

योजना
Planning

दिल्ली विकास प्राधिकरण

मासुमा Master Plan

निसिल संख्या F1 (12)/91-MP

दिग्दर्शक

सम-समय

विषय

Draft Minutes of Tech. Committee Meeting held on 18.2.91

| पत्र सं. | तिथि | किस को भेजी | हस्ताक्षर | पत्र सं. | तिथि | किस को भेजी | हस्ताक्षर |
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F/321
25/2

VC
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FV-53

6.3

Dr. (R. R. R.)
8/3

F-221

19-2-91

DDMP
11/3

Comp (R. R. R.)
25/2

116-58
27/7/91

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

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

The following were present:-

DELHI DEVELOPMENT AUTHORITY

1. Mr. ^CV. Norenha, Vice-Chairman (In the Chair)
2. Mr. W.D. Dandage, E.M.
3. Mr. J.G. Gambhir, Commr. (Plg.)
4. Mr. Santosh Auluck, C.A.
5. Mr. Ram Malik Commr. (S&JJ) - II
6. Mr. Babu Ram, Town Planner (Slum)
7. Mr. S.G. Gupta, Dir. (DC&P)
8. Mr. R.G. Gupta, Dir. (TYA)
9. Mr. A.C. Jain, Dir. (AP&B)
10. Mr. U.S. Jelly, Director (lands)
11. Mr. K.K. Bandupadhyay, J.D. (Rohini)
12. Mr. P.N. Degre, JD (TYA)
13. Mr. Parkash Narain, JD. (T)
14. Mr. A.K. Gupta, JD (Shk)
15. Mr. A.K. Jain, J.D. (ZP)
16. Mr. N.K. Aggarwal, J.D. (WC&SA)
17. Mr. M.N. Khullar, Addl. C.A.
18. Mr. Pradeep Behar, DD (Design)
19. Mr. Phatak, DD (M)
20. Mr. D.K. Saluja, DD (T)
21. Mr. Chakarawarty, DD (T)
22. Mr. Anil Barai, DD (MP) (Convener).

Police Department

23. Mr. A.S. Cheema, A.C.P. (Traffic).

M.C.D.

24. Mr. A.P. Sethi, Addl. T.P.
25. Mr. O.P. Gupta, S.E.

P.W.D., Delhi Admn.

26. Mr. K.S. Gangadharan, CE (Z-I)
27. Mr. Prakash Singh, SE (P)

D.S.C.

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

Special Invites

Architect Bureau

29. Mr. G.L. Buggal For Item No. 1
30. Mr. S.C. Jain -do-

School of Planning & Architecture

31. Prof. N. Ranganathan For flyover cases

N.C.S.N

32. Mr. P.K. Bhanmesh, Project-In-Chief For Item No. 1
33. Mr. D. Sanyal, Consultant For flyover cases

Item No.1:

Proposal for construction of
Sub : Grade separator proposal Ring Road/Najaf-
garh Road Intersection/Raja Garden Crossing.

The proposal was ~~examined by the Technical Committee~~
~~which was explained by Jt. Director(T) and Delhi Admn. officer.~~
It was noted that within the right of way there ~~are~~ *were*
encroachments which ~~will~~ *would* be affected. It was ~~also~~ *also* noted, ~~further,~~
that the proposal ~~is~~ *was* also to be examined by RITES. Technical
Committee approved ~~a~~ *the proposal* grade separator subject to:-

- a) *P*edestrian access ~~in the~~ space to be properly planned;
- b) *A*ll unauthorised encroachments ~~be~~ *to be* removed.

It was decided that the proposal be also referred
to RITES for their comments and ~~after their comments the~~ *thereafter the*
same be referred to DUAC.

Item No.2:

Sub : Policy for rehabilitation of structures
affected in the alignment plan of roads.

Deferred.

Item No.3:

Sub : Regarding approval of 139 DUs in respect of
Citizen CGHS at Rohini.

The proposal was examined by the Technical Committee.
Director(Bldg.) indicated that the land ~~was~~ *had been* allotted for
139 DUs in Rohini by adjusting the density in the Structure
Plan. DUAC has not agreed to consider ~~the~~ *a* density ~~more~~ *of*
than 60 DUs per acre on the plot. After detailed discussion,
Technical Committee decided ~~that the~~ *to ask* ~~Society may~~ *Citizen CGHS to* submit
fresh their layout/building plans within the parameters of MPD-200

Laid on table

Item No.4:

Sub : Change of land use of an area measuring 25.72 acres from 'Waste Soil (green)' to 'Institutional' (Public & Semi public) Khuber Pass.

Technical Committee noted that the layout plan ^{for an} area, measuring 25.72 acres ^{had been} was prepared by the CPWD and was approved by DUAC for 'public and semi public activities' based on the land use shown in the approved Zonal Plan ^{facilities} as per MPD-1962. It was noted that in MPD-2001, this land ^{has been} has been shown as 'green'. It was also noted that based on the layout plan approved by DUAC ~~and pending~~ with the Building Department for approval, CPWD/Ministry of UD has gone ahead ^{with the} for allotment of plots to various institutions. Technical Committee, ^{all these aspects} keeping in view these observations and also in view of the fact that the land use of the pocket was 'public and semi public facilities' in MPD-62, ^{the Committee approved the proposal to} recommended for change of land use of this ^{pocket} plot ^{back to} for ~~'public & semi public use' from 'green'.~~

Item No.5:

Sub : Allotment of four acres of land between Hanuman Mandir and Children Park on Baba Kharak Singh Marg to Indian Airlines/Air India for City Terminal Office.

The reference, received from Ministry with regard to allotment of 4 acres of land between Hanuman Mandir and Children Park at Baba Kharak Singh Marg to Indian Airlines/Air India for City Terminal Office, was discussed in detail. It was noted that earlier also this matter ^{had been} was examined in the Technical Committee and the layout plan ^{submitted providing for a} indicating the police post, petrol pump, ^{and} a 4 acre ^{plot for the proposed airlines city terminal office} site was approved. The proposed adjustments in the

said layout plan which had been made by the Minister were discussed. The representative of the Police Department was of the opinion that the plot earmarked for police post measuring 0.5 acre would not be sufficient. He stated that there was actually a police station and not a police post functioning on the site at present and that more land would be required in order to relocate it within the site covered by the layout plan. The Technical Committee decided to defer further consideration of this item pending verification of the actual requirement of land on the part of the Police Deptt., with Ministry of Urban Development. With this in view, also, the representative of Police Deptt. was asked to check whether there was in fact a fullfledged police station functioning there and report back to the Committee.

Sub : Utilisation of land on the north of Wazirabad
Road in between two existing bunds (River Yamuna).

Commissioner(S&JJ)II explained the proposal for utilisation of a part of the land on the North of Wazirabad Road which was located within the two bunds, for development as a 'resettlement colony' for evictees from the Walled City under an ongoing Plan scheme. The Technical Committee observed that earlier a part of this land had been approved for location of a gas bottling plant. However, the site was not handed over for this purpose because of the objections received from the nearby residents. It was decided that the site be immediately inspected by Director(TYA) along with the officers of the Slum Deptt. and it should be ascertained and reported as to how many kuchcha/bucca structures had come up and how much vacant land was still available in this area, so as to enable the Technical Committee to take a final decision in its next meeting.

Laid on Table -

Item No-6

OFFICE OF THE TOWN PLANNER (S&JJ)
DELHI DEVELOPMENT AUTHORITY
(SLUM & JJ WING)

T.C. dt-
18.2.91

DATED : 15/2/91

Sub : Utilisation of land on the north of
Wazirabad Road in-between two
existing bunds.

The Slum Department of DDA had been persuading the Ministry of Urban Development for the allotment of land at Mata Sundari Road for construction of Slum tenements for the residents of dangerous Katras in walled city of Delhi. In the recent meeting held under the chairmanship of Additional Secretary (UD) it was made clear that no fresh population is to be brought on Mata Sundari Road area from the city. We have about 365 dangerous Katras identified so far whose families are to be immediately shifted. About 3,650 families require to be shifted. Director (Lands) Ministry of Urban Development had suggested lands on north and south of Wazirabad Road for allotment for this purpose. This proposal was discussed with VC in his Chamber in the meeting held on 30/1/91, where Commissioner (Slum), Commissioner (Planning), Director (Area Planning), Joint Director (TYA) and Town Planner (Slum) were present. It was agreed in principle to get the land transferred, but VC desired that the detailed proposal be examined in the technical Committee.

As per the revenue record land measuring 2490 Bighas and 2 Biswas, i.e. about 520 acres was owned by the Government and put under the management of Delhi Development Authority. Within this land Wazirabad Road has been constructed as shown on the plan. Two bunds have been constructed, one just after the Wazirabad river bridge and another at a distance of 1521 mtr. With the construction of these

Contd.....2/

two bunds and Wazirabad Road, the land owned by the Land and Development Office has been physically divided. Some portion has gone towards river Yamuna on the west side of the bund and some land has gone on the south of Wazirabad Road. The remaining land on the north of Wazirabad Road measures approximately 116 hectares, i.e. about 290 acres. Out of this 290 acres about 6.12 hectares i.e. 15 acres has been encroached upon by existing unauthorised colonies of Sonia Vihar. This information is based on Super-imposition of the revenue plan over the survey plan.

The boundaries of the L&DO lands is bounded as under :

- North - Unauthorised colonies of Sonia Vihar and CRPF Quarters
- South - Wazirabad Road
- East - Existing bund
- West - Existing bund

On this land jhuggies have come up recently. The position of these scattered jhuggies is shown on the survey plan. L&DO has already committed certain lands to the Municipal Corporation of Delhi for water treatment plant. The remaining land is proposed to be allotted to the Slum Department for construction of Slum flats.

During the meeting with VC on 30/1/91, Joint Director (TYA) had pointed out that the Technical Committee in its earlier meeting has already agreed for the allotment of land to MCD for water treatment plant, however, the location of site proposed to be allotted to MCD is not clear. Director (Land), Ministry of Urban Development had intimated that the location of the land just after the Wazirabad bridge whereas Joint Director (TYA) was suggesting the land on the corner of the other bund. It is, therefore, proposed that after leaving the land to be allotted to MCD on any corner of the bund the

remaining land may be got transferred, including the jhuggi cluster to the Slum Department for its utilisation.

The land-use of the land on the north of Wazirabad Road is undetermined as per the PDP 2001. For utilisation of this land, the land-use shall have to be determined as residential and the area to be declared as development area of the DDA.

The proposal is put up before the Technical Committee for consideration.

Jan
(AR. BABU RAM)
TOWN PLANNER (S&JJ)

approved which had been made by
 said layout plan as received from the Ministry were
 discussed. However, the representatives of the Police
 Department was of the opinion that the ^{plot} site earmarked
 for police post measuring 0.5 acre ^{would be} is not sufficient. He
 stated that there was ^{actually a} ~~as at present~~ this is an existing police station and
 requested that the ^{consideration of} ~~construction of~~ this item be

deferred for the next meeting, so that ^{he} we can give the
 facts for its consideration. The Technical Committee
~~decided that the~~ decided to defer further consideration
 agreed to the solution and decided that the reference
 of this item pending verification of the actual
 be made to the Ministry to find out the land presently
 available with the Police Department and consideration
 for allotment at present.

to Police Deptt. requirement of land for day on
 The part of the Police Deptt. with this in view, after
 the rep. of Police Deptt. was also asked to check the
 Item No.6: ~~whether there was in fact a~~ ^{whether there was in fact a} ~~filled up~~
 police station functioning there and report back to the

Sub : Utilisation of land on the north of
 Wazirabad Road in between two existing
 bunds. (River Yamuna)

Commissioner(S&JJ) II explained the proposal for
 utilisation of ^{a part of the} land on the North of Wazirabad Road which was
 located within ^{the} two bunds, for development as a resettlement
 colony. The Technical Committee observed that earlier part
 of this land has been ^{considered} ~~consideration~~ ^{for location of a} for
 Gas Bottling Plant. However, it appears that the site
 was not handed over for this purpose because of the objec-
 tions ^{received} from the nearby residents. It was decided that
 the site ^{immediately} be inspected by Director(TYA) along with the
 officers of the Slum Department and it should be ascertained
 that how many kuccha/pucca structures are existing and
 how much vacant land is available in this area, so that
 the matter could be discussed ^{again as to enable} in the Technical Committee.
 to take a final decision in its next meeting.

Signature

if not a
 police post
 functioning
 in the actual
 site at
 present &
 that more
 land would
 be required
 in order to
 re-site it
 within the layout
 plan, site
 covered by
 the layout
 plan

for
 evidence
 from the
 local city
 under an
 inquiry then
 to check

layout plan as received from the Ministry were discussed. However, the representatives of the Police Department was of the opinion that the site earmarked for police post measuring 2.5 acre is not sufficient as at present this is an existing police station and requested that the consideration of this item be deferred for the next meeting, so that we can give the facts for its consideration. The Technical Committee agreed to the solution and decided that the reference be made to the Ministry to find out the land presently available with the Police Department and consideration for allotment of present.

Item No. 6:

Sub : Utilization of land on the north of Wazirabad Road in between the existing bunds.

Commissioner (2833) II explained the proposal for

utilization of land on the North of Wazirabad Road located within the bunds for development as a resettlement colony. The Technical Committee observed that earlier part of the land has been considered for allotment for Gas Refilling Plant. However, it appears that the site was not handed over for this purpose because of the objections from the nearby residents. It was decided that the site be inspected by Director (YA) along with the officers of the Shim Department and it should be ascertained that how many kuccha/pucca structures are existing and how much vacant land is available in this area, so that the matter could be discussed in the Technical Committee.

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

Agenda for the Meeting of Technical Committee to be held on 18.2.91 at 9.30 A.M in the conference Room of Vikas Minar at 5th Floor, Delhi Development Authority, I.P.Estate, N.Delhi.

| <u>Item No.</u> | <u>Subject</u> | <u>Page No.</u> |
|-----------------|---|-----------------|
| 1. | Grade Separator proposal Ring Road/ Najaf garh Road Intersection-Raja Garden- crossing. F.5(14)/83-MP pt-I To be presented by J.D.(T) | 1-9 |
| 2. | Policy for rehabilitation of Structures affected in the alignment plan of roads. PA/DD/TT-I/PPW/90/114 To be presented by J.D.(T) | 10-11 |
| 3. | Regarding approval of 139 DUs in respect of citizen C.G.H.S. at Rohini. F.23(9)88-Bldg. To be presented by JD(Bldg.) | 12-13 |

Laid on Table Items:

4. Change of land use of an area measuring 25.72 acres
from waste soil(green) to Institutional
Khaiber Pass.
F.3(76)/82-MP
To be presented J~(AP)
5. Allotment of four acres of land between Hanuman
Mandir and Children park on Babakharak Singh Marg
to Indian Airlines/Air India for cityterminal office.
F.16(48)83-MP
To be presented by JD(ZP)

Laid on Table.

