

P. 1 (55) 93 mp.

OUTLINE PLAN  
INTEGRATED FREIGHT COMPLEX  
NARELA

JUNE 1993

NARELA PROJECT

DELHI DEVELOPMENT AUTHORITY

## INTEGRATED FREIGHT COMPLEX - NARELA

### TERM OF REFERENCE

A meeting was held at Raj Niwas on 27.7.92 to review the urban renewal schemes in the walled city. The issue of shifting of wholesale foodgrains market from walled city to Narela was also discussed. The acquisition of land for the freight complex at Narela could not be materialised so far due to want of essential financial resources. It was suggested that the scheme could be announced and the registration money from various associations can be utilised for acquisition of land.

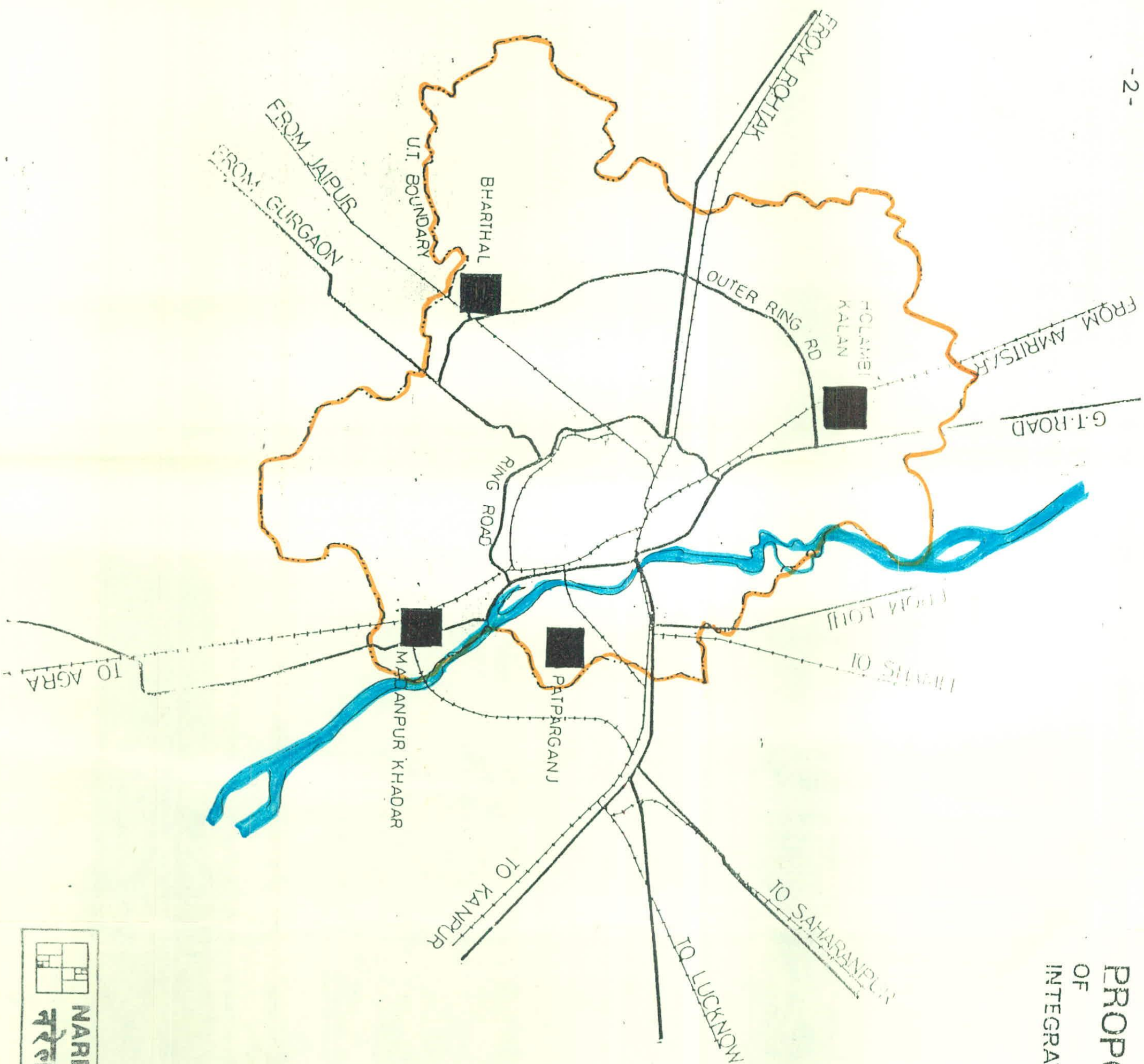
### II WHOLESALE TRADE PROVISION GIVEN IN MASTER PLAN FOR DELHI-2001.

There are about 24,600 wholesale shops and establishments in wholesale markets in Delhi. About 12,000 commodity handing shops (at the rate of 2.21 per 1.000 population) have been actually enumerated. Most of the wholesale markets are located in the congested central part in Old Delhi and were established during the late 19th century and early 20th century. The survey of goods movements revealed that out of total inward traffic(exclusive of bypass) 25 percent had destination in planning Division 'A'.

The wholesale markets are dealing with 27 major commodities. The largest wholesale trade based on the number of shops is textile and its products located in Chandni Chowk and Maliwara, followed by auto-parts and machinery located in Kashmere Gate area. Rankwise other wholesale commodities are fruits and vegetables(Azadpur Market).hardware and building



# PROPOSED LOCATION OF INTEGRATED FREIGHT COMPLEX



materials(Chawri Bazar Shardhanand Marg),paper and stationery(Chawri Bazar and Nai Sarak),food items (Khari Baoli) and iron and steel (Naraina).

To develop modern wholesale markets, these should be integrated with the freight complex where the wholesale business could be operated more efficiently in a better environment. Basic functions of the integrated freight complex are:

- i. To provide facilities for regional and intra-urban freight movement.
- ii. To provide facilities for freight in transit as well as interchange of mode.
- iii. To provide warehousing and storage facilities and inter-link these sites with specialised markets like iron and steel, building materials, hosiery, plastic, leather and Pvc, auto, motor parts and machinery, fruits and vegetables.
- iv. To provide servicing, lodging and boarding, idle parking, restaurants and other related functions in the complex.

The integrated freight complex discharge functions at regional and metropolitan level. Local wholesale markets of medium size are required to enable distribution of commodities from these complexes to the retail outlets. Such local markets also need to be dispersed throughout the city. These should have parking, repair and servicing facilities and could be either integrated with the commercial centres or provided separately at the selected number of modes or lines of movement.

The new wholesale markets need to be developed at suitable locations in different parts of the city to encourage decentralisation at two levels.

- i. Regional distribution and
- ii. Regional cum-local distribution



In case of existing developed areas, wholesale markets which are hazardous in nature like plastic and Pvc goods, chemicals timber and petroleum and its products, should be shifted to the areas specifically assigned for these. In old city wholesale markets, all unauthorised encroachments/projection on roads/government land should be removed to facilitate easy movement of traffic and only limited entry to the slow and fast moving vehicles<sup>be</sup><sub>L</sub> provided. Further extension of the wholesale activity in the Walled City and its extension should be totally stopped.

#### Regional Distribution Markets











Regional wholesale markets along with warehousing and truck terminal facilities are proposed to be developed on the major entry routes to Delhi as given below:

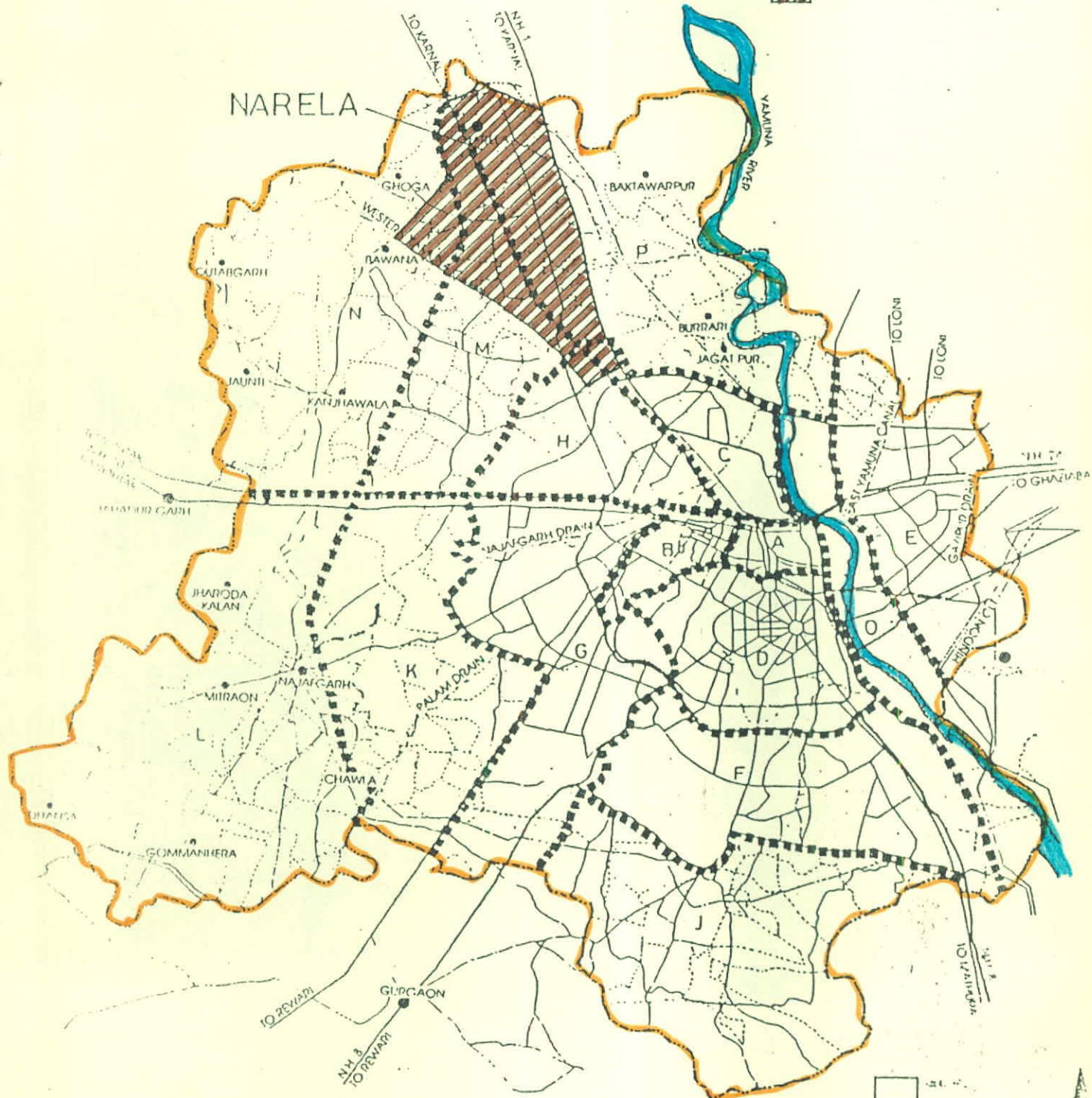
- i. In the East near Patparganj and on Loni Road.
- ii. In the South near Madanpur Khadar.
- iii. In the South West in Urban Extension.
- iv. In the North in Urban Extension.

The break up of land requirement by different commodities at North in Urban Extension is given below:

Sl.No.	Commodity	Area in Hac.
(a) MARKETS WITH WAREHOUSING		
1.	Textile & Textile Product	7
2.	Auto, Motor Part & Machinery	20
3.	Fruit and Vegetable	20
4.	Hardware & Building Material	5
5.	Iron and Steel	5
6.	Food Grain	5
7.	Timber	37 (Shampur)
8.	Plastic, leather & Pvc	10
Total		109
(b) TRUCK TERMINAL		55
GRAND TOTAL		164

# UNION TERRITORY OF DELHI ZONES (DIVISIONS)

-  UNION TERRITORY
-  ZONES
-  VILLAGE BOUNDARY
-  N.H./MAJOR ROADS
-  OTHER ROADS
-  RAILWAYS
-  MAIN POWER LINE
-  RIVER
-  MAJOR DRAIN
-  NARELA PROJECT







आर्थिक विकास  
NADELA PROJECT

# LEGEND

RESIDENTIAL

COMMERCIAL

INDUSTRIAL

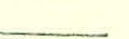
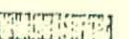
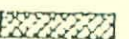
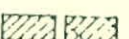
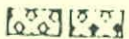
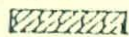
PUBLIC & SEMI PUBLIC  
FACILITIES

UTILITIES

RECREATIONAL

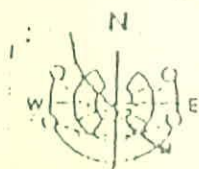
TRANSPORTATION

SHOWN  
THUS



INTEGRATED  
FREIGHT  
COMPLEX

Landuse Plan





### III. TRADE IN THE WALLED CITY:

The majority of trade is textile, Auto parts, hardware and building materials and foodgrains takes place in the walled city. Survey of census establishment ORG in 1981 reveals:

- (i) Largest establishment of textile and ready made garments is in Chandni Chowk (67.5%).
- (ii) Auto parts, trade is at Kashmeri Gate 67.6% followed by Maya Puri 35.8%.
- (iii) The hardware and building material trade is concentrated at Hauz Quazi 35% Chawri Bazar 28% and Ajmeri Gate 19%.
- (iv) Foodgrains trade concentrated at Naya Bazar 60% followed by Narela 17%.
- (v) The scale of activities in all the above is predominently of the wholesale nature with the maximum of 88% in case of foodgrains to min. of 26% in case of building materials. Most of the trade is going on in rented premises. The average direct employment provided by these trade is 1.6 person in auto parts to 8.4 persons in case of foodgrains. The trade is carried out in two types of premises.

'A' office space with adjoining godown.

'B' Exclusive godown space.

In case of 'A' the average area of establishment is as follows:

Textile	10 sq. mtrs.
Auto parts	34 sq. mtrs.
Hardware & Building materials.	17 sq. mtrs.
Foodgrains	118 sq. mtrs.

The survey of Naya Bazar conducted in 1985 reveals that on an average about 1000 ton of foodgrains per month is handled by one shop.

- (VI) Average floor space per shop is 103 sq. mt. and average godown size is 200 sq. mt.



- (vii) The number of godown shops are 133, godown cum office are 48.
- (viii) The first floor is mostly occupied by commission agents and second floor is predominantly used for residential activities.

#### IV. DEVELOPMENT PLAN FOR NARELA:

The comprehensive proposal for Narela Project area of 7336 Ha. is prepared and is before Technical Committee DDA for consideration and approval. The major area of the project is declared as 'DEVELOPMENT Area No.175 vide notification dated 6.5.1992. Brief about the comprehensive proposal for 7336 Hac. is placed at Annexure.

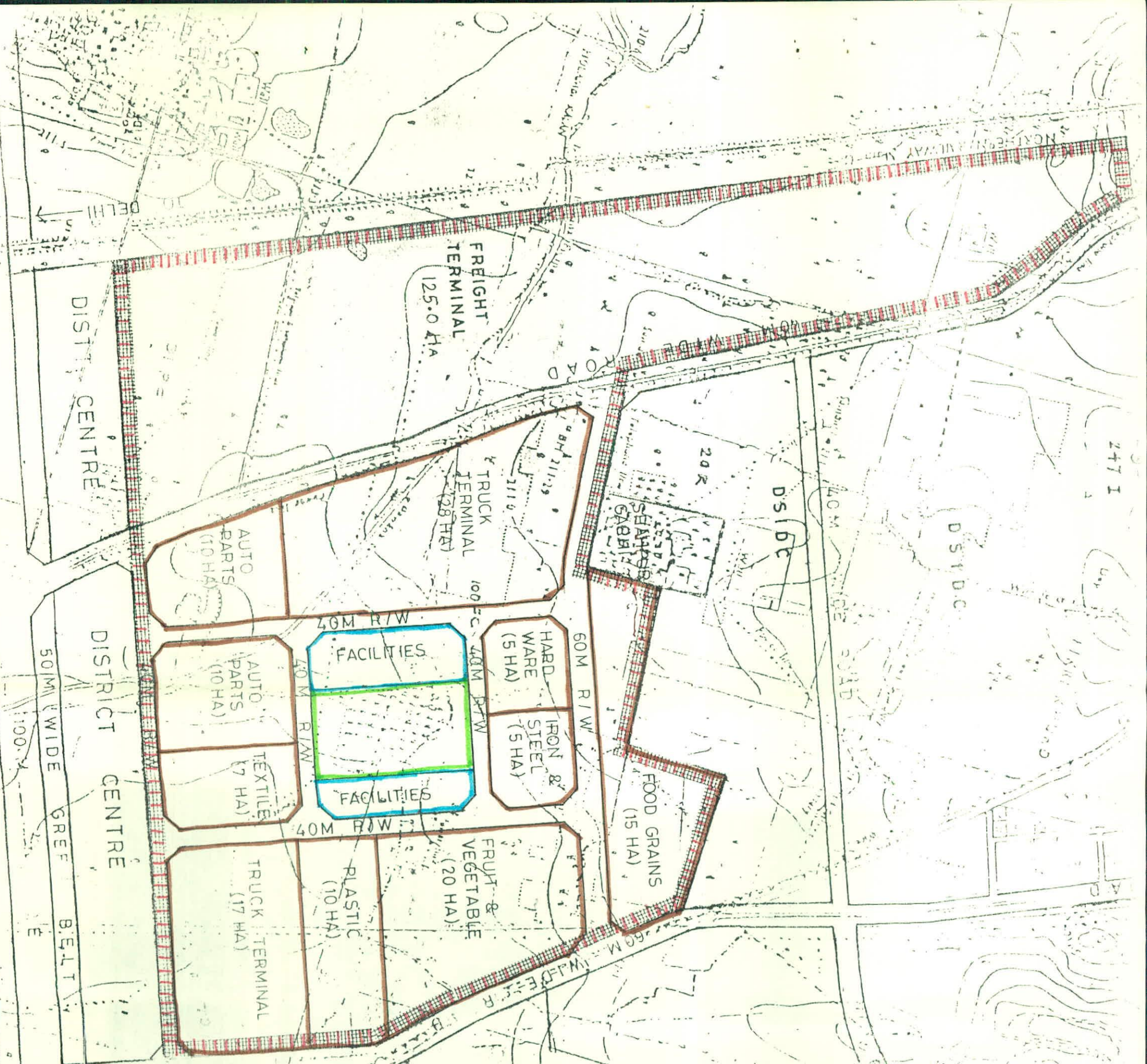
#### V. INTEGRATED FREIGHT COMPLEX AT NARELA:

The Integrated Freight Complex area is part of the comprehensive proposal for the Narela Project.

The total area of the integrated freight complex is 296 ha. out of which 125 ha. has been earmarked for the freight terminal along the Delhi-Ambala railway line and 171 ha. has been earmarked for truck terminal, wholesale market and ware housing for foodgrains, fruits and vegetables hardwares, iron and steel, auto parts, textile and plastic-PVC materials.

The location of this integrated freight complex in the over-all plan of Narela Project is adjacent to the existing DSIDC Industrial Area and 450 ha. land at presently developed by DDA. It will be served by major surface transport routes i.e. Railway line to Karnal, G.T. Road and proposed Express way of 100 mt. wide through urban extension. In the development plan for Narela Project an exclusive TRUCK ROUTE has been proposed connecting the freight complex and G.T. Road.





DETAILS OF AREAS (in hectares)

 TOTAL AREA - 296.0

FREIGHT TERMINAL - 125.0

FREIGHT TERMINAL & WHOLESALE MARKET - 17:00

DETAIL OF TRUCK TERMINAL &

WHOLESALE MARKET AREA

TRUCK TERMINAL 45.0

FRUIT & VEGETABLE 20.0

FOOD GRAINS 15.0

AUTO PARTS 20.0


PLASTIC LEATHER PVC 10.0

TEXTILE 7.0

HARDWARE BUILDING 5.0

## MATERIALS

IRON & STEEL 5.0

 FACILITIES-RECREATIONAL 44.0

CIRCULATION

# OUTLINE PLAN

OUTLINE 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275 276 277 278 279 280 281 282 283 284 285 286 287 288 289 290 291 292 293 294 295 296 297 298 299 300 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330 331 332 333 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500 501 502 503 504 505 506 507 508 509 510 511 512 513 514 515 516 517 518 519 520 521 522 523 524 525 526 527 528 529 530 531 532 533 534 535 536 537 538 539 540 541 542 543 544 545 546 547 548 549 550 551 552 553 554 555 556 557 558 559 560 561 562 563 564 565 566 567 568 569 570 571 572 573 574 575 576 577 578 579 580 581 582 583 584 585 586 587 588 589 590 591 592 593 594 595 596 597 598 599 600 601 602 603 604 605 606 607 608 609 610 611 612 613 614 615 616 617 618 619 620 621 622 623 624 625 626 627 628 629 630 631 632 633 634 635 636 637 638 639 640 641 642 643 644 645 646 647 648 649 650 651 652 653 654 655 656 657 658 659 660 661 662 663 664 665 666 667 668 669 670 671 672 673 674 675 676 677 678 679 680 681 682 683 684 685 686 687 688 689 690 691 692 693 694 695 696 697 698 699 700 701 702 703 704 705 706 707 708 709 710 711 712 713 714 715 716 717 718 719 720 721 722 723 724 725 726 727 728 729 730 731 732 733 734 735 736 737 738 739 740 741 742 743 744 745 746 747 748 749 750 751 752 753 754 755 756 757 758 759 760 761 762 763 764 765 766 767 768 769 770 771 772 773 774 775 776 777 778 779 780 781 782 783 784 785 786 787 788 789 790 791 792 793 794 795 796 797 798 799 800 801 802 803 804 805 806 807 808 809 810 811 812 813 814 815 816 817 818 819 820 821 822 823 824 825 826 827 828 829 830 831 832 833 834 835 836 837 838 839 840 841 842 843 844 845 846 847 848 849 850 851 852 853 854 855 856 857 858 859 860 861 862 863 864 865 866 867 868 869 870 871 872 873 874 875 876 877 878 879 880 881 882 883 884 885 886 887 888 889 890 891 892 893 894 895 896 897 898 899 900 901 902 903 904 905 906 907 908 909 910 911 912 913 914 915 916 917 918 919 920 921 922 923 924 925 926 927 928 929 930 931 932 933 934 935 936 937 938 939 940 941 942 943 944 945 946 947 948 949 950 951 952 953 954 955 956 957 958 959 960 961 962 963 964 965 966 967 968 969 970 971 972 973 974 975 976 977 978 979 980 981 982 983 984 985 986 987 988 989 990 991 992 993 994 995 996 997 998 999 1000 1001 1002 1003 1004 1005 1006 1007 1008 1009 1010 1011 1012 1013 1014 1015 1016 1017 1018 1019 1020 1021 1022 1023 1024 1025 1026 1027 1028 1029 1030 1031 1032 1033 1034 1035 1036 1037 1038 1039 1

COMPLEX

SCALE - 1:10,000

ROAD

# NARELA PROJECT

तत्त्वार्थसंग्रहः



The development of the integrated freight complex at Narela is extremely essential as number of unauthorised grain godown are coming up in Alipur, Bakoli and Khampur area and decongestion of walled city.

