

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

PA/SDCMP) 96/60

6.5.96

It has been decided to hold the Pre-Tech.
Committee meeting on 6.5.96 at 3.00 P.M. in the
Conference Hall, 5th floor, Vikas Minar.

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

(P.V. MAHASHABDEY)
JOINT DIRECTOR (MP)

Copy to:

1. PS to Commr.(Plg.) for information of the latter.
2. Addl. Commr. (DC&B)
3. Addl. Commr.(AP)
4. Addl. Commr. (Project)
5. All Directors.


JOINT DIRECTOR (MP)

06/5/96

DELHI DEVELOPMENT AUTHORITY
MASTER PLAN SECTION

NO.F.1(10)/95-MP

Dated 8.12.95

MEETING NOTICE

The meeting of the Pre-Technical Committee under the Chairmanship of the Commr.(Plg.), D.D.A., will be held on Monday, 11th. December, 1995 at 2.30 P.M. in the Conference Hall of Vikas Minar, 5th. Floor, I.P.Estate, New Delhi.

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

(P.V. MAHASHABDEY)
JOINT DIRECTOR (MP)

Copy to :-

1. P.S. to Commr.(Plg.) for information of the latter.
2. Addl. Commr. (DC&B)
3. Addl. Commr. (AP)
4. Addl. Commr. (TYA)
5. Chief Architect, DDA
6. Director (ZP)
7. Director (SA)
8. Director (AP) II
9. Director (Bldg.)
10. Director (AP) I
11. Director (NCR&UE)
12. Director (SPG)
13. Director (T)
14. Director (PPR)
15. Director (Narela)
16. Director (DWK)
17. Director (LS)
18. Addl. Chief Architect-I

(P.V. MAHASHABDEY)
JOINT DIRECTOR (MP)

I N D E X

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2.	Issue of NDC for acquisition of balance 100 ha. of land. F.3(73)/84-MP	3
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4.	Change of land use of an area, measuring 27.25 ha. (67.30 acres) from 'rural use zone' to 'transportation' (Airport) in the South of Mehrauli-Mahipalpur, New Delhi. F.3(61)/90-MP	7
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DELHI DEVELOPMENT AUTHORITY
MASTER PLAN SECTION

NO.F.1(10)/95-MP

Dated 0.17.95

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

(P.V. MAHASHADEY)
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3. ✓ Addl. Commr. (AP)
4. ✓ Addl. Commr. (TYA)
5. Chief Architect, DDA
6. ✓ Director (ZP) - 11/12/95
7. ✓ Director (SA)
8. ✓ Director (AP) II
9. ✓ Director (Bldg.)
10. ✓ Director (AP) I
11. Director (NCH&UE)
12. Director (SPG)
13. Director (T)
14. Director (PPR)
15. Director (Narsia)
16. Director (DVK)
17. Director (L)
18. Addl. Chief Architect-I
19. ✓ A.E. (Mech)
20. ✓ A.E. (Electrical)
21. ✓ Security Officer

(P.V. MAHASHADEY)
JOINT DIRECTOR (MP)

DELHI DEVELOPMENT AUTHORITY
MASTER PLAN SECTION

NO.F.1(10)/95-MP

Dated 8.12.95

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(P.V. MAHASHABDEY)
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3. Addl. Commr. (AP)
4. Addl. Commr. (TYA)
5. Chief Architect, DDA *11.12.95*
6. Director (ZP)
7. Director (SA)
8. Director (AP) II
9. Director (Bldg.)
10. Director (AP) I *11.12.95*
11. Director (NCR&DE) *11.12.95*
12. Director (SPG) *11.12.95*
13. Director (T) *11.12.95*
14. Director (PPR) *11.12.95*
15. Director (Narela)
16. Director (DUK)
17. Director (LS) *11.12.95*
18. Addl. Chief Architect-1 *11.12.95*
19. A.E. (Main)
20. A.E. (Electrical)
21. Security Officer.

(P.V. MAHASHABDEY)
JOINT DIRECTOR (MP)

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO:F.1(10)95/MP

Dt: 13.11.95

MEETING NOTICE

The Meeting of the Pre.Technical Committee under the Chairmanship of the Commr.(plg.) DDA will be held on Wednesday, 15th November 1995 at 9.30 A.M. in the Conference Hall of Vikas Minar 5th floor, I.P.Estate, New Delhi.

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


(F.V. MAHASHABDE)
JOINT DIRECTOR(MP)

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3. Addl. Commr. (AP)
4. Chief Arch. (HUPW)
5. Director (AP) - I
6. Director (AP) - II
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8. Director (Bldg.)
9. Director (WC&SA)
10. Director (SPG)
11. Director (NCR&UE)
12. Director (Dwarka)
13. Director (Narela)
14. Director (PPR)
15. Director (LS)
16. Director (T)
17. Director (TYA)
18. Addl. Chief Arch. - I
19. Addl. Chief Arch. - II.


JOINT DIRECTOR(MP)

I N D E X

<u>Sl.No.</u>	<u>Particulars</u>	<u>Page No.</u>
1.	Pending actions on the decisions of the Technical Committee for the period from 1.7.94 to 31.7.94 and 1.1.95 to 31.7.95. F.1(28)91-MP	1
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4.	Development Norms in respect of 20&22 Tilak Marg(College of Arts). F.3(36)71-MP	24
5.	Modification in development control norms for school for handicapped. F.9(3)95-MP	27
6.	Policy regarding utilization of land in cases of existing hazardous/noxious/heavy/ large scale industrial on their /shifting. F.20(16)93-MP	28
7.	Change of land use of an area measuring 0.40 hac. (1 acres) from 'Recreational' to 'Transportation(Bus terminal) in Malviya Nagar, opposite Aurbindo College, New Delhi. F.20(9)95-MP	31
8.	Change of land use of an area measuring 15.38 hac. from 'Industrial' to 'Commercial' at Jungpura for Hindustan Prefab Ltd. F.20(8)88-MP	36
9.	Change of land use of an area measuring 8.74 hac. from 'Recreational'(Reginal Park) to 'Residential' at Village Pulpahaladpur, New Delhi. F.20(6)86-MP	38
10.	Acquisition of land use clearance for 400/220 KV Sub./Stn, at Mundka. F.6(1)95-MP	39
11.	Request of DCP(HQ) for utilisation of police post site measuring 2253 Sqm. in section-IV Pushap Vihar for police stn. F.8(2)95-MP	41

PLANNING DEVELOPMENT AUTHORITY
(REGISTER PLAN SECTION)

NO: P.D.(10) 95/MP

Dec 13.11.95

MEMORANDUM NOTICE

The Meeting of the Pre-Technical Committee under the Chairmanship of the Commr.(plg.) DDA will be held on Wednesday, 15th November 1995 at 9.30 A.M. in the Conference Hall of Vikas Minar 5th floor, I.P.Estate, New Delhi.

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

(F.V. MAHAJAN, DDA) f
JOINT DIRECTOR (MP)

Copy to:-

1. ✓ P.S. to Commr. (Plg.) for information of the Dept.
2. ✓ Addl. Commr. (MP&H) by hand.
3. Addl. Commr. (AP) *14/11/95*
4. Chief Arch. (HUP) *14/11/95*
5. Director (AP) - I *14/11/95*
6. Director (AP) - II *14/11/95*
7. Director (ZP) *14/11/95*
8. Director (Bldg.) *14/11/95*
9. Director (WC&SA) *14/11/95*
10. Director (SPG) *14/11/95*
11. Director (NCR&UB)
12. Director (DWA&A) *14/11/95*
13. Director (Narcia) *14/11/95*
14. Director (PPR)
15. Director (LS)
16. Director (T)
17. Director (TYA) *14/11/95*
18. Addl. Chief Arch. - I *at 3.00 PM*
19. Addl. Chief Arch. - II

JOINT DIRECTOR (MP)

Sl. No.	Description	Page No.
1.	Publication of the decisions of the Technical Committee for the period from 1.7.94 to 31.7.94 and 1.1.95 to 31.7.95. F.1(26)91-MP	1
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3.	Proposal of 30/45mt. R/W road in place of an existing drain passing along Anand Vihar CHBS. F.PA/JD(TYA-II)95/663-AC.	21
4.	Development Norms in respect of 20&22 Tilak Marg(College of Arts). F.3(36)71-MP	23
5.	Modification in development control norms for school for handicapped. F.9(3)95-MP	26
6.	Policy regarding utilization of land in cases of existing hazardous/noxious/heavy/large scale industrial on their shifting. F.20(16)93-MP	27
7.	Change of land use of an area measuring 0.40 hac. (1 acres) from 'Recreational' to 'Transportation(Bus terminal) in Malviya Nagar, opposite Airbinder College, New Delhi. F.20(9)95-MP	30
8.	Change of land use of an area measuring 15.38 hac. from 'Industrial' to 'Commercial' at Jungpura for Hindustan Prefab Ltd. F.20(8)88-MP	32
9.	Change of land use of an area measuring 8.74 hac. from 'Recreational'(Reginal Park) to 'Residential' at Village Pulpahaladpur, New Delhi. F.20(6)86-MP	37
10.	Acquisition of land use clearance for 400/220 KV Sub./Stn. at Mundka. F.6(1)95-MP	38
11.	Request of DCP(HQ) for utilisation of police post site measuring 2253 Sqm. in section-IV Pushap Vihar for police stn. F.0(2)95-MP	40

APARTMENT DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO: P.1(10)95/MP

DE: 13.11.95

MEETING NOTICE

The Meeting of the Pre-Technical Committee under the Chairmanship of the Commr.(plg.) DDA will be held on Wednesday, 15th November 1995 at 9.30 A.M. in the Conference Hall of Vikas Minar 5th floor, I.P.Estate, New Delhi.


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

(F.V. MAHAJAN) 
JOINT DIRECTOR(MP)

Copy to:-

1. P.O. to Commr.(Plg.) for information of the letter.
2. Addl. Commr. (DC&B)
3. Addl. Commr. (AP)
4. Chief Arch. (HUPW)
5. Director (AP) -I
6. Director (AP) -II
7. Director (ZP)
8. Director (Bldg.)
9. Director (WC&SA)
10. Director (SPG)
11. Director (NCRA&UE)
12. Director (Dwarka)
13. Director (Narela)
14. Director (PPR)
15. Director (LS)
16. Director (T)
17. Director (TYA)
18. Addl. Chief Arch. -I
19. Addl. Chief Arch. -II.

✓20

Security Officer. 


JOINT DIRECTOR(MP)

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)


NO: F.1(10)95/MP

Dt: 13.11.95

MEETING NOTICE

The Meeting of the Pre-Technical Committee under the Chairmanship of the Commr.(plg.) DDA will be held on Wednesday, 15th November 1995 at 9.30 A.M. in the Conference Hall of Vikas Minar 5th floor, I.P.Estate, New Delhi.

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(F.V. MAHASHABALE)
JOINT DIRECTOR(MP)

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3. Addl. Commr. (AP)
4. Chief Arch. (HUPW)
5. Director (AP) -I
6. Director (AP) -II
7. Director (ZP)
8. Director (Bldg.)
9. Director (WC&SA)
10. Director (SPG)
11. Director (NCR&UE)
12. Director (Dwarka)
13. Director (Narela)
14. Director (PPR)
15. Director (LS)
16. Director (T)
17. Director (TYA)
18. Addl. Chief Arch. -I
19. Addl. Chief Arch. -II.
20. A.E.(maint). With the request to supply crockery and two attendants.


JOINT DIRECTOR(MP)

 14/11/95 o/c

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO: F.1(10)95/MP

Dt: 13.11.95

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JOINT DIRECTOR(MP)

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 3. Addl. Commr. (AP)
 4. Chief Arch. (HUPW) *14.11.*
 5. Director (AP) - I
 6. Director (AP) - II
 7. Director (ZP)
 8. Director (Bldg.)
 9. Director (WC&SA)
 10. Director (SPG) *14/11*
 11. Director (NCR&UE) *14-11-95*
 12. Director (Dwarka)
 13. Director (Narela)
 14. Director (PPR) *14-11-95*
 15. Director (LS)
 16. Director (T) *13/11/95*
 17. Director (TYA)
 18. Addl. Chief Arch. - I
 19. Addl. Chief Arch. - II. *14/11/95*
- 14/11*
14/11/95


JOINT DIRECTOR(MP)

9.

I N D E X

<u>Sl.No.</u>	<u>PARTICULARS</u>	<u>Page No.</u>
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DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO: F, 1(10)95-M37

DL: 21.8.95

MEETING NOTICE

The meeting of the Pre Technical Committee, under the Chairmanship of Commr.(plg)DDA will be held on Wednesday 23rd August 1995 at 3:00 P.M. in the Conference Hall of Vikas Minar 5th floor, I.P.State, New Delhi.

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

(P. V. MAHASHABDEY)
JOINT. DIRECTOR (MP)

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7. Director (AP) -II
8. Director (ZP)
9. Director (Bldg.)
10. Director (WC&S)
11. Director (SPG)
12. Director (NCR&UE)
13. Director (Swarka)
14. Director (Narela)
15. Director (PPR)
16. Director (LB)
17. Director (T)
18. Addl. Chief Arch. -I
19. Addl. Chief Arch. -II.

JOINT DIRECTOR (MP)

I N D E X

SL. NO.	PARTICULARS	PAGE NO.
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3. *	Reconstruction of existing temple opp. Old Delhi Railway Station. F3(63)90-MP	16
4.	Standard junction/intersection design for Urban Roads. F5(7)93-MP	20
5.	Allotment of land for 400/200 KV sub station at Mundka. F6(1)95-MP	26
6.	Regarding site of 66 KV ESS allotted in sector 15 Dwarka sub city phase II. F1(62)90-Dwarka	
7.	Allotment of land for school in Chankayapuri to Civil Services Society. F9(1)95-MP	
8.	Amendment of MPD-2001 land use U/S 11 A of DD Act 1957 as a part of draft zonal plan of zone 'D' New Delhi. F20(14)93-MP	
9.	Change of land use of an area measuring 0.813 acres from Public & Semi public facilities to Govt. offices for CAP office Building at Canning lane & Copernicus Marg.	

* cases already discussed in the Pre Tech. Committee meeting.

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO:F.1(10)95-MP/

Dt:21.8.95

MEETING NOTICE

The meeting of the Pre Technical Committee, under the Chairmanship of Commr.(plg)DDA will be held on Wednesday 23rd August'1995 at 3.00 P.M. in the Conference Hall of Vikas Minar 5th floor, I.P.Estate, New Delhi.

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(P.V. MAHASHABDEY)
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14. Director (Narela)
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16. Director (LD)
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JOINT DIRECTOR(MP)

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* cases already discussed in the Pre Tech. Committee meeting.

DRAFT

Draft observations of the Pre Tech. committee meeting held on 4.8.95 at 11.30 A.M. in Vikas Minar.

Sub: Modified road cross sections for layout,
Zonal and Master Plan roads in Delhi.
F5(6)95-MP

The matter was discussed in detail and it was observed that the cross section of the roads be studied ^{considering} in light of the resolution of the Authority of 1972. The cross section of 40 mt. and 80 mt. R/W be discussed, in a meeting with the Ministry of Surface Transport and MCD with regard to the Services, and the matter be brought before the Tech. committee.

2. Sub: Standard junction / intersection designs of Urban roads and champhering of corner plots for sight lines. F5(7)93-MP

Deferred.

3. Sub: Construction of rail washing station / sheds near Nizamuddin Railway Station.

The matter be studied further to send a draft reply to Sh. Jagmohan in light, keeping in view the letter from the Ministry of Urban Development regarding the exemption from control ^{of} local bodies / State Govt. for the operational construction. The matter be brought before the Tech. committee accordingly.

4. Sub: Permission to extend the existing set-up of BSF transmitting station at Nizamuddin East. F3(30)95-MP

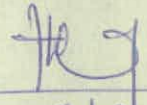
It was observed that the proposal for restricted permission ^{would} ~~will~~ require change of land use as the ^{proposal} ~~use~~ was not permissible in the district park as per MPD-2001. The matter be brought to the Tech. committee accordingly.

5. Sub: Issue of NOC to ESSAR Cell Phone for Installation of Prefab Structure on the roof top of buildings. PS(LD)95/MISC.

After detailed discussion the following observations were made:

1. It was explained by the Company representative that space was not a problem for the placement of temporary prefabricated structure on roof top to have technical equipment and it will be seen by them with respect to the permissible bye laws.

- (ii) Placement of towers ^{with disc} on roof tops to house cellular ~~Mobile~~ and microwave antennae ^{would} will not be visual ~~intrusion~~. The permission of related agencies e.g. Civil Aviation, AIR, Police, ~~SP~~ ^{etc} will be obtained ~~by~~ ^{by} the Company.
- (iii) MPD-2001 permits one KV of electricity load for commercial use in residential premises and therefore for provision of such activity modification in the Master Plan ~~will~~ be made for permitting ~~100~~ 10 KV of ~~power~~ load in residential areas, since this being a commercial use.


4/8/95

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO: F.1(10) 95-MP/

Dt: 2-8-95

MEETING NOTICE

The meeting of the Pre Technical Committee, under the Chairmanship of Commr.(plg.) DDA will be held on Friday 4th August '95 at 11.30 A.M. in the Conference Hall 5th floor, Vikas Minar, New Delhi. Agenda is enclosed.

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


(P.V. MAHASHABDEY)
JOINT DIRECTOR(MP)

Copy to:-

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16. Director (LS)
17. Director (T)
18. Addl. Chief Arch. I
20. Addl. Chief Arch. II


JOINT DIRECTOR(MP)

I N D E X

<u>Sl.No.</u>	<u>Particulars</u>	<u>Page No.</u>
1.	Modified road cross sections for layout, Zonal and Master Plan roads in Delhi. F.5(6)95-MP/	1
2.	Standard junction/Intersection Designs of Urban roads and champhering of corner plots for sight lines. F.5(7)93-MP/	6
3.	Construction of rail washing station/sheds near Nizamuddin Railway Station. F.3(62)89-MP/	12
4.	Permission to extend the existing set-up of BSF transmitting station at Nizamuddin East F.3(30)95-MP/	16
5.	Issue of NOC to ESSAR Cell Phone for installation of Prefab Structure on the roof top of buildings. PS/(LD)/95/MISS.	18
6.	Change of land use in respect of Sr.Secondary 23 school in rural villages. F.9(7)/94-MP	

Subject : Modified road cross sections for Lay-Out, Zonal
and Master Plan roads in Delhi.
File No.: F.5(6)95/MP.

1.0 INTRODUCTION.

Delhi's road network is planned on ring and radial concept. It has a hierarchical pattern of road network for orderly movement of the traffic. Standard road cross sections are essential for safe and smooth movement of traffic and orderly growth of urban space. The capacity of roads is also dependent on the design of the cross sections.

1.1 BACKGROUND.

Standard cross sections for 80 ft. (24 mt.) to 300 ft. (90 m.) R/W were earlier developed by TCPO vide drawing no.C/M/88 dated 25/4/92. These cross sections were being generally followed by the local bodies. The cross sections were also being followed in the composite road alignment plans prepared by DDA with certain modifications wherever required. It has now become essential to modify these cross sections on account of the following reasons :-

- i) Segregation of different modes of vehicles due to the highly heterogeneous nature of traffic.
- ii) Space reservations for dedicated bus-ways, slow moving vehicles, HSTS & MRTS corridors.
- iii) To maintain continuity of the main C/Ws on the arterial network.
- iv) To provide access control for through traffics.
- v) Due to change in R/W of road.
- vi) Standard cross sections of 9M to 18M R/W road were not prepared earlier by DDA/TCPO.

1.2 CLASSIFICATION OF URBAN ROADS.

MPD-2001 has proposed a road network, designed for regional, intra-district and local traffic, within the spectrum of traffic needs. The proposed roads are classified taking into account the land use pattern and the road system continuity with recommended R/W as follows :-

a) National Highway.

The recommended R/W outside urban limits is 100 metres & within urban limits minimum 60 mts. and 80 mts. (wherever possible).

Contd...P/2.

b) Arterial Roads.

These include primary roads with access control and primary all purpose roads.

Primary Roads : Vehicular routes carrying heavy volumes of traffic moving at high speeds (about 60 kmph) under free flow conditions. There will be access control on these roads. The recommended minimum R/W in proposed urban extensions is 80 mts. and within MPD-1962 urban limits 60 mts.

Primary all purpose roads : Vehicular routes carrying heavy volumes of traffic moving at the speed of 50 kms. Mass Transport routes may also be allowed on these roads. The suggested min. R/W in proposed urban extension is 60 mts. and within DUA 81-45 mts

c) Sub-Arterial Roads.

These include primary or secondary collector streets.

Primary Collector : These roads will connect major arterial roads and inter-residential district collections. The suggested minimum R/W in proposed urban extension is 40 mts. and within MPD-1962 urban limits 30 mts.. In addition to this wherever required a separate cycle track should be provided.

Secondary Collector : These roads are intended to collect traffic from local streets within one residential district. The suggested minimum R/W in the proposed urban extension is 28 mts. (including cycle tracks) and in the existing MPD-1962 Urban limits 18 mts. to 24 mts.

d) Local streets.

These are intended for neighbourhood (or local use) from which through traffic is discouraged. The suggested R/W is 12 and mts. in the urban area.

2.0 Modified Road Cross Section - Considerations.

Based on the past problems & future requirements of vehicles, traffic flow, modified road cross sections have been worked out on the following considerations :-

- 1) All the major traffic corridors, arterial roads of 60 mt. & above. R/W shall have provision for separate track for Public Transport/HTV, LMV/MMV Slow Moving Vehicle and cycle track.

contd.....P/3.

- ii) Adequate space provision for future MRTS system on major transport corridor.
- iii) Adequate carriage space to accommodate the increasing traffic volume.
- iv) Separate cycle track for cyclists.
- v) Low height shrubs on the central verge to reduce glaring.
- vi) Width of the C/W as per IRC : 86-1983 standard with minor modification, as per the requirement.
- vii) Tree plantation and landscape features along the road.
- viii) Experiences on the alignment plans already prepared by DDA and implemented so far.

2.1 Table giving details of the previous and modified cross section is placed as Annexure-I.

2.2 The following aspects are also suggested for adoption with the modified cross-sections.

- a) All under ground services viz. water supply, sewerage, SW drains, electric cables, telephone cables shall be laid below the footpath in concrete/PVC ducts on roads up to 18 mt. R/W as per Engineering feasibility.
On roads of 24 mt. & above, the underground services shall be laid below the outer footpath/service road in concrete/PVC ducts as per Engineering feasibility.
- b) Open/covered storm water drains shall be constructed along the edge of the R/W as per standard cross section.
- c) The water supply & sewerage line shall be laid on either side and not on the same side.
- d) 66 KV/220 KV overhead H.T. lines on pylon shall be taken along 40 mt. & above R/W roads only as per the standard road cross section.
- e) 33 KV overhead HT lines on rail poles shall be permitted in footpath portion along 30 mt. & 36 mt. R/W.
- f) No overhead/underground services shall be laid below/above main C/W and central verge except light poles.
- g) Service roads along roads shall be constructed only where access is to be provided to the abutting properties. Otherwise this area shall be used for development of landscape features.
- h) Tree plantation shall be done as per the recommendations made in MPD-2001.

contd...P/4.

- i) Cross section of roads other than those mentioned in the standard sections may be inevitably adjusted to the nearest R/W for which the section is available.
- j) The cross section are only conceptual directions for development of roads, otherwise detailed alignment plans shall be prepared for each road of 24 mt. and above R/W in which junction/intersection, bus bays etc. shall be suitably detailed out along with phasing of signals.

B. DECISIONS DESIRED.

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

- i. Proposed modified Road Cross Section as explained in para-2 above and shown in Drawing no.T.P.45/PPW-95.

4/4
3/7/95

(ASHOK KUMAR)
DIRECTOR(T):DLA

(P.N.DONGRE)
ADDL.COMR.(T&TT)

ROAD CROSS SECTION ADOPTED BY D.D.A.
AS PER TCPO DRG.NO. CM/88 DATED-25/4/72
HALF ROAD CROSS SECTION IN MTS.

: ANNEXURE-I :
PROPOSED MODIFIED ROAD CROSS SECTION
PREPARED IN D.D.A.
HALF ROAD CROSS SECTION IN MTS.

ROAD R/W.	OUTER FOOTPATH	SERVICE ROAD	VERGE	CYCLE TRACK	VERGE	SLOW MOVING VEHICLE TRACK	INNER FOOTPATH	MAIN C/W WIDTH.	CENTRAL VERGE.	MAIN C/W.					VERGE	L.M.V./H.M.V. TRACK.	CENTRAL VERGE
										TOTAL WIDTH	HTV/PUBLIC TRANSPORT TR.	VERGE	VERGE	VERGE			
9 M.	-	-	-	-	-	-	-	-	-	2.75	-	-	-	-	-	-	-
13.5 M.	-	-	-	-	-	-	-	-	-	3.75	-	-	-	-	-	-	-
18 M.	-	-	-	-	-	-	-	-	-	5.5	-	-	-	-	-	-	-
24 M. UNDIVIDED.	4.87	-	-	-	-	-	-	7.32	-	5.5	-	-	-	-	-	-	-
24 M. DIVIDED.	-	-	-	-	-	-	-	-	-	9.0	-	-	-	-	-	-	0.5
30 M.	1.52	-	-	3.66	-	-	2.44	7.32	0.3	4.0	-	-	-	-	-	-	0.5
30-36 M.	-	-	-	-	-	-	-	-	-	4-5	-	-	-	-	-	-	0.5
40 M.	-	-	-	-	-	-	-	-	-	5.5	-	-	-	-	-	-	0.5
45 M.	1.52	6.70	-	-	-	-	2.76	10.97	0.91	6.0	-	-	-	-	-	-	1.0
60 M.	4.27	7.61	-	-	-	-	6.70	10.97	0.91	4.5	0.5	3.0	0.5	3.5	4.5	-	2.5
80 M.	-	-	-	-	-	-	-	-	-	5.0	0.5	3.0	0.5	3.5	4.5	0.5	6.0
90 M. (91.44 M.)	3.65	7.32	3.05	10.97	-	-	3.66	14.65	2.44	6.5	0.5	3.0	0.5	3.5	6.0	0.5	6.0
100 M.	-	-	-	-	-	-	-	-	-	6.5	0.5	3.0	0.5	3.5	10.0	0.5	6.0

6

Sub : Standard Junction/Intersection Designs of urban roads and Champhering of corner plots for sight lines.
File No. : F.5(7)/95-MP.

1. INTRODUCTION.

Junctions/intersections are an area of conflicts between the traffic movement in different directions, it is, therefore, essential to have a scientific design for an orderly movement of traffic with utmost safety and least delays.

More than 50% of the fatal and injury accidents occur at the Junctions/Intersections on the roads, thus it becomes extremely important to maintain efficiency of operation, safety, speed and sight lines.

An exercise has been done in this regard for the design of junctions/intersections of 8 mts. to 60 mts. R/W roads.

2. BACKGROUND.

Until now there had been no clear guidelines pertaining to the details of junction/intersection designs and champhering of corner plots abutting various road R/W's for clear sight lines. IRC 86-1983 and IRC-1976 suggests safe stopping sight distances with design speeds that may primarily be on major arterial roads and highways. No such norms/guidelines are available for urban city and local level roads. IRC defined the stopping sight distance as the total distance travelled by the driver from the time danger is comprehended by him to the actual stop i.e. the distance travelled by the driver from the time danger is comprehended by him to the actual stop i.e. the distance travelled during perception and brake reaction time plus the braking distance. The safe stopping distance as IRC various speeds are given below :-

<u>Speed (Km./Hour)</u>	<u>Safe stopping sight distance in mts.</u>
30	30
50	60
60	80
80	120

2. DESIGN DETAILS.

A. BASIC PRINCIPLES ADOPTED FOR DESIGN.

- 1) The geometric design of a junction/intersection should be

Contd.... P/2

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able to control & eliminate the hazardous movement by drivers by methods such as channelising & staggering. The design should permit the driver to discern quickly either from the layout or from the traffic signs; the path should follow the action of merging & diverging.

ii) The ~~xxx~~ layout of junction/intersection should follow the natural vehicle path smoothly in contrast to abrupt & sharp corners. It should allow traffic from minor roads to stop or slow down while meeting the main road.

iii) Number of conflict points should be minimised by separating the different directional traffic properly.

iv) Adequate storage space at the intersection should be provided for waiting during the Red Phase signal.

v) Based on the above principles, the design of intersection of various types of both layout & Master Plan Road have been prepared by Traffic & Transport Unit. The design standards have been worked out taking into consideration the IRC : 86-1983 and road alignments already prepared by DDA and implemented.

B. DESIGN INPUTS.

For designing the junctions/intersections, following design elements have been incorporated to create an efficient, safe & easy separation of vehicles.

i) Sight Distance.

The distance along the road surface at which driver visibility of objects-stationary or moving at a specified height above the carriageway is known as sight distance. It governs the chambering of the corner of the R/W on a horizontal curve. In the intersection design, the safe sight distance of 15 mts. to 100 mts. has been adopted for a design speed of 10-30 km./hr. for different roads. For minor layout roads the sight distance has been adopted to be as 15 mt.-20 mt.. Refer Annexures I & II respectively.

ii) Corner Radius.

Junctions should be designed so that vehicles do not have to go over to full lock when turning. Turning can be made easier and safer by providing transition or compound curves instead of simple radius. This will reduce risk due to vehicles swinging out
Could not find

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of lane to avoid the rear wheels hitting the kerb. The transition or compound curve should have a minimum radius appropriate to the traffic using the junction. These curves are normally three centred and the major radius should be two or three times the minor radius. Composite curves are being adopted in the intersection designs.

iii) Slip Roads for Left Turnings.

Basing on the corner radii, slip roads have been designed which control the entry & smooth exit of the turning vehicles. Entry width of slip road with minimum 5.5 mt. and maximum 6.0 mtr. has been adopted for different types of intersection design. Design speed of 20-30 km./hr. for left turning vehicles have been adopted. Refer Annexure-I.

iv) Control Radius.

For right turning vehicles, the control radius has been taken as 15 mt. for smooth turning of all type of traffic at the intersection. Refer Annexure-I.

v) Channelising Islands.

These are designed keeping in view the following :-

- a) To separate conflict traffic streams.
- b) To assist traffic flow to merge & diverge at suitable angles.
- c) To control the speed of the vehicle at turning.
- d) To provide storage space during the red phase for right and straight movement.
- e) Direct drivers to choose correct path.
- f) Assist pedestrians for crossing.
- g) To reduce excessive carriageway areas.
- h) Locations of traffic signal points.

Almost in all intersection designs adequate space has been provided for storage and channelisers are suitably designed to cope with the left & right turning vehicles.

vi) Pedestrian Path.

At all intersections, pedestrian path zebra crossing has been shown with a width of 3.0 to 3.5 mt..

vii) Stop Line.

For a safe pedestrian movement the stop line has been provided with 1.0 - 3 mt. from the pedestrian path. This line shall
Contd... P/4

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restrict the access of the vehicles during the red phase signal for pedestrian movement.

viii) Lane line marking.

For a smooth traffic flow & proper guidance of the driver, proper lane line marking is very essential. Lane change markings are not desirable for urban road due to the nearness of junction/intersection.

ix) Other recommendations.

Certain basic norms are worked out for restricting obstructions at the intersection.

- a) No entry/exit shall be allowed at the champhered part of the intersection.
- b) Low height plantation shall be allowed on the left out area of the champhered portion.
- c) No construction what so ever shall be allowed on the champhered portion.
- d) Proposed intersection design shall be applicable to all existing & new schemes. In new developments, this should be built in the layout plans.
- e) In the schemes approved by DDA, wherever champhering is proposed, the FAR of the original site be allowed on the champhered plot.

3. DECISIONS DESIRED.

The proposals are placed before the Technical Committee for the consideration of :

- i) Standard junction/intersection designs as proposed vide drawing no. TT-40/PPW/95, TT-41/PPW/95, TT-42/PPW/95, TT-43/PPW/95.
- ii) Champhering norms as suggested in Annexure-I^{and II} for corner plots.
- iii) Other recommendations as suggested in para 2 of the agenda.


(ASHOK KUMAR)
DIRECTOR(T): DDA

(P.N.DONGRE)
ADDL. COMMISSIONER(T.T.)

STANDARD JUNCTION/INTERSECTION DESIGN AND CHAMFERING DETAILS
FOR ZONAL/MASTER PLAN ROADS.

Road R/W in Metres.	Main Carriageway in Metres.	Width of Slip Road in Metres.		Suggested control radius for right turn- ing in mts.	Suggested design speed for left turn for cars in km/Hr.	Sight distance in mts.	Radius of curvature in mtrs. (corner Radius)		Proposed Champhering of corner of road r/w in mtrs.
		Entry	Exit.				R1	P2	
1. 24 M and 24 M.	9 M. 9 M.	5.5	7.0	6.5	15 M.	40 M	15 M	36 M	7.5 x 7.5 M.
2. 24 M and 30 M.	9 M. 9 M.	5.5	7.0	6.5	15 M	45 M	15 M	36 M	10 x 10 M.
3. 24 M and 45 M	9 M. 11 M.	5.5	7.0	6.5	15 M	50 M	15 M	36 M	10 x 10 M.
4. 24 M and 60 M.	9 M. 11 M.	5.5	7.0	6.5	15 M	70 M	15 M	36 M	10 x 10 M.
5. 30 M and 30 M.	9 M. 9 M.	5.5	7.0	6.5	15 M	50 M	15 M	36 M	10 x 10 M.
6. 45 M and 30 M.	11 M. 9 M.	6.0	7.5	7.0	15 M	65 M	15 M	36 M	10 x 10 M.
7. 60 M and 30 M.	11 M. 9 M.	6.0	7.5	7.0	15 M	70 M	20 M	42 M	10 x 10 M.
8. 45 M and 45 M.	11 M. 11 M.	6.0	7.5	7.0	15 M	75 M	15 M	36 M	10 x 10 M.
9. 60 M and 45 M.	11 M. 11 M.	6.0	7.5	7.0	15 M	75 M	20 M	42 M	10 x 10 M.
10. 60 M and 60 M.	11 M. 11 M.	6.0	7.5	7.0	15 M	95 M	20 M	42 M	10 x 10 M.

