

DELHI DEVELOPMENT AUTHORITY
(DEV. CONTROL & PLG. WING)

No.F.1(22)94-MP

Dated: 24.5.94

Minutes of the Technical Committee
held on 26.4.94 in the Conference Room of Vikas
Sadan, INA, Delhi Development Authority, New Delhi:-

The following members/invitees were present:-

DELHI DEVELOPMENT AUTHORITY

1. Sh.S.P.Jakhanwal, Vice-Chairman (In chair)
2. Sh.H.D.Sharma, Engineer Member
3. Sh.J.C.Gambhir, Commr.(Plg.)
4. Sh.K.J.Alphons, Commr.(LM)
5. Sh. Santosh Auluck, Chief Architect.
6. Sh.S.C.Gupta, Addl.Commr.(DC&P)
7. Sh.R.G.Gupta, Addl.Commr.(TYA)
8. Sh.P.C.Jain, Addl.Commr.(AP)
9. Sh.R.K.Jhingan, Sr.Land Scape Architect.

TOWN & COUNTRY PLANNING ORGANISATION

10. Sh.K.T.Gurumukhi, Addl.Chief Planner.

L & D O

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

NEW DELHI MUNICIPAL COMMITTEE:

12. Sh.Rajeev Sood, Asstt. Architect.

DESU

13. Sh.D.K.Suri, S.E.(Planning)-I

SPECIAL INVITEES:

14. Sh.Prakash Narain, Director(T),DDA
For item no.53/94 to 57/94
15. Sh.C.P.Rastogi, Director(SPG),DDA
For item no.50/94 to 52/94
16. Sh.H.N.Lamba, XEN(Plg.),DESU
For item no.54/94
17. Sh.S.K.Choudhary, XEN(Plg.)IV, DESU
For item no.54/94
18. Sh.N.K.Agarwal, XEN YBP Div.IV,PWD
For item no.57/94
19. Sh.Anant Ram, Suptdg. Engr. YBP, PWD
For item no.57/94
20. Sh.V.D.Gupta, Suptdg.Engr. YBP, PWD
For item no.57/94
21. Sh.O.D.Mohindra, A.D.
For item no.57/94

The following ten items were taken up:

1. Item No. 48/94

Sub: Change of land use of 205-C, Babar Road, Bengali Market, New Delhi. F4(24)63-MP-Pt.

The Technical committee observed, as explained by the representative of L&DO, that the premises was given on licence fee basis and has not been renewed. The plot under reference forms part of the land proposed for expansion of existing primary school as per the approved zonal development plan sub-zone D-3 as well as in the draft Zonal Development Plan Zone - D (New Delhi Area). The plot is falling in the bungalow zone area. As such, the Technical committee did not favour to change the land use to commercial purpose.

2. Item No. 50/94

Sub: Planning & Development of the area in the West of JNU (Vasant Kunj) Phase II - Issues pertaining to change of land use of MPD-2001.

F20(7)89-MP

The Technical Committee after detailed discussion on various details of the proposed change of land use, desired that a committee consisting of Chief Architect, Addl. Commr. (AP), Project Planner (Vasant Kunj) Director (Land Scape) and S.E. (SWZ) may examine the proposal in detail keeping in view of the large ditches in the area and Quantum of recreational land use should also conform to the standards fixed by Delhi Urban Art Commission. The case be brought to the Technical Committee again in the last week of May / 1st week of June.

3. Item No. 51/94

Sub: Amendment in MPD-2001 for the provisions of Motels in the National Capital Territory of Delhi.

F20(4)83-MP

Deferred.

4. Item No. 52/94

Sub: Proposed modification in MPD-2001 - Delineation of the zone and development control of New Delhi (Lutyen's) Bungalow Zone. F20(5)92-MP

Deferred.

5. Item No. 53/94

Sub: Route alignment of 66 KV D/C underground cable from Park Street 200 KV S/Stn. to Shastri Park 66 KV S/Stn.

F6(6)93-MP

The Technical Committee approved the alignment of 66 KV D/C underground cable from Park Street 220 KV S/Stn. to Shastri Park 66 KV S/Stn. subject to wher-ever necessary, approval of RITES be obtained.

6. Item No. 54/94

Sub: Location of 400/200 KV sub-station near Maharani Bagh / River Yamuna Bed.F6(2)92-MP

The Technical committee constituted a group consisting of Chief Architect, Addl. Commr. (AP) and a representative of DESU to examine the proposal submitted by DESU. It also desired that DESU should work out the details on a larger size map keeping in view the proposal of fly - over near Maharani Bagh as finalised by NOIDA. The matter should be reported to the Tech. committee in its next meeting.

7. Item No. 55/94

Sub: 1.Construction of 30 mtr. R/W road connecting road no. 37 and Lawrence Road along the periphery of Trinagar group of unauthorised regularised colonies.

2.Allotment of land falling under the above said ;road on Licence fee basis to the Trinagar Shiksha Pracharini Sabha.F5(52)87-MP

The Item was deferred in the absence of the MCD representative.

8. Item No. 56/94

Sub: Allotment of land for approach roads on both sides of additional 4 lane parallel bridge over river yamuna near ITO.

F5(32)87-MP

9. Item No. 57/94

Sub: Construction of eastern approach road to additional bridge on River Yamuna down stream to existing ITO barrage.F1(34)93-MP-Pt.

Both the above referred items were considered together. The Technical Committee did not agree to the proposed change in the alignment of the approved

approaches in the east of the bridge under construction near I.T.O. The Technical Committee also desired that Commr. (LM) should ensure that there should be no increase in the jhuggies at site. The Project Manager, Yamuna Bridge Project, PWD, Delhi should take up the shifting of the jhuggies with the Slum Department of the Corporation as per the policy. Further, the Technical Committee desired that inter-section design should be examined separately.

10. Item No. 58/94

Sub: Development Control norms for two/three wheelers filling service station. PS/CA/243/94/234

The Technical committee was of the opinion that the area of the building may be restricted to a maximum of 20 (twenty) sqm. so as to accommodate one room to be used by the salesman and one toilet. The location should preferably be in one of the inner corners so as not to obstruct flow of traffic.

This issues with the approval of Vice Chairman,DDA


(S.C.GUPTA)
ADDL.COMMR.(DC&P)
MEMBER SECRETARY

Memo No. Fl(22)94-MP

Dated:

Copy forwarded to:

1. OSD to VC for the information of the later.
2. Engineer Member
3. Principal Commission
4. Commissioner (Plg.)
5. Commissioner (LD)
6. Chief Architect
7. Addl. Commr. (DC&P)
8. Addl. Commr. (TYA)
9. Addl. Commr. (AP&B)
10. Chief Town & Country Planner, TCPO
11. Chief Architect, NDMC

12. Town Planner, MCD
13. Secretary DUAC
14. Land & Development Officer L&DO
15. Sr. Architect, H&T(I) Nirman Bhawan
16. Deputy Commr. of Police (T) Delhi Police.
17. Chief Engineer (Plg.) DESU
18. Commissioner (LM) DDA
19. Sh. R.K. Jhingan, Sr. Land Scape Arch. DDA
20. Secy. to L.G.



(P.V. MAHASHABDEY)

JOINT DIRECTOR (MP)

DELHI DEVELOPMENT AUTHORITY
(DEV. CONTROL & PLG. WING)

No.F.1(22)94-MP

Dated:

Draft minutes of the Technical Committee held on 26.4.94 in the Conference Room of Vikas Sadan, INA, Delhi Development Authority, New Delhi:-

The following members/invitees were present:-

DELHI DEVELOPMENT AUTHORITY

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TOWN & COUNTRY PLANNING ORGANISATION

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

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F.4(24)63-MP-Pt.

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The Technical Committee after detailed discussion on various details of the proposed change of land use, desired that a Committee consisting of Chief Architect; Addl. Commr. (AP); Project Planner (Vasant Kunj); Director, (Land Scap) and S.E. (SWZ) may examine the proposal in detail keeping in view ^{that of the large ditches in the area and} the Quantum of recreational land use ^{Should also confirm} ~~may confine~~ to the ^{standards fixed by} ~~quantum as approved by~~ Delhi Urban Art Commission. ^{The case he brought to his T/Committee again in his last week of May / 1st week of June.}

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Sub : Amendment in MPD-2001 for the provisions of Motels in the National Capital Territory of Delhi.
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Deferred.

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2. Allotment of land falling under the above said road on Licence fee basis to the Trinagar Shiksha Pracharini Sabha.

F.5(52)87-MP

The item was deferred *in the absence of* ~~as~~ the MCD representative. ~~was not present.~~

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Sub : Allotment of land for approach roads on both sides of additional 4 lane parallel bridge over river Yamuna near I.T.O.

F.5(32)87-MP

9. Item No.57/94

Sub : Construction of eastern approach road to additional bridge on River Yamuna down stream of existing I.T.O. barrage.

F.1(34)93-MP/pt.

Both the above referred items were considered together. The Technical Committee did not agree *proposed* ~~for~~ to the change in the alignment of the approved approach ~~es~~.

in the east of the bridge under construction near I.T.O.

The Technical Committee ^{also} desired that Commr. (LM) should ensure that there should be no increase in the jhuggies at site. The Project Manager, Yamuna Bridge Project, PWD, Delhi, should take up the ~~matter for~~ the shifting of the Jhuggies with the Slum Deptt. of the Corporation as per the policy. Further, The Technical Committee desired that inter-section design should be examined separately.

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Sub : Development Control Norms for two three wheelers filling service station.

PS/CA/243/94/234

The Technical Committee was of the opinion that the area of the building may be restricted ^{to a maximum} ~~to the minimum~~ ^(twenty) ~~extent to about~~ 20 sqm. so as to accommodate one room and one toilet. ~~On this basis the proposal may be discussed with the State Co-ordinator.~~ ^{The location should be preferably} ~~be in one of the inner corners so as not to obstruct flow of traffic~~

re. proposal
(S.C. GUPTA) 29/7
ADDL. COMMISSIONER (DC&P)
CONVENOR

V.C.

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO. F.1(22)93/MP/296

Dt. 22.4.94

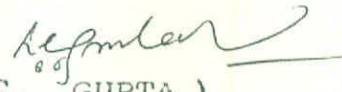
MEETING NOTICE

The 29th Technical Committee meeting of DDA will be held on 26.4.94 at 5.00 P.M. in the Conference Hall, 'B' Block, Vikas Sadan, INA, New Delhi.

Agenda for the meeting is enclosed herewith.

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

Enc.: as above.


(S.C. GUPTA)
MEMBER SECRETARY
ADDL. COMM. (DC&P)

1
S.C.SAGAR
UNDER SECRETARY
TEL. NO. 301 6681

3

Appendix-A

Government of India
Ministry of Urban Development
D.O. NO.K-13011/14/93-DDIB
New Delhi, Dt. 9.9.93

Dear Shri Barai,

Please refer to your letter dt. 20.8.93 regarding change of land use at 205-C, Babar Road, Bengali Market, New Delhi. The matter has been examined and the following observations are made:

- a. From the letter of the applicant, it is averred that L&DO executed a lease in their favour in 1947, clause 11 suggest a lease in perpetuity.
- b. If so, how could the 1962 MPD show the land as 'recreational' unless the coal depot was clearly shown to be a non-conforming activity.
- c. Proviso to Section 14 of the Act indemnifies the party against action Under Section 29 if if no Rules are made governing the contrary use. Have the DDA framed any rules, except, for non-conforming uses? How can MPD-2001 show this as meant for expansion of a primary school? Where is the primary school located.

All these details with a copy of the Zonal Development Plan may please be sent latest by 20.9.93.

Yours sincerely,

Sd/-
(S.C.Sagar)

Shri Anil Barai
Deputy Director (MP)
DDA Vikas Sadan, INA,
New Delhi.

Sub: Planning & Development of the area in the West of JNU (Vasant Kunj Phase II - Issues pertaining to change of land use of MPD-2001.

File No.F.20(7)/89-MP

Master Plan for Delhi 1962 indicated this area as Extractive industry/Rocky Land which part of Sub zone F 14. In MPD-2001, this land has been for urban activities, such as, residential commercial recreational, public and semi public uses etc.

2. In the Draft Zonal Development Plan (divisional plan) for Zone F (South Delhi) approved by the Authority vide resolution no. 130/93 dt. 21.9.93 and published for inviting public objections / suggestions on 15.1.94, the area has been proposed for various land uses. Also the draft proposal indicated an efficient circulation pattern for this area to Connect it towards North, South and West with a system of 45 mt. R/W connecting Nelson Mandella Road to NH-8. and to Outer Ring Road., Earlier the Authority vide its resolution no 36 dt. 16.5.89 while considering the proposal for Planning and development of 100 hect. of land near JNU for provisions of various facilities like Hotel, Shopping Mall Cultural Complexes and other community facilities approved the proposal for change / adjustment in the land uses (appendix I)

3. Accordingly, on 20.6.89 the Ministry of Urban Development, Govt. of India was requested to convey the government concurrence / approval under section 11 A of DD Act 1957 for issue of a public notice for inviting objections/suggestions. Later on the Ministry asked some additional information/ documents on the advice of TCPO to examine and conveying the government's approval for processing the change of land use and the same was supplied to Ministry of Urban Development on 25.7.89. To sort out, the matter was examined in the meeting held in the room of VC on 5.9.89 which was attended by the Representative of Ministry of Urban Development, TCPO and the officers of the DDA and it was decided that as per the proposal, earlier submitted, the Ministry may again be requested to convey the approval for processing the change of land use. Accordingly, the reference was made to the Ministry of Urban Development vide our letter dt. 22.9.89.

4 HUPW vide their reference no. HUPW/Sn.Archi./89/4140 dt. 15.6.89 submitted the proposal for development for the area of the West of JNU at the preliminary conceptual stage which was examined by the Commission in its meeting held on 16.6.89 and the Commission Constituted a committee consisting of two members of the Commission and the Commr. (Plg.) of DDA to finalise the disposition of the hotel site, keeping in view the observations of the Commission vide their letter dt. 17.7.89 and also to work out an urban form exercise for the pocket.

Later on the Commission vide their letter dt. 31.10.90 consider the proposal for development of the area of the West of JNU and the approval was conveyed subject to certain conditions mentioned in their letter. On the basis of their approval, further detail exercise was made and the proposal was considered

in the 76th and 98th Screening committee held on 8.4.91 and 28.1.92 respectively. The proposal for change of land uses was also placed before the Tech. committee in its meeting held on 18.12.92 wherein the Tech. Committee observed as follows:

"The proposal submitted by the Chief Architect for change of land use in respect of various sectors was not in the format prescribed under MPD-2001. As such Tech. committee desired that the matter be examined by the Development Control & Planning Wing and be placed before it in the proper format."

5. The matter has been examined in Development Control & Planning Wing in the unit of SRG wherein the development scheme for the area under reference is being formulated with the following details:

6. Site measuring about 315.28 hect. and the surrounded by JNU on the East, Vasant Vihar and outer Ring Road on the North, Delhi Contonment area and the Airport on the West and existing Vasant Kunj Residential scheme on the south. The site has a large number of ravines, deep ditches and tunnels which imposed great difficulty in utilising this area for urban development apart from the restrictions of height of buildings in this area being in the Air Funnel.

7. The site is approachable directly from the existing road on the West of JNU (Nelson Mandela Road) This road is also providing a link to Vasant Kunj Housing Scheme of the DDA.

DEVELOPMENT PHILOSOPHY:

8. The area was earmarked as ~~Extrective~~ ^{but} industry/Rocky Land in MPD-62/It was exploited prior to 1962 and subsequently for mining the 'china clay' and 'mica' due to which the area is completely degraded due ^{to} ravines, tunnels and deep ditches (more than 20 mt.) existing all over the site.

9. Proposed land use based on the constraints explained above and keeping in view the conceptual plan approved by DUAC and the Screening Committee of the Authority and in the various meetings, a broad land use plan has been formulated. The salient features of the land use plan area a Shopping mall, (Comunity centre) having an area of about 19.2. hect. ^{It will be a first} of its kind as part of Delhi Master Plan ^{for which} a consultant ^{has been} appointed, about 22 hect. of land ^{are} is earmarked for institutional use (the important institute/such as 2nd School of Planning and Architecture complex in Delhi, National Book Trust of India, Birla Academy) and other three hotel sites were also earmarked, one of the site having a convention centre. About 161 hect. of land is ear-marked for major recreational use keeping the natural features such as ridges, valleys in the form of water bodies / land scape areas etc. As such the main phylosophy of development ^{existing} would be 'low rise development' in consonance of Vasant Vihar development /restriction imposed by existence of Air Funnel / land scape elements, residential would be mainly in the form of plotted development including socieities, if any, maximum importance is being attached to urban form of structures in consonance with site

10. It is observed that earlier when the plan was submitted to DUAC, the area ^{was} 315.28 hect. identyfying various land uses. However, recently the land department of DDA has indicated that the area is 283.4 hecets. as such there is a reduction of about 32 hect. of land ^{out} of this scheme of the project area. ^{However,} Within the scheme, a road has already been constructed to connect ^{the area} with Vasant Kunj area and institutional sites to School of Planning and Architecture in Delhi, National Book Trust of India have already been allotted and handed over by the Institutional Branch.

Therefore, the discrepancy in the area is to be sorted out by the Land Branch in addition to expedite the acquisition of 1.08 hect. of land and also to get stay orders vacated for 5.24 hecets.

11. A comparative statement of land use distribution under MPD-2001, as approved by DUAC in 1990, draft zonal plan proposals of Zone F South Delhi as published on 15.1.94 and as now proposed shown in the Tabel given below. It is mentioned in the Draft Zonal Development Plan of Zone F (South Delhi) that the change of land uses for this scheme are to be taken up seperately for processing the change in MPD-2001.

TABLE

Land use	MPD-2001 (ha)	As per DUAC approval (ha)	As per draft zonal Plan(ha)	Propo- sed (ha)
1. Residential	112.00	105.28	60	80
i) Foreign Mission I	36.0	42.64	-	-
ii) Foreign Mission II	-	41.08	-	-
iii) Residential	76.0	21.56	60	80
2. Commercial	4.40	31.30	27.88	33.70
i) Hotels	-	12.16	12.16	14.58
ii) other commercial out of policy area (9)	-	19.14	15.72	19.2
3. Recreational	173.88	140.70	181.00	160.98
i) Distt. Park	-	100.63	141.00	138.8
ii) Road Side Green	-	40.07	40.00	22.18
4. Circulation	-	18.60	27.0	18.6
5. Public/Semi-public (Institutional)	25.00	19.40	19.40	22.
Total	315.28	315.28	315.28	315.28

12. The matter is placed before the Technical Committee for its consideration and the proposal for the change of land uses as now proposed under the scheme given in the comparative statement above.

C. P. Rastogi
(C.P. RASTOGI)
DIRECTOR (SPG)

No. Sub: Planning and Development of 100 Hac.
36 of land near JNU(Vasant Vihar) for
A-16.5.89 Hotel, Shopping Malls, Cultural Complexes
and other community facilities.

.....

From the information received from the Lands Deptt.
about 100 Hectares of land near West of JNU is available with
the D.D.A. for development purposes. As per the draft Master
Plan for Delhi Perspective-2001 submitted to the Govt. of India
for their consideration after approval from the D.D.A., the
land use break up of this area is as under:-

Total Area	For office use only	:	100' Hac.(approx.)
1.District Park & Circulation(Recreational)		:	48 Hac.
2.Community Centre (commercial)		:	8 Hac.
3.Institutional (Public & Semi-Public facilities)		:	27 Hac.
4.Residential		:	17 Hac.

2. Because of large requirement of Hotel Rooms, there
is a proposal to develop five Star Hotel alongwith other
activities like Shopping Mall, Convention Centre, Institutional
Complex in this area. For this an outline plan has been pre-
pared and the break up of land as per the plan is given as
under (Plan is laid on the table):

Total Area	:	100 hac.(approx)
1.District Park & circulation (recreational)	:	45.00 Hac.
2A. Shopping Mall	:	14.00 Hac. }
2B. Hotels 4 sites each 4 hac.	:	16.00 Hac. }
		30 Hac. (commercial)
3.Institutional (Public & semi-public facilities)	:	17.00 Hac.
4.Residential (Missions)	:	8.00 Hac.

3. In the land use plan 1962, this area was shown as
Rocky land(Recreational).

-A-265-

4. The out line plan, indication the land use may be approved by the Authority for further processing the case for the change of land use.

RESOLUTION

For entry in the minutes

The Authority resolved that the proposal contained in the agenda item for planning and development of 100 hac. of land near J.N.U. (Vasant Vihar) for provisions of various facilities like Hotel, Shopping Malls, Cultural Complexes and other community facilities be approved.

attested
M. S. S. S.
3.8.82
Asstt. Secy.
Delhi Development Authority

Sub : Proposed amendments in MPD-2001 for the provision of motels in the National Capital Territory of Delhi.

File No.F.20(4)/83-MP

The Authority vide resolution no.63/93 dt.16.4.93 and subsequent resolution no.113/93 dated 5.8.93 recommended the proposal for amendments in MPD-2001 and in the regulations pertaining to the motel in the National Capital Territory of Delhi.

2. Accordingly, a reference was made to the Ministry of Urban Development, Govt. of India vide letter no.F.10(31)/81-MP/857 dt.26.10.93 to convey the Govt.'s approval for processing the said amendments under section 11A of Delhi Development Act, 1957.

3. Under Secretary to the Govt. of India, Ministry of Urban Development vide letter no.K-11011/11/78-DDIA/VA/IB(Vol.II) dt.17.1.94 conveyed the govt.'s approval for amendments in MPD-2001 for inviting public objections/suggestions. The amendments in the regulations known as "hotels, boarding houses, guest houses, lodging houses and motels (building standard regulations 1977)" pertaining to such provision were also conveyed. (Appendix....A'.....)

4. Accordingly, public notice was issued on 5.3.94 for inviting objections/suggestions on amendment in MPD-2001. (Appendix..B'.....). In response to the public notice, 11 objections/suggestions have been received. These are mainly from individuals (5 nos); Pvt.Ltd.Companies (3 nos) & officials (3nos) namely:

Individuals: (Total objections 5)

1. Sh.Purshotam Behl, 65/77, New Rohtak Road, New Delhi. (2 objections i.e. 1 & 3)
2. Sh.Vinod Chopra, D-1/33, Vasant Vihar, New Delhi. (Objection no.7)
3. Sh.Om Prakash, B-13, Connaught Place, New Delhi. (OBjection no.9)
4. Ms.Veena Sahni, 303, Akashdeep Building, Barakhamba Road, New Delhi. (Objection no.10)

2. Pvt.Ltd.Companies:

1. Sh.R.N.Sahni, Managing Director, M/s.Sahni Resorts Pvt.Ltd., 303 Akashdeep Building, Barakhamba Road, New Delhi (Objection no.6)
2. Sh.Inderjit Singh, Director, Sartaj Hotels, Apartments & Vilas Pvt.Ltd., a-3, Green park, New Delhi. (Objection no.7)
3. Sh.Arun K.Jain, Jt.Managing Director, M/s.Hotz Industries Pvt.Ltd., 32, Hanuman Road, New Delhi. (Objection no.11)

3. Organisations:

1. Sh.Prakash Narain, Director(T),DDA (Objection No.2)
2. Sh.H.S.Sikka, Director(Plg.)zone 'H',DDA (Objection no.4)
3. Sh.Amit Kr.Dass, Dy.Dir.(ZP),DDA (Objection no.5)

5. Main objections/suggestions are given as below:

A. Amendment on page 155:-

It is suggested that in the proposed amendment in modification (i) the following be added "or wide approach roads connecting national highways not beyond 50 mtr. from highway."

ii) Motels should be located a little away from the highway to avoid disturbance on account of noise and to keep the atmosphere free from pollution.

iii) Motels should be allowed on an internal road of 60 ft. width and above in an agricultural green belt areas of Delhi.

(iv) In addition to consutrction of motels permission for educational institutions should also be given which will be useful to cater the needs of adjoining village lacking in such facilities and will ataract students from nearby urban areas.

(v) It is suggested by M/s. Sartaj Hotels, apartments & vilas pvt.ltd. that the following be added in this modification "Save and except that hotels be permitted on land abutting on National Highway No.8 from the present boundary of development area upto the Harytana Border, who are willing to bring in upto 100% foreign equity".

(B) Amendment on page 171:-

The following suggestions have been made:

a) That the definition of motels given in MPD-2001 should not be changed as it is more effective and fruitful otherwise it will vanish the concept of a motel as it should be outside the urbanisable limits and in the green environment.

b) Definition for a motel should continue ^{as} "Premises located near main highways and outside urbanisable limits for catering to the convenience of the persons travelling by road including boarding, lodging and services related to car".

c) M/s. Sartaj Hotels, apartments & Vilas pvt. ltd., has suggested as follows:

"A premises designed and operated especially to cater to the boarding, lodging, eating, recreation, business and shopping including pubs, which will attract tourists including foreign tourists maintaining matching international standards of road side hotels which may also include health and hygiene, sports recreational club activities etc."