The area provided in the proposals of the Integrated Freight Complex at Narela for various commodities is as follows:

Sl.No.	Commodity	Area in ha.
(a)	MARKETS WITH WAREHOUSING	
1.	Textile & Textile Product	7
2.	Auto, Motor part & Machinery	20
3.	Fruit and Vegetable	20
4.	Hardware & Building Material	5
5.	Iron and Steel	5
6.	Food Grain	15
7.	Plastic, leather & PVC	10
8.	Recreation, Facilities & circulation	44
	Total	126
(b)	Truck Terminal	Total 45
		Total 171
(c)	Freight Terminal	125
	GRAND TOTAL	296

NOTE: Area for food grains has been increased from 5 ha. (as proposed in MPD-2001) to 15 ha. and area for truck terminal has been reduced from 55 ha. (as proposed in MPD 2001) to 45 ha. as per the decision of Commissioner (Planning) DDA.

As stated earlier this complex is accessible by railway and road connecting the G.T. Road. The specific pockets within the complex is accessible by 60 m and 40m wide

internal roads. At the centre of the complex the common recreational open spaces and two pockets for common facilities have been located. The facility pockets will have the local administration buildings and other local body offices, transport offices, banks, health centre, rest house, hotel, restaurants and some recreational facilities such as small cinema halls etc.

#### FUNCTIONAL ACTIVITIES IN THE FREIGHT COMPLEX

The sequence of activities to take place in the wholesale trade and warehousing, truck terminal and the inter relationship of various components of the integrated freight complex have been worked out and explained in the following flow diagrams.

- i Wholesale trade: Sequence of activities.
- ii Truck terminal: Sequence of activities.
- iii. Component and inter relationship.

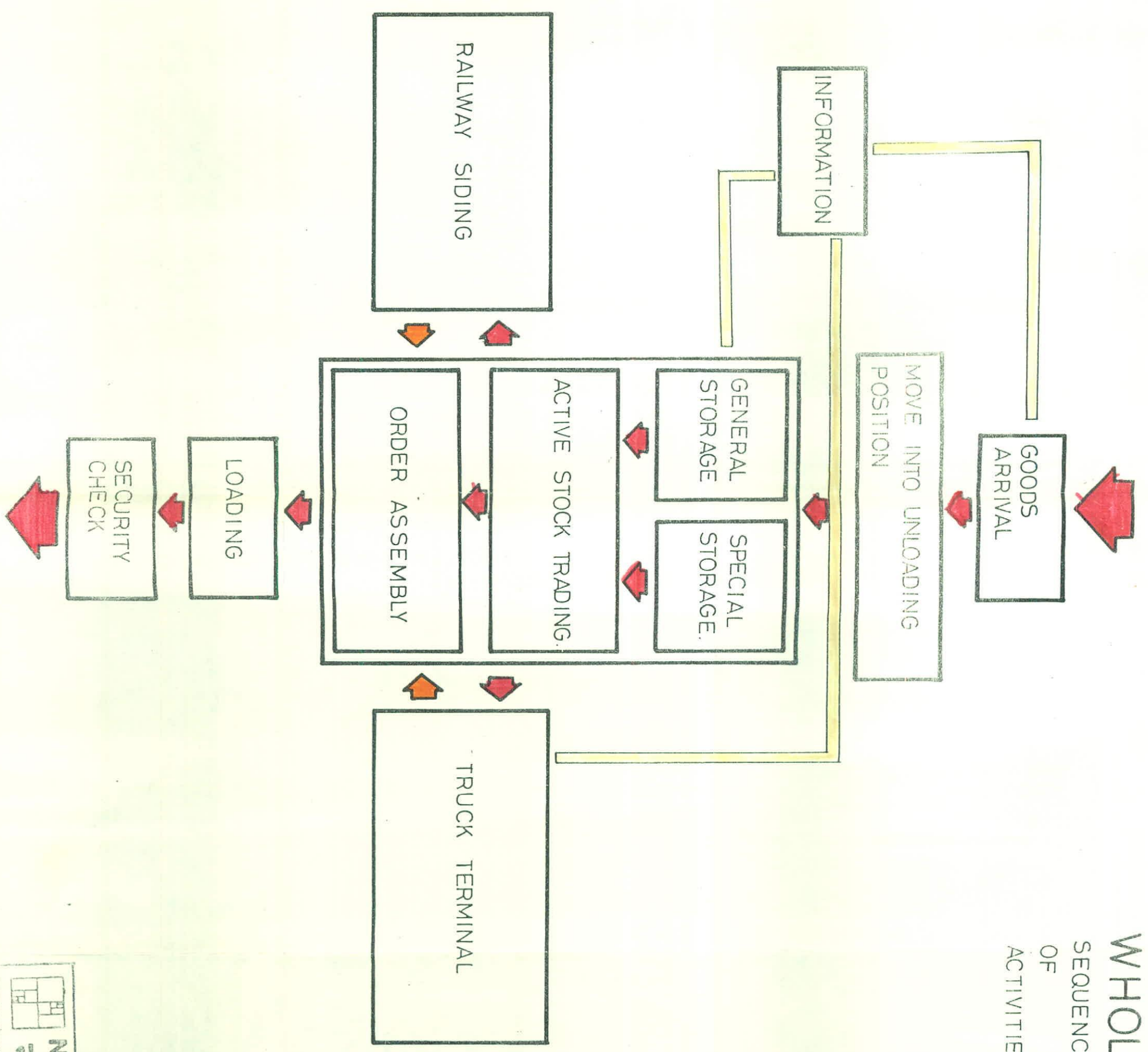
#### VI. PROPOSED MODULE FOR FREIGHT COMPLEX:

Based on the survey data it is observed that the 60 sq. mtrs. built up space module will meet the requirement of various trades. This module will provide for basement, ground, first and second floor with the total floor space of 240 sq. mtrs. The second floor can be used for residential activity. With the variety of layout tried we can get about 30 modular spaces per ha area and will provide for parking of two trucks in front of each modular space. With this criteria the following number of modular spaces will be available for each trade for the area earmarked in the proposal of Freight Complex Narela.



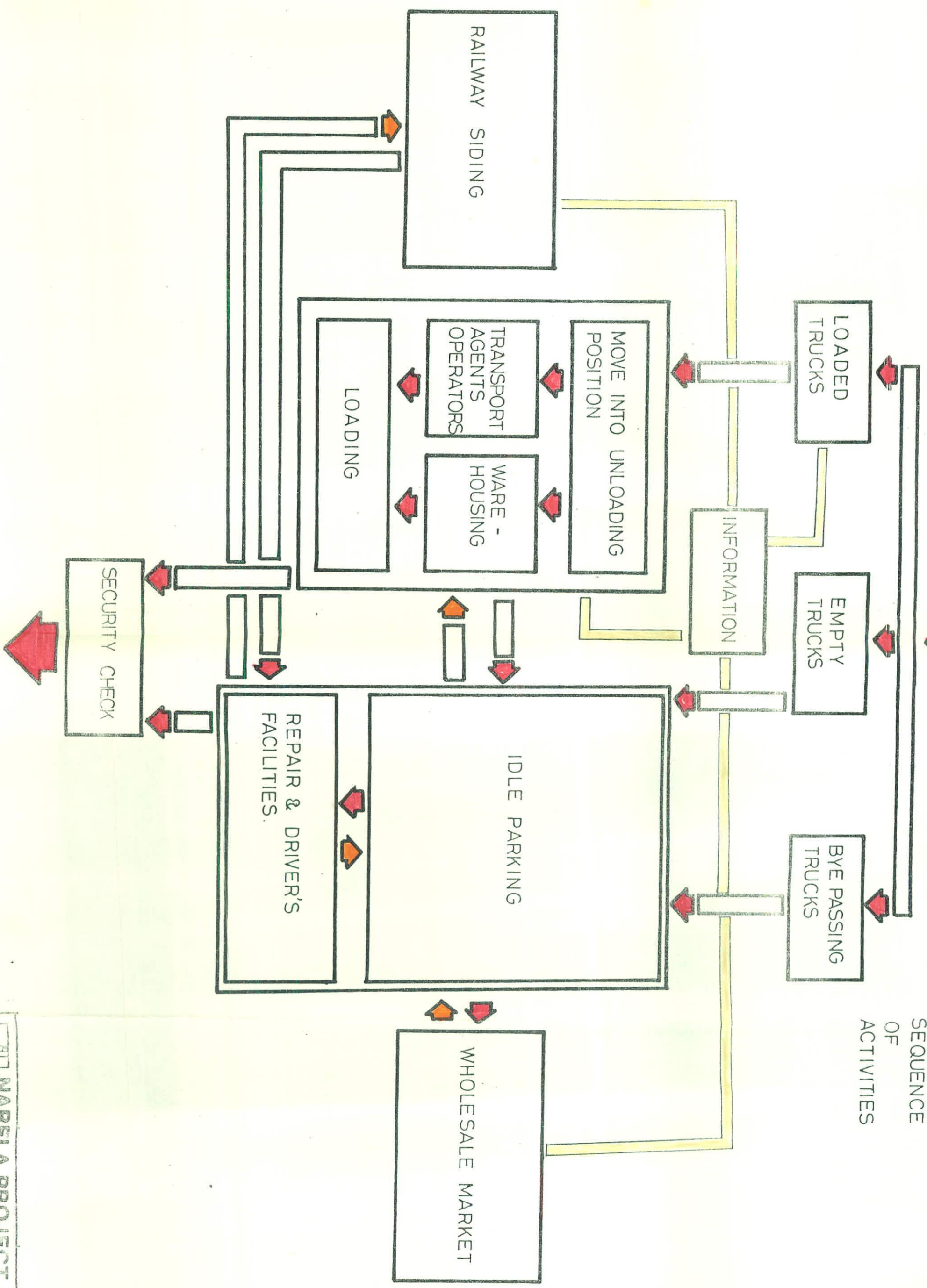
# WHOLESALE

SEQUENCE  
OF  
ACTIVITIES



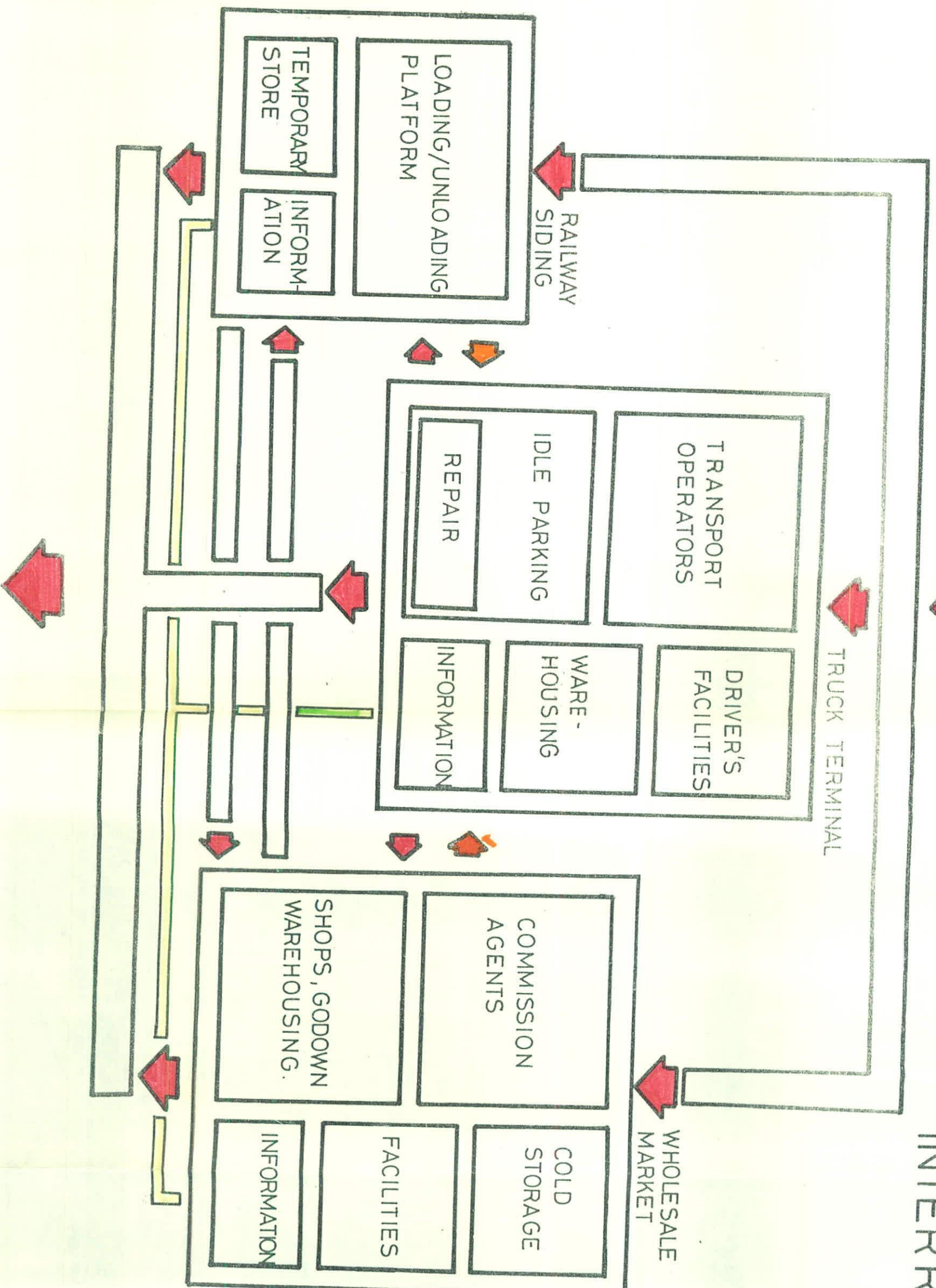
# TRUCK TERMINAL

SEQUENCE  
OF  
ACTIVITIES





# COMPONENTS & INTERRELATIONSHIP



	Trade	No of modular spaces.
i.	Textile	210
ii.	Auto parts	600
iii.	Fruit & Vegetable	600
iv.	Hardware & building material.	150
v.	Iron & Steel	150
vi.	Foodgrains	450
vii.	Plastic & leather	300
	Total	2460

The total area for the above activity is 82 ha. in which 2460 module spaces will be available.

#### VII. PROPOSED MODE OF LAND ACQUISITION

There are two possibilities of land acquisition programme which could be considered for acquiring land for the Integrated Freight Complex at Narela.

- i. As discussed in the meeting held on 3rd Feb.1993 under the Chairmanship of VC,DDA on this subject ,the registration money(for land acquisition)be collected from the organisation/association of various wholesale traders desiring to shift to Narela and with this money DDA could proceed for land acquisition. The registration money will include(i)proportionate cost of the land acquisition(ii)Proportionate cost of peripheral development(services) and (iii)proportionate cost of common facilities and circulation.Subsequently,DDA will develop the land,provide the peripheral services and dispose of the land at predetermined rate to the registered organisation/association.

On the above lines,Secretary DAMB vide letter no.F.25(1)/27/92/DAMB/91 dated 12.4.93 has requested for identification of land for shifting of food grain godowns from walled



City. In case DAMB is *inclined* to acquire the land directly through Delhi Administration, the proportionate cost of peripheral development of services, common facilities and circulation as stated above will be deposited with DDA. For immediate acquisition, land for food grains (15 ha) and 20 ha for fruit and vegetable has been identified as indicated in the plan. *Besides*, 13 ha. of land will also be acquired on priority for approach roads. Total land required to ~~be~~ acquired is 48 ha.

- ii. The second possibility is that DDA will acquire the land, develop it and provide the peripheral services and common facilities, roads. After this DDA will allot the land to the organisations/association of various wholesale traders.

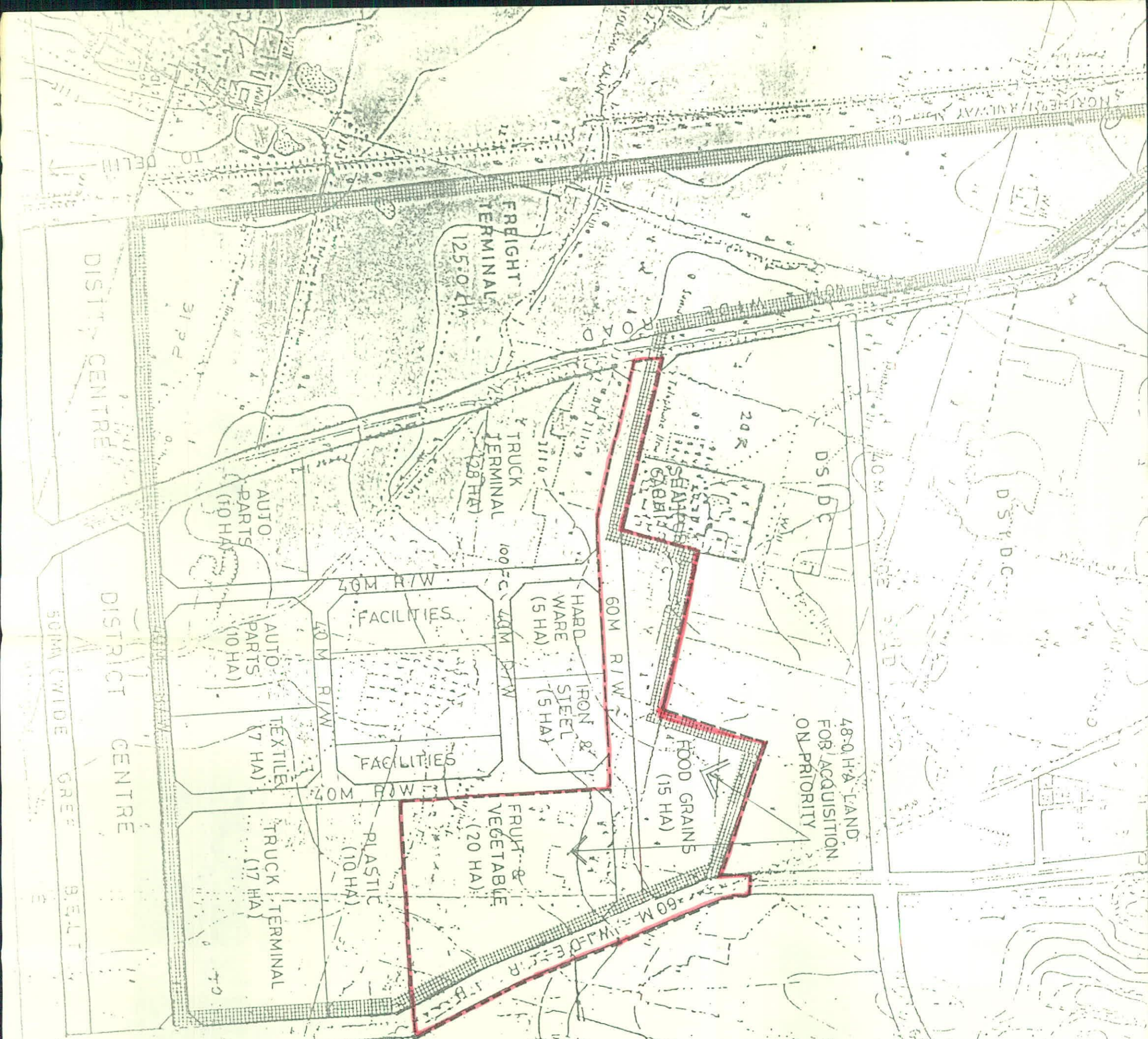
#### VIII FURTHER ACTION PROGRAMME

- i. After the approval of the outline plan of the Integrated Freight Complex land could be acquired as stated under land acquisition proposition and the land is disposed of to the various organisations. For layout and detail plans indicating the individual plots etc., association may appoint the consultants for designing. However, the layout plan has to be approved by DDA before demarcation/allotment of plots.

The other possibility is that if the organisation/association is not in a position to appoint the consultant for the said job, DDA could be approached to coordinate with the organisation/association and the consultant for designing etc. For this purpose the payment will be made by the organisation/association.

- ii. Once the outline plan is approved, it is suggested that a detailed Traffic & Transportation study be assigned to a consultant for specific proposals for this complex.
-





# DETAILS OF AREAS (in hectares)

TOTAL AREA - 296.0

FREIGHT TERMINAL - 125.0

TRUCK TERMINAL & WHOLESALE MARKET - 71.0

## DETAIL OF TRUCK TERMINAL & WHOLESALE MARKET AREA

TRUCK TERMINAL	4.50
FRUIT & VEGETABLE	20.0
FOOD GRAINS	15.0
AUTO PARTS	20.0
PLASTIC LEATHER PVC	10.0
TEXTILE	7.0
HARDWARE BUILDING	5.0
MATERIALS	5.0
IRON & STEEL	5.0
FACILITIES-RECREATIONAL CIRCULATION	4.0

## LAND ACQUISITION (PRIORITY)

48.0 HA LAND TO BE ACQUIRED FOR DAMB

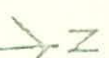
FOOD GRAINS	15.0 HA
FRUIT & VEG.	20.0 HA
AREA UNDER 60M CR/W ROAD	13.0 HA

## OUTLINE PLAN

PROPOSED INTEGRATED FREIGHT COMPLEX

JUNE 1993

SCALE - 1:10,000



ROAD

NARELA PROJECT



DEVELOPMENT PLAN NARELA

URBAN  
EXTENSION  
2001.