Please refer notes on Annexure-II applicable to this Annexure also.

ANNEXURE-II

• 3250

- 1) In case of junction of two road of different R/W's, the chamfering of corner shall be as per the R/W of the smaller road for layout roads. On other roads, suggested standard be followed.
- 2) In case of existing properties/plots forming part of approved layout when plans are submitted for sanction/validating the required chamfering be made available and R/W be allowed on the original plot area.
- 3) In case of new development/project service roads of 45 mtr. & above R/W roads may be continued at junction/intersection and accordingly the chamfering of corner be increased by 5 mt. on both sides.
- 4) The continuity of service roads shall be applicable to junction/ intersection of 45 mt. & above R/W roads only.
- 5) If the R/W of the road does not fall in the specified category of R/W's mentioned in Annexure-I & II, it shall follow the chamfering of the nearest smaller R/W.

Mr. Jagmohan, MP
12.9.1994

Sub: Construction of rail washing station/sheds near Nizamuddin
 Railway Station;
 File No: F.3(62)/A.-M.F.

1. Reference:

Under Secretary (DD), Govt. of India, Ministry of Urban Affairs & Employment vide his letter dated 5/5/1995 has forwarded a D.O. letter dated 11/1/95 of Shri Jagmohan, MP regarding his Starred Question No.9 of 7/12/1994 regarding the construction of Rail Washing Sheds near Nizamuddin railway station is violation of the land use statutorily prescribed under Delhi Master Plan. Shri Jagmohan does not think that the stand taken by the Railway Ministry on the question is either legally sustainable or in conformity with the principles of Delhi Master Plan. He has desired that position be examined. (Annexure-1)

2. Background:

The issue of operational construction of Central Govt. Deptt. has been going on since long and in this regard, the Ministry of Works & Housing vide letter dated 5.3.77 and Notification No.K-20013/46/89-DDVA dated 12/3/90 have tried to clarify this. (Annexure-II)

2.1 In its latest communication dated 12.3.90, the Ministry has issued a letter to Vice-Chairman, JDA to take immediate steps for suitably incorporating in the building bye-laws about the exemption from control of local bodies/State Govt. for operational construction by Govt. Deptts. This issue was discussed in the Technical Committee Meeting held on 12.11.93

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in which the following decision was taken:-

"The proposals to exempt operational construction of the Central Govt./Railways from the purview of building controls/regulations of local bodies/State Govt. was discussed in detail. It was observed that according to the recent Bangkok declaration, the National/State Govt. should confirm to planning stipulations of the local authority. It was also observed that Delhi being the National Capital has a special status and general exemptions of operation is construction from building/planning controls should not be applicable in Delhi. Accordingly, the Ministry of Urban Development be informed."

2.2 The matter is being considered by the L&B Deptt. of the Delhi Govt. Jt. Director (MP) vide letter No.F.3(2)/94-MP/666 dated 25.8.94 addressed to Deputy Secretary (L&B), GNCTD forwarded the comments of Technical Committee of DDA dated 12.11.94 and extracts of Bangkok declaration as desired by them.

3. Details/Examination

As per the Master Plan of Delhi-2001 and the draft Zonal Plan of Zone-D, landuse of the area where the Washing Sheds have been constructed is meant for Distt. Park. As per the uses permitted under Distt. Park in the Master Plan in MPD-2001 (Page-154) Rail Washing Sheds are not permitted, under this use. However, the reply given by the Hon'ble Minister of Railways in the Starred question of Shri Jagmohan, MP it is stated that they have not violated the landuse statutorily prescribed under the Master Plan of Delhi. It perhaps appears that the Railways have considered that

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as a part of their operational area within their R/W. DDA's permission has not been sought from construction of these sheds and no building plans were submitted.

3.1 Recently, in the case of property development over railway land in Delhi area, Hon'ble LG, Delhi vide his Note No.100(5)RM-95/1895/3207 (Annexure-III) dated 3.7.95 has given his observation. The views of the LG are extracted as under:-

"The operational constructions of Central Govt. Depts are exempt from control of local bodies of State Govts. though we have been suggesting that even such constructions must conform with the Master Plan requirements. Operational constructions are defined as any construction, temporary or permanent, necessary for the operation, maintenance, development or execution of any of a number of services including railways, airways and aerodromes, posts and telegraphs, telephones, regional grid for electricity etc. However, operational requirements cannot by any stretch include the proposed development of railway land in Chanakypuri to provide modern commercial facilities as an elegant and much needed addition to this very exclusive residential/diplomatic area." It is further added that the development of any land owned by any department whether of the NCT or GOI or PSU has to be in conformity with the Master Plan provisions. For such developments, the plans of railways would have to be cleared from the DDA and the NDMC i.e. the local body."

3.2 Subsequently, Vice-Chairman, DDA vide letter No.FA/JD(T)/91/97-F. Dave dated 13th July, 95 addressed to Member Engineering, Railway Board

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has clarified that all construction must confirm with the Master Plan requirements.

4. Observation/recommendation:

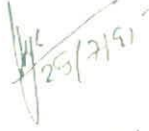
Considering the impact of such developments on city level, it is suggested that:

i) Railways may be requested to submit the Master Plan of their 4 major existing terminals at Delhi, New Delhi, Nizamuddin and Sarai Rohilla railway stations along with urban form details for the consideration of DDA and DUAC and other concerned local bodies.

ii) Railways may be requested to start the directional passenger-cum-freight terminal as proposed in the Master Plan-2001 and all the activities like Washing Sheds also may be shifted from Nizamuddin railway station to these locations.

iii) Railways may also be requested to get their plans sanctioned for operational uses also in future from the local bodies.

The case is submitted for the consideration of the Technical Committee.


25/7/91
Dir(T)

16
MOHAN

Member of Parliament
(Rajya Sabha)

Annexure - I

Page 2

56.
61, Lodi Estate
New Delhi - 110003
Phone : 4625899, 4618289

January 11, 1995

Dear Shrimati Sheila Kaul,

I am enclosing a photo-copy of my Starred Question No.9 on 7.12.1994 and the Railway Minister's reply thereto. The contents are self-explanatory.

I do not think that the stand taken by the Railway Ministry is either legally sustainable or in conformity with the principles of the Delhi Master Plan.

Since the Ministry of Urban Development is overall incharge of planning and development of the metropolis, the distortions which the Railway Ministry is causing need to be set right immediately.

I shall be grateful if the position is examined and the matter listed for discussion in the next meeting of the Parliament Consultative Committee. ✓

With kind regards,

Yours sincerely,

(JAGMohan)

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entirely
in
n after that
2/11/95
Shrimati Sheila Kaul
Hon. Minister of Urban Development
Government of India
Udyog Bhawan
New Delhi

Encl: As above

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Annexure - III
823 R.P. 90
12/3/80
No.R-20013/45/89-DDVA
Government of India
Ministry of Urban Development

New Delhi, dated 12 March, 1990.

To

The Secretaries to the State Govts./
Union territory Administrations dealing
with the subject of Urban Development.

Sub: Operational Construction of Central Government
Departments - exemptions from control of local
bodies/State Governments.

Sir,

I am directed to draw attention to this Ministry's
letter No.M-11011/1/73-DMVB (Vol.II) dated the 5th
March, 1977 wherein the term 'Operational Construction'
of Central Government Departments has been defined for
purposes of exemption from the Building Bye Laws of
local administration. On representation by some
Departments of the Government of India that delay in
execution of their operational constructions is occurring
owing to the intervention of local bodies, the matter
was considered by the Government in this Ministry in
consultation with the other concerned Departments and it
has since been decided that the instructions already
contained in this Ministry's letter dated 5.3.77 cited
above shall be strictly observed by the local bodies and
the State Governments who in pursuance thereof will exempt
the building plans for construction of such operational
buildings from scrutiny with reference to their building
bye-laws.

It is also clarified that while the various Depts.
of the Govt. included in the Ministry's letter dated
5.3.77 cited above are not required to obtain prior sanction
for their projects falling under the category of operational
construction, they will, however, observe the building bye-
laws even in respect of such constructions and will have to
obtain completion certificate from the concerned local bodies
who would issue the same after satisfying themselves that
the constructed building conforms to the prescribed building
regulations.

The Ministries/Departments concerned with the
construction of operational buildings should try to settle
the objections with the concerned local bodies and in the
event of any difference of opinion between them, the matter
should be referred to the Ministry of Urban Development
whose decision would be final.

There is a file on the subject.
It has been kept in the file.

Yours faithfully,

S.P. Singh
(S.P. Singh)
Director (M)

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No. 102 (S. R. N. 95/1895/3207)

Copy to Pr. Secretary(UB) through Chief Secy.

169

Sub: Permission to extend the existing set-up of
BSF Transmitting Station at Nizamuddin East.

File No. F.3(30)/95-MP

1. INTRODUCTION

Inspector General(Admn.) Border Security Force, New Delhi vide his letter dt. 29-6-95 has stated that the Ministry of Works in 1953 had allotted to Ministry of Home Affairs 8 acres of land for installation of an Interstate Police Wireless Transmitting Station at Nizamuddin East. Subsequently the area of land was changed to 6.90 acres vide Ministry of Works letter No. W 1/67(295) dt. 23.2.54. It is further stated that some construction had been done alongwith aerials/towers during 1954-55 to meet the immediate requirement which is continuing till today. Now, for expansion of operational facilities BSF has prepared a project report with the following proposals:

W.S. Khan

Total area of the plot allotted by L&DO	27923.43 M.
Existing ground coverage	975.56 M.
Proposed Ground coverage	1805.36 m.
Total covered area on ground	2780.92 m. (9.959%)
Existing FAR	975.56 m.
Proposed FAR	1805.36 m.
Total FAR proposed	2780.92 m. (9.959%)

Say 10

2. OBSERVATIONS:

The land use of the site under reference is Recreational (District Park). As per MPD-2001 no permanent construction are permissible in recreational land use except watch & ward, essential recreational and sports facilities. It is situated near Humayan Tomb which is a Protected Monument. The proposed buildings have been planned in a semi basement/low profile character, which are hidden from the roadside for the reasons of security and

Contd..

secrecy. As per the project report, the buildings shall be camouflaged by bushy trees.

3. RECOMMENDATIONS

The proposal may be considered for approval with the following conditions:

- VV/10/14
- i) Maximum height above ground not to exceed 3.0 mt./ Rly. line, whichever is less.
 - ii) Max. FAR not to exceed 10.0.
 - iii) Max. ground coverage not to exceed 10% of site area.
 - iv) All the structures will be of temporary nature.
 - v) The proposal shall be subject to approval of Archeological Survey of India, DUAC and concerned local body. The concurrence of the lessor i.e. L&DO shall also be obtained.

It may be mentioned that the construction of temporary barracks for police lines had earlier been allowed by the DDA to Delhi Security Police in Chanakya-puri near Race Course, vide Res. No. 79/92 dt. 7.7.92 (F. 16(91)77 MP).

4. The item is placed before the Technical Committee for its consideration.

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File No. PS/C(LD)/95/MISC

Sub : Issue of NOC to ESSAR CELL PHONE
for installation of Prefab Structure
on the Roof Top of Buildings.

....

M/s. Sterling Cellular Ltd. vide letter
dt. 27.4.95 informed to Commr.(Lands), DDA, that
the Govt. of India, Min. of Communication, Deptt.
of Telecommunication, Telecom Commission vide
Licence Agreement dt. 30.11.94, has been licensed
to operate the Cellular Mobile Telephone Service in
Delhi including Telecom areas covered by DOT Noida,
Ghaziabad, Gurgaon, Faridabad. T Sterling Cellular
Ltd. requested for No Objection :-

- a. Issuing of instruction to GM, DESU/NDMC for
giving Electric Connections in the prefabricated
structures on the Roof-top of buildings in commercial
as well as residential areas.
- b. Issuing a No Objection Certificate in favour
of M/s Sterling Cellular Ltd. advising DESU/NDMC
to sanction electrical connection on rooftop of
buildings in residential areas.

Commr.(Lands) vide noting dt. 15.5.95 on (2-1/N) observed that "As per Master Plan norms commercial activities are not generally permitted in residential buildings. However, keeping in view the peculiar nature of this activity and the over-all public facility this service is going to, it would be appropriate to grant them NOC

②

However, V.C., DDA may like to consult Commr.(Plg.) in this matter".

Commr.(Plg.) vide his noting dt. 18.5.95 (P-2/N) observed that "the two issues are (i) some of these buildings within the permissible floor area ratio & height may not have available space/height (ii) the space use is commercial. In case the company has no other choice technically but to put a structure on the same buildings it will require relaxation/amendment in the Master Plan. The company would have to pay for utilisation of the space beyond the present norms as the development charges"

Considering the importance of the projects and the taking into consideration the needs/requirements amendments required in the development control of the Master Plan could be considered.

This issue was discussed by Addl. Commr.(DC) in the 1st week of June 95 and later on discussed by undersigned with the representative of Sterling Cellular Ltd. in the room of Addl. Commr.(DC) on 27.6.1995.

Vide letter dt. 27.6.1995, M/s. Sterling Cellular Ltd. has requested for the permission in respect to following :-

- a. Placement of temporary prefabricated structure on roof top to house technical equipment (Cellular Trans-receivers and Microwave equipment). The details regarding the same have been submitted earlier.
- b. Placement of tower 6/9/12/15 mtr. on roof top with bases 2m x 2m to 3m x 3m to house Cellular and Microwave antennse. The tower (dead)weights shall vary from 650 kg to 2.0 tonnes on suitably designed

foundation to transfer all loads through columns to ground.

- c. 10 Kw single phase electricity from NDMC/DESU.
- d. Use of 15 KVA generator only during power failure with suitable mufflers and antivibration pads on roof top/basement/ground floor room with suitable antipollution modification.

The list of location selected by company, the specifications of pre-fabricated structure proposed to be constructed on top of the selected buildings have also been submitted by the Company. The map indicating selected locations is laid on the table.

During the discussion, the representative of the Co. also clarified that a. A person shall stay at the site (3 persons with 8 hours duties) b. Alongwith the tower a room of 3.165 mtr. x 3.165 mtr. and 3 mtr. height with sloply roof, to keep the equipment etc.

OBSERVATIONS

1. It is suggested that the no. of tower (120 Nos) the height of the tower and the location may be examined & varified by Telecom Commission with respect to technical requirements.
2. We may also request Telecom Commission to intimate the future plans of issueing licences to private operators for the same purpose, add whether the same towers can be utilised by other concerns or the separate towers would be required by each Company.

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3. In general no objection can be issued to owner of the building and the development charges etc. are payable by the owner of the building.

As per the agreement, the licence has been issued initially for 10 years and is likely to be extended year to year basis. The Telecom Commission has also the right to take over the entire service and network of the licensee or revoke or terminate or suspend the licence in the event of emergency/war or low intensity conflict situation.

The tower height varies from 2 mtr. to 50 mtr. depending on the height of the building on which the tower is proposed to be provided.

SUGGESTIONS

1. It may be better if such uses are permitted on the institutional building, schools, hospitals, dispensaries, sports centre, play ground etc. owned by the Central Govt., State Govt. Local Bodies & DDA so that the funds/rent so collected can be utilised, for providing better social facilities in the National Capital Territory of Delhi and also be prevented from the misuse of the permissions/structure.
2. In specific if such buildings are not available then it may be better if such structures are provided on multi storey buildings. This will avoid lengthy process of change of landuse & shall need only adjustment in height controls.
3. In case the permission is granted to individual owners of the buildings, then only buildings which are constructed as per the Bldg. Bye-laws and are being used for the use permitted with plot be considered for permission.

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4. The permission may have to be granted on case to case basis.
5. This may also need No Objection from DUAC Deptt. of Civil Aviation and All India Radio etc.
6. To have an effective control, permission may be granted for the specific use to the owner and Telecom Commission jointly with a condition that any misuse may lead to withdrawl of permission.
7. No installation or obstruction shall be allowed within the set back line.

The structural stability may also have to clarified by the Competent Structural Engineer.

8. The Development Charges etc. to be lavied on the owner/company may be worked out by the Lands Deptt. of the DDA.

The item is placed before the pre Technical Committee for consideration.

Brayon
27/1/95

Sub: Change of Land use in respect of Sr. Secondary School site in rural villages.

F.No. F.9(7)/94-MP

1. INTRODUCTION :

Directorate of Education through Public Works Deptt. of GNCTD have submitted a request for change of land use in respect of proposed Sr. Secondary school sites in 10 villages.

2. OBSERVATIONS :

a) All the 10 sites have been examined with regard to provisions of MPD-2001 -

- i) in terms of their locations
- ii) in terms of their areas
- iii) in terms of the distance from the village abadi
- iv) in terms of the present land use.

The same have been tabulated in the table given below & are shown in the plan laid on table:

S.No.	Name of Village	Area (apprx.) in hac.	Land use as per MPD-2001	Distance from Abadi in km. (apprx.)	Status
1.	Bakarwala	2.242 hac.	Rural in UE	On the periphery of village	Site
2.	Hashtsal	1.92 hac	Rural in UE	30 mtr.	New
3.	Dichaon Kalan	2 hac	Rural	160 mtr.	Old
4.	Nithari	1.20 hac	Rural in Rohini Extn.	160 mtr.	New
5.	Khajuri Khas	1.67 hac	Rural use	550 mtr.	New

6.	Tukmirpur	2.352 hac	Rural use	400 mtr.	New
7.	Sagarpur	2.40 hac	Rural Urban Extn. (Dwarka)	Within the village	Old
8.	Kair	2.643 hac	Rural use	1150 mtr.	New
9.	Sultanpur	1.989 hac	Rural in UE Ph. I B	100 mtr.	Old
10.	Mitraon	2.491 hac.	Rural Growth Centre	450 mtr.	Old

b) As per Master Plan, Sr. Secondary School (VI to XII) is required for every 7,500 population. The area proposed for each school is 1.6 hac. for strength of 1000 students. The Public & Semi Public facilities (within 0.5 km of settlement) are permitted in rural use zone.

c) As indicated in the table above, most of these schools are already functioning in tents. The case has been referred to DDA for constructing the pucca building, for which an NDC for change of land use is required.

3. PROPOSAL :

It is noted from the table in para 2(a) above that except in case of School site proposed in village Kair, all the sites fall within 0.5 km. of the settlements. Hence as provided in the Master Plan these may be approved without requiring change in land use. The proposed school site at "kair" may be considered for approval for change of land use as it is outside the proposed Urban Extension-2001. It is proposed that the site may be incorporated by MCD in the respective village development plan.

[Signature]
2/8/35

sr.sch

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)


NO: F.1(10)95-MP/

Dt: 2-8-95

MEETING NOTICE

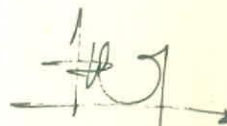
The meeting of the Pre Technical Committee, under the Chairmanship of Commr.(plg.) DDA will be held on Friday 4th August '95 at 11.30 A.M. in the Conference Hall 5th floor, Vikas Minar, New Delhi. Agenda is enclosed.

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


(P.V. MAHASHABDEY)
JOINT DIRECTOR(MP)

Copy to:-

1. P.S. to Commr.(plg.) for information of the latter.
2. Addl. Commr. (DC&B)
3. Addl. Commr. (TYA)
4. Addl. Commr. (AP)
5. Chief Arch. (HUPW)
6. Director (AP) I
7. Director (AP) II
8. Director (ZP)
9. Director (Bldg.)
10. Director (WC&SA)
11. Director (SPG)
12. Director (NCR&UE)
13. Director (Dwarka)
14. Director (Narela)
15. Director (PPR)
16. Director (LS)
17. Director (T)
18. Addl. Chief Arch. I
19. Addl. Chief Arch. II


JOINT DIRECTOR(MP)

I N D E X

<u>Sl. No.</u>	<u>Particulars</u>	<u>Page No.</u>
1.	Modified road cross sections for layout, Zonal and Master Plan roads in Delhi. F.5(6)95-MP/	1
2.	Standard junction/Intersection Designs of Urban roads and champhering of corner plots for sight lines. F.5(7)93-MP/	6
3.	Construction of rail washing station/sheds near Nizamuddin Railway Station. F.3(62)89-MP/	12
4.	Permission to extend the existing set-up of BSF transmitting station at Nizamuddin East F.3(30)95-MP/	16
5.	Issue of NOC to ESSAR Cell Phone for installation of Prefab Structure on the roof top of buildings. PS/(LD)/95/MISC.	18
6.	Change of land use in respect of Sr.Secondary 23 school in rural villages. F.9(7)/94-MP	

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO. F.1(10)95-MP/

Dt. 19.7.95

MEETING NOTICE

The meeting of the Pre Technical Committee, under the chairmanship of Commr. (Plg.) DDA will be held on Thursday, 20th July 1995 at 12.30 P.M. in the Conference Hall, 5th floor, Vikas Minar, New Delhi. A list of the items to be discussed is enclosed.

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


(P.V. MAHASHABALEY)
JOINT DIRECTOR (MP)

COPY TO:

1. P.S. to Commr. (Plg.) for information of the latter.
2. Addl. Commr. (DC&B)
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10. Dir. (WC&SA)
11. Dir. (SPG)
12. Dir. (NCR&UE)
13. Dir. (Dwarka)
14. Dir. (Narela)
15. Dir. (PPR)
16. Dir. (LS)
17. Dir. (T)
- ✓ 18. Addl. Chief Arch. I
- ✓ 19. Addl. Chief Arch. II


JOINT DIRECTOR (MP)

I N D E X

SL.NO.	PARTICULARS	PAGE NO.
1.	Modified cross sections for roads in Delhi. F5(6)95-MP	Du(T)
2.	Standard junction / Inter section designs for Urban Roads. F5(7)93-MP	Du(T)
3. ✓	Proposal for running High speed trams in Delhi. F5(7)95-MP	Du(T)
4.	Proposal for addition/alteration to the CBCI hostel at 1 Ashoka Place. F16(9)92-MP	Du (2P)
5.	Construction of phase II of sub district centre/ community centre, DIZ area, Gole Market. F16(23)94-MP	Du (2P)
6.	NOC for the reconstruction of existing temple at S.P. Mukherjee Marg, opposite Old Delhi Railway Station, Town Hall, Chandni Chowk, Delhi. F3(63)90-MP	Du(SA)
7.	NOC for acquisition of 2.5 acres land for the purpose of tubewell to feed CRPF Camp at Jarda Kalan. F3(19)95-MP	Du (NCR/VE)
8.	Grant of NOC for storage of petroleum class-B and C products in Union Territory of Delhi. F7(4)95-MP	Du(SA)
9.	Permission for construction of poly houses for mushroom cultivation at Holiampal Kalan in Narela sub-city projects by M/s M.R. Mushroom Agro Farm (P) Ltd. F3(36)94-MP	Du(MP)

4

Subject : Modified cross sections for roads in Delhi.
File No.F5(6)95 MP

1. Standard cross-sections for roads of 80 ft. (24 mt.) to 300 ft.(90 mt.) R/W were developed by TCPO vide drawing no. C/M 88 dated 25/4/72. These cross sections were being followed in general by the local bodies. These cross-sections were also being followed in the alignment plans prepared by DDA with certain modifications wherever required. It has now become essential to modify these cross sections on account of the following reasons :-

- i) Due to the massive growth of vehicles in Delhi.
- ii) Due to highly hetrogenic nature of modes of traffic.
- iii) For providing greater flexibility to accomodate overhead/underground services as per engineering feasibility.
- iv) Due to change in R/W of roads.
- v) Standard cross sections of 9 Mtr. to 18 Mtr. R/W were not prepared.
- vi) To segeragate the movement of different type of modes for safe and efficient flow.
- vii) Introduction of dedicated Busways, Slow Moving Vehicles, Tracks and MRTS coridors.

2. PROPOSED MODIFIED ROAD CROSS SECTIONS.

Taking into consideration the above said factors, the cross sections of various roads have been worked out keeping in view the IRC : 86-1983 standards on lane width, foot paths, cycle tracks etc.. Experiences on the alignment plans already prepared and implemented, have also been duly considered while formulating the standards. The heirarchical status of the road in relation to its R/W has also been clarified. The table shwoing heirarchywise existing/proposed modified road cross sections is placed as Annexure-I. The plan shwoing the proposed modified cross section is laid on the table (page 7/Cor.)

3. In addition to the modified cross sectional details, the following points are also suggested for adoption while implementing the roads.


1. All under ground services viz. water supply, sewerage, SW drains, electric cables, telephone cables shall be laid below the footpath in concrete/PVC ducts on roads upto 18 mt. R/W as per engineering feasibility.
- i) On roads of 24 mt. & above, the underground services shall be laid below the outer footpath/service road in concrete/PVC ducts as per engineering feasibility.

- ii) Open/covered storm water drains shall be constructed along the edge of the R/W as per standard cross section.
- iii) The water supply & sewerage line shall be laid on either side and not on the same side.
- iv) 66 KV/220 KV overhead H.T. lines on pylon shall be taken along 45 mt. & above R/W roads only as per the standard road cross section.
- v) 33 KV overhead HT lines on rail poles shall be permitted in footpath portion along 30 mt. and 36 mt. R/W.
- vi) No overhead/underground services shall be laid below/above main C/W and central verge except light poles.
- vii) Service roads along road shall be constructed only where access is to be provided to the abutting properties otherwise this area shall be used for development of landscap features.
- viii) Tree plantation shall be done as per the recommendations made in MPD-2001.
- ix) The cross section are only conceptual directions for development of roads, otherwise detailed alignment plans shall be prepared for each road of 24 mt. and above R/W in which junction/intersection, busbays etc. shall be suitably detailed out along with phasing of signals.

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

- a) Proposed modified road cross sections as suggested under para 2 & 3 and shown in drawing no.T.T.45/PPW 95.


(D.K.SALUJA)
Jt.Director(T):DDA


(ASHOK KUMAR)
Director(T) : DDA

(P.N. BONGRE)
Addl. Commr. (TYA & TT)

intended to trips of medium & long lengths. Traffic shall ply in free flow condition; Parking, loading/unloading of Goods and Pedestrians are not permitted on these roads."

Sub : Standard Junction/Intersection Designs for Urban Roads.

F.5(7)/94-M.P:

1. INTRODUCTION

Junctions/intersections being an area of conflicts between the traffic movement in different directions, it is essential to have a scientific design for an orderly movement of traffic with utmost safety and least delays.

B. More than 50% of the fatal and injury accidents occur at the Junctions/Intersections of the roads, thus it become extremely important to maintain efficiency of operation, safety, speed and sight lines.

C. An exercise has been done in this regard for the design of junctions/intersections of 9 mtrs. to 60 mtrs. R/W roads for urban areas.

2. Until now there had been no clear guidelines pertaining to the champhering of corner plots, abutting various road R/W's for clear sight lines. IRC 86-1983 and IRC-1976 suggests safe stopping sight distances with design speeds that may primarily be on major arterial roads & highways. No such norms/guidelines are available for urban city and local level roads. IRC defines the stopping sight distance as the total distance travelled by the driver from the time danger is comprehended by him to the actual stop i.e. the distance travelled during perception and brake reaction time plus the braking distance. The safe stopping distance as IRC various speeds are given below :-

<u>Speed (Km./hour)</u>	<u>Safe stopping sight distance in mtrs.</u>
30	30
50	60
60	80
80	120

3. BASIC PRINCIPLES ADOPTED FOR DESIGN:

1) The geometric design should be able to control

& eliminate the hazardous movement by drivers by methods such as channelising & staggering.

The design should permit the driver to discern quickly either from the layout or from the traffic signs: the path should follow the action of merging & diverging.

- ii) The layout should follow the natural vehicle path smoothness, in contrast to abrupt & sharp corners, should guide minor streams into stopping or slowing down position.
- iii) Number of conflict points should be minimised by separating the different directional traffic properly.
- iv) Adequate storage space at the intersection should be provided for waiting during the Red Phase signal.

4. Based on the above principles, the design of intersection of various types of both layout & Master Plan Road have been prepared by Traffic & Transport Unit. The design standards have been worked out taking into consideration the IRC : 36-1933 & road alignments already prepared by WDA and implemented.

DESIGN INPUTS

For designing the junctions/intersections, following design elements have been incorporated to create an efficient safe & easy separation of vehicles.

a) Sight Distance & Minimum Set Back Distance.

The distance along the road surface at which driver visibility of objects-stationary or moving at a specified height above the carriageway is known as sight distance. It governs the set back of buildings, fences and other obstruction adjacent to a carriageway on a horizontal curve. In the intersection design, the safe sight distance of 65 mtrs. to 100 mtrs. has been adopted for a design speed of 20-30 km./hr. (Refer annexure I). For minor roads sight distance along the minor road in a priority intersection has been adopted to be

10 mtr. -2' 6". The setback distance to sight an object from inner lane centre line with a speed of 30 km. per hour & stopping sight distance of 30 mtr. has been adopted as 5 mtrs. (Refer Annexure-II).

b) Corner Radii:

Junctions should be designed so that vehicles do not have to go over to full lock when turning. Turning can be made easier and safer by providing transition or compound curves instead of circular arches. This will reduce risk due to vehicles swinging out of lane to avoid the rear wheels hitting the kerb. The transition or compound curve should have a minimum radius appropriate to the traffic using the junction. These curves are normally three centred and the major radius should be two or three times the minor radius. Composite curves are being worked out in the intersection designs. (Refer Annex.I). There is a deviation in the design of 24 mtr. intersection with 45 mtr. & 60 mtr. R/W basing on the design limitations.

c) Slip Roads For Left Turning.

Basing on the corner Radii, slip roads have been designed which control the entry & smooth exit of the turning vehicles. Entry width of slip road with minimum 5.5 mtr. and maximum 6.0 mtr. and exit width with minimum 6.5 mtr. & maximum 7.0 mtr. has been adopted for different types of intersection design. Design. Design speed of 25-30Kmt./hr. for left turning vehicles have been adopted.

Control Radius.

For right turning vehicles, the control radius has been taken as 15 mtr. for a smooth turning of all type of traffic at the intersection.

d) Channellising Islands.

- These are designed keeping in view the following
- i) to separate conflict traffic streams.

- ii) to assist traffic flow to merge & diverge at suitable angles.
- iii) To control the speed of the vehicle at turning.
- iv) To provide storage space during the red phase for right & straight movement.
- v) Direct drivers to choose correct path.
- vi) Assist pedestrians for crossing.
- vii) To reduce excessive carriageway areas.
- viii) Locations traffic signal points.

Almost in all intersection designs adequate space has been provided for storage and channellers are suitably designs to cope up with the left & right turning vehicles.

e) Pedestrian Path.

At all intersections, pedestrian path zebra crossing has been shown with a width of 3.5 mtr.

f) Stop Line.

For a safe pedestrian movement the stop line has been provided with 5 mtr. from the pedestrian path. This line shall restrict the access of the vehicles during the red phase signal for pedestrian movement.

g) Lane & Lane change marking.

For a smooth traffic flow & proper guidance of the driver, proper lane marking & lane change marking is very essential. These have been incorporated in the design.

h) Other Recommendations.

Certain basic norms are worked out for restricting obstructions at the intersection.

- i) No entry/exit shall be allowed at the champhered part of the intersection.
- ii) Low height plantation & maximum of 60 cm. height

shall be allowed on the left out portion of the champhered portion.

- iii) No construction what so ever shall be allowed at the champhered portion.
- iv) Wherever side set backs have been proposed in the corner plots less than 300 sq.mtr. area, it should be ensured that the obstructing object is 5 mtr. away from the central lines of the slip Road.
- 4. Proposed intersection design shall be applicable to all existing & new schemes. In new development, this should be in-built in the layout plans.
- 5. In the schemes approved by DDA, wherever champhering is proposed, the FAR of the original site be allowed on the champhered plot.
- 6. The proposals are placed before the Technical Committee for the consideration of:
 - i) Standard junction/intersection designs as proposed vide drawing No.TT-40/PPW/95, TT-41/PPW/95, TT-42/PPW/95, TT-43/PPW/95.
 - ii) Standards as suggested in Annexure I for the junction/intersection designs.
 - iii) The recommendations as suggested in para 4 & 5 of the Agenda.


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STANDARDS SUGGESTED FOR DESIGN OF JUNCTIONS AND INTERSECTIONS :

Road 3/M	Main Lane-lane-way	Carriage-way at Intersection.	Width of Slip Road	Waiting Distance at intersection from stop line in mts.	Width of pedestrian path (Zebra Crossing) (in mts)	Distance of stop line from pedestrian path (in mts)	Control Radius (in mts)	Design Speed Km./Hr.	Sight distance in Mtrs.	Radius of curvature (in mts)	Minimum setback distance from centre line of slip road. (in mts)	Proposed Chamfering (in mts)
Category 'C' and 'D' Road												
1. 24 M. & 24 M.	9.0 M. 9.0 M.	7.5 M. 7.5 M.	5.5 7.0 6.5	13.5 from stop line	3.5 M.	1.5 M.	15.0 M.	20-30 Km./Hr.	30 M.	15 M. 36.0 M.	5.0 M.	7.5 x 7.5 Mtrs.
2. 24 M. and 30 M.	9.0 M. 9.0 M.	7.5 M. 7.5 M.	5.5 7.0 6.5	13.5 from stop line	3.5 M.	1.5 M.	15.0 M.	20-30 Km./Hr.	30 M.	15 M. 36.0 M.	5.0 M.	10 x 10 Mtrs.
3. 24 M. and 45 M.	9.0 M. 11.0 M.	7.5 9.0 M	5.5 7.0 6.5	13.5 from stop line & 24 M. from stop line.	3.5 M.	1.5 M.	15.0 M.	20-30 Km./Hr.	30 M.	15 M. 36.0 M.	5.0 M.	10 x 10 Mtrs.
4. 24 M. and 60 M.	9.0 M. 11.0 M.	7.5 M. 11.0 M, 9.0 M	5.5 7.0 6.5	13.5 from stop line & 36 M. from stop line.	3.5 M.	1.5 M.	15.0 M.	20-30 Km./Hr.	30 M.	15 M. 36.0 M.	5.0 M.	10 x 10 Mtrs.
5. 30 M. and 30 M.	9.0 M. 9.0 M.	7.5 M. 7.5 M.	5.5 7.0 6.5	13.5 from stop line	3.5 M.	1.5 M.	15.0 M.	25-30 Km./Hr.	30 M.	15 M. 36.0 M.	5.0 M.	10 x 10 Mtrs.
6. 45 M. and 30 M.	11.0 M. 9.0 M.	9.0 7.5 M	6.0 7.5 7.0	27.5 from stop line and 12 M. from stop line	3.5 M.	1.5 M.	15.0 M.	25-30 Km./Hr.	30 M.	M. 36.0 M.	5.0 M.	10 x 10 Mtrs.
7. 60 M. and 30 M.	11.0 M. 9.0 M.	11.0 M, 9.0 M 7.5 M	6.0 7.5 7.0	39.5 from stop line and 12 M. from stop line.	3.5 M.	1.5 M.	15.0 M.	25-30 Km./Hr.	30 M.	20 M. 42.0 M.	5.0 M.	10 x 10 Mtrs.
8. 45 M. and 45 M.	11.0 M. 11.0 M.	9.0 M. 9.0 M.	6.0 7.5 7.0	27.5 from stop line.	3.5 M.	1.5 M.	15.0 M.	25-30 Km./Hr.	30 M.	15 M. 36.0 M.	5.0 M.	10 x 10 Mtrs.
9. 60 M. and 45 M.	11.0 M. 11.0 M.	11.0, 9.0 M. 9.0 M	6.0 7.5 7.0	39.5 from stop line and 24 M. from stop line.	3.5 M.	1.5 M.	15.0 M.	25-30 Km./Hr.	30 M.	29 M. 42.0 M.	5.0 M.	10 x 10 Mtrs.
10. 60 M. and 60 M.	11.0 M. 11.0 M.	11.0 M, 9.0 M, 11.0 M	6.0 7.5 7.0	39.5 from stop line	3.5 M.	1.5 M.	15.0 M.	25-30 Km./Hr.	30 M.	20 M, 42 M.	5.0 M.	10 x 10 Mtrs.