This definition should be applicable for those who are willing to bring in upto 100% foreign equity in developing land.

d) Cities and towns on major roads connecting Delhi are located at a distance of 10 to 20 km. from urban boundary to Delhi. The travel time for such a small distance by a motorist is about 15 to 30 minutes to reach urban areas where sufficient facilities for night stay/eating places, services etc. are existing. In view of this, development of motels in agricultural green belt/rural zone is not advisable. It invites formal and informal related activities which create hindrances in the free flow of traffic on highways and may also create law & order problems which may be difficult for the enforcing agencies.

e) Permission for location of motels on highways in areas which are likely to be effected in urban extensions may in future create problems

structure with related facilities. The developer/owner should give an undertaking that if full or part of the area is required for providing urban facilities/infrastructure, the owner will surrender the land without any liability.

f) NCR Plan 2001 has a provision of 100 mtr. and 60 mtr. green buffer along the national/^{state} highway on both sides. This should form part of the modification. The modification may also indicate the development norms related to ground coverage, FAR, height etc. and other related conditions.

(g) The modification is contrary to the concept of green belt given in MPD-2001.

The depth of 2 km. from the border of the Union Territory which is also essential to avoid confusion of urban agglomeration around the entire city.

h) Also, MPD-2001 provides that "No dwelling units should be built within 400 mtr.s of the right of way of any national highway" and, therefore, permission of a motel will be contrary to this concept.

i) Permission of a motel in 'rural use zone' may accentuate unintended land use developments in rural use zone.

j) It may not ^{be} possible to operate the proposed modifications permitting motels unless rural use zone, green belt and urban extension are properly defined and specified on the plan.

k) By permitting motel, the basic principle of land use zoning will be violated and may lead to "free for all", throwing the planning over board.

l) Modification indicates that the motel will be permitted as per regulations made on that behalf. In all use zones, these regulations/development controls have not been given which are integral and crucial part of the permissibility.

m) Permitting of ^a motel on service road parallel to highways needs to be defined otherwise there may be mis-interpretation in the term 'service lane'.

(C) Amendment on page 162 of MPD-2001 is also suggested as follows:-

(a) Maximum plot size 2000 sqmt., maximum ground coverage 30% Maximum floor area 150 and maximum height 6 mts.

Remarks: This has no relevance as there was no proposal in the development control.

(b) Size of the plot should be 3 to 4 acre to make a motel economically viable and to provide parking and other facilities. There is no need to provide a basement and it is generally misused for activities other than for which it is meant. Therefore, coverage of the basement should be allowed in the shape of one additional floor and the total construction should be restricted to 6000 sq.mt. to 7000 sq.mt. to accommodate about 80 bed rooms, fast food, restaurant, office, service station etc.

(c) Motel should function on the basis of star category as in case of the hotels. However, old resorts, guest houses, flights kitchens should be treated as separate.

d) There are no service road running parallel to National Highway and State roads on the other hand there are roads which connect the highways and, therefore, instead of service roads running parallel to National Highway, it should be connecting roads to the highways.

(e) Proposed modification on page 155 as a repurcussion that motels as per the regulations will be permitted in all use zones along national highways interstate roads of a minimum width of 60 mtrs. or service roads running parallel to them.

Thus, there may be situation where along highways in the land use which has institutions/schools, residential/recreational, utility etc. where by way of these modifications, a motel will be permitted and therefore, the total concept of land use zoning of MPD-2001 will be viciated.

(f) There may be situation that motels and hotels may be constructed with the regulations to be specified with regard to ground coverage, FAR, height etc., where MPD-2001 does not permit such activity in all use zones. Therefore, the location of the motels should confine only in the 'rural use zone' with the regulations to be specified and not in any other use zone including the agricultural green belt.

the
6. Earlier, Authority considered the proposals of the regulations for location of motels in the Union Territory of Delhi based on the recommendations made by the Committee under the Chairmanship of Principal Commissioner, it is suggested that objections/suggestions received may be referred to that committee to look into and made suitable recommendations for the consideration of the Technical committee

7. The matter with the above recommendations is placed before the technical committee for its consideration.


(P.V. MAHESH BABEY)
Jt. Director (MP)

No.K-11011/11/78-DDIA/VA/IB(Vol.II)
Government of India
Ministry of Urban Development
(Delhi Division)

New Delhi, dated the 17th Jan., 1994

To

Shri S.C. Gupta,
Director(DC&P),
Delhi Development Authority,
Vikar Minar,
I.P. Estate, NEW DELHI

नकाश निबन्धन कक्षा
भाषी तारीख 18/1/94
वन संख्या 01/9

Subject:- Proposed regulations for motels - National Capital Territory of Delhi - Amendment in MPD-2001.

The undersigned is directed to refer to your letter No. F.10(31)/81-MP/765 dated 21.9.93 on the above mentioned subject and to convey the approval of the Government under Section 11A of Delhi Development Act, 1957 for inviting objections/suggestions from the public for the following amendments in MPD 2001 :-

- i) On page 155 (left hand column) of the Gazette of India, Extraordinary (part II Section 3(ii) dated 1.8.90 under heading "A.3 Rural Zone (including A-2)" at the end of (b)(ii), the following may be added :-

"Motel is permitted as per Regulations made on that behalf in all use zones on National Highways and inter-State roads of a minimum width of 60 mts. or service roads running parallel to them".

- ii) At page 171 (left hand column) of the Gazette of India, Extraordinary, Part II Section 3, Sub-section (ii) dated 1.8.90 under the heading '033(Motels)', the definition may be replaced as under :-

"A premises designed and operated especially to cater to the boarding, lodging, rest and recreation and related activities of travellers by road."

As regards the Regulations pertaining to "The Hotels, Boarding Houses, Guest Houses, Hostels, Lodging Houses and Motels (Building Standards) Regulations, 1977", approval of the Government is conveyed for the following modifications in the said Regulations :-

6. MOTELS:

- (1) Motels are permitted in all use zones on National Highways and inter-State roads of a minimum width of 60 mts. or service roads running parallel to them.

Contd...2/-

(2) A motel located in use zones other than Rural Zone/Green Belt will be subject to the norms and building standards applicable to hotels.

(3) A motel located in the Rural Zone/Green Belt will be subject to the following norms and building standards :

- i) The minimum plot size shall be 1 Ha.
- ii) The minimum width of the drive way used for entry into, and exit from, a plot shall be 9 mts.
- iii) The minimum setback shall be 15 mts. in the front and 9 mts. from the sides and the rear. This shall be in addition to a green buffer from the road-width if and as specified by law.
- iv) The FAR shall be 15, subject to a maximum floor space of 3,000 sqm.
- v) The maximum ground coverage shall be equivalent to FAR.
- vi) The built structure shall not exceed the height of 9 mts.
- vii) Basement equivalent to the ground coverage shall be allowed free from FAR to the extent necessary for airconditioning plant, filtration plant, electric substation, parking and other essential services.
- viii) Parking space shall be provided on a minimum scale of 1.67 ECS per 100 sqm. of floor area, including the provision made in this regard in the basement.
- ix) Retail and service shops shall be limited to a maximum of 5% of the floor area.
- x) Water and electric supply, sewerage, drainage and other such infrastructure shall be provided on a scale and according to standards satisfactory to the building regulatory authority.
- xi) All permissions and clearances required under law for the use of land shall be obtained from the prescribed authorities.

Further action may be taken in the matter under intimation to this Ministry.

(S.C. BAGAR)
UNDER SECRETARY TO THE GOVT. OF INDIA

To be published in the Gazette of India, Part-II section-3 sub-section (ii) dated 5.3.94

F. 20(4) 83-MP

Dated: 25.2.94

PUBLIC NOTICE

The following modifications, which the Central Govt. proposes to make in the Master Plan for Delhi - 2001, is hereby published for public information. Any person having any objections/suggestions with respect to the proposed modifications may send the objections/suggestions in writing to the Commissioner-Cum-Secretary, Delhi Development Authority, Vikas Sadan, 'B' Block, I.N.A., New Delhi, within a period of 30 days from the date of this notice. The person making objections/suggestions should also give his name and address.

MODIFICATIONS :

- i. On page 155 (left hand column) of the Gazette of India, extraordinary part II section 3 sub-section (ii) dated 1.8.90 under heading "A-3 Rural Zone (including A-2)" at the end of (b) (ii), the following is proposed to be added :

"Motel is permitted as per Regulations made on that behalf in all use zones on National Highways and Inter State Roads of a minimum width of 60 mtrs. or service roads running parallel to them."

- ii. "On page 171 (left hand column) of the Gazette of India, Extraordinary, part II section-3 sub-section (ii) dated 1.8.90 under the heading '033(Motels)', the definition is proposed to be replaced as under :

"A premises designed and operated especially to cater to the boarding, lodging, rest and recreation and related activities of travellers by road."

2. A copy of the MPD-2001, Gazette of India, incorporating the proposed modifications will be available for inspection at the office of the Deputy Director, Master Plan Section, 6th. Floor, Vikas Minar, I.P. Estate, New Delhi, on all working days during the period referred above.

(V.M. BANSAL)

COMMISSIONER-CUM-SECRETARY
DELHI DEVELOPMENT AUTHORITY

VIKAS SADAN,
'B' BLOCK, I.N.A.,
NEW DELHI.

Sub : Proposed modification in MPD-2001-Delineation of the zone and development controls of New Delhi (Lutyen's) Bungalow Zone.

F.20(5)92-MP

The Authority vide resolution no.59/93 dt.16.4.93 while considering the proposal of modification in MPD-2001 pertaining to delineation of New Delhi Bungalow Zone area and the development controls for this zone were resolved.

2. Accordingly, a reference was made to the Ministry of Urban Development, Govt. of India for their concurrence/approval for issuing a public notice under section 11A of Delhi Development Act, 1957 for inviting public objections/suggestions on the proposals.

The Govt.'s approval was conveyed vide their letter no.K-13011/31/90-DDI'B dt.8.10.93. Vide public notice no.F.20(5)/92-MP dt.25.12.93, a public notice was published for inviting public objections/suggestions giving 30 days time for submitting the objections/suggestions on the proposed modifications. However, on the request of the public and the govt. deptt., the time for inviting objections/suggestions was extended till 24.3.94 i.e. 60 days.

3. In response to the public notice, in all about 70 objections/suggestions from individuals/associations/govt. deptt. & others have been received. While processing these objections/suggestions & reactions in response to the public notice, it is observed that these are quite complicated in nature as some of the objectors have raised issues right from 1962 Master Plan for Delhi draft zonal plans proposals earlier published based on MPD-62 plan, recommendations & representations of the erstwhile NDRAC and the guidelines issued by the Ministry of Urban Development in February & July 1988 pertaining to high rise development and Lutyen's bungalow zone.

4. Therefore, it would be worthwhile to constitute an Expert Group to go into the details of objections/suggestions and make appropriate recommendations for the consideration of the Technical Committee and Authority on each & every issues raised in the objections/suggestions of proposed delineation of New Delhi Bungalow Zone and the development control norms proposed in the public notice. A group may be formed having members from organisations like TCPO, Deptt. of Environment, DUAC, NDMC, L&DO and DDA.

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

C.P. Rastogi
(C.P. RASTOGI)
Director (SPG)

Sub:- Route alignment of 66KV D/C underground cable from Park Street 220 KV S/Stn. to Shastri Park 66KV S/Stn.

F6(6)93-MP.

1. S.E.(Plg.)I, DESU has submitted the above said route alignment proposed to meet the growing power requirement of Karol Bagh area falling in Plg.Division 'B'. Park street 220 KV S/Stn. is existing. The land for 66KV S/Stn. at Shastri Park has been taken over from MCD by DESU, location of the same is integrated in the draft zonal plan of Zone 'B'.

2. Details of the route alignment.

i) The entire cable route has been proposed underground. It starts from Park Street sub-station from where it is taken along Park Street and after crossing the roundabout it has been taken along southern side of Shanker Road upto Ganga Ram Hospital crossing. From here it is taken along eastern side of Ganga Ram Hospital Road upto the proposed 66KV S/Stn. at Shastri Park after crossing Pusa Road and internal streets of Karol Bagh. The route proposal is shown in drawing No.PL-IV-790. 'As per the site plan available, R/W on park street, Shanker Road and ~~XXXXXXX~~ ~~XXXXXXXXXX~~ Ganga Ram Hospital Marg are 68.5 mtr., 68.5 mtrs., 24.38 mtrs. respectively. ^{the cable} is proposed to be laid at a distance of 1.0 to 1.5 mtrs. from the edge of the R/W below the footpath.

3. Observations of DDA:

The underground route alignment ^{be} agreed in principle subject to the condition ^{Kat} DESU shall obtain NOC from ^{in Transport Deptt of Govt of NCT of D} ~~RTES~~ as the proposed route crosses the proposed MRTS corridor at Pusa Road.

4. Feasibility study:

The report submitted by SE(Plg.)I vide

Handwritten signature

- letter dated 31.1.94 is placed at Annexure-I. No structure/tree is affected in the proposal.
5. The case is placed before the Technical Committee for consideration of:

- 1) Proposal of the 66KV D/C underground cable from Park Street 220 KV syb-station to Shastri Park 66KV sub-station vide drawing No.PLIV-790 and as explained in the Agenda at para 2,3.

Lasliya

1.25.94 (S)
11.05.94 (T)

दिल्ली विद्युत प्रदाय संस्थान

(दिल्ली नगर निगम)

स्वान : CHANDERLAL DATTA.

क्रमांक SE(PUG.I)/4(1)/299

दिनांक 31.1.94 19
1-2-94

Shri D.K. Saluja,
 Dy. Director (T/I),
 Delhi Development Authority,
 Vikas Vihar, I.P. Estate,
 NEW DELHI.

SUB: Approval of the route of 66KV Double Circuit underground cable from Park Street 225KV S/Stn. to Shastri Park 66KV S/Stn. (Kareel Lugh).

...

Sir,

Please refer to your letter No. F&S(5)93-TP./2392 dt.13.1.94. As desired enclosed herewith please find a photo-copy of the possession letter plan of the 66KV S/Stn. plot allotted/handed over by MCD to DDA at Shastri Park.

Also please find enclosed herewith the required information in the standard format of D.D.A. The format had been duly completed and all the relevant details have been furnished therein.

The Shastri Park sub-stn. is coming in D.D.A.'s Development Division-E and the anticipated load of this DDA's Development Division is about 180 MW by the turn of the century.

It is requested earlier during the personal discussions, the undersigned had with you to please get the above route approval expedited so as to enable us to take further action accordingly.

Yours faithfully,

(D.K. SUNI)
 SUPDTS. ENGINEER (PUG. I)
 31.1.94

With the file file
 H. K. Saluja
 31.1.94

DESI DEVELOPMENT AUTHORITY

PROFORMA FOR EXAMINING H.T. ROUTE ALIGNMENT CASES OF DESU/NIMC.

- 1) Subject:
 - a) Route Alignment of 66kv. D/C Line from 220 kv S/Stn. Park Street to 66kv S/Stn. Shastri Park (Kareel Bagh)
 - b) Drawing No. PL-IV-796
- 2) Category of H.T. Line : (a) 33 KV/220 KV/400 KV. 66kv
(b) Whether underground or Overhead. U/G
- 3) A short write-up explaining the objective of the route alignment, details of the route and whether the proposal is part of the over all grid. H.T. lines proposed in the area may be clarified and shown on the plan.
- 4) Connecting sub-station with allotment details and site plan be furnished.
 - a) Name of ESS Park Shastri Street Park.
 - b) Status of S/Stn.-Whether existing/ under Existing Under const
constt. vacant site/yet to be allotted.
 - c) Capacity.
- 5) Total length of H.T. line in km. 3.2 K.M.
- 6) Length of the alignment. 3.2 K.M.
- 7) (a) Location of phylon on the road cross section. U/G

Name of road	No. of Towers	R/W as M.P.	Available R/W	Distance from the edge of the available R/W
_____	_____	_____	_____	_____
- (b) Map indicating exact route on the physical survey at the 1 : 1000 scale (Max)
 - i) Year of base map _____
 - ii) Scale of base map As per drawing No. PL-IV-796

/Free

- 8) Whether the H.T. line passes in-front of any commercial centre/Distt. Centre/Historical Monument/Distt. or Regional Green etc.
Tower details Under Ground
Height in Meters
Design (Map to be enclosed) :
- 9) Width of corridor in mtrs: 1.5 mtrs.
(Way line distance regional from existing buildings)
- 10) Areas/localities proposed to be feed: Anand Parbat, Karol
Bagh, Hardhyan Singh Rd. Dev Nagar,
11) Targetted date of execution Dec -94 Part of Pusha Rd.
etc.,
- 12) Finances available in the annual plan for the project. Yes.
- 13) Cost of scheme:
If taken O/H :
If taken U/G : Rs 5,54,91,850.00
- 14) Details of properties/Structures affected NIL
(to be indicated on a physical survey) :
- 15) No of trees that would require to be cut : NIL
- 16) If any alternative have been studied : NIL
If yes details thereof with map :
- 17) Any other particulars. NIL

Sub: Location of 400/220 KV sub-station near Maharani Bagh/River Yamuna Bed.

File No. F.6(2)92/MP:

1. Request from DESU

Sometimes in February 1992, DESU initiated the case for the location of 400/220 KV Sub-Station. Last letter dated 24.2.94 is of Mr. D.K. Suri, S.E. (Plg.I) DESU for a no objection certificate for the establishment of 400/220 KV sub-station with a stipulation that 220 KV sub-station would be established during the 8th Five Year Plan and its upgradation to 400 KV would be in the 9th Five Year Plan.

In brief, the subject is for a no objection certificate for location of an electric sub-station taking into consideration environments, size of the plot - 16 hect. (40 acres).

2. Mr. Suri has also submitted a Perspective Power Development Plan; Delhi - 2001 prepared in June 1986 and sometimes considered by DDA also. Salient features of the Perspective Plan are as under:

i) Total load requirement of Delhi by end of the century would be 4000 MW with a break up of 2900 MW for urban limits as shown in MPD-2001 and 1100 MW for outside zones. 2900 MW would serve a population of 82 lakhs @ 35 MW per lakh population and 1100 MW for 52 lakhs population @ 21 MW per lakh population.

ii) For a total load of 4000 MW, DESU has proposed 5, 400 KV sub-stations at the locations - a) Karawal Nagar b) Bawana c) Bijwasan d) Jaitpur and e) Maharani Bagh.

Besides 400 KV sub-station, there would be many 220 KV sub-stations, details given in the Perspective Plan.

iii) DESU has also predicted power requirement in MW by the end of the century zonewise i.e. (A) 225; (B) 130; (C) 200; (D) 430; (E) 400; (F) 510; (G) 425; (H) 400; (J) 50; (K) 350; (L) 50; (M) 300; (N) 200; (O) 100; (P) 50. Size of each 400 sub-station is 400M X 400M = 16 hect. = 40 acres.

iv) Tentative locations have been shown in the plan attached with the Perspective Plan.

3. Specific Location

DESU has not earmarked specific location but from the plan which is in a very small scale can be judged that it would be in the south of extended Ring Road in River Yamuna Bed. However, clarifications from DESU may be taken and while deciding the specific location, following points may also be considered.

- i) Ring Road extension in River Yamuna bed, its connection with the new bridge under contemplation at River Yamuna.
- ii) Proposed National Highway - 2.
- iii) Entire land is a private one.
- iv) DESU has to pay proportionate cost of channelisation of River Yamuna and reclamation of River Yamuna bed.
- v) 400 KV sub-station should be not be built at a level less than 208 mtr. (HFL).

4. The item is placed before the Technical Committee of the DDA for approval of the location in principle and then asking DESU to submit a detailed plan subject to conditions given in para 3.



(R.G. GUPTA)
A. COMMISSIONER (PLG.) D.D.A.
28.3.94

E:NOTE-394

Sub:-i) Construction of 30 mtr. R/W road connecting Road No.37 and Lawrence Road along the periphery of Trinagar Group of unauthorised-regularised colonies.

ii) Alignment of land falling under the above said road on licence fee basis to the Trinagar Sniksha Pracharini Sabha.

File No.F5(52)87-MP.

1. Location:

The above said road is located in 'H' Division. It is proposed to connect Lawrence Road and Road No.37 passing between the periphery of Trinagar group of unauthorised-regularised colonies, Central School and DDA Group Housing Scheme. Location plan is placed as Annexure-I.

2. Master Plan/Zonal Plan proposal.

This road is not proposed in MPD-2001. The road has been integrated in the draft zonal plan of planning Division 'H'. The 30 mtr. (100 ft.) R/W road is proposed in the Trinagar Group of unauthorised-regularised colonies plan. A broad alignment of this road to a scale of 1:5000 was considered in the allotment of land to Brahman Sabha and Agarwal Samaj in the Technical Committee meeting held on 31.12.87 (refer Annexure II). in which the following decision was taken:

"The proposal was explained by Dir.(CP) and he explained that the road as per MPD-62 has already been encroached upon and thereafter an another alignment of the road was prepared (blue colour) and that is also not feasible due to encroachments. Therefore, he suggested a new alignment which is feasible and was recommended for approval (red colour)".

The issue of allotment of land for Dharamshala to Brahman Sabha and Agarwal Samaj at Trinagar was also considered".

3. Background:

A request for preparation of the alignment plan of this road was received from SE(Plg.)11, MCD vide letter

Ass *Sahelya*

no. SEII/PA/86/1197 dated 15.8.86. In the letter it was stated that the road was approved by the Standing Committee of MCD vide resolution no.840 dated 11.1.79. Accordingly a P.T. Survey of this road was sent by EE(Plg.) MCD vide his letter dated 5.5.88.

4. Proposals:

A draft alignment plan of this road ^(100') with 30 mtr. R/W ~~was~~ prepared taking into its consideration the existing physical features viz. existing layout roads, School buildings of Central School, MCD School & Trinagar Public School, religious structures, developed park, circulation of DDA housing scheme, intersection with Lawrence Road and Road No.37. In the draft alignment plan, the road was proposed to pass through the playfield of existing Central School and the open space adjoining Trinagar Public School which shall have to be acquired for implementation of the road R/W. A four ~~lane~~ ^{lane} divided carriageway ~~was~~ proposed initially which had ~~be~~ ^{be} widened to six lanes finally with footpaths on either sides.

5. Feasibility Study:

The draft alignment plan was sent to MCD & DTC for for feasibility vide DDA's letter dated 24.11.88. The alignment plan was discussed in the LOSC meeting of MCD on 21.3.89 in which the following decision was taken:

"The proposed alignment is approved from the planning point of view. The Engineering Department may take further action."

1-8

The list of affected structures ^{is} given in Annexure III. As per the feasibility boundry wall/railing and part of setbacks of the buildings affected in 30 mtr. road R/W are a soap factory, ^{corner of} two cold storages, 4720 sq.mtrs. of playfield area of Central School, strip of Trinagar Public School, MCD school.

Apart from above 32 shops, one dustbin, 2 urinals, one lavatory block of school, part of DDA/MCD parks, one temple, 2 vent shafts, 2 line shed stores, 31 trees and

Ar *Shahji*

13 electric poles were affected.

6. Representations Received Against the construction of this Road.

Several representations against the construction of this road forwarding the appeal of the Parents, Teachers Association of Central School were received as the road was proposed to pass through the playfield of the Central School. In the appeal it is mentioned that after taking away the land for the road, the school will be left with a sliced playground and ~~there~~ shall be virtually no room for future development & construction. This shall affect the growth of Vidyalaya and affect the conducive physical facilities for academic pursuit. ^{It was also stated that} With the construction of the road, the students/staff of this Vidyalaya shall be prone to accidents, ~~it is stated~~. One death on account of accidents has already occurred ~~in an accident~~. Those forwarding the representations against the road included Sh. Bharat Singh, MP. Sh. Sulekhan Singh, Member Metropolitan Council, Shri Shyam Lal Garg, Member Metropolitan Council, Shri Deep Chand Sharma, Chairman Standing Committee, MCD, Shri Sajjan Kumar, General Secretary DFCC(I), Shri S.P.Tuli, Commissioner, Kendriya Vidyalaya Sangathan.

Shri Sahib Singh Verma in his D.O. letter dated 30.5.89 addressed to Commr.(Plg.)DDA wanted the construction of this road. In his letter he had regretted that the road which was to pass through the corner of the 7 acres Central School plot has not yet been completed.

7. Joint Site Inspection of Commr.(Plg.).

In view of the said representations Commr.(Plg.), DDA made a joint site inspection with Chief Architect and the local leaders. After site inspection and discussions with ^{Principal} Central School Principal and Local Leaders Commr.(Plg.) desired that a Plane Table Survey of a part of the area of Tri Nagar/Lawrence Road be obtained from MCD for the studying the general circulation

Sh. Sahib Singh

and the necessity of the construction of this road. Even since then we have been writing to MCD to send the survey but the same has not been received till date. In reply to our letters, MCD in their various letters have been wanting to process the draft alignment prepared by DDA and discussed/approved in their LOSC meeting.

8. Trinagar Iracharini Sabha near LDA MIG Scheme had been using the open space proposed to be required for 30 Mtr. R/W road abutting their school, they had been using this for the purpose of playfield and this area as per noting in the File had been encroached upon by a boundary wall for safety of Children.

From the feasibility of this 30 Mtr. R/W it shall be seen that a large number of structures including the land of Central School area were affected.