6. utilisation of land on the north of wazirabad road
in-between two existing bends.

Item No. 7

Sub:- Grade Separator proposal on Ring Road/
Najafgarh Road Intersection-Raja Garden
Crossing.

File No.F.5(14)83-MP.Part-I.

1. LOCATION :

Rajagarden is an important intersection on the western part of Ring Road. The R/W's of Ring Road and Najafgarh Road are 63 mts. & 60 mts. respectively as per MPD-2001. A grade separator at this intersection is identified in MPD-2001. Location plan is placed as Annexure-I.

2. EXISTING CONDITION :

(a) This intersection handles a volume of about 14400 p.c.u's during peak hours. The intersection is controlled by a four phase traffic signal with a total cycle time of 165 seconds. Armwise existing traffic volume at this intersection is as follows:-

| <u>Rd.</u> | <u>St.</u> | <u>Right</u> | <u>Left</u> | <u>Total</u> |
|-------------------|------------|--------------|-------------|--------------|
| Ring Road (N) | 2609** | 001 | 512 | 3520 |
| -do- (S) | 2222** | 454 | 465 | 3141 |
| Najafgarh Rd. (E) | 3187* | 663 | 587 | 4437 |
| -do- (W) | 2308* | 473 | 520 | 3301 |
| | 10326 | 1991 | 2084 | 14401 |

* Straight movements on surface level.

**Straight movement on flyover.

3. EXISTING R/W.

(b) (1) Ring Road (N) 59.00 mts.

--do- (S) 35.00 mts.

Najafgarh Rd.(E)45.00 mts.

(W)44.00 mts.

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

(i) Ring Road (N) on East- Built up structures, Building Material shops & petrol pump.
-do- on West- Petrol pump & Distt. Centre etc.

Ring Road (S) on East- Marble Traders shops and Residential structures.

On West- Rajouri Garden Shopping Centre & Residential.

(ii) Najafgarh Road (N) On North- Built up structures in the form of shops-cum-residential/commercial.

-do- On South- Open land with shops around.

-do- (W) On North- Petrol Pump & Distt. Centre etc.

-do- On South- Rajouri Garden Shopping Centre.

3. BACKGROUND:

Earlier, a three level grade separator at this intersection was discussed in the Technical Committee meeting held on 9.7.87 and 15.5.88. The decision of the Technical Committee meeting held on 15.5.89 is as follows:-

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

The proposal was discussed in conjunction with the Raja Garden Distt. Centre in the Delhi Urban Arts Commission meeting held on 17.8.89. The observations of the meeting are placed as 'Annexure-II'. As per DUAC's observations major transport problems are identified as follows:-

- i) Parking of chartered buses providing platform for alighting of passengers from buses to be planned in a way that the entire pedestrian and vehicular traffic movement is well co-ordinated with the public transport system.
- ii) Distt. Centre to have a substantive bus stand/sub Terminal for public Transport system though the fulfledged depot/workshops and a complementary bus terminal could be located elsewhere.
- iii) The requirement of parking 3600 cars in the basement for the working and the visiting population would pose a number of problems. The traffic movement both vehicular & pedestrian in the basement must be clearly identified.
- iv) The traffic & transportation and servicing of the complex would require an indepth study with regard to pedestrian & vehicular movement, servicing, loading of the adjoining roads, parking & circulation in basement, parking of chartered buses, its relation to pedestrian movement, provision of public transport etc.

The grade separator proposal was discussed in the DUAC meeting held on 2.11.89 in which the following observations were made.

"Shri B.S.Duggal, Senior Architect of Delhi Administration placed before the Commission a proposal with clover-leaf arrangement and intimated that due to intensive existing commercial development in the vicinity, the provision of clover-leaf will not be practicable both from the economic and practical point of view. He further emphasised that the characteristics of the development in the vicinity are such that they would not be very adversely affected by the proposed flyover. The matter was discussed and deliberated at length and it was felt that in the absence of an integrated design approach of

-: 4 :-

the proposed traffic improvement scheme without integrating the abutting proposed district centre of Shivaji Place, and the adjacent junctions. it would not be desirable to consider the scheme specifically in view of the extensive basement parking that the district centre is likely to have. The traffic improvement scheme of this junction and traffic pattern of the Shivaji Place District Centre should be properly integrated and inter-related ensuring at the same time the adequacy and the capacity of the entry and exit points of the district centre. Possibilities of extending the flyover on the east side of the junction so as to by-pass the next road junction could also be examined by the Administration. The proposal should also take into account the details of the MRTS proposal alongwith Najafgarh Road.

Shri Gambhir, Commissioner (Planning) of DDA who was requested to take part in the proceedings of this item agreed to get the scheme scrutinised by the Technical Committee of the DDA to enable a meaningful consideration and a reasonably integrated solution to the traffic problems of the junction and the district centre. The Delhi Administration were accordingly advised to approach the Technical Committee of DDA and to submit a revised scheme for consideration of the Commission after taking into account the advice of the Technical Committee of the DDA".

b) AUTHORITY'S DECISION :

L.G., Delhi while recording the progress on Grade Separator in the meeting held on 15.6.90. and 20.7.90 at Raj Niwas desired that DDA in consultation with PWD(DA) may work out the guidelines for designing the flyover/grade separator and bring before the Authority for its consideration. Accordingly, the agenda was prepared and placed before Authority vide Res.No.54 dated 13.8.90.

REVISED PROPOSAL:

PWD(DA) has submitted the revised proposal vide letter dated 8.1.91 of Executive Engineer (Plg.). The revised proposal contains a brief note along with the following drawings.

- i) Drg.No.NATPAC/DS/RR/008A proposed improvement plan for Ring Road-Najafgarh Road Intersection.
- ii) Drg.No.NATPAC/DS/RR/008A shows services in colour.
- iii) Proforma (5 sheets) - Annexure-III.
- iv) Present and projected peak hour traffic volume at the intersection-Annexure-IV.

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

AUTHORITY GUIDELINES

OBSERVATIONS ON
REVISED PROPOSAL

- I. Grade Separator should be provided on Ring Road/Outer Ring Road.

The grade separator shall be aesthetically well designed and fit in with the environment considering the problems of storm water drainage at the cost, the grade separator should be overground as two level flyover.

Over Bridge is proposed on Ring Road. This is as per the policy to make Ring Road a limited access road. The gradeseparator is proposed as two level flyover.

- II. Flyover provision could be made for 3rd level below ground when found necessary.

Two level proposal is presently envisaged. Third level if required shall be proposed on Najafgarh Road when found necessary.

- III. On the Ring Road 63 mts. R/W and parts of the Outer Ring Road with 60 mts. R/W the flyover shall consist of 9 mts. width of 3 lanes (3 mts. each in each direction.)

3 lanes with 11 mts. width in either direction is proposed on the flyover. In the proposal R/W is proposed as 63 mts. The existing R/W towards eastern side of Ring Road is 35 mts. only.

- B. In case where 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 in 300 mts. length of flyover section.

Not applicable

- C. Service road of about 6 mts. 4.70 mts. to 5.50 mts. wide should be provided which service road are proposed on could be reduced to 4.5 mts. Ring Road. in case of 45 mts. R/W.

- D. The minimum width of the footpath should be specified as 2 mts.

2.0 mts. to 3.50 mts. wide inner footpaths are proposed. No outer footpath is proposed.

- | | |
|--|--|
| E. The clear headway between Rd. Chamber & bottom of the beam should be 5.5 mts. | 6.50 mts. headway is proposed between the road & ceiling of flyover. |
| F. 3.5 mts. wide strip (as based on one side) shall be reserved for H.T.Lines. | 3.50 mts. wide H.T.Line corridor is proposed on the eastern side along Ring Road. No such corridor is proposed along Najafgarh Road. |
| G. The slope of the bridge should be 1:30. For smooth movement of cyclist depending upon the volume. | The slope on the bridge is taken as 1:30. |
| H. The road improvement upto the next major intersection on each and on all the areas shall form part of a grade separator. | Ring Road has been detailed upto the General Store crossing in North and Mayapuri Chowk in South. |
| I. The grade separator design should provide for smooth movement of cyclists depending upon the volume by design or by traffic movement. | Cyclists shall use the intersection at surface level for cross movements. |
| IV.A. Road improvement upto the next major intersection on each and all the areas shall form part of the grade separator. | These have been given. |
| B. The circulation of the surrounding area covered in IV A shall be properly integrated with grade separator. | Broad circulation on either side of the flyover has been given. |
| V. A proper landscape plan shall be prepared for the scheme. | This shall be submitted to DUAC after the scheme is approved by Technical Committee. |

Feasibility

Details of affected properties as received from S.E. (Plg.), PWD(DA) alongwith letter dated 8.1.91 (copy Placed as Annexure-V) is as follows:

- a. Shops - 21 nos., Area under encroachment-1233.70 sq.mts.
- b. Open land in front of shops encroached by marble traders - 3328.05 sq.mts.
- c. Trees - 185 nos. girth ranges from 0.30 mts. to 2.20 mts.

DDA OBSERVATIONS:

Land Requirement for Achieving R/W.

The available R/W of Ring Road on the Northern & Southern sides is 59.0 mts. & 35.0 mts. respectively as against the proposed R/W of 63 mts. The available R/W on Najafgarh Road is 45 mts. against the proposed 60 mts. PWD(DA) may ensure the availability of clear R/W's as proposed in the plan for the construction of service roads, inner footpaths & carriage-way at the surface level before the construction of fly-over is taken up.

Traffic Circulation :

Level of service on Ring Road is being improved to make it a limited accessway. Construction of fly-over on Ring Road shall ease the 33% straight movements on this axis. The proposal takes into consideration surface level improvements at this intersection as also the detailed circulation upto General Store crossing in the North and Mayapuri Chowk in the Southern Ring Road. The local roads of the existing localities have been joined to the service roads. The approach to Petrol pumps is also from the service road. There is no other major qualitative change in the circulation, the proposal therefore does not disturb movements within the influence area of the intersection.

Integration of the Flyover with District Centre Circulation:

One entry/exit is proposed for vehicular traffic to the basement ^{from} each of the four sides of the District Centre. While there may not be any problem for left turning movements from the basement, in case of right turning junction/intersection of road no.28 with Ring Road, 30 mts. r/w Vishal Cinema road with Najafgarh Road are likely to get congested in peak periods.

The pedestrian traffic from the car parking lots, Chartered buses parking areas & DTC bus stands has been integrated in the plan by providing exclusive pedestrian pathways.

Cycle Track

a) The volume of cycle traffic at the intersection is 4.3 % along Ring Road and 5.5 % on Najafgarh Road. Cycle Traffic will have to essentially use the intersection at the surface level to cross the road. Because of its low volume, separate cycle track is not warranted at this location.

Service Road

Keep in view the local requirements, service road has been proposed on either sides of Ring Road to allow uninterrupted flow on main carriageways to the extent possible by giving minimum gaps in the inner footpath. The service road has been provided so that the circulation of the developments abutting the road is not disturbed.

b) Footpath & pedestrian Subways:

Inner footpaths varying between 2.0 mts. to 3.50 mts. are provided along the road, the outer footpath along the properties is totally eliminated. Pedestrian traffic has been segregated from vehicular traffic in the District Centre proposal. One pedestrian subway is proposed on Ring Road (Southern side) near the intersection one foot over bridge is proposed opposite District Centre on Ring Road (Northern side).

Bus Terminal and Bus Stand :

One bus terminal has been proposed within the District Centre on the North Western side to serve the commuters working in this area. For ongoing bus routes, bus-bays and bus stands are proposed on Ring Road and on Najafgarh Road. Bus stands are also proposed on the fly-over connecting directly to the District Centre by a foot-over bridge.

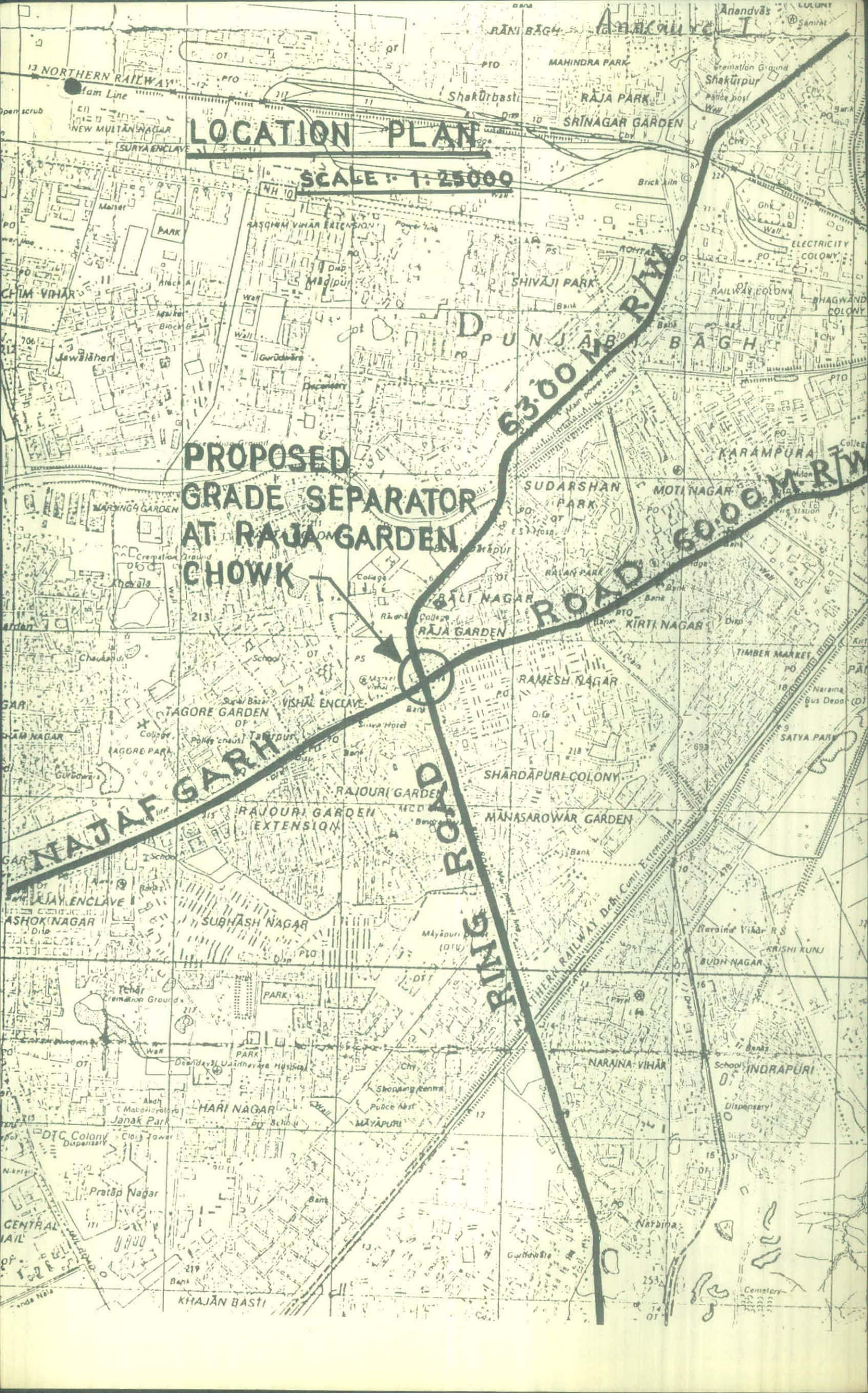
H.T. Line Corridor.