STANDARDS SUGGESTED FOR DESIGN OF JUNCTIONS & INTERSECTIONS

Road R/W & Inter- section/T- Junction.	Main Carriage- way.	Design Speed	Sight Distance	Radius of Cur- vature.	Cham-phering
T-Junction (9.0 m to 90 m)	5.5 mt	15 Km/hr.	15 M	6.0 M	(1.25 x 1.25) mt
Intersection (9.0M to 9.0 m)	5.5 mt 5.5 mt	15 Km/hr.	15 M	6.0 M	(1.25 x 1.25) mt
T-Junction (13.5 x 13.5m)	7.5 mt 7.5 mt	15 Km/hr.	15 M	6.0 M	(2.0 x 2.0) mt
Intersection (13.5m x 13.5m)	7.5 mt 7.5 mt	15 Km/hr.	15 M	6.0 M	(2.0 x 2.0) mt
T-Junction (18.0 m & 13.5 m)	11.0 mt 7.5 mt	15 Km/hr.	15 M	6.0 M	(2.0 x 2.0) mt
Intersection (18.0 m & 13.5 m)	11.0 M & 7.5 M	15 Km/hr.	15 M	6.0 M	(2.0 x 2.0) mt
T-Junction (18.0m & 18.0 mt)	11.0 M 11.0 M	15 Km/hr.	15 M	6.0 M	(2.0 x 2.0) mt
Intersection (18.0 M & 18.0 M)	11.0 M 11.0 M	15 Km/hr.	15 M	6.0 M	(2.0 x 2.0) mt


 प्रमुख अभियंता
 सड़क विभाग (विभाग)
 (सड़क) विभाग, नगरपालिका
 नई दिल्ली

Sub : Proposal for running High Speed Trams in Delhi

File No.F.5(7)/95-M.P.:

(1) Jt. Secretary, Ministry of Surface Transport, Govt. of India vide letter dated 25/3/95 submitted one set of drawings of the 9 routes proposed for High Speed Trams in Delhi. In the letter, it is informed that 59 tenders for these routes have been received and the same are under technical scrutiny. The Govt. of India desired to finalise the tenders by the end of June, 95 and formal work of construction on system is schedule for commencement in October, 1995.

(2) The 9 routes proposed for the High Speed Trams alongwith their distance are as follows :-

- i) Inner Ring Road - 48.57 Km.
- ii) Ballabhgarh - Faridabad - Ashram - 27 Km.
- iii) Gurgaon (Round about NH-3 between sector 15 & 32) Ranpuri-Dhaura Kuan - 21.31 (Alt.1) (23.06) Alt.2).
- iv) Pragati Maidan-Mayur Vihar-Patparganj-Preet Vihar-Erishna Nagar-Biswas Nagar-Vivek Vihar-Dilshad Garden - 15.08 Km.
- v) Khanpur-Masjid Moth
Okhla Indl. Area
Tughlakabad Extn.-Govindpuri
§ Nehru
§ Place - 14.58
§ Moolchand (Km.)
- vi) Najafgarh-Dwarka-Uttam Nagar-Janakpuri-Hari Nagar-Palak Nagar-Raja Garden - 15.75 Km.
- vii) Wazirpur Indl. Area-Ashok Vihar-Kalidas Marg-G.G.S. Marg - Rani Jhansi Road-D.B. Gupta Road-Chelmsford Road - 11.38 Km.
- viii) Raja Garden-Kirti Nagar-Pandav Nagar-West Patel Nagar-Rajindra Place-Sat Nagar-D.B.G. Marg- Link Road-Mandir Marg-Talkotra Road-Central Secretariat - 13.65 Km.
- ix) Budh Vihar-Vijay Vihar-Rohini-Pitam Pura-Wazirpur Depot - 8.25 Km.

(3) Most of the Routes are proposed on Master Plan Roads maintained by PWD and rest are maintained by M.C.D. Salient

Features of the proposal are :-

- i) Gauge : 1435 MM (4' - 3)
- ii) Traction System : A/C overhead system
- iii) Track System : Ballast less track
- iv) Carrying Capacity :

	<u>Seats</u>	<u>Standing</u>	<u>Total</u>
(a) Driving Coach:	48	229	277
(b) Trailor Coach	52	242	294
- v) Average Inter section distance : 1 to 1.5 Km.
- vi) Dwell time at : 30 Seconds
- vii) Speed
 - (a) Maximum : 80 KM/Hour
 - (b) Schedule : 30 KM/Hour

HSTS propo-
sal has also
been inte-
grated with
MRTS Phase-I
proposal sub-
mitted by
RITES, a plan
showing both
the proposal
is enclosed.

(4) D.D.A's Observations :

- (a) Alongwith the drawings submitted there is no Project Report and detailed cross sections of each road on which the HSTS is proposed. Only the existing road plan/sections have been given through which the Trams Route is proposed. Length of elevated and surface routes have also not been shown/clarified.
- (b) The Route is proposed along National Highways, Ring Road, Arterial, Sub-Arterial and local roads but their the integration with existing/proposed cross sections has not been shown. The route is also passing along existing/proposed flyover Railway Bridges necessary integration with the same has to be done.

- (c) In principle the system is similar to the one proposed in Draft MPD-2001 and should be suitable for the Mass Transportation in Delhi, considering that (i) it is medium capacity system which could not require feeder system and (ii) it would not indicate in concentration of activities.
- (d) Some modifications have been suggested in the corridors proposed by the Ministry of Transport considering (i) the system to be along the Ring Road and arterial routes to be as far as possible should be straight routes. The modification as suggested above are shown on the Map enclosed. These should be considered as immediate priority routes. Further additions would also be required.
- (e) In addition to the above system, Ring Rail and Spurs should also be taken-up for the regional and sub-urban transport. These observations are based on the general scheme provided by the Ministry of surface Transport. The scheme after detailing should be submitted to DDA for formal approval.
- (f) The planning problems are envisaged in the Tram Route proposed on local roads of 10 Mtr. - 20 Mtr. R/W roads are as follows :-
- i) Assuming the tracks shall be there in both directions on the above said roads, the traffic on the surface would get disrupted due to decrease in effective carriage-way width as these roads would not have a median.

- (ii) It would be difficult to adjust stops on such sheets as they would require additional area.
- (iii) The trams would increase noise pollution levels on the streets which have predominantly residential area in the adjoining vicinity.
- (iv) As the trams would be running on electric tractions, it would be dangerous to run them between narrow streets.
- (v) Repair & Maintenance underground services may create problems.
- (vi) Trams running through narrow streets with overhead electric wires may not give an aesthetic appearances.

5. The Scheme would also require approval of Ministry of Environment and D.U.A.C.

The case is put-up to the Technical Committee for consideration.

W 6/7/95
DIP(T)

Sub: Proposal for addition/alternation to the CBCI Hostel at 1, Ashoka Place.

File No. F.16(9)92/MP

... .

N.D.M.C. vide its letter dt. 4.8.92 had forwarded set of plans to DDA to convey the Development Control Norms for the proposed addition/alternation to the CBCI Hostel which is part of campus known as Delhi Catholic Archdiocese located at 1, Ashoka Place, New Delhi. This campus consists of buildings of various categories namely Jesus and Mary School, St. Columbus School and CBCI Hostel alongwith other buildings like Church building, Archbishop's House, Cathedral Cottage, Community Hall etc.

2. DDA vide letter dt. 29.10.92 addressed to NDMC observed that the above mentioned property is located on the periphery of the New Delhi Bungalow Area, wherein it is envisaged to have a low intensity development based upon urban form study. As such, no specific Development Control Norms for the area were conveyed to NDMC.

3. The DUAC vide its letter dt. 4.8.94 referred a set of drawings for the above mentioned proposal to furnish comments for regulatory provisions including guidelines for Lutyen's Bungalow Zone.

4. The DDA vide its letter dt. 15.9.94 replied to DUAC that the Development Control Norms for this case could be on the basis of campus layout plan, which should be prepared and got approved.

5. The Architects vide letter dt. 7.10.94 have submitted a site plan alongwith photographs of the model directly to the DDA with respect to above. The present proposal is for an additional residential block to be connected to the existing CBCI building on the east side. Details of the proposal are as under:-

Contd. ...

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i)	Net Plor Area	65711.90 sqm
ii)	Total Existing Ground Coverage	15088.28 sqm
iii)	Total area under construction of Ground Floor.	926.94 sqm
iv)	Proposed area on ground floor	389.09 sqm
v)	Total(ii+iii+iv)	16404.31 sqm
vi)	Permissible Ground Coverage	16428.00 sqm
vii)	Ground Coverage utilised (inclusive of proposals)	24.97%
viii)	FAR(Existing+Proposed)	56.5

It is observed that the FAR is 56.5 including all above mentioned proposals. The buildings are mostly four storied or less in height.

6. The land use of the plot as per ZDP of zone D-5 is 'Hr. Secondary School attached to the Church'. The plot is shown as 'PSP(Hospital)' in MPD-2001, which seems to be a printing error. In the draft ZDP of Zone-D approved by the DDA vide resolution No. 103/93 dt. 27.8.93 & published for inviting objection/suggestion, the land use of the area has been indicated for 2 Senior Secondary School + Religious.

7. Since it is not possible to demarcate clearly the use premises for educational and religious areas separately, the norms for educational or religious use thus can not be applied to this plot.

8. i) The plot under reference is within one plot depth of the proposed New Delhi Lutyen's Bungalow Area boundary under which low intensity development could be undertaken with the approval of the DUAC.

ii) It is observed from the copy of agenda of the NDMC meeting held on 25.10.94 & 20.3.95 that the NDMC have been considering the proposals of addition/alternation of various other buildings within this premises from time to time without the notice of the DDA or the DUAC.

9. The present proposal is for addition of an extra residential block to the CECI hostel for the persons connected with the Church activity and proposed ESS site. As already stated above, no residential component is permitted in the religious area as well as in the senior secondary school area, which are the land uses prescribed in the draft ZDP of Zone 'D'. This campus known as Delhi Archdiocese having a net area measuring 6.57 ha. ,therefore this campus does not fall even under the educational & research centre.(large campus i.e. about 8 hect.) as prescribed in the Master Plan, wherein residential component is permitted.

10. The prescribed land use at the Master Plan level is public and semi public for this site. This area can be treated as Public and Semi-Public (for which no specific regulations are given).The norms for which are:

Ground Coverage	25%
FAR	100
Max. height	26 mtrs.

15% of the total floor space can be allowed for residential purposes.

In, this proposal,the FAR is 56.5 and the Ground Coverage is 24.97% . The residential component in the proposal falls within the allowable limit of 15% floor space, as per the Master Plan Norms under PSP also.

The plot is situated within^{the}one plot depth of New Delhi Lutyen's Bungalow Area boundary which envisages low intensity development , as per the recommendation submitted to the Central Govt. which is yet to be finally decided by the Government.

Considering the proposal falling within the permissible ground coverage and FAR under the PSP norms, the additional residential block to CBCI building may be allowed alongwith thesmall electric sub-station site,subject to the condition, that no further extension/addition in the floor area will be permitted after this proposal,in future.

11. The matter is placed before the Technical Committee for consideration of the proposal contained in Para '10' above.

DRAFT AGENDA FOR THE TECHNICAL COMMITTEE

Sub: DISTRICT CENTRE CUM COMMUNITY CENTRE, DIZ AREA
F.16(23)94/MP.

1. In the Redevelopment plan of DIZ area , a combined area of 6.68 hec.(16.5.acres)was earmarked for Sub-Distt cum Community Centre(4.05 hac. as sub-distt. centre and 2.63 hec. as Community Centre). However, the actual area available at the site for combined use has been 7.29 hac.(18.0 acres). For this, a design competition was held by NDMC and subsequently M/s Sarat Das & Associates, Architects were awarded the work.

The scheme of Sub-District Centre cum Community Centre was approved by DUAC vide its letter dt. 16.12.88 subject to the FAR being restricted to 100. Subsequently, a traffic study report as required by DUAC was submitted by the consultant architects, which was also approved by the DUAC on 31.8.90.

2. The complete scheme constitutes 3 phases, viz phase I,II and III. In accordance with the scheme approved by the DUAC the construction work of phase I was taken up by the NDMC, which has been completed. Before taking up the consturction work of phase II in hand, a revised plan has been prepared and submitted to DUAC. In the revised plan, the proposal for phase(already completed) and phase III (Theatre complex) are the same as approved earlier by DUAC. Regarding phase II, the construction of which has to start now, instead of 3 different blocks of 4,6,and 10 storeys proposed proposed earlier, one single block of 29 floors with 107.02 mt. ht. has been proposed, with overall FAR 116.

3. One of the observation of the Commission is

4. The revised scheme was considered by the DUAC in its meeting held on 25.3.94 and the proposal was approved at conceptual stage with the recommendation that the relaxation in height be permitted by the Competen Authority and subject to the suggestion/observation as mentioned in its letter dt. 22.4.94.

One of the observation of the Commission is that " the height of building in Sub-District Centre

contd. ...

permissible as per Master Plan is only 37 mt. wherein a few building blocks could be upto 50 mt. (with Govt. approval). In this case the height of the multi-storeyed block upto last terrace is 107.02 mt. which needs relaxation from the competent authority i.e. DDA and the Govt. of India.

4. In view of the DUAC's observation, NDMC and MOUD made a reference to the DDA for processing the case for relaxation of height. The case was also discussed in a meeting chaired by Secretary(UD) on 21.7.94 wherein it was decided that the DDA should take immediate action for processing the proposal received from NDMC for the required amendment of MPD-2001 under section 11-A of Delhi Development Act 1957 as conveyed by the Dir.(DD) MOUD, vide his letter dt. 15.9.94.

5. Subsequently the Ministry of Urban Affairs and Employment vide notification dt. 15.5.95 have notified the following amendment in MPDE-2001 (on page 158 (right hand side) under Clause 8(4) control for Building/Buildings within use premises).

"Whereas there is a need for relaxation in height for achieving urban form the same may be permitted with the recommendation of the Delhi Urban Art Commission and approval of Delhi Development Authority/Govt. of India."

It is to point out that the site forms an integral part of New Delhi which needs to be considered in view of the following stipulations of draft Zonal Plan of Zone 'D':-

"Development norms for surrounding areas to the bungalow area boundary should be in consonance with the bungalow area policy of Low intensity development."

6. The Chief Architect, NDMC vide his letter dt. 13.6.95 has stated the following:-

i) This site is neither located in the periphery of one plot depth of the boundary of New Delhi Bungalow area nor it is in close vicinity of Rashtrapati Bhawan, since distance between the two is about 2 kms by crew flight.

contd. ..

Detailed report indicating the ground coverage, FAR and other features of the project have not only been forwarded to the DDA by the NDMC but by the Ministry of Urban Affairs and Employment as well. However, the same are given below:-

Permissible as per Master Plan

	<u>Sub-Distt. Centre</u>	<u>Community Centre</u>	<u>Average As proposal</u>	
Max.Ground Coverage	25%	25%	25%	21%
Max.FAR	125	100	116	116
Max.Height	37 mtrs.	26 mts.	37 mtrs.	107.02mtrs.

7. It is point out that the proposal involves the clearance/ approval of Civil Aviation and Chief Fire Officer, which are yet to be obtained by the NDMC.

8. The matter is placed before the Technical Committee for consideration of the following:-

- (i) "Relaxation of height of the building phase-II of the scheme as achieved height of 107.02 mtrs.
- (ii) Average FAR of 116 as achieved for the total complex of Sub-Distt Centre cum-Community Centre.

Rdler

70

SUBJECT:- NOC for the reconstruction of existing temple at S.P. Mukherjee Marg, opposite Old Delhi Railway Station, Town Hall, Chandni Chowk, Delhi.

1. BACKGROUND:- F. 3(63)90-MP

- i) MCD vide its letter No. 1/2/91/TP/MCD/7935/91 dt. 19.3.91. has requested for NOC from Land use point of view for the sanction of the building plans submitted for the approval.
- ii) The above subject matter was considered in the Technical Committee meeting held on 14.6.94 vide item No. 70/94/T.C. wherein following was decided:- (Annexure-I)
- "The Technical Committee observed that draft Zonal Development Plan of this area has been recently published for inviting objections/suggestions and, therefore, the item was withdrawn."

2. Brief facts of the case areas under:-

- i) In the year 1988 MCD resolved to lease land measuring about 3070 sq.yds. in Company Bagh opp. Town Hall for the purpose of temple in favour of Shri Panchdasanam June Akhara Trust.
- ii) This was basically leased out to regularise the existing temple for the last 35 years and avoid legal battle which have been going on between Delhi Municipal Committee/M.C.D. since 1956 (Plan showing the land in question is laid on the table).

3. OBSERVATIONS:-

Comments from Planning point of view are as under:-
The property under reference falls in Walled City (Zone A) for which the draft Zonal Plan has been published for inviting objection/suggestions and the site under reference falls in the area identified for preparation of urban design schemes.

4. PROPOSAL:-

Since the property is already leased out by MCD for temple purpose it is submitted for the consideration of the Technical Committee that the temple be allowed to be ^{continue} reconstructed on a piece of land without increase in Ground Coverage & floor space ^{within the lease conditions and} subject to clearance of DUAC.

5. Proposal contained in para 4 above is placed before the Technical Committee for its consideration.

Signature
12/7/95

AGENDA ITEM FOR TECHNICAL COMMITTEE

SUBJECT:- NOC for the reconstruction of existing temple at S.P. Mukerjee Marg, opposite Old Delhi Railway Station, Town Hall, Chandni Chowk, Delhi.

Minister of P. & C. Dept.
Municipal Corporation
14.6.94

1. A proposal for the reconstruction of existing Mandir on the land measuring 3070 sq.yds. situated opposite Old Delhi Railway Station, Queens Garden has been submitted by Mahant Bharat Puri to MCD for approval.
2. MCD vide its letter No. 1/2/91/TP/MCD/7935/91 dt. 19.3.91. has requested for NOC from land use point of view for the sanction of the building plans submitted for the approval.
3. The case is examined and comments are as under:-
 - (3.1) MCD vide Resolution No. 170 dt. 28.4.86 it was resolved (as recommended by the Planning Committee vide its resolution No. 219 dt. 3.4.86) leasing of land measuring 3070 sq.yds. in Company Bagh opposite Town Hall to Bankhandi Mahadev Mandir on a licence fee of Rs. 3070/- per annum and the lease deed be executed in favour of the Trust after proper demarcation of land. It was further resolved that special condition be incorporated in the lease deed that the Trust will not carry out any construction without sanction of the building plan by the MCD and the land will only be utilised for the Mandir.
 - (3.2) On the basis of above resolution the land in question was allotted to Panchdasha Nand Juna, Akhara Trust by way of lease deed by the MCD on 18.7.88. for 99 years for the purposes of temple only under the terms and conditions as stated below:-
 - 1) That the lessee shall not carry any trade or business or any activity other than that of Mandir upon the said land or in building erected thereupon, nor shall lessee allow to present any other person to do so.

- 11) That the lessee shall not encroach upon my adjoining land or portion thereof.
 - 111) That the lessee shall not carry out any construction without sanction of building plan by MCD and the land will only be utilised for Mandir.
 - iv) That the land use of the site in question as per Zonal Development Plan (A-24) is District Park and therefore for change of land use hence shall have to obtain clearance from DDA before any construction activity/approval of building plan for temple by MCD is allowed.
- 3.3. As per the Master Plan for Delhi-62 and Draft Zonal Plan for Zone A-24 the land use of the site under reference is 'Recreational' as District Park.
- 3.4. In the Master Plan for Delhi-2001, Walled City area has been designated as part of Special area and no land use has been suggested for Walled City area. However, it has been recommended that Urban Renewal Plan shall be prepared for Walled City area.
- 3.5. As per the draft zonal plan of walled city which has been approved by the Authority and has been published under section 10 of D.D. Act for inviting objection/suggestion the observation are as under:
- i) Urban design scheme/Urban Renewal Scheme etc to be prepared by M.C.D. within 3 years which has not been prepared so far.
 - ii) The site under reference falls in the Control Zone I which covers the green area of Queen's garden, Town Hall Delhi Rly. Station & Harding Library.
- 3.6. The site being located in the sensitive area from heritage point of view and the temple has been in existence for long besides the lease has been executed. The following is proposed for the consideration of the Technical Committee.

PROPOSAL

In view of the provisions of MPD-2001 R draft Zonal Plan of Walled City and in the absence of Urban renewal/urban design scheme of the area it will be premature to consider the request for change of land use.

The proposal contained in para 4 above is placed before the Technical Committee for its consideration.

Decision

The Technical Committee observed that draft Zonal Development plan of this area has been recently published for inviting objections/suggestions and, therefore, the item was withdrawn.

Checked
13/7

13/7/94

14/7/94

DELHI DEVELOPMENT AUTHORITY
NCR & URBAN EXTENSION UNIT.

SUB: NOC for acquisition of 2.5 acre land for the purpose of tubewell to feed CRPF camp at Jaroda Kalan.

F.3 (19) 95-MP

1. BACKGROUND:

Adml. DISP, GC, CRPF vide their letter No. S XVI/95 96 GC P1dg dated 12.6.95 addressed to Commissioner(Plg), DDA has requested for a land use clearance in respect of about 2.5 acre land near Jharoda village in West Delhi. A CRPF camp is already functioning in village Jaroda Kalan. As part of regular operations the camp consist of staff residences and about 8000 people live in the campus. Underground water in the present campus is saline and is not fit for domestic use. A MCD pipeline exist between Najafgarh & CRPF campus and supplies about 38,700 gallons per day to CRPF against the total requirement of 1,80,000 gallons per day. The shortfall is met by taking water by tankers from MCD pumping station at Najafgarh.

2. SALIENT FEATURES OF THE PROPOSAL :

- i) Municipal Corporation of Delhi has shown inability to increase the water supply to CRPF camp at Jaroda Kalan until the functioning of Nangloi reservoir project

3. OBSERVATIONS:

- i) The 2.5 acre land at present belongs to a resident of Jarodakalan village who has agreed to sell the land to CRPF.
- ii) CRPF is ready to deposit the cost of the land for the proposed acquisition. They have also agreed to deposit the cost of the water line to be laid by MCD between proposed 2.5 acre site and their existing campus which is about 2.9 km.
- iii) The land under question is outside the proposed Urban Extension-2001 and is in rural use zone, almost on the border of Delhi, as shown in the plan.
- iv) As per the provisions of MPD-2001, utilities are permitted in the rural use zone.

4. PROPOSAL :

In view of the observations given in para 3 above and the proposal for utilising the land measuring 2.5 acre contained in para 2 above, the case is put up for consideration of the Technical Committee to approve utilisation of the said land for the purpose of augmenting the water supply, subject to the following conditions:

- i) The cost of land acquisition would have to be deposited by CRPF to DDA in advance.

SUBJECT: Grant of NOC for storage of Petroleum Class B and C products in Union Territory of Delhi

F.7(4)95-MP

1. D.C.P. Licencing vide his letter No. F7(594)/Pet/1842-46 dated 6.2.95 forwarded the request of Director St. Stephen for storage of Petroleum Class B and C products in their own premises.
2. Chief Project Engineer vide his letter dated 18.5.95 has clarified that bulk storage LDO and HSD(class B products) are strictly and exclusively for the purpose of Hospital use meant for firing the boilers and running the 320 KVA Generating sets.
3. Earlier the issue of grant of NOC was considered in the Technical Committee meeting on 29.2.92 vide item No.92/92/TC(Annex.I) wherein it was also decided that :
"Wherever petroleum products are required to be used in industrial units located in approved industrial areas NOC may be issued subject to clearance from fire and explosive point of view by the concerned department".
4. Observations:-
In view of the fact that the bulk storage is necessary for efficient functioning of the activity in a particular use premises and petroleum products of class B and C have a high flash point, there is a need to take a policy decision in the matter as proposed under.
5. Proposal:-
Wherever petroleum products are required for strictly its own use located in any urban land use ^{viz.} residential, commercial manufacturing, recreational, transportation, utility, Government, Public and semi-public we may have no objection to issue NOC from land use point of view subject to clearance from fire and explosive department.
6. The proposal contained in para 5 above is placed before the Technical Committee for its consideration.

26 27

Sub: Permission for construction of Poly houses for Mushroom Cultivation at Holambi Kalan in Narela sub-city project by M/s M.R. Mushroom Agro Farm (P) Ltd.

F.3(36)94-MP

A request for issue of NOC for construction of a Modern Mushroom Agro Farm on the farm house plot located in Village Holambi Kalan from M/s Mushroom and Agro Farms (P) Ltd had been received through Hon'ble Minister of Urban Development, Govt of India.

2. The farm house measuring 1.29 ha. (3.196 acres) comprising of Khasra No. 10/21, 10/20 & 11/25 located within the Narela Project area (Dev. Area no. 175) on Alipur Narela Road is approachable through a 24 ft. wide and 370 ft. long road, belonging to the owner. Plans for construction of boundary wall and the farm houses structure were sanctioned by MCD on 1-6-1990. Presently, mushroom growing activity is done in 5 kachha, mud thatched halls measuring 6m x 15 m each in the Farm House Plot. Besides this farm, there are other farms in this area also, growing mushrooms.

3. Earlier a proposal of covering 3180 sq.mtrs. (53 x 60 m.) area with single storey permanent structures (upto 6m. height) was examined. MPD-2001 stipulates 100 sqm. floor area for a dwelling unit in the farm land measuring 1.00 ha. to 2.00 ha. in size. As per draft General Dev. Plan of Narela sub-city project, the land under reference falls in the proposed freight, terminal of the IFC along Alipur-Narela Road. Accordingly, the request was not acceded to and the same was communicated to the Govt of India, MOUD on 29-11-1994.

4. In the representation received through MOUD on 17-1-95, owner has stated that the cropping rooms needed in his farm site (Khasra no. 10/21) for the production of mushrooms which would not be of permanent RCC structure but instead would be of steel pipes and high density polythene with roof of plastic polythene for controlled environmental conditions and can be dismantled as and when needed. Grant of NOC for construction of polyhouse for the purpose has been requested, for.

5. The Technical Committee in its meeting held on 21-2-95 considered the matter and noted the basic facts of the representation of M/s Mushroom Agro Farm (P) Ltd., as in para (5) of the Technical Committee agenda. as under:

- a) The land owner shall not claim any additional compensation;
- b) the land owner shall have no objection against acquisition of land;
- c) the polyhouses are of bolted design and completely dismantable, covered with LDPE polysheet on steel pipes.

....2/-

During the discussion, Commr. (LM) informed that the land under reference is proposed for freight complex, Narela and forms part of land referred for acquisition by DDA to Land & Bldg. Deptt., GNCTD.

The Technical Committee recommended that the case be referred to the Authority, bringing to its notice the earlier decision of the Authority on similar proposals.

6. The earlier Authority Res. No. 58/93 dt. 8-6-93 is at appendix 'A'.. vide which agricultural plant nursery with tissue culture project was approved with following resolutions :

- a) the maximum built up area on the ground floor is confined to 100 sq.mtrs.
- b) if extra built up area is required, a maximum of 7000 to 8000 sq.ft. including the ground coverage could be in the basement and/or in the form of green house or glass house.
- c) in future, if the land is required/acquired for development of 'regional park' or for any other planned development including widening of roads etc., the permission would not be considered as a constraint and the owner/party will not have any objection.
- d) basement, if constructed, is to be used only for parking/services.
- e) Clause 'C' above to be made a condition of permission which should be binding on the applicant.

7. Attention is also invited to Authority Resolution no. 41 dt. 27-3-91 regarding Urban Extension-Delhi 2001. The Authority resolved that in the rural land use zone which is declared as development area and is required for planned extension of Delhi urban limits, farm houses may not be permitted & an amendment be made in MPD-2001. (Annexure 'B'....)

In pursuance, a reference was made to the MOUD vide DDA letter dtd. 18-6-93 and subsequent reminders. The approval of the Central Government for issue of a public notice for inviting objections/suggestions is still awaited.

8. With above references, agenda for the Authority was submitted to VC, DDA for approval. However, VC made the following observations:
"I have not understood the justification for taking this case to the Authority particularly when the party is seeking permission only for temporary, completely dismantable structure with nuts and bolts. I feel that it would be appropriate to discuss this matter once again in the next meeting of the Hary Technical Committee".

9. The matter is again placed before the Technical Committee for consideration.

file
6/7/95

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO:F.1(10)95-MP/

Dt: 2-8-95

MEETING NOTICE

The meeting of the Pre Technical Committee, under the Chairmanship of Commr.(plg.) DDA will be held on Friday 4th August '85 at 11.30 A.M. in the Conference Hall 5th floor, Vikas Minar, New Delhi. Agenda is enclosed.

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


(P.V. MAHASHABDEY)
JOINT DIRECTOR(MP)

Copy to:-

1. P.S. to Commr.(plg.) for information of the latter.
2. Addl. Commr. (DC&B)
3. Addl. Commr. (TYA)
4. Addl. Commr. (AP)
5. Chief Arch. (HUPW)
6. Director (AP) I
7. Director (AP) II
8. Director (ZP)
9. Director (Bldg.)
10. Director (WC&SA)
11. Director (SPG)
12. Director (NCR&UE)
13. Director (Dwarka)
14. Director (Narela)
15. Director (PPR)
16. Director (LS)
17. Director (T)
18. Addl. Chief Arch. I
19. Addl. Chief Arch. II

placed on table
as no one was there
to receive.


JOINT DIRECTOR(MP)

o/c

I N D E X

<u>Sl. No.</u>	<u>Particulars</u>	<u>Page No.</u>
1.	Modified road cross sections for layout, Zonal and Master Plan roads in Delhi. F.5(6)95-MP/	1
2.	Standard junction/Intersection Designs of Urban roads and champhering of corner plots for sight lines. F.5(7)93-MP/	6
3.	Construction of rail washing station/sheds near Nizamuddin Railway Station. F.3(62)89-MP/	12
4.	Permission to extend the existing set-up of BSF transmitting station at Nizamuddin East F.3(30)95-MP/	16
5.	Issue of NOC to ESSAR Cell Phone for installation of Prefab Structure on the roof top of buildings. PS/(LD)/95/MISS.	18
6.	Change of land use in respect of Sr.Secondary 23 school in rural villages. F.9(7)/94-MP	

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO: F.1(10)95-MP/

Dt: 2-8-95

MEETING NOTICE

The meeting of the Pre Technical Committee, under the Chairmanship of Commr.(plg.) DDA will be held on Friday 4th August '95 at 11.30 A.M. in the Conference Hall 5th floor, Vikas Minar, New Delhi. Agenda is enclosed.

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


(P.V. MAHASHABLEY)
JOINT DIRECTOR(MP)

Copy to:-

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2. Addl. Commr. (DC&B)
3. Addl. Commr. (TYA)
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14. Director (Narela)
15. Director (PPR)
16. Director (LS)
17. Director (T)
18. Addl. Chief Arch. I
20. Addl. Chief Arch. II

Security officer.


JOINT DIRECTOR(MP)

Kind
3/8/95

o/e

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO. F.1(10)95-MP/

Dt: 2-8-95

MEETING NOTICE

The meeting of the Pre Technical Committee, under the Chairmanship of Commr.(plg.) DDA will be held on Friday 4th August '95 at 11.30 A.M. in the Conference Hall 5th floor, Vikas Minar, New Delhi. Agenda is enclosed.

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


(F.V. MAHASHABDEY)
JOINT DIRECTOR(MP)

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14. Director (Narela)
15. Director (PPR)
16. Director (LS)
17. Director (T)
18. Addl. Chief Arch. I
20. Addl. Chief Arch. II

*It is requested courtesy for
serving tea in the meeting may
be made provided.*

✓ A.E. (maintenance)


JOINT DIRECTOR(MP)

DELHI DEVELOPMENT AUTHORITY

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO: F.1(6)91-MP/

Dt: 3-8-95

Manager, Departmental Canteen, DDA, may please supply the following items in the Technical Committee meeting to be held on 4-8-95 at 11.30 A.M./P.M. at 5th floor Vikas Minar, New Delhi. The supply may be made on credit basis and the bill may be made in the name of Dy. Director(Master Plan) and send to the branch for payment.