Alternative Alignment :

Commr. (Plg.) vide his Orders dated 30.12.93 desired that an alternative alignment without cutting across the Central School Playfield be worked out. The alternative alignment has been marked on a fresh P.T. Survey done by Survey Unit of PFW as indicated on the plan laid on the table. In this alignment the road is proposed between the periphery of Central School and the adjoining Co-Educational School, Narang Colony. In this 15 Mtr. is to be taken from both sides taking the boundary wall of Central School as central verge. This has been done to see that the buildings of Co-educational School are not affected. After this the road crosses the existing layout road of Trinagar/Narang Colony. In which a tubewall & Public lavatories are affected. It is then taken through the Developed Park where about 90 trees may be affected, it then join with the alignment as proposed earlier. Other structures affected are the same in the earlier alignment. Status of land falling under the road shall be clarified by the lands department once the alignment is agreed in principle.

9. It may be noted that five Schools shall be abutting this proposed road. Most of the children studying in these schools are coming from Trinagar

Contd --- P/S *Yashraj*

Group of colonies & they all shall have to cross this road for going to school which shall be very dangerous.

10. The other alternative could be to reduce the R/W of this road. Number of trees required to be cut in different R/W's as per the survey drawing are as follows:

<u>R/W</u>	<u>Apprx. No. of trees to be cut.</u>
30 mtr.	92
21 mtr.	65
18 mtr.	40

However the danger of crossing of the road by school children shall persist.

11. Implementation of the said alternatives shall take a long time as it involves preparation of detailed alignment, its feasibility from MCD, approval by authority, acquisition of land from Schools/Parks etc., permission for cutting of trees, demolition of structures etc.

CASE-(ii).

12. This is regarding the allotment of land falling under the proposed road as shown on draft alignment plan with 30 mtr. R/W. on license fee basis to the 'Trinagar Fracharini Sabha'. As per the alternative alignments proposals, land adjoining to the school shall not be required if the R/W is reduced to 23 mtr./18 mtr.

13. VC, DDA vide his orders dated 9.9.93 in file No. F19(21)79-Instl. had desired to bring the matter of road alignment/temporary license of land to the school to Technical Committee. Commr.(LD) in his note dated 6.9.93 on page 18/W in file No. F19(21)79-Instl. had suggested following terms after public hearing of the case:

i) The land through which the road is to be built be handed over to the school to be used as playground.

ii) This land be kept vacant and an affidavit for the same be obtained from the society.

iii) This land would not be allotted to the society but would be given on license basis for an amount of Rs. 5000/- per acre per annum.

iv) They will be liable to pay the same from the date this was unauthorisedly occupied presumably 1988.

Handwritten signature

v) Bank guarantee of Rs.2.50 lakhs may be furnished by the society to cover the use of the excess land.

vi) Allowing of construction of boundary wall of one brick thickness to protect the students of the school from going astray.

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

- 1) Alignment plan with 30 mtr. R/W by cutting across the Central School playfield with twoway traffic.
vide Drawings No CA-005/PPW-88

OR

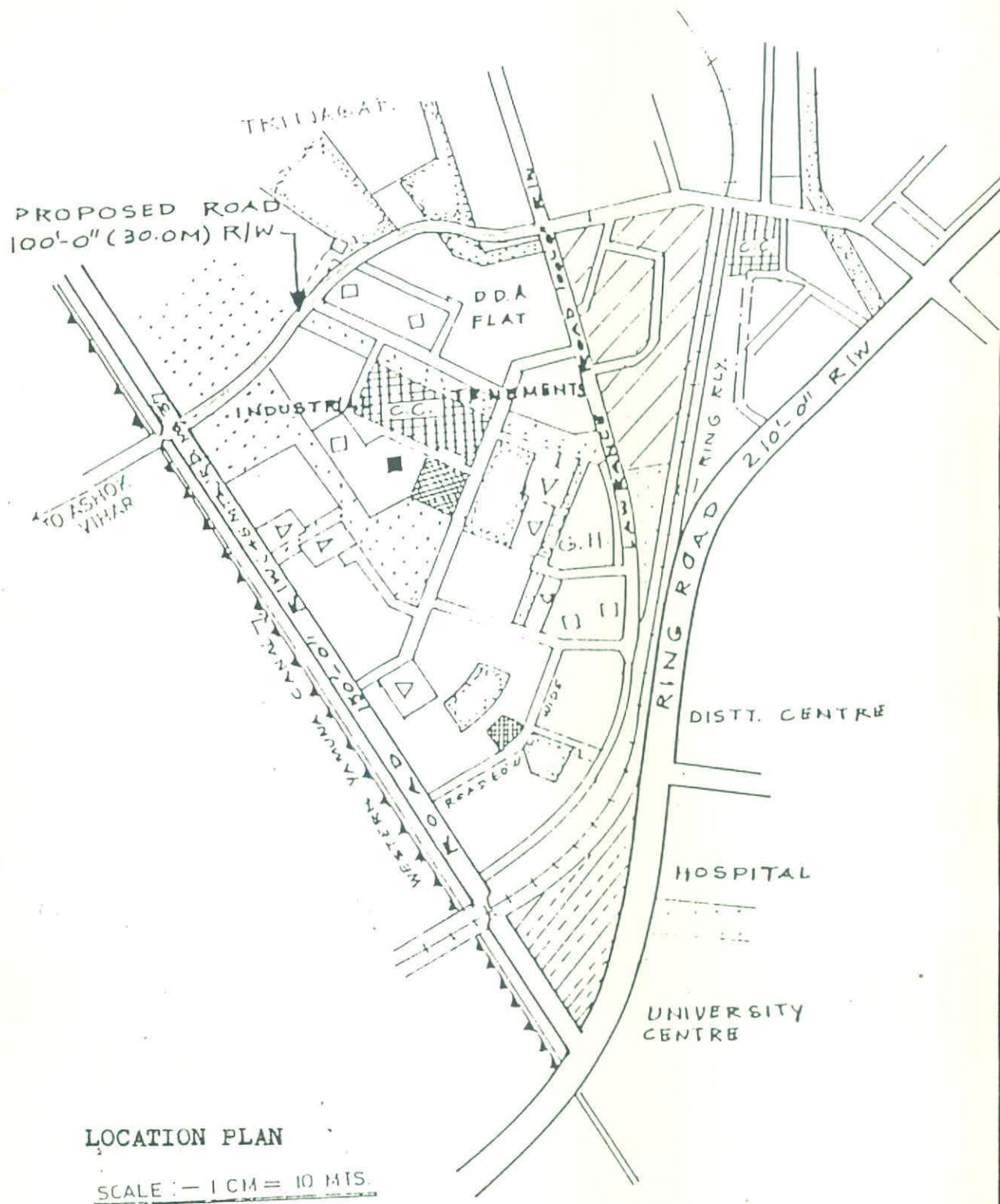
Alternative plan with 22/18mtr. R/W between the periphery of the Central School & Co-educational school with two way traffic. vide drawing No CA-006/PPW-T-94

OR

Drop the road proposal altogether and status quo be maintained.

- ii) Allotment of land adjoining to Tranggar Pracharini Sabha (required for 30m R/W ^{as given to} the Sabha as per terms suggested by Commr.(LD) in his note dated 6.9.93 on page 18N in file no.F19(21)79-Instl. and explained under para 13.





31.12.87

Sub: Allotment of land to Brahman Sabha and Aggarwal Samaj at Trinagar File No. F.8(55)81-Inst.

INTRODUCTION:

i. Sh. Brahman Sabha (Tri Nagar (Regd.) and Aggarwal Samaj Sabha Tri Nagar have applied to DDA for allotment of 1000 sq.mt. of land each for the construction of dharamshala in the area. Both the societies are registered under the Societies Act of 1860, and the cases were considered in the Instl. Allotment Committee meeting held on 24.8.87 in the room of Commr. (Lands) DDA wherein the following decision was taken.:

- a. Brahman Sabha: The committee considered and recommended the allotment of land measuring 500 sq.yds.
- b. Aggarwal Samaj: Committee considered and recommended for allotment of land of 500 sq.yds.

ii. Trinagar is a group of unauthorised colonies under the jurisdiction of MCD and has been in the process of regularisation for long as per the decisions taken from time to time by the Govt. of India and lastly it was regularised by the MCD (after getting it processed through the Tech. Committee in unauthorised colonies under the chairmanship of V.C. DDA) The location of these marked on the copy of the layout plan of (Flag X2) Lawrence Road Industrial Tenements Scheme.

iii. In the approved layout plan of Tri Nagar Group of unauthorised colonies, there is provision of 30 mt. wide road (marked red on the (Flag X1 & X2) copy of the plan and as per the site conditions. Road as approved by the MCD in its regularisation plan, is not feasible. Alternatively, a 30 mt. wide road as marked 'blue' on the copy of the plan seems to be feasible at site and a portion of the road linking road no. 37 and 24 m wide road to Industrial Tenements at Lawrence Road Stands already implemented by MCD.

iv. The area marked black on the copy of the plan, is presently lying vacant with grill around shown as a 'neighbourhood park' in the layout plan of Lawrence Road Industrial Scheme of DDA for which a detailed survey has been carried out and the proposed MCD road and the feasible roads have been super-imposed on the survey plan of the area (laid on table) Part of this 'neighbourhood park' as shown on the plan has already been encroached upon and stands regularised by MCD.

2. PROPOSALS:

i. The case for allotment of land to Brahman Sabha and Aggarwal Samaj has been examined in City Planning Wing with reference to the availability of vacant lands earmarked on the copy of approved layout plan of Tri Nagar group of colonies and Lawrence Road Industrial tenements scheme of DDA for this purpose.

ii. It has been noted that no vacant plots at present are available in the scheme of Lawrence Road Industrial Scheme, earmarked for the purpose which could be considered to be allotted in the present case. The possibility of converting the 'nursery school' site for the purpose of construction of dharamshalas as per the authority resolution on the subject have also been examined and it is noted that there is no nursery school vacant site in the area, which can be suitably utilised for the allotment in the present cases is available.

iii. Alternatively two sites each measuring 487.80 sq.mts. are proposed to be carved out as shown in the copy of the plan (laid on table) with reference to the approved/feasible alignment of 30 mt. wide road in the area presently lying vacant in the vicinity of group of regularised Tri Nagar colonies wherein as per the regularised plans, the vacant lands in between the 100 ft. wide (30 mt.) road and regularised structures are earmarked for public and semi public facilities thereby even if the roads are implemented, the carving out of the blocks would not come in its way.

3. Keeping in view the above facts layout plan for carving out two plots (plan placed on table) each measuring 487-80 sq.mts. is placed before the Tech. Committee for its consideration.

DECISION.
Sub: Allotment of land to Brahman Sabha and Aggarwal Samaj at Trinagar. F.8(55)/81-Inst.

The proposal was explained by Director (CP) and he explained that the proposed road as per the MP-62 has already been encroached upon and there after the another alignment of road was prepared (blue colour) and that is also not feasible due to encroachments. Therefore, he suggested a new alignment which is feasible and the same was recommended for approval (red colour).

दिल्ली नगर निगम



-37-

MUNICIPAL CORPORATION OF
(PLANNING DEPARTMENT)

NO: D/2288 EE(P)II/AE(P)X/D(326)

Dated: 21.4.1989

From

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

आपके पत्र (ई) की संख्या 656

दिनांक 24.4.89

To

Dy. Director (T) PPW, DDA, / Sh. D. K. Subudhi
3rd Floor, Vikas Minar,
I.P. Estate, New Delhi-110002.

Sub: - Alignment plan of proposed 30mts. R/W Road connecting
Road No.37 and Lawrence Road passing along the periphery
of Tri Nagar Group of unauthorised/regularised colonies
(Drg. nil).

....

Sir,

Please refer to your office letter no.F.(52)87-MP/210,
dated.24.11.88 on the subject cited above. The draft alignment
plan sent by you with the said letter was placed before LOSC
vide item no.91/89 in its
meeting held on 21.3.89. Please find enclosed the following:

- i) Copy of L.O.S.C. decision dated.21.3.89.
- ii) Copy of the list of affected land and properties.
- iii) Copy of draft alignment plan with affected land and
properties marked on it.

You are requested to take further action for finalization/
approval of the above mentioned alignment plan while considering
the decision and observations of L.O.S.C.

Encl: -As above.

Yours faithfully,

(H.D. SHSEKRI)
Ex.Engineer(P)II.

Pls put up with the file

Recd. file done
28.4.89

Mr. B. K. L. 24/4

M.C.D.

Item No. 91/89

Subject: - Alignment plan of proposed 30mts. R/W Road connecting Road no. 37 and Lawrance Road passing along the periphery of Tri Nagar Group of unauthorised/regularised colonies. (Drg. nil).

Note received from SE(P)II through S.E.I. is reproduced below:-

The proposed alignment plan of 30mts. R/W Road connecting Road no. 37 and Lawrance Road passing along the periphery of Tri Nagar Group of unauthorised/regularised colonies (drg. no. nil) was received from DDA vide letter no. 5(52)87-MP/210 dated. 24.11.88, to study the feasibility of the proposal.

The proposed ROW of this road is 30mts. with two carriageways of 8.50mts. each and central verge of 1.00 mts. from Road no. 37 (near Western Jamuna Canal) to central School two carriageways of 7.30mts. each with a central verge of 1.40mts. exist at site. After this the proposed road passes through the playgrounds of central school where no road exists at site. After central school playgrounds, the existing metalled width varies from 6.00 mts. to 13.50mts. upto Kranti Road Factory. After this the proposed road passes through Kranti Soap Factory upto Lawrance road.

The case has been examined at site. This road falls in the Karol Bagh Zone of MCD. It joins two important roads i.e. Road no. 37 and Lawrance Road in addition to other roads of Tri Nagar Group of colonies and Lawrance Road colonies. The volume of traffic on this road has increased many folds during the recent past necessitating the widening/improvement of this road.

In case the road is widened/improvement as per xrp proposed alignment plan it will be necessary to acquire the affected land and properties affected in the proposal. The affected land and properties have been marked on the plan in red and red hatching respectively. The existing carriageway has been shown in yellow colour. The list of affected land and properties has been attached as Annexure 'A'. It is essential to acquire the land and properties affected in the proposed R.O.W.

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

.....
The Decision of LOSC, dated. 21/3/89

Item no. 91/89

Subject: - Alignment plan of proposed 30 Mts. R/W Road connecting road no. 37 and Lawrance Road passing along the periphery of Tri Nagar Group of unauthorised/regularised colonies (Drg. nil).

.....
The proposed alignment plan is approved from Planning point of view. The Engineering Department may take further necessary action.

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

- 45 -

Allignment Plan of proposed 30M R/W Road connecting road no.37 and Lawrence road passing along the Peryphery of Tri Nagar Group of unauthorised regularised colonies(Dig. no.M11).
LIST OF AFFECTED LAND AND PROPERTIES

ANNEXURE 'A'

No.	Property	Basement	Ground Floor	First Floor	Second Floor	Third Floor	Open Land	Miscellaneous	Remarks
1	Dust Bin MCD	-	-	-	-	-	-	1.No.MCD Dustbin	
2	Govt.G.S.School co-edu.Keshapuram.	-	-	-	-	-	-	3.No-Urinal	
3	Public Ashram	-	-	-	-	-	-	2.No.Vent Shaft	
4	MCD School	-	-	-	-	-	-	2.No.Tin Sheds of contractor store.	
5	Mark (MCD)	-	-	-	-	-	-	1. Edg.	
6	Kranti Soap Mills.	-	-	-	-	-	-	1.3/Wwith railing	1.Lav. Block School
7	473-A	-	-	-	-	-	-	4.park with railing.	1.Urinal
8	473/1	-	-	-	-	-	-	1.3/Wwith open land	1.Tin Shed
9	473/2	-	-	-	-	-	-	1.3/Wwith open land	1.Temple.
10	473	-	-	-	-	-	-		
11	473	-	-	-	-	-	-		
12	473	-	-	-	-	-	-		
13	Rajdhan cold storage.	-	-	-	-	-	-		
14	Park DBA	-	-	-	-	-	-		
15	Central Sch.	-	-	-	-	-	-		
16	A-2, Trl Ngr.	-	-	-	-	-	-		
17	Public Sch.Keshapuram.	-	-	-	-	-	-		
18	Darshan cold storage.	-	-	-	-	-	-		
19	1 Cold storage.	-	-	-	-	-	-		
20	1 Cold storage.	-	-	-	-	-	-		
21	1 Cold storage.	-	-	-	-	-	-		
22	1 Cold storage.	-	-	-	-	-	-		
23	1 Cold storage.	-	-	-	-	-	-		
24	1 Cold storage.	-	-	-	-	-	-		
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26	1 Cold storage.	-	-	-	-	-	-		
27	1 Cold storage.	-	-	-	-	-	-		
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29	1 Cold storage.	-	-	-	-	-	-		
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34	1 Cold storage.	-	-	-	-	-	-		
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60	1 Cold storage.	-	-	-	-	-	-		
61	1 Cold storage.	-	-	-	-	-	-		
62	1 Cold storage.	-	-	-	-	-	-		
63	1 Cold storage.	-	-	-	-	-	-		
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79	1 Cold storage.	-	-	-	-	-	-		
80	1 Cold storage.	-	-	-	-	-	-		
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94	1 Cold storage.	-	-	-	-	-	-		
95	1 Cold storage.	-	-	-	-	-	-		
96	1 Cold storage.	-	-	-	-	-	-		
97	1 Cold storage.	-	-	-	-	-	-		
98	1 Cold storage.	-	-	-	-	-	-		
99	1 Cold storage.	-	-	-	-	-	-		
100	1 Cold storage.	-	-	-	-	-	-		

Annexure - III
page - (3)

1. (R.K. Sharma)
2. (V.K. Sharma)
19/4/88
Sd/-

4k. saluja
DY. DIRECTOR

MSCO
SCALE

P. n. dangre
JOINT DIRECTOR

Sub : Allotment of land for approach roads on both sides of additional 4-lane parallel bridge over River Yamuna near I.T.O.:

File No. F.5(32)/87-M.P.

Drawing No.CRTS/YBP/ITO/E-001,002,003.

1. LOCATION:

Delhi Administration has envisaged a four-lane bridge parallel to existing bridge over Yamuna at ITO. The I.T.O. bridge connects the intersection of Vikas Marg and East marginal bund with the intersection of West marginal Bund (Ring Road and Indraprastha Marg Intersection). The proposed new bridge is located at a distance of 15 to 20 Mtr. downstream of the existing ITO bridge as recommended by Central Hydraulic Research Institute Khadakwasala and CWC. This item was discussed in Technical Committee on 21.1.91. Location plan is placed at Appendix-I at Page No.I.

2. DECISION OF THE TECHNICAL COMMITTEE HELD ON 21.1.92:

"Chief Engineer, PWD, Delhi Administration, explained that the present ITO Bridge was over loaded because of the large number of vehicles crossing it daily.

Being only a 4-lane bridge it has become very congested. He also explained that the approaches on the Eastern and Western side of the bridge were being widened, with a view to providing for a second to 4-lane parallel bridge about 15 to 20 Mtrs. downstream. As this proposal for a parallel bridge downstream had already been examined by various committees and approved by the Lt.Governor, he desired that the Tech. Committee give its clearance to the proposal.

..... 2/-

Shri Sanyal, Consultant to PWD, Delhi Admn. explained the circulation pattern indicating that there was a proposal to have a Fly-over at the crossing of I.P.Marg & Bahadur Shah Zafar Marg in the alignment of I.P. Marg. There was also a proposal that at Bhagwan Dass Road, there should either an under pass or Fly-over to clear traffic from Mathura Road side so that the traffic at 'W' point (Tilak Marg, Sikan-dara Road and Mathura Road) would not be held-up.

As against this, the DDA planners express the view that if a new bridge was to be constructed, it should be at a location at the point where the traffic from both New Delhi and South Delhi would directly be crossing the river so as to reduce the congestion in I.P. Estate, Bahadur Shah Zafar Marg, Tilak Bridge and Bhagwan Dass Road areas. One such possibility would be to have the bridge in the alignment of Bhairon Road.

As per detailed discussion on all aspects of the question V.C desired that the matter should not be re-opened, as otherwise, there would be no finality to the problem. As the decision already taken by L.G was based on the report of a Committee of experts,

which included a Senior Officer of the traffic Police, V.C. proposed that the proposal cleared by the L.G., be approved by the Technical Committee. This was generally agreed to".

3. ACTION TAKEN ON DECISION OF T/C HELD ON 21.1.91 :

- 3.1 Chief Engineer, Yamuna Bridge Project (YBP), PWD(DA) was requested to get the approval of the DUAC and submit three copies of the scheme as approved by DUAC alongwith nine copies of location plan for consideration of T/C & Authority vide Letter from DD(MP) dated 15.2.91, 11.3.91, 1.5.91, 7.2.92, 28.9.92 and 31.3.93 and from Commissioner (Plg.) dated : 22.12.1993.

- 3.2 The guidelines of the Authority as per Resolution No.54, dated 13.8.90 for the planning of grade separator on Ring Road and Outer Ring Road in the context of (3.1) was sent to Chief Engineer, Yamuna Bridge Project, PWD(DA) for reference.

4. DUAC RECOMMENDATIONS:

Supdt. Engineer-III-Cum-SSW, Yamuna Bridge Project, PWD sent a copy of the letter dated 16.6.92 of Secretary, DUAC addressed to Sr.Architect(DA)I, PWD with the Commission's decisions. This did not contain any drawing approved by DUAC etc. along with the letter dated 20.7.92 of S.E., PWD.

- 4.1 Details of observations and suggestions of the Commission are placed at Appendix-J, Page-II).

- 4.2 The Commission decided to approve ONLY THE SCHEME OF LOK NAYAK SETU at this stage (since construction of it would take quite a some time).

5. RELATED ISSUES:

- 5.1 Based on the suggestions of DUAC; suggestions of Shri M.K. Bhalla, Chief Engineer (T&T), Ministry of Surface Transport; observations of DDA deliberations in the last T.C. Meeting (held on 21.1.91) and these of NATPAC, a meeting was held on 4.2.93 under the Chairman-ship of Commr.(Plg.). It was jointly agreed by all the representatives present from PWD, MCD, NDMC, MOST, DTTDC, RITES and DDA upon the need for a comprehensive corridor Development Plan along the Vikas Marg - C.P. axis (from Preet Vihar to C.P. and Ajmeri Gate) under the direct coordination of Commr. (Transport), NCTD. The details of the minutes of the same is placed at Appendix-K, Page-V). However, the comprehensive scheme integrating the various proposals along the cooridor is still awaited.

6.0 PROPOSAL UNDER CONSIDERATION :

It may be observed from the above details that following three (3) distinct parts of the proposal have emerged out e.g.,

6.1 Construction of the New 4-lane bridge parallel to and 15 to 20 m. downstream away of the existing I.T.O. Bridge.

The new 4-lane parallel bridge ONLY has been approved by the DUAC to be followed by the approval of Authority, which would be processed after the receipt of the authenticated drawings & reports approved by DUAC from the YBP, PWD). These are being submitted separately for the said purpose, as intimated by Shri A.Chakraborty, S.E.III-Cum-SSW, YBP, PWD, NCTD. The bridge is under construction. Commr.(Plg.) vide D.O., dated 22.12.93 has requested C.E.(YBP) to submit the proposal as approved by DUAC for the consideration of the Authority.

6.2 Preparation of a comprehensive cooridor Development Plan along the Vikas Marg - DDU Marg axis (from inter section of Road No.57, Preet Vihar on East to C.P. and Ajmeri Gate on West.

The cooridor Development Plan along Vikas Marg-DDU Marg axis being worked out by concerned agencies and coordinated by Secretary (Transport), as decided in the Meeting held under the Chairman-ship of Commr.(Plg.) on 21.2.93 would be submitted separately for the approval of the Competent Authority. The cooridor development plan includes also the circulation system on both East and West sides of the new 4-lane parallel bridge. Secy.-Cum-Commissioner (Transport), NCTD has been requested to expedite the proposal vide letter dated 29.10.93

6.3 Construction of approach roads to the new bridge on both East and West bank of the river.

The PROPOSAL UNDER CONSIDERATION at the present instance is the allotment of land for construction of approach roads to the New I.T.O. Bridge (Lok Nayak Setu) from the respective intersection at both ends.

6.3.1 East End:

Executive Engineer, YBP, PWD DV.V vide letter dated 10.12.93 has submitted drawings (in 1:500 scale) prepared by M/s GRAPHTS, Consultant to PWD with respect to approach road from the intersection of Vikas Marg - Marginal Bund Road at Laxmi Nagar upto the bridge (laid on Table).

6.3.1.1 Details of Land Requirement :

1. Width of Land	-	45 Mtrs.
Length	-	1500 Mtrs.
Area	-	6.75 Hect.(17 acrs approx.)
2. Additional Land for removal of earth		
for construction of embankment.	-	28 Hect.(70 acres approx.)
TOTAL :		35 Hect. (87 acs. approx.)

An uniform carriageway of 14.0 Mt. width with a foot path and a verge of 3 Mtrs. width each (total - 20 Mtrs.) have been provided. Embankment slope of 1 in 1.5 is provided.

Between the existing approach road and that of the proposed, two pipe lines a slum containing about 1200 Nos. Jhuggies exist (Ref. Feasibility Proforma sent by SSW, YBP, PWD dated 20.7.90 Appendix-L, Page No.VIII)

The proposed road is passing through 'Green as per MFD-2001.