5.5 mts. wide H.T. line corridor is proposed on Ring Road on the eastern side. On Najafgarh road no H.T. Line corridor is proposed. As per letter dated 17.12.90 from S.E. (Plg.) PWD(DA) addressed to S.E. (Plg.), DESU - copy placed as Annexure-VI, one existing pylon near Raja Garden crossing on the Eastern side is to be shifted while other existing towers are falling at the edge of proposed service road. The service road is

...../-

proposed to be widened at these locations.

The case is placed before the Technical Committee for consideration.



LOCATION PLAN

SCALE: 1:25000

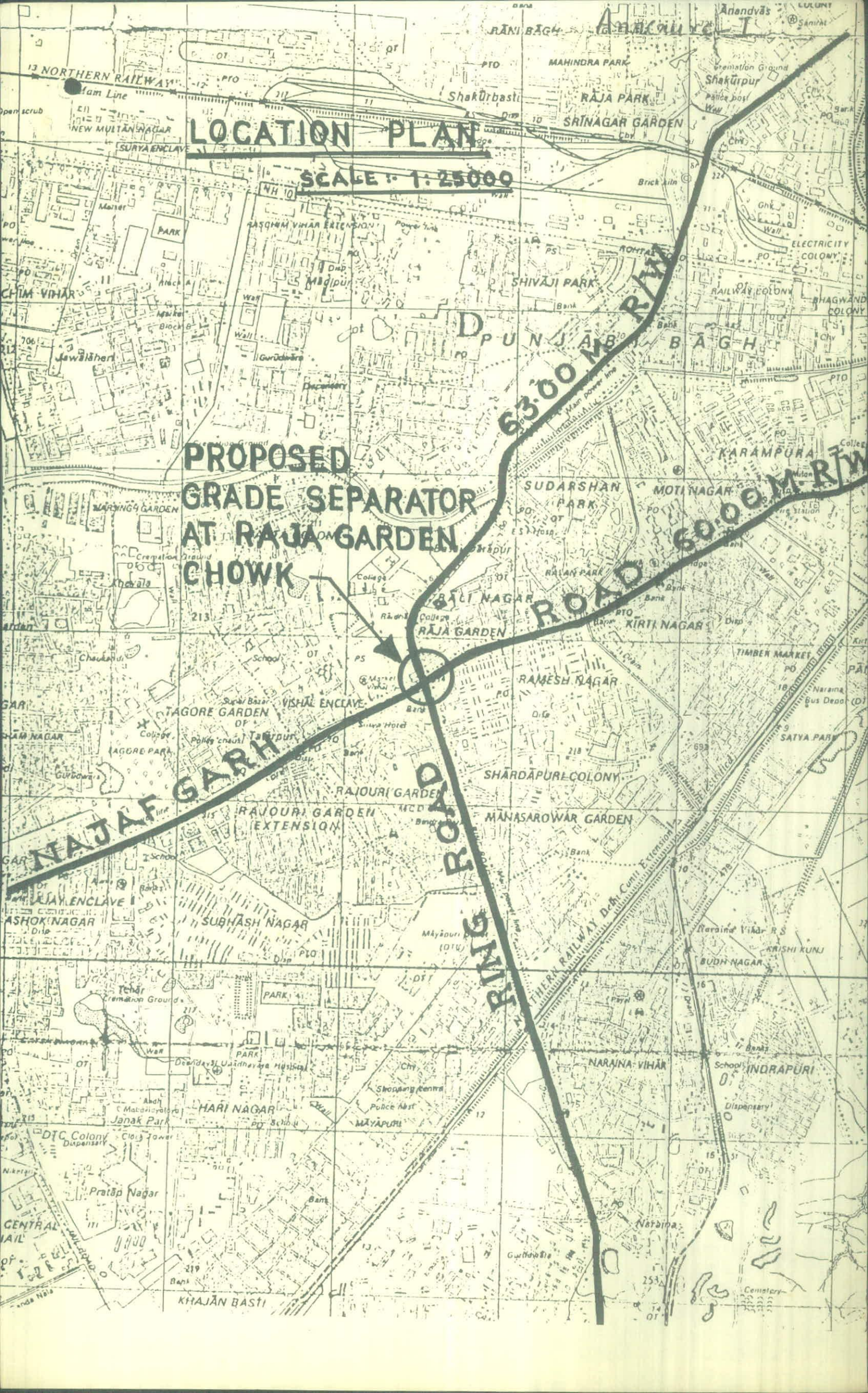
PROPOSED
GRADE SEPARATOR
AT RAJA GARDEN
CHOWK

63.00 M RING ROAD

60.00 M RING ROAD

NAJAF GARH

63.00 M RING ROAD



MINUTES OF THE MEETING OF THE COMMITTEE (SET UP BY THE DUAC)
HELD ON 17TH AUGUST, 1989 TO EXAMINE THE REVISED PROPOSAL IN
RESPECT OF SHIVAJI PLACE DISTRICT CENTRE AT CONCEPTUAL STAGE

(Meeting lasted from 4.30 P.M. to 7.00 P.M.)

P R E S E N T :

- | | | | |
|----|--|-----|------------------|
| 1. | Prof. Ram Sharma, Ex-Member, DUAC | ... | Chairman |
| 2. | Shri J.R. Bhalla, Adviser, DUAC | ... | Member |
| 3. | Shri Jasbir Sachdev, Adviser, DUAC | ... | Member |
| 4. | Shri J.J.S. Majithia, Secretary (Offg.), DUAC | ... | Member-Secretary |

ALSO PRESENT :

- | | | | |
|----|--|-----|---|
| 5. | Shri R.G. Gupta, Director (SP&R), DDA | ... | On behalf of the Commissioner (Slum & JJ), DDA. |
| 6. | Shri S.C. Jain, Architect | ... | Project Architect |

The revised proposal as lately submitted by the Project Architect alongwith forwarding note of Shri R.G. Gupta, Director (SP&R) of DDA (in response to the various observations of the Committee made in its meeting held on 29th May, 1989) was examined. The salient features of the revised proposal and the manner in which the Committee's earlier observations have been met, were highlighted by Shri R.G. Gupta and Shri S.C. Jain. The matter was discussed at length and clarifications sought from Shri Gupta and Shri Jain. Thereafter the members of the Committee deliberated amongst themselves.

The following observations were made after due consideration of previous observations made by the Committee in its meeting held on 29th May, 1989 :-

1. The explanation provided by Shri R.G. Gupta regarding the details of cross sections of the 60 mts. right of way Najafgarh Road and Ring Road, taking into account the LRT/Metro and their stations etc. viz. Najafgarh Road width - 72 mts. (from the proposed boundary of District Centre); 2 mt. (storm water drain), 14 mt. (peripheral road only for District Centre traffic), 3 mtr. (for foot path and services), 6 mt. (for fast moving vehicles on the surface),

1 mt. (for median at ground level) 11 mt. (for fast moving traffic at minus level), 12.5 mt. (for two railway tracks and one common platform with a break-up of 4.5 mt. for central platform and the balance for two railway tracks), 11 mt. (for fast moving traffic at minus level), 1 mt. (median at ground level), 6 mt. (service road at ground level), 2.5 mt. (for pedestrian and services), 2 mt. (for S.W. drain); whereas; Ring Road (72 mt.) (from the proposed boundary of District Centre; 2 mt. (drain) 14 mt. (peripheral road only to serve District Centre), 3 mt. (foot path and services), 9 mt. (for fast moving vehicles at ground level), 1 mt. (median at ground level), 11 mt. (for fast moving traffic at plus 6 mtr. level), 1 mt. (median at 6 mtr. level), 11 mt. (for fast moving traffic at 6 mt. level), 1 mt. (median at ground level), 9 mt. (for fast moving traffic at ground level), 3 mt. (for pedestrian and services), green buffer including location of bus queue shelter depending upon availability of land plus sub-way etc. in 8 mt.) though not found satisfactory due to intensity of the traffic and related problems with regard to the access to right of way from the District Centre. However, in view of the statement made by Shri R.G. Gupta that the road sections and the road widths conform to the requirements stipulated by the Ministry of Transport, the Committee had no further observations to make on that account.

2. The pedestrian access and the aspects concerning sense of arrival to the complex had partially been improved, though the pedestrian access still appeared to conflict with the traffic movement on the peripheral roads.
3. Adequate thought does not appear to have been given to the nature, variety, categorization and quantum/numbers of shops required in the complex so as to arrive at a rationalized layout that could satisfactorily cater to the requirements of a District Centre.
4. The specific servicing and other outdoor requirement of various categories of shops had also not been given adequate consideration.
5. The areas provided for servicing yard were found to be inadequate in relation to the type and quantum of servicing requirements.
6. The servicing of shops would be adversely affected as right of way was proposed from underneath the high-rise building blocks through their stilted area.
7. Though certain parking lots for parking of chartered buses had been provided platforms for alighting of passengers from buses had not been planned and they would have to walk through the buses and parking areas, and the movement of entire vehicular and pedestrian traffic does not appear to have been coordinated nor its relationship with public transport system adequately established.

8. The District Centre of this magnitude would require a substantive Bus-stand/Terminal for the public transport system even though the fullfledged Depot/Workshop and a complimentary Bus Terminal could be located elsewhere. The location of Bus-stand/Terminal within the complex in addition to providing an alternative location for the displaced Bus-terminal/Depot would serve the complex and meet the needs of the public more efficiently. This aspect needs careful consideration.
9. The present requirement of parking 3600 cars in the basement for the working and the visiting population would pose a number of problems, which have to be solved whilst the design of the basement is finalised. The basement parking would have to be defined/identified in respect of the development in upper floors. The methodology and sequence of its construction must be spelled out. Even though DDA undertakes to develop and construct the basement this could only be possible if development of upper floors/superstructure, its sub-structure and foundations are frozen and preferably constructed single agency. The ventilation, fire fighting provisions services etc. have all to be integrated and incorporated. The traffic movement both vehicular and pedestrians, in the basement must be clearly identified.
10. The lighting and ventilation of the basement of this magnitude is an essential part of the concept and schematic exercises should be conducted simultaneously. The top of the basement slab would have to be designed for taking heavy load of the fire tender and the basement height/depth should accordingly be determined the structural system as a whole.
11. The traffic transportation and servicing of the complex would require an indepth study. A traffic consultant should be appointed forth with who should conduct a survey and prepare a comprehensive report on traffic both pedestrian and vehicular including servicing, the loading of the adjoining roads and movement/traffic, car parking and circulation etc. in the basement, parking of chartered buses, its relationship to pedestrian movement, provision of public transport etc.
12. The Committee recommends that the top of the basement at 1.5 mts. above the ground level to form the plaza be accepted even though the requirements of the revised comprehensive guidelines issued by the Government require the basement beyond the building lines to be flushed with the ground level with proper land-scaping. This is being recommended keeping in view the practicability, workability and functional aspects of a complex of such magnitude and nature, and, it is further recommended that proper landscaping of the complex should be ensured

- 4 -

including the plantation of trees which is extremely important for such a heavy built form and is quite practicable and possible through proper organisation of the basement and integrated landscape scheme, permitting the trees the required association with the earth at suitable locations.

13. Little concern is reflected for the nature, variety and categorization of shops required in the complex such as big/small, restaurants, dhabas, hard-ware, repair/services shops etc. for arriving at a layout that satisfactorily cater to the specific servicing or other outdoor requirement.
14. The complex system of services required for a high-rise complex of this nature including the under-ground services had not been given due consideration and the services plan appeared arbitrarily workedout.
15. The access/approach to the high-rise building blocks which are likely to accommodate prestigious commercial undertakings both public and private do not have direct arrival points which are obviously so essential and the circulation system did not reflected any concern in this regard.
16. The built form of the shopping and commercial complex tended to be unduly congested and the lacking of requisite sense of space with proportionately congested servicing areas, whereas the cultural complex was not related to the character of the built form of the shopping and the commercial complex both in scale as well as continuity and co-hensiveness.
17. The Committee's suggestions for exploring the possibility of multi-storeyed parking had not been given serious consideration which it is felt would obviate numerous problems of parking in the basement as well as the structural system.

It was decided to submit the above observations/recommendations of the Committee to the Delhi Urban Art Commission with the remarks that the Committee had put in considerable efforts in interacting with the concerned Architects who have also worked very hard to meet the various observations made by the Committee from time to time. However, inspite all these efforts a satisfactory solution or concept has not emerged which the Committee could positively recommend for acceptance.

The Committee, therefore, decided to place

its observations before the Commission for final decision/disposal of the scheme.

Prof. Ram Sharma

Prof. Ram Sharma,
Ex-Member, DUAC
- Chairman

Shri J.R. Shalla

Shri J.R. Shalla,
Adviser, DUAC
- Member

Shri Jasbir Sachdev

Shri Jasbir Sachdev,
Adviser, DUAC
- Member

Shri U.J.R. Rajitha

Shri U.J.R. Rajitha,
Secretary (Offg.), DUAC
- Member-Secretary

BASIC INFORMATION/DRAWINGS REQUIRED FOR
PROCESSING OF GRADE SEPERATOR PROPOSALS

1. GENERAL INFORMATION:

- (i) Location of the Grade Seperator. Ring Road - Najafgarh road
Intersection (Raja Garden)
(ii) Implementing Agency. PWD, Delhi Administration
(iii) Contact Officers:

| Name | Designation | Office Address | Phones | |
|--------------------------|------------------------------|------------------------|---------|--------|
| | | | Off. | Res. |
| 1. Sh. Prabhash Singh | JELP (p.) flyover project | 6th Floor MSO Bldg. | 3317405 | 606365 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

- (iv) Type of Grade Separation ROB/RUB Phase-I - ROB/RUB.
Phase-II - ROB/RUB.

- (v) Estimated Project Cost (including improvements at
surface level).