The details of Items follow as :-

1. Special Tea : 30 Teas
2. Cream Biscuits : 8 Pkts Bourbourn (8 Pkts.)
3. Saltish Biscuits: 8 Pkts. Moraco (8 Pkts.)

J.D. (MASTERPLAN)

✓ Manager, Departmental Canteen,
D.D.A. Vikas Minar
New DELHI.

o/c

[Handwritten signature]
[Handwritten signature]
3/8/95

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO:F.1(10)95-MP/

Dt:2-8-95

MEETING NOTICE

The meeting of the Pre Technical Committee, under the Chairmanship of Commr.(plg.) DDA will be held on Friday 4th August '85 at 11.30 A.M. in the Conference Hall 5th floor, Vikas Minar, New Delhi. Agenda is enclosed.

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


(P.V. MAHASHABDEY)
JOINT DIRECTOR(MP)

Copy to:-

- 3/8/85
1. ✓ P.S. to Commr.(plg.) for information of the latter.
 2. ✓ Addl. Commr. (DC&B) 3/8/85
 3. ✓ Addl. Commr. (TYA) 3/8/85
 4. ✓ Addl. Commr. (AP) 3/8/85
 5. ✓ Chief Arch. (HUPW) 3/8/85
 6. ✓ Director (AP) I 3/8/85
 7. ✓ Director (AP) II 3/8/85
 8. ✓ Director (ZP) 3/8/85
 9. ✓ Director (Bldg.) 3/8/85
 10. ✓ Director (WC&SA) 3/8/85
 11. ✓ Director (SPG) 3/8/85
 12. ✓ Director (NCR&UE)
 13. ✓ Director (Dwarka)
 14. ✓ Director (Narela) 3/8/85
 15. ✓ Director (PPR)
 16. ✓ Director (LS)
 17. ✓ Director (T)
 18. ✓ Addl. Chief Arch. I
 20. ✓ Addl. Chief Arch. II


JOINT DIRECTOR(MP)

o/c

I N D E X

<u>Sl.No.</u>	<u>Particulars</u>	<u>Page No.</u>
1.	Modified road cross sections for layout, Zonal and Master Plan roads in Delhi. F.5(6)95-MP/	1
2.	Standard junction/Intersection Designs of Urban roads and champhering of corner plots for sight lines. F.5(7)93-MP/	6
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DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO. F.1(10)95-MP/

Dt. 19.7.95

MEETING NOTICE

The meeting of the Pre Technical Committee, under the chairmanship of Commr. (Plg.) DDA will be held on Thursday, 20th July 1995 at 12.30 P.M. in the Conference Hall, 5th floor, Vikas Minar, New Delhi. A list of the items to be discussed is enclosed.

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


(P.V. MAHASHABDEY)
JOINT DIRECTOR (MP)

COPY TO:

1. P.S. to Commr. (Plg.) for information of the latter.
2. Addl. Commr. (DC&B)
3. Addl. Commr. (TYA)
4. Addl. Commr. (AP)
5. Chief Arch. (HUPW) *Received
higher up
20/7/95*
6. Dir. (AP) I
7. Dir. (AP) II
8. Dir. (ZP)
9. Dir. (Bldg.)
10. Dir. (WC&SA)
11. Dir. (SPG)
12. Dir. (NCR&UE)
13. Dir. (Dwarka)
14. Dir. (Narela)
15. Dir. (PPR)
16. Dir. (LS)
17. Dir. (T) *By hand 20/7*
18. Addl. Chief Arch. I *By hand 20/7/95*
19. Addl. Chief Arch. II


JOINT DIRECTOR (MP)

I N D E X

SL.NO.	PARTICULARS	PAGE NO.
1.	Modified cross sections for roads in Delhi. F5(6)95-MP	
2.	Standard junction / Inter section designs for Urban Roads. F5(7)93-MP	
3.	Proposal for running High speed trams in Delhi. F5(7)95-MP	
4.	Proposal for addition/alteration to the CBCI hostel at 1 Ashoka Place. F16(9)92-MP	
5.	Construction of phase II of sub district centre/ community centre, DIZ area, Gole Market. F16(23)94-MP	
6.	NOC for the reconstruction of existing temple at S.P. Mukherjee Marg, opposite Old Delhi Railway Station, Town Hall, Chandni Chowk, Delhi. F3(63)-90-MP	
7.	NOC for acquisition of 2.5 acres land for the purpose of tubewell to feed CRPF Camp at Jaroda Kalan. F3(19)95-MP	
8.	Grant of NOC for storage of petroleum class B and C products in Union Territory of Delhi. F7(4)95-MP	
9.	Permission for construction of poly houses for mushroom cultivation at Holambi Kalan in Narela sub-city projects by M/s M.R. Mushroom Agro Farm (P) Ltd. F3(36)94-MP	

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO. F.1(10)95-MP/

Dt. 19.7.95

MEETING NOTICE

The meeting of the Pre Technical Committee, under the chairmanship of Commr. (Plg.) DDA will be held on Thursday, 20th July 1995 at 12.30 P.M. in the Conference Hall, 5th floor, Vikas Minar, New Delhi. A list of the items to be discussed is enclosed.

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


(P.V. MAHASHABDEY)
JOINT DIRECTOR (MP)


COPY TO:

1. P.S. to Commr. (Plg.) for information of the latter.
2. Addl. Commr. (DC&B)
3. Addl. Commr. (TYA) *20/7/95 20/10/95*
4. Addl. Commr. (AP) *20/2*
5. Chief Arch. (HUPW)
6. Dir. (AP) I *20/7/95*
7. Dir. (AP) II *20/7/95*
8. Dir. (ZP) *20/7/95*
9. Dir. (Bldg.) *20/7/95*
10. Dir. (WC&SA) *20/7/95*
11. Dir. (SPG) *20/7/95*
12. Dir. (NCR&UE)
13. Dir. (Dwarka)
14. Dir. (Narela)
15. Dir. (PPR)
16. Dir. (LS)
17. Dir. (T)
18. Addl. Chief Arch. I
19. Addl. Chief Arch. II

20. AE (Maintenance)

21. Security officer

DDA Vikas Minar


JOINT DIRECTOR (MP)

20-7-95

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO:F.1(10)95.MP/

Dt:13.6.95

MEETING NOTICE

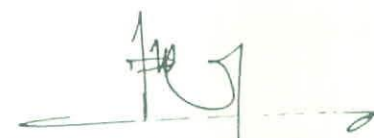
The meeting of the Pre-Technical Committee, under the Chairmanship of Commr.(plg.),DDA will be held on ~~Monday~~ ^{Wednesday} ~~19.6.95~~ ^{21.6.95} at 3.00 P.M. in the Conference Hall of Vikas Minar,DDA, New Delhi. A list of the items to be discussed is enclosed.

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


(P.V. MAHASHABDEY)
JOINT DIRECTOR(MP)

Copy to:-

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2. Addl. Commr. (DC&B)
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5. Chief Arch. (HUPW)
6. Addl. Chief Arch. I
7. Addl. Chief Arch. II
8. Dir. (AP) - I
9. Dir. (AP) - II
10. Dir. (Bldg.)
11. Dir. (WC&SA)
12. Dir. (ZP)
13. Dir. (SPG)
14. Dir. (NCR&UE)
15. Dir. (Rohini)
16. Dir. (Dwarka)
17. Dir. (Narela)
18. Dir. (T)
19. Dir. (PPR)
20. Dir. (LS)
21. Senior Arch. (North)
22. Senior Arch. (South)
23. Senior Arch. (West)
24. Senior Arch. (East)
25. Senior Arch. (Rohini)


JOINT DIRECTOR(MP)

I N D E X

<u>Sl.No.</u>	<u>Particulars</u>
1.	Proposed Bridge on Riverx Yamuna to connect with NOIDA. F.5(24)92-Mp/Pt.I
2.	Modified cross sections for roads in Delhi. F.5(6)95-MP/
3.	Cremation Grounds in NCTD-A policy. F.15(01)95/PPR
4.	Allotment of land for constn. of 33 KV Grid S/Stn, at Sarawati Garden/Kirti Nagar, West Delhi. F.29(1)92/Instl.
5.	Standard junction/Intersection Designs for Urban roads. F.5(7)95-MP
6.	220 KV Grid S/Stn. at Siri Fort and approval of route alignment of 220 KV Double Circuit Tower line from Okhla 220 KV Grid S/stn. to the proposed Siri Fort Grid S/stn. F.6(3)91-MP/

AGENDA FOR TECHNICAL COMMITTEE

Sub: Proposed Bridge on River Yamuna to connect Delhi with NOIDA

The above mentioned subject was earlier discussed in the Technical Committee of DDA as Item No.115/94 on 22nd November, 1994. The proposal was sent by Chief Engineer, YBP, PWD, GNCTD. The decision of the Committee is as under:

- a) The proposed location of the bridge connecting Ring Road with NOIDA (Alternative No.1-C, which stands approved by the MOUD) is recommended for processing and incorporation of the location in MPD-2001 and River Bed Scheme.
- b) Detailed alignment plan and design of the intersection/interchanged on either side of the bridge may be worked out keeping in view surrounding road network in the vicinity and submitted for consideration of the Technical Committee/Authority. It may also be examined whether cloverleaf, junctions can be further improved and whether the space under the same can be reduced. Cloverleaf junctions should be properly landscaped.
- c) The design of the bridge should have an inbuilt provision for running of light/medium capacity MRTS in future.

Copy of the Agenda and Minutes enclosed as 'Annexure 'A'.

2. The decision of the Committee was conveyed to Chief Engineer, YBP, PWD, GNCTD and all other concerned by Master Plan Section (Annexure II)
3. Subsequently, we have received a proposal from Dy. Chief Executive Officer, NOIDA with a changed alignment plan than the one approved earlier. ^{discussion} A meeting in this regard was also held in the room of Vice-Chairman, DDA (Annexure - II) where Sh. Raj Bhargava and Sh. Alok Upadhaya from IL&FS were also present. It was felt that as the earlier alignment plan was approved by the Steering

Contd..2....

under the Chairmanship of Secretary, MOUA&E, the changed plan should also be approved by the same Committee. Subsequent to that, a fax message from IL&FS was received which states that

"the NOIDA end dispersal scheme was discussed in detail with Principal Secretary (Industry) and Chairperson, NOIDA on 17th February, 1995 in the meeting chaired by Dr. J.P. Singh, Secretary, MOUA&E and has the concurrence of NOIDA. The Delhi end dispersal arrangement is on the same location as approved by the Steering Committee earlier." (Annexure - V)

After going through the above mentioned contents, it is observed that:

(i) The alignment plan earlier approved by Steering Committee under the Chairmanship of Secretary, MOUA&E has also been agreed by Technical Committee of DDA. Although from the letter sent by IL&FS, it is understood that the changed alignment has been discussed by Principal Secretary (Industry) and Chairperson, NOIDA but there is no member of the GNCTD involved in this regard who is one of the 3 members as per the Memorandum of Association for the implementation of this project.

(ii) The alignment plan and design of the inter-sections and interchange on both sides of the bridge have not been worked out keeping in view the surrounding network in the vicinity and its effect there on. In fact, earlier Chief Engineer, YBP while submitting the scheme had communicated that this link should be fully synchronised with the Mathura - Ashram Chowk - NH By-pass 2 and discharge from Barapullah Nallah also. The same has not been worked out.

(iii) The landscape plan for the clover-leaf junction has not been submitted.

(iv) The bridge at present does not indicate any inbuilt provision for running of light/medium capacity of MRTS system as decided by the Technical Committee earlier.

(v) The present proposal in fact is one of the 5 rejected proposals earlier discussed in the Steering Committee chaired by Secretary, MOU&E. In fact, the bridge length in the river bed is increased considerably which will lead to extra cost and as such an important decision in this regard should be with the involvement of GNCTD who is one of the signatory to the Memorandum of understanding for the implementation of this project.

In view of the above, it is suggested ~~that~~ that as per the Memorandum of Understanding the present proposal should have been submitted with the concurrence of Land & Building Deptt. of GNCTD, and cleared by the Steering Committee and in fact it should be referred by Chief Engineer, YIP who is in-charge of the Yamuna Bridges in Delhi. Also the earlier decisions of the Technical Committee have not been fully complied with.

Submitted for the consideration of the Technical Committee.

9/1/92
Dir. (T)

: AGENDA FOR TECHNICAL COMMITTEE MEETING :

Subject : Modified cross sections for roads in Delhi.
File No. F5(6)95 MP

1. Standard cross-sections for roads of 80 ft. (24 mt.) to 300 ft. (90 mt.) R/W were developed by TCPO vide drawing no. C/M 88 dated 25/4/72. These cross sections were being followed in general by the local bodies. These cross-sections were also being followed in the alignment plans prepared by DDA with certain modifications wherever required. It has now become essential to modify these cross sections on account of the following reasons :-

- i) Due to the massive growth of vehicles in Delhi.
- ii) Due to highly heterogeneous nature of modes of traffic.
- iii) For providing greater flexibility to accommodate overhead/underground services as per engineering feasibility.
- iv) Due to change in R/W of roads.
- v) Standard cross sections of 9 Mtr. to 18 Mtr. R/W were not prepared.
- vi) To segregate the movement of different type of modes for safe and efficient flow.
- vii) Introduction of dedicated Busways, Slow Moving Vehicles, Tracks and MRTS corridors.

2. PROPOSED MODIFIED ROAD CROSS SECTIONS.

Taking into consideration the above said factors, the cross sections of various roads have been worked out keeping in view the IRC : 86-1983 standards on lane width, foot paths, cycle tracks etc.. Experiences on the alignment plans already prepared and implemented, have also been duly considered while formulating the standards. The hierarchical status of the road in relation to its R/W has also been clarified. The table showing hierarchical wise existing/proposed modified road cross sections is placed as Annexure-I. The plan showing the proposed modified cross section is laid on the table (page 7/Cor.)

3. In addition to the modified cross sectional details, the following points are also suggested for adoption while implementing the roads.


1. All under ground services viz. water supply, sewerage, SW drains, electric cables, telephone cables shall be laid below the footpath in concrete/PVC ducts on roads upto 18 mt. R/W as per engineering feasibility.
- i) On roads of 24 mt. & above, the underground services shall be laid below the outer footpath/service road in concrete/PVC ducts as per engineering feasibility.

- ii) Open/covered storm water drains shall be constructed along the edge of the R/W as per standard cross section.
- iii) The water supply & sewerage line shall be laid on either side and not on the same side.
- iv) 66 KV/220 KV overhead H.T. lines on pylon shall be taken along 45 mt. & above R/W roads only as per the standard road cross section.
- v) 33 KV overhead HT lines on rail poles shall be permitted in footpath portion along 30 mt. and 36 mt. R/W.
- vi) No overhead/underground services shall be laid below/above main C/W and central verge except light poles.
- vii) Service roads along road shall be constructed only where access is to be provided to the abutting properties otherwise this area shall be used for development of landscap features.
- viii) Tree plantation shall be done as per the recommendations made in MPD-2001.
- ix) The cross section are only conceptual directions for development of roads, otherwise detailed alignment plans shall be prepared for each road of 24 mt. and above R/W in which junction/intersection, busbays etc. shall be suitably detailed out along with phasing of signals.

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

- a) Proposed modified road cross sections as suggested under para 2 & 3 and shown in drawing no.T.T.45/PPW 95.


(D.K.SALUJA)
Jt. Director(T):DDA


(ASHOK KUMAR)
Director(T) : DDA

(P.N. DONGRE)
Addl. Commr. (TYA & TT)

ZONE/DIVISION

NO. OF CREMATION GROUNDS

A	1
B	1
C	NIL
D	NIL
E	3 + 1* (Extended E Div. as per Draft ZDP)
F	3
G	6
H	4
	<hr/>
	18 + 1* = 19
	<hr/>

(iv) The following sites were indicated on the land use plan of MPD-62 & ~~PDP~~-2001. These sites are existing/adjusted in the schemes/layouts prepared/under preparation in D.D.A.

MPD-62

F Div.	1 in Rocky area (Existing in Krishan Garh)
C Div.	1 in Green area (adjusted in Dheerpur Scheme)

P.D.P. - 2001

O Div. (River bed)	1 Electric Crematorium
	1 Nigam Bodh
E Div.	1 Near Trilok Puri
	<hr/>
	5
	<hr/>

3. EXISTING CREMATION GROUNDS

(i) MANAGED BY M.C.D.

As per the list collected from MCD, 57 Cremation Grounds are managed by M.C.D. in NCTD. The list is placed at Ann. B

Out of these 57 cremation grounds, 24 are existing in the urban area (defined on the basis of Draft Zonal Plans of various divisions and the balance 33 are existing in rural areas.

(ii) MANAGED BY ARYA SAMAJ, JOHAR BAGH

One Cremation Ground at Lala Lajpat Rai Marg Opposite C.G.O. Complex is managed by Arya Samaj, Johar Bagh.

4. ANALYSIS OF EXISTING CREMATION GROUNDS IN DELHI URBAN AREA

The tentative location of 24 cremation grounds managed by M.C.D., 19 locations on draft zonal plans, 3 sites indicated on MPD-2001 and 2 sites indicated on MPD-62 were identified at Delhi Urban Area Map. The Division wise Cremation Ground sites are indicated in Table below :-

Div.	A	B	C	D	E	F	G	H	O	TOTAL
Locations common in MCD/ZDP/ M.Plan	1	1	-	-	2	3	5	3		15
Only with MCD	-	1	-	-	1*	2	2	1	2*	9
Only on Draft Zonal Plans	-	-	-	-	2	-	1	1	-	4
Others (i) indicated on MPD-2001					1*	1*			2*	3*
(ii) Indicated in MPD-62 (non included on Zonal Plans)			1			1				2
(iii) Run by Arya Samaj				1						1
	1	2	1	1	5	6	8	5	2*	31

* indicated on MPD-2001 & are existing (with MCD)

5. REQUIREMENTS OF CREMATION GROUNDS IN DELHI URBAN AREA

Delhi Urban Area has been defined on the basis of boundary shown on the draft zonal plans.

(i) Population

As per MPD-2001, the population for NCTD has been projected as under :-

a	Urban Area - 2001	
	Urban Area - 81	82.52 lakhs
	Urban Extensions	39.21 lakhs
b.	Rural Area	
	Population outside the urbanisable limits	6.37 lakhs
	TOTAL	128.10 lakhs

MPD-2001 has recommended that Delhi Urban Area 81 would be able to accommodate about 82.5 lakh population instead of 54.62 lakhs as projected in MPD-62.

B. As per Draft Zonal Development Plans the holding Capacity of Urban Area is 92.91 lakhs by 2001.

3. DEATH RATE

The death rate per thousand population is showing a declining trend. In 1991, 6.35 death per thousand persons were recorded as against 9 deaths per thousand persons in 1951 and 8.20 deaths/persons in 1961. It is estimated that death rate by 2001 may further decline to 6 death per thousand population. On the basis of this, it is estimated that the

total deaths per day in NCTD shall be approx. 210 to 220 by the year 2001 & 136 to 153 deaths/day shall be in Delhi Urban Area.

3iii) NO. OF CREMATION GROUND REQUIRED FOR DELHI URBAN AREA

The total urban area as per draft zonal plan is 457 sq. kms. A hexagon with 5 Km. arm covers about 65 sq. kms. area. Thus therotically 7 cremation grounds can cover whole Delhi Urban Area.

6. STUDY

On the basis of MPD-62 recommendations, an attempt has been made to cover the total Delhi Urban Area with 5 Km. arm hexagon. During this exercise following priorities were adopted :-

Priority No. I :- Cremation Grounds which are common in MCD's list and draft zonal plan.

Priority No. II :- Cremation grounds, which are existing and managed by MCD

Priority No. III :- The Cremation Ground indicated on Draft Zonal Plan but not included in MCD list.

In addition to above criteria, the cremation ground run by Arya Samaj Johar Bagh at Lala Lajpat Rai Marg has also been given Priority No. I.

This study indicates that about 17 cremation grounds are sufficient and they can cover the entire Delhi Urban Area. Thus on an average 8 to 9 cremation shall take place per day in each cremation ground.

-: 7 :-

7. RECOMMENDATIONSI. LOCATION

Following Cremation Grounds may also be indicated on draft zonal plans after actual varification, of site :-

- i. Dheerpur (C Div.) as adjusted in Dheerpur Scheme
- ii. Kishan Gamh (F Division) (The existing/adjusted location with ref. to Vasant Kunj Scheme)
- iii. Lala Lajpat Rai Marg (D Div.)
- iv. Trilok Puri (E Div.)
- v. Surangpur (G Div.)
- vi. Malikpur (F Div.)
- vii. Janakpuri (G Div.)
- viii. Inderpuri (H Div.)
- ix. Haider pur (H Div.)

The locations at Sl. No. (i) & (ii) be handed over to M.C.D.

The locations at S.No. (iv) & (ix) are already with M.C.D. & the location at S.No. (iii) is with Arya Samaj

The Cremation Ground at Geeta Colony (Gandhi Nagar) (E Div.) is indicated on Draft Zonal Plan of E Div. but not reflected in the list of MCD. This may be handed over to MCD.

II. As per study following sites which are indicated on Draft Zonal Plan but are in the influence zone of nearby Cremation Grounds can be avoided as these are ^{also} not reflected in MCD list.

1. Gazipur (E Div.)
2. Punjabi Bagh (G Div.)
3. Rithala (H Div.)

III. The integrated Development Schemes e.g. Dwarka, Narela & Rohini Ext. may also provide the cremation grounds on the similar criteria.

IV. MCD may also initiate action on conversion of traditional wood based cremation grounds to electric crematorium specially for the cremation ground existing in congested areas or in the middle of residential areas. This will increase the capacity of cremation grounds and shall also lead in saving the wood and improve the environment of the surrounding areas.

V. M.C.D. may also make efforts in providing related facilities e.g. parking, drinking water, toilets, bathing places, A/carse vans, wood and death registration counter etc. at least as existing at Nigam Bodh Ghat.

VI. The catchment area (within the radius of 5 Kms.) of existing cremation grounds is overlapping except area indicated in Para (ii) above. In view of this Technical Committee may like to lay guidelines to deal the future requests for the allotment of cremation grounds.

VII. The issue was discussed in the Pre-technical Committee in its meeting held on 5.4.95 and it was decided that site for cremation ground should be about 1 Hect.

The item is placed before Technical Committee for its consideration.

16

~~DRAFT~~ AGENDA FOR TECHNICAL COMMITTEE

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SUB: Allotment of land for construction of 33 KV Grid
Sub Station at Saraswati Garden/Kirti Nagar, West Delhi.

.....

Request has been received from DESU for earmarking/allotment of land measuring 75 Mtr. x 45 Mtr. for the construction of 33 KV Grid Sub Station at Saraswati Garden/Kirti Nagar in West Delhi. DESU has informed that the sub station required to augment the power supply due to phenomenal growth for power requirement in the adjoining commercial, industrial and residential areas, which is now not been able to meet from existing sub station at Riwari Line Industrial Area. DESU had been suggesting a number of sites/locations.

2. A site at the crossing of Rama Road and Road to Saraswati Garden extension was earlier considered in the meeting of the Tech. Committee in its meeting held on 13.12.94 under Item No. 1/23. The proposal involved cutting of eucalyptus trees and few more jungli kiddar. Technical Committee did not agree to the proposed location of 33 kv grid sub station in the recreational (green area). The technical committee desired that alternative site be explored in the area where ESS can be provided.

3. As decided by the Tech. Committee in its meeting held on 13.12.94 vide Item No. 12394a site has jointly been identified which is located in the south of the earlier site proposed for the construction of E.S.S. The site is out of the recreational area, however, does not involve cutting of trees. The approximate area of the proposed site is 3250 sqm against 3375 sqm as per the details shown in the plan laid on the table.

4. During discussion, DESU authorities were asked whether indoor E.S.S. can be provided to which DESU authorities declined that such an E.S.S. cannot be provided in this area.

5. It is further informed that all the schemes in the vicinity of this area are fully developed and services handed over to MCD. It is also felt that increase in the demand of power is alarming due to the ~~xxxx~~ unchecked power supply and added mis-use to the nearby areas. It is likely that there are number of cases on record in which request of additional sub station is coming and all the time DDA has to sacrifice the areas reserved for parks/open spaces to meet the requirement of mis-uses.

6. It is observed that there is tremendous amount of mis-use in the area, the high electric load is because of that as such the additional substation may not be agreed to be provided.

The matter is placed for consideration of the Tech. Committee.

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DRAFT AGENDA FOR TECHNICAL COMMITTEE

.....

Sub : Allotment of land for construction of
33 KV Grid Sub Station at Saraswati
Garden/Kirti Nagar, West Delhi

Request has been received from DESU for earmarking /allotment of land measuring 75 Mtr.x45 Mtr. for the construction of 33 KV Grid Sub Station at Saraswati Garden/Kirti Nagar in West Delhi. DESU has informed that the Sub Station required to ~~generate~~ ^{generate the} the power due to phenomenal growth for power requirement in the adjoining Commercial, Industrial and Residential areas, which is now not been able to meet from existing Sub Station at Riwari Line Industrial area. DESU had been suggesting a number of sites/locations.

2. A site at the crossing of Rama Road and Road to Saraswati Garden Extension was earlier considered in the meeting of the Technical Committee in its meeting held on 13.12.94 under item No.1/23. The proposal ^{for cutting} cutting of eculiptus trees and few more Jungli Kikker. Technical Committee did not agree to the proposed location of 33 KV Grid Sub Station in the Recreational (Green area). The Technical Committee desired that alternative site be explored in the area whether ESS can be provided.

3. As desired by the Technical Committee more joint inspections were carried out and during the discussion DESU Authorities ^{informed} included that indoor ESS can not be provided in this area. A site has been jointly identified which is ~~to~~ ⁱⁿ the South of the earlier proposed site out of recreational area which will not effect cutting of any tree. The approximate area recommended to be allotted is 3250 Sq. Mtr. as per the details shown in the plan laid on the table.

4. The matter is submitted for consideration of Technical Committee.

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18

AGENDA FOR TECHNICAL COMMITTEE

Sub : Standard Junction/Intersection Designs for Urban Roads.

F.5(7)/95-M.P:

1. INTRODUCTION

Junctions/intersections being an area of conflicts between the traffic movement in different directions, it is essential to have a scientific design for an orderly movement of traffic with utmost safety and least delays.

B. More than 50% of the fatal and injury accidents occur at the Junctions/Intersections of the roads, thus it become extremely important to maintain efficiency of operation, safety, speed and sight lines.

C. An exercise has been done in this regard for the design of junctions/intersections of 9 mtrs. to 60 mtrs. R/W roads for urban areas.

2. Until now there had been no clear guidelines pertaining to the champhering of corner plots, abutting various road R/W's for clear sight lines. IRC 86-1983 and IRC-1976 suggests safe stopping sight distances with design speeds that may primarily be on major arterial roads & highways. No such norms/guidelines are available for urban city and local level roads. IRC defines the stopping sight distance as the total distance travelled by the driver from the time danger is comprehended by him to the actual stop i.e. the distance travelled during perception and brake reaction time plus the braking distance. The safe stopping distance as IRC various speeds are given below :-

<u>Speed (Km./hour)</u>	<u>Safe stopping sight distance in mtrs.</u>
30	30
50	60
60	80
80	120

3. BASIC PRINCIPLES ADOPTED FOR DESIGN:

1) The geometric design should be able to control

& eliminate the hazardous movement by drivers by methods such as channelising & staggering.

The design should permit the driver to discern quickly either from the layout or from the traffic signs: the path should follow the action of merging & diverging.

- ii) The layout should follow the natural vehicle path streamlines, in contrast to abrupt & sharp corners, should guide minor streams into stopping or slowing down position.
- iii) Number of conflict points should be minimised by separating the different directional traffic properly.
- iv) Adequate storage space at the intersection should be provided for waiting during the Red Phase signal.

4. Based on the above principles, the design of intersection of various types of both layout & Master Plan had have been prepared by Traffic & Transport Unit. The design standards have been worked out taking into consideration the IRC : 36-1983 & road alignments already approved by MDA and implemented.

DESIGN: INTERSECTIONS

For designing the junctions/intersections, following design elements have been incorporated to create an efficient safe & easy separation of vehicles.

a) Sight Distance & Minimum Set Back Distance.

The distance along the road surface at which driver visibility of objects-stationary or moving at a specified height above the carriageway is known as sight distance. It governs the set back of buildings, fences and other obstruction adjacent to a carriageway on a horizontal curve. In the intersection design, the sight distance of 66 mtrs. to 100 mtrs. has been adopted for a design speed of 20-30 km./hr. (Refer annexure). For minor roads sight distance along the minor road in a priority intersection has been adopted to be

ROAD CROSS SECTION ADOPTED BY D.D.A.
AS PER 25.1.72, R.O. NO. 09/69 Dated: 25/4/72
RAJ ROAD CROSS SECTION IN M.S.

PROPOSED MODIFIED ROAD CROSS SECTION
PREPARED IN D.D.A.
RAJ ROAD CROSS SECTION IN M.S.

ANNEXURE-I

6

ROAD R/W	OUTER FOOTPATH	SERVICE ROAD	VERGE	CYCLE TRACK	VERGE	SLOW MOVING VEHICLE TRACK	INNER FOOTPATH	MAIN C/W				OUTER FOOTPATH	SERVICE ROAD	VERGE	CYCLE TRACK	VERGE	SLOW MOVING VEHICLE TRACK	INNER FOOTPATH	MAIN C/W				CENTRAL VERGE	REMARKS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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Expressway - To connect major points of traffic generation & intended to trips of medium & long lengths. Traffic shall ply in free flow condition. Parking, loading/unloading of Goods and Pedestrians are not permitted.

4

: AGENDA FOR TECHNICAL COMMITTEE MEETING :

Subject : Modified cross sections for roads in Delhi.
File No. F5(6)95 MP

1. Standard cross-sections for roads of 80 ft. (24 mt.) to 300 ft. (90 mt.) R/W were developed by TCPO vide drawing no. C/M 88 dated 25/4/72. These cross sections were being followed in general by the local bodies. These cross-sections were also being followed in the alignment plans prepared by DDA with certain modifications wherever required. It has now become essential to modify these cross sections on account of the following reasons :-

- i) Due to the massive growth of vehicles in Delhi.
- ii) Due to highly heterogeneous nature of modes of traffic.
- iii) For providing greater flexibility to accommodate overhead/underground services as per engineering feasibility.
- iv) Due to change in R/W of roads.
- v) Standard cross sections of 9 Mtr. to 18 Mtr. R/W were not prepared.
- vi) To segregate the movement of different type of modes for safe and efficient flow.
- vii) Introduction of dedicated Busways, Slow Moving Vehicles, Tracks and MRTS corridors.

2. PROPOSED MODIFIED ROAD CROSS SECTIONS.

Taking into consideration the above said factors, the cross sections of various roads have been worked out keeping in view the IRC : 86-1983 standards on lane width, foot paths, cycle tracks etc.. Experiences on the alignment plans already prepared and implemented, have also been duly considered while formulating the standards. The hierarchical status of the road in relation to its R/W has also been clarified. The table showing hierarchical wise existing/proposed modified road cross sections is placed as Annexure-I. The plan showing the proposed modified cross section is laid on the table (page 7/Cor.)

3. In addition to the modified cross sectional details, the following points are also suggested for adoption while implementing the roads.


1. All under ground services viz. water supply, sewerage, SW drains, electric cables, telephone cables shall be laid below the footpath in concrete/PVC ducts on roads upto 18 mt. R/W as per engineering feasibility.
- 1) On roads of 24 mt. & above, the underground services shall be laid below the outer footpath/service road in concrete/PVC ducts as per engineering feasibility.

- ii) Open/covered storm water drains shall be constructed along the edge of the R/W as per standard cross section.
- iii) The water supply & sewerage line shall be laid on either side and not on the same side.
- iv) 66 KV/220 KV overhead H.T. lines on pylon shall be taken along 45 mt. & above R/W roads only as per the standard road cross section.
- v) 33 KV overhead HT lines on rail poles shall be permitted in footpath portion along 30 mt. and 36 mt. R/W.
- vi) No overhead/underground services shall be laid below/above main C/W and central verge except light poles.
- vii) Service roads along road shall be constructed only where access is to be provided to the abutting properties otherwise this area shall be used for development of landscap features.
- viii) Tree plantation shall be done as per the recommendations made in MPD-2001.
- ix) The cross section are only conceptual directions for development of roads, otherwise detailed alignment plans shall be prepared for each road of 24 mt. and above R/W in which junction/intersection, busbays etc. shall be suitably detailed out along with phasing of signals.

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

- a) Proposed modified road cross sections as suggested under para 2 & 3 and shown in drawing no.T.T.45/PPW 95.


(D.K. SALUJA)
Jt. Director(T):DDA


(ASHOK KUMAR)
Director(T) : DDA

(P.N. DONGRE)
Addl. Commr. (TYA & TT)

10 mtr. -20 mtr. The setback distance to sight an object from inner lane centre line with a speed of 30 km. per hour & stopping sight distance of 30 mtr. has been adopted as 5 mtrs. (Refer Annexure-II).

b) Corner Radii:

Junctions should be designed so that vehicles do not have to go over to full lock when turning. Turning can be made easier and safer by providing transition or compound curves instead of circular arches. This will reduce risk due to vehicles swinging out of lane to avoid the rear wheels hitting the kerb. The transition or compound curve should have a minimum radius appropriate to the traffic using the junction. This curves are usually three centred and the major radius should be two or three times the minor radius. Composite curves are being worked out in the intersection designs. (Refer Annex. I). There is a deviation in the design of 24 mtr. intersection with 45 mtr. & 60 mtr. R/W basing on the design limitations.

c) Slip Roads For Left Turning.

Basing on the corner Radii, slip roads have been designed which control the entry & smooth exit of the turning vehicles. Entry width of slip road with minimum 5.5 mtr. and maximum 6.0 mtr. and exit width with minimum 6.5 mtr. & maximum 7.0 mtr. has been adopted for different types of intersection design. Design. Design speed of 25-30Kmt./hr. for left turning vehicles have been adopted.

Control Radius.

For right turning vehicles, the control radius has been taken as 15 mtr. for a smooth turning of all type of traffic at the intersection.

d) Channelising Islands.

- These are designed keeping in view the following
- i) to separate conflict traffic streams.