6.3.1.2. FEASIBILITY

The Executive Engineer, YBP, Div.V, PWD vide his letter No.70(12)/93-YBP.D-V/614, Dt.10.12.93 submitted also the feasibility report. Broadly no pucca or semi pucca structures are affected in the alignment, all 148 Nos. affected properties are kutcha. A kutcha temple is also affected which is proposed for resite-ment by Executive Engineer (YBP). As-far-as electric high tension lines are concerned one affected pole is required to be shifted. Although water supply main lines are falling in the alignment, only protection but no shifting is required. The eastern approach alignment is passing through flood plain. The detailed feasibility is placed at Appendix-L, Page-VIII.

6.3.2 West End :

The approach road in the west bank of the River starts from the Ring Road upto the new 4-lane bridge. DUAC suggested some modification with respect to the intersection design and circulation system at this end examining drawings of schemes submitted to DUAC by PWD.

The improvement of the intersections shall form part of the total corridor improvement scheme. This shall be placed before Technical Committee separately.

However, it was further intimated by S.E-III-Cum-SSW, YBP, PWD that necessary arrangements have already been carried-out by them in terms of additional land requirement etc. for the western approach road and loops etc. and no additional land for west end approach is required.

S.E.(YBP) Vide letter dated 27.1.94 informed that :

- (1) The aspect of the improvement of the intersection of Vikas Marg and Ring Road and that of the new I.T.O. bridge with eastern approach, is subject matter of different expenditure sanction.
- (2) The alternate alignment of the Eastern approach may be approved as submitted vide No.70(12)/93-YBP,D-V/614, dated 10.12.94 by Executive Engineer, YBP,Div.V.

7.0 D.D.A. OBSERVATIONS

- 7.1 The alignment plan of the Eastern End approach Road to the new 4-lane bridge submitted now (in 1:500 scale) has been modified from the conceptual alignment plan submitted in the T.C held on 21.1.92.

In the previous case the eastern approach was approaching contiguous to the existing approach road. This was lying on an area in between the existing road and the existing pipe line. The modified plan shows the alignment approaching further South of the pipe line saving the land space between the pipe line and the existing road.

- 7.2 Approximately 1200 Jhuggies (as surveyed by PWD) will be trapped in between the approach roads of existing ITO Bridge and of new ITO Bridge in Eastern side. Major areas of concern with these slum dwellers would be :-

- (1) access to the slum, absence of which may cause accidents;
- (2) drainage of rain water, causing unhygienic situation due to inundated water.

- (3) concentration of pollution due to vehicular emission from both sides may create serious health hazard;
- (4) sub-standard living environment due to non-availability of ventilation and light;
- (5) Lack of provision of facilities like sanitation & play area etc.

As observed, it is important to propose a plan for such slum dwellers, considering the factors some of which are as above, by P.W.D.


- 7.3 The intersection design of Eastern Bund Road - Vikas Marg at Laxmi Nagar should be an integral part of the comprehensive corridor development scheme which is being coordinated by the Commissioner (Transport), Govt. of Delhi.
- 7.4 In this regard the approved alignment plan of Bund Road from Laxmi Nagar to NOIDA More (i.e. upto NH-24 intersection) need to be consulted. Consideration of approach road to the proposed pantoon bridge near the vicinity of the Laxmi Nagar intersection is also required for efficient circulation of traffic.
- 7.5 Provision of cycle track cum scooter track is becoming necessary with the trend of traffic, which may be seen in consultation with the proposed Corridor Development Plan of Vikas Marg.
- 7.6 Consultation/confirmation of DESU, DWS & SDU and Telephone Deptts. with regard to shifting/modification of respective lines/poles etc. are required.

- 7.7 Secretary-Cum-Commr. (Transport) may be requested to expedite the finalisation of corridor improvement plan for the consideration of T.C/Authority/DUAC.
- 7.8 C.E(YBP) may be requested to submit the Lok Nayak Setu plans as approved by DUAC for the consideration of the Authority.
- 7.9 YBP, PWD shall plant 3 times the number of trees required to be cut. The trees shall be removed after obtaining the approval of Competent Authority.
- 7.10 Rehabilitation of eligible affected properties/structures shall be taken-up by PWD in consultation with land owning agency/agencies.
- 7.11 YBP, PWD requested for about 28 hact.(70 acrs) of land for removal of earth to construct embankment. Location is not specified. The ditches, a resultant of earth removal, creates environmental degradation, which needs simultaneous treatment.

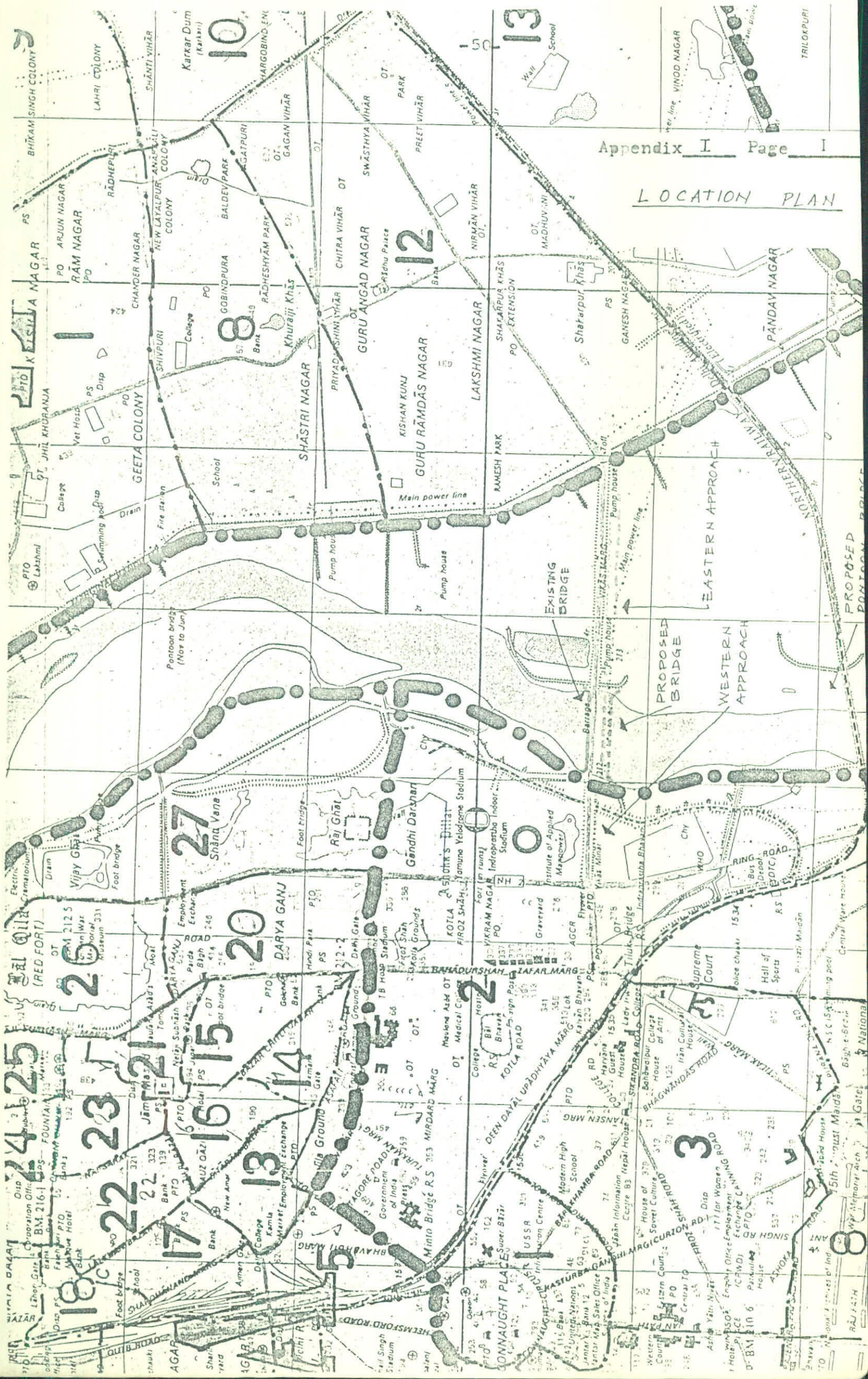
Keeping in-view the environmental impact during as well as post construction period, the scope of the following suggestions should be explored :

- (i) Usage of fly ash mixed with residue of various construction sites and earth to reduce quantum of earth requirement.
- (ii) Removal of earth as per the river channelisation scheme, if any, in consultation with the concerned department/agency.
- (iii) Digging should be such shallow or filled thereafter so as not to create pond - like situation in future.

- 8.0 With the facts explained at 6.0 and the observations at 7.0 the item "Allotment of land (details at 6.3.1) for the Eastern Approach Road to the new 4 lane parallel I.T.O. Bridge" is placed before the Technical Committee for its consideration.
-


23.3.24
(T. Menlal)
Dy. Dir (T)

(Prakash Narayan)
Dir. (T)



-51-

DELHI URBAN ART COMMISSION
LOK NAYAK BHAWAN (2nd Floor)
PRITHVIRAJ LANE. NEW DELHI-110003.

No.19(2)/92-DUAC

June 15, 1992.

The Sr.Architect (DA)I,
Public Works Department,
Delhi Administration,
11th Floor, MSO Building,
New Delhi - 110 002.

Sub:- Construction of additional four lane bridge 'Lok
Nayak Setu' over River Yamuna near ITO.

Sir,

The above mentioned scheme submitted vide your letter No.SA(DA)/1/591/375-77 dated 13.4.1992 was considered by the Commission in its meeting held on May 20, 1992 and the observations made are reproduced below for further necessary action at your end:-

"The proposal of the Delhi Administration in respect of additional 4 lane parallel bridge over river Yamuna near ITO was examined from the point of view of its overall impact on Vikas Marg, Ring Road and Bahadur Shah Zaffar Marg. The proposal of additional 4 lanes was considered a welcome step by the Commission for the purpose of relieving the traffic congestion on existing Yamuna bridge. In the proposal, it was found that even the road upto Bund inter-section i.e. the inter-section of roads, going to old Yamuna Bridge, NOIDA, Preet Vihar was also to be widened for a total 8 lanes. The Vikas Marg on the other side i.e. towards ITO was also to be made 8 lanes. It was also found that two number of loops had been proposed from existing ITO bridge along Ring Road i.e. for the traffic going down from the flyover as well as for the traffic going up to the bridge. The scheme was also discussed with Sh. O.D.Mehindra, Chief Engineer, and other representatives of Delhi Administration.

The Commission observed that the traffic on Vikas Marg particularly between the Ring Road and Bahadur Shah Zafar Marg stretch will increase too much, which need to be taken into account for a comprehensive scheme of the area. Shri D.Sanyal, Consultant of Delhi Administration informed the Commission that a traffic improvement scheme for the area beyond ITO fly-over including for Bahadur Shah Zafar Marg inter-section etc. is separately under study of the Municipal Corporation of Delhi.

After deliberations, the Commission made the following observations:-

1. The central verge along the Vikas Marg was since to be closed for uninterrupted flow of traffic, the right turning traffic from Ring Road to Vikas Marg coming from Ashram side need to be provided proper route going towards Yamuna bridge, which was not clear in the present scheme.
2. About right turning traffic from Yamuna Bridge to Ring Road towards Rajghat, Shri Sanyal informed that the existing road on north-east side of the I.C. Stadium will be utilised. It was commented by the Commission that this road which is presently not properly in use need to be properly aligned and repaired and the descending ramp should be made convenient.
3. The existing two lane for the left turning traffic from Vikas Marg to Ring Road for going towards Ashram, need to be widened atleast 3 lanes for smooth movement of traffic.
4. The bus stops presently on Vikas Marg towards the stadium, it was observed did not have proper space, which need to be properly defined and designed.
5. The railing design of the bridge were advised to be revised with more imagination. After a brief talks, it was agreed that the advisors of the Commission will provide alternative railing designs for the purpose.

Shri Mehindra made a submission before the Commission that the Lok Nayak Setu itself would take quite some time in construction, therefore the consideration of the scheme at present be mainly limited to Addl. 4 lane bridge at this stage. After deliberations, the Commission decided to approve ONLY THE SCHEME OF Lok Nayak Setu with above suggestions.

The representatives of the Delhi Administration were advised to subsequently submit the rest of scheme of Ring Road-Vikas Marg, intersection proposal taking into account the suggestion at 1 above.

Yours faithfully,

- 6d -

(M.B. SAXENA)
SECRETARY.

Copy to:-

1. The Secretary, Ministry of Urban Development, Nirman Bhawan, New Delhi.

-53-

2. The Chief Secretary, Delhi Administration, 5, Sham Nath Marg, Delhi.
3. The Chief Engineer, Yamuna Bridge Project, MSO Building, New Delhi.

- sd -
(M.B. SAXENA)
SECRETARY.

DELHI DEVELOPMENT AUTHORITY
(PERSPECTIVE PLANNING WING)
TRAFFIC AND TRANSPORTATION UNIT-II

No. F.5(32)87-MP/ 695

Dated: 17.2.93.

Sub:- Minutes of the meeting held on 4.2.93 under the Chairmanship of Commr.(Plg.), DDA on the subject "Proposed improvement of Ring Road-8 lane approach road(I.T.O. Bridge intersection) and related issues on the circulation system of the I.T.O. Complex.
File No. F.5(32)/87-MP (D-67).

Following were present:

1. DCA

- (i) Sh. J.C.Gambhir, Commr.(Plg.) (in the chair).
- (ii) Sh. S.C.Gupta, Director (DC&P).
- (iii) Sh. A.K.Jain, Jt. Director (ZP).
- (iv) Sh. Prakash Narayan, Jt. Director (T).
- (v) Sh. Ashok Bhattacharjee, Dy. Dir.(T)II.

2. HOST

- (i) Sh. M.K.Bhalla, C.E.

3. YBP

- (i) Sh. O.D.Mahindra, C.E.
- (ii) Sh. Ranjeet Singh, E.E.Division-II.

4. DTFDC

- (i) Sh. M.S.Asnani, C.E.
- (ii) Sh. S.S.Mondal, S.E.

5. PWD

- (i) Sh. H.S.Bhatti, S.E., Circle-II.
- (ii) Sh. Dinesh Kumar, E.E.(D.A.), Division-XXIII.

6. RITES

- (i) Sh. KSrinath, Dy.G.H.

7. MCD

- (i) Sh. Tirath Raj, Executive Engineer,
- (ii) Sh. S.V.Gupta, Ex.En.(F)I.

Jt. Director (T) explained in the meeting that the proposed 4 lane additional I.T.O. bridge on river Yamuna was approved with the condition that a proposal of corridor development on both sides of the river to be submitted. It was also mentioned that the DUAC has also observed in the minutes for the same and Ministry of Surface Transport has also desired the necessity of such corridor development.

Chief Engineer (YBP) explained that the bridge is already under construction and the two loops for facilitating right turning movements on Ring Road, I.P. Marg intersection are also under consideration. C.E. (MOST) mentioned that these two loops will provide to comparatively low volume right turning traffic. C.E. (YBP) explained that one of the two left out right turning movements i.e. from the I.T.O. bridge to Ring Road on Raj Ghat side will be provided by the existing underpass already connected with the Raj Ghat intersection. However, no definite proposal for the right turning traffic from Ring Road to the I.T.O. bridge was given by C.E. (YBP). He was of the view that by providing these two loops the low volume right turning traffic would be taken off from the intersection surface thus facilitating the movement of high volume of surface traffic.

Commr. (Flg.) wanted to know the extent of proposed corridor development required to be taken up for approval of the Competent Authority. Jt. Director (T) explained that DDA had insisted for corridor development proposal from Road No. 57 in the East (i.e. intersection of Road No. 57 and Vikas Marg) and upto Connaught Place in the West. This corridor development would contain the detail proposal of intersection improvement and other improvements in plan with the scale of 1:500. It was explained that HCD has already submitted a proposal of grade separator on I.P. Marg-Bahadur Shah Zafar Marg intersection without integrating the proposal with the 8 lane approach road to Ring Road intersection. Considering that this total corridor development will involve different agencies like YBP, PWD, HHHC, HCD, it was felt that the Secy. (T), Delhi Administration may coordinate at his level or nominate one of the C.E.'s to coordinate the proposal of improvement of corri-

der. It was agreed by all the agencies as the consultant for their individual projects is the same.

C.E. (MOST) was of the view that the corridor development proposal in the West of the approved 8 lane involving detail proposal of Ring Road - I.P.Marg intersection, I.P.Marg, Bahadur Shah Zafar Marg intersection ('A' point) and Tilak Marg, Mathura Road intersection ('W' point) may be taken up on priority and a separate proposal could be worked out for the East upto Frest Vihar intersection (i.e. Road No.57).

However, it was decided that the complete integrated proposal be worked out and the same be submitted for the approval of the Competent Authority. On the basis of the same approval, the future improvement/construction work of the stretch of road under their jurisdiction could be taken up by the individual agencies in the phased manner depending upon the priority and availability of funds.

Meeting ended with the vote of thanks to the chair.



(Ashok Bhattacharjee)
Deputy Director (T)II.

To:

1. All Present.

FEASIBILITY REPORT PROFORMA

1. Name of the Project
Construction of Four lane parallel Bridge over river Yamuna near ITO (Lok Nayak Setu) - Eastern Approach Road.
2. Details of affected structures/ properties in the road R/W.

	Pucca S/S D/S T/S	Semi Pucca	Kutcha
a) Total No. of structures/ properties affected in the alignment.	-	-	148
b) No. of properties with boundary wall and set backs only affected in the alignment.	-	-	2
c) Width of properties affected in road R/W	-	-	148
d) No. of shops affected	-	-	-

(There is one temple coming in the R/W/alignment ~~which~~ which require to be shifted. The structure of the temple is Kutcha.
3. Is there any deviation in the approved alignment prepared by TCPO earlier If yes, give details.
The alignment is approved by Secretary, L & D, Delhi Administration vide his letter No. F.8/100/87/PWD/1093/PA55 dt.14.9.1993. Copy enclosed for reference.
4. Whether the alignment confirms to the R/W as shown in the approved layout plans and regularisation plans of the colonies abutting this road. If no, give details.
No residential area is affected by construction of this road as the R/W / alignment falls in the agricultural land.
5. Details of affected services.

a) Overhead high tension lines:	220 KV lines	-
	66 KV lines	-
	33 KV lines	-
	11 KV lines	-
b) Underground lines	220 KV lines	-
	66 KV lines	-
	33 KV lines	-
	11 KV lines	-

At the junction of one pole is affected and ~~xxxx~~ falls in the alignment which will required to be shifted.

- | | | | |
|-----|---|--|---------------------------------|
| c) | Underground sewerage lines | Length of
depth of
the lines. | No. of
manholes
affected. |
| | | - | - |
| d) | Underground water supply
lines. | Water supply lines are
existing at the start of
Eastern approach road which
will not require shifting
but required certain
protection works which will
be taken care during
construction. | |
| e) | Storm water drainage lines: | - | |
| f) | No. of electric poles | NIL | |
| g) | No. of telephone poles | Three number (3 Nos) of
telephone poles will
require minor shifting. | |
| 6. | <u>Details of affected trees:</u> | No tree is coming in the
alignment. However, some
bushes are existing which
will require removal. | |
| 7. | <u>Other miscellaneous
affected structures</u> | | |
| | Temple, Mosque/church/
Gurudwara Petrol Pump
(specific location be
mentioned.) | One no. temple with
kutcha structure falls
in the alignment. | |
| | Milk Booth | - | |
| | Bus Stand | - | |
| | Taxi stand | - | |
| | Developed part with or
railing pole mounted
S/Station. | Double storeyed building
belonging to MCD falls
in the R/W. This building
is already abandoned by
MCD but existed at site.
This building will be
required to be demolished. | |
| 8. | Following details may be given
for existing petrol pumps along
the proposed alignment plan. | | |
| i) | Existing Status -Filling Station
or
Filling cum service station | - | |
| ii) | Total of land ownership DDA/Govt/
dealer | - | |

- iii) Whether affected in the Proposed R/W shown in the alignment as per original allotment. -
- iv) If affected the length & width may be mentioned. -
- v) Size of Petrol Pump after leaving the proposed R/W -
- vi) Whether land acquisition proceedings have been initiated -
9. General comments about the feasibility to implement the alignment proposed.


The alignment is generally in the agricultural fields. The construction of 4 lane parallel bridge is already in progress. and likely to be completed in about two years time. The construction of Eastern approach road is to be taken immediately otherwise the bridge will not be utilized. The proposed alignment of Eastern approach road is shown in the drawings enclosed. The width of 45 M. land is required for the construction of eastern approach road.

10. Officers concerned:

Executive Engineer,
N.K. Aggarwal,
Yamuna Bridge Project Dn.V
P.W.D. (DA) New Delhi-2.

Superintending Engineer,
Shri Anant Ram,
Yamuna Bridge Project
Circle No.I
P.W.D. (DA) New Delhi.
(Phone : 3319957)

Chief Engineer,
Shri O.D. Mohindra,
Yamuna Bridge Project.
P.W.D. (DA) NEW DELHI.


Asstt. Engineer;
Yamuna Bridge Project
Dn. V
P.W.D. (DA) NEW DELHI.


Executive Engineer;
Yamuna Bridge Project Dn. V
P.W.D. (DA) NEW DELHI-110002.

Sub: Construction of eastern approach road to additional bridge on River Yamuna down stream of existing I.T.O. barrage.
L-1(34)93-Pt.

1. Introduction

Trans Yamuna Area is in a total extent of 8797 hect. accommodating more than 20 lakh population with six times density than in other parts of Delhi. Trans Yamuna Area has lop-sided landuse distribution with 67.5% to residential, 6.9% circulation, 5.3% recreational, 6.8% public and semi-public facilities.

In Trans Yamuna Area, there are maximum problems of traffic & transportation namely; i) linkages of trans yamuna area with adjoining settlements; ii) connections with Delhi; iii) completion of Ring Road of trans yamuna area; iv) many bridges on River Yamuna; v) grade separators at important junctions; vi) express and exclusive cycle tracks; vii) pedestrian subways; viii) mass rapid transit system (MRTS) etc.

One of the important problem is as under:

2. Request of Yamuna Bridge Project Division.

Yamuna Bridge Project has requested DDA to approve one of the two alternatives given under for the construction of approach road to already completed bridge on River Yamuna. They have also emphasized that decision may be taken at the earliest otherwise utility of the bridge will not be there and delay may be criticised.

Yamuna Bridge Project Delhi Govt. has given following two alternatives:

ALTERNATIVE - I

NAME OF WORK: Alignment of eastern approach road to 2nd ITO bridge abutting Vikas Marg.

This alignment will connect the 2nd ITO bridge on the eastern side abutting the existing Vikas Marg. The entire alignment is occupied by clusters of jhuggies which are required to be removed before construction of approach road is taken in hand. This approach road will partly fall on the slope of embankment

along existing Vikas Marg, thereby involving reduced earth work. The proposed approach road will have the foot path on the southern side with drainage along the river bed. The cost details of this approach road are as under:

a)	Cost of construction	Rs.5.00 Crores
b)	To be paid for removal of jhuggies	Rs.5.73 Crores
		<hr/> Rs.10.73 Crores <hr/>

ALTERNATIVE - II

NAME OF WORK: Construction of eastern approach road to 2nd ITO bridge separating by about 35 mtrs gap on the southern side from the existing Vikas Marg.

Considering the various constraints in taking up the work along the alternative one, detailed survey was conducted for finding out the feasible alternatives to the original proposal. Outcome of the detailed survey has been shown in the set of plans submitted for approval of the DDA. This alternative proposes shifting of the approach road by about 35 mtrs south of the existing Vikas Marg, thereby avoiding the clusters of jhuggies and one temple, major stretch of land being free from encroachment. The cost details of this alternative approach road are as under:

a)	Cost of approach road with additional earth work, cross drainage works, additional railing.	Rs.6.00 Crore
b)	Shifting of jhuggies.	Rs.0.08 Crore
		<hr/> Rs.6.08 Crore <hr/>

With the above two alternatives which are feasible, it may be seen that alternative one involves a Herculean task of shifting large number of jhuggies which may involve considerable time. In alternative II, major stretch of land is free from encroachment and during the period, construction work is in progress, the small number of jhuggies shall be shifted at a nominal cost. The alternative II is thus economically more viable, accruing savings to the tune of Rs.4.65 crores.

In view of the above, it is requested that alternative II may please be approved.

3. Earlier decisions on the subject of Alignment Plan/Intersection Design.

The proposal of alignment of new proposed bridge was placed before the Technical Committee on 21.1.91 where the proposal submitted by Yamuna Bridge Project was agreed in principle. Technical Committee further desired that this may be got cleared from Delhi Urban Arts Commission and then the case may be placed before the Authority. To this effect, a letter was sent by Commissioner (Plg.) to Yamuna Bridge Authority also.

It is learnt that Yamuna Bridge Project submitted the proposal to DUAC who considered the case and finally, vide DUAC letter dated 15.6.92, observations were conveyed to modify the overall design of the project and submit the modified scheme again to DUAC.

It is presumed that this matter is going separately consisting of Intersection design of the new bridge/approach road alongwith existing bridge with bund road towards left marginal bund and also towards Indira Gandhi Indoor Stadium.

Decision on the request of Yamuna Bridge Project is necessary otherwise without construction of approach road the bund would not have any utility and there may be problems due to delay.