2. RIGHT-OF-WAY & ALIGNMENT DETAILS

- (i) Right-of-way Details (all Arms)

| S. No. | Name of the Arm. | Existing | R/W in meters. | |
|--------|--------------------|----------|--------------------------|---|
| | | | As per Master Plan-2001. | Proposed in the scheme under consideration. |
| 1. | Ring Road (S) | 35.0 m | 63.0 m | 63.0 m |
| 2. | Ring Road (N) | 59.0 m | 63.0 m | 63.0 m |
| 3. | Najafgarh Road (E) | 45.0 m | 60.0 m | 60.0 m |
| 4. | Najafgarh Road (W) | 44.0 m | 60.0 m | 60.0 m |

| S. No. | Cross Sectional Elements |
|--------|--------------------------|
|--------|--------------------------|

- | | |
|--------|--|
| (viii) | Barapat on Grade Separator |
| (ix) | Any other use within R/W. |
| (x) | Location of Trees. |
| (xi) | The clear Headway between road chamber and bottom of the Beam. |

6. DRAWING REQUIRED:

- (i) A drawing indicating integration of the 2nd phase proposal (with full justification) with its 1st phase proposal (preferable at 1:1000 Scale). Submitted. Dtg No. NATPAC/DS/RR/008B
- (ii) A drawing (preferable at 1:2000 Scale) indicating:
- (a) Improvements required upto next important intersection
 - (b) Integration of circulation of surrounding areas. Covered in a above: this may be prepared in consultation with Traffic Police & Road Owning authority. Sub-mitted 2 days
 - (c) Improvements required in the surrounding road network and intersections. Dtg No. NATPAC/DS/RR/003 & NATPAC/DS/RR/004
- (iii)(a) The improvement suggested for the surrounding intersections shall be prepared at a scale of 1:500 preferred. (but not less than 1:1000 in any case).
- (b) Location of Bus stops (to be identified in consultation) As shown in the drawing
 - (c) Location of pedestrian subways (whenever required Not provided with proper justification). during first phase
 - (d) Signal Phasing (preferable with Cycle Timings). not warranted
 - (e) Integration of Cyclist movement (proposal with proper justification). —
7. A drawing indicating the proposal in red lines and effected properties/structures in yellow lines. Submitted. Dtg. No. NATPAC/DS/RR/008A

8. THE OBSERVATIONS OF THE IMPLEMENTING AGENCY.

The proposal is found to be technically feasible as verified at Site.

28.11.90.
 अभियांत्रिक इंजीनियर-I Ex Eng-I
 योजना टीम/Plg. Team
 लोक निर्माण विभाग/W.D.
 दिल्ली प्रशासन/Delhi Admn.
 नया दिल्ली New Delhi-110002

iii) Show the turning movements in each hour in PCU's on each arm of the junction/intersection. (For design year & horizon year).

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

Approach - I

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

165 Seconds

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

- a) North arm *Acacia Road (Towards Akirah)* - - - - - 749
- b) South arm *" (Towards Pangshi Road)* - - - - - 128
- c) East arm *" Ngilgash Road (Towards Akirah)* - - - - - 562
- d) West arm *" (Towards Titale Ngash)* - - - - - 672

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

- a) North *Acacia Road (Towards Akirah)* - - - - - 60 seconds
- b) South *" (Towards Pangshi Road)* - - - - - 55 seconds
- c) East *Ngilgash Road (Towards Akirah)* - - - - - 65 seconds
- d) West *" (Towards Titale Ngash)* - - - - - 55 seconds

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

Approach - II

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

D. Details related with the proposed Grade Separator.

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

- i) Proposed Nos. of lanes on each arm. *On grade separator* - - - - - 6 Lanes
- ii) Proposed width of carriageways of each arm. *On grade separator* - - - - - 22m
- iii) Proposed width of central verge on each arm. *On grade separator* - - - - - 2.2m
- iv) Proposed width of footpaths on each arm. - - - - - 1.5m
- v) Proposed width of service road/cycle track on each arm. - - - - - 4.7m
- vi) Proposed total length of the flyover/under-bridge. - - - - - 1036m
- vii) Proposed length of slope including valley curve and summit curves: - - - - - 830m

A. General Information

- i) Location of the grade separator. *Ring Road - Laxmi Nagar intersection - Laxmi Nagar area*
- ii) Agency to implement. *Road (D.A.) R/W in A.P. Sec*
- iii) a) B/M of the Master Plan Roads. (Existing Proposed)

| Sl. No. | Area | Length | Area | Prop. |
|---------|-----------|--------|------|-------|
| 1 | Ring Road | 35m | 63m | 63m |
| 2 | Ring Road | 57m | 63m | 63m |
| 3 | Ring Road | 45m | 60m | 60m |
| 4 | Ring Road | 44m | 60m | 60m |
- b) Status & R/W of other roads. (Zonal/layout/rural).

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

- i) P.T. Survey scale (to be adopted) 1:500. *Submitted*
- ii) Physical features to be shown in the P.T. Survey.
 - a) Existing structures - pucca/semi pucca/kutcha clearly indicating the plot boundaries, built up area and number of storeys to the extent of R/W on both sides from the centre line of the existing road. (Double of R/W in total). *Show in the Drawing*
 - b) Levels if the area is not flat/plain & considered necessary in the planning of Grade Separator. *N/A*
 - c) Services - Underground/overhead are to be indicated on survey plan.
 - Water Supply lines
 - Sewerage lines
 - H.T. Lines (O/H & U/G)
 - Street Light poles
 - Telephone cables/poles.
 - Storm water drains (open & covered).*Show 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 -*
 - g) Location and type of trees along with their species and girth details on all the arms (in relation to existing carriageways). *- do -*

C. Technical Data.

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

| | Peak Hourly | Avg. Daily Traffic |
|--|-------------|--------------------|
| a) At present. | 13000 P.U. | 152271 P.U. |
| b) Projected for Horizon year. (with growth rate). 2001 AD | 12000 P.U. | 142732 P.U. |

C 3.5% per annum

viii) Length of flow portion. - - - - - 400m
 ix) Slope of grade separator on each ramp.
 North Ring Road towards Ring Road 1 in 30
 South Ring Road towards Ring Road 1 in 30
 East - - - - -
 West - - - - -

x) The location of bus stops, bays *Shown in the Plan*
 xi) Pedestrian subway/crossing. *not provided during this phase.*
 E. Feasibility Report.

- A) Details of affected structures
 i) Pucca/semi pucca/kutcha with plot area/plinth area details.
 ii) Structures forming part of the regularised colony/unauthorised colony.
 iii) The use of the property (commercial)/residential/institutional/other, please specify.
 b) Services - Underground/overhead effected in the proposal shall be shown on the plan in different colours. *Shown in the Drawing*
 c) Trees - Number of trees affected along with their girth and species details.
 d) Whether access to the existing/proposed buildings or properties is affected if so what alternate measures have been envisaged in the proposal. *Shown in the Drawing*
 e) Management scheme for the circulation of the traffic from the adjoining localities upto the next junction/inter-section on either sides has been integrated with proposal under consideration. *Shown in the Drawing*

F. Project Report.

Office Address EEC(P&), PWD, DAI
 Phone No. _____

Project Report
Submitted by
M. S. S. S.

[Signature]
 Signature of the officer
 of the Implementing
 Authority.

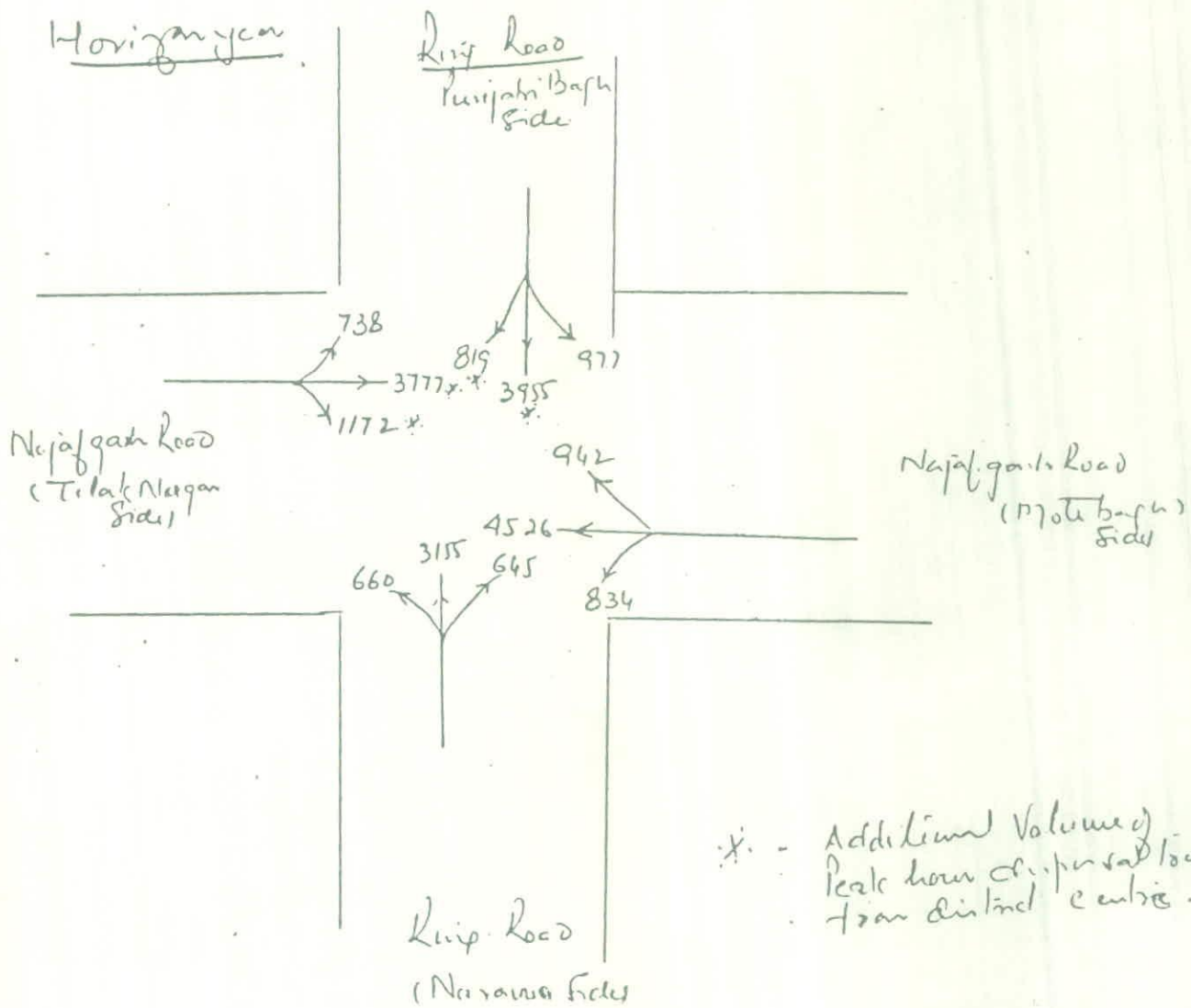
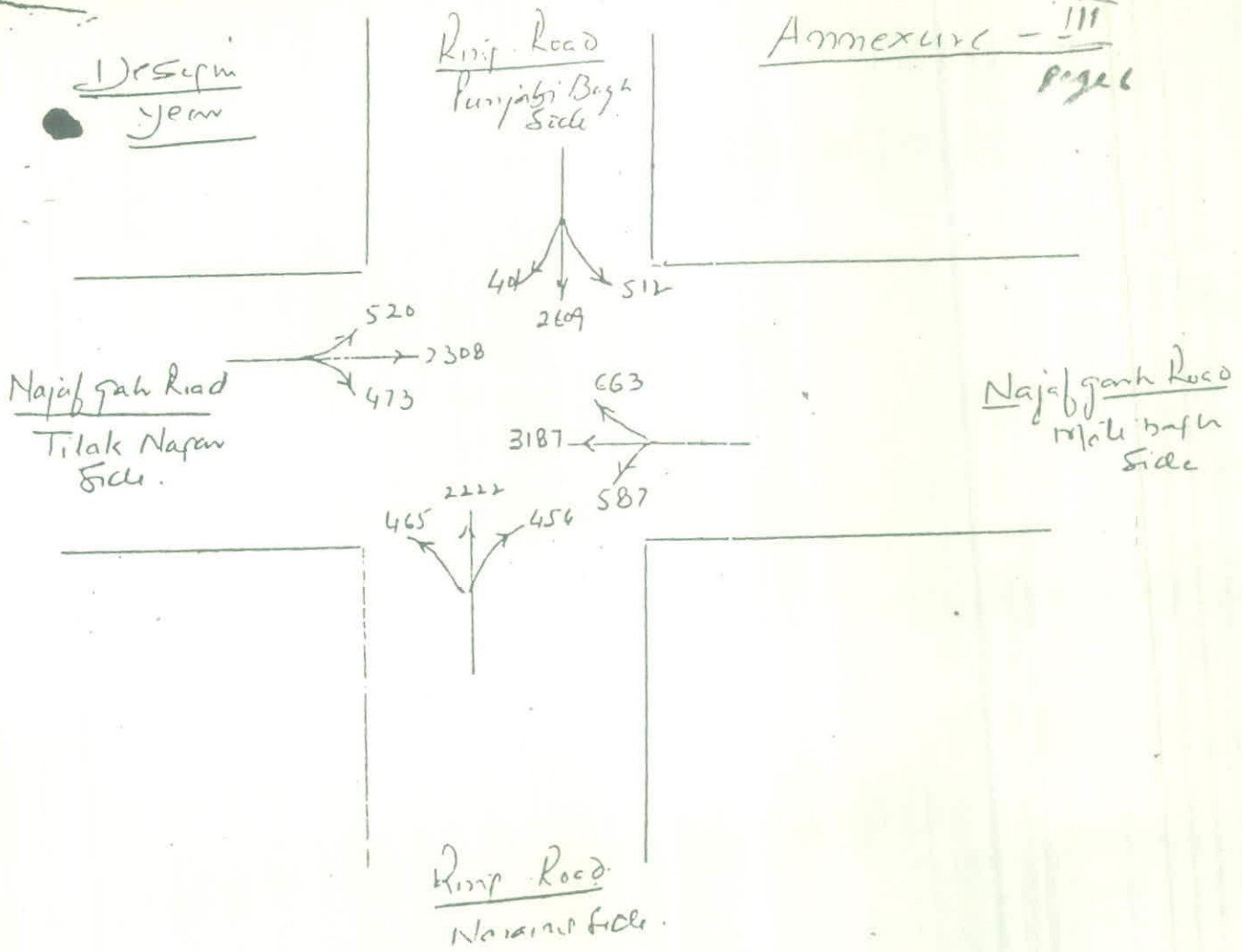


Table 1

PRESENT AND PROJECTED FUTURE PEAK HOUR TRAFFIC VOLUMES AT RAJA GARDEN (PCU)

| Sl. No. | To | Ring Road (Naraiana side) | Ring Road (Punjabi Bagh side) | Najafgarh Road (Moti Nagar side) | Najafgarh Road (Tilak Nagar side) |
|---------|-----------------------------------|---------------------------|-------------------------------|----------------------------------|-----------------------------------|
| 1 | Ring Road (Naraiana side) | - - - | 2222 3155 3855 | 454 645 788 | 465 660 806 |
| 2 | Ring Road (Punjabi Bagh side) | 2609 3705* 4832 +250 | - - - | 512 727* 1194 +250 | 401 569* 1000 +250 |
| 3 | Najafgarh Road (Moti Nagar side) | 587 834 1019 | 663 942 1151 | - - - | 3187 4526 5530 |
| 4 | Najafgarh Road (Tilak Nagar side) | 473 672* 1432 +500 | 520 738 902 | 2308 3277* 4615 +500 | - - - +500 * 610 |

* Additional volume of peak hour dispersal traffic from district centre

1) Slope of grade separator on each ramp.