The Master Plan for Delhi-2001 has recommended that to accommodate 3 to 4 million population the present DUA limit needs to be extended by about 18000 to 24000 ha. over the next two decades. It has recommended the urban extension in the West and North of Delhi.

This includes Dwarka, Rohini phase-III, IV & V, Narela & area between Nazafgarh Road & Rohtak Road. (Refer drawing 1) Urban Extension Plan-2001 was approved by Authority vide Res. No. 79 dtd. 30.6.1987.

PROJECT  
BOUNDARY

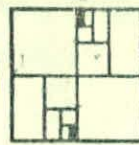
Narela Project area is located in North most part of Urban Territory of Delhi. It is bounded by G.T. Road in the East, Western Yamuna Canal in the West, Union Territory boundary in the North and Bawana Aushandi Marg in the South.

The entire project area is very well linked with rest of the parts of Delhi and the hinter land through two major surface transport roads i.e. Railway line to Karnal and G.T. Road. About 9000 ha. of land falling in Urban extension 2001 has been declared as development area of DDA vide notification No.175 dt. 8.5.92. Major Narela Project area forms part of this development area. (Refer drawing 2).

OBJECT-  
IVES OF  
THE PRO-  
JECT.

The basic objective of the project is to reduce the pressure on Urban Delhi by creating Counter Centres for growth of socio economic activities simultaneously providing for the need of housing and recreation. Disbursal of undesirable and large scale industry.





WESTERN  
YAMUNA CANAL

G.U.T. BOUNDARY

G.T. ROAD

NARELA

ROHINI  
III, IV & V

ROHINI  
I & II

OUTER  
RING ROAD

ROHTAK ROAD

DWARKA

PHASE I A

II A

II B

III

IV

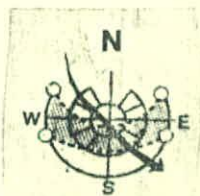
3.5 MILLION

1.2 MILLION

1.0 MILLION

PROJECT AREA

Urban Extension Plan

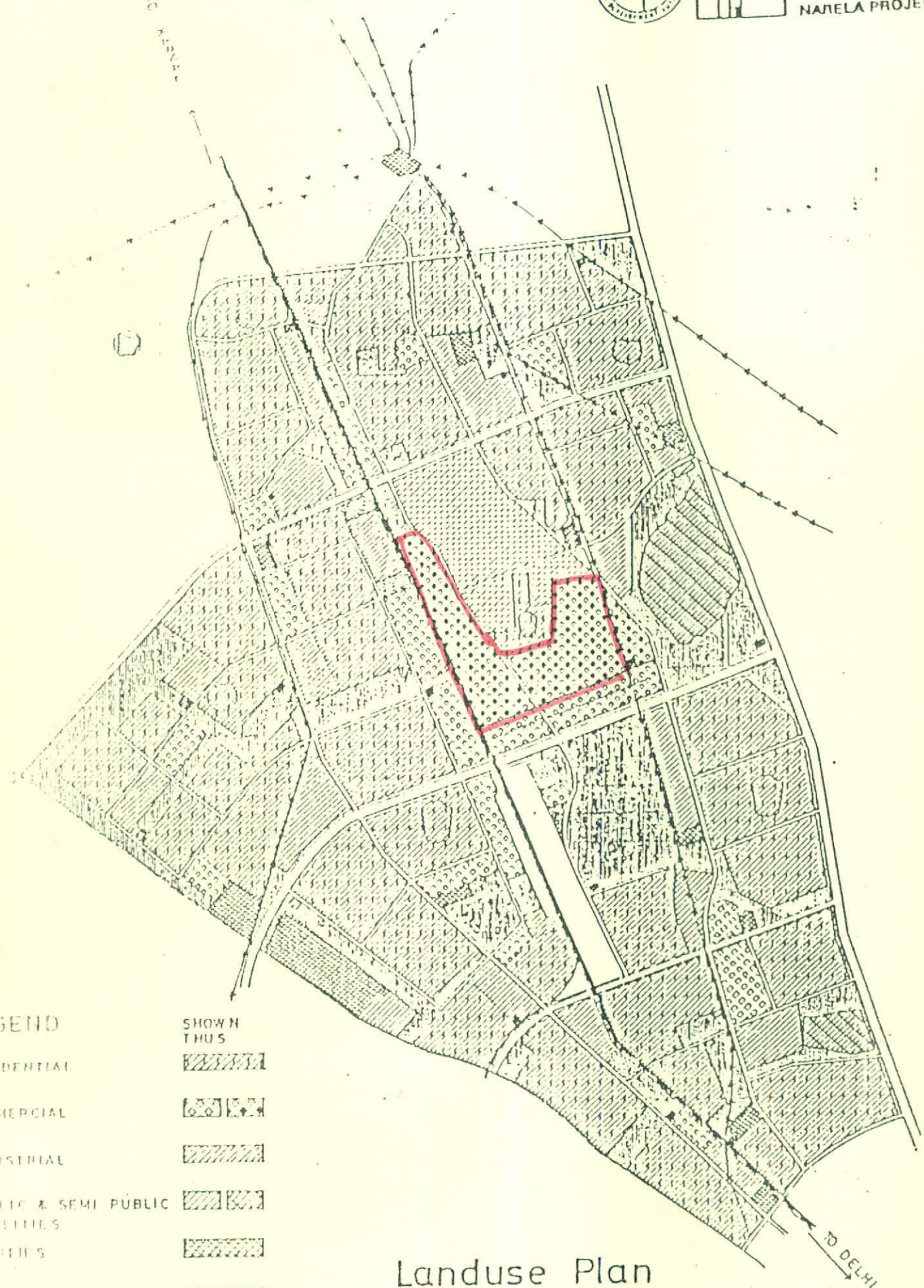






नरेला परियोजना  
NARELA PROJECT

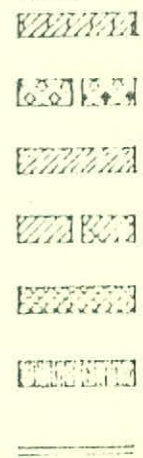
-20-



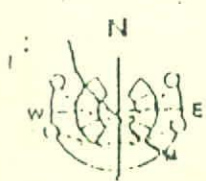
LEGEND

- RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC & SEMI PUBLIC FACILITIES
- RECREATION
- TRANSPORTATION

SHOWN  
THUS



Landuse Plan





some the transit trade, Govt. and Public sector offices from Delhi urban area to Narela Project will be given top priority.

#### CONCEPT

The project concept for Narela is based on the framework of UER (Urban Extension Road) which run West to East and are the major connections to the Express ways identified in NCR. One of the UER is also a Express way. The existing railway line and proposed rail linkage also plays an important role. The UER are intercepted by NPR (Narela Project Roads) in North-South direction.

The NPR are the main linkage within a project which connects the various community centres, Cultural centres. This linkage has a linear system of open spaces at city level which extends into residential sectors in form of sector level open spaces. The city centre is a spine along the railway line and NPR which is accessible through a city with system of cycle tracks and pedestrian walkways. This city centre constitutes of Freight Complex, Freight Terminal, District level commercial, passenger terminal, inter-state bus terminus and existing industrial area. The NPR and UER have been provided with wide green buffers to absorb smoke and noise and also provide space for deep services and H.T. lines. The cultural centres with big recreational areas are provided along the NPR to ensure easy accessibility. The facilities at community level, district level and divisional level are in accordance with MPD-2001 have been located along the NPR and city level open space system to have easy and equitable accessibility. The plan is based on clear segregation of different land uses, thereby creating right environment for various activities. The development module of a residential area would be a sector of 30,000 population. The sector is characterised by a controlled access from peri-



-ipherial roads, green buffer and open space system equally accessible to all. The sector population will have a mixture of all income groups. The experience through project area would be of wide tree lined roads, large interlinked open space system, uninterrupted movement by cyclists and pedestrians through buffer green linkages peaceful residential environment. The Project is proposed to be developed in two phases i.e. area between Railway line and G.T. Road as phase-I and between Railway line and Western Yamuna Canal as phase-II.

PROPOSED  
LAND USE.

The land use distribution within the project is based on Master Plan guidelines and the plan prepared for UK-2001 which was approved in 1987. No new industrial areas are provided in plan due to the policy decision and 27% area is added.

Proposed land use distribution:

* Total area of Scheme	7336 ha
* Area not to be acquired	534 ha
* Development area to be acquired/acquired.	6676 ha.

LAND-USE DISTRIBUTION OF DEVELOPMENT AREA			6676 Ha.
A)	GROSS RESIDENTIAL	3272.00	49.00
B)	GROSS COMMERCIAL	534.00	8.00
C)	GROSS INDUSTRIAL	-	-
D)	GROSS PUBLIC/SEMI PUBLIC	682.00	10.30
E)	UTILITIES	183.00	2.70
F)	RECREATION	1135.00	17.00
G)	TRANSPORTATION	200.00	3.00
H)	CIRCULATION	670.00	10.00
TOTAL		6676.00	100.00

Population: 13.5 lac.

#### PHYSICAL INFRASTRUCTURE

For the total project accommodating 1.4 million population the requirement of water for domestic, commercial and industrial use will be about 100 MGD. The sewage disposal arrangements will be required for 80 MGD and the storm water drainage of 7000 cumecs. It is estimated that the total electricity requirement will be about 1400 MU.

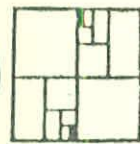
#### PHASING

One of the important factors of development of this project area is its phasing strategy. As per the Master Plan-2001 and UK-2001 certain areas are identified for terminals, development of freight complex, on the periphery of UT on the northern side. Kundli Industrial Area is ready to take off. The NCR policy for electrification of the existing railway corridor are some of the factors which influence phasing. A peculiar nature is that development is fast near Narela town in North and near Badli in South. Looking into these circumstances it is proposed to develop the entire project area in two phases. Phase: I Area between railway line and G.T. Road i.e. sectors A,B,C & D to be acquired, developed and disposed off by year 2001. Phase:II Area between railway line and Western Yamuna Canal i.e. Sectors E,F,G. to be acquired, developed and disposed off by year 2005.

#### LAND ACQUISITION.

Timely acquisition of the project land is a key factor for its timely implementation, orderly development and preventing unintended growth. As per the benefits of the urban development has to go to general public acquisition and disposal is still a major tool. It is proposed that the entire project land i.e. 6676 ha. be acquired during the 8th Five year plan. Out of this 450 ha. of land has been already acquired(phase 1/1). As per the current programme

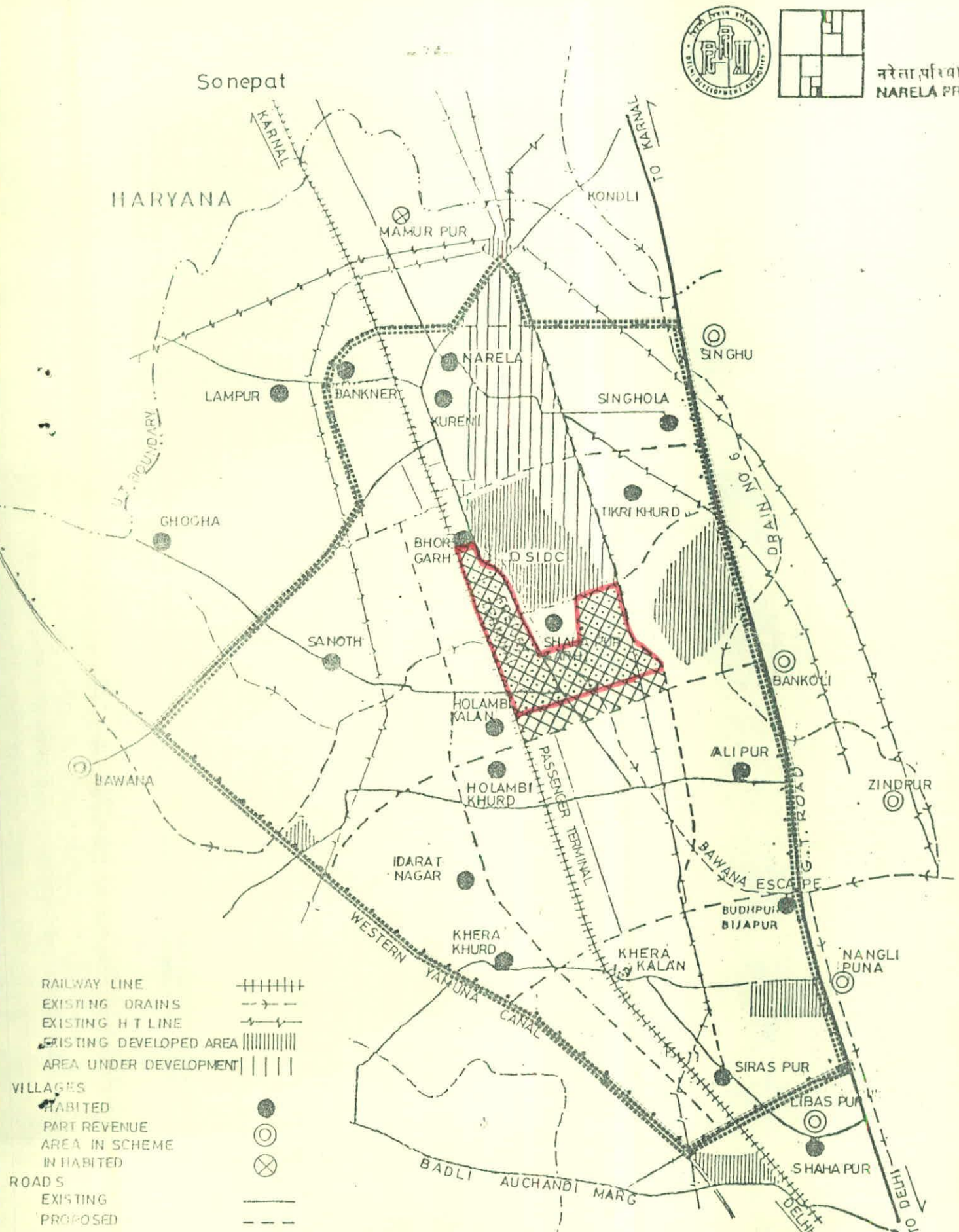




नरेला परियोजना  
NARELA PROJECT

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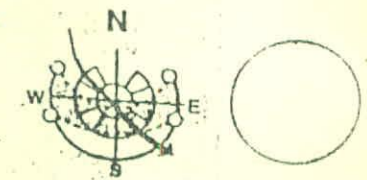
RAILWAY LINE  
EXISTING DRAINS  
EXISTING HT LINE  
EXISTING DEVELOPED AREA  
AREA UNDER DEVELOPMENT

VILLAGES  
HABITED  
PART REVENUE  
AREA IN SCHEME  
IN HABITED

ROADS  
EXISTING  
PROPOSED  
U.T. BOUNDARY

SCHEME BOUNDARY  
FREIGHT COMPLEX / TERMINAL  
DISTRICT CENTRE

Integrated Freight Complex





of Land Acquisition finalised by VC.DDA, in  
Narela 1050 ha. of land was to be acquired by  
July-August 1992. The area earmarked for freight  
Complex is part of 1050 ha. area. (Refer drawing  
-3).

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पुस्तक धीमा प्रतिलिपि  
दिनांक 15.11.93  
18-11-93

DELHI DEVELOPMENT AUTHORITY  
TRANS YAMUNA AREA UNIT

No: 25/50 (TYA)/93/190

Dated: 18.11.93

Issue of corrigendum in the minutes of the meeting of the technical committee held on 22.10.93 in the Conference Room of Vikas Sadan under the Chairmanship of VC, DDA - Item No.104/93 on the subject of "Approval of Small Facility Centre in an area of 0.91 ha. at the crossing of Loni Road and Wazirabad Road. ii) Change of landuse from Recreational (District Park) to Public and Semi Public Facilities. PA/DD/TYA/93/7/D.

Recorded and circulated minutes are as under:-

"The Technical Committee discussed in detail the proposal and did not approve the proposal for change of land use in view of severe congestating in TYA and the necessity to keep open space for recreational purposes. The area should be used for recreational purpose with a waterbody Land could be fenced for protection".

Decision was taken as under:-

- i) The area at the crossing of Wazirabad Road and Loni Road may be kept as green.
- ii) In the back of green, a plot may be provided for Senior Secondary School to be used by Delhi Admn.
- iii) In a corner, one plot of about 1000 sq.mt. may be carved out for a dispensary.

Copy of the plan which was placed before the technical committee is at 'Flag No.1' and copy of the modified plan which was done immediately after coming back from the meeting of the technical committee is at 'Flag No.2'.

Correction may be made and corrigendum be issued.

Encl: As stated,



( R.G. GUPTA )  
DIRECTOR (TYA) D.D.A.  
18.11.93

D.D. (MP)

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in T.C. min. sec*

E:FAC-CEN

*ur II*  
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*19.11.93*



## 8. Item No. 104/93

Sub: Approval of Small Facility Centre in an area of 0.91 ha. at the crossing of Loni Road and Wazirabad road. (ii) Change of land use from Recreational (District Park) to Public and Semi Public Facilities. PA/DD/TYA/93/7/D

The Technical committee discussed in detail the proposal and did not approve the proposal for change of land use in view of severe congestating in TYA and the necessity to keep open space for recreational purposes. The area should be used for recreational purpose with a waterbody Land could be fenced for protection.

## 9. Item No. 105/93

Sub: Approach road for Police Lines near village Ghondli in Planning Zone E-1. F25(8)84-Instl.

The Technical Committee approved the proposal for an approach road to be developed by the Police Deptt. which may be acquired and developed on their cost.

## 10. Item No. 106/93

Sub: Allotment of Gas Godown and Petrol Pump sites in Services Centre no. 2 of Sector 5, Rohini. PP/R/1001-14/88/977.

The Technical Committee desired that a small group having a representatives of CFO, Explosive Deptt. and the representative of Oil Company the (State Oil Coordinator with Director (AP), as a convenor, may work out alternate for grouping gas godowns and may put up in file for VC's approval. Further, regarding approval of the Service Centre proposal, the matter be brought before the Screening Committee.

## 11. Item No. 107/93

Sub: Approval of 2 Nursing Home Sites in LSC No. 7 of Sector 8, Rohini. PP/R/1001/93/575

The proposal of locating 2 Nursing Home Plots within the local shopping site, each measuring about 600 sqm. with 100 FAR and 33% ground coverage, was approved.



DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

NO. F. (55)/93-MP

DATE: 17-11-93

Minutes of the meeting of the Technical Committee held on 22.10.93 at 11.00 A.M. in the conference room of Vikas Sadan, Delhi Development Authority, New Delhi.

The following members were present:

DELHI DEVELOPMENT AUTHORITY

1. Sh.S.P.Jakhanwal, Vice-Chairman (In Chair)
2. Sh.H.S.Anand, Principal Commissioner.
3. Sh.J.C.Gambhir, Commr.(PLg.)
4. Sh. Santosh Auluck, Chief Architect.
5. Sh.R.G.Gupta, Director(TYA)
6. Sh.S.C.Gupta, Director(DC&P)
7. Sh.P.C.Jain, Director(AP&B)
8. Sh.R.K.Jhington, Sr.Land Scape Architect.
9. Sh.A.K.Gupta, P.P.(Narela)
10. Sh.A.K.Jain, Jt.Dir.(ZP)

TOWN & COUNTRY PLANNING ORGANISATION

11. Sh.B.K.Arora, Associate Planner.

DELHI POLICE

12. Sh.Lala Ram, A.C.P.(Traffic)
13. Sh.K.R.Verma, A.C.P./HQ/East.

NEW DELHI MUNICIPAL COMMITTEE

14. Sh.G.Krishna Rao, Architect.

MUNICIPAL CORPORATION OF DELHI

15. Sh.V.K.Bagga, Addl.Town Planner.
16. Sh.Sunil Mehra, J.T.P.

L & D.O.

17. Sh.L.D.Ganotra, E.O.

SPECIAL INVITEES

DAMB

18. Sh.G.A.Arta, Secretary For item no.97/93
19. Sh.S.P.Ashta, Ex.Engineer -do-
20. Sh.Akash Mahapatra -do-

H.P.C.L.

21. Sh.R.N.Mathur For item no.106/93
22. Sh.K.Muralidharan, S.L.C Oil Industry -do-



DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

Minutes of the meeting of Technical Committee held on 26.10.93 at 9.30 A.M. in the conference room Vikas Sadan, INA, DDA, New Delhi.

The following members were present:-

DELHI DEVELOPMENT AUTHORITY

1. Sh.S.P.Jakhanwal, Vice-Chairman (In chair)
2. Sh.S.D.Sharma, Engineer Member
3. Sh.J.C.Gambhir, Commr.(PLg.)
4. Sh.Santosh Auluck, Chief Architect.
5. Sh.R.G.Bhatnagar, Chief Engineer(WZ)
6. Sh.R.G.Gupta, Director(TYA)
7. Sh.S.C.Gupta, Director(DC&P)
8. Sh.P.C.Jain, Director(AP&B)
9. Sh.R.K.Jhington, Sr.Land Scape Architect.

TOWN & COUNTRY PLANNING ORGANISATION.