- ii) to assist traffic flow to merge & diverge at suitable angles.
- iii) To control the speed of the vehicle at turning.
- iv) To provide storage space during the red phase for right & straight movement.
- v) Direct drivers to choose correct path.
- vi) Assist pedestrians for crossing.
- vii) To reduce excessive carriageway areas.
- viii) Locations traffic signal points.

Almost in all intersection designs adequate space has been provided for storage and channelisers are suitably designs to cope up with the left & right turning vehicles.

e) Pedestrian Path.

At all intersections, pedestrian path zebra crossing has been shown with a width of 3.5 mtr.

f) Stop Line.

For a safe pedestrian movement the stop line has been provided with 5 mtr. from the pedestrian path. This line shall restrict the access of the vehicles during the red phase signal for pedestrian movement.

g) Lane & Lane change marking.

For a smooth traffic flow & proper guidance of the driver, proper lane marking & lane change marking is very essential. These have been incorporated in the design.


h) Other Recommendations.

Certain basic norms are worked out for restricting obstructions at the intersection.

- i) No entry/exit shall be allowed at the chamfered part of the intersection.
- ii) Low height plantation & maximum of 60 cm. height

shall be allowed on the left out portion of the champhered portion.

- iii) No construction what so ever shall be allowed at the champhered portion.
 - iv) Wherever side set backs have been proposed in the corner plots less than 300 sq.mtr. area, it should be ensured that the obstructing object is 5 mtr. away from the central lines of the slip Road.
4. Proposed intersection design shall be applicable to all existing & new schemes. In new development, this should be in-built in the layout plans.
 5. In the schemes approved by DDA, wherever champhering is proposed, the FAR of the original site be allowed on the champhered plot.
 6. The proposals are placed before the Technical Committee for the consideration of:
 - i) Standard junction/intersection designs as proposed vide drawing No.TT-40/PPW/95, TT-41/PPW/95, TT-42/PPW/95, TT-43/PPW/95.
 - ii) Standards as suggested in Annexure I for the junction/intersection designs.
 - iii) The recommendations as suggested in para 4 & 5 of the Agenda.



 Joint Secy to Govt.
 Urban & P.W. (DDA)
 (and) Secy, DDA
 New Delhi

STANDARDS SUGGESTED FOR DESIGN OF JUNCTIONS AND INTERSECTIONS :

Road A/B	Main Lane- Layaway	Carriage- way at intersec- tion.	Width of stop road	Waiting Distance at inter- section from stop line in mts.	Width of pedestrian path (from crossing) (in mts.)	Distance of stop line from pede- strian path in mts.	Control Radius (in mts.)	Design Speed km./hr.	Signs dis- tance in mts.	Radius of curvature (in mts.)	Minimum sight distance from center line of stop road.	Proposed Clearance (in mts.)
1. 24 M. & 24 M.	9.0 M. 9.0 M.	7.5 M. 7.5 M.	5.5 7.0 8.5	13.5 stop line	3.5 M.	1.5 M.	15.0 M.	20-30 km./hr.	30 M.	15 M. 36.0 M.	5.0 M.	7.5 X 7.5 M.
2. 24 M. and 30 M.	9.0 M. 9.0 M.	7.5 M. 7.5 M.	5.5 7.0 8.5	13.5 stop line 18 M. from stop line.	3.5 M.	1.5 M.	15.0 M.	20-30 km./hr.	30 M.	15 M. 36.0 M.	5.0 M.	10 X 10 M.
3. 24 M. and 45 M.	9.0 M. 11.0 M.	7.5 9.0 M.	5.5 7.0 8.5	13.5 stop line & 24 M. from stop line.	3.5 M.	1.5 M.	15.0 M.	20-30 km./hr.	30 M.	15 M. 36.0 M.	5.0 M.	10 X 10 M.
4. 24 M. and 60 M.	9.0 M. 11.0 M.	7.5 M. 11.0 M. 9.0 M.	5.5 7.0 8.5	13.5 stop line & 36 M. from stop line.	3.5 M.	1.5 M.	15.0 M.	20-30 km./hr.	30 M.	15 M. 36.0 M.	5.0 M.	10 X 10 M.
5. 30 M. and 30 M.	9.0 M. 9.0 M.	7.5 M. 7.5 M.	5.5 7.0 8.5	13.5 stop line	3.5 M.	1.5 M.	15.0 M.	25-30 km./hr.	30 M.	15 M. 36.0 M.	5.0 M.	10 X 10 M.
6. 45 M. and 30 M.	11.0 M. 9.0 M.	9.0 7.5 M.	5.0 7.5 7.0	27.5 stop line and 12 M. from stop line	3.5 M.	1.5 M.	15.0 M.	25-30 km./hr.	30 M.	15 M. 36.0 M.	5.0 M.	10 X 10 M.
7. 60 M. and 30 M.	11.0 M. 9.0 M.	11.0 M. 9.0 M. 7.5 M.	5.0 7.5 7.0	29.5 stop line and 12 M. from stop line.	3.5 M.	1.5 M.	15.0 M.	25-30 km./hr.	30 M.	20 M. 42.0 M.	5.0 M.	10 X 10 M.
8. 45 M. and 45 M.	11.0 M. 11.0 M.	9.0 M. 9.0 M.	5.0 7.5 7.0	27.5 stop line	3.5 M.	1.5 M.	15.0 M.	25-30 km./hr.	30 M.	15 M. 36.0 M.	5.0 M.	10 X 10 M.
9. 60 M. and 45 M.	11.0 M. 11.0 M.	11.0 M. 9.0 M. 9.0 M.	5.0 7.5 7.0	29.5 stop line and 24 M. from stop line.	3.5 M.	1.5 M.	15.0 M.	25-30 km./hr.	30 M.	25 M. 42.0 M.	5.0 M.	10 X 10 M.
10. 60 M. and 60 M.	11.0 M. 11.0 M.	11.0 M. 9.0 M. 9.0 M.	5.0 7.5 7.0	29.5 stop line and 24 M. from stop line.	3.5 M.	1.5 M.	15.0 M.	25-30 km./hr.	30 M.	25 M. 42.0 M.	5.0 M.	10 X 10 M.

STANDARDS SUGGESTED FOR DESIGN OF JUNCTIONS & INTERSECTIONS

Road R/W & Inter- section/T- Junction.	Main Carriage- way.	Design Speed	Sight Distance	Radius of Cur- vature.	Cham-phering
T-Junction (9.0 m to 9.0 m)	5.5 mt	15 Km/hr.	15 M	6.0 M	(1.25 x 1.25) mt
Intersection (9.0M to 9.0 m) 5.5 mt	5.5 mt	15 Km/hr.	15 M	6.0 M	((1.25 x 1.25) mt
T-Junction (13.5 x 13.5m)	7.5 mt 7.5 mt	15 Km/hr.	15 M	6.0 M	(2.0 x 2.0) mt
Intersection (13.5m x 13.5m) 7.5 mt	7.5 mt 7.5 mt	15 Km/hr.	15 M	6.0 M	(2.0 x 2.0) mt
T-Junction (18.0 m & 13.5 m)	11.0 mt 7.5 mt	15 Km/hr.	15 M	6.0 M	(2.0 x 2.0) mt
Intersection (18.0 m & 13.5 m)	11.0 M & 7.5 M	15 Km/hr.	15 M	6.0 M	(2.0 x 2.0) mt
T-Junction (18.0m & 18.0 mt)	11.0M 11.0M	15 Km/hr.	15 M	6.0 M	(2.0 x 2.0) mt
Intersection (18.0 M & 18.0 M)	11.0M 11.0M	15 Km/hr.	15 M	6.0 M	(2.0 x 2.0) mt


 प्रमुख अभियंता
 सहायक अभियंता (सिटी)
 (विशेष) वि. नं. १००/१००
 नई दिल्ली

AGENDA FOR TECHNICAL COMMITTEE

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Sub : 220 KV Grid S/Stn. at Siri Fort and approval of route-alignment of 220 KV Double Circuit Tower line from Okhla 220 KV Grid S/Stn. to the proposed Siri Fort Grid S/Stn.

Fl. No F 6(3)91 Mf.

Reference has been received from General Manager, DESU dated: 30.3.95 forwarding again the request for allotment of 220 KV Sub Station site at Sirifort alongwith route alignment of the 220 KV Double Circuit Tower Line from Okhla to the proposed Siri Fort Sub Station. It has again been pointed out that the proposed Grid Sub Station is a part of DESU's 8th Plan proposal and is required to be establish urgently to maintain the continuity of increased power demand in South Delhi.

2. Similar references have earlier been received and examined. Earlier DESU had pointed out that the Screening Committee in its meeting held on 28.6.86 had discussed the following sub-station sites for the year -2001 :-

S.No.	Voltage	Approx.No.of S/Stn.	Land Requirement
1.	400 KV S/S	5 Nos.	750 M x 550 M eac
2.	220 KV S/S	22 Nos.	200 M x 250M each
3.	66/33 KV S/S	100 Nos.	120 M x 90 M each

3. As per norms in MPD-2001, one 220 KV Electric Sub Station(depending upon the load) is to be provided for a population of five lacs persons. Accordingly for the proposed population in the year 2001 of the entire 'F' Division, 2-3 Sub Station sites are maximum required, whereas four 220 KV Sub stations already existing in South Delhi. The present request is a '200 Mtr.x250 Mtr. - 220 KV Sub Station near Siri Fort area. The request was discussed in the Technical Committee meeting held on 3.3.92 under item No.22/92 and according to the decision, Chief Engineer (E), DDA was requested to give his observations whether there is a need to have 220 KV Sub Station as proposed by DESU.

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4. Joint inspections have been made with a view to locate a 200 Mtr.x250 Mtr. site in the vicinity of the Sirifort road. The green area is in the extension of Sirifort Club is a dense developed green area. Siri Fort wall is also effected in the proposal it is a protected Monument, therefore, involve Archaeological Survey of India. Feasibility was also not found on the southern side Marshal Teto Marg. Keeping these facts in mind a decision was taken on file that a regret letter may be sent to DESU and there is no need to put up the case in the Technical Committee and accordingly DESU has been informed vide letter dated: 7.7.94.

5. In the light of the letter received from G.M. referred to in para-1 above, the case is again put up for the consideration of Technical Committee.

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05/06/95
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DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO:F.1(10)95-MP/

Dt:13.6.95

MEETING NOTICE

The meeting of the Pre.Technical Committee, under the Chairmanship of Commr.(plg.),DDA will be held on ~~Monday~~ ^{Wednesday} ~~dt:19.6.95~~ ^{21.6.95} at 3.00 P.M. in the Conference Hall of Vikas Minar,DDA, New Delhi. A list of the items to be discussed is enclosed.

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


(P.V. MAHASHABDEY)
JOINT DIRECTOR(MP)

Copy to:-

1. P.S. to Commr.(plg.) for information of the latter.
2. Addl. Commr. (DC&B)
3. Addl. Commr. (TYA)
4. Addl. Commr. (AP)
5. Chief Arch. (HUPW)
6. Addl. Chief Arch. I
7. Addl. Chief Arch. II
8. Dir. (AP) - I
9. Dir. (AP) - II
10. Dir. (Bldg.)
11. Dir. (WC&SA)
12. Dir. (ZP)
13. Dir. (SPG)
14. Dir. (NCR&UE)
15. Dir. (Rohini)
16. Dir. (Dwarka)
17. Dir. (Narela)
18. Dir. (T)
19. Dir. (PPR)
20. Dir. (LS)
21. Senior Arch. (North)
22. Senior Arch. (South)
23. Senior Arch. (West)
24. Senior Arch. (East)
25. Senior Arch. (Rohini)


JOINT DIRECTOR(MP)

I N D E X

<u>Sl.No.</u>	<u>Particulars</u>
1.	Proposed Bridge on Riverx Yamuna to connect with NOIDA. F.5(24)92-Mp/Pt. I
2.	Modified cross sections for roads in Delhi. F.5(6)95-MP/
3.	Cremation Grounds in NCTD-A policy. F.15(01)95/PPR
4.	Allotment of land for constn. of 33 KV Grid S/Stn, at Sarawati Garden/Kirti Nagar, West Delhi. F.29(1)92/Instl.
5.	Standard junction/Intersection Designs for Urban roads. F.5(7)95-MP
6.	220 KV Grid S/Stn. at Siri Fort and approval of route alignment of 220 KV Double Circuit Tower line from Okhla 220 KV Grid S/stn. to the proposed Siri Fprt Grid S/stn. F.6(3)91-MP/

AGENDA FOR TECHNICAL COMMITTEE

Sub: Proposed Bridge on River Yamuna to connect Delhi with NOIDA

The above mentioned subject was earlier discussed in the Technical Committee of DDA as Item No.115/94 on 22nd November, 1994. The proposal was sent by Chief Engineer, YBP, FWD, GNCTD. The decision of the Committee is as under:

- a) The proposed location of the bridge connecting Ring Road with NOIDA (Alternative No.1-U, which stands approved by the MOUD) is recommended for processing and incorporation of the location in MPD-2001 and River Bed Scheme.
- b) Detailed alignment plan and design of the intersection/interchanged on either side of the bridge may be worked out keeping in view surrounding road network in the vicinity and submitted for consideration of the Technical Committee/Authority. It may also be examined whether cloverleaf, junctions can be further improved and whether the space under the same can be reduced. Cloverleaf junctions should be properly landscaped.
- c) The design of the bridge should have an inbuilt provision for running of light/medium capacity MRTS in future.

Copy of the Agenda and Minutes enclosed as 'Annexure 'A'.

2. The decision of the Committee was conveyed to Chief Engineer, YBP, FWD, GNCTD and all other concerned by Master Plan Sections (Annexure B)
3. Subsequently, we have received a proposal from Dy. Chief Executive Officer, NOIDA with a changed alignment plan than the one approved earlier. ^{discussion} A meeting in this regard was also held in the room of Vice-Chairman, DDA ^(Annexure C) where Sh. Raj Bhargava and Sh. Alok Upadhaya from IL&FS were also present. It was felt that as the earlier alignment plan was approved by the Steering

Contd..2....

under the Chairmanship of Secretary, MOUA&E, the changed plan should also be approved by the same Committee. Subsequent to that, a fax message from IL&FS was received which states that

"the NOIDA end dispersal scheme was discussed in detail with Principal Secretary (Industry) and Chairperson, NOIDA on 17th February, 1995 in the meeting chaired by Dr. J.P. Singh, Secretary, MOUA&E and has the concurrence of NOIDA. The Delhi end dispersal arrangement is on the same location as approved by the Steering Committee earlier." (ANNEXURE - II)

After going through the above mentioned contents, it is observed that:

- (i) The alignment plan earlier approved by Steering Committee under the Chairmanship of Secretary, MOUA&E has also been agreed by Technical Committee of DDA. Although from the letter sent by IL&FS, it is understood that the changed alignment has been discussed by Principal Secretary (Industry) and Chairperson, NOIDA but there is no member of the GNCTD involved in this regard who is one of the 3 members as per the Memorandum of Association for the implementation of this project.
- (ii) The alignment plan and design of the inter-sections and interchange on both sides of the bridge have not been worked out keeping in view the surrounding network in the vicinity and its effect there on. In fact, earlier Chief Engineer, IBP while submitting the scheme had communicated that this link should be fully synchronised with the Mathura - Ashram Chowk - III By-pass 2 and discharge from Barapullah Nallah also. The same has not been worked out.

(iii) The landscape plan for the clover-leaf junction has not been submitted.

(iv) The bridge at present does not indicate any inbuilt provision for running of light/medium capacity of MRTS system as decided by the Technical Committee earlier.

(v) The present proposal in fact is one of the 5 rejected proposals earlier discussed in the Steering Committee chaired by Secretary, MOU&E. In fact, the bridge length in the river bed is increased considerably which will lead to extra cost and as such an important decision in this regard should be with the involvement of GNCTD who is one of the signatory to the Memorandum of understanding for the implementation of this project.

In view of the above, it is suggested ~~that~~ that as per the Memorandum of Understanding the present proposal should have been submitted with the concurrence of Land & Building Deptt. of GNCTD, and cleared by the Steering Committee and in fact it should be referred by Chief Engineer, YEP who is in-charge of the Yamuna Bridges in Delhi. Also the earlier decisions of the Technical Committee have not been fully complied with.

Submitted for the consideration of the Technical Committee.

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: AGENDA FOR TECHNICAL COMMITTEE MEETING :

Subject : Modified cross sections for roads in Delhi.
File No. F5(6)95 MP

1. Standard cross-sections for roads of 80 ft. (24 mt.) to 300 ft. (90 mt.) R/W were developed by TCPO vide drawing no. C/M 88 dated 25/4/72. These cross sections were being followed in general by the local bodies. These cross-sections were also being followed in the alignment plans prepared by DDA with certain modifications wherever required. It has now become essential to modify these cross sections on account of the following reasons :-

- i) Due to the massive growth of vehicles in Delhi.
- ii) Due to highly hetrogenic nature of modes of traffic.
- iii) For providing greater flexibility to accomodate overhead/underground services as per engineering feasibility.
- iv) Due to change in R/W of roads.
- v) Standard cross sections of 9 Mtr. to 18 Mtr. (R/W) were not prepared.
- vi) To segeragate the movement of different type of modes for safe and efficient flow.
- vii) Introduction of dedicated Busways, Slow Moving Vehicles, Tracks and MRTS corridors.

2. PROPOSED MODIFIED ROAD CROSS SECTIONS.

Taking into consideration the above said factors, the cross sections of various roads have been worked out keeping in view the IRC : 86-1983 standards on lane width, foot paths, cycle tracks etc.. Experiences on the alignment plans already prepared and implemented, have also been duly considered while formulating the standards. The heirarchical status of the road in relation to its R/W has also been clarified. The table shwoing heirarchicalwise existing/proposed modified road cross sections is placed as Annexure-I. The plan shwoing the proposed modified cross section is laid on the table (page 7/Cor.)

3. In addition to the modified cross sectional details, the following points are also suggested for adoption while implementing the roads.


1. All under ground services viz. water supply, sewerage, SW drains, electric cables, telephone cables shall be laid below the footpath in concrete/PVC ducts on roads upto 18 mt. R/W as per engineering feasibility.
- 1) On roads of 24 mt. & above, the underground services shall be laid below the outer footpath/service road in concrete/PVC ducts as per engineering feasibility.

- ii) Open/covered storm water drains shall be constructed along the edge of the R/W as per standard cross section.
- iii) The water supply & sewerage line shall be laid on either side and not on the same side.
- iv) 66 KV/220 KV overhead H.T. lines on pylon shall be taken along 45 mt. & above R/W roads only as per the standard road cross section.
- v) 33 KV overhead HT lines on rail poles shall be permitted in footpath portion along 30 mt. and 36 mt. R/W.
- vi) No overhead/underground services shall be laid below/above main C/W and central verge except light poles.
- vii) Service roads along road shall be constructed only where access is to be provided to the abutting properties otherwise this area shall be used for development of landscap features.
- viii) Tree plantation shall be done as per the recommendations made in MPD-2001.
- ix) The cross section are only conceptual directions for development of roads, otherwise detailed alignment plans shall be prepared for each road of 24 mt. and above R/W in which junction/intersection, busbays etc. shall be suitably detailed out along with phasing of signals.

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

- a) Proposed modified road cross sections as suggested under para 2 & 3 and shown in drawing no.T.T.45/PPW 95.


(D.K. SALUJA)
Jt. Director(T):DDA


(ASHOK KUMAR)
Director(T) : DDA

(P.N. DONGRE)
Addl. Commr. (TYA & TT)

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intended to trips of medium & long lengths. Traffic shall ply in free flow condition. Parfing, loading/unloading of Goods and Pedestrians are not

DRAFT AGENDA FOR THE TECHNICAL COMMITTEE

SUB : CREMATION GROUNDS IN NCTD - A POLICY

Ref. : F.15(01)95/PPR

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1. BACKGROUND

Vide D.O. letter No. RN/UR/396/94/8692 dated 15.12.1994 Secy. to L.G. has forwarded a press cutting of a news item "City Crematoria under Pressure" appeared in 'The Hindustan Times' on 8th Dec., 1994 (Ann.I) Secy. to L.G. has also conveyed the minutes recorded by Hon. L.G. on this press clipping - "DDA & MCD/NIMC should put up the programme and has desired that requisite information be sent for the perusal of Hon'ble L.G.

In this Press Clipping following issues have been raised :-

- i) The Cremation Ground is an important constituent of city planning.
- ii) The Non-availability of land due to growing congestion and encroachments has made it more difficult to extend this facility by M.C.D.
- iii) To overcome the shortage of fire wood, the MCD has already undertaken construction of 2 electric crematorium at following locations :-
 - a. Green Park
 - b. Punjabi Bagh.
- iv) M.C.D. is managing only 57 cremation grounds out of the 257.

- v) Out of the 57 cremation grounds managed by M.C.D. fire wood is being supplied by M.C.D. at only 8 cremation grounds while others are being taken of by private contractors.
- vi) Problems faced by users are nexus of acharyas and Pandits, non-availability of hearse vans, issuance of birth & death certificate etc.

The issue No. 1 only relates to D.D.A. The detailed information is given below :-

2. RECOMMENDATIONS OF MASTER PLANS/DRAFT ZONAL DEVELOPMENT PLANS

MASTER PLAN-1962

- (i) MPD-62 has earmarked 15 x cremation grounds on the landuse plan. MPD-62 has also reserved sites for muslims burial grounds.

MPD-62 has also recommended that Cremation Grounds may be located within 3 miles (4.83 Kms. radius) of residential areas. The hexagon from 5 Kms. of covers about 65 sq. kms. of area.

- (ii) MPD-2001

MPD-2001 has also identified 15 sites for Cremation Grounds/burial grounds on the landuse plan.

- (iii) DRAFT ZONAL PLANS

The draft zonal plan (Div. Plans) published during 1994 for public objections and suggestions. The division wise provision of cremation ground is given on the next page :-

ZONE/DIVISION

NO. OF CREMATION GROUNDS

A	1
B	1
C	NIL
D	NIL
E	3 + 1* (Extended E Div. as per Draft ZDP)
F	3
G	6
H	4
	<hr/>
	18 + 1* = 19
	<hr/>

(iv) The following sites were indicated on the land use plan of MPD-62 & PDP-2001. These sites are existing/adjusted in the schemes/layouts prepared/under preparation in D.D.A.

MPD-62

F Div.	1 in Rocky area (Existing in Krishan Garh)
C Div.	1 in Green area (adjusted in Dheerpur Scheme)

P.D.P. - 2001

O Div. (River bed)	1 Electric Crematorium
	1 Nigam Bodh
E Div.	1 Near Trilok Puri
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3. EXISTING CREMATION GROUNDS

(i) MANAGED BY M.C.D.

As per the list collected from MCD, 57 Cremation Grounds are managed by M.C.D. in NCTD. The list is placed at Ann. B

Out of these 57 cremation grounds, 24 are existing in the urban area (defined on the basis of Draft Zonal Plans of various divisions and the balance 33 are existing in rural areas.

(ii) MANAGED BY ARYA SAMAJ, JOHAR BAGH

One Cremation Ground at Lala Lajpat Rai Marg Opposite C.G.O. Complex is managed by Arya Samaj, Johar Bagh.

4. ANALYSIS OF EXISTING CREMATION GROUNDS IN DELHI URBAN AREA

The tentative location of 24 cremation grounds managed by M.C.D. , 19 locations on draft zonal plans, 3 sites indicated on MPD-2001 and 2 sites indicated on MPD-62 were identified at Delhi Urban Area Map. The Division wise Cremation Ground sites are indicated in Table below :-

Div.	A	B	C	D	E	F	G	H	O	TOTAL
Locations common in MCD/ZDP/ M.Plan	1	1	-	-	2	3	5	3		15
Only with MCD	-	1	-	-	1*	2	2	1	2*	9
Only on Draft Zonal Plans	-	-	-	-	2	-	1	1	-	4
Others (i) indicated on MPD-2001					1*				2*	3*
(ii) Indicated in MPD-62 (non included on Zonal Plans)			1			1				2
(iii) Run by Arya Samaj				1						1
	1	2	1	1	5	6	8	5	2*	31

* indicated on MPD-2001 & are existing (with MCD)

5. REQUIREMENTS OF CREMATION GROUNDS IN DELHI URBAN AREA

Delhi Urban Area has been defined on the basis of boundary shown on the draft zonal plans.

(i) Population

As per MPD-2001, the population for NCTD has been projected as under :-

a. Urban Area - 2001

Urban Area - 81	82.52 lakhs
Urban Extensions	39.21 lakhs

b. Rural Area

Population outside the urbanisable limits	6.37 lakhs
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TOTAL	128.10 lakhs
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MPD-2001 has recommended that Delhi Urban Area 81 would be able to accommodate about 82.5 lakh population instead of 54.62 lakhs as projected in MPD-62.

B. As per Draft Zonal Development Plans the holding Capacity of Urban Area is 92.91 lakhs by 2001.

3. DEATH RATE

The death rate per thousand population is showing a declining trend. In 1991, 6.35 death per thousand persons were recorded as against 9 deaths per thousand persons in 1951 and 8.20 deaths/persons in 1961. It is estimated that death rate by 2001 may further decline to 6 death per thousand population. On the basis of this, it is estimated that the

-: 6 :-

total deaths per day in NCTD shall be approx. 210 to 220 by the year 2001 & 136 to 153 deaths/day shall be in Delhi Urban Area.

(iii) NO. OF CREMATION GROUND REQUIRED FOR DELHI URBAN AREA

The total urban area as per draft zonal plan is 457 sq. kms. A hexagon with 5 Km. arm covers about 65 sq. kms. area. Thus therotically 7 cremation grounds can cover whole Delhi Urban Area.

6. STUDY

On the basis of MPD-62 recommendations, an attempt has been made to cover the total Delhi Urban Area with 5 Km. arm hexagon. During this exercise following priorities were adopted :-

Priority No. I :- Cremation Grounds which are common in MCD's list and draft zonal plans

Priority No. II :- Cremation grounds, which are existing and managed by MCD

Priority No. III :- The Cremation Ground indicated on Draft Zonal Plan but not included in MCD list.

In addition to above criteria, the cremation ground run by Arya Samaj Johar Bagh at Lala Lajpat Rai Marg has also been given Priority No. I.

This study indicates that about 17 cremation grounds are sufficient and they can cover the entire Delhi Urban Area. Thus on an average 8 to 9 cremation shall take place per day in each cremation ground.

-: 7 :-

7. RECOMMENDATIONSI. LOCATION

Following Cremation Grounds may also be indicated on draft zonal plans after actual varification, of site :-

- i. Dheerpur (C Div.) as adjusted in Dheerpur Scheme
- ii. Kishan Ganj (F Division) (The existing/adjusted location with ref. to Vasant Kunj Scheme)
- iii. Lala Lajpat Rai Marg (D Div.)
- iv. Trilok Puri (E Div.)
- v. Surangpur (G Div.)
- vi. Malikpur (F Div.)
- vii. Janakpuri (G Div.)
- viii. Inderpuri (H Div.)
- ix. Haider pur (H Div.)

The locations at Sl. No. (i) & (ii) be handed over to M.C.D.

The locations at S.No. (iv) & (ix) are already with M.C.D. & the location at S.No. (iii) is with Arya Samaj

The Cremation Ground at Geeta Colony (Gandhi Nagar) (E Div.) is indicated on Draft Zonal Plan of E Div. but not reflected in the list of MCD. This may be handed over to MCD.

II. As per study following sites which are indicated on Draft Zonal Plan but are in the influence zone of nearby Cremation Grounds can be avoided as These are ^{also} not reflected in MCD list.

1. Gazipur (E Div.)
2. Punjabi Bagh (G Div.)
3. Rithala (H Div.)

III. The integrated Development Schemes e.g. Dwarka, Narela & Rohini Ext. may also provide the cremation grounds on the similar criteria.

IV. MCD may also initiate action on conversion of traditional wood based cremation grounds to electric crematorium specially for the cremation ground existing in congested areas or in the middle of residential areas. This will increase the capacity of cremation grounds and shall also lead in saving the wood and improve the environment of the surrounding areas.

V. M.C.D. may also make efforts in providing related facilities e.g. parking, drinking water, toilets, bathing places, A/carse vans, wood and death registration counter etc. at least as existing at Nigam Bodh Chat.

VI. The catchment area (within the radius of 5 Kms.) of existing cremation grounds is overlapping except area indicated in Para (ii) above. In view of this Technical Committee may like to lay guidelines to deal the future requests for the allotment of cremation grounds.

VII. The issue was discussed in the Pre-technical Committee in its meeting held on 5.4.95 and it was decided that site for cremation ground should be about 1 Hect.

The item is placed before Technical Committee for its consideration.

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~~DRAFT~~ AGENDA FOR TECHNICAL COMMITTEE

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SUB: Allotment of land for construction of 33 KV Grid
Sub Station at Saraswati Garden/Kirti Nagar, West Delhi.

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Request has been received from DESU for earmarking/allotment of land measuring 75 Mtr. x 45 Mtr. for the construction of 33 KV Grid Sub Station at Saraswati Garden/Kirti Nagar in West Delhi. DESU has informed that the sub station required to augment the power supply due to phenomenal growth and power requirement in the adjoining commercial, industrial and residential areas, which is now not been able to meet from existing sub station at Riwari Line Industrial Area. DESU had been suggesting a number of sites/locations.

2. A site at the crossing of Rama Road and Road to Saraswati Garden extension was earlier considered in the meeting of the Tech. Committee in its meeting held on 13.12.94 under Item No. 1/23. The proposal involved cutting of eucalyptus trees and few more jungli kidder. Technical Committee did not agree to the proposed location of 33 kv grid sub station in the recreational (green area). The technical committee desired that alternative site be explored in the area where ESS can be provided.

3. As decided by the Tech. Committee in its meeting held on 13.12.94 vide Item No. 12394a site has jointly been identified which is located in the south of the earlier site proposed for the construction of E.S.S. The site is out of the recreational area, however, does not involve cutting of trees. The approximate area of the proposed site is 3250 sqm against 3375 sqm as per the details shown in the plan laid on the table.

4. During discussion, DESU authorities were asked whether indoor E.S.S. can be provided to which DESU authorities declined that such an E.S.S. cannot be provided in this area.

5. It is further informed that all the schemes in the vicinity of this area are fully developed and services handed over to MCD. It is also felt that increase in the demand of power is alarming due to the ~~maxx~~ unchecked power supply and added mis-use to the nearby areas. It is likely that there are number of cases on record in which request of additional sub station is coming and all the time ODA has to sacrifice the areas reserved for parks/open spaces to meet the requirement or mis-uses.

6. It is observed that there is tremendous amount of mis-use in the area, the high electric load is because of that as such the additional substation may not be agreed to be provided.

The matter is placed for consideration of the Tech. Committee.

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DRAFT AGENDA FOR TECHNICAL COMMITTEE
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Sub : Allotment of land for construction of
33 KV Grid Sub Station at Saraswati
Garden/Kirti Nagar, West Delhi
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Request has been received from DESU for earmarking /allotment of land measuring 75 Mtr.x45 Mtr. for the construction of 33 KV Grid Sub Station at Saraswati Garden/Kirti Nagar in West Delhi. DESU has informed that the Sub Station required to ~~generate~~^{supply the} the power due to phenomenal growth for power requirement in the adjoining Commercial, Industrial and Residential areas, which is now not been able to meet from existing Sub Station at Riwari Line Industrial area. DESU had been suggesting a number of sites/locations.

2. A site at the crossing of Rama Road and Road to Saraswati Garden Extension was earlier considered in the meeting of the Technical Committee in its meeting held on 13.12.94 under item No.1/23. The proposal^{in view of} cutting of eculiptus trees and few more Jungli Kikker. Technical Committee did not agree to the proposed location of 33 KV Grid Sub Station in the Recreational (Green area). The Technical Committee desired that alternative site be explored in the area whether ESS can be provided.

3. As desired by the Technical Committee more joint inspections were carried out and during the discussion DESU Authorities ^{informed} included that indoor ESS can not be provided in this area. A site has been jointly identified which is ~~to~~ⁱⁿ the South of the earlier proposed site out of recreational area which will not effect cutting of any tree. The approximate area recommended to be allotted is 3250 Sq. Mtr. as per the details shown in the plan laid on the table.

4. The matter is submitted for consideration of Technical Committee.

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AGENDA FOR TECHNICAL COMMITTEE

Sub : Standard Junction/Intersection Designs for Urban Roads.

F.5(7)/95-M.P:

1. INTRODUCTION

Junctions/intersections being an area of conflicts between the traffic movement in different directions, it is essential to have a scientific design for an orderly movement of traffic with utmost safety and least delays.

B. More than 50% of the fatal and injury accidents occur at the Junctions/Intersections of the roads, thus it become extremely important to maintain efficiency of operation, safety, speed and sight lines.

C. An exercise has been done in this regard for the design of junctions/intersections of 9 mtrs. to 60 mtrs. R/W roads for urban areas.

2. Until now there had been no clear guidelines pertaining to the champhering of corner plots, abutting various road R/W's for clear sight lines. IRC 86-1983 and IRC-1976 suggests safe stopping sight distances with design speeds that may primarily be on major arterial roads & highways. No such norms/guidelines are available for urban city and local level roads. IRC defines the stopping sight distance as the total distance travelled by the driver from the time danger is comprehended by him to the actual stop i.e. the distance travelled during perception and brake reaction time plus the braking distance. The safe stopping distance as IRC various speeds are given below :-

<u>Speed (Km./hour)</u>	<u>Safe stopping sight distance in mtrs.</u>
30	30
50	60
60	80
80	120

3. BASIC PRINCIPLES ADOPTED FOR DESIGN:

1) The geometric design should be able to control

...2/-

-: 2 :-

& eliminate the hazardous movement by drivers by methods such as channelising & staggering.

The design should permit the driver to discern quickly either from the layout or from the traffic signs: the path should follow the action of merging & diverging.

- ii) The layout should follow the natural vehicle path movements, in contrast to abrupt & sharp corners, should guide minor streams into stopping or slowing down position.
- iii) Number of conflict points should be minimised by separating the different directional traffic properly.
- iv) Adequate storage space at the intersection should be provided for waiting during the Red Phase signal.

