its consideration.

Annexure.

Item No: 17.
29.3.90.

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

F.3(18)/90-41.

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

2. The proposal has been submitted for one and a half storeyed building for the provision of Indoor Games of Badminton and Volley Ball on Ground floor with coverage of 15200 sq. ft. (16.35%) and cafeteria at first floor. The proposal submitted by the MCD for recreational centre with the facilities like Indoor Games of Badminton and Volley Ball and Cafeteria as per plans of the MCD, is placed before the Technical Committee for consideration.

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

Item No. -3.

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

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

Item No. - 4.

Sub:-Management of land along river Yamuna and declaration of development area of DDA.

AR/JD(P) II/90/24/Pt.I

IDENTIFICATION OF PROJECT AREA

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

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

The total project area as defined above works out to about 18135 hec ts which can broadly be classified into following 2 groups-

Group 'A' Area out side the bund but within the identified project boundaries.

Group 'B' Area protected by the bunds.

Group 'A' The following pkts. fall under this category

| Name of the Pkt. | Area in hec ts. |
|------------------|-----------------|
| Pkt. A | 200 |
| B | 4150 |
| C | 350 |
| D | 3050 |
| K | 225 |
| R | 200 |
| Q | 960 |
| U | 975 |
| V | 815 |

Total 10925

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

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

2. LAND UTILISATION:

i. Channelisation of River Yamuna:

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

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

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

ii. Land utilisation in the vicinity of River Banks:

The land measuring about 10925 hect. (Group A) falls in this category. For an area measuring about 2215 hect. (Pkts. R, U, V, & K) land uses have already been defined in MPD-62/VRD-2001 while for area measuring about 8210 hect. with a break of 7750 hect. (Pkt. A, B, C & E) and 960 hect. (Pkt. 'Q') located of the north of road no. 50 and South respectively, the land has been left as Rural use zone.

3. PRESENT POSITION (DEVELOPMENT AREAS OF DDA):

i. Out of the total area of 19135 hect. an area measuring

3500 hect. has already been declared as development area no.173 of DDA vide notification No.F.16(2)/89-LIB dated 29.3.89.

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

DEVELOPMENT POTENTIALS OF THE PROJECT AREA (OUT SIDE THE BUNDS)

4. a. For the lands falling in (Group 'A' located in south about 22 hect. (Pkt. K, RU&V) development potentials have already been studied and land use proposals have been made in M&D-2001.

b. The area bounded by Union Territory in the North road No.50 in the South Right marginal and in the East measuring about 7750 hect. has the maximum potential for development on account of the following reasons.

i. General Physical conditions:

- The area has a gentle slope of 4 mtrs. from North to South.
- Is habited by 22 No. of villages.
- Drain no.6 in the area joins Bawana Escape drain flowing from west to East, sub.dividing the entire area into two
- There is a lake in the area known as Bhulaswa Lake (Horse shoe lake).
- Number of electric lines are passing through the area.
- The development of Narela Project in the West of G.T. Karnal Road has put pressure for development in this area and if not planned properly it is likely to be heavily encroached upon in the near future.
- Unauthorised constructions along G.T. Karnal Rd. as well as the extensions of the existing village have already started taking place.

ii. Accessibility:- The area is accessible from road no.50 as well as G.T. Karnal Road. The link of road no.50 with the ring road, makes it accessible from South without entering in the city area.

iii. Non floodability:- Chief Engineer (I&I) Delhi Admn. in a discussion held with him has stated that the existing bunds on the river Yamuna within the Union Territory of Delhi are capable of taking care of floods, upto 1978 discharge.

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

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

5. PROPOSALS (Plan laid on the table).

- i. To explore the possibility of utilisation of this land located north of road no.50 falling in category.

(b) Above for planned Urban Development.

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

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

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

East: Left marginal bund

West: G.T.K. Road from the crossing U.T. Boundary upto the crossing of road no.50

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

Item No. 5.

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

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

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

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

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

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

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

(360)/90-11P

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

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

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

ii. That the building constructed with outer walls only with 0.115 M ($\frac{4\frac{1}{2}}{2}$)" thick and without R.C. columns & beams may not be considered structurally sound, hence the forms B, D & E may not be considered for approval and the allottee be asked to construct the outer walls as per the sanctioned standard design/plan or with R.C.C. columns & beams.

The matter is placed before the Technical Committee for consideration.

Item No. 7.

Sub: Proposed adjustment in Plot No.40 Bhatnagar Coop.
House Building Society Shadara (Citra Vihar)
File No.23(20)/75/Bldg.

Shri V.N. Verma, the allottee of plot No.40 Bhatnagar C.H.B.S Shadara has made a reference that the area of his plot has been reduced by about 55 sq. yds. He has been allotted plot No.40 in Chitra Vihar Colony measuring 360 sq. yds. Some portion of the plot at the rear has been cut away by a boundary wall constructed by the DDA between Chitra Vihar and the unauthorised colony known as East Guru Angad Nagar. The left out area is about 305 sq. yds and he has requested that equivalent area i.e. 55 sq. yds. may be adjusted from the adjoining strip of land which is indicated for parking/open area in the approved layout plan of the colony. Their layout plan indicating the plot in question and the proposed area requested for allotment/adjustment is laid on the table. Detailed sketch of the plot no.40 is also laid on the table. The DD (CS) vide his letter No.F.17(40)/87/CS/DDA dated 30/3/90 has advised to the Hony. Secretary of the Society to get the modifications approved in the layout plan before their request for allotment of land adjoining to plot no.40 can be considered. The Hony. Secretary of the Society has also made a reference for amendment/adjustment in the layout plan.

2. The layout plan of the society was released on 17/10/78 and subsequently the plan was revised and approved in the year 1985. As per the revised layout plan, the plot no.40 measures 360 sq. yds (36' x 90') and is a corner plot and thereafter a strip of land has been indicated as park/open space. On the rear side of the plot a boundary wall has been constructed by DDA between the Society and the unauthorised colony known as East Guru Angar Nagar. The boundary cuts across the plot in question and a part of the plot falls in the unauthorised colony which is being used as road. A reference was made to Ex. Engineer/Eastern Division No. 6, DDA to ensure whether it is possible to restore the original plot as indicated in the approved layout plan. The Ex. Engineer

contd....

E.D-6 vide his letter dated 7/9/90 has informed that the boundary wall between Chitra Vihar and unauthorised colony, East Gaur Angad Nagar cannot be removed. He further stated that at the right side of the plot there is green land which is not used by the Society; the balance 55 sq. yds of land may be restored from the green land subject to conformity of the bye-laws and admissibility.

3. The proposal for adjustment of 3' 6" strip of land from the adjoining park/open space was put up to Commissioner (Plg.) which was not agreed to. The matter was again examined and it was pointed out that the lease has already been executed for 360 sq. yds and the part of the plot measuring 55 sq. yds. has been reduced by constructed of a boundary wall by DDA. In case the area of the plot is not restored to its original area, the leasee will have to re-executed for the reduced area which may involve legal complications. From the site inspection it is observed that the strip of land adjoining to plot no.40 is lying unattended and unutilised.

The matter is placed before the Tech. Committee for consideration of adjustment of 55 sq. yds. strip of land to plot No.40 in Chitra Vihar so as to restore the original allotted area of the plot.

Item No. 8.

Sub: Allotment of Petrol Pump site in the south of NH-24 to IOC Ltd. F 13(13)/90/CRC

Indian Oil Corporation Ltd., vide its letter no. DD/R/ Genl. dt. 30.3.90 requested for allotment of land measuring 150'x120' in Trans Yamuna Area for a petrol pump preferably on Vikas Marg or Anand Vihar Community Centre. Dir.(AP&B) stated that a site has already been marked for the petrol pump in the list of petrol pump sites sent to Land Section. No site on Vikas Marg was included in the list and site marked near Anand Vihar Community Centre was already allotted to BPC Ltd. in lieu of site at R.O.C. 36. The Technical Committee in its meeting held on 28.6.90 approved 20 sites for petrol pump out of these 7 sites are in Trans Yamuna Area (Div. 'E') The decision of the Technical Committee held on 28.6.90 is as under :- 79

Master Plan for Petrol Pumps as prepared by the Area Planning Wing was approved in principle with the following action to be initiated:

i. Reference should be made to the Ministry of petroleum with regard to their policy of reduction in consumption of petroleum products in relation to the demand of a large number of sites of petrol pumps.

ii. Shifting of objectionable petrol pump sites/would be given first priority out of the 39 sites agreed/approved as new sites in the Master plan of petrol pumps."