North

South

East

West

x) The location of bus stops, bays

xi) Pedestrian subway/crossing.

E. Feasibility Report.

A) Details of affected structures

i) Pucca/semi pucca/kutchha with plot area/plinth area details. Shops - 21 Nos

ii) Structures forming part of the regularised colony/unauthorised colony. Area - 1233 Sqm
(Details attached separately)

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

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

c) Trees - Number of trees affected along with their girth and species details. No. of Trees - 125
(Girth & species details attached)

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

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

F. Project Report.

Office Address

Phone No. _____

Signature of the officer
of the Implementing
Authority.

Details of Species at the intersection
of Ring Road and Najafgarh Road
(Rajni Garden).

1. Kalmoor
2. Safeds
3. Jamoon
4. Keekar
5. Sheesham
6. Neem
7. Shaloot
8. Alishi Shola
9. Pipal
10. Kapur
11. Shiras
12. Kajmulla
13. Laburn
14. Bud

[Signature]
(D.K. GARG)

Annexure V
Page 3

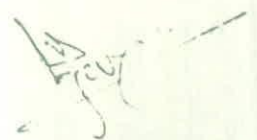
Intersection of Kiri - Pooi Creek Naga/3rd Road
(Naga Garden)

Details of Encroachments

| | | |
|----------|---------------|--------------------|
| 1. Shops | 4 Nos | = 182.25 Sqm |
| | 16 Nos | = 1028.34 " |
| | 1 No | = 23.11 " |
| Total | <u>21 Nos</u> | <u>1233.70 Sqm</u> |

2. Open land in front of Shops
encroached by marble dealers

$$343.66 + 2984.81 = 3328.5 \text{ Sqm}$$


(D.K. Chitambar)

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

No.SE(Plg)/DA/SJ/ 184-88

Dated, the :

17-12-90

To

Shri S.P.Chopra,
Superintending Engr (Plg),
DESU Office, DDA Bldg,
Jhandewalan Extn, New Delhi.

Sub:- Shifting of HT lines in connection with construction of flyovers at (a) Ring Road-Aurobindo Marg Intersection (Safdarjang), (b) Ring Road-S.P.Marg Intersection (Dhaura Kuan) and (c) Ring Road-Najafgarh Road Intersection (Raja Garden).

Kindly recall the discussions which the undersigned had with you on 10.12.90 when Shri D.K.Suri, Executive Engr(Plg) was also present. Another meeting was held with Shri D.K.Suri on 14.12.90 to discuss regarding shifting of HT lines which are falling within the proposed alignment of grade separators at above mentioned intersections. The details of discussions and the decisions taken are given as under:

(a) Ring Road-Aurobindo Marg Intersection (Safdarjang):

The drawing No.NATPAC/DS/RR/043A indicating the details of proposed alignment of flyover at Safdarjang Intersection was examined and it was observed that three Nos H.T.line towers on the Northern side of Ring Road are required to be shifted in connection with the construction of flyover and widening of roads near the intersection. It was decided that these towers will be shifted within the corridor provided for HT lines. Shri Suri had informed that there would be no problem in shifting the lines, however, the shifting charges are to be borne by Delhi Admn. This was agreed to.

(b) Ring Road-S.P.Marg Intersection (Dhaura Kuan):

The drawing No.NATPAC/DS/RR/001C indicating the proposed improvements in connection with the construction of underpass along Ring Road was examined and it was observed that existing H.T.line towers need not be shifted. However, the proposed service road will have to be widened near the HT tower to accommodate the tower base.

(c) Ring Road-Najafgarh Road Intersection (Raja Garden):

The drawing No.NATPAC/DS/RR/008A was examined and it was observed that only one tower near the Raja Garden crossing on the Eastern side to be shifted while other existing towers are falling at the edge of proposed service road. The service road will be widened at these locations.

डा. पी.के. (डी) सी.सी.सी.
आदेश नं. 323 दिनांक 18/12/90

16/12/90

19.12.90

Copy in each.
file. P. Singh
11/12

DDC(1) I file put up
DDC(1) II with Rajgarden
flyover file
K. Balaji
LAC

Sub:- Policy for rehabilitation of structures affected in the alignment plans of roads.

File No. PA/DL/TT.I/PPW/90/114

1. Primary road network for a city is proposed at the Master Plan level considering the over all circulation after assessing the transportation needs. Once the primary road network has been finalised detailed plan of these roads are required to be prepared to fix up the exact alignment and road R/W as per the Master Plan proposals. These plans are essentially required for freezing the road R/W, detailing of the road cross sections and designing of junctions/intersections.

2. Delhi has about 800km. of 30mts & above R/W road as part of the primary network at the city level. A large number of alignment plans of these roads have been prepared and approved by the Technical Committee/Authority. The alignment plans of these roads are prepared in the T.T. Planning Unit of Perspective Planning wing. Some of the important road alignment cases approved by the Technical Committee/Authority are placed at page 2 cor.

3. In Delhi large number of unauthorised structures have come up along many Master Plan Roads. As per the feasibility reports of the approved alignment plans, it has been noticed that large number of properties shall be affected while achieving the R/Ws as proposed in the Master Plans. Keeping in view growth of population and vehicles, it is essential that the road network as envisaged in the Master Plan should be implemented on priority.

4. Past Experience:

It has been noticed that for most of Master Plan Roads, the approved alignment plans with out without the details are available and the implementing agencies have implemented the part of alignments. This apparently was done depending upon the funds available for the purpose. This has resulted in peace- meal development of the network and thus the network is unable to provide the desired results. The Implementing agencies also could not retain the R/Ws free from encroachments. In this process, most of the major roads network when required widening/ improvement gets delayed and needs demolition, resettlement of affected eligible persons. This also adds up in the cost of project and needs to social, economic & political problems.

5. Proposed policy:

Policy guidelines for successful implementation of road alignment proposals are give below:

- 1) The road alignment plan for remaining roads to the scale of 1:500 on the P.T. survey to be supplied by the local implementing agency be finalised on priority.
- ii) A general feasibility report about the number and type of properties, shops, services, trees etc. of the affected properties, in the proposal shall be prepared by implementing agency in the enclosed format for discussion in Technical Committee Authority wherever important/large number of properties are affected, photographs of the same be displayed in Technical Committee/Authority meeting.
- iii) The approval of the alignment plan from the Technical Committee & Authority shall be obtained by Planning Wing of the DDA.
- iv) 5 sets of the approved plans shall be sent to the local implementing agency and 2 sets to the Lands Deptt. of DDA.
- v) Lands Deptt. of DDA shall open a new file in their section for rehabilitation of the affected eligible structures in this scheme of network improvement.
- vi) A detailed survey shall be done by the Lands Deptt. after the approval of the plan from the Authority to consider the allotment of alternative plots to be eligible affected persons.
- vii) After collecting the required information, the Lands Deptt. of the DDA shall work out the no. & size of plots, built up space and its category i.e. Residential, Commercial space to be allotted to the affected eligible persons.
- viii) On the basis of this information the Planning Wing/Project Planners shall prepare the scheme for rehabilitation or identify the residential commercial plots or built up space for alternative allotment of these affected persons.
- ix) The cost of the scheme/floor space shall be borne by the implementing agency and shall be calculated by the Lands Deptt. of DDA.
- x) As no areas for resettlement of the affected structures may generally be available near to the roads for which the alignment plans are prepared, special pockets of 50 to 100 hec. each for such purposes may be earmarked in Dwaraka, Rohini, Narula and Trans Yamuna Area.
- xi) To avoid further encroachments of the road r/ways after clearance operations, the r/ways may be handed over to the local road implementing agency and responsibility may be fixed on them for any new encroachments.
6. The matter is placed before the committee for consideration.

Item No. 3.

Subject: Regarding approval of 139 DUs in respect of
Citizen C.I.H.S at Rohini.

File No.F.23(9)/88-Bldg.

The Citizens Coop. G.H. Society was allotted land measuring 2.23 acres for the construction of 139 DUs as per the NDC issued from Group Housing Cell, DDA. Based on this NDC the society had submitted proposal for the construction of 139 DUs which was forwarded to DUAC for approval. DUAC vide their letter dated 20.3.89 approved the proposal for 134 DUs only stating that the density of 60 DUs per acre as insisted upon by the Commission earlier has to be ensured. Layout/building plans for the scheme were released in June 89 for 134 DUs. In the approved scheme for 134 DUs the ground coverage sanctioned was 34.87% against the permissible of 35% and the FAR sanctioned was 134.51% as against the permissible of 175. The society since then has been representing for the approval of construction of additional 5 Nos. DUs as the NDC issued was for 139 DUs.

The society is one of the Coop. Group Housing Societies which were shifted from Kondli/Gharoli to Rohini due to the problems about the approval of structure plan of Kondli by DUAC. Since allotment to the society could not be made in Kondli, these were subsequently accommodated in Rohini for which necessary adjustments in the structure plans were made and were approved from DUAC. In the present case the allotment of the land to the society was for 139 DUs but due to the physical constraints and site conditions the equivalent land for 139 DUs at the prescribed density of 60 DUs per acre could not be adjusted and the society was allotted 2.23 acres only instead of 2.316 acres.

While processing the case for the approval of VC, DDA, the society was asked to take up the matter with the DUAC for consideration of the scheme for 139 DUs. The

contd...

Secretary of the Society vide letter dated 2.4.89 stated that the scheme for 134 DUs may be released and that the matter of remaining 5 DUs can be considered at a later stage in consultation with DUAC.

The society has not cited the case of neighbouring Janyug C.G.H.S in whose case the land allotted was 2.11 acres and NOC was issued for 132 DUs. As per the density of 60 DUs per acre the case of this society should have been approved for 127 DUs only whereas DUAC had accorded approval to the scheme for 132 DUs. It is stated by the Architect of the society that society will be forced to take legal action in this regard if the case for 5 additional DUs is not considered. The FAR sanctioned for 134 DUs was 134.5% but by considering the additional 5 DUs the FAR achieved shall be 139.3 %. The ground coverage is not affected as these DUs are proposed under stilts.

The matter is put up for consideration of Technical Committee.

24/02/91
V.C. ON 8
Sl. No. 374 D
Date 14/2/91

TECHNICAL COMMITTEE

DELHI DEVELOPMENT AUTHORITY
VIKAS MINAR
INDRAPRASTHA ESTATE
NEW DELHI

No. F. T. (1)/89-MP

Dated: 13.2.91

From:

Asstt. Director (MP)

To:

Vice Chairman

D. D. A.

Vikas Sadan

New Delhi

Sir,

I am directed to inform you that the meeting of the Technical Committee of Delhi Development Authority will be held on 18.2.91 at 9.30 A.M./P.M. in the Conference Room of Vikas Minar at 5th Floor, Delhi Development, I.P. Estate, New Delhi. The agenda is enclosed.

You are requested to attend the meeting.

Yours faithfully,


ASSISTANT DIRECTOR (MP)

Meeting held
today. Pl. put
up along with
depts. proceedings



DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

Agenda for the Meeting of Technical Committee to be held
on 18.2.91 at 9.30 A.M in the conference Room of Vikas Minar
at 5th Floor, Delhi Development Authority, I.P. Estate, N. Delhi.

| <u>Item No.</u> | <u>Subject</u> | <u>Page No.</u> |
|-----------------------------|---|-----------------|
| *. | Grade Separator proposal Ring Road/ Najaf garh Road Intersection-Raja Garden- crossing. F.5(14)/83-MP pt-I To be presented by J.D.(T) | 1-9 |
| 2. | Policy for rehabilitation of Structures affected in the alignment plan of roads. PA/DD/TT-I/PPW/90/114 To be presented by J.D.(T) | 10-11 |
| 3. | Regarding approval of 139 DUs in respect of citizen C.G.H.S. at Rohini. F.23(9)88-Bldg. To be presented by JD(Bldg.) | 12-13 |
| <u>Laid on Table Items:</u> | | |
| 4. | Change of land use of an area measuring 25.72 acres from waste soil(green) to Institutional Khaiber Pass. F.3(76)/82-MP To be presented J ^r (AP) | |
| 5. | Allotment of four acres of land between Hanuman Mandir and Children park on Babakharak Singh Marg to Indian Airlines/Air India for cityterminal office. F.16(48)83-MP To be presented by JD(ZP) | |

~~Location Table~~

Item No. I

Sub:- Grade Separator proposal on Ring Road/
Najafgarh Road Intersection-Raja Garden
Crossing.

File No. F.5(14)83-MP.Part-I.

1. LOCATION :

Rajagarden is an important intersection on the western part of Ring Road. The R/W's of Ring Road and Najafgarh Road are 43 mts. & 60 mts. respectively as per MPD-2001. A grade separator at this intersection is identified in MPD-2001. Location plan is placed as Annexure-I.

2. EXISTING CONDITION :

(a) This intersection handles a volume of about 14400 pcu's during peak hours. The intersection is controlled by a four phase traffic signal with a total cycle time of 165 seconds. Armwise existing traffic volume at this intersection is as follows:-

| <u>Rd.</u> | <u>St.</u> | <u>Right</u> | <u>Left</u> | <u>Total</u> |
|-------------------|------------|--------------|-------------|--------------|
| Ring Road (N) | 2609** | 001 | 512 | 3522 |
| -do- (S) | 2222** | 454 | 465 | 3141 |
| Najafgarh Rd. (E) | 3187* | 663 | 587 | 4437 |
| -do- (W) | 2308* | 473 | 520 | 3301 |
| | 10326 | 1991 | 2084 | 14401 |

* Straight movements on surface level.

**Straight movement on Flyover.

3. EXISTING R/W.

(b) (1) Ring Road (N) 59.00 mts.

-do- (S) 35.00 mts.

Najafgarh Rd. (E) 45.00 mts.

(W) 44.00 mts.

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

(i) Ring Road - (N) on East- Built up structures, Building Material shops & petrol pump.

-do- on West- Petrol pump & Distt. Centre etc.

Ring Road (S) on East- Marble Traders shops and Residential structures.

On West- Rajouri Garden Shopping Centre & Residential.

(ii) Najafgarh Road (N) On North- Built up structures in the form of shops-cum-residential/commercial.

-do- On South- Open land with shops around.

-do- (W) On North- Petrol Pump & Distt. Centre etc.

-do- On South- Rajouri Garden Shopping Centre.