4. Based on the above principles, the design of intersection of various types of both layout & Master Plan Road have been prepared by Traffic & Transport Unit. The design standards have been worked out taking into consideration the IRC : 36-1933 & road alignments already approved by PDA and implemented.

DESIGN PRINCIPLES

For designing the junctions/intersections, following design elements have been incorporated to create an efficient safe & easy operation of vehicles.

a) Sight Distance & Minimum Set Back Distance.

The distance along the road surface at which driver visibility of objects-stationary or moving at a specified height above the carriageway is known as sight distance. It governs the set back of buildings, fences and other obstruction adjacent to a carriageway on a horizontal curve. In the intersection design, the sight distance of 66 mtrs. to 100 mtrs. has been adopted for a design speed of 20-30 km./hr. (Refer annexure). For minor roads sight distance along the minor road in a priority intersection has been adopted to be

10 mtr. - 21 mtr. The setback distance to sight an object from inner lane centre line with a speed of 30 km. per hour & stopping sight distance of 30 mtr. has been adopted as 5 mtrs. (Refer Annexure-II).

b) Corner Radii:

Junctions should be designed so that vehicles do not have to go over to full lock when turning. Turning can be made easier and safer by providing transition or compound curves instead of circular arches. This will reduce risk due to vehicles swinging out of lane to avoid the rear wheels hitting the kerb. The transition or compound curve should have a minimum radius appropriate to the traffic using the junction. This curves are normally three centred and the major radius should be two or three times the minor radius. Composite curves are being worked out in the intersection designs. (Refer Annex. I). There is a deviation in the design of 24 mtr. intersection with 45 mtr. & 60 mtr. R/W basing on the design limitations.

c) Slip Roads For Left Turning.

Basing on the corner Radii, slip roads have been designed which control the entry & smooth exit of the turning vehicles. - Entry width of slip road with minimum 5.5 mtr. and maximum 6.0 mtr. and exit width with minimum 6.5 mtr. & maximum 7.0 mtr. has been adopted for different types of intersection design. Design. Design speed of 25-30Kmt./hr. for left turning vehicles have been adopted.

Control Radius.

For right turning vehicles, the control radius has been taken as 15 mtr. for a smooth turning of all type of traffic at the intersection.

d) Channelising Islands.

These are designed keeping in view the following

- i) to separate conflict traffic streams.

- ii) To assist traffic flow to merge & diverge at suitable angles.
- iii) To control the speed of the vehicle at turning.
- iv) To provide storage space during the red phase for right & straight movement.
- v) Direct drivers to choose correct path.
- vi) Assist pedestrians for crossing.
- vii) To reduce excessive carriageway areas.
- viii) Locations traffic signal points.

Almost in all intersection designs adequate space has been provided for storage and channellers are suitably designs to cope up with the left & right turning vehicles.

e) Pedestrian Path.

At all intersections, pedestrian path zebra crossing has been shown with a width of 3.5 mtr.

f) Stop Line.

For a safe pedestrian movement the stop line has been provided with 5 mtr. from the pedestrian path. This line shall restrict the access of the vehicles during the red phase signal for pedestrian movement.

g) Lane & Lane change marking.


For a smooth traffic flow & proper guidance of the driver, proper lane marking & lane change marking is very essential. These have been incorporated in the design.

h) Other Recommendations.

Certain basic norms are worked out for restricting obstructions at the intersection.

- i) No entry/exit shall be allowed at the chamfered part of the intersection.
- ii) Low height plantation & maximum of 60 cm. height

- shall be allowed on the left out portion of the champhered portion.
- iii) No construction what so ever shall be allowed at the champhered portion.
 - iv) Wherever side set backs have been proposed in the corner plots less than 300 sq.mtr. area, it should be ensured that the obstructing object is 5 mtr. away from the central lines of the slip Road.
4. Proposed intersection design shall be applicable to all existing & new schemes. In new development, this should be in-built in the layout plans.
5. In the schemes approved by DDA, wherever champhering is proposed, the FAR of the original site be allowed on the champhered plot.
6. The proposals are placed before the Technical Committee for the consideration of:
- i) Standard junction/intersection designs as proposed vide drawing No.TT-40/PPW/95, TT-41/PPW/95, TT-42/PPW/95, TT-43/PPW/95.
 - ii) Standards as suggested in Annexure I for the junction/intersection designs.
 - iii) The recommendations as suggested in para 4 & 5 of the Agenda.



Joint Secy to Govt.
Urban & P.W. (DDA)
(Secy) to the Committee
of Govt.

STANDARDS SUGGESTED FOR DESIGN OF JUNCTIONS AND INTERSECTIONS :

Road A/B	Main Carriageway	Carriageway at Intersections	Width of slip road	Waiting Distance at intersection from stop line in mts.	Width of pedestrian path (subroad crossing) (in mts.)	Distance of stop line from pedestrian path (in mts.)	Control Radius (in mts.)	Design Speed km./hr.	Sight distance in mts.	Radius of curvature (in mts.)	Minimum setback distance from centre line of slip road. (in mts.)	Proposed Dimensions
							R1 R2					
1. 24 M. & 24 M.	9.0 M. 9.0 M.	7.5 M. 7.5 M.	5.5 7.0 6.2	13.5 from stop line	3.5 M.	1.5 M.	15.0 M.	20-30 km./hr.	30 M.	15 M.	36.0 M.	5.0 M. 7.5 X 7.5 M.
2. 24 M. and 30 M.	9.0 M. 9.0 M.	7.5 M. 7.5 M.	5.5 7.0 6.5	13.5 from stop line and 18 M. from stop line.	3.5 M.	1.5 M.	15.0 M.	20-30 km./hr.	30 M.	15 M.	36.0 M.	5.0 M. 10 X 10 M.
3. 24 M. and 45 M.	9.0 M. 11.0 M.	7.5 M. 9.0 M.	5.5 7.0 6.5	13.5 from stop line & 24 M. from stop line.	3.5 M.	1.5 M.	15.0 M.	20-30 km./hr.	30 M.	15 M.	36.0 M.	5.0 M. 10 X 10 M.
4. 24 M. and 60 M.	9.0 M. 11.0 M.	7.5 M. 11.0 M.	5.5 7.0 6.5	13.5 from stop line & 36 M. from stop line.	3.5 M.	1.5 M.	15.0 M.	20-30 km./hr.	30 M.	15 M.	36.0 M.	5.0 M. 10 X 10 M.
5. 30 M. and 30 M.	9.0 M. 9.0 M.	7.5 M. 7.5 M.	5.5 7.0 6.5	13.5 from stop line	3.5 M.	1.5 M.	15.0 M.	25-30 km./hr.	30 M.	15 M.	36.0 M.	5.0 M. 10 X 10 M.
6. 45 M. and 30 M.	11.0 M. 9.0 M.	9.0 M. 7.5 M.	6.0 7.5 7.0	22.5 from stop line and 12 M. from stop line	3.5 M.	1.5 M.	15.0 M.	25-30 km./hr.	30 M.	15 M.	36.0 M.	5.0 M. 10 X 10 M.
7. 60 M. and 30 M.	11.0 M. 9.0 M.	11.0 M. 7.5 M.	6.0 7.5 7.0	22.5 from stop line and 12 M. from stop line.	3.5 M.	1.5 M.	15.0 M.	25-30 km./hr.	30 M.	20 M.	42.0 M.	5.0 M. 10 X 10 M.
8. 45 M. and 45 M.	11.0 M. 11.0 M.	9.0 M. 9.0 M.	6.0 7.5 7.0	22.5 from stop line.	3.5 M.	1.5 M.	15.0 M.	25-30 km./hr.	30 M.	15 M.	36.0 M.	5.0 M. 10 X 10 M.
9. 60 M. and 45 M.	11.0 M. 11.0 M.	11.0 M. 9.0 M.	6.0 7.5 7.0	22.5 from stop line and 24 M. from stop line.	3.5 M.	1.5 M.	15.0 M.	25-30 km./hr.	30 M.	20 M.	42.0 M.	5.0 M. 10 X 10 M.
10. 60 M. and 60 M.	11.0 M. 11.0 M.	11.0 M. 11.0 M.	6.0 7.5 7.0	22.5 from stop line and 15 M. from stop line.	3.5 M.	1.5 M.	15.0 M.	25-30 km./hr.	30 M.	20 M.	42.0 M.	5.0 M. 10 X 10 M.

STANDARDS SUGGESTED FOR DESIGN OF JUNCTIONS & INTERSECTIONS

Road R/W & Inter- section/T- Junction.	Main Carriage- way.	Design Speed	Sight Distance	Radius of Cur- vature.	Cham-phering
T-Junction (9.0 m to 9.0 m)	5.5 mt	15 Km/hr.	15 M	6.0 M	(1.25 x 1.25) mt
Intersection (9.0 m to 9.0 m)	5.5 mt 5.5 mt	15 Km/hr.	15 M	6.0 M	(1.25 x 1.25) mt
T-Junction (13.5 x 13.5 m)	7.5 mt 7.5 mt	15 Km/hr.	15 M	6.0 M	(2.0 x 2.0) mt
Intersection (13.5 m x 13.5 m)	7.5 mt 7.5 mt	15 Km/hr.	15 M	6.0 M	(2.0 x 2.0) mt
T-Junction (18.0 m & 13.5 m)	11.0 mt 7.5 mt	15 Km/hr.	15 M	6.0 M	(2.0 x 2.0) mt
Intersection (18.0 m & 13.5 m)	11.0 M & 7.5 M	15 Km/hr.	15 M	6.0 M	(2.0 x 2.0) mt
T-Junction (18.0 m & 18.0 mt)	11.0 M 11.0 M	15 Km/hr.	15 M	6.0 M	(2.0 x 2.0) mt
Intersection (18.0 M & 18.0 M)	11.0 M 11.0 M	15 Km/hr.	15 M	6.0 M	(2.0 x 2.0) mt


 प्रमुख अभियंता
 महाराष्ट्र राज्य सरकार (महाराष्ट्र)
 (महाराष्ट्र) महाराष्ट्र सरकार
 महाराष्ट्र सरकार

24 AGENDA FOR TECHNICAL COMMITTEE

Sub : 220 KV Grid S/Stn. at Siri Fort and approval of route-alignment of 220 KV Double Circuit Tower line from Okhla 220 KV Grid S/Stn. to the proposed Siri Fort Grid S/Stn.

File No F 6(3)91 MP.

Reference has been received from General Manager, DESU dated: 30.3.95 forwarding again the request for allotment of 220 KV Sub Station site at Sirifort alongwith route alignment of the 220 KV Double Circuit Tower Line from Okhla to the proposed Siri Fort Sub Station. It has again been pointed out that the proposed Grid Sub Station is a part of DESU's 8th Plan proposal and is required to be establish urgently to maintain the continuity of increased power demand in South Delhi.

2. Similar references have earlier been received and examined. Earlier DESU had pointed out that the Screening Committee in its meeting held on 28.6.86 had discussed the following sub-station sites for the year -2001 :-

S.No.	Voltage	Approx.No.of S/Stn.	Land Requirement
1.	400 KV S/S	5 Nos.	750 M x 550 M eac
2.	220 KV S/S	22 Nos.	200 M x 250M each
3.	66/33 KV S/S	100 Nos.	120 M x 90 M each

3. As per norms in MPD-2001, one 220 KV Electric Sub Station (depending upon the load) is to be provided for a population of five lacs persons. Accordingly for the proposed population in the year 2001 of the entire 'F' Division, 2-3 Sub Station sites are maximum required, whereas four 220 KV Sub stations already existing in South Delhi. The present request is a 200 Mtr. x 250 Mtr. - 220 KV Sub Station near Siri Fort area. The request was discussed in the Technical Committee meeting held on 3.3.92 under item No. 22/92 and according to the decision, Chief Engineer (E), DDA was requested to give his observations whether there is a need to have 220 KV Sub Station as proposed by DESU.

4. Joint inspections have been made with a view to locate a 200 Mtr.x250 Mtr. site in the vicinity of the Sirifort road. The green area is in the extension of Sirifort Club is a dense developed green area. Siri Fort wall is also effected in the proposal it is a protected Monument, therefore, involve Archaeological Survey of India. Feasibility was also not found on the southern side Marshal Teto Marg. Keeping these facts in mind a decision was taken on file that a regret letter may be sent to DESU and there is no need to put up the case in the Technical Committee and accordingly DESU has been informed vide letter dated: 7.7.94.

5. In the light of the letter received from G.M. referred to in para-1 above, the case is again put up for the consideration of Technical Committee.

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29/1/94

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AGENDA ITEM FOR TECHNICAL COMMITTEESUBJECT : MASTER PLAN FOR PETROL PUMPS

1. The issue of petrol pumps was discussed in the meeting of the Technical Committee of the DDA held on 25.01.94. Following decision was taken:

"Technical Committee desired that a comprehensive Master Plan for Petrol Pumps for the NCTD including objectionable outlets to be relocated be prepared. Till such time, that the Master Plan is prepared individual cases of resiting of objectionable outlets and allotment of fresh site be decided on merits of each case.

Technical committee further desired that the siting of the Petrol Pumps in the green areas be avoided. The Technical Committee also desired that the committee to suggest sites outside the urbanised limits in rural use zone should submit its report without delay."
2. Keeping in view the decision of the Technical Committee the Master Plan for the petrol pumps has been prepared on the basis of the provisions laid down in MPD-2001. Zonal Plans approved by the Authority of Planning Division A to H for inviting objections/suggestions and the decisions taken by the Authority from time to time.
3. Summary of the proposals is as under:-
 - 3.1 Requirement and proposed sites
 - 3.1.1 In Delhi Urban Area (Plg. Division A to H) against the requirement of 282 petrol pumps a total no. of 352 sites (including the existing) are proposed, on the basis of the draft zonal plans approved by the Authority.
 - 3.1.2 In rural use zone the sites will be provided by the oil companies as per the procedure to be decided by the Authority.
 - 3.1.3 In urban extension schemes the sites will be proposed as per standards given in MPD-2001.
 - 3.2 Resitement of objectionable petrol pumps:

Individual case will be considered by the Technical Committee on the merit of each case, based upon the guidelines given herein.

[Signature]
2/6/95

- 3.3 The locations are subject to change with the approval of the Competent Authority while preparing a detail site plan due to non-availability of land and other Planning considerations.
4. MASTER PLAN MODIFICATIONS:
- 4.1 Petrol pumps to be provided in all use zones except Recreational -P1 (Regional Park) as an infrastructure related to circulation system and locations found feasible/desirable; keeping in view that it does not have adverse environmental impact.
- 4.2 Filling stations of size 17m x 30m and 15m x 18m could be located on zonal plan roads i.e. roads of 18M R/W and above.
5. The draft report alongwith the plan is laid on the table.
6. Proposal contained from Para 3 to 5 above is submitted for the consideration of the Technical Committee.

[Handwritten signature]

AGENDA ITEM FOR TECHNICAL COMMITTEE

Subject:- Carving Out of Petrol Pump sites in Commercial Centres - 6 Nos.

...

In various commercial centres being planned in different part of Delhi, the following sites have been identified for petrol pumps. These sites would be considered for approval and allotment after taking actions as proposed for each of the sites.

A) Manoolpuri Distt. Centre:

Two petrol pump sites have been identified in this Distt. Centre. The layout plan of the Distt. Centre has been approved by the Screening Committee and Delhi Urban Arts Commission at conceptual stage. The areas where petrol pump sites are proposed, are vacant and the plans have been sent to the Engineering Department for demarcation. The details of the two sites are as under:-

Site No. I:

Petrol pump with service station measuring 36 mts. x 30 mts. located towards the north of the Distt. Centre. The site faces 24 mts. r/w and is statistically located on the side from where it would cater to large volume of traffic.

Site No. II

This is for a filling station measuring 30 mt. x 17 mt. and is also located on the north of the Distt. Centre. This site faces the peripheral road within the Distt. Centre running parallel to the 24 mt. r/w road. It is located near the multi-storeyed garages and the service centre of the Distt. Centre.

B) Community Centre, Kalkaji Extn. A-14:-

One petrol pump site is (Filling Station) proposed in this Commercial Centre. This site is measuring 30 mts. x 17 mts. The site is lying vacant and the plans have been sent to the Engr. Deptt. for demarcation. The layout plan of this Community Centre has been approved by Screening Committee and DUAC at the conceptual stage.

C) Community Centre, Sector 'V', Vasant Kunj:

A 30 mts. x 17 mts. petrol pump site (filling station) is proposed in this Community Centre. The site is encroached by jhuogies which will be required to be cleared. The proposed scheme of this community centre was approved by Screening Committee, but has not been approved by DUAC so far, who have suggested certain modifications.

D) Community Centre, Kondli Gharoli:-

This Community Centre has not been designed as yet, but has been assigned to a Consultant. However, as decided in the meeting with the Vice-Chairman, DDA, one site having an area equal to 36 mts. x 30 mts. in trapezoidal shape has been proposed facing 45 mt. r/w road. The Community Centre has an area of about 4.15 hectes.

E) Pocket 'R' and 'Q', Dilshad Garden:-

The area between pocket 'R' and Pocket 'Q' in Dilshad Garden was proposed for development of three religious sites, 2 dispensaries, one petrol pump, two taxi stands and park. The proposal for three religious sites adjoining the existing overhead tank was approved by Screening Committee earlier. The petrol pump site measuring 36 mt. x 30 mt. facing 45 mts. r/w road was proposed on the suggestion of Screening Committee. This requires approval of the Vice-Chairman.

The proposal for above mentioned 6 sites for petrol pumps is placed before the Technical Committee for consideration and approval.

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Pardip Behari

AGENDA ITEM FOR THE TECHNICAL COMMITTEE

SUBJECT:- Guidelines for grant of NOC for petrol pumps in rural use zones.

1. Technical committee in its meeting held on 3.7.93 vide item No. 67/93/TC decided as under:- (Annexure I)
 "Technical Committee observed that MPD-2001 had made provision for petrol stations in the 'rural use zone' and, therefore, keeping in view the provisions of MPD-2001, the petrol pump sites could be located. Detailed comprehensive guidelines may be worked out considering (i) Existing petrol pumps in rural areas (ii) Masterplan provisions (iii) plans of growth centres prepared by MCD (iv) system of issue of no objection (v) plan prepared by SLC etc. by a group consisting of Commr. (LM) Dir. (AP), Jt. Dir. (SA) and Town Planner, MCD. However, the Technical Committee was of the view that there should not be any objection for location of the petrol pump sites, so identified and within the provisions of the guidelines, if the land is privately assembled for such purpose."
 Comr. (LM) who was in the chair
2. The chairman of the committee decided to ~~take~~ Co-opt State Level Coordinator (UTD) as a special invitee for the said meetings.
3. The group met on 23.9.93 and 21.1.94. Commr. (LM) vide his D.O. No. F.7(4)/91/MP/496 dt. 12.12.94 has submitted the agenda note for the Technical Committee given in annexure (II)
4. In addition to the recommendations made by the Chairman of the Committee following is also put up before the Technical Committee for its consideration
 - * (i) These will be allowed to be set up on private land.
 - (ii) The location will be determined by the market potential by the oil company in the area identified as rural use zone on the copy of the plan (Annexure III)..
 - (iii) The rural use ^{zone} ~~excludes~~ predominately ridge area in the south and urban extension defined in MPD-2001.

- iv) The Oil company would submit the proposal to DDA on the identified road stretch where they intend to establish the petrol pump and will obtain NOC from DDA.
 - v) The general condition of setting up shall be in accordance with IRC: 12-1983 on the subject "recommended practice for location and layout for road side motor fuel filling and fuel filling cum service station" (Annexure IV).
 - vi) Approved road right of way will be followed.
 - ✓ vii) wherever the road right of way is not approved the minimum set back of the site will be 15 mts. from the central line of the existing road.
 - viii) The land between the existing road R/W and the property line of the proposed retail outlet will be owned and maintained by the Oil company and no construction shall be allowed in this zone except the approach roads to the retail outlets.
 - ix) The oil company shall obtain the approval of the central PWD/State PWD/Fire/Explosive Deptt. as required.
 - x) The building plans shall be submitted for approval to the local bodies.
 - xi) No claim for alternate site will be entertained in case of change of circulation in the area.
5. In view of the recommendations made by the Chairman of the Committee and the observations of the Planning Department following is proposed for consideration:-
- i) The petrol pump can be allowed to be set up on private lands in rural use zone identified therein by the Oil Company.
 - ii) ^{to DDA} The Oil company would submit the proposal on identified road stretch where they intend to set up the petrol pump and will obtain NOC.
 - iii) The general conditions of setting up the petrol pump shall be in accordance with the IRC: 12-1983 on the subject "recommended practice for location and layout for road side motor fuel filling and fuel filling cum service station".
 - iv) The Oil company shall also obtain approval of the Central PWD/State PWD/Fire/Explosive Deptt. ⁶⁻³ would require would submit the building plan for approval

from Road
Engineering Authority;
would be
represented by the
Regional PWD
20/11/80

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO:F.1(10)95-MP/

Dt:13.6.95

MEETING NOTICE

The meeting of the Pre.Technical Committee, under the Chairmanship of Commr.(plg.),DDA will be held on Monday dt: ~~19.6.95~~ ^{21.6.95} at 3.00 P.M. in the Conference Hall of Vikas Minar,DDA, New Delhi. A list of the items to be discussed is enclosed.

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


(P.V. MAHASHABDEY)
JOINT DIRECTOR(MP)

Copy to:-

1. P.S. to Commr.(plg.) for information of the latter.
2. Addl. Commr. (DC&B)
3. Addl. Commr. (TYA)
4. Addl. Commr. (AP)
5. Chief Arch. (HUPW)
6. Addl. Chief Arch. I
7. Addl. Chief Arch. II
8. Dir. (AP) - I
9. Dir. (AP) - II
10. Dir. (Bldg.)
11. Dir. (WC&SA)
12. Dir. (ZP)
13. Dir. (SPG)
14. Dir. (NCR&UE)
15. Dir. (Rohini)
16. Dir. (Dwarka)
17. Dir. (Narela)
18. Dir. (T)
19. Dir. (PPR)
20. Dir. (LS)
21. Senior Arch. (North)
22. Senior Arch. (South)
23. Senior Arch. (West)
24. Senior Arch. (East)
25. Senior Arch. (Rohini)


JOINT DIRECTOR(MP)



I N D E X

<u>Sl.No.</u>	<u>Particulars</u>
1.	Proposed Bridge on Riverx Yamuna to connect with NOIDA. F.5(24)92-Mp/Pt.I
2.	Modified cross sections for roads in Delhi. F.5(6)95-MP/
3.	Cremation Grounds in NCTD-A policy. F.15(01)95/PPR
4.	Allotment of land for constn. of 33 KV Grid S/Stn, at Sarawati Garden/Kirti Nagar, West Delhi. F.29(1)92/Instl.
5.	Standard junction/Intersection Designs for Urban roads. F.5(7)95-MP
6.	220 KV Grid S/Stn. at Siri Fort and approval of route alignment of 220 KV Double Circuit Tower line from Okhla 220 KV Grid S/stn. to the proposed Siri Fort Grid S/stn. F.6(3)91-MP/

NO: F.1 (10) 9 S-MP/

Dt: 13.6.95

MEETING NOTICE

The meeting of the Pre-Technical Committee, under the Chairmanship of Commr.(P.G.), DDA will be held on Monday at: 19.6.95 at 3.00 P.M. in the Conference Hall of Vikas Minar, DDA, New Delhi. A list of the items to be discussed is enclosed.

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

(P.V. MAHAASHABDEY)
JOINT DIRECTOR(MP)

Copy to:-
P.S. to Commr.(P.G.) for information of the latter.

Adml. Commr. (DCA)

Adml. Commr. (TVA) - 200

Adml. Commr. (AP) - 237

Chief Arch. (HWP) - 252

Adml. Chief Arch. - 292

Adml. Chief Arch. II - 262

Dtr. (AP) - I - 236

Dtr. (AP) - II - 332

Dtr. (Bldg.) - 469

Dtr. (WCSA) - 224

Dtr. (ZP) - 229

Dtr. (SPG) - 277

Dtr. (NCR&UE) - 277

Dtr. (Rohini) - 217

Dtr. (Dwarka) - 217

Dtr. (Narela) - 217

Dtr. (T) - 235

Dtr. (PFR) - 225

Dtr. (LS) - 216

Senior Arch. (North) - 216

Senior Arch. (South) - 216

Senior Arch. (West) - 216

Senior Arch. (East) - 216

Senior Arch. (Rohini) - 216

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1. Proposed Bridge on River Yamuna to connect with NIDA.
F.5(24)92-Mp/Pt. I
2. Modified cross sections for roads in Delhi.
F.5(6)95-Mp/
3. Cremation Grounds in NCTD-A policy.
F.15(01)95/PPR
4. Allotment of land for constn. of 33 KV Grid S/stn, at Sarawati Garden/Kirti Nagar, West Delhi.
F.29(1)92/Instl.
5. Standard Junction/Intersection Designs for Urban roads.
F.5(7)95-Mp
6. 220 KV Grid S/stn. at Siri Fort and approval of route alignment of 220 KV Double Circuit Tower line from Okhla 220 KV Grid S/stn. to the proposed Siri Fort Grid S/stn.
F.6(3)91-Mp/

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO:F.1(10)95-MP/

Dt:13.6.95

MEETING NOTICE

The meeting of the Pre-Technical Committee, under the Chairmanship of Commr.(plg.),DDA will be held on Monday dt:19.6.95 at 3.00 P.M. in the Conference Hall of Vikas Minar,DDA, New Delhi. A list of the items to be discussed is enclosed.


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


(P.V. MAHASHABDEY)
JOINT DIRECTOR(MP)

Copy to:-

1. P.S. to Commr.(plg.) for information of the latter.
2. Addl. Commr. (DC&B)
3. Addl. Commr. (TYA)
4. Addl. Commr. (AP)
5. Chief Arch. (HUPW)
6. Addl. Chief Arch. I
7. Addl. Chief Arch. II
8. Dir. (AP) - I
9. Dir. (AP) - II
10. Dir. (Bldg.)
11. Dir. (WC&SA)
12. Dir. (ZP)
13. Dir. (SPG)
14. Dir. (NCR&UE)
15. Dir. (Rohini)
16. Dir. (Dwarka)
17. Dir. (Narela)
18. Dir. (T)
19. Dir. (PPR)
20. Dir. (LS)
21. Senior Arch. (North)
22. Senior Arch. (South)
23. Senior Arch. (West)
24. Senior Arch. (East)
25. Senior Arch. (Rohini)


JOINT DIRECTOR(MP)


DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO:F.1(10)95-MP/

Dt:13.6.95

1 2
3

I N D E X

<u>Sl.No.</u>	<u>Particulars</u>
1.	Proposed Bridge on Riverx Yamuna to connect with NOIDA. F.5(24)92-Mp/Pt.I
2.	Modified cross sections for roads in Delhi. F.5(6)95-MP/
3.	Cremation Grounds in NCTD-A policy. F.15(01)95/PPR
4.	Allotment of land for constn. of 33 KV Grid S/Stn, at Sarawati Garden/Kirti Nagar, West Delhi. F.29(1)92/Instl.
5.	Standard junction/Intersection Designs for Urban roads. F.5(7)95-MP
6.	220 KV Grid S/Stn. at Siri Fort and approval of route alignment of 220 KV Double Circuit Tower line from Okhla 220 KV Grid S/stn. to the proposed Siri Fort Grid S/stn. F.6(3)91-MP/

Observations of the Pre Technical Committee meeting held on 17.5.95 at 11 A.M. in the Conference Hall, Vikas Minar.

I. (i) Alignment plan for road no. 17 (Nelson Mandela Road) from Outer Ring Road to Mehrauli Mahipal pur Road.

(ii) Approval of 'Service Corridor' along the roads.
F5(3)72-MP/Pt.I

After detailed discussion it was recommended that the stretch from Outer Ring Road upto junction of Road no. 12 the R/W be 36 mtrs. and widening of this road to be done on the Police Station and D.T.C. Bus Depots side. The alignment plan of 45 mtrs. R/W road from 'T' junction with road no. 12 upto Mehrauli Mahipalpur road was approved. It was decided that the second part of the agenda (ii) regarding services is to be brought as a separate agenda item by Dir. (SPG)

Action (i) to be placed before Tech. committee.

(ii) to be brought as a separate item by Dir. (SPG)

II. Fixing of the R/W of NH-8 from its junction with Palam Road upto Delhi Haryana Border. F5(27)77-MP/Pt-I

After detailed discussion it was recommended that the alignment plan of this road should be as per Authority decision in this regard will equal widening on both sides of the existing road, and also the alignment to be checked with the Indira Gandhi International Airport Scheme.

Action Dir. (T) to put up Authority agenda in this regard to Commr. (Plg.)

III. Route alignment of 220 KV D/C towerline from Kashmere Gate to Subzi Mandi, 220 KV S/Stn. F6(5)93-MP

Since the proposed 220 KV overhead towerline interlinking two E.S.S. at Kashmere Gate and subzi mandi was going over existing buildings and two petrol pumps, it would be necessary that, therefore this 220 KV line should be made underground. The case was not recommended for placing before Tech. committee.

Action: Director (T)

IV. Annual Inspection of Cinema theaters in the Development Area of DDA. F11(1)84-MP

It was decided that the case regarding annual inspection of cinema theaters be put on file. Not recommended for placing before Tech. committee.

Action: Director (Bldg.)

- V. Development Control norms of premises no. A-2 Karbala Lane opp. Safdarjung Airport, New Delhi. F16(27)94-MP

After detailed discussion it was observed that ~~xxx~~ since there was no layout plan for the area and it formed part of the net residential area in the Zonal Plan, adequate area would be required for provision of local level facilities. Therefore, it was decided that since no part plan could be approved, a detailed plan for the total area to be prepared. Therefore, the item was not recommended for placing before the Tech. committee.

Action: Director (ZP)

- VI. Change of land use of an area measuring 26 hac. (64.22 acres from 'Agricultural and water body (use zone A-4) to 'Manufacturing (use zone M-1) for fly ash brick plant near Badarpur Thermal Power Station, New Delhi.

After discussion the above change of land use case was agreed to.

Action: to be placed before Tech. committee.

- VII. Allocation of balance 100 hect. of land for Ash disposal of Badarpur Thermal Power Station.


It was observed that as the Badarpur Thermal Plant causing highly environmental pollution, a representative of Ministry of Environment should be invited when the matter is discussed in the Tech. committee meeting.

Action: to be put up to Tech. committee.

- VIII. Allotment of land for school in Chankayapuri to Civil Services Society. F9(1)95-MP

The item was recommended for approval.

Action: to be placed before the Tech. committee.


P.V. Maheshwari
JD(MP)
29/5/95

Observations of the Pre Technical Committee meeting
held on 17.5.95 at 11 A.M. in the Conference Hall, Vikas Minar.

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from Outer Ring Road to Mehrauli Mahipal pur Road.

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Action (i) to be placed before Tech. committee.

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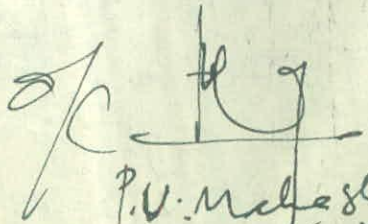
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Action: to be put up to Tech. committee.

- VIII. Allotment of land for school in Chankayapuri to Civil Services Society. F9(1)95-MP

The item was recommended for approval.

Action: to be placed before the Tech. committee.


P.V. Maheshwari
JD (MP)
29/5/94

Draft.

Observations of the Pre Technical Committee meeting held on 17.5.95 at 11 A.M. in the Conference Hall, Vikas Minar.

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(ii) Approval of 'Service Corridor' along the roads.
F5(3) 72-MP/Pt. I

After detailed discussion it was recommended that the stretch from Outer Ring Road upto junction of Road no. 12 the R/W will be 36 mtrs. ^{and} widening of this road ^{is} to be done on the Police Station and D.T.C. Bus Depots side. The alignment plan of 45 mtrs. R/W road from 'T' junction with road no. 12 upto Mehrauli Mahipalpur road was approved. It was decided that the second part of the agenda (ii) regarding services is to be brought as a separate agenda item by Dir. (SPG)

Action (i) to be placed before Tech. committee

(ii) to be brought as a separate item by Dir. (SPG)

II. Fixing of the R/W of NH-8 from its junction with Palam Road upto Delhi Haryana Border. F5(27) 77-MP/Pt. I

^{After detailed discussion}
~~The matter was discussed in detail where it was recommended that the alignment plan of the road is to be as per Authority decision in this regard having equal widening on both sides of the existing road, and the alignment is to be checked with International Airport Authority of India.~~
^{should be with also}
^{Kindness Gaidoli}
^{Scheme}

Action Dir. (T) to put up Authority agenda in this regard to Commr. (Plg.)

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~~It was decided that as per the proposed 220 KV overhead towerline interlinking two E.S.S at Kashmere Gate and subzi mandi is going over existing buildings and two petrol pumps, will not be feasible therefore this 220 KV line should be made underground. The case was not recommended for placing before Tech. committee.~~
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^{be necessary that}
^{made}

Action: Director (T)

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It was decided that the case regarding annual inspection of cinema theaters ~~is~~ to be put on file. Not recommended for placing before Tech. committee.

Action: Director (Bldg.)

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opp. Safdarjung Airport, New Delhi. F16(27)94-MP

After detailed discussion it was ~~decided~~ ^{observed that since there was} as there is no
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Action: Director (ZP)

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After discussion the above change of land use case was
agreed to.

Action: to be placed before Tech. committee.

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It was observed that as the Badarpur Thermal plant ~~is~~ ^{causing}
highly environmental ^{pollution} ~~polluting~~, a representative of Ministry of
Environment should be invited when the ^{matter} ~~case~~ is discussed in
the Tech. committee meeting. Action: to be put up to Tech. committee.

- VIII. Allotment of land for school in Chankayapuri to Civil
Services Society. F9(1)95-MP

The item was ~~approved~~ ^{recommended for approval}.

Action: to be placed before the Tech. committee.

Observations of the pre-Technical Committee meeting held on 3.5.95 at 4.00 pm in the Conference Hall, Vikas Minar.