The detailed plans of each sites are yet to be prepared. Out of these 7 sites identified in Div. 'E' the site south of NH-24 is mentioned at serial no. 4 division 'E' and the proposal for its allotment has been approved by the Vice Chairman, DDA subject to detailed plan being worked out in due course vide his order's dt. 24.8.90 on the following conditions :

i. That I.O.C. Ltd., will pay the ground recent as approved by the Govt. of India vide its letter dt. 412.86 and effective w.e.f. 1.10.86

ii. Aand will also furnish an undertaking to the effect that they will abide by all terms and conditions of new policy (under review) and will make the payment as per new policy with full retrospective effect as and when final decision is taken in that regard.

2. The case has been referred to the Jt.Dir.(TYA) for preparation of five copies of possession plan and the case has been examined by the Dir.(TYA) and he has stated as under :

(i) "Marked slightly red are alright from planning point of view In Technical Committee only one site was approved but now two sites have been earmarked. These may be allotted to any of the oil companies."

- ii. plan of the entire area bounded by NH-24, 24 mt. wide road and unauthorised colony would be put up to Screening Committee very soon. Meanwhile sites of petrol pumps may be allotted." Both the sites are adjacent to each other (one site of petrol pump already approved by the Tech. Committee on 28.6.90) has been marked on the plan (laid on the table) on 'A' and 'B'. Each site measures 120' x 100'. The site at 'A' has been proposed for allotment in the present case while the site at 'B' is still under consideration and approval.

3. The matter is placed before the Technical Committee for its consideration for allotment of site 'A' and approval of site 'B' for the petrol pump.

Item No. 9
POLICY PAPER ON INCORPORATION OF

F. NO. DD/PP/UE/90/F-55

INFORMAL SECTOR IN TRADE

IN THE PLANNED DEVELOPMENT

DEC, 1990

NCR & UE
DELHI DEVELOPMENT AUTHORITY

POLICY PAPER ON INCORPORATION OF INFORMAL
SECTOR IN TRADE IN THE PLANNED DEVELOPMENT

1. INTRODUCTION :

Large sections of unemployed and under-employed in rural areas and small towns look forward to the metropolitan cities like Delhi for employment and enter the city to move up the economy ladder. This brings forth a multitude of small enterprises, petty trading and casual labour. Thus a metropolis like Delhi has (i) modern wage paid sector and (ii) equally large if not larger traditional bazar type informal sector. This sector with highly reduced needs of equipment and buildings is important as a source of employment and also for the economic functioning of the city.

The informal sector units locate themselves strategically near works centres, commercial areas, outside the boundaries of schools, colleges and hospitals, transport modes and near large housing clusters. As a single item, establishments constitute the highest number (35.14 per cent) followed by personal services (14.36 per cent). Walled City and Trans Yamuna Area particularly show a very high percentage of this activity. The Municipal Corporation of Delhi is charging a certain fee termed as teh-bazari for continued use of particular space by such units. However, a large number of units are either mobile or not covered under the teh-bazari.

Master Plan for Delhi-2001 as approved by the Govt. recommends incorporation of informal sector in trade as part of the planned development in various use zones.

2. NORMS & PROPOSALS OF MPD-2001 :

As per the survey estimates of Perspective Planning Wing in 1981 Delhi had about 1 lakh retail shops (@ 18.25 shops per thousand population) located in about 1600 markets of varying size & character. During the same period the city had 1.39 lakh informal sector retail Units (without roof) located within the shopping areas, along road sides & other areas of public concentration.

The norms prescribed in the MPD-2001 for informal sector units are as given below :

(i) Retail trade :

| | |
|-------------------------------|---------------------|
| Central Business District | 3 to 4 units |
| Sub-Central Business District | per 10 formal shops |
| District Centre | As specified |
| Community Centre | in the norms |
| Convenience Shopping Centre | Separately |

(ii) Government & Commercial offices.

5 to 6 units
per 1,000 employees

(iii) Wholesale trade
& Freight complexes

3 to 4 units
per 10 formal
shops

(iv) Hospital

3 to 4 units
per 100 beds.

(v) Bus Terminal

1 unit per two bus
bays

(vi) Schools
Primary
Secondary/Senior
Secondary/Integrated

3 to 4 units

(vii) Parks
Regional/District parks
Neighbourhood parks

5 to 6 units
8 to 10 units at
each major entry
2 to 3 units

(viii) Residential

1 unit/1000
population.

(ix) Industrial

5 to 6 units per 1000
employees.

Master Plan also prescribes norms for weekly markets - the traditional style of retail shopping. Weekly markets are proposed @ 1 to 2 locations per 1 lakh population with 300 to 400 units per location (0.4 ha.). The plan also proposes for starting following organised informal sector eating places.

1. Behind Andrews Ganj in South Delhi.
2. Proposed community centre near Mandi House.
3. Near Revolving T.V. Tower Pitampura
4. Near Sub-C.B.D. Trans Yamuna Area.

3. IMPLEMENTATION GUIDELINES/ACTIONS :

Based on existing nature & type of informal sector units functioning in the city; there is a wide variety in terms of nature of trade e.g. eatables, drinks, repair, recreational, personal & general utility etc. as well as in terms of their physical condition e.g. operating on footpaths without roof, mobile units, temporary & semipucca kiosks & other incidental & casual spaces near the public activity areas. Because of this it is difficult to have a standard design for such units. However, for some uniformity in allocation of sites for these units following general guidelines may be adopted :

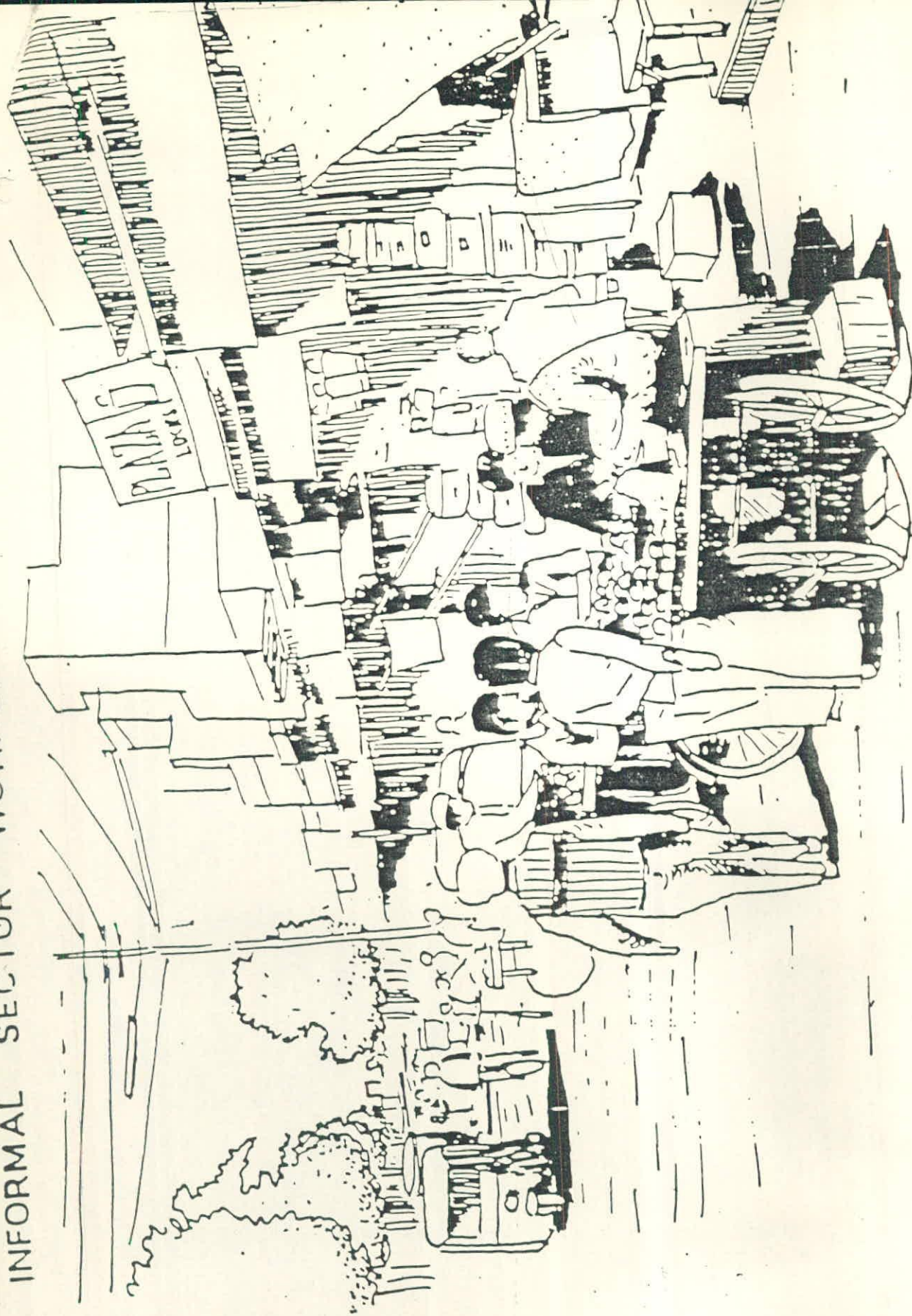
- | | |
|--------------------------------|---|
| a) Area of informal trade unit | : About 3 sqm. This can be further increased to a max. of 6 sqm. depending on the nature of trade. |
| b) Mode of allotment | : 1. To the existing entrepreneurs/traders with a marginal provision for other economically weaker section & people below |