10. Sh.B.K.Arora, Associate T.C.P.

POLICE DEPARTMENT

11. Sh.Lala Ram, A.C.P.

SPECIAL INVITEES

12. Sh.R.N.Mathur, State Oil Co-ordinator Foritem no. 108/93  
C/o H.P.C.L.



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S.No.	Item No.	Particulars	Page No.
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2.	98/93	Action Plan to reduce Air-Pollution in 3 Delhi. PA/JD(T)93/PPW/174	
3.	100/93	Alignment plan of Road no.16 along 20 the Eastern Side of Jawahar Lal Nehru University from Outer Ring Road to Mehrauli Mahipalpur Road. F.5(3)72-MP	
4.	45/93	Installation of two fair weather 35 Pantoon Bridges at the location (i) connecting Ring Road near IP Power station and Bund near Shakarpur and (ii) connecting Ring Road near Sarai Kale Khan and Bund Road near Mayur Vihar (Phase I). F.5(17)92-MP	
5.	101/93	Development Plan of Growth Centres 41 in Rural Delhi Plans received from Municipal Corpn. of Delhi. JD(PP)NCR&UE/93/F33	
6.	102/93	Development of Plot Nos.2 & 3, Tolstoy 49 Lane, New Delhi. F16(71)78-MP	
7.	103/93	Hot Mix Plans in Delhi. 51 F23(13)91-IL:	
8.	104/93	Approval of Small Facility centre 53 in an area of 0.91 hect. at the crossing of Loni Road and Wazirabad Road. (ii) Change of land use from recreational (district park) to public and semi public facilities. PA/DD/TYA/93/7/D	
9.	105/93	Approach Road for Police Lines near 54 Village Ghondli in Plg.Zone E-1 F25(8)84-Instl.	
10.	106/93	Allotment of Gas Godown and Petrol 56 Pumps sites in Service Centre no.2 of Sector-5, Rohini. PP/R/1001-14/88/977	
11.	107/93	Approval of two Nursing Home sites 58 in LSC No.7 of Sector-8, Rohini PP/R/1001/93/575	



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|-----|--------|---|----|
| 12. | 108/93 | Proposal of two sites for filling station/filling station cum service station in Rohini, Phase III<br>PP/R/1061/Pt./1065          | 62 |
| 13. | 109/93 | Policy for land utilisation in case of existing hazardous/noxious/heavy/ Large scale industries existing in Delhi<br>F20(16)93-MP | 63 |

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- |     |        |   |    |
|-----|--------|---|----|
| 14. | 110/93 | Construction of sump well and pump houses in Mandawali-Fazalpur, Zone, E-13, Delhi, Trans Yamuna Area and permission to cut euclyptus trees.<br>F2(58)90/EE/ED-8/Vol.II/DDA/1880-82 | 71 |
| 15. | 111/93 | Location of 11 KV ESS to DESU in Khyala Residential Scheme.<br>PA/JD(AP)I/93/D-234  |    |



1. Item No.97/93  
Sub : Integrated Freight complex - Narela  
File No.PP/NP/93/114/Pt.II

The proposal of integrated freight complex, Narela was explained by Project Planner, Narela. The representative of DAMB, who was present in the meeting explained that their requirement for food grain storage as regulated market in Narela is of the order of 60 ha. whereas in the report, the proposal is only for 5 Ha.

2. The Technical Committee noted that the proposal is for an integrated freight complex where various components of ware-housing and transport facilities are provided. The provision is there for truck terminal, freight terminal and circulation in an area of 214 ha. which is to be developed mainly by Railway (125 ha.) and the transport deptt. about 45 ha. and as part of the circulation and facilities 44ha. The remaining area, measuring about 72 ha. is to be used for wholesale marketing and ware housing for various commodities. Therefore, DAMB is to perform as part of the total integrated scheme and no separate circulation parking and other facilities would be required. After detailed discussion, it was decided that the proposal for acquisition of 296 ha. of land should be recommended. The acquisition cost may be financed by the various developing agencies and the beneficiaries i.e. DAMB & Railways.

3. The Technical Committee also noted that in addition to the above land about 70 ha. will also be required for the construction of 100 m. wide express highways to provide proper approach to this complex and, therefore, recommended that acquisition proceedings for this should also be initiated. The Technical Committee desired that the requirement of DAMB may be discussed by Commr.(Plg.) with their representatives.

2. Item No.98/93  
Sub: Action Plan to reduce Air-pollution in Delhi.  
File No.PA/JD(T)93/PPW/174

Deferred.

3. Item No. 100/93

Sub: Alignment Plan of road no. 16 along the Eastern side of Jawahar Lal Nehru University from Outer Ring Road to Mehrauli Mahipalpur road. F5(3)72-MP.

Deferred.

4. Item No. 45/93

Sub: Installation of two fair weather Pantool Bridges at the location (i) connecting Ring Road near IP Power Station and Bund Road near Shakarpur and (ii) connecting Ring Road near Sarai Kale Khan and Bund Road near Mayur Vihar (Phase I). F5(17)92-MP

Deferred.

5. Item no. 101/93:

Sub: Development plan of Growth Centres in Rural Delhi Plans received from Municipal Corpn. of Delhi. JD(PP)NCR&UE/93/F33

Deferred.

6. Item No. 102/93

Sub: Development of Plot nos. 2 & 3, Tolstoy Lane, New Delhi. Fl6(71)78-MP

The Technical Committee noted that there is no reference for NDMC, the concerned local body desired that the party may be informed to approach to NDMC, the building plan sanctioning authority of this area, which in term may give their comments before agreeing to any change in approved layout plan.

7. Item No. 103/93

Sub: Hot Mix Plants in Delhi.

File No. F23(13)91-IL

The Technical Committee recommended that an area of about 20 ha. be identified in the vicinity of Badarpur Power Station for locating extensive industries like Hot Mix Plant Road Concrete Mix Plant etc.



## 8. Item No. 104/93

Sub: Approval of Small Facility Centre in an area of 0.91 ha. at the crossing of Loni Road and Wazirabad road. (ii) Change of land use from Recreational (District Park) to Public and Semi Public Facilities. PA/DD/TYA/93/7/D

The Technical committee discussed in detail the proposal and did not approve the proposal for change of land use in view of severe congestating in TYA and the necessity to keep open space for recreational purposes. The area should be used for recreational purpose with a waterbody Land could be fenced for protection.

## 9. Item No. 105/93

Sub: Approach road for Police Lines near village Ghondli in Planning Zone E-1. F25(8)84-Instl.

The Technical Committee approved the proposal for an approach road to be developed by the Police Deptt. which may be acquired and developed on their cost.

## 10. Item No. 106/93

Sub: Allotment of Gas Godown and Petrol Pump sites in Services Centre no. 2 of Sector 5, Rohini. PP/R/1001-14/88/977.

The Technical Committee desired that a small group having a representatives of CFO, Explosive Deptt. and the representative of Oil Company the (State Oil Coordinator with Director (AP), as a convenor, may work out alternate for grouping gas godowns and may put up in file for VC's approval. Further, regarding approval of the Service Centre proposal, the matter be brought before the Screening Committee.

## 11. Item No. 107/93

Sub: Approval of 2 Nursing Home Sites in LSC No. 7 of Sector 8, Rohini. PP/R/1001/93/575

The proposal of locating 2 Nursing Home Plots within the local shopping site, each measuring about 600 sqm. with 100 FAR and 33½% ground coverage, was approved.

12. Item No.108/93

Sub: Proposal of two sites for filling station/filling cum service station in Rohini, Phase III.

PP/R/1061/93/Pt./1065

The Technical Committee approved 3 sites for location of [redacted] filling station cum Service station, each measuring 36m x 30m, one site on Khanjehwala Road and 2 sites on road no.41 Extn. with the condition that green area utilised for these outlets be compensated within the residential/commercial area. The exact location be worked out by Commr.(Plg.)

13. Item No.109/93

Sub; Policy for land utilisation in case of existing hazardous/noxious/heavy/large scale industries existing in Delhi.

F20(16)93-MP

The policy regarding utilisation of land available after closure/shifting of hazardous/noxious/heavy/large scale industries were discussed in detail, keeping in view the various proposals including that being followed as part of the development control rules of Greater Bombay. The following views were expressed:

i) That there should be a common model for utilisation of land for meeting the deficiencies of community facilities in all cases whether it is a freehold or a lease hold land.

ii) In case of lease hold land which is to be left to the present lessee, the terms and conditions for its utilisation be left to the lessor to decide.

2. The Technical Committee observed that before arriving to any specific per-centage of land to be made available for meeting the deficiencies of the community facilities for the neighbourhood as recommended in MPD-2001 on the closure of such units, the matter should be brought up again before the Technical Committee wherein the Secretary, Land & Bldg.; Secetary (Industries) and CLA,DDA should be invited.



Laid on Table

14. Item No.110/93

Sub: Construction of sump-well and pump houses in Mandawali-Fazalpur, Zone E-13, Delhi, Trans Yamuna Area and Permission to cut 240 Euclyptus trees.

F.2(58)90/EE/ED-8/Vol.II/DDA/1880-82.

✓ The Technical Committee agreed to shift the site of pumping station and sump well to a corner in the green area along NH-24 and approved the cutting of existing euclyptus trees (about 240 in numbers) falling in the site.

15. Item No.111/93

Sub: Location of 11 KV ESS to DESU in Khyala Residential Scheme.

PA/JD(AP)I/93/D-234

The Technical Committee agreed, in principle <sup>for</sup> the provision of <sup>an</sup> additional 11 KV electric-sub-station site, and desired that the exact location may be worked out by Director(AP) in consultation with Chief Engineer(Elect.)DDA.

This issues with the approval of Vice Chairman,DDA.

(ANIL BARAI)

DY.DIR.(MP)

DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

No. F<sub>1</sub>(55)/93-MP

Dated 17.11.93

Minutes of the meeting of the Technical Committee held on 22.10.93<sup>26.10.93</sup> at 11.00 A.M. in the conference room of Vikas Sadan, Delhi Development Authority, New Delhi.

The following members were present:

DELHI DEVELOPMENT AUTHORITY

1. Sh.S.P.Jakhanwal, Vice-Chairman (In Chair)
2. Sh.H.S.Anand, Principal Commissioner.
3. Sh.J.C.Gambhir, Commr.(PLg.)
4. Sh. Santosh Auluck, Chief Architect.
5. Sh.R.G.Gupta, Director(TYA)
6. Sh.S.C.Gupta, Director(DC&P)
7. Sh.P.C.Jain, Director(AP&B)
8. Sh.R.K.Jhington, Sr.Land Scape Architect.
9. Sh.A.K.Gupta, P.P.(Narela)
10. Sh.A.K.Jain, Jt.Dir.(ZP)

TOWN & COUNTRY PLANNING ORGANISATION

11. Sh.B.K.Arora, Associate Planner.

DELHI POLICE

12. Sh.Lala Ram, A.C.P.(Traffic)
13. Sh.K.R.Verma, A.C.P./HQ/East.

NEW DELHI MUNICIPAL COMMITTEE

14. Sh.G.Krishna Rao, Architect.

MUNICIPAL CORPORATION OF DELHI

15. Sh.V.K.Bagga, Addl.Town Planner.
16. Sh.Sunil Mehra, J.T.P.

L & D.O.

17. Sh.L.D.Ganotra, E.O.

SPECIAL INVITEES

DAMB

18. Sh.G.A.Arta, Secretary For item no.97/93
19. Sh.S.P.Ashta, Ex.Engineer -do-
20. Sh.Akash Mahapatra -do-

H.P.C.L.

21. Sh.R.N.Mathur For item no.106/93
22. Sh.K.Muralidharan, S.L.C.Oil Industry -do-



DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

Minutes of the meeting of Technical Committee held on 26.10.93 at 9.30 A.M. in the conference room Vikas Sadan, INA, DDA, New Delhi.

The following members were present:-

DELHI DEVELOPMENT AUTHORITY

1. Sh.S.P.Jakhanwal, Vice-Chairman (In chair)
2. Sh.S.D.Sharma, Engineer Member
3. Sh.J.C.Gambhir, Commr.(PLg.)
4. Sh.Santosh Auluck, Chief Architect.
5. Sh.R.G.Bhatnagar, Chief Engineer(WZ)
6. Sh.R.G.Gupta, Director(TYA)
7. Sh.S.C.Gupta, Director(DC&P)
8. Sh.P.C.Jain, Director(AP&B)
9. Sh.R.K.Jhington, Sr.Land Scape Architect.

TOWN & COUNTRY PLANNING ORGANISATION.

10. Sh.B.K.Arora, Associate T.C.P.

POLICE DEPARTMENT

11. Sh.Lala Ram, A.C.P.

SPECIAL INVITEES

12. Sh.R.N.Mathur, State Oil Co-ordinator For item no. 108/93  
C/o H.P.C.L.

# I N D E X

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3.	100/93	Alignment plan of Road no.16 along the Eastern Side of Jawahar Lal Nehru University from Outer Ring Road to Mehrauli Mahipalpur Road. F.5(3)72-MP	20
4.	45/93	Installation of two fair weather Pantoon Bridges at the location (i) connecting Ring Road near IP Power station and Bund near Shakarpur and (ii) connecting Ring Road near Sarai Kale Khan and Bund Road near Mayur Vihar (Phase I). F.5(17)92-MP	35
5.	101/93	Development Plan of Growth Centres in Rural Delhi Plans received from Municipal Corpn. of Delhi. JD(PP)NCR&UE/93/F33	41
6.	102/93	Development of Plot Nos.2 & 3, Tolstoy Lane, New De4lhi. F16(71)78-MP	49
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PP/R/1061/Pt./1065

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F20(16)93-MP

LAID ON TABLE

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F2(58)90/EE/ED-8/Vol.II/DDA/1880-82

15. 111/93 Location of 11 KV ESS to DESU in Khyala Residential Scheme.  
PA/JD(AP)I/93/D-234

1. Item No.97/93  
 Sub : Integrated Freight complex - Narela  
 File No.PP/NP/93/114/Pt.II

The proposal of integrated freight complex, Narela was explained by Project Planner, Narela. The representative of DAMB, who was present in the meeting explained that their requirement for food grain storage as <sup>a</sup>regulated market in Narela is of the order of 60 ha. whereas in the report, the proposal is only <sup>for</sup> the whole ~~for~~ 50 Ha.

2. The Technical Committee noted that the proposal is for an integrated freight complex where various components of ware-housing and transport facilities are provided. The provision is there for truck terminals, freight terminal and circulation ~~is proposed~~ in an area of 214 ha. which is to be developed mainly by Railway (125 ha.) and the transport deptt. about 45 ha. and as part of the circulation and facilities 44ha. The remaining area, measuring about 72 ha., is to be used for wholesale marketing and ware housing for various commodities. Therefore, DAMB is to perform as part of the total integrated scheme and no separate circulation parking and other facilities would be required. After detailed discussion, it was decided that the proposal for acquisition of 296 ha. of land should be recommended. The acquisition cost may be financed by the ~~various~~ developing agencies and the beneficiaries *i.e. DAMB & Railway.*

3. The Technical Committee also noted that in addition to the above land about 70 ha. ~~of land~~ will also be required for the construction of 100 m. wide express highways to provide proper approach to this complex and, therefore, recommended that acquisition proceedings for this should also be initiated. The Technical Committee desired that the requirement of DAMB may be discussed by Commr.(Plg.) with their representatives.

2. Item No.98/93  
 Sub: Action Plan to reduce Air-pollution in Delhi.  
 File No.PA/JD(T)93/PPW/174

Deferred.



3. Item No.100/93

Sub: Alignment Plan of road no.16 along the Eastern side of Jawahar Lal Nehru University from outer Ring Road to Mehrauli Mahipalpur road.

File No.F5(3)72-MP

✓ Deferred.

4. Item No.45/93

Sub: Installation of two fair weather Pantool Bridges at the location (i) connecting Ring Road near IP Power Station and Bund Road near Shakarpur and (ii) connecting Ring Road near Sarai Kale Khan and Bund Road near Mayur Vihar (Phase I).

F5(17)92-MP

✓ Deferred.

5. Item No.101/93

Sub: Development plan of Growth Centres in Rural Delhi Plans received from Municipal Corpn. of Delhi.

File No.JD(PP)NCR&UE/93/F33

✓ Deferred.

6. Item No.102/93

Sub : Development of Plot nos.2 & 3, Tolstoy Lane, New Delhi.

File No.F16(71)78-MP

✓ *Local Body noted that there is no reference in NDMC, the concerned*  
The Technical Committee, desired that the party may be informed to approach to NDMC, the building plan sanctioning authority of this area, which in turn ~~may~~ *may give their comments before agreeing to any change in approved layout plans.*

7. Item No.103/93

Sub: Hot Mix Plants in Delhi.

File No.F23(13)91-IL

✓ The Technical Committee recommended that that an area <sup>of</sup> about 20 ha. be identified in the vicinity of Badarpur Power Station for locating extensive industries like Hot Mix Plant, Road Concrete Mix Plant...etc.

8. Item No.104/93

Sub: Approval of Small Facility centre in an area of 0.91 ha. at the crossing of Loni Road and Wazirabad road. (ii) Change of land use from Recreational (District Park) to Public and semi Public Facilities.

PA/DD/TYA/93/7/D

The Technical Committee discussed in detail the proposal and desired that the scheme be re-cast keeping in view that after leaving a Middle School Building Site, the rest of the area be developed by the DDA as Play Ground, Open Space including the location of Akhara.

he used to  
recreational purposes  
with a playground.  
land could be  
fenced for  
parking.

did not approve the proposal for change of land use in view of scheme congestion in TYA and the necessity to keep open space for recreational purposes. The area should

9. Item No.105/93

Sub: Approach road for Police Lines near village Ghondli in Planning Zone E-1.

F25(8)84-Instl.

The Technical Committee approved the proposal for an approach road to be developed by the Police Deptt. which may be acquired and developed on their cost.

10. Item No.106/93

Sub<sup>2</sup>: Allotment of Gas Godown and Petrol Pump sites in Service Centre no.2 of Sector-5, Rohini.

PP/R/1001-14/88/977

The Technical Committee desired that a small group having a representatives of CFO, Explosive Deptt. and the representative of Oil Company under the (State oil Coordinator), <sup>with</sup> Director (AP) as a convenor, may work out alternate for grouping gas godowns and may put up in file for VC's approval. Further, regarding approval of the Service Centre proposal, the matter be brought before the Screening Committee.

11. Item No.107/93

Sub: Approval of 2 Nursing Home sites in LSC No.7 of Sector-8, Rohini.

PP/R/1001/93/575

The proposal of locating 2 Nursing Home plots within the local shopping site, each measuring about 600 sqm. with 100 FAR and 33½% ground coverage was approved.



12. Item No.108/93

Sub: Proposal of two sites for filling station/filling cum service station in Rohini, Phase III.

PP/R/1061/93/Pt./1065

The Technical Committee approved 3 sites for location of ~~filling station~~/filling station cum Service station, each measuring 36m x 30m, one site on Khanjehwala Road and 2 sites on road no.41 Extn. with the condition that green area utilised for these outlets be compensated within the residential/commercial area. The exact location be worked out by Cokmmr.(Plg.)

13. Item No.109/93

Sub; Policy for land utilisation in case of existing hazardous/noxious/heavy/large scale industries existing in Delhi.

F20(16)93-MP

The policy regarding utilisation of land available after closure/shifting of hazardous/noxious/heavy/large scale industries were discussed in detail, keeping in view the various proposals including that being followed as part of the development control rules of Greater Bombay. The following <sup>views</sup> ~~uses~~ were expressed:

i) That there should be a common model for utilisation of land for meeting the deficiencies of community facilities in all cases whether it is a freehold or a lease hold land.

ii) In case of lease hold land which is to be left to the present lessee, the terms and conditions for its utilisation be left to the lessor *to decide*.

2. The Technical Committee observed that before arriving to any specific per centage of land to be made available for meeting the deficiencies of the community facilities for the neighbourhood as recommended in MPD-2001 on the closure of such units, the matter should be brought up again before the Technical Committee *again* wherein the Secretary, Land & Bldg.; Secetary (Industries) and CLA,DDA should be invited.

Laid on Table

14. Item No.110/93

Sub: Construction of ~~f~~sump-well and pump houses in Mandawali-Fazalpur, Zone E-13, Delhi, Trans Yamuna Area and Permission to cut 240 Enclyptus trees.

F.2(58)90/EE/ED-8/Vol.II/DDA/1880-82.

✓ The Technical Committee agreed to shift the site of ~~power~~<sup>pumping</sup> station and sump well to a corner in the green area along NH-24 and approved the cutting of existing euclyptus trees (about ~~240~~<sup>240</sup> in numbers) falling in the site.

15. Item No.111/93

Sub: Location of 11 KV ESS to DESU in Khyala Residential Scheme.

PA/JD(AP)I/93/D-234

The Technical Committee agreed, in principle<sup>for</sup> the provision of <sup>an</sup> additional 11 KV electric-sub-station site, and desired that the <sup>an</sup> exact location may be worked out by Director(AP) in consultation with Chief Engineer(Elect.)DDA.

Comdly  
ve.

Refund  
1/11/93



DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN UNIT)

No. F.1(22)93-MP

Dt. 14.10.93

MEETING NOTICE

The 19th Technical Committee meeting of DDA  
will be held on <sup>22.10.93</sup> 22.10.93 at <sup>9-30 AM to 11:30 AM</sup> 11.00 A.M. in the  
Conference Room, Vikas Sadan, New Delhi.

Agenda for the meeting is enclosed herewith.

You are requested to kindly make it convenient  
to attend the meeting.

( ANIL HARAI )  
DY.DIR. (MP)

# I N D E X

S.NO.	ITEM NO.	PARTICULARS	PAGE NOS.
1.	97/93	Integrated Freight Complex - Narela. PP/NP/93/114/Pt. II	1 Discussed in T.C dt. 22.10.93.
2.	98/93	Action Plan to reduce Air-Pollution in Delhi. PA/JD(T)93/PPW/174	3
3.	100/93	Alignment plan of Road No. 16 along the Eastern side of Jawahar Lal Nehru University from Outer Ring Road to Mehrauli Mahipalpur Road. F5(3) 72-MP	20
4.	45/93	Installation of two fair weather Pantoon Bridges at the Location (i) Connecting Ring Road near IP Power Station and Bund Road near Shakarpur and (ii) Connecting Ring Road near Sarai Kale Khan and Bund Road near Mayur Vihar (Phase I). F5(17)92-MP	35
5.	101/93	Development Plan of Growth Centres in Rural Delhi Plans received from Municipal Corpn. of Delhi. JD(PP)NCR&UE/93/F33	41
6.	102/93	Development of Plot nos. 2 & 3, Tolstoy Lane, New Delhi. F16(71) 78-MP	49 Discussed in T.C dt. 22.10.93
7.	103/93	Hot Mix Plants in Delhi. F23(13)91-IL	51 Discussed in T.C dt. 22.10.93
8.	104/93	Approval of Small Facility centre in an area of 0.91 hect./at the crossing of Loni Road and Wazirabad Road. (ii) Change of land use from Recreational (District Park) to Public and semi Public Facilities. PA/DD/TYA/93/7/D	53 Discussed in T.C dt. 22.10.93.
9.	105/93	Approach Road for Police Lines near village Ghondli in Planning Zone E-1. F25(8)84-Insttl.	54 Discussed in T.C dt. 22.10.93.
10.	106/93	Allotment of Gas Godown and Petrol Pumps sites in Service Centre no. 2 of sector - 5, Rohini. PP/R/1001-14/88/977	56 Discussed in T.C dt. 22.10.93
11.	107/93	Approval of two Nursing Home sites in LSC No. 7 of sector - 8, Rohini. PP/R/1001/93/575	58 Discussed in T.C dt. 22.10.93



12. 108/93 Proposal of two sites for filling station / filling cum service station in Rohini, Phase III. Discussed in T.C. dt. 26.10.93  
PP/R/1061/93/Pt./1065

13. 109/93 Policy for land utilisation in case of existing hazardous / noxious heavy / large scale industries existing in Delhi. 63  
Discussed in T.C. dt. 26.10.93  
F20(16)93-MP

14. 110/93. Laid on Table: - Construction of Sump-well and Pump-house in Mandawali/Fazalpur, Zone-E-13, -71-Delhi Trans Yamuna Area Permission to cut 240 Eucalyptus trees. Discussed in T.C. dt. 26.10.93.  
F2(58)90/EE/ED-8/Vol. II/DDA/1880-82.