The following four items were considered:

1. Sub: Jawahar Navodaya Vidyalaya at Jaffarpur Kalan West Delhi- Change of land use. F.9(1)92-MP

After detailed discussion, it was recommended that the change of land use from 'rural' to 'public and semi-public facilities' (school) be processed with the development control norms as per MPD-2001 on 3.9 hac. land. The matter was recommended for placing before the Tech. Committee.

2. Sub: NDC for installation and commissioning of diesel pump in Auto works shop at Lodhi Road, MCD F.7(11)94-MP

The request for NDC for installation and commissioning of diesel pump in Auto work shop at Lodhi Road, MCD was recommended for approval and placing before the Tech. Committee.

3. Sub: Development controls for public and semi-public facilities (National Security Guard) near village Samalkha.

It was informed that change of land use for the pocket measuring 25 acres was approved by the Govt. for 'public and semi-public' for NSG. The pre Tech. committee recommended the processing of the proposal on the basis of large campus as per MPD-2001 with low rise development. Clearance for height etc. to be taken from International Airport Authority, and Necessary approvals to be taken from the local authorities i.e. MCD & DUAC. The matter was recommended for placing before the Tech. committee and also the representatives of NSG be invited.

4. Sub: Development controls for land allotted to Sh. Jagat Singh Chadha Charitable Trust for a middle school in Paschim Vihar. F.18(16)93/pt./AP

After detailed discussion it was observed that 2 plots of nursery schools existed which were encroached upon, while the allotment for middle school was made. It was observed that since the sites were meant for nursery schools, these should not have been allotted for middle school. It was recommended to send the observations of Planning Deptt. to Lands Deptt. and the matter may not be placed before the Tech. committee.

This issues with the approval of Commr. (Plg.)

JOINT DIRECTOR (MP)

Observations of the Pre-Technical Committee meeting held on 3.5.95 at 4.00 pm in the Conference Hall, Vikas Minar.

The following four items were considered:

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This issues with the approval of Commr. (Plg.)

JOINT DIRECTOR (MP)

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO:F.1(10)95-MF

Dt:15.5.95

MEETING NOTICE

The meeting of the Pre Technical Committee, under the Chairmanship of Commr.(plg.)DDA will be held on Wednesday dt:17.5.95 at 11.00 A.M. in the Conference Hall of Vikas Nigar, New Delhi. A list of the items to be discussed is enclosed.

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

for H. K. Hillon
(P.V. MAHASHABDEY)
JOINT DIRECTOR(MP)

Copy to:-

1. P.S. to Commr.(plg.) for information of the latter.
2. Addl. Commr. (DC&B)
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12. Dir. (MP)
13. Dir. (SPG)
14. Dir. (NCR&UE)
15. Dir. (Rohini)
16. Dir. (Dwarka)
17. Dir. (Narela)
18. Dir. (T)
19. Dir. (F&R)
20. Dir. (LS)
21. Dir. (T)
22. Senior Arch. (North)
23. Senior Arch. (South)
24. Senior Arch. (West)
25. Senior Arch. (East)
26. Senior Arch. (Rohini)

for H. K. Hillon
JOINT DIRECTOR(MP)

I N D E X

| <u>Sl. No.</u> | <u>Particulars</u> | |----------------|--------------------| |----------------|--------------------|

- | | |
|--------------------|---|
| ✓ 1. | <p>1) Alignment plan for Road No. 17 (Nelson Mandela Road) from Outer Ring Road to Mehrauli-Mahipal pur Road. Dir (T)</p> <p>2) Approval of 'Service Corridor' along the roads. F.5(3)72-MP/Pt.I</p> |
| 2. | <p>Fixing of the R/W of NH-8 from its junction with Palam Road upto Delhi-Haryana Border. Dir (T)</p> <p style="text-align: center;">F.5(27)77-MP/Pt.I</p> |
| 3. | <p>Route alignment of 220 KV D/C towerline from Kashmere Gate to Subzi Mandi, 220 KV S/stn. Dir (T)</p> <p style="text-align: center;">F.6(5)93-MP/</p> |
| 4. | <p>Annual Inspection of Cinema theaters in the Development Area of DDA. Dir (Bldg)</p> <p style="text-align: center;">F.11(1)84-MP/</p> |
| 5. | <p>Development control norms of premises no. A-2 Karbala Lane, Opp. Safdarjung Airport, New Delhi. Dir (Z.P)
(F&O)</p> <p style="text-align: center;">F.16(27)94-MP/</p> |
| Laid on table ✓ 6. | <p>Change of land use of an area measuring 26 ha. (64.22 acres) from 'Agricultural and water body (Use zone A-4) to 'Manufacturing' (Use zone M-1) for fly ash brick plant near Badarpur Thermal Power Station. New Delhi Dir (S.A N.C)
(Env)</p> |
| 77 ✓ 7. | <p>Allocation of balance 100 hec. of land for Ash disposal of Badarpur Thermal Power Station. Dir (S.A N.C)</p> |
| 8 | <p>Civil Aviation Allotment of land for School in Chanakayapuri to Civil Services Society. Dir (S.A N.C)</p> <p style="text-align: center;">F.9(1)95-MP.</p> |

(4)

8

: DRAFT AGENDA FOR TECHNICAL COMMITTEE :

Subject : 1) Alignment Plan for Road No.17 (Nelson Mandela Road) from Outer Ring Road to Mehrauli - Mahipal Pur Road.

11) Approval of 'Service Corridor' along the roads.
File No.:F.5(3)72/MP/Pt.I.

1) LOCATION.

Road No.17 runs parallel to the west of Munirka Village, J.N.U.Complex and between DDA Flats of Vasant Kunj Scheme, Location Plan is placed at Annexure-I .

2) ZONAL/MASTER PLAN PROPOSALS.

This road was not proposed in MPD-1962. This road with 45 Mtr. R/W is proposed in MPD-2001. In the draft Zonal Plan of Zone 'F' prepared by DDA, the R/W of this road is shown as 45 Mtr. A tentative M.R.T.S. route _____ is proposed along this road in the MPD-2001. ~~No~~ No High Speed Tram route is proposed as the latest ^{per} Plans available in DDA.

3) BACKGROUND.

An alignment Plan of this road with 100 ft. (30.48 mtr. R/W) was prepared in DDA earlier and approved by VC, DDA on 28/6/80 in file no.F.5(22)71/MP/Pt.I. As per the decision of Technical Committee dated 20/10/87 vide item no.14, the R/W of the roads on the eastern and western side of JNU is to be increased to 45M from the earlier approved 30M R/W

4) EXISTING CONDITIONS.

a) Two lane carriageway is in existence from Outer Ring Road to Mehrauli/Mahipalpur Road. Construction of additional two lanes is under progress by PWD.

b) Following major junctions/intersections needs to be improved :- . . .

1) 'T' Junction with Outer Ring Road.

11) 'T' Junction with Mehrauli Mahipal Pur Road.

iii) Staggered 'T' Junction with Road No.12 and road leading to Vasant Vihar.

iv) 'T' Junction with proposed Vasant Kunj/Shopping Complex.

5) PROPOSALS.

FIXING OF ROAD R/W.

a) 45 Mtr. Road R/W between Outer Ring Road and Road No.12 has been taken with equal widening on either side of the existing centre line of the road. From road no.12 to the road leading to Sector 'C' of Vasant Kunj, the J.N.U. boundary has been taken as one edge of the R/W and entire widening is proposed on the opposite side. From the above said Sector 'C' road upto Mehrauli/Mahipal Fur Road available ~~max~~ R/W between the DDA flats on either side which is generally 45M available has been retained.

b) Alignment Plan with 45 Mtr. R/W was prepared on the basis of Plane Table Survey supplied by Jt.Dir.(S), DDA. A 6 lane divided carriageway is proposed with 2 mtr. wide central/verge, 6 mtr. wide ^{service road/} dedicated busway, 3 mtr./1.5 Mtr. inner footpath and 1.5/4 mtr. outer footpath on the both sides.

The service road along the J.N.U. boundary has been avoided as there is no approach from this side and a dedicated exclusive busways has been proposed on both sides of the carriageways in/

c) Junction of road no.12 and road leading to Vasant Vihar are very close to each other and create traffic problems.

d) 'T' Junction with Outer Ring Road, Mehrauli Mahipal Fur road and with the road leading to Vasant Kunj Phase-II, shopping mall has been integrated in the Alignment Plan with channellisers and slip roads, zebra X-ing and traffic signals as shown in the Plan. The Junctions of road no.12 and the road leading ^{to} Vasant Vihar is proposed to be development as an inter-section as detailed in the Plan.

e) Recessed busbays have been proposed at suitable locations for proper carriage efficiency.

f) From Road no.12 intersection to road leading to Sector 'C', 6 mtr. dedicated busway has been proposed on both the sides of carriageways alongwith bust stops and 4 mtr. wide Foot Path along the JNU and M.P.Green.

g) The existing carriageway has been integrated with the proposed carriageway/slip road/busbay to the extent possible.



6) LAYING OF UNDERGROUND SERVICES.

A green belt of 50 mtr. width is proposed on the western side of this road. The services have therefore, proposed in the road R/W and the green belt as per details given below :-

WATER SUPPLY.

This shall be laid below the Outer footpath as per the proposed cross section of the road on the western side except green belt area. In the stretch abutting green belt and the shopping mall, this shall be taken on the western side of the 18 mtr. R/W road (of shopping mall) below the footpath.

SEWERAGE.

The sewerage line is proposed to be laid below the dedicated busway on the western side. In the Shopping Mall/ green belt area, it is proposed to be laid along the 18 Mtr. R/W of road outside the road R/W in the green belt. However, it shall be so adjusted so that it does not affects the proposed subway of the shopping mall.

ELECTRICAL CABLES.

The 66 KV cables shall be laid below the footpath of 18 mtr. road on the western side along the shopping mall. If it is to be laid along the main road, it may be on the western side below the outer footpath.

S.W. Drainage.

Along R/W where there is no green belt, the S.W. drainage shall be laid underground below the inner footpath area. In the greenbelt area, this shall be aprt of the landscape feature considering the natural landform.

TELEPHONE CABLES.

These shall be laid below the inner footpath on the eastern side.

7) FEASIBILITY.

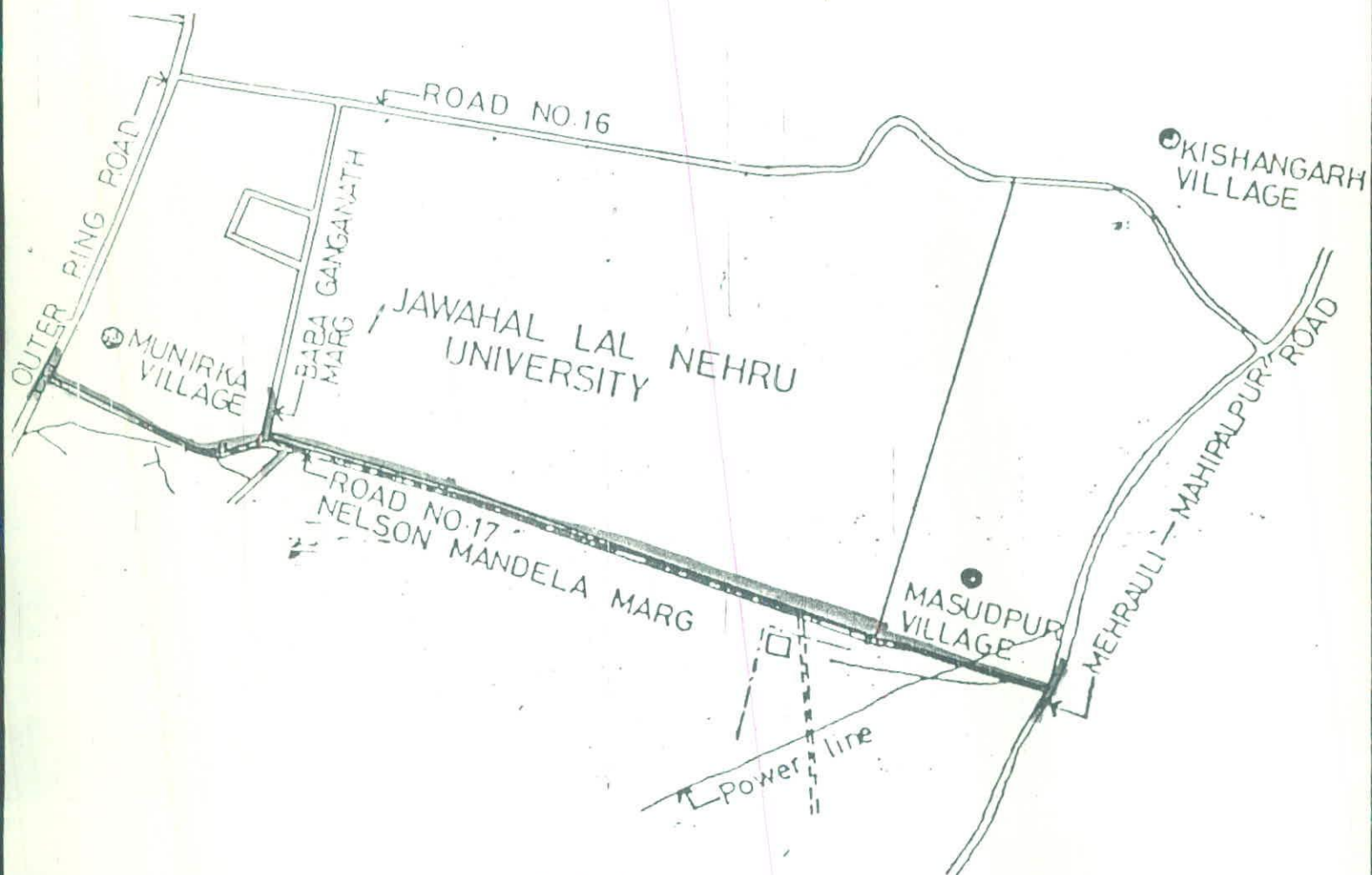
Ex.Engineer PWD Divn No. VII vide letter dated 25/2/95 has sent the feasibility on the draft Alignment Plan sent by DDA. As per the feasibility report, about 7. Mtr. strip of land e.g. DDA's flats is affected in 45 Mtr. R/W between outer Ring Road and Road No.12. In the stretch, a part of two blocks of flats is also affected. Near the junction of Outer Ring Road, Buildings of Munirka Village are affected.

The front setback of Police Station and DTC Depot along with the corners are affected. In fact, this stretch between Outer Ring Road and Road No.12 has been developed with the earlier approved alignment plan with 100 ft. (34.80 mtr.) R/W. The alignment in the stretch has been taken by equal widening from the centre line of the existing R/W. The other structures/overhead/underground services as affected in the alignment are given in the feasibility report sent by PWD placed as Annexure-II.

As per the feasibility report, that PWD has already taken up the construction of another carriageway on two lane width plus a central verge of 4.95 mtr. in between the existing carriageway and the carriageway under construction since 1992 and the work is in advance stage of construction.

8) The case is placed before the T.C. for consideration of :

- i) Approval of alignment Plan of Road no.17 (Nelson Mandela) from Outer Ring Road to Mehrauli/Mahipal Pur/ integrating the junctions/intersections designs as explained under para 5, drawing no. TS-44/PWD-95.
- ii) PWD shall protect the road R/W as per the said alignment Plan.
- iii) PWD shall coordinate with the concerned departments for shifting of underground/overhead services wherever necessary.
- iv) PWD shall plant three times the number of trees required to be cut.
- v) PWD shall take up the rehabilitation of eligible affected structures with the Lands Deptt. of DDA.

Annexure - I

LOCATION PLAN
SCALE 1:10,000



OFFICE OF THE EXECUTIVE ENGINEER
P.W.D. DIV. VII (GOD) NEW DELHI-10

Annexure-II
6.13

No. 23(235)/P.W.D.VII(GOD)/7 10 60

Dated:- 23.2.95

Shri D.K. Saluja,
Joint Director (Tech.),
Delhi Development Authority,
11th floor, Vikas Minar,
New Delhi.

Sub: Feasibility Draft Plan of Road No.17 (Nelson
Mandela Road) for 45.00 metre Right of Way.

Sir,

Enclosed herewith is a modified Feasibility Draft
Plan along with a Plan & Feasibility Proforma. As per
existing site conditions as well keeping in mind the
future probabilities, slight modifications in the
Feasibility Plan have been suggested for your kind
perusal and conveying your approval at an early date.

- Encl: 1. Modified Feasibility
Draft Plan.
2. ~~Plan~~.
2. Feasibility Proforma.

Yours faithfully,

V.P. Gupta
(ER. V.P. GUPTA)
Executive Engineer,
P.W.D. Divn. VII (GOD),
R.R. Lines, Ring Rd.,
New Delhi-10.

Copy to:-

1. The Superintending Engineer, P.W.D. Circle-V (GOD),
New Delhi for favour of kind information & with
a copy of Modified Feasibility Draft Plan.
2. The Asstt. Engineer-II/P.W.D.-7(GOD)/New Delhi for
information & necessary action.

(ER. V.P. GUPTA)
Executive Engineer.

Recd on 2/3/95

Put in the file

Sh. Vinod Gadhvi

2/3/95

FEASIBILITY DRAFT PLAN OF ROAD NO.17 (NELSON MANDELA
ROAD) FOR 45.00 METRE RIGHT OF WAY.

REPORT

The road under question is 4.04 Kms. long and has two lanes at present. The land for the road was taken over from D.D.A., the right of way of which varies from 45.00 to 30.00 metres. The Existing 2 Lanes Carriageway was constructed by PWD in two phases; one from RD 0 to 1690 metres (zero point being the Outer Ring Road Inter-section) constructed in the year 1975 and rest of the portion in 1983. The existing carriageway is shown as 'Yellow' in the proposed alignment plan of road No.17, as received from D.D.A. for working out the feasibility of the proposed Cross-Sections.

Annexure-'III' giving the details of the feasibility in the prescribed proforma, as supplied by D.D.A., is enclosed herewith giving all the details as required. Against para-2 of the proforma, viz "Comments of the feasibility to implement the alignment proposal by the D.D.A.", comments are offered as below:

(A) PORTION BETWEEN OUTER RING ROAD & ROAD NO.12:

At present only 30 metre R.O.W. is available between the existing boundaries of Munirka D.D.A. Flats and Vasant Vihar Bus Depot/Police Station. Length of this portion is 450 metres. To implement 45.00 metre R.C.W. following features will be effected:

- (i) Part of the structures/houses of Munirka Village and D.D.A. Flats with their boundary will have to be demolished. On other side also, boundary walls of bus depot and police station will require shifting to the utmost limit of R.O.W. The details of existing trees, poles and sewer lines, etc. are shown in the Plan as well as Feasibility Report. If it is not possible to get 45.00 metre R.O.W. then alternate section of 30.48 Metre R.O.W. as shown in the Draft Feasibility Plan could be adhered to with slight modifications as shown in the proposed cross section by this Office.

(ii) INTERSECTION OF OUTER RING ROAD & ROAD NO.17 AND ALSO WITH MAHIPALPUR ROAD:

The development of this Intersection as shown in the Draft Plan by D.D.A. is feasible and necessary geometrics are being worked out.

(iii) ELIMINATION OF 'T' JN. OF RD.NO.12 & PRIYA CINEMA ROAD AND CONVERTING INTO A SIMPLE CROSS SECTION.:

Its construction itself will be a big project and when implemented as shown in the Feasibility Plan,

(14)

8 15

it will be a boon to the traffic negotiating these intersections presently. Additional land will have to be taken over towards Priya Cinema side from MCD. Flow of existing nallah will require diversion from proposed embankment portion. About 100 jhuggies will have to be shifted along with their toilet block. Presently, two lane wide additional carriageway with 4.25 m. central verge is being added to the existing carriageway shown with 'Yellow' in the Plan, to facilitate smooth flow of traffic which is on the increase. However, the whole process of conversion into proposed crossing shall be possible only with the interaction of all the land owning agencies and the intersection could be constructed as proposed after demolishing the present carriageway as well as being constructed now. Since the construction of this intersection shall take much time, it is considered fruitful to add the additional carriageway of 7.50 metre wide to the existing carriageway for the present.

(D) PORTION BETWEEN 'T' JN. OF PRIYA CINEMA ROAD AND
SECTOR - 'C' ROAD OF VASANT KUNJ.

Cross Sections as shown in the proposed draft plan could be followed. However, care will have to be given to the following existing features.

(i) Existing boundary wall of J.N.U. constructed is in steps longitudinally following the natural ground profile. Along certain lengths of this boundary wall, rock profiles are existing and if these are excavated to facilitate the construction of the proposed foot path and 6.00 metre wide service road, the stability of boundary wall may be endangered.

(ii) On the opposite side natural drainage exists all along this portion. However, this will require diversion at some locations to drain out the rain water through existing cross drainage works.

(E) PORTION OF ROAD BETWEEN SECTOR-'B' & SECTOR-'C' OF
VASANT KUNJ

45.00 metre R.O.W. is available between the existing boundaries of D.D.A. Flats upto Mehrauli Mahipalpur Road. This stretch is about 700 metre long. The Draft Plan in this reach can be implemented with the changes in the existing features as superimposed on the Plan (Orange Coloured) with following modifications:

(i) Half width of the existing carriageway will have to be shifted.

(ii) The one remarkable aspect in this reach is that the thick tree plantation (growing) has to be ~~surrendered~~
cur

(73)

15 9

to provide service road as well as drain on Sector-'C' side which has been shown in Green on the Plan. On Sector-'B' side too, growing plantation is also coming up which, of course, can be accommodated in the foot path portion. It is proposed that this portion may be developed as shown in 'Grange' on the Draft Plan.

COMMENTS:

- Vv 9
- (i) If the Draft Plan as proposed by D.D.A. is followed in toto, whole of the existing carriage-way will have to be dismantled.
 - (ii) P.D. has already taken up the construction of another carriageway of two lane width plus a Central Verge of 4.95 metres in between the existing carriageway and the carriageway under construction since 1992 and the work is in advanced stage of construction.
 - (iii) PWD is only modifying the existing drainage work constructed earlier by D.D.A. in the reaches of portions between Outer Ring Road and Road No.12 and from Mahipalpur Road junction to Sec.'C' / D.D.A. flats with suitable cross section and slope to drain out the accumulated rain water in these reaches.
 - (iv) No fresh drainage works are being taken up in hand by PWD - only cross drainage works are being extended.
 - (v) With the present status and the work being executed, there is scope of adding two more lanes in future, one lane in the portion of Central Verge of 4.95 M. being provided (towards JNU side) and the other towards Vasant Kunj side. Draft Plan as received from D.D.A. also proposes six lanes carriageway. However, it is pointed out that Mahipalpur Road is only four lanes wide and the vehicular traffic at Priya Cinema Crossing shall also be diluted to a considerable extent. In view of this, provision of providing Six Lanes Carriageway needs reconsideration.

In view of the above, it is requested that the Feasibility Plan may please be modified according to the existing carriageway and the additional carriageway being constructed by PWD to avoid infructuous expenditure and also the contractual implications are not attracted.

Encl: One Plan along with Feasibility Proforma.

V.P. Gupta
22/11/95
(ER. V.P. GUPTA)
Executive Engineer
PWD Divn.VII (GOD)
New Delhi-10.

NELSON MANDELA MARG (Ref No 17)

10

	Pucca	Semi Pucca	Kutchha
	S/S	D/S	T/S
a) Total No. of structures/properties affected in the alignment.	20 Pucca Private - 4	12	2 Nos <u>110 Pucca (M.P.)</u> <u>Total 114 - 2 Nos</u>
b) No. of properties with boundary wall and Set-backs only affected in the alignment.	(i) DDP plots V. K. K. - 402 (ii) D.S. B. S. S. B. S. - 202 (iii) Public Station - 450	402 202 450	2 Nos
c) Width of properties affected in road R/W.	150	150	150
d) No. of shops affected.			
e) Is there any deviation in the approved alignment prepared by TCPO earlier? If yes, give details.			No previous relevant drawings/details available
f) Whether the alignment confirms to the R/W as shown in the approved layout plans & regularisation plans of the colonies abutting this road. If no, give details.			
g) Details of affected services.			
a) Overhead high tension lines:	220KV lines 66KV lines 33KV lines 11KV lines		402 202 450
b) Underground lines:	220KV lines 66KV lines 33KV lines 11KV lines		No details available at site
c) Underground sewerage lines		Length & depth of the lines	No. of manholes affected.
d) Underground water supply lines		Length Not available	No. of sluice valve chambers affected.
e) Storm water drainage lines (Sewer line)		Length	1450
f) No. of electric poles			162 Nos
g) No. of telephone poles			20 Nos

Nos.

Girth No.

65 Nos.

Girth varying from 0.5 m to
1.1 m at a rate of 1 m per 100 m.

Species

Other miscellaneous
affected structuresTemple, Mosque/Church/
Gurudwara Petrol Pump
(Specific location
be mentioned).

No.

Temple 1 No (Temp.)

Milk Booth

Bus stand

Taxi stand

Developed part with or
railing pole mounted S/Stn.

2 Nos.

1 No.

Part into with Red Sand

Stone for ramp ——— 650 m (Length)

Following details may be given for
existing petrol pumps along the
proposed alignment plan.

Existing Status - Filling Station

or

Filling cum Service Station.

i) Title of land ownership DDA/Govt./Dealer.

ii) Whether affected in the proposed
R/W shown in the alignment as per
original allotment.

Yes/No

N.A.

v) If affected the length & width
may be mentioned.Size of petrol Pump after leaving
the proposed R/W.Whether land acquisition proceedings
have been initiated.General comments about the feasibility
to implement the alignment proposal. As per report

V.D. Gupta

Executive Engineer

Date

Asstt. Engineer

Date 27.1.95

AGENDA FOR TECHNICAL COMMITTEE

Subject : Fixing of the R/W of NH-8 from its junction with Palam Road upto Delhi-Haryana Border.
F.5 (27)/77/MP-Pt.I/

1. LOCATION

Proposed NH-8 diversion from its junction with Palam Road (Existing NH-8) upto Gurgaon bye-pass is passing through the existing settlement of Mahipalpur - Rangpuri on one side and the proposed IAAI Complex on other side. The location/key plan is placed at Appendix-I.

2. a) MPD-2001 PROPOSAL

The recommended minimum R/W outside the urban units is 100mts. and/within urban limits 60mts. - 80 mts. (whichever possible).

b) NER-2001 PROPOSAL

Proposed R/W of road is 90 mtrs. with green belt of 100 mtrs. on both sides of this.

3. BACKGROUND

- a) The alignment plan of NH-8 diversion from its junction with Palam Road upto its junction with existing NH-8 near Samalkha after bye-passing the Airport Complex was approved by V.C., DDA on 26.6.79. The R/W of the ^{new} NH-8 in the above said approved plan was kept as 91.44 m (300 sq.) but during implementing by FWD (DA) R/W has been kept as 60 m. only.
- b) The proposal was placed again to the T/C on 4.11.86 for approval of the alignment plan and the decision regarding the R/W whether to be retained as 60mts. already implemented or 90 mtrs. as proposed in the MPD-62 and Draft - 2001. The decision of the T/C is reproduced below:-
 - i) Alignment plan of the entire stretch of new NH-8 starting from its junction with Palam Road upto Gurgaon bye-pass was approved.

- ii) Dir.(CP) stated that the Ministry of Shipping & Transport (Most) is following a 60 mtrs. wide r/w for National Highways and he wanted to know whether 90 mtrs. R/W as proposed in the Master Plan - 1962 and Draft PDP-2001 is to be retained. It was decided to follow the R/W of 90 mtrs. as provided in the Master Plan 1962 and Draft PDP-2001.
- iii) There should be wire fencing on either side with green crippers to enclosed R/W of road.

4. AUTHORITY DECISION

This was placed before the Authority vide resolution no. 25 dt. 13.3.87, Authority has resolved that 'Alignment Plan of new diversion of NH-8 from its junction with Palam Road (Existing NH-8) upto Delhi Haryana Border in Gurgaon as detailed in Agenda Item be approved' (Appendix - II).

Copy of the approved plan is laid on table.

5. Proposal from IAAI of India:

Member, Operations IAAI of India vide his letter dt. 20th March, 1989 (Appendix - III) had requested for construction of sub-way/ elevated road way for smooth and fast access the Airport from main road coming from the city. He also requested that the widening of NH-8 from 4 lane to 8 lane alongwith clearance of /structures/enroachments of least 60 mtr. on both sides of R/W the for development of /green way. They also submitted the Master Plan for the developments of their complex on 11th Sept., 89.

6. TECHNICAL COMMITTEE DECISION

This was again discussed in the Technical Committee vide item no. 107/92 dt. 30.9.92. The decision of the Technical Committee is given below:-

"The Technical Committee noted the contents and desired that a structure plan of the area in the vicinity be formulated with the stipulated period as required by MOUD".

7. ACTION TAKEN ON TECH. COMMITTEE DECISION

The conceptual scheme of the area alongwith National High-way 8 near Indira Gandhi International Airport was placed in Technical Committee vide Item No. 113/92 dt. 25.11.92. The decision of the Technical Committee is placed at Appendix - IV.

8. ISSUES RELATED WITH FIXING RIGHT OF WAY OF NH-8 AS PER THE DECISION OF TECHNICAL COMMITTEE DT. 4.11.86.

- a. EE.(PWD) DA vide letter No.70(7) /PWD Div.VII(DA)/220/02 supplied the P.T. Survey of NH-8.
- b. For identifying the 90 mtrs. R/W the 7.79 km. long stretch has been divided in 4 sections as indicated on the location/key plan placed at App.I. The broad details for options are as per the table placed at Appendix-V. The ownership of land/status of affected structures shall be examined by Land Section of DDA/PWD, NCTD.

The plan indicating the above mentioned options is laid on table.

9. The item is placed before the Technical Committee for the consideration the various options given in para 8 (b) above for fixing the R/W of NH-8.

Hasle

: AGENDA FOR TECHNICAL COMMITTEE :

Subject : Route alignment of 220 KV D/C towerline from
Kashmere Gate 220KV S/Stn. to Subzi Mandi
220 KV S/Stn.
File No.F.6(5)93 MP

1. S.E.(Plg.)I, DESU vide letter dated 20/3/95 has submitted the above said proposal for approval of D.D.A.
2. The 220 KV S/Stn. sites at Kashmere Gate and Subzi Mandi are already in possession of DESU land allotted and handed over by DDA. The link between Kashmere Gate and Subzi Mandi S/Stn. is required to be provided for ensuring stable power supply to each of these S/Stns.

An alternative proposal with 220KV U/G proposal was worked out and the total cost of U/G cable is Rs.45 crores as against Rs.2.25 crores. The line losses in the U/G alignment are much more than that the O/H line and also in the event of occurrence of a fault the restoration time in the case of O/H line is much smaller as compared to that of U/G cable.

3. In view of the above, DESU has requested that the entire route alignment from Kashmere Gate to Subzi Mandi be erected as O/H line for which three alternative proposals of the route were worked out, the details given below.

ALTERNATIVE-I.

The O/H line in this case was proposed to be erected on the southern side of Boulevard Road but due to its close proximity with ISBT, 1857 Memorial Park, Tis-Hazari Court, St. Stephen Hospital and further crossing the Barakhana intersection, this proposal was not found to be desirable.

ALTERNATIVE-II.

In this proposal, towers were proposed to be erected along the central verge of Boulevard Road upto Burf Khana Chowk intersection. Due to non-availability of adequate size central verge width, this proposal was not found feasible. This might further affect the widening of the road and become a traffic hinderance as such the proposal was not found to be desirable.

ALTERNATIVE-III.

In this alternative, the O/H route after crossing the Ring Road and ISBT flyover diagonally is taken along the periphery of Qudsia Garden upto Alipur Road. A clear height of 7 mtr. shall be maintained for the lowest conductor above the flyover after accounting for sag between the two pylons as per provision of Indian Electricity Rules and Provision of IS. The height of the pylons in these locations shall be 43 mtrs. and the base width will be 5.5 mtrs. from where onward the towerline will be erected

on the inner foot path of the Boulevard Road with a 60 mtr. R/W. After this, it is taken straight upto Burf Khana intersection and passing above the Police Lines, Mori Gate Crossing, existing IBP Petrol Pump, Railway/MCD Bungalows, Slum quarters (Rajn Basera) and existing HBC ~~Barf~~ Petrol Pump and a single storeyed wholesale market and passing through the foot of the ridge area where the 220KV Subzi Mandi S/Stn. is existing. The existing right of way varies between 26 mtrs. and 40 mtrs. appxm.. At the time of execution of the above work, the location of the towers would be suitably adjusted as per the site conditions. The height of pylons would vary at different locations to provide the specified clearance from the road as per the provisions of the routes.

The route length of this D/C towerline is 3 km. appx. and the entire route is proposed on O/H lines to be erected on pylons having a base width varying between 4.5 mtr. to 5.50 mtrs. The height of pylons vary between 33 mtrs. to 43 mtrs. depending upon the clearance required to be provided.

A total of 15 no. towers are required to be erected for the above line.

4. FEASIBILITY STUDY OF ALTERNATIVE-III.

The feasibility of the route suggested in alternative-III above having stated it is found that no trees shall have to be cut and no ~~saml~~ pucca/pucca structures and other services shall be affected in this proposal. The O/H line being in the inner footpath of the proposed 60 mtrs. right of way road as such this would not affect the future road widening the proposal. It would also not affect the MRTS alignment.

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

- a) The alternative-III proposal as submitted by DESU vide drawing no. PL-IV 795 (in two parts 1 & 2).
- b) DESU shall obtain approval of BUAC for the route alignment.

Asif

DELHI DEVELOPMENT AUTHORITY

/ Agenda Item for Technical Committee

Sub: Development control norms of premises
no.A-2, Karbala Lane, Opp.Safdarjung
Airport, New Delhi.

File no.F.16(27)94/MP.

.....