- d) Tennure system : To be allotted on monthly licence fee basis which would be renewable every year. The licence fee should be nominal to cater to the target group.
- The change of trade could be permissible out of the identified trades in the area by seeking permission from the local body.
- e) Other supporting infrastructure to be provided by the local bodies : - Suitable number of public conveniences.
- Solid waste disposal arrangements.
 - Adequate drinking water facilities & optional temporary power connection on individual or sharing basis.
 - Parking facility depending on location & concentration of such units.
- f) Sanction of building plans/ layout plans : - The local bodies to ensure the provision of informal sector units as per norms so that (i) the poor clientele to which informal sector serves are not exploited upon & (ii) Informal sector units are developed to cater to the target group.
- g) Costing of these units : - The cost of land, development & construction of these units to be levied on the overall project & hence to be on 100% subsidised basis.

4. FURTHER ACTIONS:

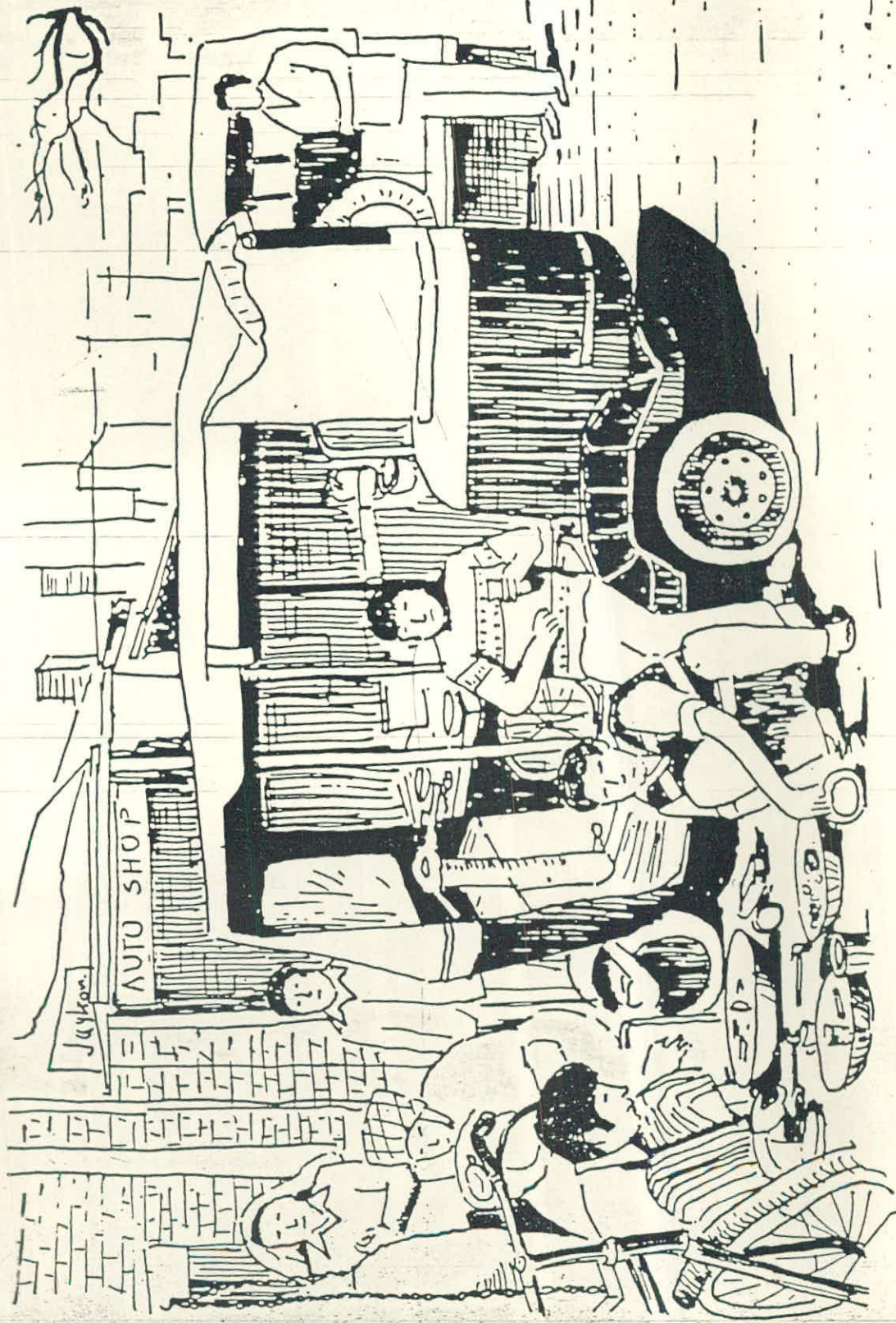
While it is essential to have greater design flexibility in provision of informal sector units it would be desirable that few efficient & colourful designs for mobile & stationary units are evolved for demonstration purposes. The same is being attempted & would be put up shortly. Designs for informal sector units as part of commercial centres shall be evolved by the Housing & Urban Project wing of DDA.