4. Views of Trans Yamuna Area Unit

Alternative I - Construction of approach road abutting Vikas Marg.

In this case, cost of removal and rehabilitation of jhuggies is Rs.5.73 crores. In this case, cost is not only heavy but planning and development at an alternative site would take a lot of time. Availability of site may be at a far distance and people may be hesitant to shift there. It is true that the bridge is important and construction of approach road should be started at the earliest, as Vikas Marg is one of the most congested road.

Alternative II - Construction of a bridge at 35 mtr. south of the existing Vikas Marg approach road.

In this case, cost of shifting of jhuggies is only Rs.8 lakh i.e. negligible but cost of additional earth filling etc. is Rs.one crore.

In this case, 1800 jhuggi families will be living in between two approach roads at a distance of 35 mtr. with two earthen embankments of about 6 mtr. height. This will create problem of approach road to jhuggies and families would be living just in a tunnel with polluted environment and in rainy season, there may be water stagnation problems.

Alternative III (Proposal of TYA)

There can be third alternative which may not involve any cost in shifting of jhuggies. These jhuggi families may be persuaded with the help of politicians and otherwise that they may shift their jhuggies at a higher altitude in River Yamuna Bed. For shifting, assistance of trucks etc. be given.

5. The item is placed before the Technical Committee to take a decision, that which of the alternatives should be followed.



(R.G. GUPTA)
A. COMMISSIONER (PLG.) D.D.A.
6.4.94

D:NOTE-494

Sub: Development control norms for two-three wheelers filling service station.

...

PS/CA(243) 94/234

The matter pertains to the development control norms for two-three wheelers filling service station located in Local Shopping Centres and independent locations, was discussed earlier in Technical Committee in detail in its meeting held on 25.1.94 (Annex.A). Technical Committee noted that BPCL has already constructed at site such building on stilt and, therefore, desired that Commr.(Plg.) and the Chief Architect alongwith representative, of BPCL should inspect the existing sites already functioning in Trans-yamuna area and submit their recommendation the Technical-Committee.

Accordingly, Commr.(Plg.), Chief Architect, Director(Bldg.) and representative of Oil Company (BPCL) has inspected the site on 9.3.94 on 2.30 P.M. After the site inspection it was decided that Chief Architect will give the design for filling station to be located in the above mentioned areas.

Keeping in view the guidelines in regard to the safety distance as per the norms of the oil company 2 alternatives have been prepared with a provision of a single storey construction having a 15% ground coverage of plot area and provision of the canopy. These norms are mentioned as below:-

- | | | |
|-----|------------------------------|------------------------------------|
| i) | Size of the plot | 15mtX18mt. |
| ii) | Permissible ground cover age | 15% of the plot area (40.5 sq.mt.) |

..2/-


5.4.94

- | | | |
|------|------------------------|---------------------------------------|
| iii) | Canopy permitted | 4 mt.X8mt. |
| iv) | Total height permitted | 4 mt. (for alternative
No.1) |
| | | 3.2 mt. (in case of
alternative-2) |

Within 50% coverage two rooms attached toilet have been proposed one for dealer room and second for sales room.

The above mentioned proposal has been seen by the Commr.(Plg.) and agreed in principle. Comm.(Plg.) has desired that above mentioned norms to be put up in the Technical Committee for approval.

Matter is placed before the Technical Committee for its consideration to approve the norms.


5-4-94

(B. B. KALKAR)
ARCHITECT SOUTH.

OSD to VC the information of the later.

1. Engineer Member.
2. Principal Commissioner
3. Commissioner (P.G.) Member Secy.
4. Commissioner (Lands)
5. Chief Architect
6. Addl. Commr. (DCAP)
7. Addl. Commr. (WYA)
8. Addl. Commr. (APAB)
9. Chief Town & Country Planner,
10. Town & Country Planning Office,
11. Vikas Bhawan, E-Block, New Delhi.

Chief Architect
NDMC, Palika Kendra,
New Delhi.

Town Planner,
MCD, Old Hindu College Bldg,
Kashmere Gate, Delhi.

Secretary,
DVC, NDMC Commercial Complex,
Lok Nayak Bhawan, Khan Market,
New Delhi.

Land & Development Officer,
Land & Development Office,
Nirman Bhawan, New Delhi.

Sr. Architect,
H&T (I), Unit Room N 0.316,
1st Wing, 3rd Floor,
Nirman Bhawan, New Delhi.

Deputy Commissioner of Police (W),
MSO Building, IF Estate,
New Delhi.

Chief Engineer (P.G.) DESU,
DESU Bldg,
Jhandewalan, New Delhi.

Sh. R.K. Jhingan,
Sr. Land Scape Arch.
DDA, Vikas Nagar, New Delhi.

Commr. (LM)
DDA, Vikas Nagar,
INA, New Delhi.

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO. F.1(22)93/MP/296

Dt.

MEETING NOTICE

The 29th Technical Committee meeting of DDA will be held on 26.4.94 at 5.00 P.M. in the Conference Hall, 'B' Block, Vikas Sadan, INA, New Delhi.

Agenda for the meeting is enclosed for convenient

You are requested to kindly mail to attend the meeting.

कम 1752-1
दिनांक 25/4/94

Enc.: as above

Signature
(S.C. GUPTA)
MEMBER SECRETARY
ADDL. COMM. (DC&P)

*Put up with
Draft copy As in
26/4*

AD

*Meeting held ..
may be kept on file
26/4*

*Dr. G. S. K. AD
File affecting
27/4*

I N D E X

S.NO.	ITEM NO.	PARTICULARS	PAGE NO.
1.	48/94	Change of land use of 205-C, Babar Road Bengali Market, New Delhi. F4(24)63-MP-Pt.	1
2.	50/94	Planning & Development of the area in the west of JNU (Vasant Kunj) Phase II - Issues pertaining to change of land use of MPD-2001. F20(7)89-MP	4
3.	51/94	Amendment in MPD -2001 for the provisions of Motels in the National Capital Territory of Delhi. F.20(4)83-MP	10
4.	52/94	Proposed modification in MPD-2001 - Delineation of the zone and development controls of New Delhi (Lutyen's) Bungalow Zone. F20(5)92-MP	19
5.	53/94	Route alignment of 66 KV D/C underground cable from Park Street 220 KV S/Stn. to Shastri Park 66 KV S/Stb. F6(6)93-MP	21
6.	54/94	Location of 400/200 KV sub-station near Maharani Bagh / River Yamuna Bed. F6(2)92-MP	26
7.	55/94	1. Construction of 30 mtr R/W road connection Road No. 37 and Lawrence Road along the periphery of Trinagar Group of unauthorised regularised colonies 2. Alignment of land falling under the above said road on Licence fee basis to the Trinagar Shiksha Pracharini Sabha. F5(52)87-MP	28
8.	56/94	Allotment of land for approach roads on both sides of additional 4 lane parallel bridge over River Yamuna near I.T.O. F5(32)87-MP	40
9.	57/94	Construction of eastern approach road to additional bridge on River Yamuna down stream of existing I.T.O. Barrage. L-1(34)93-MP/Pt.	60
10.	58/94	Development control norms for two three wheelers filling service station. PS/CA/243/94/234	64

Sub: Change of land use of 205-C, Babar Road, Bengali Market, New Delhi. F.4(24)63-MP-Pt.

New Delhi Coal Co., 205-C, Babar Road, Bengali Market, New Delhi has represented to the Hon'ble Minister for Urban Development, Govt. of India indicating that they are running a Coal Depot at the above mentioned premises since 1947 as per the lease executed by the L&DO dt. 15.1.49. They further stated that in the Zonal Development Plan for zone D-3, of this area, the property as well as the existing old mosque have been shown as 'playground' area where they are doing their business and running the activity prior to the enforcement of Master Plan of Delhi.

Further they have mentioned that they cannot meet their day to day expenses due to low margin in the coal business and requested to convert the premises into a 'commercial use'.

2. The matter was examined and the Ministry vide letter dt. 20.8.93 was informed that in the approved Zonal Development Plan for Zone D-3, the plot under reference has been earmarked for the expansion of the existing primary school. It was also informed that the plot forms part of the New Delhi Bungalow Zone Area and the draft Zonal Development Plan for Zone D (New Delhi Area) had also been approved by the Authority for inviting objections/suggestions.

3. The Under Secretary, Ministry of Urban Development vide his letter dt. 9.9.93 (appendix A-3..) in response to above letter, made the following main observations:

- a. L&DO executed a monthly lease in favour of the owner of the coal depot in 1947 in perpetuity..
- b. Have DDA framed any rules, except, for non-conforming use?
- c. How can MPD-2001 show this as meant for expansion of primary school?

4. The above observations have been examined and it is observed that in the Zonal Development Plan of D-3, which has approved by the Central Govt. in 1966 and also in the subsequent redevelopment proposals of the zone published in 1980 the plot was shown for expansion of the primary school. The party did not made any objec./ suggestions when the Zonal Development Plan was finalised. The draft Zonal Development Plan of Zone D (New Delhi), incorporating the approved Zonal Development Plan of sub Zone D-3 has been approved by the Authority vide Res. no. 103/93 dt. 27.7.93. The same is to be published for inviting objections/suggestions and the representation made by the party may be considered as an objec./ suggestion\$ to the Draft Zonal Development Plan for Zone 'D'.

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

Ref. to
(S.C. GUPTA)
ADDL. COMMISSIONER (DC&P)

S.C.SAGAR
UNDER SECRETARY
TEL. NO. 301 6681

Government of India
Ministry of Urban Development
D.O. NO.K-13011/14/93-DDIB
New Delhi, Dt. 9.9.93

Dear Shri Barai,

Please refer to your letter dt. 20.8.93 regarding change of land use at 205-C, Babar Road, Bengali Market, New Delhi. The matter has been examined and the following observations are made:

- a. From the letter of the applicant, it is averred that L&DO executed a lease in their favour in 1947, clause 11 suggest a lease in perpetuity.
- b. If so, how could the 1962 MPD show the land as 'recreational' unless the coal depot was clearly shown to be a non-conforming activity.
- c. Proviso to Section 14 of the Act indemnifies the party against action Under Section 29 if if no Rules are made governing the contrary use. Have the DDA framed any rules, except, for non-conforming uses? How can MPD-2001 show this as meant for expansion of a primary school? Where is the primary school located.

All these details with a copy of the Zonal Development Plan may please be sent lates by 20.9.93.

Yours sincerely,

Sd/-

(S.C.Sagar)

Shri Anil Barai
Deputy Director (MP)
DDA Vikas Sadan, INA,
New Delhi.

Sub: Planning & Development of the area in the West of JNU (Vasant Kunj Phase II - Issues pertaining to change of land use of MPD-2001.

File No.F.20(7)/89-MP

Master Plan for Delhi 1962 indicated this area as Extractive industry/Rocky Land which part of Sub zone F 14 In MPD-2001, this land has been for urban activities, such as, residential commercial recreational, public and semi public uses etc.

2. In the Draft Zonal Development Plan (divisional plan) for Zone F (South Delhi) approved by the Authority vide resolution no. 130/93 dt. 21.9.93 and published for inviting public objections / suggestions on 15.1.94, the area has been proposed for various land uses. Also the draft proposal indicated an efficient circulation pattern for this area to Connect it towards North, South and West with a system of 45 mt. R/W connecting Nelson Mandela Road to NH-8. and to Outer Ring Road. Earlier the Authority vide its resolution no. 36 dt. 16.5.89 while considering the proposal for Planning and development of 100 hect. of land near JNU for provisions of various facilities like Hotel, Shopping Mall Cultural Complexes and other community facilities approved the proposal for change / adjustment in the land uses (appendix I)

3. Accordingly, on 20.6.89 the Ministry of Urban Development, Govt. of India was requested to convey the government concurrence / approval under section 11 A of DD Act 1957 for issue of a public notice for inviting objections/suggestions. Later on the Ministry asked some additional information/documents on the advice of TCPO to examine and conveying the government's approval for processing the change of land use and the same was supplied to Ministry of Urban Development on 25.7.89. To sort out the matter was examined in the meeting held in the room of VC on 5.9.89 which was attended by the Representative of Ministry of Urban Development, TCPO and the officers of the DDA and it was decided that as per the proposal ^{earlier} submitted, the Ministry may again be requested to convey the approval for processing the change of land use. Accordingly, the reference was made to the Ministry of Urban Development vide our letter dt. 22.9.89.

4 HUPW vide their reference no. HUPW/Sn.Archi./89/4140 dt. 15.6.89 submitted the proposal for development for the area of the West of JNU at the preliminary/conceptual stage which was examined by the Commission in its meeting held on 16.6.89 and the Commission Constituted a committee consisting of two members of the Commission and the Commr. (Plg.) of DDA to finalise the disposition of the hotel site, keeping in view the observations of the Commission

vide their letter dt. 17.7.89 and also to work out an urban form exercise for the pocket,

Later on the Commission vide their letter dt. 31.10.90 consider the proposal for development of the area of the West of JNU and the approval was conveyed subject to certain conditions mentioned in their letter. On the basis of their approval, further detail exercise was made and the proposal was considered

in the 76th and 98th Screening committee held on 8.4.91 and 28.1.92 respectively. The proposal for change of land uses was also placed before the Tech. committee in its meeting held on 18.12.92 wherein the Tech. Committee observed as follows:

"The proposal submitted by the Chief Architect for change of land use in respect of various sectors was not in the format prescribed under MPD-2001. As such Tech. committee desired that the matter be examined by the Development Control & Planning Wing and be placed before it in the proper format."

5. The matter has been examined in Development Control & Planning Wing in the unit of SK3 wherein the development scheme for the area under reference is being formulated with the following details:

6. Site measuring about 315.28 hect. and the surrounded by JNU on the East, Vasant Vihar and outer Ring Road on the North, Delhi Cantonment area and the Airport on the West and existing Vasant Kunj Residential scheme on the south. The site has a large number of ravines, deep ditches and tunnels which imposed great difficulty in utilising this area for urban development apart from the restrictions of height of buildings in this area being in the Air Funnel.

7. The site is approachable directly from the existing road on the West of JNU (Nelson Mandela Road) This road is also providing a link to Vasant Kunj Housing Scheme of the DDA.

DEVELOPMENT PHILOSOPHY:

8. The area was earmarked as ~~Extrective~~ ^{but} industry/Rocky Land in MPD-62/It was exploited prior to 1962 and subsequently for mining the 'china clay' and 'mica' due to which the area is completely degraded ^{to} due/ravines, tunnels and deep ditches (more than 20 mt.) existing all over the site.

9. Proposed land use based on the constraints explained above and keeping in view the conceptual plan approved by DUAC and the Screening Committee of the Authority and in the various meetings, a broad land use plan has been formulated. The salient features of the land use plan area a Shopping mall, (Community centre) having an area of about 19.2. hect. ^{It will be a first} project of its kind as part of Delhi Master Plan ^{for which} a consultant ^{has been} appointed, about 22 hect. of land is earmarked for institutional use (the important institute ^{are} such as 2nd School of Planning and Architecture complex in Delhi, National Book Trust of India, Birla Academy) and other three hotel sites were also earmarked, one of the site having a convention centre. About 161 hect. of land is ear-marked for major recreational use keeping the natural features such as ridges, valleys in the form of water bodies / land scape areas etc. As such the main phylosophy of development would be 'low rise development' in consonance of ^{existing} Vasant Vihar development /restriction imposed by existance of Air Funnel / land scape elements, residential would be mainly in the form of plotted development including socieities, if any, maximum importance is being attached to urban form of structures in consonance with site

10. It is observed that earlier when the plan was submitted to DUAC, the area ^{was} 315.28 hect. identyfying various land uses. However, recently the land department of DDA has indicated that the area is 283.4 hecets. as such there is a ^{out} reduction of about 32 hect. of land ^{However,} of this scheme of the project area. Within the scheme, a road has already been constructed to connect ^{the area} with Vasant Kunj area and institutional sites to School of Planning and Architecture in Delhi, National Book Trust of India have already been allotted and handed over by the Institutional Branch.

Therefore, the discrepancy in the area is to be sorted out by the Lands Branch in addition to expedite the acquisition of 1.08 hect. of land and also to get stay orders vacated for 5.24 hecets.

11. A comparative statement of land use distribution under MPD-2001, as approved by DUAC in 1990, draft zonal plan proposals of Zone F South Delhi as published on 15.1.94 and as now proposed shown in the Tabel given below. It is mentioned in the Draft Zonal Development Plan of Zone F (South Delhi) that the change of land uses for this scheme are to be taken up seperately for processing the change in MPD-2001.

TABLE

Land use	MPD-2001 (ha)	As per DUAC approval (ha)	As per draft zonal Plan(ha)	Propo- sed (ha)
1. Residential	112.00	105.28	60	80
i) Foreign Mission I	36.0	42.64	-	-
ii) Foreign Mission II	-	41.08	-	-
iii) Residential	76.0	21.56	60	80
2. Commercial	4.40	31.30	27.88	33.70
i) Hotels	-	12.16	12.16	14.58
ii) other commercial shops, etc.	-	19.14	15.72	19.2
3. Recreational	173.88	140.70	181.00	160.98
i) Distt. Park	-	100.63	141.00	138.8
ii) Road Side Green	-	40.07	40.00	22.18
4. Circulation	-	18.60	27.0	18.6
5. Public/Semi-public (Institutional)	25.00	19.40	19.40	22.
Total	315.28	315.28	315.28	315.28

12. The matter is placed before the Technical Committee for its consideration and the proposal for the change of land uses as now proposed under the scheme given in the comparative statement above.

C. P. Rastogi
(C.P. RASTOGI)
DIRECTOR (SPG)

No. Sub: Planning and Development of 100 Hac.
 36 of land near JNU(Vasant Vihar) for
 A-16.5.89 Hotel, Shopping Malls, Cultural Complexes
 and other community facilities.

From the information received from the Lands Deptt.
 about 100 Hectares of land near West of JNU is available with
 the D.D.A. for development purposes. As per the draft Master
 Plan for Delhi Perspective-2001 submitted to the Govt. of India
 for their consideration after approval from the D.D.A., the
 land use break up of this area is as under:-

Total Area	For office use only	: 100' Hac.(approx.)
1.District Park & Circulation(Recreational)		: 48 Hac.
2.Community Centre (commercial)		: 8 Hac.
3.Institutional (Public & Semi-Public facilities)		: 27 Hac.
4.Residential		: 17 Hac.

2. Because of large requirement of Hotel Rooms, there
 is a proposal to develop five Star Hotel alongwith other
 activities like Shopping Mall, Convention Centre, Institutional
 Complex in this area. For this an outline plan has been pre-
 pared and the break up of land as per the plan is given as
 under (Plan is laid on the table):

Total Area	: 100 hac.(approx)
1.District Park & circulation (Recreational)	: 45.00 Hac.
2A. Shopping Mall	: 14.00 Hac. }
2B. Hotels 4 sites each 4 hac.	: 16.00 Hac. } 30 Hac. (commercial)
3.Institutional (Public & semi-public facilities)	: 17.00 Hac.
4.Residential (Missions)	: 8.00 Hac.

3. In the land use plan 1962, this area was shown as
 Rocky land(Recreational).

-A-265-

4. The out line plan, indication the land use may be approved by the Authority for further processing the case for the change of land use.

RESOLUTION

For the purpose of the above

The Authority resolved that the proposal contained in the agenda item for planning and development of 100 hac. of land near J.N.U. (Vasant Vihar) for provisions of various facilities like Hotel, Shopping Malls, Cultural Complexes and other community facilities be approved.

Attested
R. N. Sharma
3.8.88

Asst. Secy.
Delhi Development Authority

Sub : Proposed amendments in MPD-2001 for the provision of motels in the National Capital Territory of Delhi.

File No.F.20(4)/83-MP

The Authority vide resolution no.63/93 dt.16.4.93 and subsequent resolution no.113/93 dated 5.8.93 recommended the proposal for amendments in MPD-2001 and in the regulations pertaining to the motel in the National Capital Territory of Delhi.

2. Accordingly, a reference was made to the Ministry of Urban Development, Govt. of India vide letter no.F.10(31)/81-MP/857 dt.26.10.93 to convey the Govt.'s approval for processing the said amendments under section 11A of Delhi Development Act,1957.

3. Under Secretary to the Govt. of India, Ministry of Urban Development vide letter no.K-11011/11/78-DDIA/VA/IB(Vol.II) dt.17.1.94 conveyed the govt.'s approval for amendments in MPD-2001 for inviting public objections/suggestions. The amendments in the regulations known as "hotels, boarding houses, guest houses, lodging houses and motels (building standard regulations 1977)" pertaining to such provision were also conveyed. (Appendix....A'.....)

4. Accordingly, public notice was issued on 5.3.94 for inviting objections/suggestions on amendment in MPD-2001.(Appendix...B'.....). In response to the public notice, 11 objections/suggestions have been received. These are mainly from individuals (5 nos); Pvt.Ltd.Companies (3 nos) & officials (3nos) namely:

Individuals: (Total objections 5)

1. Sh.Purshotam Behl, 65/77, New Rohtak Road, New Delhi. (2 objections i.e. 1 & 3)
2. Sh.Vinod Chopra, D-1/33, Vasant Vihar, New Delhi. (Objection no.7)
3. Sh.Om Prakash, B-13, Connaught Place, New Delhi. (OBjection no.9)
4. Ms.Veena Sahni, 303, Akashdeep Building, Barakhamba Road, New Delhi. (Objection no.10)

2. Pvt.Ltd.Companies:

1. Sh.R.N.Sahni, Managing Director, M/s.Sahni Resorts Pvt.Ltd., 303 Akashdeep Building, Barakhamba Road, New Delhi (Objection no.6)
2. Sh.Inderjit Singh, Director, Sartaj Hotels, Apartments & Vilas Pvt.Ltd., a-3, Green park, New Delhi. (Objection no.7)
3. Sh.Arun K.Jain, Jt.Managing Director, M/s.Hotz Industries Pvt.Ltd., 32, Hanuman Road, New Delhi. (Objection no.11)

3. Organisations:

1. Sh.Prakash Narain, Director(T),DDA (Objection No.2)
2. Sh.H.S.Sikka, Director(Plg.)zone 'H',DDA (Objection no.4)
3. Sh.Amit Kr.Dass, Dy.Dir.(ZP),DDA (Objection no.5)

5. Main objections/suggestions are given as below:

A. Amendment on page 155:-

It is suggested that in the proposed amendment in modification (i) the following be added "or wide approach roads connecting national highways not beyond 50 mtr. from highway."

ii) Motels should be located a little away from the highway to avoid disturbance on account of noise and to keep the atmosphere free from pollution.

iii) Motels should be allowed on an internal road of 60 ft. width and above in an agricultural green belt areas of Delhi.

(iv) In addition to consutrction of motels permission for educational institutions should also be given which will be useful to cater the needs of adjoining village, lacking in such facilities and will attract students from nearby urban areas.

(v) It is suggested by M/s. Sartaj Hotels, apartments & vilas pvt.ltd. that the following be added in this modification "Save and except that hotels be permitted on land abutting on National Highway No.8 from the present boundary of development area upto the Harytana Border, who are willing to bring in upto 100% foreign equity".

(B) Amendment on page 171:-

The following suggestions have been made:

a) That the definition of motels given in MPD-2001 should not be changed as it is more effective and fruitful otherwise it will vanish the concept of a motel as it should be outside the urbanisable limits and in the green environment.

b) Definition for a motel should continue ^{as} "Premises located near main highways and outside urbanisable limits for catering to the convenience of the persons travelling by road including boarding, lodging and services related to car".

c) M/s. Sartaj Hotels, apartments & Vilas pvt. ltd., has suggested as follows:

"A premises designed and operated especially to cater to the boarding, lodging, eating, recreation, business and shopping including pubs, which will attract tourists including foreign tourists maintaining matching international standards of road side hotels which may also include health and hygiene, sports recreational club activities etc."

This definition should be applicable for those who are willing to bring in upto 100% foreign equity in developing land.

d) Cities and towns on major roads connecting Delhi are located at a distance of 10 to 20 km. from urban boundary to Delhi. The travel time for such a small distance by a motorist is about 15 to 30 minutes to reach urban areas where sufficient facilities for night stay/eating places, services etc. are existing. In view of this, development of motels in agricultural green belt/rural zone is not advisable. It invites formal and informal related activities which create hindrances in the free flow of traffic on highways and may also create law & order problems which may be difficult for the enforcing agencies.

e) Permission for location of motels on highways in areas which are likely to be effected in urban extensions may in future create problems

structure with related facilities. The developer/owner should give an undertaking that if full or part of the area is required for providing urban facilities/infrastructure, the owner will surrender the land without any liability.

f) NCR Plan 2001 has a provision of 100 mtr. and 60 mtr. green buffer along the national/^{state} highway on both sides. This should form part of the modification. The modification may also indicate the development norms related to ground coverage, FAR, height etc. and other related conditions.

(g) The modification is contrary to the concept of green belt given in MPD-2001.