3. BACKGROUND:

Earlier, a three level grade separator at this intersection was discussed in the Technical Committee meeting held on 9.7.87 and 15.5.88. The decision of the Technical Committee meeting held on 15.5.89 is as follows:-

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

The proposal was discussed in conjunction with the Raja Garden Distt. Centre in the Delhi Urban Arts Commission meeting held on 17.8.89. The observations of the meeting are placed as 'Annexure-II'. As per DUAC's observations major transport problems are identified as follows:-

- i) Parking of chartered buses providing platform for alighting of passengers from buses to be planned in a way that the entire pedestrian and vehicular traffic movement is well co-ordinated with the public transport system.
- ii) Distt. Centre to have a substantive bus stand/sub Terminal for public Transport system though the fullfledged depot/workshops and a complementary bus terminal could be located elsewhere.
- iii) The requirement of parking 3600 cars in the basement for the working and the visiting population would pose a number of problems. The traffic movement both vehicular & pedestrian in the basement must be clearly identified.
- iv) The traffic & transportation and servicing of the complex would require an indepth study with regard to pedestrian & vehicular movement, servicing, loading of the adjoining roads, parking & circulation in basement, parking of chartered buses, its relation to pedestrian movement, provision of public transport etc.

The grade separator proposal was discussed in the DUAC meeting held on 2.11.89 in which the following observations were made.

"Shri B.S.Duggal, Senior Architect of Delhi Administration placed before the Commission a proposal with clover-leaf arrangement and intimated that due to intensive existing commercial development in the vicinity, the provision of clover-leaf will not be practicable both from the economic and practical point of view. He further emphasised that the characteristics of the development in the vicinity are such that they would not be very adversely affected by the proposed flyover. The matter was discussed and deliberated at length and it was felt that in the absence of an integrated design approach of

the proposed traffic improvement scheme without integrating the abutting proposed district centre of Shivaji Place, and the adjacent junctions, it would not be desirable to consider the scheme specifically in view of the extensive basement parking that the district centre is likely to have. The traffic improvement scheme of this junction and traffic pattern of the Shivaji Place District Centre should be properly integrated and inter-related ensuring at the same time the adequacy and the capacity of the entry and exit points of the district centre. Possibilities of extending the flyover on the east side of the junction so as to by-pass the next road junction could also be examined by the Administration. The proposal should also take into account the details of the MRTS proposal alongwith Najafgarh Road.

Shri Gambhir, Commissioner (Planning) of DDA who was requested to take part in the proceedings of this item agreed to get the scheme scrutinised by the Technical Committee of the DDA to enable a meaningful consideration and a reasonably integrated solution to the traffic problems of the junction and the district centre. The Delhi Administration were accordingly advised to approach the Technical Committee of DDA and to submit a revised scheme for consideration of the Commission after taking into account the advice of the Technical Committee of the DDA".

b) AUTHORITY'S DECISION :

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

REVISED PROPOSAL:

PWD(DA) has submitted the revised proposal vide letter dated 8.1.91 of Executive Engineer (Plg.). The revised proposal contains a brief note along with the following drawings.

- i) Drg.No.NATPAC/DS/RR/008A proposed improvement plan for Ring Road-Najafgarh Road Intersection.
- ii) Drg.No.NATPAC/DS/RR/008A shows services in colour.
- iii) Proforma (5 sheets) - Annexure-III.
- iv) Present and projected peak hour traffic volume at the intersection-Annexure-IV.

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

AUTHORITY GUIDELINES

OBSERVATIONS ON
REVISED PROPOSAL

- | | |
|---|--|
| <p>I. Grade Separator should be provided on Ring Road/Outer Ring Road.</p> <p>The grade separator shall be aesthetically well designed and fit in with the environment considering the problems of storm water drainage at the cost, the grade separator should be overground as two level flyover.</p> | <p>Over Bridge is proposed on Ring Road. This is as per the policy to make Ring Road a limited/road. The gradeseparator is proposed as two level flyover.</p> |
| <p>II. Flyover provision could be made for 3rd level below ground when found necessary.</p> | <p>Two level proposal is presently envisaged. Third level if required shall be proposed on Najafgarh Road when found necessary.</p> |
| <p>III. On the Ring Road 63 mts. R/W and parts of the Outer Ring Road with 60 mts. R/W the flyover shall consist of 9 mts. width of 3 lanes (3 mts. each in each direction.)</p> | <p>3 lanes with 11 mts. width in either direction is proposed on the flyover. In the proposal R/W is proposed as 63 mts. The existing R/W towards eastern side of Ring Road is 35 mts. only.</p> |
| <p>B. In case where 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 in 300 mts. length of flyover section.</p> | <p>Not applicable</p> |
| <p>C. Service road of about 6 mts. 4.70 mts. to 5.50 mts. wide should be provided which could be reduced to 4.5 mts. in case of 45 mts. R/W.</p> | <p>Service road are proposed on Ring Road.</p> |
| <p>D. The minimum width of the footpath should be specified as 2 mts.</p> | <p>2.0 mts. to 3.50 mts. wide inner footpaths are proposed. No outer footpath is proposed.</p> |

- E. The clear headway between Rd. Chamber & bottom of the beam should be 5.5 mts. 6.50 mts. headway is proposed between the road & ceiling of fly-over.
- F. 3.5 mts. wide strip (as based on one side) shall be reserved for H.T.Lines. 3.50 mts. wide H.T.Line corridor is proposed on the eastern side along Ring Road. No such corridor is proposed along Najafgarh Road.
- G. The slope of the bridge should be 1:30. For smooth movement of cyclist depending upon the volume. The slope on the bridge is taken as 1:30.
- H. The road improvement upto the next major intersection on each and on all the areas shall form part of a grade separator. Ring Road has been detailed upto the General Store crossing in North and Mayapuri Chowk in South.
- I. The grade separator design should provide for smooth movement of cyclists depending upon the volume by design or by traffic movement. Cyclists shall use the intersection at surface level for cross movements.
- IV.A.Road improvement upto the next major intersection on each and all the areas shall form part of the grade separator. These have been given.
- B.The circulation of the surrounding area covered in IV A shall be properly integrated with grade separator. Broad circulation on either side of the flyover has been given.
- V. A proper landscape plan shall be prepared for the scheme. This shall be submitted to DUAC after the scheme is approved by Technical Committee.

Feasibility

Details of affected properties as received from S.E. (Plg.), PWD(DA) alongwith letter dated 8.1.91 (copy Placed as Annexure-V) is as follows:

- a. Shops - 21 nos., Area under encroachment-1233.70 sq.mts.
- b. Open land in front of shops encroached by marble traders - 3328.05 sq.mts.
- c. Trees - 185 nos. girth ranges from 0.30 mts. to 2.20 mts.

DDA OBSERVATIONS:

Land Requirement for Achieving R/W.

The available R/W of Ring Road on the Northern & Southern sides is 59.0 mts. & 35.0 mts. respectively as against the proposed R/W of 63 mts. The available R/W on Najafgarh Road is 45 mts. against the proposed 60 mts. PWD(DA) may ensure the availability of clear R/W's as proposed in the plan for the construction of service roads, inner footpaths & carriage-way at the surface level before the construction of fly-over is taken up.

Traffic Circulation :

Level of service on Ring Road is being improved to make it a limited accessway. Construction of fly-over on Ring Road shall ease the 33% straight movements on this axis. The proposal taken into consideration surface level improvements at this intersection as also the detailed circulation upto General Store crossing in the North and Mayapuri Chowk in the Southern Ring Road. The local roads of the existing localities have been joined to the service roads. The approach to Petrol pumps is also from the service road. There is no other major qualitative change in the circulation, the proposal therefore does not disturb movements within the influence area of the intersection.

Integration of the Flyover with District Centre Circulation:

One entry/exit is proposed for vehicular traffic to the basement ^{from} each of the four sides of the District Centre. While there may not be any problem for left turning movements from the basement, in case of right turning junction/intersection of road no.28 with Ring Road, 30 mts. r/w Vishal Cinema road with Najafgarh Road are likely to get congested in peak periods.

The pedestrian traffic from the car parking lots, Chartered buses parking areas & DTC bus stands has been integrated in the plan by providing exclusive pedestrian pathways.

Cycle Track

a) The volume of cycle traffic at the intersection is 4.3 % along Ring Road and 5.5 % on Najafgarh Road. Cycle Traffic will have to essentially use the intersection at the surface level to cross the road. Because of its low volume separate cycle track is not warranted at this location.

Service Road

Keep in view the local requirements, service road has been proposed on either sides of Ring Road to allow uninterrupted flow on main carriageways to the extent possible by giving minimum gaps in the inner footpath. The service road has been provided so that the circulation of the developments abutting the road is not disturbed.

b) Footpath & pedestrian Subways:

Inner footpaths varying between 2.0 mts. to 3.50 mts. are provided along the road, the outer footpath along the properties is totally eliminated. Pedestrian traffic has been segregated from vehicular traffic in the District Centre proposal. One pedestrian subway is proposed on Ring Road (Southern side) near the intersection one foot over bridge is proposed opposite District Centre on Ring Road (Northern side).

Bus Terminal and Bus Stand :

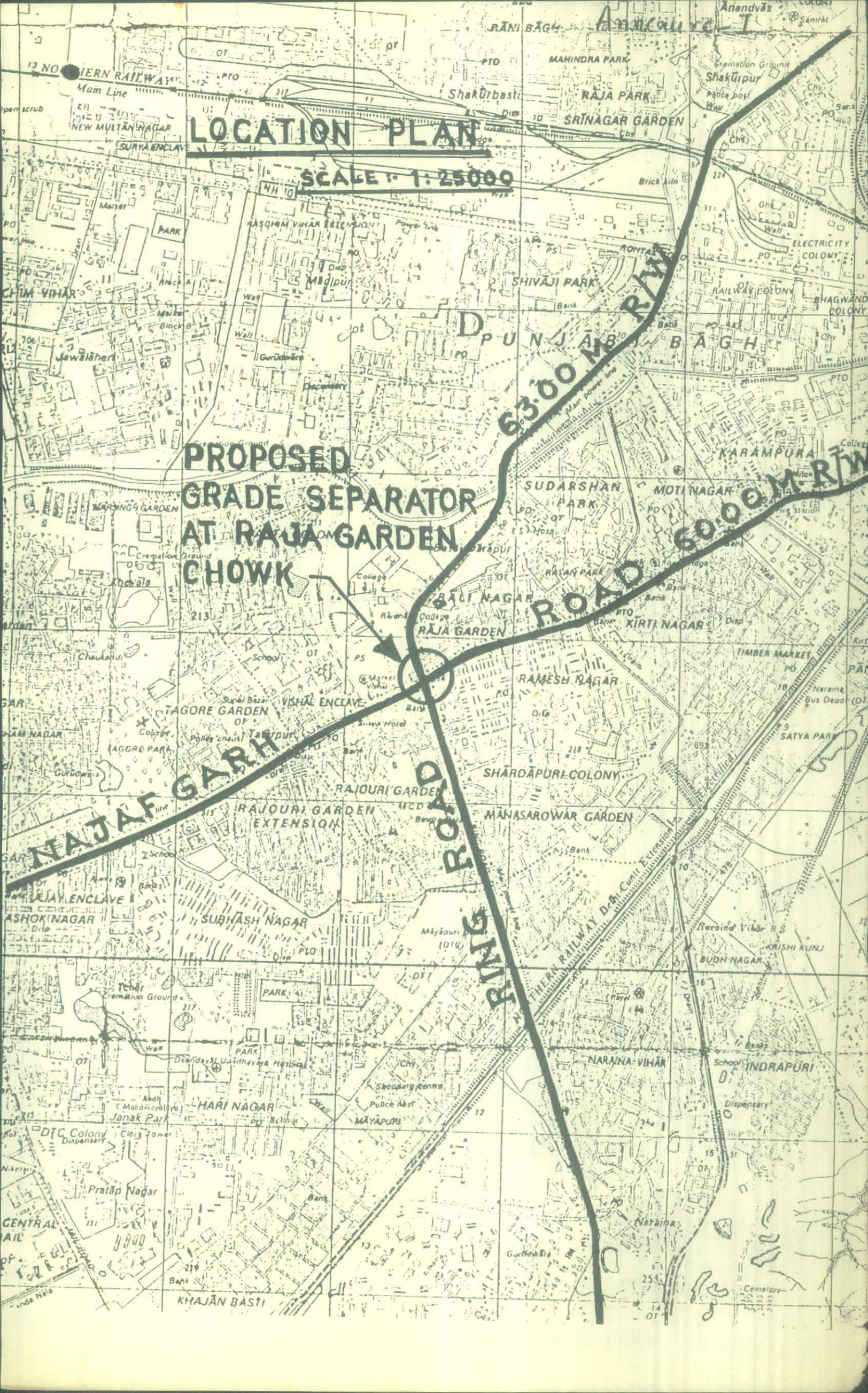
One bus terminal has been proposed within the District Centre on the North Western side to serve the commuters working in this area. For ongoing bus routes, bus-bays and bus stands are proposed on Ring Road and on Najafgarh Road. Bus stands are also proposed on the fly-over connecting directly to the District Centre by a foot-over bridge.

H.T.Line Corridor.

3.5 mts. wide H.T.line corridor is proposed on Ring Road on the eastern side. On Najafgarh road no H.T.Line corridor is proposed. As per letter dated 17.12.90 from S.E.(Plg.) PWD(DA) addressed to S.E.(Plg.), DESU - copy placed as Annexure-VI, one existing pylon near Raja Garden crossing on the Eastern side is to be shifted while other existing towers are falling at the edge of proposed service road. The service road is

proposed to be widened at these locations.

The case is placed before the Technical Committee for consideration.



LOCATION PLAN

SCALE: 1:25000

PROPOSED
GRADE SEPARATOR
AT RAJA GARDEN
CHOWK

63.00 M R/W

60.00 M R/W

NAJAF GARH

RAJOURI GARDEN
EXTENSION

RAJA GARDEN

RAMESH NAGAR

SHARDAPUR COLONY

MANASAROWAR GARDEN

SUBHASH NAGAR

HARI NAGAR

NARAINA VIHAR

INDRAPURI

KHAJAN BASTI

MINUTES OF THE MEETING OF THE COMMITTEE (SET UP BY THE DUAC)
HELD ON 17TH AUGUST, 1989 TO EXAMINE THE REVISED PROPOSAL IN
RESPECT OF SHIVAJI PLACE DISTRICT CENTRE AT CONCEPTUAL STAGE

(Meeting lasted from 4.30 P.M. to 7.00 P.M.)

P R E S E N T :

- | | | | |
|----|--|-----|------------------|
| 1. | Prof. Ram Sharma, Ex-Member, DUAC | ... | Chairman |
| 2. | Shri J.R. Bhalla, Adviser, DUAC | ... | Member |
| 3. | Shri Jasbir Sachdev, Adviser, DUAC | ... | Member |
| 4. | Shri J.J.S. Majithia, Secretary (Offg.), DUAC | ... | Member-Secretary |

ALSO PRESENT :

- | | | | |
|----|--|-----|---|
| 5. | Shri R.G. Gupta, Director (SP&R), DDA | ... | On behalf of the Commissioner (Slum & JJ), DDA. |
| 6. | Shri S.C. Jain, Architect | ... | Project Architect |

The revised proposal as lately submitted by the Project Architect alongwith forwarding note of Shri R.G. Gupta, Director (SP&R) of DDA (in response to the various observations of the Committee made in its meeting held on 29th May, 1989) was examined. The salient features of the revised proposal and the manner in which the Committee's earlier observations have been met, were highlighted by Shri R.G. Gupta and Shri S.C. Jain. The matter was discussed at length and clarifications sought from Shri Gupta and Shri Jain. Thereafter the members of the Committee deliberated amongst themselves.