INFORMAL SECTOR WORKERS



ROADSIDE REHRI SELLERS

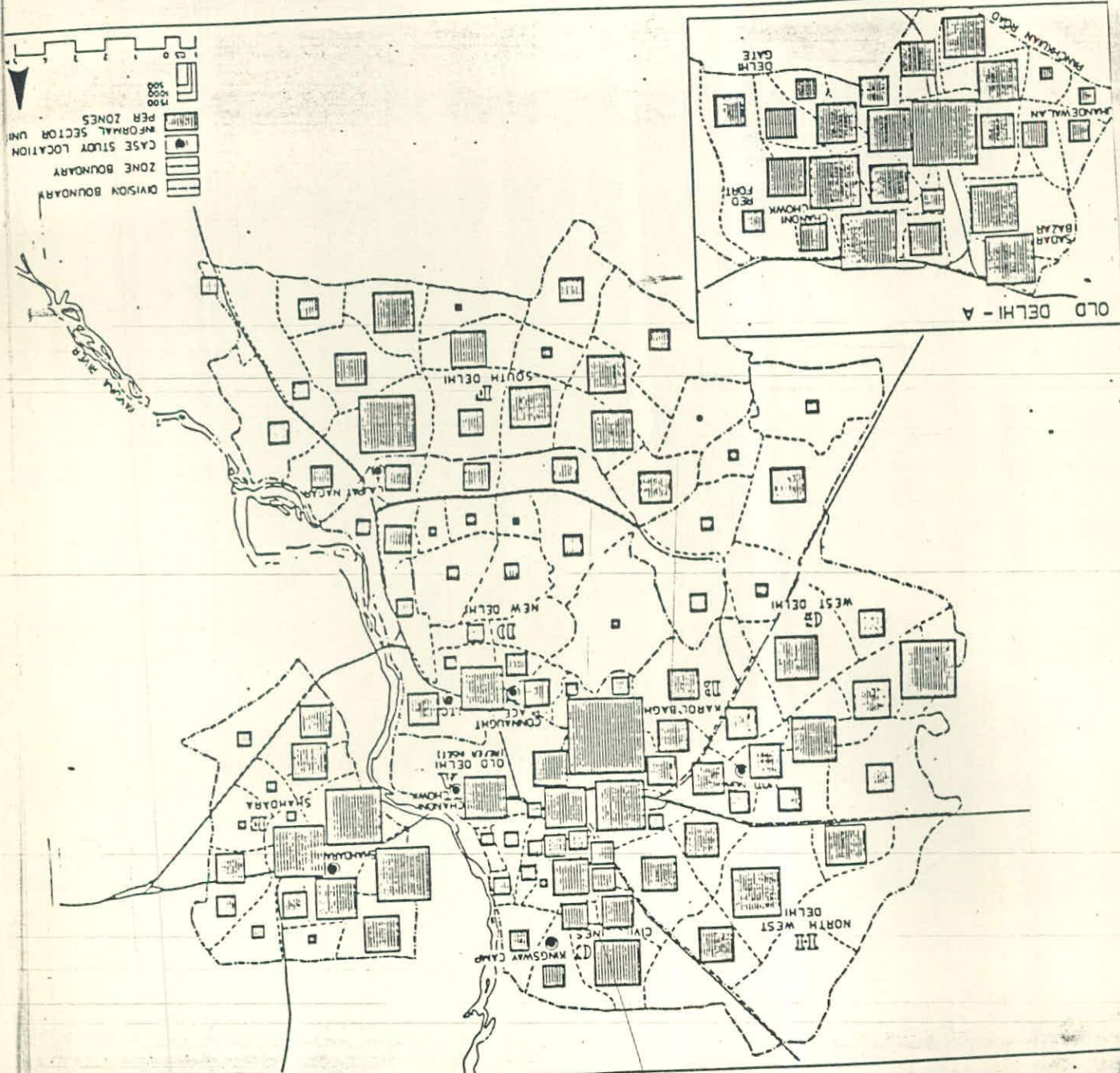
INFORMAL SECTOR WORKERS



ROADSIDE REPAIR OF VEHICLES

FORMAL SECTOR

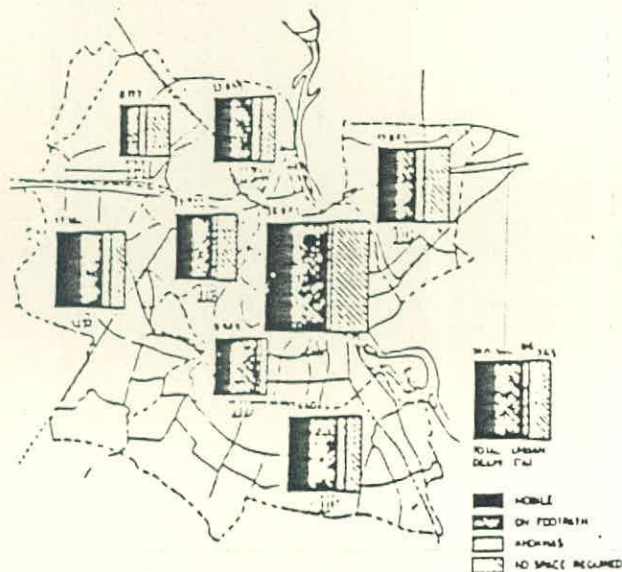
UNITS (WITHOUT ROOF) AT THE RATE OF 157 PER
 1000 POPULATION.
 - 26.6% UNITS ARE CONCENTRATED IN DIVISION A
 AT THE RATE OF 59.25 PER 1000 POPULATION
 FOLLOWED BY 12.9% IN DIVISION E AT THE RATE OF
 8.67 PER 1000 POPULATION.



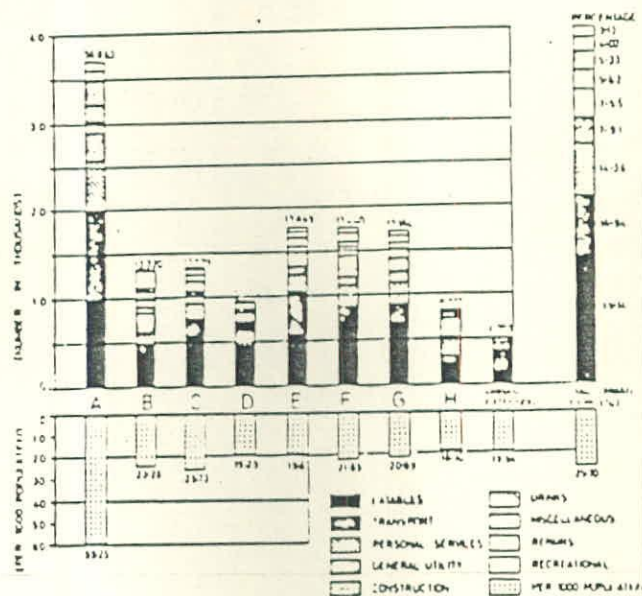
INFORMAL SECTOR

- 36.9% UNITS ARE OPERATING ON FOOTPATH FOLLOWED BY 28% MOBILE UNITS
- MAXIMUM PERCENTAGE OF UNITS (30.7%) ARE WITH TABLES FOLLOWED BY 18.8% IN TRAMWAYS
- THE UNITS LOCATE THEMSELVES STRATEGICALLY NEAR
 - WORK CENTRES,
 - COMMERCIAL AREAS,
 - TRANSPORT NODES, AND
 - INSTITUTIONAL AREA

DIVISIONWISE DISTRIBUTION BY MODE OF OPERATION



DIVISIONWISE DISTRIBUTION BY TYPE OF ACTIVITY



INFORMAL SECTOR ENTREPRENEURS SOCIO-ECONOMIC CHARACTER

| SNO | INDICATORS | |
|-----|------------------------------------|--|
| 1 | AGE (AVERAGE) | 32.0 YEARS |
| 2 | FAMILY SIZE (AVERAGE) | 5.2 |
| 3 | SEX | MALES - 95% FEMALES - 5% |
| 4 | FAMILY EARNERS (AVERAGE) | 1.5 |
| 5 | MIGRATORY STATUS | MIGRANTS - 55.8% RESIDENTS - 44.2% |
| 6 | PLACE OF ORIGIN | UTTAR PRADESH - 57.3% BIHAR - 12.8% RAJASTHAN - 7.5% OTHER STATES - 22.4% |
| 7 | WORKING HOURS (AVERAGE) | 10.8 |
| 8 | REASONS FOR SELECTING THE ACTIVITY | ILLITERATE - 36.2% UNSKILLED - 15.4% LOW INVESTMENT - 12.3% |
| 9 | DAILY SALE (AVERAGE) | RS. 76.00 |
| 10 | DAILY INCOME (AVERAGE) | RS. 17.00 |
| 11 | TO OWN A REGULAR PREMISES | MODE OF PAYMENT: INSTALLMENT BASIS PAYING CAPACITY: RS. 4910 PER MONTH |