The depth of 2 km. from the border of the Union Territory which is also essential to avoid confusion of urban agglomeration around the entire city.

h) Also, MPD-2001 provides that "No dwelling units should be built within 400 mtr.s of the right of way of any national highway" and, therefore, permission of a motel will be contrary to this concept.

i) Permission of a motel in 'rural use zone' may accentuate unintended land use developments in rural use zone.

j) It may not ^{be} possible to operate the proposed modifications permitting motels unless rural use zone, green belt and urban extension are properly defined and specified on the plan.

k) By permitting motel, the basic principle of land use zoning will be violated and may lead to "free for all", throwing the planning over board.

l) Modification indicates that the motel will be permitted as per regulations made on that behalf, in all use zone; these regulations/development controls have not been given which are integral and curial part of the permissibility.

m) Permitting of ^a motel on service road parallel to highways needs to be defined otherwise there may be mis-interpretation in the term 'service lane'.

(C) Amendment on page 162 of MPD-2001 is also suggested as follows:-

(a) Maximum plot size 2000 sqmt., maximum ground coverage 30% Maximum floor area 150 and maximum height 6 mts.

Remarks: This has no relevance as there was no proposal in the development control.

(b) Size of the plot should be 3 to 4 acre to make a motel economically viable and to provide parking and other facilities. There is no need to provide a basement and it is generally misused for activities other than for which it is meant. Therefore, coverage of the basement should be allowed in the shape of one additional floor and the total construction should be restricted to 6000 sq.mt. to 7000 sq.mt. to accommodate about 80 bed rooms, fast food, restaurant, office, service station etc.

(c) Motel should function on the basis of star category as in case of the hotels. However, old resorts, guest houses, flights kitchens should be treated as separate.

d) There are no service road running parallel to National Highway and State roads on the other hand there are roads which connect the highways and, therefore, instead of service roads running parallel to National Highway, it should be connecting roads to the highways.

(e) Proposed modification on page 155 as a repurcussion that motels as per the regulations will be permitted in all use zones along national highways interstate roads of a minimum width of 60 mtrs. or service roads running parallel to them.

Thus, there may be situation where along highways in the land use which has institutions/schools, residential/recreational, utility etc. where by way of these modifications, a motel will be permitted and therefore, the total concept of land use zoning of MPD-2001 will be viciated.

(f) There may be situation that motels and hotels may be constructed with the regulations to be specified with regard to ground coverage, FAR, height etc., where MPD-2001 does not permit such activity in all use zones. Therefore, the location of the motels should confine only in the 'rural use zone' with the regulations to be specified and not in any other use zone including the agricultural green belt.

the
6. Earlier, Authority considered the proposals of the regulations for location of motels in the Union Territory of Delhi based on the recommendations made by the Committee under the Chairmanship of Principal Commissioner, it is suggested that objections/suggestions received may be referred to that committee to look into and made suitable recommendations for the consideration of the Technical committee

7. The matter with the above recommendations is placed before the technical committee for its consideration.


(P.V. MAHASHABDEY)
Jt. Director (MP)

No.K-11011/11/78-DDIA/VA/IB(Vol.II)
Government of India
Ministry of Urban Development
(Delhi Division)

New Delhi, dated the 17th Jan., 1994

To

Shri S.C. Gupta,
Director(DC&P),
Delhi Development Authority,
Vikar Minar,
I.P. Estate, NEW DELHI

प्राप्ति तिथि 18/1/94
प्राप्ति तारीख 18/1/94
पत्र संख्या 01/9

Subject:- Proposed regulations for motels - National Capital Territory of Delhi - Amendment in MPD-2001.

The undersigned is directed to refer to your letter No. F.10(31)/81-MP/765 dated 21.9.93 on the above mentioned subject and to convey the approval of the Government under Section 11A of Delhi Development Act, 1957 for inviting objections/suggestions from the public for the following amendments in MPD 2001 :-

- i) On page 155 (left hand column) of the Gazette of India, Extraordinary (part II Section 3(ii) dated 1.8.90 under heading "A.3 Rural Zone (including A-2)" at the end of (b)(ii), the following may be added :-

"Motel is permitted as per Regulations made on that behalf in all use zones on National Highways and inter-State roads of a minimum width of 60 mts. or service roads running parallel to them".

- ii) At page 171 (left hand column) of the Gazette of India, Extraordinary, Part II Section 3, Sub-section (ii) dated 1.8.90 under the heading '033(Motels)', the definition may be replaced as under :-

"A premises designed and operated especially to cater to the boarding, lodging, rest and recreation and related activities of travellers by road."

As regards the Regulations pertaining to "The Hotels, Boarding Houses, Guest Houses, Hostels, Lodging Houses and Motels (Building Standards) Regulations, 1977", approval of the Government is conveyed for the following modifications in the said Regulations :-

6. MOTELS:

- (1) Motels are permitted in all use zones on National Highways and inter-State roads of a minimum width of 60 mts. or service roads running parallel to them.

Contd...2/-

(2) A motel located in use zones other than Rural Zone/Green Belt will be subject to the norms and building standards applicable to hotels.

(3) A motel located in the Rural Zone/Green Belt will be subject to the following norms and building standards:

- i) The minimum plot size shall be 1 Ha.
- ii) The minimum width of the drive way used for entry into, and exit from, a plot shall be 9 mts.
- iii) The minimum setback shall be 15 mts. in the front and 9 mts. from the sides and the rear. This shall be in addition to a green buffer from the road-width if and as specified by law.
- iv) The FAR shall be 15, subject to a maximum floor space of 3,000 sqm.
- v) The maximum ground coverage shall be equivalent to FAR.
- vi) The built structure shall not exceed the height of 9 mts.
- vii) Basement equivalent to the ground coverage shall be allowed free from FAR to the extent necessary for airconditioning plant, filtration plant, electric substation, parking and other essential services.
- viii) Parking space shall be provided on a minimum scale of 1.67 ECS per 100 sqm. of floor area, including the provision made in this regard in the basement.
- ix) Retail and service shops shall be limited to a maximum of 5% of the floor area.
- x) Water and electric supply, sewerage, drainage and other such infrastructure shall be provided on a scale and according to standards satisfactory to the building regulatory authority.
- xi) All permissions and clearances required under law for the use of land shall be obtained from the prescribed authorities.

Further action may be taken in the matter under intimation to this Ministry.

(S.C. BAGAR)
UNDER SECRETARY TO THE GOVT. OF INDIA

To be published in the Gazette of India, Part-II section-3 sub-section (ii) dated 5.3.94

F. 20(4) 83-MP

Dated: 25.2.94

PUBLIC NOTICE

The following modifications, which the Central Govt. proposes to make in the Master Plan for Delhi - 2001, is hereby published for public information. Any person having any objections/suggestions with respect to the proposed modifications may send the objections/suggestions in writing to the Commissioner-Cum-Secretary, Delhi Development Authority, Vikas Sadan, 'B' Block, I.N.A., New Delhi, within a period of 30 days from the date of this notice. The person making objections/suggestions should also give his name and address.

MODIFICATIONS :

- i. On page 155 (left hand column) of the Gazette of India, extraordinary part II section 3 sub-section (ii) dated 1.8.90 under heading "A-3 Rural Zone (including A-2)" at the end of (b) (ii), the following is proposed to be added :

"Motel is permitted as per Regulations made on that behalf in all use zones on National Highways and Inter State Roads of a minimum width of 60 mtrs. or service roads running parallel to them."

- ii. "On page 171 (left hand column) of the Gazette of India, Extraordinary, part II section 3 sub-section (ii) dated 1.8.90 under the heading '033(Motels)', the definition is proposed to be replaced as under :

"A premises designed and operated especially to cater to the boarding, lodging, rest and recreation and related activities of travellers by road."

2. A copy of the MPD-2001, Gazette of India, incorporating the proposed modifications will be available for inspection at the office of the Deputy Director, Master Plan Section, 6th. Floor, Vikas Minar, I.P. Estate, New Delhi, on all working days during the period referred above.

(V.M. BANSAL)

COMMISSIONER-CUM-SECRETARY
DELHI DEVELOPMENT AUTHORITY

VIKAS SADAN,
'B' BLOCK, I.N.A.,
NEW DELHI.

Sub : Proposed modification in MPD-2001-Delineation of the zone and development controls of New Delhi (Lutyen's) Bungalow Zone.

F.20(5)92-MP

The Authority vide resolution no.59/93 dt.16.4.93 while considering the proposal of modification in MPD-2001 pertaining to delineation of New Delhi Bungalow Zone area and the development controls for this zone were resolved..

2. Accordingly, a reference was made to the Ministry of Urban Development, Govt. of India for their concurrence/approval for issuing a public notice under section 11A of Delhi Development Act, 1957 for inviting public objections/suggestions on the proposals.

The Govt.'s approval was conveyed vide their letter no.K-13011/31/90-DDI'B dt.8.10.93. Vide public notice no.F.20(5)/92-MP dt.25.12.93, a public notice was published for inviting public objections/suggestions giving 30 days time for submitting the objections/suggestions on the proposed modifications. However, on the request of the public and the govt. deptt., the time for inviting objections/suggestions was extended till 24.3.94 i.e. 60 days.

3. In response to the public notice, in all about 70 objections/suggestions from individuals/associations/govt. deptt. & others have been received. While processing these objections/suggestions & reactions in response to the public notice, it is observed that these are quite complicated in nature as some of the objectors have raised issues right from 1962 Master Plan for Delhi draft zonal plans proposals earlier published based on MPD-62 plan, recommendations & representations of the erstwhile NDRAC and the guidelines issued by the Ministry of Urban Development in February & July 1988 pertaining to high rise development and Lutyen's bungalow zone.

4. Therefore, it would be worthwhile to constitute an Expert Group to go into the details of objections/suggestions and make appropriate recommendations for the consideration of the Technical Committee and Authority on each & every issues raised in the objections/suggestions of proposed delineation of New Delhi Bungalow Zone and the development control norms proposed in the public notice. A group may be formed having members from organisations like TCPO, Deptt. of Environment, DUAC, NDMC, L&DO and DDA.

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

(Signature)
(C.P. RASTOGI)
Director (SPG)

Sub:- Route alignment of 66KV D/C underground cable from Park Street 220 KV S/Stn. to Shastri Park 66KV S/Stn.

FB(6)93-MP.

1. S.E.(Plg.)I, DESU has submitted the above said route alignment proposed to meet the growing power requirement of Karol Bagh area falling in Plg.Division 'B'. Park street 220 KV S/Stn. is existing. The land for 66KV S/Stn. at Shastri Park has been taken over from MCD by DESU, location of the same is integrated in the draft zonal plan of Zone 'B'.

2. Details of the route alignment.

1) The entire cable route has been proposed underground. It starts from Park Street sub-station from where it is taken along Park Street and after crossing the roundabout it has been taken along southern side of Shanker Road upto Ganga Ram Hospital crossing. From here it is taken along eastern side of Ganga Ram Hospital Road upto the proposed 66KV S/Stn. at Shastri Park after crossing Pusa Road and internal streets of Karol Bagh. The route proposal is shown in drawing No.PL-IV-790. 'As per the site plan available, R/W on park street, Shanker Road and ~~XXXXXXX~~ ~~XXXXXXXXXX~~ Ganga Ram Hospital Marg are 68.5 mtr., 68.5 mtrs., 24.38 mtrs. respectively. ^{the cable} is proposed to be laid at a distance of 1.0 to 1.5 mtrs. from the edge of the R/W below the footpath.

3. Observations of BDA:

The underground route alignment ~~be~~ agreed in principle subject to the condition ^{Kar} DESU shall obtain NCC from ~~RITES~~ ^{by the proposed D.M. C.A.C.T.P.} as the proposed route crosses the proposed MRTS corridor at Pusa Road.

4. Feasibility study:

The report submitted by SE(Plg.)I vide

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letter dated 31.1.94 is placed at Annexure-I. No structure/tree is affected in the proposal.

5. The case is placed before the Technical Committee for consideration of:

- 1) Proposal of the 66KV D/C underground cable from Park Street 220 KV syb-station to Shastri Park 66KV sub-station vide drawing No.PLIV-790 and as explained in the Agenda at para 2,3.

Saslyar

1. 12. 2001
11. 12. 2001

दिल्ली विद्युत प्रदाय संस्थान

(दिल्ली नगर निगम)

स्थान : JMW'DELHI/IN DATA.

क्रमांक DE(PLG.1)/4(1)/299

दिनांक 31.1.94 19
1-2-94

Shri D.K. Saluja,
 Dy. Director (T/I),
 Delhi Development Authority,
 Vikas Vinar, I.P. Estate,
 NEW DELHI.

SUB: Approval of the route of 66KV Double Circuit underground cable from Park Street 22KV S/Stn. to Shastri Park 66KV S/Stn. (Kareel Bugh).

...

Sir,

Please refer to your letter No. FS(S)93-WP./2392 dt. 13.1.94. As desired enclosed herewith please find a photo-copy of the possession letter plan of the 66KV S/Stn. plot allotted/handed over by MCD to DESU at Shastri Park.

Also please find enclosed herewith the required information in the standard format of D.D.A. The format had been duly completed and all the relevant details have been furnished therein.

The Shastri Park sub-stn. is coming in D.D.A.'s Development Division-E and the anticipated load of this DDA's Development Division is about 180 MW by the turn of the century.

It is requested earlier during the personal discussions, the undersigned had with you to please get the above route approval expedited so as to enable us to take further action accordingly.

Yours faithfully,

(D.K. Saluja)
 SUPDTS. ENGINEER (PLG.1)
 31.1.94

With the file file
 Mr. Saluja
 31/1/94

REGULATORY DEVELOPMENT AUTHORITY

PROFORMA FOR EXAMINING H.T. ROUTE ALIGNMENT CASES OF DESU/NIMC.

- 1) Subject:
 - a) Route Alignment of 66kv D/C Line from 220 kv S/Stn. Park Street to 66kv S/Stn. Shastri Park (Kareel Bagh)
 - b) Drawing No. PL-IV-796
- 2) Category of H.T. Line : (a) 33 KV/220 KV/400 KV. 66kv
(b) Whether underground or Overhead. U/G
- 3) A short write-up explaining the objective of the route alignment, details of the route and whether the proposal is part of the over all grid. H.T. lines proposed in the area may be clarified and shown on the plan.
- 4) Connecting sub-station with allotment details and site plan be furnished.
 - a) Name of ESC Park Shastri Street Park.
 - b) Status of S/Stn.--Whether existing/ under Existing Under constt. vacant site/yet to be allotted. Under const
 - c) Capacity.
- 5) Total length of H.T. line in km. 3.2 K.M.
- 6) Length of the alignment. 3.2 K.M.
- 7) (a) Location of phylon on the road cross section. U/G

Name of Road	No. of Towers	R/W 2s M.P.	Available R/W	Distance from the edge of the available R/W
- (b) Map indicating exact route on the physical survey at the 1 : 1000 scale (Max)
 - i) Year of base map
 - ii) Scale of base map As per drawing No. PL-IV-796

/Free

- 8) Whether the H.T. line passes in-front of any commercial centre/Distt. Centre/Historical Monument/Distt. or Regional Green etc.
Tower details Under Ground
Height in Meters
Design (Map to be enclosed) :
- 9) Width of corridor in mtrs 1.5 mtrs.
(Way line distance regional from existing buildings)
- 10) Areas/localities proposed to be feed: Anand Parbat, Karol Bagh, Hardhyan Singh Rd. Dev Nagar, Part of Pusha Rd. etc.,
- 11) Targetted date of execution Dec -94
- 12) Finances available in the annual plan for the project. Yes.
- 13) Cost of scheme:
If taken O/H :
If taken U/G : Rs 5,54,91,850.00
- 14) Details of properties/Structures affected NIL
(to be indicated on a physical survey) :
- 15) No of trees that would require to be cut : NIL
- 16) If any alternative have been studied : NIL
If yes details thereof with map :
- 17) Any other particulars. NIL

Sub: Location of 400/220 KV sub-station near Maharani Bagh/River Yamuna Bed.

File No. F.6(2)92/MP.

1. Request from DESU

Sometimes in February 1992, DESU initiated the case for the location of 400/220 KV Sub-Station. Last letter dated 24.2.94 is of Mr. D.K. Suri, S.E. (Plg.I) DESU for a no objection certificate for the establishment of 400/220 KV sub-station with a stipulation that 220 KV sub-station would be established during the 8th Five Year Plan and its upgradation to 400 KV would be in the 9th Five Year Plan.

In brief, the subject is for a no objection certificate for location of an electric sub-station taking into consideration environments, size of the plot - 16 hect. (40 acres).

2. Mr. Suri has also submitted a Perspective Power Development Plan; Delhi - 2001 prepared in June 1986 and sometimes considered by DDA also. Salient features of the Perspective Plan are as under:

i) Total load requirement of Delhi by end of the century would be 4000 MW with a break up of 2900 MW for urban limits as shown in MPD-2001 and 1100 MW for outside zones. 2900 MW would serve a population of 82 lakhs @ 35 MW per lakh population and 1100 MW for 52 lakhs population @ 21 MW per lakh population.

ii) For a total load of 4000 MW, DESU has proposed 5, 400 KV sub-stations at the locations - a) Karawal Nagar b) Bawana c) Bijwasan d) Jaitpur and e) Maharani Bagh.

Besides 400 KV sub-station, there would be many 220 KV sub-stations, details given in the Perspective Plan.

iii) DESU has also predicted power requirement in MW by the end of the century zonewise i.e. (A) 225; (B) 130; (C) 200; (D) 430; (E) 400; (F) 510; (G) 425; (H) 400; (J) 50; (K) 350; (L) 50; (M) 300; (N) 200; (O) 100; (P) 50. Size of each 400 sub-station is 400M X 400M = 16 hect. = 40 acres.

iv) Tentative locations have been shown in the plan attached with the Perspective Plan.

3. Specific Location

DESU has not earmarked specific location but from the plan which is in a very small scale can be judged that it would be in the south of extended Ring Road in River Yamuna Bed. However, clarifications from DESU may be taken and while deciding the specific location, following points may also be considered.

i) Ring Road extension in River Yamuna bed, its connection with the new bridge under contemplation at River Yamuna.

ii) Proposed National Highway - 2.

iii) Entire land is a private one.

iv) DESU has to pay proportionate cost of channelisation of River Yamuna and reclamation of River Yamuna bed.

v) 400 KV sub-station should be not be built at a level less than 208 mtr. (MFL).

4. The item is placed before the Technical Committee of the DDA for approval of the location in principle and then asking DESU to submit a detailed plan subject to conditions given in para 3.



(R.G. GUPTA)
A. COMMISSIONER (PLG.) D.D.A.
28.3.94

E:NOTE-394

Sub:-1) Construction of 30 mtr. R/W road connecting Road No.37 and Lawrence Road along the periphery of Trinagar Group of unauthorised-regularised colonies.

ii) Alignment of land falling under the above said road on licence fee basis to the Trinagar Sniksha Pracharini Sabha.

File No.F5(52)87-MP.

1. Location:

The above said road is located in 'H' Division. It is proposed to connect Lawrence Road and Road No.37 passing between the periphery of Trinagar group of unauthorised regularised colonies, Central School and DDA Group Housing Scheme. Location plan is placed as Annexure-I.

2. Master Plan/Zonal Plan proposal.

This road is not proposed in MPD-2001. The road has been integrated in the draft zonal plan of planning Division 'H'. The 30 mtr. (100 ft.) R/W road is proposed in the Trinagar Group of unauthorised-regularised colonies plan. A broad alignment of this road to a scale of 1:5000 was considered in the allotment of land to Brahman Sabha and Agarwal Samaj in the Technical Committee meeting held on 31.12.87 (refer Annexure II). in which the following decision was taken:

"The proposal was explained by Dir.(CP) and he explained that the road as per MPD-62 has already been encroached upon and thereafter an another alignment of the road was prepared (blue colour) and that is also not feasible due to encroachments. Therefore, he suggested a new alignment which is feasible and was recommended for approval (red colour)".

The issue of allotment of land for Dharamahala to Brahman Sabha and Agarwal Samaj at Trinagar was also considered".

3. Background:

A request for preparation of the alignment plan of this road was received from SE(Plg.)11, MCD vide letter

Or *Selalya*

no. BE11/PA/86/1197 dated 15.8.86. In the letter it was stated that the road was approved by the Standing Committee of MCD vide resolution no.840 dated 11.1.79. Accordingly a P.T. Survey of this road was sent by EE(Plg.) MCD vide his letter dated 5.5.88.

4. Proposals:

A draft alignment plan of this road ^(106') with 30 mtr. R/W ~~was~~ prepared taking into its consideration the existing physical features viz. existing layout roads, School buildings of Central School, MCD School & Trinagar Public School, religious structures, developed park, circulation of DDA housing scheme, intersection with Lawrence Road and Road No.37. In the draft alignment plan, the road was proposed to pass through the playfield of existing Central School and the open space adjoining Trinagar Public School which shall have to be acquired for implementation of the road R/W. A four ~~lane~~ ^{lane} divided carriageway ~~was~~ proposed initially which had ~~be~~ ^{be} widened to six lanes finally with footpaths on either sides.

5. Feasibility Study:

The draft alignment plan was sent to MCD & DDC for for feasibility vide DDA's letter dated 24.11.88. The alignment plan was discussed in the LOSC meeting of MCD on 21.3.89 in which the following decision was taken:

"The proposed alignment is approved from the planning point of view. The Engineering Department may take further action."

The list of affected structures ^{is} given ~~in~~ ⁱⁿ Annexure III. As per the feasibility boundry wall/railing and part of setbacks of the buildings affected in 30 mtr. road R/W are a soap factory, ^{corner of} two cold storages, 4720 sq.mtrs. of playfield area of Central School, strip of Trinagar Public School, MCD school.

Apart from above 32 shops, one dustbin, 2 urinals, one lavatory block of school, part of DDA/MCD parks, one temple, 2 vent shafts, 2 tin shed stores, 31 trees and

Ar *Khadija*

13 electric poles were affected.

6. Representations Received Against the construction of this Road.

Several representations against the construction of this road forwarding the appeal of the Parents, Teachers Association of Central School were received as the road was proposed to pass through the playfield of the Central School. In the appeal it is mentioned that after taking away the land for the road, the school will be left with a sliced playground and there shall be virtually no room for future development & construction. This shall affect the growth of Vidyalaya and affect the conducive physical facilities for academic pursuit. ^{It was also stated that} With the construction of the road, the students/staff of this Vidyalaya shall be prone to accidents, ~~it is stated~~. One death on account of accidents has already occurred ~~in an accident~~. Those forwarding the representations against the road included Sh. Bharat Singh, MP. Sh. Sukkhan Singh, Member Metropolitan Council, Shri Shyam Lal Garg, Member Metropolitan Council, Shri Deep Chand Sharma, Chairman Standing Committee, MCD, Shri Sajjan Kumar, General Secretary DPCC(1), Shri S.P.Tuli, Commissioner, Kendriya Vidyalaya Sangathan.

Shri Sahib Singh Verma in his D.O. letter dated 30.5.89 addressed to Commr.(Plg.)DDA wanted the construction of this road. In his letter he had regretted that the road which was to pass through the corner of the 7 acres Central School plot has not yet been completed.

7. Joint Site Inspection of Commr.(Plg.).

In view of the said representations Commr.(Plg.), DDA made a joint site inspection with Chief Architect and the local leaders. After site inspection and discussions with ^{Principal} Central School Principal and Local Leaders Commr.(Plg.) desired that a Plane Table Survey of a part of the area of Tri Nagar/Lawrence Road be obtained from MCD for the studying the general circulation

Sh. Sahib Singh

and the necessity of the construction of this road. Even since then we have been writing to MCD to send the survey but the same has not been received till date. In reply to our letters, MCD in their various letters have been wanting to process the draft alignment prepared by IDA and discussed/approved in their LOSC meeting.

8. Trinagar Iracharini Sabha near IDA MIG Scheme had been using the open space proposed to be required for 30 Mtr. R/W road abutting their school, they had been using this for the purpose of playfield and this area as per noting in the File had been encroached upon by a boundary wall for safety of Children.

From the feasibility of this 30 Mtr. R/W it shall be seen that a large number of structures including the land of Central School area were affected.

Alternative Alignment :

Comr. (Plg.) vide his Orders dated 30.12.93 desired that an alternative alignment without cutting across the Central School Playfield be worked out. The alternative alignment has been marked on a fresh P.T. Survey done by Survey Unit of FIW as indicated on the plan laid on the table. In this alignment the road is proposed between the periphery of Central School and the adjoining Co-Educational School, Narang Colony. In this 15 Mtr. is to be taken from both sides taking the boundary wall of Central School as central verge. This has been done to see that the buildings of Co-educational School are not affected. After this the road crosses the existing layout road of Trinagar/Narang Colony. In which a tubewall & Public lavatories are affected. It is then taken through the Developed Park where about 20 trees may be affected, it then join with the alignment as proposed earlier. Other structures affected are the same in the earlier alignment. Status of land falling under the road shall be clarified by the lands department once the alignment is agreed in principle.

9. It may be noted that five Schools shall be abutting this proposed road. Most of the children studying in these schools are coming from Trinagar

Contd... P/S. Jashodhar

Group of colonies & they all shall have to cross this road for going to school which shall be very dangerous.

10. The other alternative could be to reduce the R/W of this road. Number of trees required to be cut in different R/W(s) as per the survey drawing are as follows:

<u>R/W</u>	<u>Apprx. No. of trees to be cut.</u>
30 mtr.	92
22 mtr.	65
18 mtr.	40

However the danger of crossing of the road by school children shall persist.