15. 111/93 Location of 11KV ESS to DESU in Khayala Residential Scheme. Discussed in T.C. dt. 26.10.93.  
~~PA/~~PA/JD(AP)I/93/D-234.

SUB: Integrated Freight Complex - Narela

PP/NP/93/114/Pt. II

In the Master Plan for Delhi-2001 there is a proposal for Regional Wholesale markets alongwith warehousing and truck terminal facilities on the m-ajor entry routes to Delhi as given below:

- i. IN the East near Patparganj and on Loni Road.
- ii. In the South near Madanpur khadar
- iii. In the South-West in Urban Extension.
- iv. In the North in Urban Extension.

The comprehensive proposal for Narela Project area for 7336 ha. is finalised and is before Technical Committee. The major area of the project is declared as 'DEVELOPMENT AREA' No 175 vide notification dated 6.5.1992.

INTEGRATED FREIGHT COMPLEX AT NARELA

The Integrated Freight Complex area is part of the comprehensive proposal. The location of the Freight Complex is adjacent to DSIDC Industrial Area and Railway Line to Karnal. In the General Development Plan for Narela Project an exclusive TRUCK ROUTE has been proposed connecting the Integrated Freight Complex and G.T.Road.

The development of this freight terminal is extremely essential as number of unauthorised grain godowns are coming up in Alipur, Bakoli and



Sub- Action Plan to reduce air pollution in Delhi  
file no. PM/10(C)/93/1222/174.

BACKGROUND

The decision taken on 8.4.1993 in the meeting of the Committee of Secretaries to reduce Air Pollution in the Metropolitan Towns was conveyed to Delhi Admn. by Jt. Secy.(UT), Min. of Home Affairs, Govt. of India, vide letter dated 8.4.1993 and desired that action on following issues be initiated :-

- (i) To identify place to be notified as 'no traffic areas'. The consequential requirements of development of parking areas outside such Areas have also to be identified and provided for.
- (ii) Formulation of specific proposals for imposition of prohibitive parking charges for discharging heavy traffic in highly congested areas. Such areas will have to be identified; the 'prohibitive parking charges' will have to be determined; and, adequate publicity will have to be given.
- (iii) Organisation of a time-bound campaign to check all DTC buses and improve them to conform to the prescribed 'emission standards'. The campaign will have to provide for weeding out of inefficient vehicles after a minimum notice period for repairs.

A similar campaign will have to be organised separately for the green/red/white line buses.

Realising the fact that, because of resources constraints, the manoeuvrability on the part of DTC to modernise its fleet in a rapid way is limited. We will have to prepare a plan for progressive privatisation of the bus routes.

- (iv) The Government is likely to go in for a massive campaign to promote bicycle traffic. That being so, the Delhi Administration will have to quickly examine the practicability of starting a bicycle lane in the roads.

#### ACTION PLAN

Development Commissioner has forwarded an Action Plan to Joint Secy., Min. of Home Affairs, Govt. of India. The copy of the same was also forwarded to V.C., DDA vide letter dated 16.6.93 with a request to chalk out the modalities for implementing the action plan since the matter has to be reported to the Committee of Secretaries. The copy of the action plan prepared by Development Commissioner, Delhi Admn. is placed at 'Ann.-I'.

#### OBSERVATIONS

The action plan has been examined & the pointwise observations are placed at Ann.II. The brief of observations are :-

1. Regarding identification of places to be notified as 'No traffic Area' (NTA) for non-motorised vehicle free pedestrian precincts for major commercial areas. The planning of such precincts may be initiated by respective local bodies. There can



4: 5:-

These can be implemented by Traffic Police.

2. Time bound campaign to check pollution omission of DTC/Red Line/White Line/Green Line Buses, has to be initiated by Commr.(T), D.A.
3. Imposition of prohibition parking charges. This can only be implemented when alternative mode of transport i.e. Public Transport facilities are available and also the parking spaces at alternative locations are provided.

Recently NDMC organised a seminar on Parking Policy for Delhi. The recommendation of this Seminar are under consideration, with Min. of Urban Dev. and NDMC.

The issue of determining the parking charges may also form part of this policy/study.

4. Promote bicycle traffic MPD-2001 has envisaged cycle tracks on five major routes in the existing urban extensions. The attempts may be made to implement these cycle tracks.

However, till now in case of all flyovers/grade separators and also in road alignments no concrete attempt has been made to provide proper has been made to provide proper convenient & attractive cycle tracks.

In case of grade separators the consultants/road owning agencies have submitted that the existing and projected cycle volumes do not justify separate

# ACTION PLAN TO REDUCE AIR POLLUTION IN METROPOLITAN CITY OF DELHI.

In connection with formulation of an action Plan to reduce air pollution in metropolitan town of Delhi, the various concerning agencies of Delhi Administration were requested to prepare specific proposals. Based upon the proposals received from the various agencies, the following action plan is submitted.

## A. IDENTIFICATION OF NO PARKING AREAS:

A Committee was set up by NDMC in 1992, to suggest a strategy and appropriate action plan for development of Connaught Place as a vibrant business district civil centre. On persuasion of the Committee M/s Rites prepared a report in June, 1992 relating to the Master Plan for pedestrian facilities in Connaught Place. The salient features of this report are outlined as follows -

1. Parking provision on radials.
2. Controlled entry into middle circle as well as parking for scooters and motor cyclists.
3. Inner circle partly for pedestrians and partly for parking with access to Central Park for pedestrians in an uninterrupted manner.
4. No traffic flow in Inner circle.
5. Pedestrian subways at all intersections in the Outer circle.

The Delhi Traffic Police has also identified three 'No Traffic Zones' in Delhi. But following constraints have been experienced in the implementation of 'No Traffic Zones'.

1) Inner Circle Connaught Place:- Inner Circle Connaught Place was proposed be pedestrianised by NDMC, but New Delhi Traders Association oppose the same strongly. Secondly, in case of pedestrianisation of inner Circle of Connaught Place the volume of traffic will increase in outer circle which is already congested. Moreover, scope of widening of outer circle is very less. Whole geometry of inner circle and circle including middle circle will have to be changed.

## ii) Chandni Chowk (From Red Fort Chowk to Fatahpuri)

The traders may not like it, but it can be implemented. There are 3 parking places (i) Red Fort Grounds (ii) H.C. San Marg & (iii) Church Mission Road. We may allow vehicles to enter from Rly. Station upto



- (ii) As on 20.5.1993, a total number of 2589 DTC buses have been checked in 29 depots, out of which, 639 buses were declared failed by these teams. The rectification work on all these vehicles was carried out on top priority and 440 vehicles have been got re-certified from STA. The remaining buses would be re-certified in due course. The checking programme which will be completed on 26.5.93, shall cover all the vehicles of 35 DTC depots and the vehicles found emitting excessive smoke, shall be rectified and produced before STA, Delhi. Out of 2589 buses checked, 2390 vehicles have been declared passed by STA upto 20.5.93, which is 92.3% of the total vehicles checked so far.
- (iii) Public participation has also been sought by giving advertisement in the local newspapers and telecasting the public notice through Delhi Doordarshan. The complaints regarding DTC/under DTC operation vehicles, are being regularly received by the Pollution Control Cell, at CWS-II, Okhala. Each and every vehicle whose public complaint is received, is detained rectified and re-certified by STA before sending it for line duty. For the convenience of the General Public Telephone Numbers of the Pollution Control Cell have been printed in all buses.
- (iv) In addition to all above measures, all DTC vehicles are got checked from STA every six months and Pollution Under Control Certificate obtained for each and every vehicle.

2. DTC has also started conducting trials on 6 vehicles using CNG-Diesel dual fuel mode, from its Okhala Depot-I. This is being done under Memorandum of Understanding with Gas Authority of India Ltd.

### 3. CONSTRAINTS:

- (1) While DTC is making all efforts to ensure operation of pollution free vehicles, DTC is finding scarcity of funds as a major constraint for replacing of its over-aged fleet as also for procurement of latest models of smoke meters in adequate quantity. Notwithstanding the above, IIP, Dehradun, designed 'NOVA' type smoke meters have been provided to each of the Depots. These smoke meters are not comparable with the

latest designs and, therefore, are able to indicate only qualitative smoke levels.

ii) Fuel Injection Equipments of a Diesel vehicle play a very important role in controlling the smoke emission levels. These equipments need proper rectification/reconditioning for which adequate and uninterrupted supply of quality spare parts is essential. Of late, however, it is observed that because of these being a sole manufacturer of Fuel Injection Equipments & their spares adequate supply of spare parts in kit form is not easily available. Setting up of additional units for manufacture of quality spare parts for Fuel Injection Equipments would go a long way in eliminating the said problems and thereby in eliminating the said problems and thereby further helping pollution control efforts. .

#### 4. Checking the emission of Red line/White line buses.

Due to the poor performance of DTC problem like presence of old fleet, failure to replace old buses, excessive expenditure and consequent losses, it was decided to grant permits to private operators on various DTC routes. These permits are granted by the Transport Department and the buses are run under the overall supervision of Transport Department. A condition was imposed that no more than two years' old buses should be introduced under the Scheme. So far 2207 permits have been issued to the Red-line operators. Most of these buses have been purchased now by the operators. The chances of pollution by these buses are hence minimum.



-11-

In addition, the Transport Department introduced White Line bus service to provide the commuters with a luxurious and comfortable journey on the roads. The basic idea behind the introduction of white line buses is to divert the commuters using their own vehicles to these buses in order to reduce traffic on roads. It was decided to grant 100 permits for these buses. So far 88 permits have been granted to private operators. The Department has recently introduced Blue Line bus service i.e. air conditioned buses. Total twenty permits are to be granted initially.. One permit has as yet been granted. It is expected that commuters using their own vehicles would be attracted to use these buses instead of their own vehicles.

D. Campaign to Promote Bicycle Traffic

Although 23 well defined bicycle zones exist in the town but more bicycle zones have to be developed. A survey was conducted by the Traffic Department to identify the roads where separate cycle zone is required. Forty six roads have been declared vibrant for constructing separate cycle zone as per Annexure-I.

Also DDA in its Master Plan 2001 has realised the cycle as an important mode of transport. DDA has proposed <sup>two</sup> types of cycle tracks:-

1. Exclusive Cycle Tracks
2. Express Cycle Tracks

1. Exclusive cycle tracks: These are proposed on roads of 60mt. and plus r/w with a cross-section ~~given in~~ <sup>given in</sup> ~~Annexure~~. A road of 60 mt r/w will have two carriageways each of 3-lanes in 11 mt. width on either side of a central verge of 2 mt. width with provisions of service road each of 7.5 mt. width towards property line after leaving 1.5 mt. for side-walk/drain. In between main carriageways and service road, cycle track 5 mt. in width has been proposed by giving a green buffer of 3 mt. between main carriageway and cycle track and another verge of 1 mt. in width between the cycle track and service road. Proposed cycle track will be able to take 8000 cycles per hour in each direction.

These exclusive cycle tracks have been proposed on the following routes from the junction with ring roads in outward directions. Total length of these tracks is 69.2 km. and construction will be of the order of Rs.69.2 million.

Ring Road (the entire loop), <del>Rohtak Rd</del>	35.0 km.
Rohtak Rd from Ring Road to Nangloi	4.5 km.
Najafgarh Road from Ring Road to Hastal	6.0 km.
Aurebindo Marg from Ring Road to IIT	2.8 km.
NH-2 from Ring Road to Haryana Border	7.5
G.T. Road from Ring Road to Road No. 50	2.7 km.
Wazirabad Road from left marginal bund to U.P. Border	7.0 km.
NH-24 from left marginal bund to UP border	3.7 km.

These routes if completed will be stable and safe for cyclists, though they will not reduce travel time since they will be along the existing routes. It is also clarified that at the busy intersections i.e. Rohtak Road with Ring Road, Najafgarh Road, NH-2 with Ring Road, G.T. Road with Ring Road, will have sub-ways and along with at other important locations also. Cost of construction of sub-ways has also been added in the total cost of the project which will be Rs.195 million at 1986 price level.

3. Express Cycle Tracks: These have been proposed on the following 5 routes in a total length of 55 km.:-

- i) From Mehruli-Badarpur Road to Income Tax Office along Chirag Delhi Drain & Mathura Road.
- ii) G.T. Shahdara Chowk to Vikas Marg
- iii) Virok Vihar to Connaught Place via Vikas Marg.
- iv) Vikas Puri to Connaught Place via Najafgarh Drain and on a road parallel and south of Patel Marg.
- v) Shahdara Chowk to Chandni Chowk along G.T. Shahdara Road and old road-cum-railway bridge.

Express Cycle Tracks have been proposed in 11 mtr. width with a break up of 8 mtr. for cyclists and the balance area for side walk and informal market. In the informal market there is provision of shops of eatables and service shops. Cost of express cycle track will be Rs.1 million per km. and on this basis, total cost of express cycle tracks in 55 km. will be Rs.55 million. These tracks will be safe, stable and will reduce travel time also. As these will follow short routes through green spaces and a part of the population will work in informal sector, it will be provided along these routes.

Total cost of exclusive cycle tracks and express cycle tracks in a total length of 124.2 km. will be Rs.195.00 million. This provision will make 1.25 million cycle trips, stable and will reduce travel time.



APPENDIX - 'I'IDENTIFIED ROADS WHERE CYCLE TRACKS ARE REQUIRED  
AND POSSIBLE.

1. Road From Bhairon Road to Mool Chand Fly-over.
2. Main Road
3. All along 'C' Hexagon
4. Link Road
5. Dhandra Road
6. Panchsah Road
7. Main Aherak Singh Marg
8. Ring Road. Shantivan to Saleem Garh Chowk
9. Ring Road From Saleem Garh to Azadpur
10. Outer Ring Road From Chandgi Ram Akhara to Madhuvan Chowk
11. GT Karnal Road From R.P. Bagh to Singhu Borders.
12. Subhash Marg
13. Old Rohtak Road
14. Ring Road From Naraina to Prem Badi Pul
15. Outer Ring Road From Janakpuri Distt. Centre X-ing to Madhuvan Chowk.
16. Pantha Road From the Junction of Najafgarh Road to Road leading to Lajwanti Chowk
17. Mayapuri, Ram Singh Marg upto Zakhira
18. Najafgarh Road and Rohtak Road
19. Ring Road From Rajghat to Bhairon Road on eastern side and development of cycle track/service road on western side from ITO bridge to Bhairon Road.
20. Pushta Road From Old Yamuna Bridge to ITO Bridge on Western side.
21. Pushta Road On Eastern side from GT Road to Wazirabad Road Khajuri Khas
22. Pushta Road From Wazirabad Road to vill Sabhapur
23. GT Road From Old Yamuna Bridge to Sham Lal College Chowk.
24. Road No. 69 Seemapuri to Gagan Cinema
25. Wazirabad Road From Wazirabad Barrage to Bhopra Border both sides.
26. Nizamuddin Bridge both side
27. Pushta Road (From Old Yamuna Bridge to ITO Bridge Eastern side.
28. Pushta Road From ITO Bridge to Nizamuddin Bridge Eastern side.
29. Link Road From Nizamuddin Bridge to ITO Bridge

30. N.H.-24 Both sides upto UP Border Gazipur
31. Vikas Marg From ITO Bridge to Karkar Dooma T-Point both sides
32. Road No.57 both sides
33. Road No.56 both sides
34. Ring Road towards Naraina
35. Durgaon Road to 'T' point MH-8
36. Africa Avenue Road From Drg.Hoshier Singh Marg to Outer Ring Road
37. Outer Ring Road From Africa Avenue to Olaf Palme Marg
38. Dr.Ambedkar Marg From Chirag Delhi Chowk to Mehrauli Badarpur 'T' Point.
39. Eurobindo Marg From INA to Mehrauli Road
40. Mahipalpur Road From MH-8 to Andheriya Mor
41. Ring Road From Mool Chand to Safdarjang
42. Titoo Marg upto Chirag Delhi
43. M.B.Road From Badarpur to Mazidia Hospital
44. Outer Ring Road- Sarita Vihar to Mak Anand Mai Marg
45. Mak Anand Mai Marg to M.B.Road to Kalkaji Mandir.
46. Navi Pass Marg From Ma Anand Mai Marg to M.B.Road.



OBSERVATIONS ON ACTION PLAN TO REDUCE AIR POLLUTION IN METROPOLITAN CITY OF DELHI SUBMITTED TO THE SECRETARY, MINISTRY OF HOME AFFAIRS, GOVERNMENT OF INDIA, NEW DELHI.

RECOMMENDATIONS

I. Identification of Traffic Zones

- a. Inner circle Boundary & Place
- b. Chandani Chowk (from Red Fort to Trench Park)
- c. Ajmal Khan Road.

These 3 areas have been identified by Traffic Police/DMC for pedestrianisation. However, resistance from the shopkeepers is the main constraints which has been experienced in implementation of these no traffic zones.

II. Imposition of Prohibitive parking charges.

- (i) The Development Commissioner has suggested that it would be advisable to impose Rs.100/- as parking charges for vehicles using the central parking places.

(ii) Revenue certificate is also to be given on the basis of which the parking charges would be collected in arrears.

....

OBSERVATIONS

Master Plan for Delhi-2011 has proposed for the case of major commercial centre like Connaught Place, Chandani Chowk and Connaught Place, vehicle free pedestrians precincts should be declared and developed. The district centres and the sub-centre districts should be provided with sufficient parking areas.

No parking areas/no traffic streets have been implemented by DMC/MCD/Traffic Police.

DMC organised a seminar on 'Parking Policy for Delhi' on 17.2.1993. In this seminar, 17 recommendations were finalised. These recommendations were submitted in DDA and observations on each recommendation were submitted to it. Secy., Min. of Urban Development vide letter No. PA/JD(T)/93/134/104 dated 17.2.1993.

The copy of the same is placed at the end of this seminar, the issue of parking charges in places outside the commercial area, etc. is being

(iii) Public Transport Services have to be provided for the free and quick movement of passenger upto the centre from these parking places in form of electric bus which are air pollution free.

bus services was also discussed.

However, in the seminar, it was felt that a comprehensive study be carried out in order evolve parking principles relevant to the needs of the city of Delhi. The recommendations are under consideration with the Min. of Urban Development. In general, it may not be advisable to implement the concept of providing parking area on the periphery and connecting the commercial areas by electric buses without studying its implications. As such, proposals may increase the penetration of other vehicles in city centres.

III. To undertake time bound campaign to check pollution emission of DTC buses.

This relates to Commr. (Tpt.).

IV. Checking the emission of Red line/white line buses.

This relates to Commr. (Tpt.)

V. To promote bicycle traffic.

(a) A survey was conducted by Traffic Deptt. to identify the roads whether separate cycle road is required. 46 road have been declared vibrant for constructing

Note circulate by Development Commissioner has mixed the recommendations of MPD-2001 with the recommendation of Traffic Deptt. and also some other report on the subject.



separate cycle lane (refer P-3 & 42/3.)

- (11) I.P.-2001 has classified the cycle as an important mode of transport. The related extract from I.P.-2001 is placed at page 5/7.

It may also be worthwhile to mention here that the guidelines for P.L. & design for the flyovers as approved by Authority vide Resolution No. 50 dated 13.8.90 and also observations made by the DUAC on no. of flyovers have insisted to provide proper cycle tracks and facilities for cyclists along with the flyovers. However, in all the cases till now coming Ayerjee and consultants had taken a view - at no. of cyclists existing and projected for 2011. It does not warrant cycle track and grade separated facilities for cyclists at intersection. The no. of cyclists

- a. Grade separator at Loni (DTTDC)
- b. Grade separator at Aurbindo Nagar (DTTDC)
- c. Outer Ring Road and Marshal Tiba (DTTDC)

The status of other flyovers being proposed for approval of Authority are as under :-

1. Ring Road and Aurbindo Nagar Intersection (P.L.)
2. Ring Road and Sardar Patel Nagar Intersection (P.L.)
3. Punjabi Bagh xxx approved by DUAC for construction.
4. Raja Garden under consideration of P.L.

-:19:-

All these grade separators have no provisions for grade separated facility of cyclists.

In view of the contradiction in the decision taken by Development Commissioner and at the actual planning stage, it is suggested that the firm policy guidelines for providing cycle tracks along the identified road grade separated facilities at intersection may be formulated by Delhi Admn. and circulated to all Road Owning Agencies and to DDA.



Sub:- Alignment plan of Road No.16 along the Eastern side of Jawaharlal Nehru University from Outer Ring Road to Mehrauli-Mahipalpur Road. File No.F.5(3)72-MP. (D-75). Drawing No. TT-35/PPW/93 (5 parts).

1. Location:

Road No.16 is a Master Plan road connecting Outer Ring Road with Mehrauli-Mahipalpur Road. It is passing along the Eastern boundary of JNU University Complex. Location plan is placed at Annex.I.