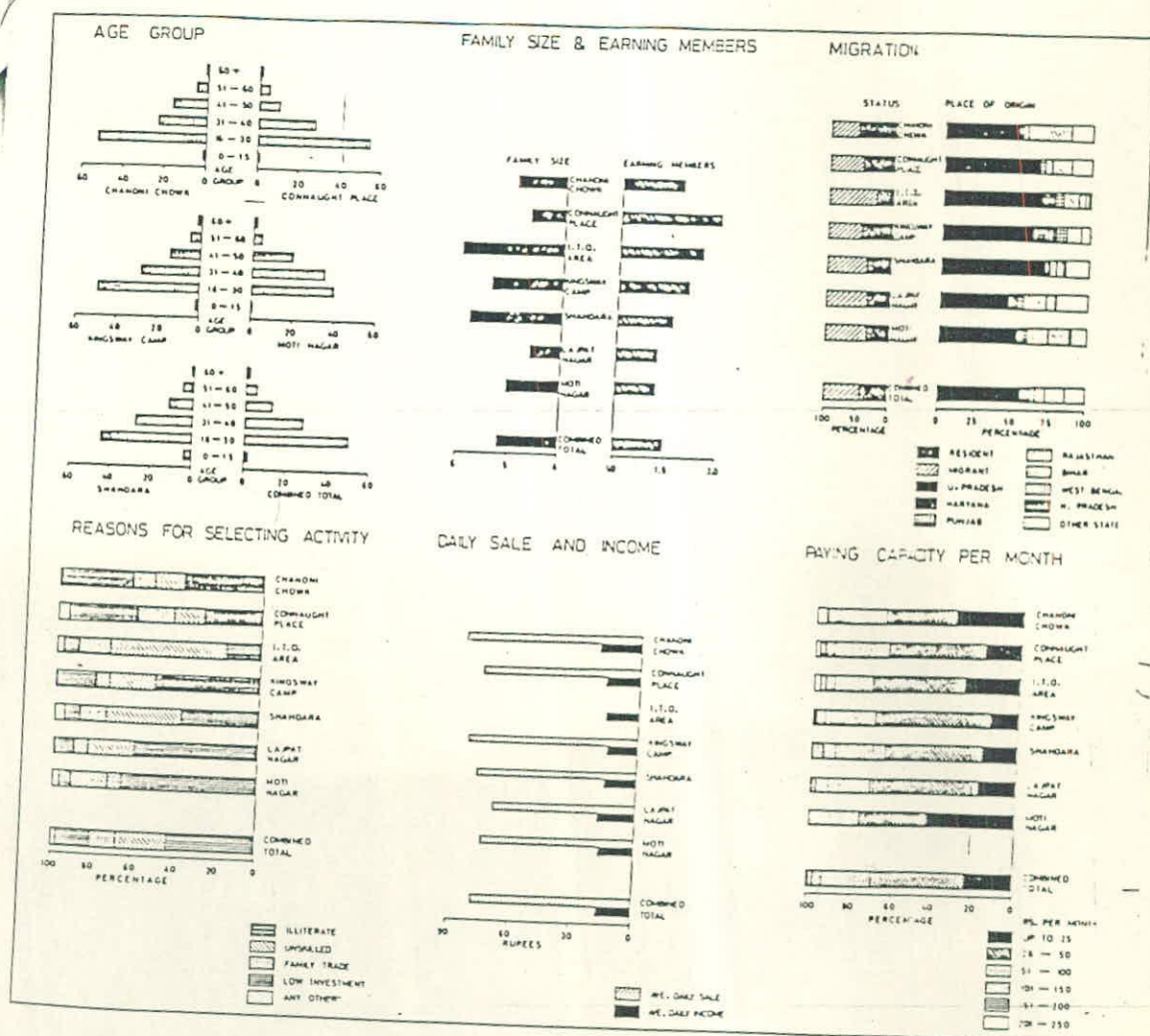
DISTRIBUTION OF INFORMAL SECTOR UNITS ON SELECTED LOCATIONS

| | |
|----------------------------------|--|
| OFFICES | INDRAPRASTHA ESTATE INCLUDING BUS TERMINALS - 7 PER 1000 EMPLOYEES EXCLUDING BUS TERMINALS - 5 PER 1000 EMPLOYEES NEHRU PLACE 6.6 PER 1000 EMPLOYEES |
| WHOLESALE MARKETS | 3-4 PER 10 FORMAL SHOPS |
| RETAIL MARKETS | LEVEL - I, D (CONNAUGHT PLACE) 3-4 PER 10 FORMAL SHOPS LEVEL - II (CENTRAL MARKET, LAJPUR NAGAR) 3-4 PER 10 FORMAL SHOPS LEVEL - III (MALVIYA NAGAR) 4-5 PER 10 FORMAL SHOPS LEVEL - IV (R.K. PURAM, SECTOR II) 4-5 PER 10 FORMAL SHOPS |
| BUS TERMINALS / RAILWAY STATIONS | 15 B.T. - 200 UNITS NEW DELHI RAILWAY STATION - 60 UNITS |
| CITY BUS TERMINALS | MAJOR (CENTRAL SECRETARIATE) - 50 TO 60 UNITS SECONDARY (REGAL, SUPER BAZAR) - 25 TO 30 UNITS |
| HOSPITALS | REGIONAL (1000 BEDS AND ABOVE) - 25 PER 100 BEDS GENERAL (500 BEDS) - 4 PER 100 BEDS INTERMEDIATE (200 BEDS) - 3 PER 100 BEDS |
| EXHIBITION GROUND | PRAGATI MAIDAN - 500 UNITS |

INFORMAL SECTOR

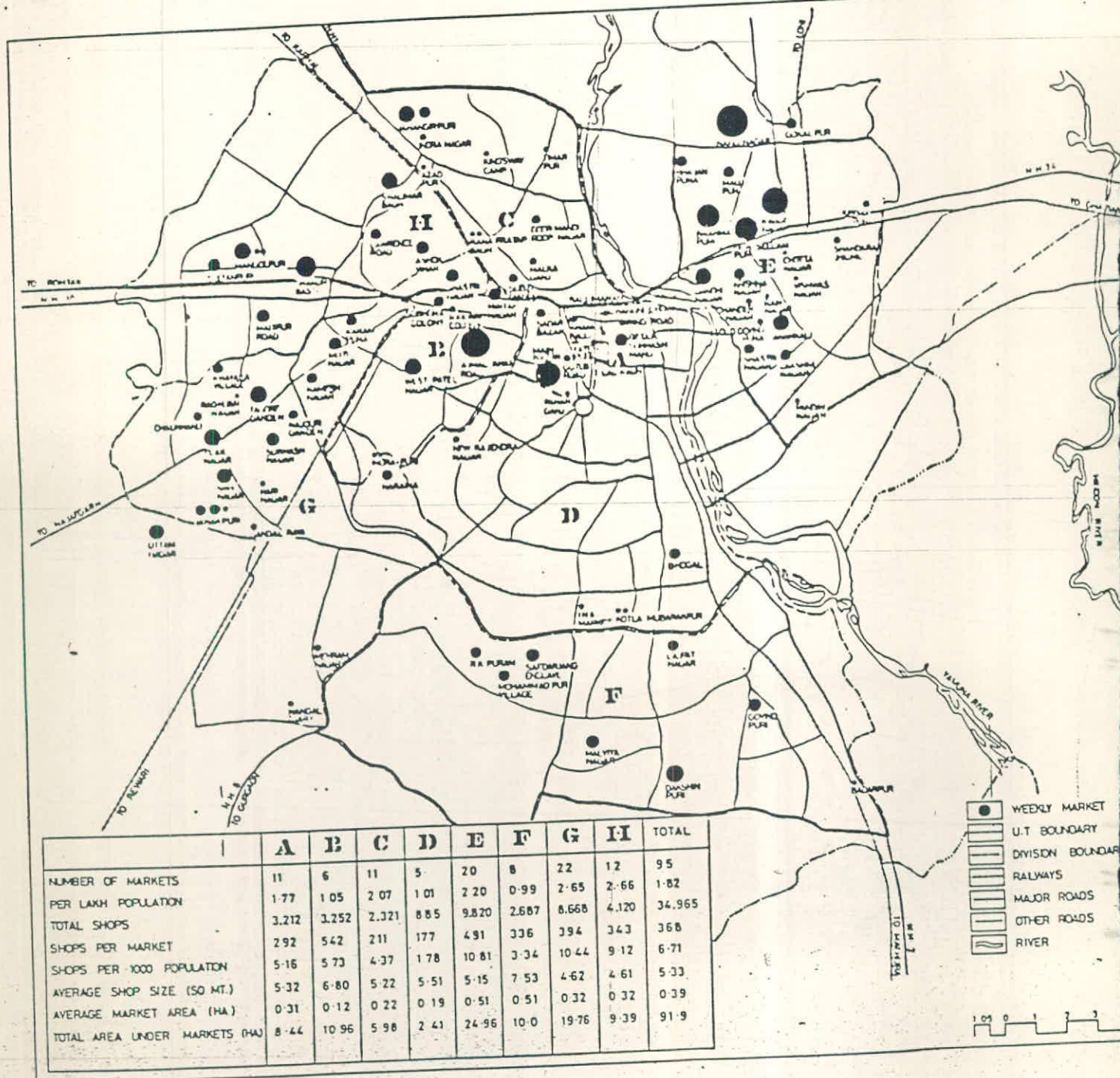
CASE STUDIES - SURVEY OF ENTREPRENEURS

- AVERAGE AGE OF AN ENTREPRENEUR IS 32 YEARS.
- 55% ENTREPRENEURS ARE MIGRANTS MOSTLY FROM U.P., BIHAR, RAJASTHAN AND MADHYA PRADESH.
- THE AVERAGE DAILY SALE AND INCOME OF AN INFORMAL UNIT IS RS. 75 AND RS. 17 RESPECTIVELY.
- THE ENTREPRENEURS PREFER TO OWN A FORMAL SPACE BY PAYING RS. 48.0 (AVERAGE) PER MONTH.