11. Implementation of the said alternatives shall take a long time as it involves preparation of detailed alignment, its feasibility from MCD, approval by authority, acquisition of land from Schools/Parks etc., permission for cutting of trees, demolition of structures etc.

CASE-(11).

12. This is regarding the allotment of land falling under the proposed road as shown on draft alignment plan with 30 mtr. R/W. on license fee basis to the 'Trinagar Fracharini Sabha'. As per the alternative alignments proposals, land adjoining to the school shall not be required if the R/W is reduced to 23 mtr./18 mtr.

13. VC, DDA vide his orders dated 9.9.93 in file No. F19(21)79-Instl. had desired to bring the matter of road alignment/temporary license of land to the school to Technical Committee.. Commr.(LD) in his note dated 6.9.93 on page 18/N in file No. F19(21)79-Instl. had suggested following terms after public hearing of the case:

- i) The land through which the road is to be built be handed over to the school to be used as playground.
- ii) This land be kept vacant and an affidavit for the same be obtained from the society.
- iii) This land would not be allotted to the society but would be given on license basis for an amount of Rs. 5000/- per acre per annum.
- iv) They will be liable to pay the same from the date this was unauthorisedly occupied presumably 1988.

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v) Bank guarantee of Rs.2.50 lakhs may be furnished by the society to cover the use of the excess land.

vi) Allowing of construction of boundary wall of one brick thickness to protect the students of the school from going astray.

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

- 1) Alignment plan with 30 mtr. R/W by cutting across the Central School playfield with twoway traffic.
vide Drawings No CA-005/PPW-88

OR

Alternative plan with 22/18mtr. R/W between the periphery of the Central School & Co-educational school with two way traffic. vide draw n^o CA-006/PPW-T-94

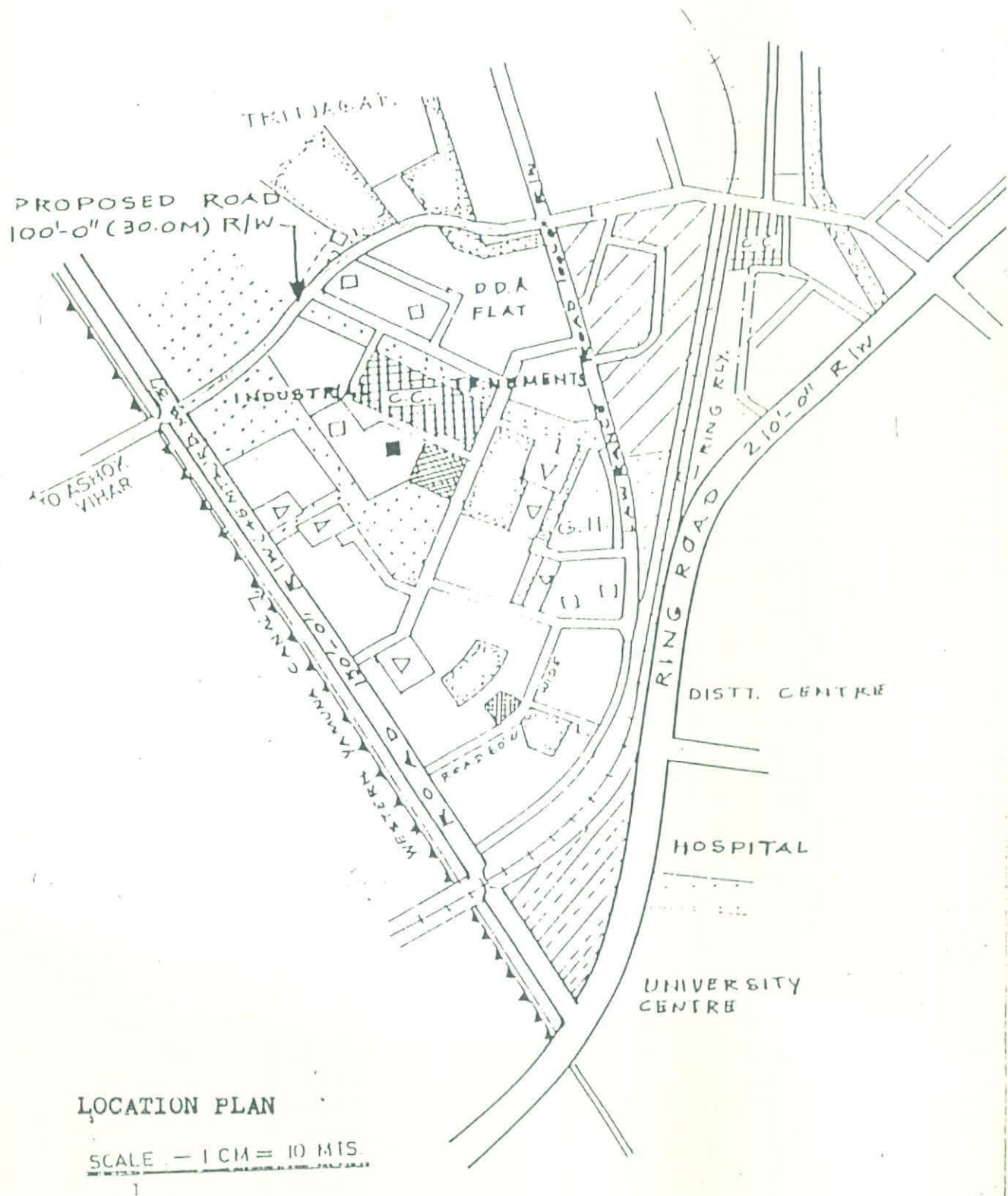
OR

Drop the road proposal altogether and status quo be maintained.

- ii) Allotment of land adjoining to Tringgar Pracharini Sabha (required for 30m R/W ^{as given to} the Sabha as per terms suggested by Commr.(LD) in his note dated 6.9.93 on page 18N in file no.F19(21)79-Instl. and explained under para 13.

De

Shafiq



24.8.87

Sub: Allotment of land to Brahman Sabha and Aggarwal
Smaaj at Trinagar File No. F.8(55)81-Inst.

INTRODUCTION:

i. Sh. Brahman Sabha (Tri Nagar (Regd)) and Aggarwal Samaj Sabha Tri Nagar have applied to DDA for allotment of 1000 sq.mt. of land each for the construction of dharamshala in the area. Both the societies are registered under the Societies Act of 1860, and the cases were considered in the Instl. Allotment Committee meeting held on 24.8.87 in the room of Commr. (Lands) DDA wherein the following decision was taken.:

- a. Brahman Sabha: The committee considered and recommended the allotment of land measuring 500 sq.yds.
- b. Aggarwal Samaj: Committee considered and recommended for allotment of land of 500 sq.yds.

ii. Trinagar is a group of unauthorised colonies under the jurisdiction of MCD and has been in the process of regularisation for long as per the decisions taken from time to time by the Govt. of India and lastly it was regularised by the MCD (after getting it processed through the Tech. Committee in unauthorised colonies under the chairmanship of V.C. DDA) The location of these marked on the copy of the layout plan of (Flag X2) Lawrence Road Industrial Tenements Scheme.

iii. In the approved layout plan of Tri Nagar Group of unauthorised colonies, there is a provision of 30 mt. wide road (marked red on the (Flag X1 & X2) copy of the plan and as per the site conditions. Road as approved by the MCD in its regularisation plan, is not feasible. Alternatively, a 30 mt. wide road as marked blue on the copy of the plan seems to be feasible at site and a portion of the road linking road no. 37 and 24 m wide road to Industrial Tenements at Lawrence Road Stands already implemented by MCD.

iv. The area marked black on the copy of the plan, is presently lying vacant with grill around shown as a 'neighbourhood park' in the layout plan of Lawrence Road Industrial Scheme of DDA for which a detailed survey has been carried out and the proposed MCD road and the feasible roads have been super-imposed on the survey plan of the area (laid on table) Part of this 'neighbourhood park' as shown on the plan has already been encroached upon and stands regularised by MCD.

2. PROPOSALS:

i. The case for allotment of land to Brahman Sabha and Aggarwal Samaj has been examined in City Planning Wing with reference to the availability of vacant lands earmarked on the copy of approved layout plan of Tri Nagar group of colonies and Lawrence Road Industrial tenements scheme of DDA for this purpose.

ii. It has been noted that no vacant plots at present are available in the scheme of Lawrence Road Industrial Scheme, earmarked for the purpose which could be considered to be allotted in the present case. The possibility of converting the 'nursery school' site for the purpose of construction of dharamshalas as per the authority resolution on the subject have also been examined and it is noted that there is no nursery school vacant site in the area, which can be suitably utilised for the allotment in the present cases is available.

iii. Alternatively two sites each measuring 487.80 sq.mts. are proposed to be carved out as shown in the copy of the plan (laid on table) with reference to the approved/feasible alignment of 30 mt. wide road in the area presently lying vacant in the vicinity of group of regularised Tri Nagar colonies wherein as per the regularised plans, the vacant lands in between the 100 ft. wide (30 mt.) road and regularised structures are earmarked for public and semi public facilities thereby even if the roads are implemented, the carving out of the blocks would not come in its way.

3. Keeping in view the above facts layout plan for carving out two plots (plan placed on table) each measuring 487-80 sq.mts. is placed before the Tech. Committee for its consideration.

DECISION.
Sub: Allotment of land to Brahman Sabha and Aggarwal Samaj at Trinagar. F.8(55)/81-Inst.

The proposal was explained by Director (CP) and he explained that the proposed road as per the MP-62 has already been encroached upon and there after the another alignment of road was prepared (blue colour) and that is also not feasible due to encroachments. Therefore, he suggested a new alignment which is feasible and the same was recommended for approval (red colour).



MUNICIPAL CORPORATION OF DELHI
(PLANNING DEPARTMENT)

NO. D/248/EE(P)II/AE(PX/D(326)

Dated: 21.4.1989

From

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

सं. नि.न. (र.) ६५६ दि. २४.४.८९

सं. नि.न. ६५६ दि. २४.४.८९

To

Dy. Director(T)PPW, DDA, / Sh. D.K. Saluja
3rd Floor, Vikas Minar,
I.P. Estate, New Delhi-110002.

Sub: Alignment plan of proposed 30mtrs. R/W Road connecting Road No.37 and Lawrence Road passing along the periphery of Tri Nagar Group of unauthorised/regularised colonies (Drg. nil).

....

Sir,

Please refer to your office letter no.F.(52)87-MP/210, dated.24.11.88 on the subject cited above. The draft alignment plan sent by you with the said letter was placed before LOSC vide item no.91/89 in its meeting held on 21.3.89. Please find enclosed the following:

- i) Copy of L.O.S.C. decision dated.21.3.89.
- ii) Copy of the list of affected land and properties.
- iii) Copy of draft alignment plan with affected land and properties marked on it.

You are requested to take further action for finalization/ approval of the above mentioned alignment plan while considering the decision and observations of L.O.S.C.

Encl:-As above.

Yours faithfully,

(H.D.SHEEKRI)
Ex. Engineer(P)II.

Pls put up with the file

*Need full done
28/4/89*

Mr. Bhat

M.C.D.

Item No. 91/89

Subject: - Alignment plan of proposed 30mts. R/W Road connecting Road no. 37 and Lawrence Road passing along the periphery of Tri Nagar Group of unauthorised/regularised colonies. (Drg. nil).

Note received from E&P/II through S.E.I. is reproduced below:-

The proposed alignment plan of 30mts. R/W Road connecting Road no. 37 and Lawrence Road passing along the periphery of Tri Nagar Group of unauthorised/regularised colonies (drg. no. nil) was received from DDA vide letter no. 5(52)87-MP/213 dated. 24.11.88, to study the feasibility of the proposal.

The proposed ROW of this road is 30mts. with two carriageways of 7.50mts. each and central verge of 1.00 mts. from Road no. 37 (near Western Jhama Canal) to central School two carriageways of 7.30mts. each with a central verge of 1.40mts. exist at site. After this the proposed road passes through the playgrounds of central school where no road exists at site. After central school playgrounds, the existing metalled width varies from 6.00 mts. to 13.50mts. upto Kranti Road Factory. After this the proposed road passes through Kranti Soap Factory upto Lawrence road.

The case has been examined at site. This road falls in the Karol Bagh Zone of MCD. It joins two important roads i.e. Road no. 37 and Lawrence Road in addition to other roads of Tri Nagar Group of colonies and Lawrence Road colonies. The volume of traffic on this road has increased many folds during the recent past necessitating the widening/improvement of this road.

In case the road is widened/improvement as per proposed alignment plan it will be necessary to acquire the affected land and properties affected in the proposal. The affected land and properties have been marked on the plan in red and red hatching respectively. The existing carriageway has been shown in yellow colour. The list of affected land and properties has been attached as Annexure 'A'. It is essential to acquire the land and properties affected in the proposed R.O.W.

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

The Decision of LOSC, dated. 21/3/89

Item no. 91/89

Subject: - Alignment plan of proposed 30 Mts. R/W Road connecting road no. 37 and Lawrence Road passing along the periphery of Tri Nagar Group of unauthorised/regularised colonies (Drg. nil).

The proposed alignment plan is approved from Planning point of view. The Engineering Department may take further necessary action.

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

Sub : Allotment of land for approach roads on both sides of additional 4-lane parallel bridge over River Yamuna near I.T.O.:

File No. F.5(32)/87-M.P.

Drawing No.CRTS/YBP/ITO/E-001,002,003.

1.

LOCATION:

Delhi Administration has envisaged a four-lane bridge parallel to existing bridge over Yamuna at ITO. The I.T.O. bridge connects the intersection of Vikas Marg and East marginal bund with the intersection of West marginal Bund (Ring Road and Indraprastha Marg Intersection). The proposed new bridge is located at a distance of 15 to 20 Mtr. downstream of the existing ITO bridge as recommended by Central Hydraulic Research Institute Khadakwasala and CWC. This item was discussed in Technical Committee on 21.1.91. Location plan is placed at Appendix-I at Page No.I.

2. DECISION OF THE TECHNICAL COMMITTEE HELD ON 21.1.92:

"Chief Engineer, PWD, Delhi Administration, explained that the present ITO Bridge was over loaded because of the large number of vehicles crossing it daily.

Being only a 4-lane bridge it has become very congested. He also explained that the approaches on the Eastern and Western side of the bridge were being widened, with a view to providing for a second to 4-lane parallel bridge about 15 to 20 Mtrs. downstream. As this proposal for a parallel bridge downstream had already been examined by various committees and approved by the Lt.Governor, he desired that the Tech. Committee give its clearance to the proposal.

..... 2/-

Shri Sanyal, Consultant to PWD, Delhi Admn. explained the circulation pattern indicating that there was a proposal to have a Fly-over at the crossing of I.P.Marg & Bahadur Shah Zafar Marg in the alignment of I.P. Marg. There was also a proposal that at Bhagwan Dass Road, there should either an under pass or Fly-over to clear traffic from Mathura Road side so that the traffic at 'W' point (Tilak Marg, Sikan-dara Road and Mathura Road) would not be held-up.

As against this, the DDA planners express the view that if a new bridge was to be constructed, it should be at a location at the point where the traffic from both New Delhi and South Delhi would directly be crossing the river so as to reduce the congestion in I.P. Estate, Bahadur Shah Zafar Marg, Tilak Bridge and Bhagwan Dass Road areas. One such possibility would be to have the bridge in the alignment of Bhairon Road.

As per detailed discussion on all aspects of the question V.C desired that the matter should not be re-opened, as otherwise, there would be no finality to the problem. As the decision already taken by L.G was based on the report of a Committee of experts, which included a Senior Officer of the traffic Police, V.C. proposed that the proposal cleared by the L.G., be approved by the Technical Committee. This was generally agreed to".

3. ACTION TAKEN ON DECISION OF T/C HELD ON 21.1.91 :

- 3.1 Chief Engineer, Yamuna Bridge Project (YBP), PWD(DA) was requested to get the approval of the DUAC and submit three copies of the scheme as approved by DUAC alongwith nine copies of location plan for consideration of T/C & Authority vide Letter from DD(MP) dated 15.2.91, 11.3.91, 1.5.91, 7.2.92, 28.9.92 and 31.3.93 and from Commissioner (Plg.) dated : 22.12.1993.

- 3.2 The guidelines of the Authority as per Resolution No.54, dated 13.8.90 for the planning of grade separator on Ring Road and Outer Ring Road in the context of (3.1) was sent to Chief Engineer, Yamuna Bridge Project, PWD(DA) for reference.

4. DUAC RECOMMENDATIONS:

Supdt. Engineer-III-Cum-SSW, Yamuna Bridge Project, PWD sent a copy of the letter dated 16.6.92 of Secretary, DUAC addressed to Sr.Architect(DA)I, PWD with the Commission's decisions. This did not contain any drawing approved by DUAC etc. along with the letter dated 20.7.92 of S.E., PWD.

- 4.1 Details of observations and suggestions of the Commission are placed at Appendix-J, Page-II).

- 4.2 The Commission decided to approve ONLY THE SCHEME OF LOK NAYAK SETU at this stage (since construction of it would take quite a some time).

5. RELATED ISSUES:

- 5.1 Based on the suggestions of DUAC; suggestions of Shri M.K. Bhalla, Chief Engineer (T&T), Ministry of Surface Transport; observations of DDA deliberations in the last T.C. Meeting (held on 21.1.91) and these of NATPAC, a meeting was held on 4.2.93 under the Chairman-ship of Commr.(Plg.). It was jointly agreed by all the representatives present from PWD, MCD, NDMC, MOST, DTTDC, RITES and DDA upon the need for a comprehensive corridor Development Plan along the Vikas Marg - C.P. axis (from Preet Vihar to C.P. and Ajmeri Gate) under the direct coordination of Commr. (Transport), NCTD. The details of the minutes of the same is placed at Appendix-K, Page-V). However, the comprehensive scheme integrating the various proposals along the cooridor is still awaited.

6.0 PROPOSAL UNDER CONSIDERATION :

It may be observed from the above details that following three (3) distinct parts of the proposal have emerged out e.g.,

6.1 Construction of the New 4-lane bridge parallel to and 15 to 20 m. downstream away of the existing I.T.O. Bridge.

The new 4-lane parallel bridge ONLY has been approved by the DUAC to be followed by the approval of Authority, which would be processed after the receipt of the authenticated drawings & reports approved by DUAC from the YBP, PWD). These are being submitted separately for the said purpose, as intimated by Shri A.Chakraborty, S.E.III-Cum-SSW, YBP, PWD, NCTD. The bridge is under construction. Commr.(Plg.) vide D.O., dated 22.12.93 has requested C.E.(YBP) to submit the proposal as approved by DUAC for the consideration of the Authority.

6.2 Preparation of a comprehensive cooridor Development Plan along the Vikas Marg - DDU Marg axis (from intersection of Road No.57, Preet Vihar on East to C.P. and Ajmeri Gate on West.

The cooridor Development Plan along Vikas Marg-DDU Marg axis being worked out by concerned agencies and coordinated by Secretary (Transport), as decided in the Meeting held under the Chairmanship of Commr.(Plg.) on 21.2.93 would be submitted separately for the approval of the Competent Authority. The cooridor development plan includes also the circulation system on both East and West sides of the new 4-lane parallel bridge. Secy.-Cum-Commissioner (Transport), NCTD has been requested to expedite the proposal vide letter dated 29.10.93

6.3 Construction of approach roads to the new bridge on both East and West bank of the river.

The PROPOSAL UNDER CONSIDERATION at the present instance is the allotment of land for construction of approach roads to the New I.T.O. Bridge (Lok Nayak Setu) from the respective intersection at both ends.

6.3.1 East End:

Executive Engineer, YBP, PWD DV.V vide letter dated 10.12.93 has submitted drawings (in 1:500 scale) prepared by M/s GRAPHIS, Consultant to PWD with respect to approach road from the intersection of Vikas Marg - Marginal Bund Road at Laxmi Nagar upto the bridge (laid on Table).

6.3.1.1 Details of Land Requirement :

1. Width of Land	-	45 Mtrs.
Length	-	1500 Mtrs.
Area	-	6.75 Hect.(17 acrs approx.)
2. Additional Land for removal of earth		
for construction of embankment.	-	28 Hect.(70 acres approx.)
TOTAL :		35 Hect. (87 acs. approx.)

An uniform carriageway of 14.0 Mt. width with a foot path and a verge of 3 Mtrs. width each (total - 20 Mtrs.) have been provided. Embankment slope of 1 in 1.5 is provided.

Between the existing approach road and that of the proposed, two pipe lines . . . a slum containing about 1200 Nos. Jhuggies exist (Ref. Feasibility Proforma sent by SSW, YBP, PWD dated 20.7.90 Appendix-L, Page No.VIII)

The proposed road is passing through 'Green as per MPD-2001.

6.3.1.2. FEASIBILITY

The Executive Engineer, YBP, Div.V, PWD vide his letter No.70(12)/93-YBP.D-V/614, Dt.10.12.93 submitted also the feasibility report. Broadly no pucca or semi pucca structures are affected in the alignment, all 148 Nos. affected properties are kutcha. A kutcha temple is also affected which is proposed for resite-ment by Executive Engineer (YBP). As-far-as electric high tension lines are concerned one affected pole is required to be shifted. Although water supply main lines are falling in the alignment, only protection but no shifting is required. The eastern approach alignment is passing through flood plain. The detailed feasibility is placed at Appendix-L, Page-VIII.

6.3.2 West End :

The approach road in the west bank of the River starts from the Ring Road upto the new 4-lane bridge. DUAC suggested some modification with respect to the intersection design and circulation system at this end examining drawings of schemes submitted to DUAC by PWD.

The improvement of the intersections shall form part of the total corridor improvement scheme. This shall be placed before Technical Committee separately.

However, it was further intimated by S.E-III-Cum-SSW, YBP, PWD that necessary arrangements have already been carried-out by them in terms of additional land requirement etc. for the western approach road and loops etc. and no additional land for west end approach is required.

S.E.(YBP) Vide letter dated 27.1.94 informed that :

- (1) The aspect of the improvement of the intersection of Vikas Marg and Ring Road and that of the new I.T.O. bridge with eastern approach, is subject matter of different expenditure sanction.
- (2) The alternate alignment of the Eastern approach may be approved as submitted vide No.70(12)/93-YBP,D-V/614, dated 10.12.94 by Executive Engineer, YBP,Div.V.

7.0 D.D.A. OBSERVATIONS

- 7.1 The alignment plan of the Eastern End approach Road to the new 4-lane bridge submitted now (in 1:500 scale) has been modified from the conceptual alignment plan submitted in the T.C held on 21.1.92.

In the previous case the eastern approach was approaching contiguous to the existing approach road. This was lying on an area in between the existing road and the existing pipe line. The modified plan shows the alignment approaching further South of the pipe line saving the land space between the pipe line and the existing road.

- 7.2 Approximately 1200 Jhuggies (as surveyed by PWD) will be trapped in between the approach roads of existing ITO Bridge and of new ITO Bridge in Eastern side. Major areas of concern with these slum dwellers would be :-

- (1) access to the slum, absence of which may cause accidents;
- (2) drainage of rain water, causing unhygienic situation due to inundated water.

- (3) concentration of pollution due to vehicular emission from both sides may create serious health hazard;
- (4) sub-standard living environment due to non-availability of ventilation and light;
- (5) Lack of provision of facilities like sanitation & play area etc.

As observed, it is important to propose a plan for such slum dwellers, considering the factors some of which are as above, by P.W.D.


- 7.3 The intersection design of Eastern Bund Road - Vikas Marg at Laxmi Nagar should be an integral part of the comprehensive corridor development scheme which is being coordinated by of Commissioner (Transport), Govt. of Delhi.
- 7.4 In this regard the approved alignment plan of Bund Road from Laxmi Nagar to NOIDA More (i.e. upto NH-24 intersection) need to be consulted. Consideration of approach road to the proposed pantoon bridge near the vicinity of the Laxmi Nagar intersection is also required for efficient circulation of traffic.
- 7.5 Provision of cycle track cum scooter track is becoming necessary with the trend of traffic, which may be seen in consultation with the proposed Corridor Development Plan of Vikas Marg.
- 7.6 Consultation/confirmation of DESU, DWS&SDU and Telephone Deptts. with regard to shifting/modification of respective lines/poles etc. are required.


- 7.7 Secretary-Cum-Commr. (Transport) may be requested to expedite the finalisation of cooridor improvement plan for the consideration of T.C/Authority/DUAC.
- 7.8 C.E(YBP) may be requested to submit the Lok Nayak Setu plans as approved by DUAC for the consideration of the Authority.
- 7.9 YBP, PWD shall plant 3 times the number of trees required to be cut. The trees shall be removed after obtaining the approval of Competent Authority.
- 7.10 Rehabilitation of eligible affected properties/structures shall be taken-up by PWD in consultation with land owning agency/agencies.
- 7.11 YBP, PWD requested for about 28 hact.(70 acrs) of land for removal of earth to construct embankment. Location is not specified. The ditches, a resultant of earth removal, creates environmental degradation, which needs simultaneous treatment.