2. Background:

An alignment plan of this road earlier was prepared with 30 mts. r/w and the same was approved by the Co-ordination Committee meeting under E.M., DDA on 3.11.82. The alignment plan of road No.16 was discussed in the Technical Committee meeting held on 20.10.87. The Technical Committee resolved that "R/W of this road be increased from 30 mts. to 45 mts.". Keeping in view the development of Vasant Kunj Scheme Complex, a two lane road was constructed by DDA from the plan fund received from Delhi Administration for the construction of some other road as per E.M.'s note No. EM-3/14/87/11047-48 dated 14.6.89. Following actions were suggested to be taken as per the above note:

- (i) Preparation of the alignment plan with 45 mts. r/w as decided in the T/C meeting held on 20.10.87.
- (ii) This road be handed over <sup>to</sup> the Delhi Administration.

In the revised composite Vasant Kunj Housing Scheme which was approved by the Screening Committee in its meeting held on 14.1.88 under Item No.2, the r/w of the this road was indicated as 45 mts.

3. Existing Conditions:

- (a) At present 6.5 to 7 mts. carriageway & 25 to 30 mts. R/W is existing between Road No.11 (going to Intub Hotel) and Mehrauli-Mahipalpur Road as against 45 mts. as proposed in HPO-2001 & also in the composite Vasant Kunj Housing Scheme.

(b) Following major junctions/intersections needs improvement:

- (i) 'T' junction with Outer Ring Road.
- (ii) 'T' junction with Mehrauli-Mahipalpur Rd.
- (iii) 'T' junctions which are formed with local roads.
- (iv) Junctions with Road No. 11 & 12 which connects Road No.17 and Aurbindo Marg respectively.

(c) Other Problems:

- (i) Direct access to properties from the main carriageway due to non-availability of service road.
- (ii) The stretch of road between Road No.11 and Kishan Garh Village is passing through a very undulating terrain and some sharp bends are existing.
- (iii) The road has taken a sharp curve near deep depression.

4. Feasibility Report:

A draft alignment plan with 45mts. r/w was prepared based on the plain table survey supplied by Ex.En., PWD, DA. Feasibility report was obtained from Executive Engineer, South Western Division-I, DDA vide letter dated 11.7.91 and from Executive Engineer, PWD, Delhi Admn., Division-VII vide letter dated 6.2.92 (Annex.II).

5. Technical Committee's Decision:

"Technical Committee held on 13.4.92 resolved that:

The right of way of this road be kept as 45 mts. except for that portion of the road which passes along the Master Plan recreational area and falling between the institutional area developed by the DDA and the Vasant Kunj Scheme where the right of way could be developed as 30 mts. without providing for a service road. Further, the institutional plots allotted within the JNU Complex.

The right of way of 45 mts. in the portion between Outer Ring Road and the institutional area developed by DDA be kept by taking a strip of 15 mts. towards JNU, whereas 45 mts. right of way in the portion on the road passing through Vasant Kunj Scheme, should be taken equally on either side.

Technical Committee desired that the detailed alignment plan be prepared accordingly and put up to the Tech. Committee".



6. Action taken on the T/C decision dated 13.4.92.

The alignment plan was examined in detail with reference to Technical Committee decision and the point wise observations are as under:

<u>DECISION OF T/C</u>	<u>OBSERVATIONS</u>
1) R/W be kept 45 mts. between institutional area and JNU.	The available r/w in this stretch is 30 mts. The alignment plan has been detailed out by keeping with service road along institutional area, and main carriageway of six lanes with central verge. A service road which is existing in the JNU Campus has been retained. This service road is basically required for providing entry to JNU & other institutional buildings within JNU Campus. Thus, it is suggested that this road be developed by completing the missing links within JNU Campus by JNU authorities.
2) R/W be kept 30 mts. in front of Sanjay Van.	The boundary wall along the Sanjay Van has been constructed by DDA leaving 45 mts. right-of-way between JNU boundary and Sanjay Van Boundary. Same has been retained. However, to minimise the tree cutting, the existing carriage way has been utilised as part of the proposed 6 lane main carriageway.
3) 45 mts. r/w in the portion where the road is passing through Vasant Kunj Scheme Boundary should be taken equally from the both sides.	To examine this aspect in detail a survey was conducted by DD(S), P.W. It was observed that a Vasant Kunj Scheme boundary (Sector-B) has been defined by a barbed wire fence. Some flats are existing very close to the barbed wire. In view of this r/w has been defined by taking the existing barbed wire fencing of Sector-B as one end of R/W and the widening has been proposed towards Kishan Garh village side, the housing layout of Vasant Kunj prepared by DD(S) and approved by Screening Committee vide Item No.2 (Residential) on 14.1.93 also envisaged the widening towards Kishan Garh Village.

Accordingly, in brief the right-of-way as proposed in the alignment under consideration is as under:

- (i) in between institutional area and JNU is 30 mts. (Part-I);
- (ii) in between JNU & Sanjay Van is 45 mts. (Part-II);
- (iii) and from Sanjay Van upto Mehrauli-John Road is 45 mts. (Part-III). Part of (i) is defined by existing boundary wall of properties by barbed wire fencing. The boundary of the Vasant Kunj Scheme as identified at site by barbed wire fencing opposite village Kishan Garh has also been retained.

7. Modified Alignment Plan:

On the basis of above observations, a revised alignment plan was prepared and sent to PWD for feasibility. It was observed from the revised feasibility report received from Ex.En., PWD, Division-VII, NCTD on 16.4.93 that a large number of trees and number of unauthorised structures were affected in the proposed r/w.

To minimise the cutting of trees etc. a joint site inspection was conducted by J.D.(T), & Land Scape Architect, DDA Ex.En., Division-VII, PWD, NCTD and D.D.(T)II, DDA. At site Ex.En.(PWD), NCTD was also requested to incorporate the existing boundary walls of JNU, Sanjay Van and Vasant Kunj Scheme. Based on the location of trees as supplied by J.E., PWD the alignment was again revised. The details of the revised alignment are as under:

Part-I: From Outer Ring Road upto Northern boundary of Sanjay Van having r/w's. of 30 mts. (plus service road within JNU Campus).

Part-II: 45 mts. R/W in front of Sanjay Van.

Part-III: From the Southern boundary of Sanjay Van upto Mehrauli-Mahipalpur Road.

PART-I: From Outer Ring Road upto Northern boundary of Sanjay Van. (Sheet No. 1 & 2).

The available R/W in this stretch is 30 mts. The alignment plan has been detailed out by providing a service road of 5.5 mts. width along the institutional area developed by DDA and 6 lane divided main carriageway of 20 mts. width with 0.5 mts. central verge. The service road existing within JNU Complex has been retained. This service road is proposed to be maintained and developed by completing the missing links upto Road No.12 by JNU Authorities, since this will provide mainly access to JNU Complex only.

The 'T' intersections of 30 mts. road i.e. Road nos. 11 & 12 have been designed with proper channelisers for turning traffic and zebra crossing for pedestrian crossing facilities.



Three staggerred bus bays on each side have been provided (Drawing No. laid on table).

PART-II: Read section passing along Master Plan green (Sanjay Van) area falling between DDA developed institutional area and Basant Kunj Housing Scheme. (Sheet No. 3 & 4 (Part)).

In this particular stretch the available r/w between the existing boundary walls of JNU and the boundary wall/fence of Sanjay Van is 45 mts. (after Shahid Bhawan) and the same has been retained. No service road is proposed along the Sanjay Van side. A 6 lane divided carriageway of 10 mts. width on either side with 0.5 mts. central verge which is gradually increased to approximately 8.0 mts. to save the existing trees to the extent possible.

The carriageway in this stretch has been planned with following objectives/aspects:

- (a) Already existing metalled portion along the stretch is tried to be retained to the extent possible.
- (b) Carriageway, footpath and central verge are aligned in such a way as to minimise the cutting of trees. This brings out both the up and down carriageway positions at the extreme ends of the r/w with a wider central verge to accommodate the existing trees to the extent possible.
- (c) The alignment has been proposed to be extended in a straight line over a bridge of about 350 mts. long along the existing JNU boundary wall over the existing water body. This is starting from the side of International Studies Centre upto the Nuclear Science Centre. No service road has been proposed in the east i.e. along Sanjay Van.
- (d) In continuation, it is recommended that JNU shall develop and maintained by JNU Authority's inside the JNU boundary wall in continuation to existing service road.
- (e) On the Sanjay Van side the existing boundary wall as demarcated on the survey plan by PWD has been taken as r/w line. Any clearance, if

required from any concerned agencies for modification/for the construction of the 45 mts. R/W road as per this alignment shall be obtained by the PWD with intimation to/consultation with DDA.

(f) Two bus bays have been proposed.

PART-III: Road Section between the 30 mts. R/W road leading to Vasant Kunj Complex in the West and the Mehrauli-Mahipalpur Road (Sheet No.4 & Part-5).

- (a) In this stretch the proposed R/W is 45 mts. The R/W line along the Vasant Kunj Scheme has been taken as demarcated by barbed wire fence at site. Accordingly, the widening of 45 mts. R/W has been proposed towards Kishan Garh Village side. A uniform carriage-way of six lane of 10 mts. width each divided by central verge of 1 mt. width and service roads on both sides have been proposed.
- (b) The village roads are proposed to be served through the service road.
- (c) The service road on the Vasant Kunj side has also been proposed (as shown in the drawing).
- (d) 'T' intersection of 30 mts. R/W road to Vasant Kunj with Rd. No.16 has been properly planned with smooth curves for turning traffic and channelisers to reduce the conflict areas have been provided.
- (e) The existing road in the eastern corner of 'T' intersection of Road No.16 with Mehrauli-Mahipalpur Road, the existing village road is proposed to be connected through the service road to provide proper intersections of Road No.16 and Mehrauli Mahipalpur Road. The land use of this corner as per the approved layout plan of the 'Vasant Kunj Scheme is green'.



8. Feasibility for Modified alignment Plan (Para-7).

The revised modified alignment was sent to Ex.Eng., PWD for feasibility. The feasibility was received from Ex.Eng., PWD, Div.7, NCTD vide letter No.70/7/PWD/Div.7/DA/3315-16 dated 17.8.93. As per this feasibility report, in addition to 30 KV lines, 11 KV lines and some other services mainly 45 nos. S/S, 3 nos. D/S, 2 nos. Semi Pucca & 3 nos. kutchra shops/ and 342 trees are affected. The copy of the detailed feasibility report is placed at Annex. III for reference.

It may be worth while to mention here that alignment plan has been revised three times as explained above to minimise the affected trees. The comparative statement of three feasibility reports w.r. to affected trees is given below.

Sl. No.	Feasibility Report as supplied by PWD, Div.VII. Date & Letter No.	Affected Trees.	Case put up in T/C meeting.	Remarks.
1.	Dt.6.2.92 Letter No.	2038	Case put up in T/C vide item No.56/92 dt. 13.4.92.	Decision of T/C given at Sl.No. 5 above.
2.	Dt.16.4.92 Letter No. 70(7)PWD-VII/ DA/534	1277	-	-
3.	Dt.17.8.93 Letter No. 70(7)PWD-VII/DA/ 3315-16.	342	-	Feasibility report relates to modified alignment under consideration.

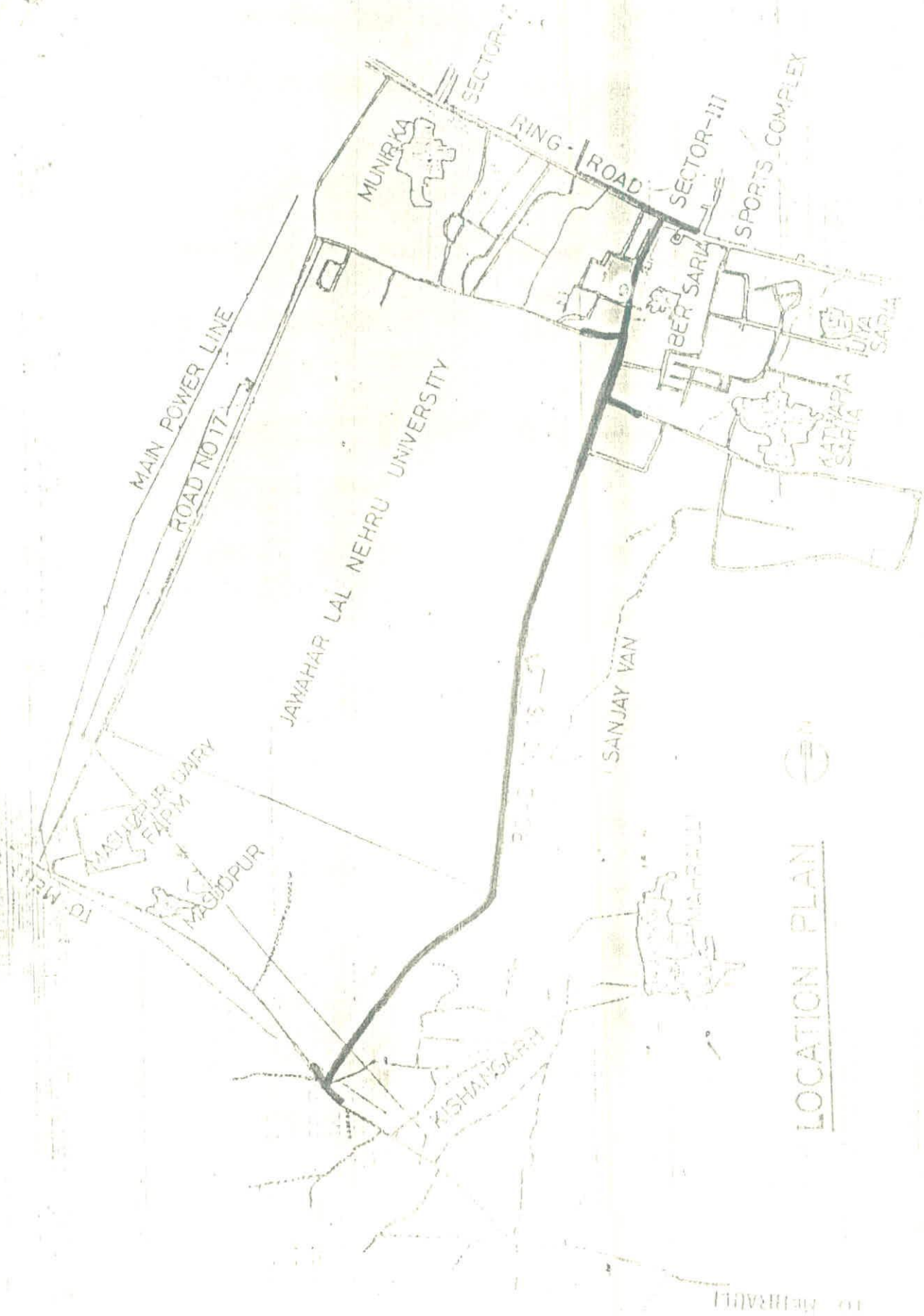
9. The item is placed before the T/C for consideration of:

- (i) Remodified alignment plan of Road No.16 connecting Outer Ring Road with Mehrauli-Mahipalpur Road integration junctions and intersections designs. (Drawing No.TT-35/IT-93 in 5 parts - 1st on table).
- (ii) PWD shall plant three times the number of trees required to be cut. The trees shall be removed after obtaining the approval of Competent Authority.

- (iii) Rehabilitation of eligible affected properties/structures shall be taken up by PWD in consultations with land owning agency.
- (iv) PWD, NCTD shall protect the r/w as per the approved alignment plan.
- (v) JNU shall provide continuous service road parallel to Road No.16 within the complex to provide access to institutional plots located within JNU Complex.
- (vi) Sanjay Van is a notified forest and the existing boundary wall of Sanjay Van has been retained. However, PWD before starting the improvements shall check with Competent Authority and if required obtain the necessary permission for implementing the approved alignment of Road No.16.

\*\*\*\*\*





LOCATION PLAN

FEASIBILITY REPORT PROFORMA

1. Details of affected structures/properties in the road R/W.
- |  | Pucca   | Semi Pucca | Kutchha         |
|--|---|------------|-----------------|
|  | S/S/D/S/T/S   |            |                 |
| a) Total No. of Structures/properties affected in the alignment.                     | 16  | 8          | 15              |
| b) No. of properties with boundary wall and setbacks only affected in the alignment. | 10 nos. boundary walls.<br>(Total length 2830 mts.) | -          | (225 m fencing) |
| c) Width of properties affected in road R/W.   | varying 9 m. to 18 mts.                             |            |                 |
| d) No. of shops affected.  | 34  |            |                 |
2. Is there any deviation in the approved alignment prepared by TCPO earlier. If yes, give details.
- No Comment  
(Since the relevant documents not available in this office).
3. Whether the alignment confirms to the R/W as shown in the approved layout plans & regularisation plans of the colonies abutting this road. If no, give details.
- do-
4. Details of affected services
- |   | Length in mts.  |
|---|---|
| a) Overhead high tension lines: 220KV lines |   |
| 66KV lines                                  |   |
| 33KV lines                                  | 2010 mts.   |
| 11KV lines                                  | 620 mts.  |
| b) Underground lines: 220KV lines           |   |
| 66KV lines                                  | No details available at site.   |
| 33KV lines                                  |   |
| 11KV lines                                  |   |
| cc) Underground Sewerage lines:             | Length & No. of depth of manholes the lines affected.<br>2690 mts. 58 |
| d) Underground water supply lines:          | Length No. of sluice valve chambers affected.<br>5158 mts. 51.        |
| e) Storm water drainage lines:              | Length<br>2157 mts.   |
| f) No. of electric poles                    | 107 mts.  |
| g) No. of telephone poles.                  | 14 mts.   |
5. Details of affected trees
- | Total nos. | Girth  | No. |
|------------|--|-----|
| Species.   | 2088nos. girth varying 0.6 to 1.5 mts. at a height of 1 m. |     |
6. Other miscellaneous affected structures.
- |  | No. |
|--|-----|
| Temple, Mosque/Church/Gurudwara                |     |
| Petrol pump (specific location. be mentioned). |     |
| Milk Booth                                     | Nil |
| Bus Stand.                                     |     |



लोक निर्माण, विभाग दि० प्र०  
=====

संख्या: 70/7/लोनिवि०मं-7 दि० प्र०

3315-16

दिनांक

17/8/93

✓ सेवा में,

श्री टी. मण्डल  
डिप्टी डायरेक्टर टी-2  
दिल्ली विकास प्राधिकरण  
विकास मिनार नई दिल्ली

उपनिर्देश 796  
दिनांक 17/8/93

विषय:- मार्ग संख्या-16

संदर्भ:- आपका पत्र संख्या पीए/डीडी/टीटी-2/पीपीडब्लू/93/डी-365  
दिनांक 23.7.93

उपरोक्त संदर्भ में जैसा कि आपने मांग की है मार्ग संख्या-16 के  
संशोधित पांच मानचित्रों में आपको अश्लेषित है। इन मानचित्रों सहित  
फिजिबिलिटी के निष्पत्ति में आपसे विचार विमर्श  
पहले ही हो चुका है।

फिजिबिलिटी रपट भी साथ में संलग्न है।

- संलग्न: 1. मानचित्र-5  
2. फिजिबिलिटी-1

प्रतिलिपि प्रेषित:  
=====

सहायक इंजीनियर-2, उनके पत्र संख्या 23/137/त.इं-2/लोनिवि०मं-7 दि० प्र०  
1106 दिनांक 6.8.93 के संदर्भ में सूचनाार्थ।

CORRESP

Under the P.D. no. 16 file.

18/8/93

कार्यपालक इंजीनियर

## 52

- .....2/-



- length. 1637.00M
- e) Storm water drainage lines. — 146 Nos.
- f) NO. of electric Poles. — 57 Nos.
- g) NO. of telephone poles.
5. Details of affected trees in proposed alignment & Skid  
Total NO. 91th NO. Total No. of Trees - 242  
Species. Girth varying from 0.6m to 1.4m at  
and at a height of 1.0m
6. Other Miscellaneous affected structures.  
 Temple Mosque/Church/Gumdwara  
 Petrol Pump (Specific location be mention.  
 Temple - 1 No (Small)  
 Bus Stand - 4 Nos  
 Naming Board  
 Stone line — 2 Nos
- Taxi Stand. — NIL
- Developed part with or without railing pole mounted S/ Stn. 11 K.V.  
 Bituminous foot path - 972.00 x 2.30M  
 C C Foot path - 955.00 x 2.30M
7. General comments about the feasibility to implement the alignment proposal.  
 On the LHS of Alignment plan (as bridge) Highway (as b) from RD 35 to 452.00 m of shops have already been constructed or under construction & vacant land is covered with Boundary wall.

*[Signature]*  
 19.07.11  
 11.005

# Details of Effected Trees in proposed

Alignment plan of Road No 16 (Eastern Side of JNU)

Reference/Drawn sheet	No. of Trees effected in proposed Carriage way & Service Road.
Sheet No ①	55 Nos.
Sheet No ②	41 Nos.
Sheet No ③	51 Nos.
Sheet No ④	195 Nos.
Sheet No ⑤	—
Total	342 Nos.

*[Signature]*  
*[Signature]*  
 11/11/2015



Sub:- Installation of Two Fair Weather Pontoon Bridges at the location (i) connecting Ring Road near I.P.Power Station and Bund Road near Shakarpur and (ii) connecting Ring Road near Sarai Kale Khan and Bund Road near Mayur Vihar (Phase-I).  
File No.F.5(17)92-MP.

1. BACKGROUND:

S.E.III, SSW (PWD), DA vide his letter No. 23(75)SSW/YBP/403/406 dated 14.7.92 had sent a copy of the letter addressed to Secy.(PWD) to Commr.(Plg.) enclosing one copy of programme and a plan in 1:10,000 scale shewing the location of two Pontoon Bridges along with its approach points on both sides of the river connecting Ring Road and Bund Road.

The proposals received along with letter dated 14.7.92 were examined and certain modifications were suggested to PWD (YBP), Delhi Admn., by DDA.

Ex.Engg. Surveyor of Works, PWD vide letter No. 23(75)/SSW/SW-III/YBP/132(A to B) dated 8.2.93 submitted the alignment connecting Ring Road near Sarai Kale Khan and Bund Road near Mayur Vihar. This proposal has also been discussed in detail with the concerned Ex.Engg. and the consultant on 4.3.93.