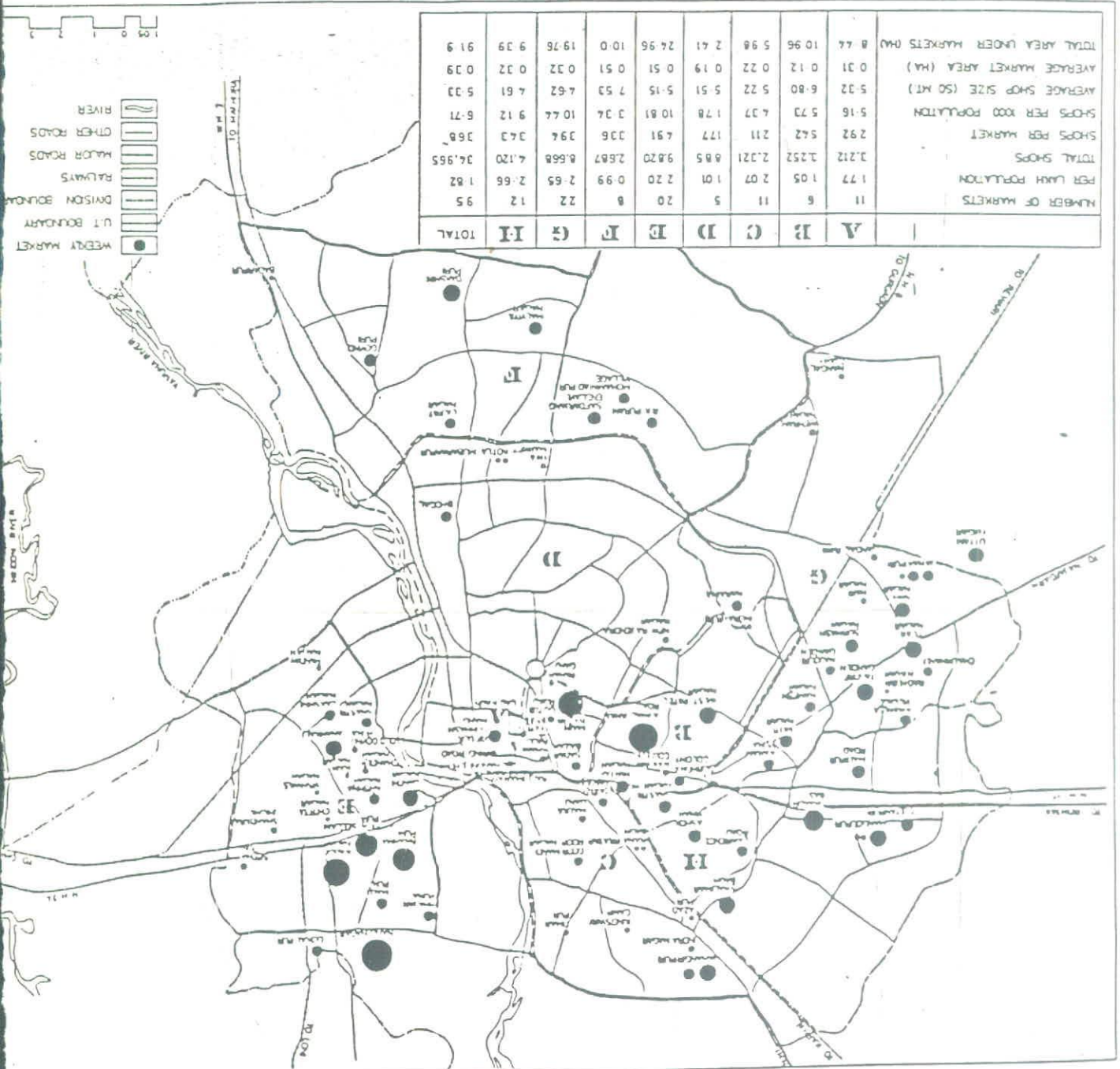
WEEKLY MARKETS

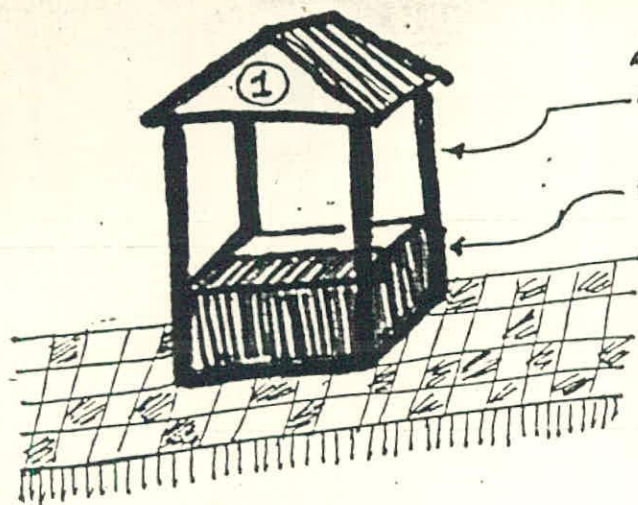
- WEEKLY MARKETS, THE TRADITIONAL STYLE OF RETAIL SHOPPING IS POPULAR IN URBAN DELHI, SPECIALLY AMONG THE LOWER AND MIDDLE INCOME GROUP POPULATION.
- THERE ARE 95 WEEKLY MARKETS AT THE RATE OF 1.82 PER LAKH POPULATION.



WEEKLY MARKETS

- WEEKLY MARKETS, THE TRADITIONAL STYLE OF RETAIL SHOPPING IS POPULAR IN URBAN DELHI. SPECIAL AMONG THE LOWER AND MIDDLE INCOME GROUP POPULATION.
- THERE ARE 95 WEEKLY MARKETS & THE RATE OF 182 PER LAKH POPULATION.





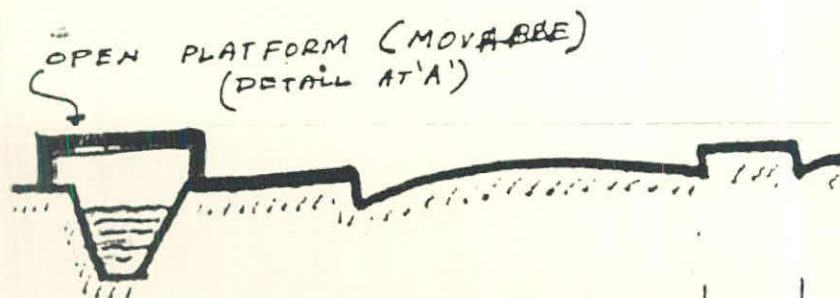
MS STEEL OR
WOODEN BOR
FRAME

STORAGE SPACE (OPTIONAL)

COVERING MATERIAL COULD BE
WOODEN PLANKS, PLASTIC OR
ANY OTHER CHEAP MATERIAL
DEPENDING UPON AFFORDABILITY.

1. KIOSKS

(THIS CAN BE SHIFTED TO
PLACES OF CHOICE ALSO)



CLOTH OR JUTE
COVER MAY BE
FIXED IF REQUIRED



2. OPEN PLATFORM

(COVERING DRAIN ; THUS KEEPING
FOOTPATH FREE FOR PEDESRIAN)

SUGGESTED DESIGN IDEAS
OF INFORMAL SECTOR

POLICY NOTE ON THE DISPOSAL OF INFORMAL SECTOR

DDA is constructing or making provision for informal sector in our various commercial areas. They are in the form of open platforms, covered platforms, small shops, parking areas for rehris etc. These facilities are meant for fruit and vegetable sellers, small businessman, petty traders, hawkers etc. who because of the small nature of the business are not able to purchase a regular shop.

So far, the practice of the DDA is to auction such properties. With the result very few of the targetted group gets them. As per the site information majority of these facilities are being used by property dealers, halwais, hair cutting saloons or other regular businessmen. With the result, fruits and vegetables are being sold on the pavements of the roads around the shopping centres. The unscrupulous purchasers are running different businesses and have made major and permanent additions and encroachments to thier properties. The basic reason is the high cost of property through auction. A different policy needs to be made by the DDA. It is proposed that:

1. We may not sale or auction any such property.
2. These should be given only on Tehbazari basis to the intending users for a specific use like fruits and vegetable sales, repair shop etc.
3. As far as possible it should be given to the people who are already doing business in the open areas around the shopping centres e.g. shoe-shiners or a Chatwala or cycle repair shop.
4. As soon as they change the use of the space to any other use, they may be replaced by other informal sector operator.

5. DDA should have a banovalent attitude towards those informal sector traders, who are not a nuisance in the proper working of the shopping centres. Like persons who are selling the goods by moving around with a tray or a cigarette or bringing goods on cycle or a trolly. Our attitude should be helpful and pro informal sector

Item No. 10.

Sub:-Allotment of land to Bluebells Education Society
Kailash New Delhi.

F.18(18)/75/Instl Pt .II

Bluebells Education society was allotted 1.7 hect. of land at Jamroodpur and its lease was executed on 7.4.77 and register with the office of the sub registrar on 12.4.77. The possession of the land was however, given on 5.11.76. The society is now approaching for allotment of additional land for extension of the school and for open play ground. In the adjacent land a Primary school is running prior to the allotment of land to the school and further site has been developed as a park as shown in the sketch.

2. The representations made by the society to Lt. Governor and VC,DDA for allotment of additional land have been examined in detail and it has been reported that no additional land adjacent to the school is available. The society is impressing upon shifting of the Primary school adjacent to the New Bluebells school to some other place and so vacated land be allotted to them.

3. This has been considered and it would be unfair to shift the MCD school which is existing prior to the Blue Bells school. In a secular socialist, republic like India, Public Schools cannot be encouraged at the cost of schools for the poorer sections of the society. Intimation of which has already been sent to the society by Commissioner land DDA on 14.8.80. These facts have been brought to the knowledge of VC,DDA and he has intimated ordered that the matter be placed before the Technical Committee for its consideration. Accordingly, the matter is placed before the Technical Committee for its consideration.

Item No. 11.

Sub: Change of land use of an area measuring 50 acres of land from Industrial to Residential. F20(5)90-MP

DSIDC has developed an Industrial Complex at Narela in an area about 600 acres. Chairman DSIDC has requested that the land use of an area about 50 acres to be allowed from Industrial to Residential for the residence of the Industrial labour. It has been found that the land use of an area is Industrial and has also been developed to house the industries. It would not ~~xxxx~~ be desirable to convert part of industrial area into residential use.