The following observations were made after due consideration of previous observations made by the Committee in its meeting held on 29th May, 1989 :-

1. The explanation provided by Shri R.G. Gupta regarding the details of cross sections of the 60 mts. right of way Najafgarh Road and Ring Road, taking into account the LRT/Metro and their stations etc. viz. Najafgarh Road width - 72 mts. (from the proposed boundary of District Centre); 2 mt. (storm water drain), 14 mt. (peripheral road only for District Centre traffic), 3 mtr. (for foot path and services), 6 mt. (for fast moving vehicles on the surface),

1 mt. (for median at ground level) 11 mt. (for fast moving traffic at minus level), 12.5 mt. (for two railway tracks and one common platform with a break-up of 4.5 mt. for central platform and the balance for two railway tracks), 11 mt. (for fast moving traffic at minus level), 1 mt. (median at ground level), 6 mt. (service road at ground level), 2.5 mt. (for pedestrian and services), 2 mt. (for S.W. drain); whereas; Ring Road (72 mt.) (from the proposed boundary of District Centre; 2 mt. (drain) 14 mt. (peripheral road only to serve District Centre), 3 mt. (foot path and services), 9 mt. (for fast moving vehicles at ground level), 1 mt. (median at ground level), 11 mt. (for fast moving traffic at plus 6 mtr. level), 1 mt. (median at 6 mtr. level), 11 mt. (for fast moving traffic at 6 mt. level), 1 mt. (median at ground level), 9 mt. (for fast moving traffic at ground level), 3 mt. (for pedestrian and services), green buffer including location of bus queue shelter depending upon availability of land plus sub-way etc. in 8 mt.) though not found satisfactory due to intensity of the traffic and related problems with regard to the access to right of way from the District Centre. However, in view of the statement made by Shri R.G. Gupta that the road sections and the road widths conform to the requirements stipulated by the Ministry of Transport, the Committee had no further observations to make on that account.

2. The pedestrian access and the aspects concerning sense of arrival to the complex had partially been improved, though the pedestrian access still appeared to conflict with the traffic movement on the peripheral roads.
3. Adequate thought does not appear to have been given to the nature, variety, categorization and quantum/numbers of shops required in the complex so as to arrive at a rationalized layout that could satisfactorily cater to the requirements of a District Centre.
4. The specific servicing and other outdoor requirement of various categories of shops had also not been given adequate consideration.
5. The areas provided for servicing yard were found to be inadequate in relation to the type and quantum of servicing requirements.
6. The servicing of shops would be adversely affected as right of way was proposed from underneath the high-rise building blocks through their stilted area.
7. Though certain parking lots for parking of chartered buses had been provided platforms for alighting of passengers from buses had not been planned and they would have to walk through the buses and parking areas, and the movement of entire vehicular and pedestrian traffic does not appear to have been coordinated nor its relationship with public transport system adequately established.

8. The District Centre of this magnitude would require a substantive Bus-stand/Terminal for the public transport system even though the fulfilled Depot/Workshop and a complimentary Bus Terminal could be located elsewhere. The location of Bus-stand/Terminal within the complex in addition to providing an alternative location for the displaced Bus-terminal/Depot would serve the complex and meet the needs of the public more efficiently. This aspect needs careful consideration.
9. The present requirement of parking 3600 cars in the basement for the working and the visiting population would pose a number of problems, which have to be solved whilst the design of the basement is finalised. The basement parking would have to be defined/identified in respect of the development in upper floors. The methodology and sequence of its construction must be spelled out. Even though DDA undertakes to develop and construct the basement this could only be possible if development of upper floors/superstructure, its sub-structure and foundations are frozen and preferably constructed single agency. The ventilation, fire fighting provisions services etc. have all to be integrated and incorporated. The traffic movement both vehicular and pedestrians, in the basement must be clearly identified.
10. The lighting and ventilation of the basement of this magnitude is an essential part of the concept and schematic exercises should be conducted simultaneously. The top of the basement slab would have to be designed for taking heavy load of the fire tender and the basement height/depth should accordingly be determined the structural system as a whole.
11. The traffic transportation and servicing of the complex would require an indepth study. A traffic consultant should be appointed forth with who should conduct a survey and prepare a comprehensive report on traffic both pedestrian and vehicular including servicing, the loading of the adjoining roads and movement/traffic, car parking and circulation etc. in the basement, parking of chartered buses, its relationship to pedestrian movement, provision of public transport etc.
12. The Committee recommends that the top of the basement at 1.5 mts. above the ground level to form the plaza be accepted even though the requirements of the revised comprehensive guidelines issued by the Government require the basement beyond the building lines to be flushed with the ground level with proper land-scaping. This is being recommended keeping in view the practicability, workability and functional aspects of a complex of such magnitude and nature, and, it is further recommended that proper landscaping of the complex should be ensured

- 4 -

including the plantation of trees which is extremely important for such a heavy built form and is quite practicable and possible through proper organisation of the basement and integrated landscape scheme, permitting the trees the required association with the earth at suitable locations.

13. Little concern is reflected for the nature, variety and categorization of shops required in the complex such as big/small, restaurants, dhabas, hard-ware, repair/services shops etc. for arriving at a layout that satisfactorily cater to the specific servicing or other outdoor requirement.
14. The complex system of services required for a high-rise complex of this nature including the under-ground services had not been given due consideration and the services plan appeared arbitrarily worked out.
15. The access/approach to the high-rise building blocks which are likely to accommodate prestigious commercial undertakings both public and private do not have direct arrival points which are obviously so essential and the circulation system did not reflect any concern in this regard.
16. The built form of the shopping and commercial complex tended to be unduly congested and the lacking of requisite sense of space with proportionately congested servicing areas, whereas the cultural complex was not related to the character of the built form of the shopping and the commercial complex both in scale as well as continuity and co-hensiveness.
17. The Committee's suggestions for exploring the possibility of multi-storeyed parking had not been given serious consideration which it is felt would obviate numerous problems of parking in the basement as well as the structural system.

It was decided to submit the above observations/recommendations of the Committee to the Delhi Urban Art Commission with the remarks that the Committee had put in considerable efforts in interacting with the concerned Architects who have also worked very hard to meet the various observations made by the Committee from time to time. However, inspite all these efforts a satisfactory solution or concept has not emerged which the Committee could positively recommend for acceptance.

The Committee, therefore, decided to place

its observations before the Commission for final decision/disposal of the scheme.

Prof. Ram Sharma

Prof. Ram Sharma,
Ex-Member, DUAC
- Chairman

Shri J.R. Sharma

Shri J.R. Sharma,
Adviser, DUAC
- Member

Shri Jasbir Sechdev

Shri Jasbir Sechdev,
Adviser, DUAC
- Member

Shri J.J.M. Majithia

Shri J.J.M. Majithia,
Secretary (Offn.), DUAC
- Member-Secretary

BASIC INFORMATION/DRAWINGS REQUIRED FOR
PROCESSING OF GRADE SEPERATOR PROPOSALS1. GENERAL INFORMATION:

- (i) Location of the Grade Seperator. Ring Road - Najafgarh road Intersection (Raja Garden)
- (ii) Implementing Agency. PWD, Delhi Administration
- (iii) Contact Officers:

| Name | Designation | Office Address | Phone No. | |
|-----------------------|------------------------|---------------------|-----------|------|
| | | | Off. | H. |
| 1. Sh. Prabhash Singh | JELP (Flyover Project) | 6th Floor MSO Bldg. | 3317405 | 6063 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

(iv) Type of Grade Separation ROB/RUB

Phase-I - ROB/RUB.

Phase-II - ROB/RUB.

(v) Estimated Project Cost (including improvements at surface level).

2. RIGHT-OF-WAY & ALIGNMENT DETAILS

(i) Right-of-way Details (all Arms)

| S. No. | Name of the Arm. | Existing | R/W in meters, | |
|--------|--------------------|----------|--------------------------|---|
| | | | As per Master Plan-2001. | Proposed in the scheme under consideration. |
| 1. | Ring Road (S) | 35.0 m | 63.0 m | 63.0 m |
| 2. | Ring Road (N) | 59.0 m | 63.0 m | 63.0 m |
| 3. | Najafgarh Road (E) | 45.0 m | 60.0 m | 60.0 m |
| 4. | Najafgarh Road (W) | 44.0 m | 60.0 m | 60.0 m |

| S. No. | Cross Sectional Elements |
|--------|--|
| (viii) | Parapat on Grade Separator |
| (ix) | Any other use within R/W. |
| (x) | Location of Trees. |
| (xi) | The clear Headway between road chamber and bottom of the Beam. |

6. DRAWING REQUIRED:

- (i) A drawing indicating integration of the 2nd phase proposal (with full justification) with its 1st phase proposal (preferably at 1:1000 Scale). Submitted. Drg No. NATPAC/DS/RR/008B
- (ii) A drawing (preferable at 1:2000 Scale) indicating:
- (a) Improvements required upto next important intersection
 - (b) Integration of circulation of surrounding areas. Covered in a above: this may be prepared in consultation with Traffic Police & Road Owning authority.
 - (c) Improvements required in the surrounding road network and intersections. Drg No. NATPAC/DS/RR/003 & NATPAC/DS/RR/004
- (iii)(a) The improvement suggested for the surrounding intersections shall be prepared at a scale of 1:500 preferred. (but not less than 1:1000 in any case).
- (b) Location of Bus stops (to be identified in consultation) As shown in the drawing
 - (c) Location of pedestrian subways (whenever required Not provided with proper justification). during first phase
 - (d) Signal Phasing (preferable with Cycle Timings). not warranted
 - (e) Integration of Cyclist movement (proposal with proper justification). —
7. A drawing indicating the proposal in red lines and effected properties/structures in yellow lines. Submitted. Drg. No. NATPAC/DS/RR/008A

8. THE OBSERVATIONS OF THE IMPLEMENTING AGENCY.

The proposal is found to be technically feasible as verified at Site.

28-11-90.
 जयपालक इंजीनियर-1 Ex Eng-1
 योजना टीम/Plg. Team
 लोक निर्माण विभाग/W.D.
 दिल्ली पशासन/Delhi Admn.
 11/11/90

- iii) Details of turning movements in peak hour in 1500's on each arm of the junction/intersection. (For design year & horizon year).

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

Annexure - I

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

165 Seconds

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

- a) North arm *Ames Road (Towards Kumbhari)* - - - - 749
b) South arm " " (Towards Kumbhari) - - - - 128
c) East arm " " (Towards Kumbhari) - - - - 562
d) West arm " " (Towards Kumbhari) - - - - 672

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

- a) North *Ames Road (Towards Kumbhari)* - - - - 60 seconds
b) South " " (Towards Kumbhari) - - - - 55 seconds
c) East *Ames Road (Towards Kumbhari)* - - - - 65 seconds
d) West " " (Towards Kumbhari) - - - - 55 seconds

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

Av. 2.4 m (1 second)

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

D. Details related with the proposed Grade Separator.

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

- i) Proposed Nos. of lanes on each arm. *on grade separator* - - - - 6/4/6
ii) Proposed width of carriageways of each arm *on grade separator* - - - - 21.5 m
iii) Proposed width of central verge on each arm. *on grade separator* - - - - 22 m
iv) Proposed width of footpaths on each arm. - - - - 1.00 m
v) Proposed width of service road/cycle track on each arm. - - - - 4.70 m
vi) Proposed total length of the flyover/under-bridge. - - - - 1036 m
vii) Proposed length of slope including valley curve and summit curves: - - - - 630 m

2)

3)

A. General Information

1) Location of the grade separator.

Ring Road - Nijpaga Road
intersection - Nijpaga Road

ii) Agency to implement.

Road (N/A) R/W in N/A

iii) a) B/W of the Master Plan Roads. (Existing Proposed)

| Sl. No. | Width | Area | Area | Area |
|---------|--------------|------|------|------|
| 1 | Ring Road | 35m | 63m | 63m |
| 2 | Ring Road | 57m | 63m | 63m |
| 3 | Nijpaga Road | 45m | 60m | 60m |
| 4 | Nijpaga Road | 44m | 60m | 60m |

b) Status & R/W of other roads.

(Local/layout/rural).

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

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

Submitted

ii) Physical features to be shown in the P.T. Survey.

a) Existing structures - pucca/semi pucca/kutcha clearly indicating the plot boundaries, built up area and number of storeys to the extent of R/W on both sides from the centre line of the existing road. (Double of R/W in total). *Shown in the Drawing*b) Levels if the area is not flat/plain & considered necessary in the planning of Grade Separator. *N/A*

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

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

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

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

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

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

C. Technical Data.

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

a) At present.

Peak Hourly Traffic

13000 P.U. 15287 P.U.

b) Projected for Horizon year. (with growth rate). 2001 AD

18000 P.U. 192732 P.U.

C 3.5% per annum

vi) Length of flag portion. - - - - - 40m
 vii) Slope of grade separator on each ramp.
 North Ring Road towards Kumbhari Bazar 1 in 30
 South Ring Road towards Kumbhari Bazar 1 in 30
 East - - - - -
 West - - - - -

x) The location of bus stops, bays *Shown in the Plan*
 xi) Pedestrian subway/crossing. *Not provided during this*
 E. Feasibility Report. *Photo.*

A) Details of affected structures

i) Pucca/semi pucca/kutchra with plot area/plinth area details.

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

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

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

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

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

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

F. Project Report.

Office Address EEC(PW), PWD, DAI
 Phone No. _____

Project Report
1st Floor, M.C. Bldg.
M. S. Bhat

Ph. 217405

Signature
 Signature of the officer
 of the Implementing
 Authority.

Design
year

Ring Road
Punjabi Bagh Side

Annexure - III
Page 6

Najafgarh Road
Tilak Nagar Side

Najafgarh Road
Moti Bagh Side

Ring Road
Naraina Side

Horizon year

Ring Road
Punjabi Bagh Side

Najafgarh Road
(Tilak Nagar Side)

Najafgarh Road
(Moti Bagh Side)

Ring Road
(Naraina Side)

* - Additional Volume of
Peak hour dispersion traffic
from district centre.