Ex.Engg. also informed that the modification has been made due to the part of the land is under litigation as per report given by Lands Deptt. of DDA.

S.E.(III)-cum-SSW, YBP (PWD) also informed that the proposal is based on the consideration of temporary nature of this bridge and also on the advise of the Lands Deptt. of DDA.

2. TECHNICAL COMMITTEE DECISION:

The modified proposals received from PWD (YBP) vide letter dated 8.2.93 were examined and placed before the T/C with following observations:

Comments: Observations

- (i) It is not desirable to connect the approach roads from the Pontoon Bridge on both sides i.e. in East and West in a staggering position with existing 'T' intersection from traffic circulation point.

- (ii) The detail information regarding any such constraints like litigation and filling of land etc. may have to be given by the PWD for consideration of T/C.
- (iii) The proposed addition of 'T' intersections with Ring Road (a) near Bhairon Road and (b) Sarai Kale Khan shall create problems in the efforts of Delhi Admn. for making the Ring Road as access control (Express way) road.
- (iv) A proper circulation system for these proposed bridges should be worked out to identify other related improvements if any in the catchment area.
- (v) The proposal of proposed pontoon bridge connecting bund road near Shakarpur with Ring Road near Bhairon Road is to be worked on 1:500 scale.
- (vi) The proposal in concept is of temporary nature but experience indicates that once a facility is provided it continues eg.g. Pontoon Bridge near Old Yamuna bridge. Thus all care should be taken to develop intersections with Bund Road which is the part of Shahdara Ring Road and with Ring Road for which Delhi Administration has prepared an ambitious scheme.

In view of this it is suggested that:-

- (a) The details of both the two intersections with bund road and both the two with Ring Road may be worked out at 1:500 scale in consultation with PWD (Zone-I).
- (b) The proposed 'T' intersection (approach roads to Pontoon Bridges on Ring Road) be properly integrated with the improvement envisaged for Ring Road between flyovers on Ring Road near ITO & Ashram.
- (c) The proposed approach to proposed 2nd ISBT at Sarai Kale Khan may also be integrated.
- (vii) The feasibility report indicating affected properties/land status/affected surveys etc. may also be submitted to DDA.



The matter was discussed in the T/C meeting held on 29.4.93 vide Item No.45/93/T.C. The decision of the T/C is given below:-

"The proposal for consideration of Pantoon Bridge on River Yamuna joining Mayur Vihar and Ring Road near Sarai Kale Khan was discussed in detail. This was approved with the following conditions;

- (i) The alignment of Pantoon Bridge should meet the Bund Road at the crossing of Road leading to Mayur Vihar Ph.I. On the West side, it should join the Ring Road to form a crossing. Both the crossing and circulation pattern should be properly worked out.
- (ii) The land around the Pantoon Bridge should be properly fenced, protected and landscaped to discourage encroachments.
- (iii) It will be a temporary approval and the decision will be reviewed after three years.

3. ACTION TAKEN ON THE DECISIONS OF THE T/C:

- (a) *Proposed Pantoon Bridge connecting Ring Road Near Sarai Kale Khan & Bund Road Near Mayur Vihar (Ph.I)*  
(ii) S.E.III-cum-SSW(YBP) vide letter 7.5.93

informed that:

- (i) The T/C has approved the decision of the intersection of the western approach with Ring Road as shown in drawing No. CRTS/YBP/PB-I/W001B. They are going ahead with the work based on this design.
- (ii) As per T/C decision the intersection at Mayur Vihar Ph.I, Bund Road has been modified and submitted as per (revised) drawing No. CRTS/YBP/PB-II/E003C for conveying formal approval of Technical Committee.

(b) S.E.(YBP) vide letter dt. 23.6.93 submitted the following drawings/Technical note of the proposed Pantoon Bridge from I.P. Power Station (Bhairon Road) to Shakarpur.

- (i) Drg.No. CRTS/YBP/PB-I/W-001 - Details of intersection with Ring Road at 1:500 scale.
- (ii) Drg. No. CRTS/YBP/PB-I/E-001 - Details of intersection with Bund Road and at 1:500 scale.
- (iii) Technical note.

S.E., YBP circle-II has also made the following observations:-

- (i) The proposed western intersection with Ring Road near Bhairon Road does not create any additional median opening.
- (ii) The junction design has been found suitable by DCP (Traffic) also.

REVIEW OF

4. MODIFIED PROPOSALS :

- (a) Proposed Pentoon Bridge from Ring Road near Sarai Kale Khan to Bund Road near Mayur Vihar, Ph.I.

The revised proposal as submitted by PWD (YBP) vide letter dated 7.5.93 has been examined and observation are as under:-

- (i) Intersection design at Mayur Vihar crossing has been modified as per the T/C decision at point (i) on page 3 above.
- (ii) The intersection design at Bhairon Road intersection has not been modified.
- (iii) Complete alignment along with incorporating the T/C decision at point (ii) has not been submitted.
- (iv) The circulation pattern of Traffic on Ring Road integrating the approaches to two proposed pentoon bridges, approach to proposed I.B.F. at Sarai Kale Khan, has not been submitted.
- (v) It is envisaged that the left in and left out at Ring Road may not permit the full utilisation of proposed bridge & likely to increase U turn at near by signalised intersections. This may result in reducing the efficiency of Ring Road. To solve this problem the circulation <sup>in (iv) above</sup> is suggested will be necessary.

- (b) Pentoon Bridge from Bhairon Road to Shakarpur Bund Road:

The proposal submitted by PWD(YBP) vide letter dated 23.6.93 has been examined and observations are given below:-

- (I) Intersection of Bhairon Road/Ring Road & approach to Pentoon Bridge:

The recommendations of the T/C regarding making the cross intersection of Ring Road Bhairon Road



and Western approach road to Panteen Bridge were examined by the consultant. The consultant has given following reasons in support of the proposal submitted earlier and considered by T/C in its meeting held on 29.4.92:-

- (i) The direct access would necessitate the provision of either a railway crossing or a ROB across the railway track connecting Rajghat Power Station.
- (ii) For reasons of safety and efficiency of traffic operation (both rail and road) such a proposition was not considered to be feasible.
- (iii) The area East of Ring Road near its section between Vikas Minar and Bhairon Road is almost totally occupied by important installation such as the I.P. Power Station, the Gas Turbine Plant and the Hot Mix Plants etc. with the result that puncturing this area towards the riverside remains a very difficult proposition. Thus, it is not feasible to provide a proper cross intersection at this location. However, by providing a road parallel to Ring Road a cross intersection has been provided and the existing signal shall be modified accordingly.

(II) Intersection of Shakarpur Road/Bund Road & Approach to Panteen Bridge:

This has been provided a cross intersection as per T/C decision. The Bund Road from Vikas Marg needs improvement.

- (III) Expected directional traffic volume at both the approaches have been taken care of.

5.

OBSERVATIONS:

- (i) A comprehensive crossing detail taking into consideration of the Ring Road, Bhairon Road and the proposed western approach road to Panteen Bridge should be worked out.

2/26/7

- (ii) In case of eastern approach, the intersection of the 'Link Road' and the Mother Dairy Road as well as that of the Bund Road (North) and Vikas Marg will influence traffic flow to considerable extent. There is a possibility of serving the traffic from Pandav Nagar along the bund road (South) relieving a considerable amount of traffic pressure of Mother Dairy Rd. in this stretch. Similarly, on western side the Ring Road circulation scheme shall be worked out by integrating two approaches to Pantoon Bridges, approach to proposed ISBT at Sarai Kale Khan, Nizamuddin Yamuna Bridge etc.

Therefore, it is suggested that a proper traffic improvements required at intersections/Road links in the influence area on both sides be worked out and improvements required also taken up on priority to get maximum returns of these proposed Pantoon Bridges. This may be worked out by PWD(YBP) in consultation with Traffic Police & other related authorities.

- (iii) Drawings of complete alignments with regard to ~~point (i) & by~~ integrating two intersections with bund road and two with Ring Road ~~of the decision of T/C~~ with feasibility report, may be submitted for the consideration of authority. (Ref ~~decision~~ (V & II) ~~decisions~~ of T.C. page 3)

- (iv) In the Technical Report, the consultant has not preferred a separate slip road towards Nizamuddin side, near Bhairon Road intersection as this could encourage traffic violation (movement on the wrong side) at this intersection.

However, it has been observed that there is a need for a slip road. This may be considered in consultation with the Traffic Police.

The proposed scheme has been placed before the Technical Committee for its consideration.

26/7



**SUBJECT :-** Development plan of Growth Centres in Rural Delhi- Plans received from Municipal Corporation of Delhi.

(22.10.93) (NCR) (93/F33)

### I. 1. BACKGROUND

Master Plan, Delhi-2001, has identified five villages for location of major health facilities and markets. To cover the deficiencies of lower level health facilities, school and location of rural industry another six rural settlements have been identified. These 11 rural settlements identified as growth centres are proposed to be developed with physical and social infrastructure and amenities required for rural Delhi. The facilities proposed in growth centres would also meet the requirements of other rural settlements in the Union Territory of Delhi. Major roads interconnecting these settlements with other rural settlements and Delhi city are proposed for widening and improvement for better accessibility. Earlier it was decided in a high level meeting that Development plans of growth centres will be prepared by Municipal Corporation of Delhi.

### 2. POPULATION

As per census, population of Delhi Union Territory is 94.2 lakhs, which has experienced a growth rate of 5.1% per annum during 1981-91. The following table based on provisional 1991 census depicts the population growth trends of Union Territory of Delhi.

**Statement showing the Growth Rate of Population**

Sl.No.	Union Territory/ Census Tract	Percentage Growth Rate of population	
		1971-81	1981-91
	DELHI UNION TERRITORY	+53.00	+50.64
1.	New Delhi Municipal Committee	-9.53	+7.73
2.	Delhi Cantt.	+48.53	+10.76
3.	Delhi Municipal Corpo- ration (Urban)	+48.55	+46.90

*Subj. No. 201/93*



4. Delhi Municipal Corporation (Rural)	+46.12	+148.57
--	--------	---------

Source : Provisional Census, 1991.

Delhi Union Territory has recorded a decadal growth rate of 50.64%. The rural areas of Delhi have registered a very high growth rate 148.97 % during 1981-91 as compared to 46.12 % recorded during 1971-81.

### 3. POPULATION OF GROWTH CENTRES

Growth of population of rural settlement in DUT is not uniform during 1981-91. The population and growth rates of 11 rural settlements proposed as growth centres in MPD-2001 are illustrated below :

S.No.	Name of the settlement	Population		Annual Growth rate %
		1981	1991	
1.	Bakhtawarpur	4,806	6,451	3.4
2.	Bawana	12,637	18,999	5.0
3.	Jharoda Kalan	8,148	11,685	4.3
4.	Dhansa	4,575	5,360	1.7
5.	Chawala	4,355	7,521	7.3
6.	Jagatpur	2,669	4,393	6.5
7.	Ghogha	2,279	4,357	9.3
8.	Qutab Garh	3,251	7,734	13.8
9.	Jaunti	3,202	3,813	1.9
10.	Mitron	3,666	4,455	2.1
11.	Gommanhera	2,634	3,142	1.9
Total		52,222	77,910	4.9 %

The growth rate of population of the 11 growth centres is uneven ranging from a lowest of 1.7% to a highest of 13.8%. Nearness to the city and accessibility appear to influence the growth to a large extent.



#### 4. DEVELOPMENT PLAN OF GROWTH CENTRES

MCD has prepared ~~3~~ development plans for the growth centres namely Bakhtawarpur, Jagori, Mitroan and Chawala. MCD has sent these plans to DDA for comments. The plans have been studied and comments of the planning wing as below :

1. All the <sup>three</sup> ~~four~~ plans are prepared more or less on identical lines. Basemaps are based on 1981 Survey of India Toposheets of 1:10,000 scale. Details of abadi limits, roads, other structures and facilities existing have not been indicated. It is therefore proposed that these plans should be prepared on 1:2500 scale.

2. The details of village abadi/lal dora is not precisely indicated. It is not clear as to how the additional housing requirements would be accommodated in the growth centres and the supporting physical infrastructure provided.

3. For all growth centres an influence area is identified, based on distance from the growth centre. This appears to be arbitrary. It may be appropriate to delineate the influence area taking into account the entire Rural Delhi so that requirements of facilities of all rural settlements get covered in anyone of the 11 growth centre.

4. Development plan should contain zoning regulations and a development code clearly indicating the permitted uses. This aspects is not adequately covered in the Development Plans.. The Development code of MPD-2001 could be elaborated in detail.

5. All new infrastructure facilities and amenities, commercial centres etc, proposed in the four growth centres are located on the available Gram Sabha land. Since Gram Sabha land is scattered all over the revenue boundary, the new facilities are proposed in an isolated way. This would lead to problems of accessibility and integration. Also there should be a policy about development of these infrastructure facilities, in a time frame.

6. Certain pockets must be identified for relocating certain uses from congested central city areas to other areas e.g. wireless station from the ridge, dairies, slaughter houses, police lines etc.

7. Also there is a need to develop certain city level recreational area in some of the growth centres e.g. picnic parks, forests, centuries etc.

## II. SPECIFIC COMMENTS ON DEVELOPMENT PLAN OF BAKHTAWARPUR

1. The development plan of Bakhtawarpur is drawn up for a population of 25,000 in the year 2001. This include the population of Bakhtawarpur and the village falling within the influential area of 2 to 3 km. distance from Bakhtawarpur. Present population of the total influence area is 20,000 and 25% growth has been adopted for the year 2001.

2. Major provisions of the plan are as below:

- i) Educational facilities including primary schools, Senior Secondary School, college, I.T.I.
- ii) Health facilities - dispensary/health centre.
- iii) Shopping - Convenient shopping, veterinary hospital, local shopping.
- iv) Industries.
- v) Commercial centre including super market, petrol pump.
- vi) Police Station.

3. The plan has been studied and observations are as under. The land use plan is laid on table.

i) **Housing :-** The plan is completely silent on housing requirement of the growth centre for the year 2001. It does not specify the additional housing requirement for the year 2001. Also there is no indication of present housing stock and housing condition.

ii) **Occupational Structure :-** The plan does not mention anything about the occupational structure of present or future population. As a matter of fact any development plan should reflect the characteristics of population, work force and employment structure.

iii) **Services :-** Requirements of physical infrastructural facilities are not highlighted. Requirement of water, electricity, sewage disposal/treatment are totally absent in the plan. Also there is a need to specify the norms to be adopted for planning and providing these services.



iv) **Roads :-** The plan proposes widening of rural road connecting Bakhtawarpur to road no. 50. There appears to be no proposal for improvement of roads within the built up area in terms of widening, pavements, street lighting etc.

vi) **Land use plan :-** Almost all facilities proposed in the plan are located on the Gram Sabha Land. As a matter of fact they are scattered all over the village revenue area. There is no order or pattern in the location of proposed facilities. Moreover, the land use plan drastically lack in detail as it has been prepared on 1:10000 scale.

vi) **Development control :-** The plan does not support the proposals with any development control/zoning parameters. These must be worked out and appended within the text.

vii) **Financial implications :-** The finance required for implementation of the development plan is not included in the report.

### III. COMMENTS ON DEVELOPMENT PLAN OF GROWTH CENTRE-MITRAON

1. Mitraon is located about 4.5 kms. from Najafgarh town. The village is heavily dependent on Najafgarh for most of the services and amenities. An influence area is delineated incorporating all rural settlements within 3 kms. radius. A small portion of Najafgarh is also part of the influence area. This influence area delineated merely on distance criteria appear to be very arbitrary. Influence area should be delineated taking into accessibility, nearness to other major settlements and the overall level of development.

2. A target population of 15,000 is projected for the year 2001, based on which other requirements are estimated. The plan includes the requirements of the rural settlements located within the 3 km. influence area.

3. Major provisions of the development plan are as below. The land use plan is laid on table.

- i) Two primary and nursery schools, one secondary school.
- ii) Dispensary and veterinary hospital.
- iii) Agrobased industrial area.
- iv) Commercial centre

v) Community hall/Barat ghar.

vi) Super Bazar.

4. The observation on the development plan are as under :

i) **Housing:** Abadi area is extended to meet the housing demand and also, part of Gram Sabha land is proposed for housing for landless labourers. But the plan does not specify housing stock, deficiency and housing target for 2001.

ii) **Occupational Structure :** This requires to be clearly indicated, including the work force within the village and commuters to Najafgarh and Delhi.

iii) **Gram Sabha Land:** Most of the facilities are proposed in the available Gram Sabha Land. Since these are scattered all over the revenue boundary there is lack of integration in them.

iv) **Industries :** A rural industrial centre is proposed on 13 acre land. Industries which are permitted here are not listed. Apparently, it appears that regulations prescribed in MPD-2001 for rural Delhi would be adopted. This aspect needs to be specified. There is also a proposal to relocate existing fodder market from Najafgarh to Mitraon.

v) **Roads :** The plan do not have any proposal to improve major roads.

vi) **Services :** Essential requirements such as water supply, electricity do not find any mention in the plan.

vii) **Finance :** Cost of the schemes proposed in the plan are not included in the plan.

#### IV. SPECIFIC COMMENTS ON DEVELOPMENT PLAN OF CHAWALA

1. Chawala is located close to the Dwarka Project being developed by DDA. It is located on the road linking Najafgarh and Bijwasan. It is about 6 kms. from Najafgarh and it is a major village. A service region of 3.5 kms. radius around Chawala is envisaged for planning purpose. This include villages namely Kanganheri, Goela Khurd, Rewla Khanpur and Jaipur Khurd. Population of Chawala as per 1981 Census is 4,355 and has increased to 7,521 which has recorded a simple annual growth rate of 7.3%. Among the 11 growth centres Chawala is comparatively a fast growing settlement. The total population of the service area including the 4 villages



in 1991 is 13,885. The population projected for 2011 for the entire service region is 30,056 for which facilities are proposed.

2. The facilities proposed for this growth centre in MPD-2001 include hospital, veterinary hospital, rural industrial area and commercial centres.

3. Major proposal of the development plan are as follows. The land use plan is laid on table.

- i) Primary school.
- ii) Community hall/Barat ghar and library.
- iii) veterinary hospital.
- iv) offices of local bodies.
- v) Physical training centre.
- vi) Super Bazar/Local shopping centre.
- vii) Rural industrial centre.
- viii) Maternity and Child welfare centre.
- ix) Police post.
- x) Petrol pump.

4. The observation on the development plan are under :

i) **Population projection :** The target year of the development plan is 2011 which is unlike other growth centres for which 2001 is adopted as target year. There has to be uniformity of approach for all growth centres and the plan target should be 2001. Further, it may not be correct to project population for 20 years at this stage. Moreover, unauthorised colony is existing within the revenue land of chawala. Population of this unauthorised colony has been ignored in the projections. The development plan should highlight the proposed status of this kind of developments also.

ii) **Housing :** Like other growth centre plans, the housing stock and housing demand for the target year are not elaborated adequately.

iii) **Industry :** An area of 10 ha. is proposed for a rural industrial centre. Type of industries permitted in this industrial area require to be clearly specified. If it is proposed that MPD-2001 proposals will be adopted then it should be stated so.

Sub : Development of Plot nos.2 & 3, Tolstoy Lane, New Delhi.

F.16(71)78-MP

P R E C I S

Plot Nos.2 & 3, Tolstoy Lane, covering an area of 2107.97 sqm. are located towards Eastern Side of Janpath in sub-zone D-1 (Connaught Place). The area under these plots is shown for 'commercial' use, as part of the CBD in the MPD-2001.

2. In the Zonal Development Plan of zone D-1, revised on the basis of NDRAC studies, the area formed part of the comprehensive redevelopment. On the request of the owners, forwarded by the Ministry of Urban Development & L&DO, a scheme was prepared for these two plots for integrated development. The scheme excluded the buildings abutting the main Janpath which had been in good condition. The comprehensive scheme covering these two plots, was prepared and published in August, 1983.

3. Two objections/suggestions were received in response to the public notice, one of the objection/suggestion was from the TCPO, which suggested for a comprehensive development scheme for the entire pocket. Another was from the owner of one of the plots for compensating for the area affected in the proposed road widening. These objections/suggestions were considered by the Screening Board in its meeting held on 24.4.84 which recommended the approval of the scheme. However, recommendation of the Screening Board was not approved by the DDA.

4. In April, 1985 draft proposals for MPD-2001 were published for inviting objections/suggestion. Later on, MPD-2001 was notified on 1st August, 1990, wherein the land use of this plot is shown as commercial as part of the city centre.



5. A representation has been received through the L.G. from the owner of plot no.3, Tolstoy Lane. The main contention is that keeping in view the Master Plan provision, the redevelopment on individual basis be permitted.

6. a) The MPD-2001 stipulates the following norms for development of the CBD (Commercial plot retail/commerce):

- i) Maximum ground coverage 25%
- ii) Maximum GAR 150
- iii) Maximum height 37 m.
- iv) Parking - ECS per 100 sq. of floor area.

b) As per MPD-2001, in the Metropolitan City Centre in Connaught Place and its extension 2 areas, viz Janpath Lane and Fire Brigade Lane have been identified for redevelopment on the basis of comprehensive scheme.

7. On the basis of MPD-2001 provisions and site conditions, a draft proposal has been worked out. This indicates the proposed widening of surrounding roads, envelope control and norms of development. It is proposed to maintain the envelope line of existing multi-storeyed block towards the west on Tolstoy Marg. The Tolstoy Lane facing the plots under reference is proposed to be widened to 45'. This would connect with 60' wide loop and 100' wide Tolstoy Marg. As shown in the plan, it is proposed to extend the parking lot upto the proposed realignment of Tolstoy Lane, towards the rear of multi-storeyed block facing Kasturba Gandhi Marg. As per the development controls, given on the drawing, the plots under reference can be redeveloped to achieve permissible ground coverage and FAR within the proposed envelope line.

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



Sub : Hot mix plants in Delhi.

F23(13)/91-2nd.

1. A request from NDMC is received for allotment of about 4 acre land for setting up of a hot mix plant. At the instance of L.G. in a meeting of Delhi Pollution Control Committee, it was decided that the existing hot mix plant at Ring road be shifted and suitably located at the outskirts of Delhi away from the main road. The case of hot mix plant together with other essential extensive industrial units were earlier put up to the Authority. The Authority did not favour any specific decision with regard to locating such units in Delhi.