2. The case was discussed in the Planning and Architecture Coordination meeting held on 24.10.90, it was felt that it is not desirable to introduce residential use in large industrial pocket. However, the feasibility of allotting residential pocket to the DSIDC for staff quarters can be found out so that the Industrial land can be exchanged with DSIDC.

3. Presently, we do not have spare land in Narela Project which could be allotted to DSIDC for residential use.

4. The case is therefore, put up before the Technical Committee for its consideration as desired by VC, DDA.

SUB : Proposal for cremation ground/Burial ground/cemetery ground near village Sultan Pur Mazra. File No. F23(11)/90-Instt(Pt-I).

1. A cremation ground of village Sultan Pur Mazra is effected in the scheme of Mangolpuri Industrial Area Ph-I thereby the residents of the area are being put to inconvenience. A request has been received to allot alternate site in the vicinity of existing cremation ground (acquired).
2. The case is examined in the Planning Cell and it is noted that as per MPD-2001, the land use of the surrounding area is residential however, there are high tension lines passing in the area thereby rendering it unsuitable for residential development.
3. Based upon the physical survey of the area a proposal for relocation of existing cremation ground in addition to the sites in burial ground and cemetery has been drawn covering a total area of 2.30 hec. With a break up of .6 hec. each for cemetery and burial ground and .4 hec. for cremation ground with proper parking and circulation facility required in the area. The plan laid on the table.
4. As per the report of the Lands Section the land under reference is acquired and is placed at the disposal of DDA under section 22(I) and handed over to Urban Village Division-2 for residential scheme on 6.10.82.
5. The proposal contained above is placed before the Technical Committee for:
 - i) Approval of the layout plan.
 - ii) Change of land use of an area measuring 2.30 Hec. from residential public and semi public facility (cremation burial ground and cemetery)

Item No. 13.

Subject: Setting up of fly ash brick plant in the vicinity of Rajghat area.

F2(2)189/CE/SP/DET/10/18/91

There is a proposal to set up fly ash brick plant in the vicinity of Rajghat power station to utilise the fly ash for manufacturing of bricks as there is a problem of storing sly ash in the vicinity of existing plant.

Earlier, the whole matter was examined at various levels and it was decided that we should have few units located for manufacturing of fly ash bricks in the vicinity of existing power houses. One of the location suggested was near Rajghat power station where the plant was to be set up by the DDA.

In Nov. '90, Engineer Member/DDA desired as follows:

"Rechecking of the proposal with reference to the land use as given in MPD-2001 and to decide about the need of sending the proposal to any of the Committees like Technical Committee, Yamuna River Committee, DDA etc. and if there is any such need to get the needful done".

2. The matter was examined and it was observed that in MPD-2001, land use of the area forming part of the river channelisation scheme where the pro-plan is proposed to be located is yet to be identified for various categories of land uses on the basis of river channelisation scheme. However, fly ash brick plant for manufacturing of bricks, is an industrial activity as per the zoning regulations applicable to the land use category and in the absence of the total comprehensive scheme, there is no possibility of earmarking the land for industrial use as part of the river channelisation scheme.

3. In MPD-2001, there is no proposal/provision to allow the temporary use under the land use category other than the use specified in the Master Plan,

.....2/-

Therefore, policy decision is required whether fly ash brick plant has to be set up as part of the ancillary activity to the existing thermal power station both at Rajghat as well as at other power stations such as located in I.P. Estate and Badarpur.

In case units are to be considered as incidental activity to power production the matter is to be decided by the Technical Committee and the authority to allow incidental use for setting up fly ash brick plant at a specific location so determined. Regarding river front Yamuna committee the matter is to be taken up separately as it is not within the jurisdiction of DDA.

4. The proposal is to locate two fly ash brick plant at Rajghat which will be fed with the fly ash generated by the Rajghat Thermal power plant. The Chief Engineer D&T/DDA is of the opinion that the fly ash brick plants are definitely of ancillary use to the existing Thermal power house. As these plants have been planned only for the proper disposal of fly ash generated by the Thermal power station and for ensuring the environmental protection against fly ash. The existence of brick plants is co-terminus with that of the Thermal power plant. Lt. Governor/DDA has already approved the proposal of setting up of these two plants at Rajghat and as approved the use of 10 acres of land for these two plants. The As the land belongs to L&DP and therefore, a reference has already been made by the Commr. (Lands) DDA to the Ministry of Urban Development vide D.O. No. L1(57)/90/DDA/91 dt. 28.12.90 for giving formal approval to the use of this land for this purpose. However, this land had already been placed under the control and management of DDA by the Central Govt. and the DDA had further allotted 40 acres of this land to DESU in 1986 for dumping of fly ash produced by the Rajghat Power Station.

.....3/-

5. This proposal has also been discussed in detail in a meeting held on 28th Nov. 90 under the Chairmanship of Secretary (Environment & Forest) which was attended by the E.M. The Hon'ble Minister for State for Environment & Forests have also reportedly desired for expediting setting up of these fly ash brick plant.

The location of the proposed fly ash brick plant is placed on the table. The matter is placed before the Technical Committee for its consideration.

Item No. 14

Sub: Policy implications of the recent decision of Delhi Administration to stop developing any new industrial estate in Delhi.

File No. F-MN/177 -----

1. BACKGROUND :

Chief Secy., Delhi Administration vide letter No.3/7/89-DFCS/2659 dated 6.12.1989 has conveyed the decision of the Administration to stop development of new industrial estates in Delhi (Copy of the letter enclosed). The decision is crucial & is likely to have many policy implications.

2. PROVISIONS OF MPD-2001 :

Based on the past trends about generation of employment in different sectors, the participation rate for 2001 is expected to be 35% in urban Delhi and 33% in rest of the U.T. Area. Projected work force in Manufacturing is one of the highest (about 30% of the total workforce). In Delhi since the percentage of workforce in the industrial sector has been constantly increasing it is likely to have a much higher workforce (37%) in the industrial sector.

According to MPD-2001 the policy for location of industries in the city to be followed, is as given below:

- i) Location of hazardous and noxious industries are not permitted in Delhi and existing units of this type are to be shifted on priority within a maximum period of 3 years.
- ii) No new heavy and large industrial units are permitted in Delhi. The existing heavy and large units are to be shifted to DMA and NCR. Modernisation of such units is permitted subject to certain conditions.

- iii) No new extensive industrial units are permitted except in the existing identified extensive industrial areas. Existing non conforming units of this type to be shifted to the extensive industrial use zone within a maximum period of 3 years after the allotment of plots.
- iv) Light and service industries are permitted as part of commercial centres and in new industrial estate. Non conforming units of this type with 20 or more workers are to be shifted to the industrial use zones within a maximum period of 3 years after the allotment of plots, and industrial units with 10 to 19 workers to be reviewed after 5 years giving them chance during this period for relocation in conforming use zones. Non conforming units with 9 workers or less may continue on their present location and are to be reviewed after 10 years. Households industries are permitted in residential, commercial and industrial use zones with certain conditions.
- v) In the next 2 decades to meet expanding need of industrial units; 16 new light industrial areas (1533 hact.) are proposed for specific types. Extensive industrial activities in urban extension to be confined within about 265 hact. at 2 locations mainly to accommodate the existing incompatible industrial units.

3. PROVISIONS OF REGIONAL PLAN 2001 :

The Provision of Regional Plan-2001 NCR for the Union Territory of Delhi are as under :

- i) The distribution of workforce in Delhi in 1981 (existing) and 2001(proposed) in percentage to be as under :

| Categories | Proportion of workers(%) in | |
|---|-----------------------------|--------------------|
| | 1981 (actual) | 2001 (Proposed) |
| Primary Sector | 1.59 | 1.50 |
| Industry | 29.18 | 29.00 |
| Construction | 6.39 | 5.00 |
| Trade & Commerce | 22.25 | 22.00 |
| Transport, Storage and Communication | 9.07 | 11.00 |
| Other services | 31.47 | 31.50 |
| Participation rate | 32.20 | 35.00 |

- ii) The present policy of not promoting location of medium and large scale industries within Delhi should be continued.
4. Thus it would be seen that industrial policy as given in the NCR Plan and MPD-2001 are in unison. The small scale and household industries required for serving the city are allowed to continue.