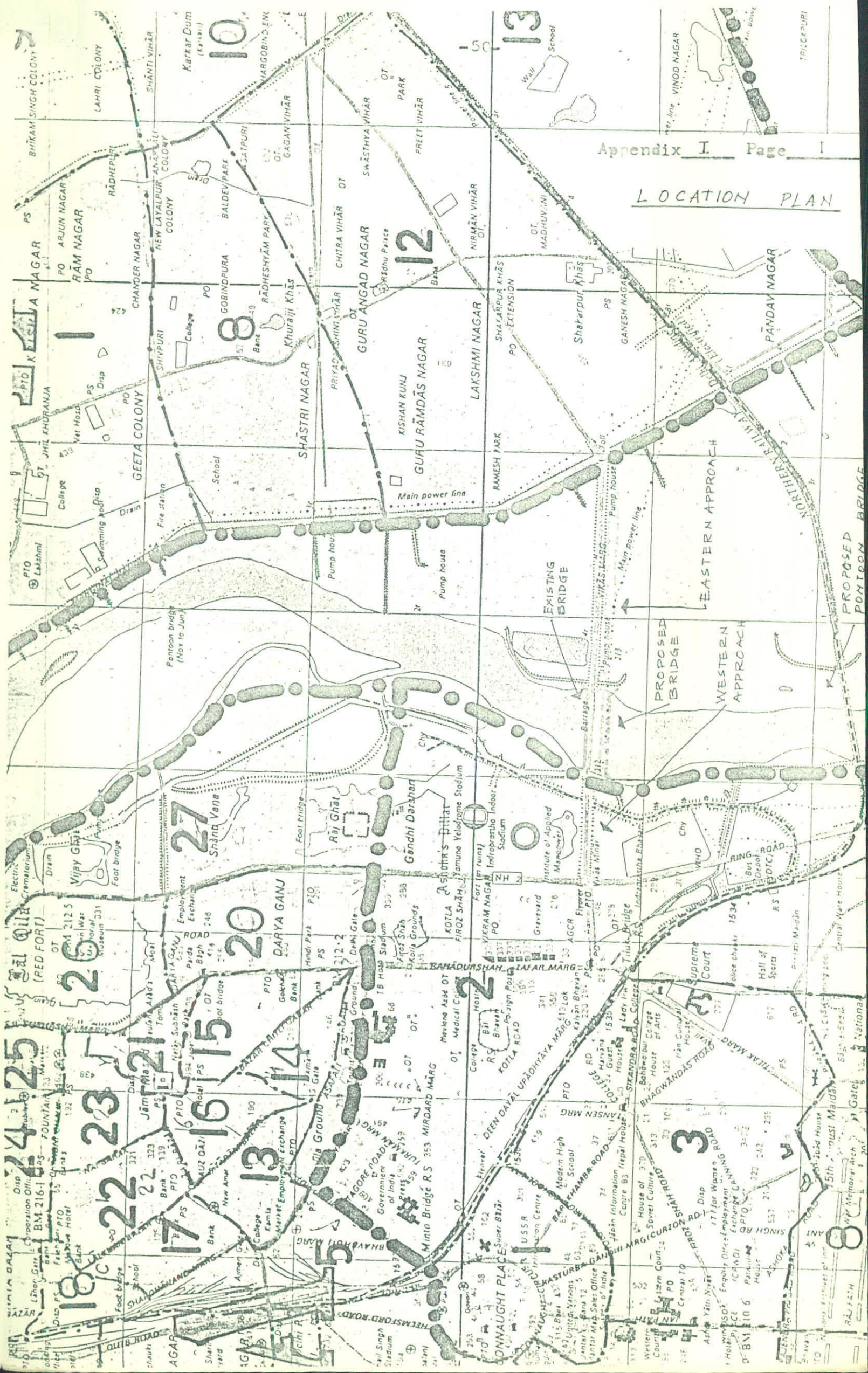
Keeping in-view the environmental impact during as well as post construction period, the scope of the following suggestions should be explored :

- (i) Usage of fly ash mixed with residue of various construction sites and earth to reduce quantum of earth requirement.
- (ii) Removal of earth as per the river channelisation scheme, if any, in consultation with the concerned department/agency.
- (iii) Digging should be such shallow or filled thereafter so as not to create pond - like situation in future.

- 8.0 With the facts explained at 6.0 and the observations at 7.0 the item "Allotment of land (details at 6.3.1) for the Eastern Approach Road to the new 4 lane parallel I.T.O. Bridge" is placed before the Technical Committee for its consideration.
-


23.3.74
(T. Mondal)
Py. Dir (T) II


(Prakash Narayan)
Dir. (T)



-51-

DELHI URBAN ART COMMISSION
LOK NAYAK BHAWAN (2nd Floor)
PRITHVIRAJ LANE, NEW DELHI-110003.

No.19(2)/92-DUAC

June 15, 1992.

The Sr.Architect (DA)I,
Public Works Department,
Delhi Administration,
11th Floor, MSO Building,
New Delhi - 110 002.

Sub:- Construction of additional four lane bridge 'Lok
Nayak Setu' over River Yamuna near ITO.

Sir,

The above mentioned scheme submitted vide your letter No.SA(DA)/1/591/375-77 dated 13.4.1992 was considered by the Commission in its meeting held on May 20, 1992 and the observations made are reproduced below for further necessary action at your end:-

"The proposal of the Delhi Administration in respect of additional 4 lane parallel bridge over river Yamuna near ITO was examined from the point of view of its overall impact on Vikas Marg, Ring Road and Bahadur Shah Zaffar Marg. The proposal of additional 4 lanes was considered a welcome step by the Commission for the purpose of relieving the traffic congestion on existing Yamuna bridge. In the proposal, it was found that even the road upto Bund inter-section i.e. the inter-section of roads, going to old Yamuna Bridge, NOIDA, Preet Vihar was also to be widened for a total 8 lanes. The Vikas Marg on the other side i.e. towards ITO was also to be made 8 lanes. It was also found that two number of loops had been proposed from existing ITO bridge along Ring Road i.e. for the traffic going down from the flyover as well as for the traffic going up to the bridge. The scheme was also discussed with Sh. O.D.Mehindra, Chief Engineer, and other representatives of Delhi Administration.

The Commission observed that the traffic on Vikas Marg particularly between the Ring Road and Bahadur Shah Zafar Marg stretch will increase too much, which need to be taken into account for a comprehensive scheme of the area. Shri D.Sanyal, Consultant of Delhi Administration informed the Commission that a traffic improvement scheme for the area beyond ITO fly-over including for Bahadur Shah Zafar Marg inter-section etc. is separately under study of the Municipal Corporation of Delhi.

After deliberations, the Commission made the following observations:-

1. The central verge along the Vikas Marg was since to be closed for uninterrupted flow of traffic, the right turning traffic from Ring Road to Vikas Marg coming from Ashram side need to be provided proper route going towards Yamuna Bridge, which was not clear in the present scheme.
2. About right turning traffic from Yamuna Bridge to Ring Road towards Rajghat, Shri Sanyal informed that the existing road on north-east side of the I.G. Stadium will be utilised. It was commented by the Commission that this road which is presently not properly in use need to be properly aligned and repaired and the descending ramp should be made convenient.
3. The existing two lane for the left turning traffic from Vikas Marg to Ring Road for going towards Ashram, need to be widened atleast 3 lanes for smooth movement of traffic.
4. The bus stops presently on Vikas Marg towards the stadium, it was observed did not have proper space, which need to be properly defined and designed.
5. The railing design of the bridge were advised to be revised with more imagination. After a brief talks, it was agreed that the advisors of the Commission will provide alternative railing designs for the purpose.

Shri Mohindra made a submission before the Commission that the Lok Nayak Setu itself would take quite some time in construction, therefore the consideration of the scheme at present be mainly limited to Addl. 4 lane bridge at this stage. After deliberations, the Commission decided to approve ONLY THE SCHEME OF Lok Nayak Setu with above suggestions.

The representatives of the Delhi Administration were advised to subsequently submit the rest of scheme of Ring Road-Vikas Marg, intersection proposal taking into account the suggestion at 1 above.

Yours faithfully,

- 5d -

(M.B. SAXENA)
SECRETARY.

Copy to:-

1. The Secretary, Ministry of Urban Development, Nirman Bhawan, New Delhi.

2. The Chief Secretary, Delhi Administration, 5, Sham Nath Marg, Delhi.
3. The Chief Engineer, Yamuna Bridge Project, MSO Building, New Delhi.

- sd -
(M.B. SAXENA)
SECRETARY.

DELHI DEVELOPMENT AUTHORITY
(PERSPECTIVE PLANNING WING)
TRAFFIC AND TRANSPORTATION UNIT-II

No. F.5(32)87-MP/ 498Dated: 17.2.93.

Sub:- Minutes of the meeting held on 4.2.93 under the Chairmanship of Commr.(Plg.), DDA on the subject "Proposed improvement of Ring Road- 8 lane approach road (I.T.O. Bridge intersection) and related issues on the circulation system of the I.T.O. Complex.
File No. F.5(32)87-MP (D-67).

Following were present:

1. DDA

- (i) Sh. J.C.Gambhir, Commr.(Plg.) (in the chair).
- (ii) Sh. S.C.Gupta, Director (DC&P).
- (iii) Sh. A.K.Jain, Jt.Director (ZF).
- (iv) Sh. Prakash Narayan, Jt.Director (T).
- (v) Sh. Ashok Bhattacharjee, Dy.Dir.(T)II.

2. HOST

- (i) Sh. M.K.Bhalla, C.E.

3. YBP

- (i) Sh. O.D.Mahindra, C.E.
- (ii) Sh. Ranjeet Singh, E.E.Division-II.

4. DFIDC

- (i) Sh. M.S.Ashani, C.E.
- (ii) Sh. S.S.Mondal, S.E.

5. PWD

- (i) Sh. M.S.Bhatti, S.E., Circle-II.
- (ii) Sh. Dinesh Kumar, E.E.(D.A.), Division-XXIII.

6. RIFES

- (i) Sh. KSrinath, Dy.C.M.

7. MCD

- (i) Sh. Tirath Raj, Executive Engineer,
- (ii) Sh. S.V.Gupta, Ex.En.(F)I.

Jt. Director (T) explained in the meeting that the proposed 4 lane additional I.T.O. bridge on river Yamuna was approved with the condition that a proposal of corridor development on both sides of the river to be submitted. It was also mentioned that the DUAC has also observed in the minutes for the same and Ministry of Surface Transport has also desired the necessity of such corridor development.

Chief Engineer (YBP) explained that the bridge is already under construction and the two loops for facilitating right turning movements on Ring Road, I.P. Marg intersection are also under consideration. C.E. (MOST) mentioned that these two loops will provide to comparatively low volume right turning traffic. C.E. (YBP) explained that one of the two left out right turning movements i.e. from the I.T.O. bridge to Ring Road on Raj Ghat side will be provided by the existing underpass already connected with the Raj Ghat intersection. However, no definite proposal for the right turning traffic from Ring Road to the I.T.O. bridge was given by C.E. (YBP). He was of the view that by providing these two loops the low volume right turning traffic would be taken off from the intersection surface thus facilitating the movement of high volume of surface traffic.

Commr. (Flg.) wanted to know the extent of proposed corridor development required to be taken up for approval of the Competent Authority. Jt. Director (T) explained that DDA had insisted for corridor development proposal from Road No. 57 in the East (i.e. intersection of Road No. 57 and Vikas Marg) and upto Connaught Place in the West. This corridor development would contain the detail proposal of intersection improvement and other improvements in plan with the scale of 1:500. It was explained that ECD has already submitted a proposal of grade separator on I.P. Marg-Bahadur Shah Zafar Marg intersection without integrating the proposal with the 8 lane approach road to Ring Road intersection. Considering that this total corridor development will involve different agencies like YBP, PWD, HHHC, ECD, it was felt that the Secy. (T), Delhi Administration may coordinate at his level or nominate one of the C.E.'s to coordinate the proposal of improvement of corri-

der. It was agreed by all the agencies as the consultant for their individual projects is the same.

C.E. (MOST) was of the view that the corridor development proposal in the West of the approved 8 lane involving detail proposal of Ring Road - I.P.Marg intersection, I.P.Marg, Bahadur Shah Zafar Marg intersection ('A' point) and Tilak Marg, Mathura Road intersection ('W' point) may be taken up on priority and a separate proposal could be worked out for the East upto Preet Vihar intersection (i.e. Road No.57).

However, it was decided that the complete integrated proposal be worked out and the same be submitted for the approval of the Competent Authority. On the basis of the same approval, the future improvement/construction work of the stretch of road under their jurisdiction could be taken up by the individual agencies in the phased manner depending upon the priority and availability of funds.

Meeting ended with the vote of thanks to the chair.



(Ashok Bhattacharjee)
Deputy Director (T)II.

To:

1. All Present.

FEASIBILITY REPORT PROFORMA

1. Name of the Project
Construction of Four lane parallel Bridge over river Yamuna near 110 (Lok Nayak Setu) - Eastern Approach Road.
2. Details of affected structures/properties in the road R/W.

	Pucca S/S D/S T/S	Semi Pucca	Kutchha
a) Total No. of structures/properties affected in the alignment.	-	-	148
b) No. of properties with boundary wall and set backs only affected in the alignment.	-	-	2
c) Width of properties affected in road R/W	-	-	148
d) No. of shops affected	-	-	-

(There is one temple coming in the R/W/alignment ~~which~~ which require to be shifted. The structure of the temple is Kutchha.
3. Is there any deviation in the approved alignment prepared by TCPO earlier If yes, give details.
The alignment is approved by Secretary, L & D, Delhi Administration vide his letter No. F.8/100/87/PWD/1093/PA55 dt.14.9.1993. Copy enclosed for reference.
4. Whether the alignment confirms to the R/W as shown in the approved layout plans and regularisation plans of the colonies abutting this road. If no, give details.
No residential area is affected by construction of this road as the R/W / alignment falls in the agricultural land.
5. Details of affected services.
 - a) Overhead high tension lines:

220 KV lines	-
66 KV lines	-
33 KV lines	-
11 KV lines	-
 - b) Underground lines

220 KV lines	-
66 KV lines	-
33 KV lines	-
11 KV lines	-

At the junction of one pole is affected and ~~fix~~ falls in the alignment which will required to be shifted.

- | | | | |
|-----|---|---|---------------------------|
| c) | Underground sewerage lines | Length of depth of the lines. | No. of manholes affected. |
| d) | Underground water supply lines. | Water supply lines are existing at the start of Eastern approach road which will not require shifting but required certain protection works which will be taken care during construction. | |
| e) | Storm water drainage lines: | - | |
| f) | No. of electric poles | NIL | |
| g) | No. of telephones poles | Three number (3 Nos) of telephone poles will require minor shifting. | |
| 6. | <u>Details of affected trees:</u> | No tree is coming in the alignment. However, some bushes are existing which will require removal. | |
| 7. | <u>Other miscellaneous affected structures</u> | | |
| | Temple, Mosque/church/ Gurudwara Petrol Pump (specific location be mentioned.) | One no. temple with kutchha structure falls in the alignment. | |
| | Milk Booth | - | |
| | Bus Stand | - | |
| | Taxi stand | - | |
| | Developed part with or railing pole mounted S' Station. | Double storeyed building belonging to MCD falls in the R/W. This building is already abandoned by MCD but existed at site. This building will be required to be demolished. | |
| 8. | Following details may be given for existing petrol pumps along the proposed alignment plan. | | |
| i) | Existing Status -Filling Station or Filling cum service station | - | |
| ii) | Total of land ownership DDA/Govt/ dealer | - | |

- iii) Whether affected in the Proposed R/W shown in the alignment as per original allotment.
- iv) If affected the length & width may be mentioned.
- v) Size of Petrol Pump after leaving the proposed R/W
- vi) Whether land acquisition proceedings have been initiated

9. General comments about the feasibility to implement the alignment proposed.

The alignment is generally in the agricultural fields. The construction of 4 lane parallel bridge is already in progress. and likely to be completed in about two years time. The construction of Eastern approach road is to be taken immediately otherwise the bridge will not be utilized. The proposed alignment of Eastern approach road is shown in the drawings enclosed. The width of 45 M. land is required for the construction of eastern approach road.

10. Officers concerned:

Executive Engineer,
N.K. Aggarwal,
Yamuna Bridge Project Dn.V
P.W.D. (DA) New Delhi-2.

Superintending Engineer,
Shri Anant Ram,
Yamuna Bridge Project
Circle No.I
P.W.D. (DA) New Delhi.
(Phone : 3319952)

Chief Engineer,
Shri O.D. Mohindra,
Yamuna Bridge Project.
P.W.D. (DA) NEW DELHI.

Asstt. Engineer;
Yamuna Bridge Project
Dn. V
P.W.D. (DA) NEW DELHI.

Executive Engineer,
Yamuna Bridge Project Dn. V
P.W.D. (DA) NEW DELHI-110002.

Sub: Construction of eastern approach road to additional bridge on River Yamuna down stream of existing I.T.O. barrage.
L-1(34)93-Pt.

1. Introduction

Trans Yamuna Area is in a total extent of 8797 hect. accommodating more than 20 lakh population with six times density than in other parts of Delhi. Trans Yamuna Area has lop-sided landuse distribution with 67.5% to residential, 6.9% circulation, 5.3% recreational, 6.8% public and semi-public facilities.

In Trans Yamuna Area, there are maximum problems of traffic & transportation namely; i) linkages of trans yamuna area with adjoining settlements; ii) connections with Delhi; iii) completion of Ring Road of trans yamuna area; iv) many bridges on River Yamuna; v) grade separators at important junctions; vi) express and exclusive cycle tracks; vii) pedestrian subways; viii) mass rapid transit system (MRTS) etc.

One of the important problem is as under:

2. Request of Yamuna Bridge Project Division.

Yamuna Bridge Project has requested DDA to approve one of the two alternatives given under for the construction of approach road to already completed bridge on River Yamuna. They have also emphasized that decision may be taken at the earliest otherwise utility of the bridge will not be there and delay may be criticised.

Yamuna Bridge Project Delhi Govt. has given following two alternatives:

ALTERNATIVE - 1

NAME OF WORK: Alignment of eastern approach road to 2nd ITO bridge abutting Vikas Marg.

This alignment will connect the 2nd ITO bridge on the eastern side abutting the existing Vikas Marg. The entire alignment is occupied by clusters of jhuggies which are required to be removed before construction of approach road is taken in hand. This approach road will partly fall on the slope of embankment

along existing Vikas Marg, thereby involving reduced earth work. The proposed approach road will have the foot path on the southern side with drainage along the river bed. The cost details of this approach road are as under:

a)	Cost of construction	Rs.5.00 Crores
b)	To be paid for removal of jhuggies	Rs.5.73 Crores
		<hr/> Rs.10.73 Crores <hr/>

ALTERNATIVE - II

NAME OF WORK: Construction of eastern approach road to 2nd ITO bridge separating by about 35 mtrs gap on the southern side from the existing Vikas Marg.

Considering the various constraints in taking up the work along the alternative one, detailed survey was conducted for finding out the feasible alternatives to the original proposal. Outcome of the detailed survey has been shown in the set of plans submitted for approval of the DDA. This alternative proposes shifting of the approach road by about 35 mtrs south of the existing Vikas Marg, thereby avoiding the clusters of jhuggies and one temple, major stretch of land being free from encroachment. The cost details of this alternative approach road are as under:

a)	Cost of approach road with additional earth work, cross drainage works, additional railing.	Rs.6.00 Crore
b)	Shifting of jhuggies.	Rs.0.08 Crore
		<hr/> Rs.6.08 Crore <hr/>

With the above two alternatives which are feasible, it may be seen that alternative one involves a Herculean task of shifting large number of jhuggies which may involve considerable time. In alternative II, major stretch of land is free from encroachment and during the period, construction work is in progress, the small number of jhuggies shall be shifted at a nominal cost. The alternative II is thus economically more viable, accruing savings to the tune of Rs.4.65 crores.

In view of the above, it is requested that alternative II may please be approved.

3. Earlier decisions on the subject of Alignment Plan/Intersection Design.

The proposal of alignment of new proposed bridge was placed before the Technical Committee on 21.1.91 where the proposal submitted by Yamuna Bridge Project was agreed in principle. Technical Committee further desired that this may be got cleared from Delhi Urban Arts Commission and then the case may be placed before the Authority. To this effect, a letter was sent by Commissioner (Plg.) to Yamuna Bridge Authority also.

It is learnt that Yamuna Bridge Project submitted the proposal to DUAC who considered the case and finally, vide DUAC letter dated 15.6.92, observations were conveyed to modify the overall design of the project and submit the modified scheme again to DUAC.

It is presumed that this matter is going separately consisting of Intersection design of the new bridge/approach road alongwith existing bridge with bund road towards left marginal bund and also towards Indira Gandhi Indoor Stadium.

Decision on the request of Yamuna Bridge Project is necessary otherwise without construction of approach road the bund would not have any utility and there may be problems due to delay.

4. Views of Trans Yamuna Area Unit

Alternative I - Construction of approach road abutting Vikas Marg.

In this case, cost of removal and rehabilitation of jhuggies is Rs.5.73 crores. In this case, cost is not only heavy but planning and development at an alternative site would take a lot of time. Availability of site may be at a far distance and people may be hesitant to shift there. It is true that the bridge is important and construction of approach road should be started at the earliest, as Vikas Marg is one of the most congested road.

Alternative II - Construction of a bridge at 35 mtr. south of the existing Vikas Marg approach road.


In this case, cost of shifting of jhuggies is only Rs.8 lakh i.e. negligible but cost of additional earth filling etc. is Rs.one crore.

In this case, 1000 jhuggi families will be living in between two approach roads at a distance of 35 mtr. with two earthen embankments of about 6 mtr. height. This will create problem of approach road to jhuggies and families would be living just in a tunnel with polluted environment and in rainy season, there may be water stagnation problems.

Alternative III (Proposal of TYA)

There can be third alternative which may not involve any cost in shifting of jhuggies. These jhuggi families may be persuaded with the help of politicians and otherwise that they may shift their jhuggies at a higher altitude in River Yamuna Bed. For shifting, assistance of trucks etc. be given.

5. The item is placed before the Technical Committee to take a decision, that which of the alternatives should be followed.



(R.G. GUPTA)
A. COMMISSIONER (PLG.) D.D.A.
6.4.94

D:NOTE-494

Sub: Development control norms for two-three wheelers filling service station.

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PS/CA(243)94/234

The matter pertains to the development control norms for two-three wheelers filling service station located in Local Shopping Centres and independent locations, was discussed earlier in Technical Committee in detail in its meeting held on 25.1.94 (Annex.A). Technical Committee noted that BPCL has already constructed at site such building on stilt and, therefore, desired that Commr.(Plg.) and the Chief Architect alongwith representative, of BPCL should inspect the existing sites already functioning in Trans-yamuna area and submit their recommendation the Technical-Committee.

Accordingly, Commr.(Plg.), Chief Architect, Director(Bldg.) and representative of Oil Company (BPCL) has inspected the site on 9.3.94 on 2.30 P.M. After the site inspection it was decided that Chief Architect will give the design for filling station to be located in the above mentioned areas.

Keeping in view the guidelines in regard to the safety distance as per the norms of the oil company 2 alternatives have been prepared with a provision of a single storey construction having a 15% ground coverage of plot area and provision of the canopy. These norms are mentioned as below:-

- | | | |
|-----|------------------------------|---------------------------------------|
| i) | Size of the plot | 15mtX18mt. |
| ii) | Permissible ground cover age | 15% of the plot area
(40.5 sq.mt.) |

..2/-


5.4.94

- | | | |
|------|------------------------|---------------------------------------|
| iii) | Canopy permitted | 4 mt.X8mt. |
| iv) | Total height permitted | 4 mt. (for alternative
No.1) |
| | | 3.2 mt. (in case of
alternative-2) |

Within 50% coverage two rooms attached toilet have been proposed one for dealer room and second for sales room.

The above mentioned proposal has been seen by the Commr.(Plg.) and agreed in principle. Comm.(Plg.) has desired that above mentioned norms to be put up in the Technical Committee for approval.

Matter is placed before the Technical Committee for its consideration to approve the norms.


5-4-94

(B. B. KALKAR)
ARCHITECT SOUTH.

To

1. ✓ OSD to VC the information of the later.
2. Engineer Member.
3. Principal Commissioner
4. Commissioner(Plg.) Member Secy.
5. Commissioner(Lands)
6. Chief Architect
7. Addl. Commr. (DC&P)
8. Addl. Commr. (TYA)
9. Addl. Commr. (AP&B)
10. Chief Town & Country Planner,
Town & Country Planning Office,
Vikas Bhawan, E-Block, New Delhi.
11. Chief Architect
NDMC, Palika Kendra,
New Delhi.
12. Town Planner,
MCD, Old Hindu College Bldg,
Kashmere Gate, Delhi.
13. Secretary,
DUAC, NDMC Commercial Complex,
Lok Nayak Bhawan, Khan Market,
New Delhi.
14. Land & Development Officer,
Land & Development Office,
Nirman Bhawan, New Delhi.
15. Sr. Architect,
H&T (I), Unit Room N o. 316,
'A' Wing, 3rd floor,
Nirman Bhawan, New Delhi.
16. Deputy Commissioner of Police(T),
MSO Building, IP Estate,
New Delhi.
17. Chief Engineer(Plg.) DESU,
DESU Bldg,
Jhandewalan, New Delhi.
18. Sh. R.K. Jhingan,
Sr. Land Scape Arch.
DDA, Vikas Minar, New Delhi.
19. Commr. (LM)
DDA, Vikas Sadan,
INA, New Delhi.