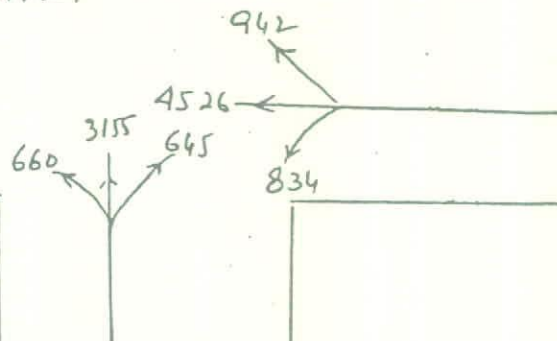
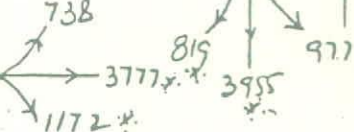
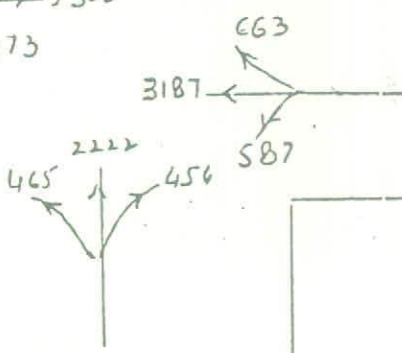
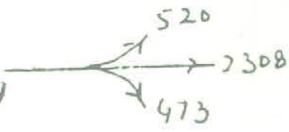


Table 1

PRESENT AND PROJECTED FUTURE PEAK HOUR TRAFFIC VOLUMES AT RAJA GARDEN (PCU)

| Sl. No. | From | To | Ring Road (Naraiana side) 1989 2001 2010 | Ring Road (Punjabi Bagh side) 1989 2001 2010 | Najafgarh Road (Moti Nagar side) 1989 2001 2010 | Najafgarh Road (Tilak Nagar side) 1989 2001 2010 |
|---------|-----------------------------------|----|---|---|--|---|
| 1 | Ring Road (Naraiana side) | | - - - | 2222 3155 3855 | 454 645 788 | 465 660 806 |
| 2 | Ring Road (Punjabi Bagh side) | | 2609 3705* +250 4832 | - - - | 512 727* +250 1194 | 401 569* +250 1000 |
| 3 | Najafgarh Road (Moti Nagar side) | | 587 834 1019 | 663 942 1151 | - - - | 3187* 4526 5530 |
| 4 | Najafgarh Road (Tilak Nagar side) | | 473 672* +500 1432 | 520 738 902 | 2308 3277* +500 4615 | - -* +500 610 |

* Additional volume of peak hour dispersal traffic from district centre

will be marked on the plan.

- x) Slope of grade separator on each ramp.
 North
 South
 East
 West

x) The location of bus stops, bays

xi) Pedestrian subway/crossing.

E. Feasibility Report.

A) Details of affected structures

i) Pucca/semi pucca/kutcha with plot area/plinth area details. Shops - 21 Nos

ii) Structures forming part of the regularised colony/unauthorised colony. Area - 1233.70 Sqm
 (Details attached separately)

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

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

c) Trees - Number of trees affected along with their girth and species details. No. of Trees - 125
 (with names & girths from 30 cm to 120 cm)
 Species details attached

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

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

F. Project Report.

Office Address
 Phone No. _____

Signature of the officer
 of the Implementing
 Authority.

Details of Species at the intersection
of Ring-Road and Najafgarh Road
(Rajni Garden).

1. Kalmuor
2. Safeds
3. Jamoon
4. Keekar
5. Sheesham
6. Neem
7. Shalod-
8. Atshi Shali
9. Pipal
10. Papsi
11. Shiras
12. Kajmliha
13. Laburn
14. Bud

[Signature]

(D.K. GARG)

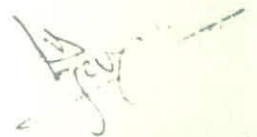
Intersection of Kiri - Poo Road Nyagah Road
(Kaya Garsen)

Details of Encroachments

| | | |
|----------|---------------|--------------------|
| 1. Shops | 4 Nos | = 182.25 Sqm |
| | 16 Nos | = 1028.34 " |
| | 1 No | = 23.11 " |
| Total | <u>21 Nos</u> | <u>1233.70 Sqm</u> |

2. Open land in front of Shops
encroached by marble dealers

343.66 + 2584.21 = 3328.15 Sqm


(D. K. Garsen)

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

No.SE(Plg)/DA/SJ/ 184-88

Dated, the : 17-12-90

To

Shri S.P.Chopra,
Superintending Engr (Plg),
DESU Office, DDA Bldg,
Jhandewalan Extn, New Delhi.

Sub:- Shifting of HT lines in connection with construction of flyovers at (a) Ring Road-Aurobindo Marg Intersection (Safdarjang), (b) Ring Road-S.P.Marg Intersection (Dhaura Kuan) and (c) Ring Road-Najafgarh Road Intersection (Raja Garden).

Kindly recall the discussions which the undersigned had with you on 10.12.90 when Shri D.K.Suri, Executive Engr(Plg) was also present. Another meeting was held with Shri D.K.Suri on 14.12.90 to discuss regarding shifting of HT lines which are falling within the proposed alignment of grade separators at above mentioned intersections. The details of discussions and the decisions taken are given as under:

(a) Ring Road-Aurobindo Marg Intersection (Safdarjang):

The drawing No.NATPAC/DS/RR/043A indicating the details of proposed alignment of flyover at Safdarjang Intersection was examined and it was observed that three Nos H.T.line towers on the Northern side of Ring Road are required to be shifted in connection with the construction of flyover and widening of roads near the intersection. It was decided that these towers will be shifted within the corridor provided for HT lines. Shri Suri had informed that there would be no problem in shifting the lines, however, the shifting charges are to be borne by Delhi Admn. This was agreed to.

(b) Ring Road-S.P.Marg Intersection (Dhaura Kuan):

The drawing No.NATPAC/DS/RR/001C indicating the proposed improvements in connection with the construction of underpass along Ring Road was examined and it was observed that existing H.T.line towers need not be shifted. However, the proposed service road will have to be widened near the HT tower to accommodate the tower base.

(c) Ring Road-Najafgarh Road Intersection (Raja Garden):

The drawing No.NATPAC/DS/RR/008A was examined and it was observed that only one tower near the Raja Garden crossing on the Eastern side to be shifted while other existing towers are falling at the edge of proposed service road. The service road will be widened at these locations.

एन सी ई डी (डी) ऑफिस
नं. 323 दिनांक 18/12/90

1640/505
17.12.90

Copy in each.
file. P. J. Singh
17/12

DDO (I) P. J. Singh
DDO (I) P. J. Singh
flyover file
Rajgarden
H. B. Singh
LDC

Item No. 2

Sub:- Policy for rehabilitation of structures affected in the alignment plans of roads.

File No. PA/DD/TT.I/PPW/90/114

1. Primary road network for a city is proposed at the Master Plan level considering the over all circulation after assessing the transportation needs. Once the primary road network has been finalised detailed plan of these roads are required to be prepared to fix up the exact alignment and road r/w as per the Master Plan proposals. These plans are essentially required for freezing the road R/W, detailing of the road cross sections and designing of junctions/intersections.

2. Delhi has about 800kmt. of 30mts & above R/W road as part of the primary network at the city level. A large number of alignment plans of these roads have been prepared and approved by the Technical Committee/Authority. The alignment plans of these roads are prepared in the T.T.Planning Unit of Perspective Planning Wing. Some of the important road alignment cases approved by the Technical Committee/Authority are placed at page 2 cor.

3. In Delhi large number of unauthorised structures have come up along many Master Plan Roads. As per the feasibility reports of the approved alignment plans, it has been noticed that large number of properties shall be affected while achieving the R/Ws as proposed in the Master Plans. Keeping in view growth of population and vehicles, it is essential that the road network as envisaged in the Master Plan should be implemented on priority.

4. Past Experience:

It has been noticed that for most of Master Plan Roads, the approved alignment plans with or without the details are available and the implementing agencies have implemented the part of alignments. This apparently was done depending upon the funds available for the purpose. This has resulted in piecemeal development of the network and thus the network is unable to provide the desired results. The Implementing agencies also could not retain the R/Ws free from encroachments. In this process, most of the major roads network when required widening/improvement gets delayed and needs demolition, resettlement of affected eligible persons. This adds up in the cost of project and needs to social, economic & political problems.

5. Proposed policy:

Policy guidelines for successful implementation of road alignment proposals are given below:

- i) The road alignment plan for remaining roads to the scale of 1:500 on the P.T. Survey to be supplied by the local implementing agency be finalised on priority.
 - ii) A general feasibility report about the number and type of properties, shops, services, trees etc. of the affected properties, in the proposal shall be prepared by implementing agency in the enclosed format for discussion in Technical Committee Authority wherever important/large number of properties are affected, photographs of the same be displayed in Technical Committee/Authority meeting.
 - iii) The approval of the alignment plan from the Technical Committee & Authority shall be obtained by Planning Wing of the DDA.
 - iv) 5 sets of the approved plans shall be sent to the local implementing agency and 2 sets to the Lands Deptt. of DDA.
 - v) Lands Deptt. of DDA shall open a new file in their section for rehabilitation of the affected eligible structures in this scheme of network improvement.
 - vi) A detailed survey shall be done by the Lands Deptt. after the approval of the plan from the Authority to consider the allotment of alternative plots to be eligible affected persons.
 - vii) After collecting the required information, the Lands Deptt. of the DDA shall work out the no. & size of plots, built up space and its category i.e. Residential, Commercial space to be allotted to the affected eligible persons.
 - viii) On the basis of this information the Planning Wing/Project Planners shall prepare the scheme for rehabilitation or identify the residential commercial plots or built up space for alternative allotment of these affected persons.
 - ix) The cost of the scheme/floorspace shall be borne by the implementing agency and shall be calculated by the Lands Deptt. of DDA.
 - x) As no areas for resettlement of the affected structures may generally be available near to the roads for which the alignment plans are prepared, special pockets of 50 to 100 hec. each for such purposes may be earmarked in Dwarka, Rohini, Narela and Trans Yamuna Area.
 - xi) To avoid further encroachments of the road r/ways after clearance operations, the r/way's may be handed over to the local road implementing agency and responsibility may be fixed on them for any new encroachments.
6. The matter is placed before the committee for consideration.

Item No. 3.

Subject: Regarding approval of 139 DUs in respect of

Citizen C.S.H.3. at Rohini.

File No.F.23(9)/88-Bldg.

The Citizens Coop. C.H. Society was allotted land measuring 2.23 acres for the construction of 139 DUs as per the NOC issued from Group Housing Cell, DDA. Based on this NOC the society had submitted proposal for the construction of 139 DUs which was forwarded to DUAC for approval. DUAC vide their letter dated 20.3.89 approved the proposal for 134 DUs only stating that the density of 60 DUs per acre as insisted upon by the Commission earlier has to be ensured. Layout/building plans for the scheme were released in June 89 for 134 DUs. In the approved scheme for 134 DUs the ground coverage sanctioned was 34.87% against the permissible of 35% and the FAR sanctioned was 134.51% as against the permissible of 175. The society since then has been representing for the approval of construction of additional 5 Nos. DUs as the NOC issued was for 139 DUs. The society is one of the Coop. Group Housing Societies which were shifted from Kondli/Charoli to Rohini due to the problems about the approval of structure plan of Kondli by DUAC. Since allotment to the society could not be made in Kondli, these were subsequently accommodated in Rohini for which necessary adjustments in the structure plans were made and were approved from DUAC. In the present case the allotment of the land to the society was for 139 DUs but due to the physical constraints and site conditions the equivalent land for 139 DUs at the prescribed density of 60 DUs per acre could not be adjusted and the society was allotted 2.23 acres only instead of 2.316 acres. While processing the case for the approval of VC, DDA, the society was asked to take up the matter with the DUAC for consideration of the scheme for 139 DUs. The

contd...

Secretary of the Society vide letter dated 2.4.89 stated that the scheme for 134 DUs may be released and that the matter of remaining 5 DUs can be considered at a later stage in consultation with DUAC.

The society has not cited the case of neighbouring Janyug C.G.H.S in whose case the land allotted was 2.11 acres and NOC was issued for 132 DUs. As per the density of 60 DUs per acre the case of this society should have been approved for 127 DUs only whereas DUAC had accorded approval to the scheme for 132 DUs. It is stated by the Architectural

the society that society will be forced to take legal action in this regard if the case for 5 additional DUs is not considered. The FAR sanctioned for 134 DUs was 134.5% but by considering the additional 5 DUs the FAR achieved shall be 139.3%. The ground coverage is not affected as these DUs are proposed under stilts.

The matter is put up for consideration of Technical Committee.

Sub:- Change of land use of a piece of land measuring 25.72 acres from soil waste (green) to Institutional in Khyber Pass.

F. 3(76)/82-MP.

National Council of Science Museum was allotted a plot of land measuring about 15.6 acres in Khyber Pass Institutional Area for setting up a Science Museum. The allotment was modified to allow construction on three acres and the remaining area was proposed to be kept as open. Later, the Institution approached the Government of India for allowing construction on the additional area of 3 acres from out of 15.6 acres already allotted to them.

2. The land use of the area was Institutional as per MPD-1962, later on it has been changed as soil waste (green) in Master Plan-2001. The additional Secretary, Ministry of Urban Development has intimated in his D.O. Letter No. L-II-1(688)/82 dated 30.1.91 that the Ministry has already got some commitments and have made allotments as well in anticipation of the Institutional area proposed at Khyber Pass. The layout plan was got approved by the D.U.A.C. and was submitted to DDA in 1985 (Plan laid on the table).

3. In view of the fact that allotments in some cases have already been made at Khyber Pass on the basis of previous Master Plan i.e. MPD-1962. The case is submitted for consideration of change of land use from soil waste (green) to 'Institutional' for an area measuring 25.72 acres (10.41 Hac), which covers plotted Institutional development, science Museum & Eye Hospital.

Sub: Modification to the approved layout plan for the

sites allotted to Indian Airlines/Air India, Petrol pump, Police Post in Babu Khark Singh Marg.

F.No. 16 (48) 83-MP above

A layout plan of the / reserved from the CPWD was approved by the Technical Committee in its meeting held

on 27-3-83 (placed on the table). The layout plan and reservation of area of about 4 acres for Air India/ Indian

Airlines, Police Post 0.5 acres, 0.275 acres for Petrol pump and 1.46 under car parking. In connection with the

handing over of the site to Indian Airlines/Air India a meeting was taken by the Secretary, Urban Development

on 20-11-90. As follow up of this meeting, a site inspection was conducted on 23-1-91. After the site inspection,

it was decided that the approved layout plan may be slightly modified to facilitate the early shifting of the

petrol pump and handing over of the land to the IOC/Air India. In pursuance, the L&D has forwarded a copy of the

modified layout plan for approval of the Technical Committee (L&D Drawing No. 3837/1 placed in table)

In the modified layout plan the proposed location of petrol pump and police post have been interchanged from

the parking area. The layout plan is modified by the CPWD and retained the same areas for the sites except parking for

which the area has been indicated as 1.56 acres in place of 1.46 acres as per the approved layout plan. This is due

to inclusion of 30ft. wide road within the parking area.

The modified layout plan is placed before the Technical Committee for consideration.