2. The Authority on the issue of "Policy for Locating Industrial Activities in the Union Territory of Delhi" has resolved vide resolution No. 86/92 dated 07.07.92  
That :

- "(a) There should be no provision for new industrial Estates in the Urban Extension Area of MPD-2001.
- (b) Delhi Administration should indentify the existing units which are hazardous/obnoxious, heavy and large and require to be closed down and shifted outside the Union Territory of Delhi.-----".

3. Hot mix is an essential requirement for the construction and maintenance of roads and pavements and that Govt. agencies/local <sup>city</sup> bodies are the bulk users of hot mix. In the developed areas it is mainly required for road maintenance and in the Urban Extension it is mainly required for construction of new roads and pavements.

4. Proposal

- (i) It is suggested that the earlier Authority decision of "no provision for new industrial estates in the Urban Extension Area of MPD-2001" may be relaxed with respect to hot mix plants.
- (ii) An area of 20 to 25 Ha. in total may be identified in the outskirts of Delhi Urban area preferably in urban extension in different directions for setting up of hot mix plants.



Sub : i) Approval of Small Facility Centre in an area of 0.91 hect. at the crossing of Loni Road and Wazirabad Road.

ii) Change of Landuse from "Recreational (District Park)" to "Public and Semi-Public Facilities".

PA/DD/ITYA/93/7/D.

Area to the North of Wazirabad Road comprises of a number of villages. Landuse of this area is "Rural" as per MPD-2001, except for a strip of land along Wazirabad Road i.e. Village Gokalpur, JJ Scheme etc.!

2. There is a representation of the villagers of the village Gokalpur for opening of a Wrestling Stadium for the villagers near the pond at village Gokalpur. This pond is creating nuisance for the villagers and they have suggested for utilization of this pond for Wrestling Stadium, after filling it.

2. There is a piece of land measuring 1.45 hect. lying vacant at the crossing of Loni Road and Wazirabad Road where a pond is also existing. As per the MPD-2001, the landuse of this area is "Recreational (District Park)".

4. To utilize this piece of land and also to protect the land from encroachment, a layout plan of small facility centre for this area has been prepared on the basis of P.T. Survey supplied by Jt. Director (S). Total area of the site as per survey report is 1.60 hect. out of this 0.15 hect. required for widening of Loni Road to its required width. Thus, net area available is 1.45 hect. Out of this 1.45 hect., an area of 0.91 hect. has been utilized for two Facilities (i) for Wrestling Stadium and (ii) for Middle School. Remaining area has been kept for recreational (District Park) purposes. Break-up of the area is as follows :


Total Area of the Scheme - 1.45 hect.

1)	Area under Wrestling Stadium	-	0.27 hect.
2)	Area under Middle School	-	0.60 hect.
3)	Area under circulation	-	0.04 hect.
			<hr/>
			0.91 hect.
4)	Area under District Park	-	0.54 hect.
			<hr/>
			1.45 hect.

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

i) Small Facility Centre in an area of 0.91 hect.

ii) Change of Landuse from "Recreational (District Park)" to "Public and Semi-Public Facility", in an area of 0.91 hect.

  
16/7/93

Slamand  
16/7/93



Sub : Approach Road for Police Lines near Village Ghondli in Planning Zone E-1.

F25(8)/84-R.H.

An area of 12.6 hect. i.e. 31.74 acres was handed over on 20.1.84 for Police Lines and Krishna Nagar Police Station purposes near village Ghondli and adjacent to Kanti Nagar/Azad Nagar area in Planning Zone E-1 directly by Lands Department of D.D.A. to Police Department, Delhi Administration, without consulting Planning Department and that too in Khasra numbers. This has created complications as to what is the exact area as per Plan that has been handed over to the Police Department. Also there is a main problem of proper approach road to the site. Dy. Commissioner of Police has pointed out that a dispute has arisen with regard to the possession of the land through which the only approach road to the above said site passes. The disputant is one Smt. Ram Rakhi who has filed a suit against Police Department in the Court of Hon'ble Sh. Bhola Dutt, D.S.J. Sub-Judge 1st Class for permanent injunction restraining the Police Department from dispossessing or otherwise interfering in Smt. Ram Rakhi's alleged possession of the plot no.11 through which the only approach road passes. Thus, the entire work of development and construction of East District Police Lines and Police Station Krishna Nagar has been held up.

This area is under development area of the D.D.A. Regularisation Plan of this area has been prepared by M.C.D. by the name of "Regularisation Plan of Kanti Nagar (as per list), Kanti Nagar Extension (as per site), Raghubar Pura No.2 (part already considered in the North Gandhi Nagar Group) - Regularisation Plan of Government Land for Shanki Mohalla & Shankar Nagar Extension."

As per the Regularisation Plan, an area of 41.17 hect has been shown for public facilities including district park, circulation etc. This area is 77 acres approximately. However at site, the area now available is only 12.6 hect. i.e. 31.74 acres. That means about 18.57 hect. of more area has been encroached upon, which as per our knowledge is not regularised. As per Regularisation Plan, the area occupied by Smt. Ram Rakhi has also not been regularised and the site under consideration has approach from 13.5 mtr. wide Main Kanti Nagar Road through this plot.

As per MPD-2001, in part of the 41.17 hect. of total facilities land (as per Regularisation Plan), Facility Centre No.12 has been shown in an area of 16.9 hect. and rest of the area has been shown for "Recreational" purposes. Presently a large portion of the area i.e. 31.17 hect. - 12.6 hect. = 18.57 hect. is encroached upon and only 12.6 hect. is now available at site. Out of this 12.6 hect. of area now available at site, 7.3 hect. of area forms part of Facility Centre No.12 and remaining 5.3 hect. forms part of Recreational use shown in the MPD-2001. Considering the above facts, the recreational area shown in MPD-2001 has been proposed to be changed to "Public and Semi-Public Facilities (Police Lines & Police Station) in the North Zonal Development Plan for Planning Zone "E" approved by the Authority on 16.4.93 for inviting public objections/suggestions.




To understand the case better and properly, a Plane Table Survey of the land allotted to Police Department has been got conducted. On this Survey Plan, (i) the Regularisation Plan (ii) the Khasra Plan (iii) Landuses as per MPD-2001 and (iv) Landuses as per Draft Zonal Development Plan have been super-imposed. As mentioned earlier, the area now vacant available for Police Lines and Police Station purposes is 12.6 hec. which has been shown in thick black lines on the above said copy of the Survey Plan. Thus, the exact location and dimensions of the land vacant available at site is known. From this Survey Plan, it also becomes clear that presently no proper approach road is available to the site, though some streets of 5 to 6 mtrs. width lead to the site. Nearest proper approach to the site can only be from the disputed property of Smt. Ram Rakhi through which the Dy. Commissioner of Police has also requested for approach to the site from main 13.5 mtr. wide Kanti Nagar Road. However, we have attempted to find other approaches also but they are also having a number of problems as described below :-

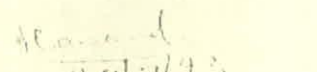
One alternative for providing approach can be made by covering drain no.1 from the side of road no.57. However, it will entail a lot of expenditure and may create problem for smooth flow of water in this part of the drain no. 1. The cost and jurisdictional problems may also arise. Therefore, another approach road has also been identified but it may be of only 9 to 10 mtr. width and may also require at least some portion of the drain no. 1 to be covered. This approach is from old Seelampur road which connects G.T. Road. As per Regularisation Plan, the width of Road is 18 mtr., but at site, only 9 to 10 mtr. is available. However, it falls short of the site by about 100 to 120 mtrs. because of unauthorised construction at site. This 100 to 120 mtrs. portion of the approach road can be constructed by partly covering the drain. However, this approach will be of presently 9 to 10 mtr. width only, until and unless structures are demolished which have not been regularised and form part of 18 mtr. wide road as per Regularisation Plan. But this approach road will also have two to three bends which are not desirable from planning point of view.

Considering the above facts and site situation, there seems to be no alternative than to take possession of the approach area occupied by Smt. Ram Rakhi because Kanti Nagar Main Road is 13.5 mtr. i.e. 45 ft. wide at site. The portion occupied by Smt. Ram Rakhi has not been regularised as per the Regularisation Plan of the area. Further, it appears that this is a Government Land. In fact, Police Department has also requested for this approach.

The Survey Plan showing the above mentioned three alternative approach roads is laid on the Table.

The Case is placed before the Technical Committee for consideration.

  
20-7-93

  
20/7/93  
(S.C. ANAND)



SUB:- ALLOTMENT OF GAS GODOWN AND PETROL PUMP SITES  
IN SERVICE CENTRE No. 2 OF SECTOR-5, ROHINI.

PP/R/1001-14/88/977.

Technical Committee in its meeting held on 21-1-91 observed that gas godown sites were to be located in various service centres. Technical Committee also desired that an overall plan for location of gas godown in Rohini scheme area could be worked out by identifying the locations of various service centres to be provided for in the project in the first instance.

2. Accordingly, an exercise was carried out and the locations of service centres were placed before the Technical Committee along with details plan for service centre No. 1 falling in sector-1. Technical Committee in its meeting held on 25-3-91 approved only three numbers of gas godown sites in the lay out plan and deferred the approval of typical service centre plan.

3. As per the norms prescribed in MPD-2001, one gas godown site to be provided for 40,000 population and to be located in industrial area or service centre. Keeping in view the population of about 6 lacs in Rohini Phase-I & II, 16-17 gas godown sites would be required. Already 10 gas godown sites have been approved for this area (allotted 9). The remaining 6 to 7 sites are to be provided in service centres. Various requests have been received for additional sites in Rohini Project from Lands Branch and also it is discussed in the meeting.

4. The selected service centre <sup>is</sup> ~~area~~ in sector-5 and abutting 30 mtr. wide road on one side and 18 mtr. wide road on the other. The entire pocket of the proposed service centre is in possession of M/s <sup>Hindustan Prefabricated Ltd.</sup> ~~H.P.T.~~ The issue of taking over the possession by DDA has already been taken up by Engg. & Lands Branches of DDA.

5. The plan of service centre, indicating therein the gas godown sites and petrol pump sites, have been prepared, the details of which are as under:-

- |   |          |
|---|----------|
| (1) Gas godown site including Chowkidar hut (size 26x20 mtr.) | = 4 nos. |
| (2) Petrol pump (size 30x36 mtr.)                             | = 1 no.  |

The remaining portion of service centre consisting of 0.98 hect. would be taken up for designing on comprehensive basis separately. The location of this Service Centre is shown on composite plan of Rohini Phase-I, II & III laid on the table.



The proposal, as mentioned in the above paras regarding four gas godown sites and one petrol pump site, is placed before the Technical Committee for its consideration and approval.

g 6/8  
h 6/8

SUB:- APPROVAL OF TWO NURSING HOME SITES IN  
LSC NO. 7 OF SECTOR-8, ROHINI.

PP/R/1001/93/575.

The proposal of five revised scheme for filling-cum-service stations in Rohini Phase-I & II was placed before the Technical Committee in its meeting held on 28-5-93 vide item No. 52/93/TC. In this meeting, out of five sites, two sites for petrol pump (filling stations only) were approved i.e. site No. 5 falling in CSC No. 4 of sector-5 and the other site No. 6 falling in LSC No. 7 of sector-8.

While submitting the agenda item for site No. 6 of sector-8, the proposal of two nursing homes was also mentioned i.e. para (ii), which is also reproduced below:-

"The balance area is proposed for two nursing home sites having an area of 597.5 sq. mtr. & 616.06 sq. mtr. and will be auctioned, as per the policy. It is not required to construct the LSC site here due to location of community centre site across the road. The site plan and lay out plan are laid on the table".

While discussing the petrol pump sites, the proposal of two nursing home sites in LSC No. 7 of sector-8 was also mentioned but the approval has not been conveyed. Since the LSC site is across the community centre site, it is not required to construct these LSC site, therefore, the balance area has been proposed for two nursing home sites and one petrol pump site. The petrol pump site has since been approved by Technical Committee and now the proposal of two nursing home sites may be considered for approval.

The matter, as stated above, is placed before the Technical Committee for its consideration & approval.

  
  
30/8/93



ANNEXURE - A

SUB:- APPROVAL OF FIVE REVISED PROPOSAL FOR FILLING STATIONS/FILLING-CUM-SERVICE STATIONS IN RESIDENTIAL AREA OF ROHINI PHASE-I & II.

PP/R/1001/93/575

The total scheme area of Rohini Phase-I & II is 2497 hect. Out of which, around 1200 hect. is gross residential area. For this gross residential area, 10 filling-cum-service stations sites are required i.e. @ one site for 150 hect. gross residential area, as per the norms of MID-2001. Similarly, 13 sites are required in commercial areas like Distt. Centre and Community Centres etc. The location plan(master plan) of these 23 sites was prepared and sent for the approval of competent authority. Subsequently, this was discussed with Director(DCM) and it was decided that initially the proposal of 4-5 sites be put up for approval.

2// Accordingly, four sites in residential area were got approved from VC/Technical Committee of DDV. Later on, the proposal of additional six sites was placed before Screening Committee vide item No. 29/92 (Annexure 'A'). Out of which, only one site was approved i.e. site No. 9. Further, it was decided that site Nos. 5 & 6 will be re-located/shifted in adjacent to CSC/LSC sites and the remaining three sites were not approved yet.

3// Now the revised proposal of above mentioned sites is as under:-

Sl.No.	Site No.	Size	Remarks
1.	Site No. 1 to 4		Already approved by VC/Technical Committee.
2.	Site No. 9	10 mtr. x 10 mtr.	Approved by Screening Committee vide item No. 29/92.
3.	Site No. 5 of Sect. 5.	10 mtr. x 10 mtr. (available site - active site - 10.5 mtr. x 11.5 mtr.)	As per the decision of Screening Committee, the site is to be adjusted in CSC No. 4 of sector-5.

Manish  
29/4/93

2nd...

SUB:- PROPOSAL OF TWO SITES FOR FILLING STATION/FILLING CUM SERVICE STATION IN ROHINI PHASE-III.

PP/R/1061/93/pt./1065

The total scheme area of Rohini Phase-III is 701 hect. Out of which, approximately 394.50 hect. is gross residential area. For this gross residential area, three sites for filling cum service stations are to be required, i.e. one site for 150 hect. gross residential area, as per the norms of MPD-2001. Similarly, three sites are also to be required in commercial areas like Distt. Centre and Community Centre etc.

The requirements of two petrol pump sites was discussed with Commr.(Plg.) along the tentative locations identified on the copy of the map. In principle, he has approved these sites for placing before the Technical Committee. One site is on Kanjhawala Road at a distance of about 100 mtr. from grid sub-station No. 2. The other site, which is coming on 60 mtr. R/W which is extension of Road No. 41 in sector-25. The brief details of both the sites are as under:-

Sl.No.	Site No.	Size	Remarks
1.	Site No. 1 on Kanjhawala Road,	36x33 mtr.	The proposed site falls in 30 mtr. green strip.
2.	Site No. 2	45x33 mtr.	This site falls in green strip of sector-25, Rohini Ph.III.

The proposal is placed before the Technical Committee for its consideration and approval.

*Mallik*  
30/8/93



Sl.No.	Site No.	Size	Remarks
6.	Site No. 8 in PSP area on 45 mtr. road opposite sector-11.	30 mtr.x36 mtr.	This site has not been approved by Screening Committee. Since no land is available around this area, hence it proposed to review further for approval of this site suggested earlier.
7.	Site No.10 of sector-19 on 30 mtr. road.	30 mtr.x36 mtr.	This site was not approved by Screening Committee. Now it has been re-located on 30 mtr. road adjacent to Mr. Secondary School being run by Delhi Aden. Copy of the plan is laid on the table.

The location plans and details of above mentioned filling station/filling-cum-service station are laid on the table.

4/ The proposal is placed before the Technical Committee for its consideration and approval.

*Manas*

*29/4/93*  
*3/5/93*

(ii) Location predominantly Industrial/Industrial Areas.

S.No.	Extent	Percentage to be earmarked for deficient Public & Semi public facilities as specified by DDA.	Percentage to be earmarked and to be developed for commercial use to be developed by owners.
1.	Upto and inclusive of 5 ha.	60	40
2.	Between 5 Ha. and upto 10 ha.	67	33
3.	Over 10 Ha.	70	30

5. Asstt. Director (Plg.), Govt. of National Capital territory of Delhi, Land & Bldg. deptt. has sent the comments on the draft sub-regional plan on Delhi containing observations made by the Commissioner, Industries; Chief Secy. and the Hon'ble L.G., Delhi with regard to development of land vacated by industries etc. Annexure. III...

In brief for development of land vacated by industries, Delhi Admn. is of the opinion that 1/3rd of the land is to be made available for local community facilities and 2/3rd may be developed by the owners etc. for residential/commercial purposes. There is no need for providing any land for the DDA or public sector undertakings for promotion of public housing.

6 The details mentioned above are placed before the Technical Committee for its consideration and making suitable recommendations.

*Refn*



Sub: Policy regarding land utilisation in case of existing Hazardous/Noxious/Heavy/Large Scale industries of their closure/shifting in Delhi.

File No. F20(16)/93-MP

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While considering the draft zonal plan for zone 'C' it was observed that the proposal of utilisation of lands vacated by closing/shifting of hazardous/noxious/heavy/large scale industries be further elaborated giving details on the basis of which such lands could be utilised.

2. Policy laid down in MPD-2001 is given in Annexure-1. According to this policy, no specific quantum of the land is given to meet the deficiencies in community facilities/services and the area could be used in accordance to prescribed land uses for such zones.

3. Development control rules as applicable for Greater Bombay pertaining to development or re-development of lands of Cotton Textile Mills is given in rule no.58 Annexure. II...

4. In an internal meeting of the Planning Deptt. development control rules of Greater Bombay were discussed in the context of such units and are to be identified by the Delhi Admn. for closure/shifting. In the context of Delhi Master Plan, such units are predominantly located either in the residential or in industrial land use. Therefore, a similar approach as in case of Greater Bombay on the following lines may be adopted.

(i) Location predominantly residential/isolated pockets.

S.No.	Extent	Percentage to be earmarked for deficient Public & Semi public facilities as specified by DDA/Govt.	percentage to be earmarked and to be developed for residential or commercial to be developed by owner.
1.	Upto and inclusive of 5 ha.	60	40
2.	Between 5 ha. and upto 10 ha.	67	33
3.	Over 10 ha.	70	30

Ref

Policy of the Government of India.

- (c) The land which would become available on account of shifting as administered in (b) above, would be used for making up the deficiency, as per the needs of the community based on norms given in the Master Plan; if any land or part of land so vacated is not needed for the deficiency of the community services, it will be used as per prescribed land use; however the land shall be used for light and service industries, even if the land use according to the Master Plan/Zonal Development Plan is extensive industry.
- (d) Modernisation of heavy and large scale industrial units shall be permitted subject to the following conditions:
  - (i) It will reduce pollution and traffic congestion.
  - (ii) Whenever the unit is asked to shift according to the policies of the plan, no compensation shall be paid for assets attained because of modernisation.



ANNEXURE-I

Extracts from MID-2001 Part-II Section 3(ii) on works  
Centre Industry Page 123 & 124 of the Gazette

Hazardous and Noxious Industries

Refer Annexure III H (a)

- (a) The hazardous and noxious industrial units are not permitted in Delhi.
- (b) The existing industrial units of this type shall be shifted on priority within a maximum time period of three years. Project report to effectuate shifting shall be prepared by the concerned units and submitted to the Authority within a maximum period of one year.
- (c) The land which would become available on account of shifting as administered in (b) above, would be used for making up the deficiency, as per the needs of the community; based on norms given in the Master Plan; if any alien or part of land, so vacated is not needed for the deficiency of the Community services, it will be used as per prescribed land use; however the land shall be used for light and service industries, even if the land use according to the Master Plan/Zonal Development plan is extensive industry.
- (d) Action shall be taken by Delhi Administration to prepare a list of individual noxious and hazardous industrial units to be shifted and depending on the pollution/hazard, administration may force these industrial units to shift within a maximum prescribe period of three years.

Heavy and Large Industries:

Refer Annexure III II(b)

- (a) No new heavy and large industrial units shall be permitted in Delhi;
- (b) The existing heavy and large scale industrial units shall shift to Delhi Metropolitan Area and the National Capital Region keeping in view the National Capital Region plan and National Industrial



58. Development or redevelopment of lands of cotton textile mills—(1) Lands of sick and/or closed cotton textile mills.—with the previous approval of the Commissioner to a layout prepared for development or redevelopment of the entire open land and built-up area of the premises of a sick and/or closed cotton textile mill, and on such conditions deemed appropriate and specific by him, and as a part of a package of measures recommended by the Board of Industrial and Financial Reconstruction (BIFR), Financial Institutions and Commissionerate of Industries for the revival/rehabilitation of a potentially viable sick mill, the Commissioner may allow:

(a) The existing or newly built-up areas to be utilised —

(i) for the same cotton textile or related user subject to permissible FSI and observance of all other Regulations;

(ii) for diversified industrial users in accordance with the industrial location policy, with office space only ancillary to and required for such users, subject to FSI of 1:00 and observance of all other Regulations;

(iii) for commercial purposes, as permitted under these Regulations:

Provided that in the Island City, the area used for office purposes shall not exceed that used earlier for the same purpose.

(b) Open lands and lands after demolition of existing structures in case of a redevelopment scheme to be used as in the Table below :—

Serial No.	Extent	Percentage to be earmarked for Recreation Ground/ Garden/ Playground or any other open user as specified by the Commissioner	Percentage to be earmarked and handed over for development by MHADA/ public sector undertakings	Percentage to be earmarked and to be developed for residential or commercial user to be developed by the owner
(1)	(2)	(3)	(4)	(5)
1	Upto and inclusive of 5 Ha.	33	27 (to be developed by MHADA for Public Housing).	40
2	Between 5 Ha. and upto 10 Ha.	33	34 (out of which 50 per cent to be developed by MHADA for Public Housing and remaining 50 per cent to be developed by public sector undertakings for their housing to be developed according to normal Regulations).	33