5. POLICY IMPLICATIONS :

Due to rapid advancement in the technology and the rate of urbanisation a considerable change in the industrial structure has been taking place. Electrical and electronics industries as well as rubber, plastic and petroleum based industries are growing very rapidly. More than 77% of the industrial units existing in Delhi have less than 10 workers and are mainly catering service need of the city. Large number of existing industrial units are located in the non-conforming use zones which are proposed to be shifted to new location as per the details given above. The decisions of the Administration about not to develop new industrial estate in Delhi under these circumstances would have following implications :

- i) Most of the existing non conforming industries proposed for shifting to the industrial use zones would have to now shift into areas outside Delhi Union Territory or close down which seems to be unrealistic.
- ii) In the absence of any new industrial estates being developed, there is every possibility that because of the economics and other forces the units would forcefully locate themselves in village and unauthorised colonies giving rise to unhygienic conditions and also with adverse affect to the further development of these units.
- iii) In the absence of alternative option to the existing non-conforming industries, the such units would have a case to continue in the existing location defeating the objective of planned development.
- iv) With the increase in population there is increasing demand for service industries manufacturing the utility items to satisfy day to day needs. A group of such industries which are agro and rural based may still be required to be developed in the areas beyond the existing urban limits within the UT. of Delhi.
- v) As a planning principle metropolitan cities are the most appropriate location for small and high tech small industrial units as these units have high dependance on the financial, technical and legal institutions and need skilled labour.

In view of the implications given above the case is put up to the Technical Committee for a suitable recommendation.

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

F.5(22)/89-MP

LOCATION:

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

2. EXISTING CONDITION:

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

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

| To from | Gurgaon Road | Ring Road to(Naraina) | Upper Ridge Road | Sardar Patel Road | Ring Rd. to Moti Bagh | Total |
|-----------------------------|-----------------|--------------------------|------------------------|-------------------------|-----------------------------|-------|
| Gurgaon Road | 120 | 305 | 704 | 1328 | 730 | 3187 |
| Ring Road (to Naraina) | 233 | 48 | 206 | 221 | 1237 | 2524 |
| Upper Ridge Road | 463 | 42 | 40 | 69 | 281 | 2155 |
| Sardar Patel Marg. | 305 | 249 | 64 | - | 405 | 1524 |
| Ring Road (To Moti Bagh) | 520 | 222 | 433 | 338 | 288 | 2421 |
| Total: | 2142 | 1566 | 1447 | 2576 | 2281 | 10612 |

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

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

EXISTING R/W

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

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

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

BACKGROUND:

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

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

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

4. OBSERVATIONS OF DUAC/DA:

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

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

Further, DUAC vide letter dated July, 17, 1990 has communicated the discussion in commission's meeting held on June, 15, 1990 in which the proposal of Dhaula Kuan intersection improvement scheme had been considered by the commissions at conceptual stage in its meeting held on April, 16, 1990 and in view of commissions observation. The site was visited on June, 12, 1990 by the members of the commission. The commission suggested that with dipping the whole round about and developing at the central portion as island with the four line flyover at 2.5 m. level was also feasible as an alternative but its effect on existing trees will have to be studied.

5. AUTHORITY'S DECISION:

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

6. REVISED PROPOSAL:

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

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

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

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

7. FEASIBILITY REPORT.

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

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

For details please refer annexure-III.

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

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

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

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

(iii) CYCLE TRACK AND PEDESTRIAN SUB-WAY:

- In the proposal no seperate cycle track has been proposed.

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

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

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

iv. TRAFFIC CIRCULATION:

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

v. SERVICE ROAD:

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

vi. IMPROVEMENT OF INTERSECTION ARMS:

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

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

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

- c. The bus-bays may have to be designed in consultation with D.T.C. as Dhaula Kuan intersection is one of the important interchange points on the Ring Road .
- d. Proper land scale plan needs to be developed with special attention to improve esthetics design of the rotary and the road new work.
- e. The S.P. Marg (N) & (S) should be developed upto its ultimate cross section.
- f. The proposal of underpass at Dhaula Kuan should be development in composite manner by one implementing agency.

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

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

- | | | | | | |
|----|-----------|--------|------------------------------|-------|------|
| a) | North arm | Access | Gurgaon Road | ----- | 1173 |
| b) | South arm | " | Ring Road on | | |
| c) | East arm | | Brar Square | ----- | 755 |
| | | " | Upper Ridge Road | --- | 717 |
| d) | West arm | " | S.P. Marg | | 656 |
| | | " | Ring Road on Safdarjung Road | | |
| | | | | --- | 49 |

- | | | | | | |
|----|-------|-----------------------|-------|----|------|
| a) | North | Ring Road approach | ----- | 55 | sec. |
| b) | South | (Brat Square). | | | " |
| c) | East | S.P. Marg (Safdarjung | ----- | 61 | " |
| | | Road. | ----- | 58 | " |
| d) | West | Gurgaon Road | ----- | 6 | " |
| | | Upper Ridge Road | ----- | 45 | " |

- a. Number of trains passing 8 AM to 8 P.M. per day/ week.
- b) The frequency and duration of the closure.

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

- iii. Proposed width of footpaths on each side _____

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

North
South

East Ring Road (Towards Safdarjung) 1 In 30
West Road (Towards Brar Square) 1 In 30

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

E. Feasibility Report.

- a) Details of affected structures shops (Semi pacca) 39 nos.
Khokas 4 nos.
- i) Pucca/semi pucca/kutchs with DTC shops 3 nos.
plotarea /plinth area details.
- ii. Structures forming part of the Nil
regalised colony/unauthorised.
- iii. The use of the property(Commercial)/ Shops being used
residential/institutional/ other As commercial.
please specify.
- b. Service - Underground/overhead
affected in the proposal shall Show in the drawing
be shown on the plan in different
colours.
- c. Trees - Number of trees affected i) 169 nos.
along with their girth and ii. Girth gauges for
species details. 14 cm to 246 cm.
iii. Species details
attached.
- d. Whether access to the existing/proposed
buildings or properties is affected if Show in the
so what alternate measures have been drawing.
envisaged in the proposal.
- e. Management scheme for the circulation of the
traffic from the adjoining localities upto Show in
the next junction/intersection on either the drawing
side has been integrated with proposal under
consideration.

F. Project Report.

Office Address _____
& Phone no. _____

Signature of the officer
of the implementing
Authority.

NAME OF TREES AT DHAULA KUAN INTERSECTION:

1. Inside Round About

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

2. Ring Road - towards Brar Square.

- i. Prabrol
- ii. Imali
- iii. Gul Mohar
- iv. Meem
- v. Pinnal
- vi. Makkam
- vii. Deodar.
- viii. Amalosh.

3. Ring Road Moti Bagh

- i. Kikar
- ii. Gul Mohar
- iii. Imali
- iv. Makkam
- v. Pilkham
- v. Neem
- vii. Sahtoot.

RAJ NIWAS DELHI

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

5.12.90

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

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

Annexure-II

EXTRACT
OF

DIUAC'S OBSERVATION:

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

The salient features of the observations are as follows:-

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

GENERAL INFORMATION:

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

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

ii. a. R/W of the Master plan Road, Existing proposed).

b. Status & R/W of other roads.
(Zonal/layout/rural).

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

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

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

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

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

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

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

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

Shown in the Drawing.

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

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

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

ANNEXURE: IV

TELEGRAM "VIDYUT NEW DELHI
Telex. No. 031-3665 DESU IN

No. A.G.M. (T) 29/490

Dated : 25.9.90.

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

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

Dear Sir,

A no. of grade separators/flyovers are being constructed on the major road cross-sections to stream line the traffic. Earlier while finalising the road cross-sections for major roads, there was a very close inter-section between BDA & DESU and accordingly BDA had reserved corridors for towerlines along all major roads for different cross-section. Now, that the plans for grade separators/flyovers are being finalised by BDA it is very necessary that the same corridor should be reserved, as that the power line for our long range planning when come in future there is no difficulty in accommodating the lines at these intersections. This issue has been raised by our planning department earlier during the various meetings held with perspective planning wing of BDA. Also DESU's representative emphasised that point during the Technical Committee meeting held on Monday, the 17th September, 1990. I would therefore, like to impress upon you that the required corridor along the grade separators/flyover area reserved while approving the plans thereof.

Yours faithfully,

Sd/-

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

Copy to:-

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

Executive Engr. (Plg.) I,
Flyover Project, PWD(DA),
MSO Building, I.P. Estate
New Delhi.

Encl: As above. 2 nos. drawings.

1. Drawing No. NATPAC/DS/RR/016- Improvement Plan.
 2. Drawing No. NATPAC/DS/RR/01A-Service Plan.
- With reference to the discussions held with you
by Sh. Prabhash Singh S.E. (Plg.) Flyover Project, DZ.I,
New Delhi on 3.12.90, the necessary modification have now
been made in the drawing. The revised set of drawings as
detailed below are sent herewith for further necessary
action please.

Sub:-Proposal of grade separator at the intersection
of Ring Road and S.P. Marg (Dhaura Kuan), New Delhi.

Shri Prakash Narain,
Joint Director (I),
DDA Vikas Minar,
New Delhi.

Dated 6.12.90

No. SE(Plg.)/EEI/DA/DK/138

OFFICE OF THE SUPDG. ENGR(PLG)
FLYOVER PROJECT PWD(DA) ZONE-I

Annexure-V