1. The Chief Architect, NDMC vide his letter dt. 20.10.94 forwarded proposed building plans of A-2 Karbala Lane for construction of staff quarters in the DGCA.
2. In reply to DDA's letter asking for a copy of the lay out plan, Chief Architect, NDMC vide his letter dt.27.1.95 informed that area under reference is belonging to L&DO, as such they do not have any approved lay out plan of the area. According to Architect, CPWD vide her letter dt.14.12.94, the Lay out plan of this area is not prepared on the land where construction has already been done.
3. ~~The~~ total area of the plot is 4423.33 sq.mt., which after deducting the area under road widening etc. works out to 3598.77 sq.mt.
4. The site falls in Sub-zone D-15 and the land use of the site under reference as per approved ZDP is 'Residential'. It is to point out that the plot is located in close vicinity of New Delhi Bungalow Area. The CPWD has proposed the scheme within the zoning regulation of residential plots (plotted development)

as given below:		As per MPD-2001 (page 159)	As proposed
i)	Ground coverage	- 33.33	20.41%
ii)	FAR	- 83	37.65
iii)	No.of DU's	- 11(16)	13(16)
iv)	Max.height	- 11 mtrs.	7.55 Mtr.

As given above, the proposed development is within the norms of MPD-2001,except number of DUs which are 11 as per MPD-2001 whereas 13 proposed by the CPWD.

5. The matter is placed before the Technical Committee for its consideration that whether the proposal may be approved in absence of an overall lay-out plan.


(AMIT DAS)
DY.DIR.(ZP) II
26.4.95

DELHI DEVELOPMENT AUTHORITY
(BUILDING SECTION)

SUB: ANNUAL INSPECTION OF CINEMA THEATERS IN THE
DEVELOPMENT AREA OF D.D.A.

File (1) 84- MP

Several requests for issuing of Annual Inspection report for licenced premises of cinema building (Definition refer Cinematography Rules 1981 Para 2) have been received. As per amended clause No.14(1)(a) under Part-III Inspection of Delhi Cinematography Act 1981, "before granting or renewing an annual licence of Cinema, the Licensing Authority shall - call upon the concern local body to examine the structural features of the building and to report whether the rules there to have been duly complied with."

The licensing authority for granting or renewing an annual licence of the Cinema in Delhi is Dy. Commissioner of Police, Licencing, Delhi and local bodies are Municipal Corpn. of Delhi, New Delhi Municipal Corporation, Delhi Development Authority and Cantonment Board as the case may be in whose juri/diction the place for Cinematograph exhibitions, situated. For compliance of the amended Delhi Cinematography Act - 1981, and on request of Licensing Authority, for granting or renewing an annual licence, the Delhi Development Authority is required to furnish the report to the licensing authority, after being examined in r/o premises. Earlier, before amendment in the Delhi Cinematography Act, 1981, the Executive Engineer, P.W.D. (D.A.) was issuing such certificate/report in the proforma enclosed.

Most of the cinemas under the jurisdiction of DDA are either part of Community Centre or District Centres and are governed by architectural control condition. The proforma enclosed can not be applied as it is & DDA will only certify the construction with ref. to sanctioned plans. The proposal for scrutiny of such cases is given below.

PROPOSAL:-

It is proposed to check the existing premises for violations of building byelaws i.e., check the existing premises as per the approved building plans. The other clearances from C.F.O., DESJ, MCD etc. will be obtained by licensing authority directly.

contd:.....2/-

DELHI DEVELOPMENT AUTHORITY
AREA PLANNING/SPECIAL AREA

AGENDA ITEM FOR TECHNICAL COMMITTEE

SUBJECT:- Change of land use of an area measuring 26 ha. (64.22 acres) from 'Agricultural and Water body' (Use Zone A-4) to 'Manufacturing' (Use Zone M-1) for fly ash brick plant near Badarpur Thermal Power Station, New Delhi."

1. / Government of India vide its notification No. K-13011/3/92-DDIB dt. 11.11.93 modified the change of land use of area measuring about 26 hec. from 'agricultural and Water body' (Use Zone A-4) to manufacturing (Use Zone M-1)" (Annexure-1).

2. In the notification the change of land use is erroneously mentioned as Manufacturing (Use Zone M-1). The appropriate land use is 'Manufacturing' (use zone M-2) in which extensive industries such as ash based brick plants is permitted. And the Ministry was requested to issue corrigendum for the same.

3. Vide letter dt. 12.9.94 Under Secretary MOUD had conveyed the decision of the Ministry that DDA should follow the procedure laid down under Section 11-A of DD Act afresh for correcting the change of land use to Manufacturing (Use zone M-2) instead of 'Manufacturing' (Use Zone M-1).

4. The matter is placed before the Technical Committee for consideration of the change of land use of 26 ha. from agricultural and water body (use zone A-4) to Manufacturing (use zone M-2) for an area measuring 26 hec. details given as under:

" bounded by existing cart track in the North, Jaitpur drain in the South, Bund of Ash Dyke Area (Phase III) in the East, and drain from Jaitpur to Ash Dyke Area Phase-I in the West (Plan laid on the table"

5. The proposal contained in para 4 above is placed before the Technical Committee for its consideration.

No.K-13011/3/92-DDIB
Government of India
Ministry of Urban Development
(Delhi Division)
.....

सुसय योजना संयुक्त
वायरी सं. 13-1-94
दिनांक 13-1-94

New Delhi, dated the 12th September, 1994

To

102/100/94
22-11-94

Sh. P. V. Mahashabdey
Joint Director (MP)
Delhi Development Authority
Vikas Minar
I.P. Estate
New Delhi.

567
23/9/94

Sub: Change of land use of an area measuring 26 ha. (64.22 acres) from 'Agricultural and Water Body' (Use zone A-4) to 'Manufacturing' (Use zone M-1) for fly ash brick plant near Badarpur Thermal Power Station, New Delhi.

2-28/94

Please refer to your office letter No.F.3(56)89-MP/15 dated 5.1.94 on the above mentioned subject requesting for issuing a corrigendum to the notification dated 11.11.93 to the effect that the change of land use should have been notified from 'Agricultural and Water Body' (Use zone A-4) to 'Manufacturing' (Use zone M-2) instead of 'Manufacturing' (Use zone M-1).

2. The matter has been examined in the Ministry. Since in the public notice issued on 20.3.93 the change of land use was notified for 'Manufacturing' (Use zone M-1) and objections/suggestions invited accordingly, it has been decided that BDA should follow the procedure laid down under Section 11-A of DD Act afresh for correcting the change of land use to 'Manufacturing' (Use zone M-2) instead of 'Manufacturing' (Use zone M-1).

3. Action may be taken accordingly under intimation to this Ministry.

Yours faithfully,

14/9/94
17/9/94

(S.C. Sagar)
Under Secretary

The file bearing no. F.3(56)/89 under Secretary

-MP Pt. has been sent to Adm. Commr. (AP) on 26.8.94

Please.

H. B. V. (MP)

21/11/94

P.S. to A.C. (AP)

This file was
sent to AD (MP)
on 20.9.94.

17/11/94
The above file has been sent to
H. B. V. (MP) through A.C. (AP) on 23/11/94

100/100/94

23/11/94

964 Annexure I
TO BE PUBLISHED IN THE GAZETTE OF INDIA
PART-II SECTION 3 SUB-SECTION (11)

No. K-13011/3/92-DDIB
Government of India
Ministry of Urban Development
(Delhi Division)

JK NOV,
New Delhi, dated 28th Oct., 1993

NOTIFICATION

WHEREAS certain modifications, which the Central Government propose to make in the Master Plan for Delhi/ Zonal Development Plan regarding the areas mentioned here under were published with Notice No. F.3(56)/89-MP Pt. I dated 15/3/93 in accordance with the provisions of Section 44 of the Delhi Development Act, 1957 (61 of 1957) inviting objections/suggestions as required by sub-section (3) of Section 11-A of the said Act, within thirty days from the date of the said Notice;

AND WHEREAS no objections/suggestions have been received with regard to the said proposed modification;

AND WHEREAS the Central Government have decided to modify the Master Plan for Delhi/Zonal Development Plan;

NOW THEREFORE, in exercise of the powers conferred by sub-section (2) of Section 11-A of the said Act, the Central Government hereby makes the following modification in the said Master Plan for Delhi w.e.f. the date of publication of this Notification in the Gazette of India.

MODIFICATION

"The land use of an area measuring about 26 ha. (64.22 acres) bounded by existing cart track in the North, Jaitpur drain in the South, Bund of Ash Dyke Area (Phase III) in the East, and drain from Jaitpur to Ash Dyke Area Phase-I in the West, is proposed to be changed from 'agricultural and water body' (Use Zone A-4) to 'manufacturing' (Use Zone M-1)".

To,

The Manager,
Govt. of India Press,
Mayapuri,
New Delhi.

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

1. The Secretary, DDA, Vikas Sadan, New Delhi (with 20 copies) w.r.t. their letter No. F-3(56)89-MP-Part I/481 21.6.1993 with the request that consequential modifications may be carried out in the Master Plan for Delhi and copies thereof may be supplied to the NDMC/MCD/TCPO/DUAC and other concerned authorities and publicity may be given through press. It is also requested that modifications indicated in this Notification may be incorporated in the Zonal Development Plan be also sent to the Central Government in due course.

2. The Chief Secretary, Delhi Admn., Shyamnath Marg, Delhi.
3. The Secretary(L&B), Govt. of NCTD, Vikas Bhavan, New Delhi.
4. The Chief Planner, TCPO, New Delhi.
5. The Land & Bldg. Officer, Mirman Bhavan, New Delhi.
6. The Member Secretary, NDMC, New Delhi.
7. The Commissioner, MCD, Town Hall, New Delhi.
8. The Dy. Secretary(L), M/o. UD, New Delhi.
9. The Information Officer, M/o. UD, New Delhi.
10. The DG(Works), CPWD, New Delhi.
11. The Secretary, DUAC, Lok Nayak Bhavan, New Delhi.
12. Guard File.
13. Change of land use file.
14. Lands Division, M/o. UD, New Delhi.

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

Agg. order 31/8/88

DELHI DEVELOPMENT AUTHORITY
AREA PLANNING/SPECIAL AREA

NO: F.3(73)84/MP/

Dt:- 28.4.95.

SUBJECT:- Allocation of balance 100 Hects.
of land for Ash disposal of
Badarpur Thermal Power Station.

1.0

- (i) In the year 1984 BTPS requested to issue NOC for acquisition of 460 hecets. of land on the Eastern side of canal for ash ponds to dump ash for another 20 years.
- (ii) In the year 1988 the land requirement was reduced to 200 hecets of land against 460 hecets for the next 10 years or so.
- (iii) The case was considered in the Technical Committee meeting held on 31.8.88 and the Technical Committee decided that a group under the Chairmanship of Commr. (Plg.) and comprising of Director (PPW), Director (DC&P) representatives from DESU, CCI Sh. Tikky and Department of Environment and representatives of NTPC as convenor to go in both question of earmarking suitable sites/locations for dumping of fly ash.
- iv) In September, 1988 V.C. DDA redefined the constitution of the group under Chairmanship of Commr. (Plg.) DDA, General Manager, DESU, Director Operation CCI, Representatives of Department of Environment Ministry of Environment and Forest, Commr. (Lands), Director (PP) and Director (DC), General Manager (BTPS) as convenor with the following terms of reference:-
 - a) To identify suitable location/land to be used as Ash pond on short term and long term basis.
 - b) While suggesting the alternative location, the group should take into consideration whether dumping of ash causes problem around and demaging group apart from causing lot of inconvenience to the person living around such locations.
 - c) In Delhi, there are large ravines created due to

Contd..2/-

excavation of building material in the vicinity of Badarpur area whether such ravines could be made use for this purpose.

2.0 The group after going through all the details made following recommendations:

- i) NTPC should swith over to modern technology thereby reducing production of fly ash and the problems of its dumping. They should examine the possibility of use of gas instead of coal.
- ii) It was also felt that the NTPC should examine dumpin the dry ash into the excavated mines/ravines on the pattern followed by DESU.
- iii) The use of flyy ash for manufacturing of cement, fly ash bricks, cellular concrete blocks and disposal to the consumers should be adopted.
- iv) The group felt that the possibility of utilising the fly ash for river channelisation by studying its chemical effects with water may also be the group felt that the possibility of utilising the fly ash for river channelisation by studying its chemical effects with water, may also be explored. also wherever there are low lying area, this should be used as filling material. The group also recommended that the land in phase-1 which is already filled up should be utilised for planned development of Delhi for recreational and other activities.
- v) Keeping in view the above suggestions, the group suggested that to meet the requirement for a period of 5 to 6 years, the fly ash dykes may be allowed in an area minimum to the extent of 100 hecets. meanwhile above suggestions be examined in details and be implemented.
- vi) It was also suggested that the area in the south of road leading to NOIDA barrage and in the area to be used as National Highway bye-pass No. 2 should be taken up first for dumping of fly ash to raise

the level of this area/pocket for which the land be identified separately.

vii) To improve the environment and reduce the pollution, it was felt that the pockets available after dumping of fly ash, should be properly land scaped and wherever necessary layer of sweet earth should be laid. Such area may be handed over to DDA on mutually agreed basis after proper landscaping.

3.0 The case was considered in the Technical Committee meeting held on 13.1.89 and as a minimum measure 50 hecsts. of land was decided to be acquired for dumping of fly ash. Later on after discussions with I.G about 60 hecsts. of land was agreed to be acquired against the 50 hecsts as decided by the Tehnchnical Committee.

- 1) In the year 1990 V.C. DDA up to acquisition of additional 40 hecsts of land for the construction of ash dykes by BTPS.
- ii) Thus till date BTPS is in possession of 258 hecsts, of land out of which DDA has issue NOC for 100 hecsts. of land in the year 1989 & 1990.

4.0. The BTPS has again approach DDA to issue NOC for acquisition of 100 hecsts. of land for construction of ash dykes Ph-V so as to meet the requirement till 2003. The request is considered in the meeting of the group constituted by the Technical Committee under the Chairmanship of Commr. (Plg.) DDA on 16.3.95 wherein following has been concluded:- (Minutes annexed)

- (i) In view of the pressing need of the land required for fly ash disposal, the group recommended for 100 hecst. of land as shown on the copy of the plan circulated with the report to BTPS for acquisition with the stipulation that action should be taken as suggested in para 2.
- (ii) Since the representatives of the Ministry of Environment was not present in the meeting, he may be called in the Technical Committee meeting.

5.0. In view of the recommendation of the group the request of BTPS for issue of NOC for 100 hecsts. of land as shown on the plan(laid on the table) is placed before the T.C. for its consideration.

Agenda Item

DELHI DEVELOPMENT AUTHORITY
AREA PLANNING/SPECIAL AREA

NO: F.3(73)84/MP/

Dt:- 28.4.95.

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DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

Dt:15.5.95

NO:F.1(10)95-MP

MEETING NOTICE

The meeting of the Pre Technical Committee, under the Chairmanship of Commr.(plg.)DDA will be held on Wednesday dt:17.5.95 at 11.00 A.M. in the Conference Hall of Vikas Nगर, New Delhi. A list of the items to be discussed is enclosed.

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

for *H. K. Hillon*
(P.V. MAHASHABDEY)
JOINT DIRECTOR(MP)

Copy to:- /

1. P.S. to Commr.(plg.) for information of the latter.
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4. Addl. Commr. (AP)
5. Chief Arch. (HUPW)
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10. Dir. (Bldg)
11. Mr. (W&SA)
12. Dir. (ZP)
13. Dir. (SPG)
14. Dir. (NCR&UD)
15. Dir. (Rohini)
16. Dir. (Dwarka)
17. Dir. (Narela)
18. Dir. (T)
19. Dir. (FFR)
20. Dir. (LS)
21. Dir. (T)
22. Senior Arch. (North)
23. Senior Arch. (South)
24. Senior Arch. (West)
25. Senior Arch. (East)
26. Senior Arch. (Rohini)

for *H. K. Hillon*
JOINT DIRECTOR(MP)

I N D E X

Sl.No.

Particulars

1. 1) Alignment plan for Road No.17 (Nelson Mandela Road) from Outer Ring Road to Mehrauli-Mahipal pur Road.
11) Approval of 'Service Coridoor' along the roads.
F.5(3)72-MP/Pt.I
2. Fixing of the R/W of NH-8 from its junction with Palam Road upto Delhi-Haryana Border.
F.5(27)77-MP/Pt.I
3. Route alignment of 220 KV D/C towerline from Kashmere Gate to Subzi Mandi, 220 KV S/stn.
F.6(5)93-MP/
4. Annual Inspection of Cinema theaters in the Development Area of DDA.
F.11(1)84-MP/
5. Development control norms of premises no.A-2 Karbala Lane, Opp.Safdarjung Airport, New Delhi.
F.16(27)94-MP/

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO: F.1(10)95-MP

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for H. Mahashabdey
(P.V. MAHASHABDEY)
JOINT DIRECTOR(MP)

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I N D E X

<u>Sl.No.</u>	<u>Particulars</u>
1.	1) Alignment plan for Road No.17(Nelson Mandela Road) from Outer Ring Road to Mehrauli-Mahipal pur Road. 11) Approval of 'Service Coridoor' along the roads. F.5(3)72-MP/Pt.I
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3.	Route alignment of 220 KV D/C towerline from Kashmere Gate to Subzi Mandi, 220 KV S/stn. F.6(5)93-MP/
4.	Annual Inspection of Cinema theaters in the Development Area of DDA. F.11(1)84-MP/
5.	Development control norms of premises no.A-2 Karbala Lane, Opp.Safdarjung Airport,New Delhi. F.16(27)94-MP/

DRAFT

Observations of the Pre-Technical Committee meeting held on 3.5.95 at 4.00 P.M. in the Conference Hall, Vikas Minar.

The following four items were considered:

1. Sub: Jawahar Navodaya Vidyalaya at Jaffarpur Kalan West Delhi - Change of land use. F9(1)92-MP

After detailed discussion it was recommended that the change of land use from 'rural' to 'public and semi public facilities' (school) be processed with the development control norms as per MPD-2001. ^{on 3.9 had land} The matter was recommended for placing before the Tech. Committee.

2. Sub: NOC for installation and commissioning of diesel pump in Auto works shop at Lodhi Road, MCD F7(11)94-MP

The request for ^{for} ~~the~~ NOC installation and commissioning of diesel pump in Auto work shop at Lodhi Road, MCD was recommended for approval and placing before the Tech. Committee.

3. Sub: Development controls for public and semi public facilities (National Security Guard) ^{near village Sanalkha} measuring 25 acres. ^{It was informed that} the change of land use for the pocket was approved by the Govt. for 'public and semi public' for NSG. ~~It was observed that~~ The Pre Tech. committee recommended the processing of the proposal on the basis of large campus as per MPD-2001 with low rise development, ^{clearance for} height etc. to be taken from ^{Intermediary} Airport Authority, ~~the~~ and necessary approvals to be taken from the local authorities i.e. MCD & DUAC. ^{The matter was recommended for placing before the Tech Committee and also the representatives of NSG be invited.}
4. Sub: Development controls for land allotted to Sh. Jagat Singh Chadha Charitable Trust for a middle school in Paschim Vihar. F18(16)93/Pt./AP

After detailed discussion it was observed that 2 plots of nursery schools existed which were encroached upon, and while the allotment for middle school was made. It was ^{since the} observed that ~~the~~ sites were meant for nursery schools, and these ~~could~~ not have been allotted for middle school. It was recommended to send the observations of Planning Deptt. to Lands Department and the matter may not be placed before the Tech. committee.

B *H* 4/5/95

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO:F.1(10)95/MP

Dt:1.5.1995

MEETING NOTICE

The meeting of the Pre Technical Committee, under the Chairmanship of Commr.(plg.)DDA will be held on Wednesday dt:3.5.1995 at 4.00 P.M. in the Conference hall of Vikas Minar, New Delhi. A list of the items to be discussed is enclosed.

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


(P.V. MAHASHABDEY)
JOINT DIRECTOR(MP)

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26. Senior Arch. (Rohini)


JOINT DIRECTOR(MP)

I N D E X

Sl.No.

PARTICULARS

1. Jawahar Navodaya Vidyalaya at Jaffarpur
Kalan West Delhi- Change of land use.
F.9(1)92-MP
2. NOC for installation and Commissioning
of diesel pump in Auto Works shop at
Lodhi Road, MCD.
F.7(11)94-MP/
3. Development Controls for Public and Semi-
Public facilities (National Security Guard)
F.20(16)85-MP/
4. Development Controls for land allotted to
Shri Jagat Singh Chadha Charitable Trust -
for a middle school in Paschim Vihar.
F.18(16)93/pt. /Area Planning.
- 5- i) Alignment plan for Road No. 17(Nelson
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Mehrauli-Mahipal pur Road.
ii) Approval of 'Service Coridoor' along
the roads.
F.5(3)72-Mp/Pt. I
6. Fixing of the R/W of NH-8 from its junc-
tion with Palam Road upto Delhi-Maryana
Border.
F.5(27)77-MP/pt. I
7. Route alignment of 220 KV D/C towerline
from Kashmere Gate to Subzi Mandi, 220 KV
S/stn.
F.6(5)93-MP/
8. Annual Inspection of Cinema theaters in the
Development Area of DDA. F11(1)84-MP

17.5.95

at 11.00 AM

OBSERVATION OF THE PRE TECHNICAL COMMITTEE MEETING HELD ON 5.4.95 AT 4.00 P.M. IN THE CONFERENCE HALL, VIKAS MINAR, IP ESTATE, NEW DELHI.

In the meeting 15 items were considered out of which seven items have been recommended for placing in the Technical Committee meeting.

1. Item No. 3/95:

Sub: Minor modifications in the layout plan of pocket B Block 1, Sector XVI Rohini and provision of alternative plots to affected allottees.

It was recommended that the matter be brought before the Technical committee.

Action: to be placed before Tech.committee.

2. Item No. 4/95:

Sub: Request for fresh No objection certificate for construction of an integrated vocational senior Sec. School in Revenue Estate of Sahibabad Daulat Pur Delhi. F9(4)72-MP

As per the Techn. committee decision the approved layout plan from DUAC and the site report has been received. It was recommended that the matter be brought to the Technical committee.

3. Item No. 5/95: Action: to be placed before TC.

Sub: Regarding modifications in the text of MPD-2001 with regard to special care to be taken for removal of waste around the Airport. F20(2)095-MP

It was recommended that the matter be brought before the Technical Committee.

Action: to be placed before Tech. committee.

4. Item No. 12/95:

Sub: Permission to replace asbestos sheet roof with RCC roofs in DDA built Industrial sheds at Okhla Industrial Estate Phase I & II New Delhi.

It was observed that this being a group scheme, the proposal be submitted by the Society/Association of plot holders keeping max. ht. 4.5 mt. with roof in RCC.

Action: to be placed before Technical Committee.

5. Item No. 15/95:

Sub: Entry to Nizamuddin Railway Station from Ring Road.

The proposal for the 2nd entry to the Nizamuddin Railway Station submitted by the consultant was discussed in detail and it was observed that the proposal needed to be integrated with the over all circulation plan of the area considering the National highway no. 24, Ring Road existing ISBT and appropriate parking provision. It was recommended to be discussed in the Technical Committee.

Action: to be placed in ;the Tech. committee.

6. Item No. 1/95:

Sub: Sub District Centre cum Community Centre DIZ Area. Fl6(23)94-MP

The Pre Technical committee observed that under the Draft Building Bye Laws 1993. The issue of relaxation of height stands referred to the Ministry of Urban Development As such the relaxation of height can be considered by the Tech. committee. The FAR can not be recommended for relaxation. However, the Tech. Committee may keep in view that the building under reference falls in the vicinity of Bungalow Zone and President House.

Action: to be placed before Tech. committee.

7. Item No. 2/95:

Sub: Policy regarding land utilisation in case of existing hazardous/noxious/heavy/large scale industries on their closure/shifting.
F20(15)93-MP/F3(7)85-MP

After detailed discussion it was recommended that the area upto 2,000 sq.mtr. may be allowed to be used as per the conforming use and further area beyond 2,000 sq.mtr. may be proportionately devided for other uses as recommended in the agenda item.

Action: to be placed before Tech. committee.

OBSERVATION OF THE PRE TECH. COMMITTEE MEETING AND ITEMS
RECOMMENDED FOR FURTHER EXAMINATION IN MEETING HELD ON
5.4.1995 AT 4.00 P.M.

Item No. 6/95.

Sub: Proposal for utilisation of an area measuring about 44 ha. acquired land on East of G.T. Road in village Tikri Khurd and Singola Khampur, Narela Sub City Project.

The matter was discussed with reference to the letter from MCD regarding slaughter house site. It was observed from the letter that it was not clear whether MCD had decided on the proposal of the slaughter house at Narela. It was suggested that the agenda be modified keeping in view the observations of MCD as well as the High Court decision on the subject, and be brought to the Tech. Committee.

Action: Director(NP) to modify the agenda accordingly.

Item No. 7/95

Sub: Policy for cremation grounds.

After detailed discussion it was observed that the agenda be modified incorporating the proposals for burial grounds cemetery and norms for parking/facilities etc. and be brought before the pre Tech. Committee.

Action: Dir.(PPR) for modifying the agenda accordingly

Item No. 8/95

Sub: Change of land use of an area measuring 38 acres from industrial to commercial use at Jangpura by Hindustan prefab Ltd. Govt. of India Enterprises. F.20(8)88-MP

The traffic study conducted with respect to the proposed change of land use was discussed and it was observed that this needs to be highlighted. It was decided that the agenda be modified by incorporating the earlier Tech. Committee decision.

Action: Addl. Commr.(AP) for modification of agenda accordingly.

Item No: 9/95:

Sub: Norms and standards for Govt. Hr. Sec. School at Kidwai Nagar, New Delhi. F.16(15)92-MP

It was observed that the Hr. Sec. School was already functioning at the site. It was suggested that the proposal be examined based on the middle school norms as the site area fell under middle school category.

Action: Dir.(ZP) to modify the agenda accordingly.

Item No.10/95:

Sub:- Formulation of Development Control norms for club building in Delhi. F.3(03)95-MP

It was suggested that the views of the sub-committee constituted for the purpose on the Tech.Committee decision dt:6.9.94 be brought before the Pre Tech. Committee.

Action:Chief Architect,HUPW

Item No.11/95:

Sub: Regarding allotment of land for cremation ground in Badarpur Village, New Delhi. F.3(21)94-MP

It was observed that the issue of cremation ground to be comprehensively being looked into and thereafter brought before the Tech.Committee. It was suggested that an interim reply ~~may~~ be sent to the MOUD in response to the pending reference.

Action:Jt.Dir.(MP)/Dir.(AP) &

Item No.13/95:

Sub:- Land use of Khasra no.138,139,9 to 10 140 and 141 village Okhla. F.3(9)85-MP

This required further examination keeping in view the facts of matter.

Action:Dir.(AP)

Item No.14/95

Sub:- Request of Suraj Bhan DAV public school vasant Vihar for allotment of additional land for play ground.

The proposal was withdrawn by Addl.Commr.(AP) & (AS)

This issues with the approval of Commr.(plg).

(P.V.MAHASHABDEY)
JOINT DIRECTOR(MP)

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO:F.1(10)95/MP

Dt:1.5.1995

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(P.V. MAHASHABDEY)
JOINT DIRECTOR(MP)

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JOINT DIRECTOR(MP)

I N D E X

Sl.No.

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Kalan West Delhi- Change of land use.
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2. NOC for installation and Commissioning
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S/stn.
F.6(5)93-MP/
8. Annual Inspection of Cinema theaters in the
Development Area of DDA. F11(1)84-MP

OBSERVATIONS OF THE PRE TECHNICAL COMMITTEE MEETING HELD
ON 5.4.95 AT 4.00 P.M. IN THE CONFERENCE HALL, VIKAS MINAR

In the meeting 15 items were considered out of which seven items have been recommended for placing in the Technical committee meeting.

1. Item No. 3/95:

Sub: Minor modifications ^{Request} in the layout plan of pocket B Block 1, sector XVI and provision of alternative plots to affected allottees.

It was ^{recommended} ~~decided~~ that the matter be brought before the Tech. committee, ~~as desired by VC, DDA.~~

Action: to be placed before TC.

2. Item No. 4/95:

Sub: Request for fresh No objection ~~&~~ certificate for construction of an integrated vocational senior Sec. school in Revenue Estate of Sahibabad Daulat Pur Delhi. F9(4) 72-MP

As per the Tech. committee decision the approved layout plan from DUAC and the site report has been received. It was ^{recommended} ~~decided~~ that the matter be brought to the Tech. committee.

Action: to be placed before TC.

3. Item No. 5/95:

Sub: Reg. modifications in the text of MPD-2001 with regard to special care to be taken for removal of waste around the Airport. F20(2) 95-MP

It was ^{recommended} ~~decided~~ that the matter be brought before the Tech. committee.

Action: to be placed before TC.

4. Item No. 12/95:

Sub: Permission to replace asbestos sheet roof with RCC roofs in DDA built Industrial sheds at Okhla Industrial Estate Phase I & II New Delhi.

It was observed that this being a group scheme, the proposal be submitted ~~admitted~~ by the Society/Association of plot holders keeping max. ht. 4.5 mt. with roof in RCC.

Action: to be placed before TC.

5. Item No. 15/95

Sub: Entry to Nizamuddin Railway Station from Ring Road

The proposal for the 2nd entry to the Nizamuddin Railway Station submitted by the consultant was discussed in detail

[REDACTED]

and it was observed that the proposed needed to be integrated with the over all circulation plan of the area considering the National highway no. 24 Ring Road, existing ISBT and appropriate parking provision. It was recommended to be discussed in the Tech. committee.

Action: to be placed in the Tech. comm.

6. Item No. 1/95:

Sub: Sub District Centre Cum Community Centre Diz Area
F16(23)94-MP

The Pre Tech. committee observed that under the Draft Building Bye Laws 1993. The issue of relaxation of height stands referred to the Ministry of Urban Dev. As such the relaxation of height can be considered by the Tech. committee. The FAR can not be recommended for relaxation. However, the Tech. committee may keep in view that the building under reference falls in the vicinity of Bungalow Zone and President House.

Action: to be placed before Tech. Comm.

7. Item No. 2/95:

Sub: Policy regarding land utilisation in case of existing Hazardous / noxious / heavy / large scale industries on their closure/shifting. F20(15)93-MP/F3(7)85-MP

After detailed discussion it was recommended that the area upto 2,000 sq.mtr. may be allowed to be used as per the conforming use and further area beyond 2,000 sq.mtr. may be proportionately divided for other uses as recommended in the agenda item.

Action: - to be placed before Tech. Comm.

Observations of the P/Tc/ndm 54.25
in the Conf. Items recommended for further examination

Item No. 6/95:

Sub: Proposal for utilisation of an area measuring about 44 ha. acquired land on East of G.T. Road in village Tikri Khurd and Singola Khampur, Narela Sub City Project.

The matter was discussed with reference to the letter received from MCD regarding slaughter house site. It was observed from the letter that it was not clear whether MCD had decided on the proposal of the slaughter house at Narela. It was suggested that the agenda be modified keeping in view the observations of MCD as well as the High Court decision on the subject, and be brought to the Tech. Committee.

Action: Director (NP) to modify the agenda accordingly.

Item No. 7/95

Sub: Policy for cremation grounds.

After detailed discussion it was observed that the agenda be modified incorporating the proposals for burial ground, cemetery and norms for parking / facilities etc. and be brought before the pre Tech. committee.

Action: Dir. (PPR) for modify the agenda accordingly.

Item No. 8/95:

Sub: Change of land use of an area measuring 38 acres from industrial to commercial use at Jangpura by Hindustan Prefab Ltd. Govt. of India Enterprises. F20(8)88-MP

The traffic study conducted with respect to the proposed change of land use was discussed and it was observed that this needs to be highlighted. It was decided that the agenda be modified by incorporating the earlier Tech. committee decision

Action: Addl. Commr. (AP) for modification of agenda accordingly.

Item No. 9/95:

Sub: Norms and standards for Govt. Hr. Sec. School at Kidwai Nagar, New Delhi. F16(15)92-MP

It was observed that the Hr. Sec. School was already functioning at the site. It was suggested that the proposal be examined based on the middle school norms as the site area fell under middle school category.

Action: Director (ZP) to modify the agenda accordingly.

Item No. 10/95:

Sub: Formulation of Development Control norms for club building in Delhi. F3(23)95-MP

It was suggested that the views of the sub-committee constituted for the purpose on the Tech. committee decision dt. 6.9.94 be brought before The Pre Tech. Committee.

Action: Chief Architect, HUPW

Item No. 11/95:

Sub: Regarding allotment of land for cremation ground in Badarpur Village, New Delhi. F3(21)94-MP

It was observed that the issue of cremation ground to be comprehensively being looked into and thereafter brought before the Tech. committee. It was suggested that an interim reply be sent to the MOUD in response to the pending reference.

Action: Jt.Dir.(MP)/Dir. (AP) I

Item No. 13/95:

Sub: Land use of khasra no. 138,139, 9 to 10 140 and 141 village Okhla. F3(9)85-MP

This required further examination keep in view the facts of matter.

Action : Dir. (AP)

Item No. 14/95:

Sub: Request of Suraj Bhan DAV Public School Vasant Vihar for allotment of additional land for play ground.

The proposal was withdrawn by Addl. Commr. (AP)

Action: Commr. (AS&SP)

observations

Meeting

Minutes of the Pre Technical Committee held on 5.4.95
at 4.00 P.M. in the Conference Hall, Vikas Minar.

Item No. 1/95:

Sub: Sub-District Centre Cum Community Centre Diz Area
F16(23)94-MP

Pre-

The Tech. committee observed that the issue of relaxation of height stands referred to the ^{Ministry} ~~Authority~~ as part of the ~~building bye laws 1993~~ and observed that the FAR can not be relaxed. As per the Draft Zonal Plan for Zone D, and the Bungalow Zone policy no high rise building is to be allowed in the adjoining areas ^{as per the Authority res. no.} ~~as per the Authority res. no.~~ ^{g. h. can be considered by the TC} ~~dt.~~ ^{recomm.} ~~The matter was referred to be discussed in the~~ Tech. committee. ^{Under Mr. Shah BSL 93}

Item No. 2/95

Sub: Policy regarding land utilisation in case of existing hazardous / noxious / heavy / large scale industries on their closure/shifting. F20(15)93-MP F3(7)85-MP

After detail ^{ed} discussion it was decided that the ~~area~~ ^{may be allowed} upto 2,000 sq.mtr. is to be used as per the Confirming use and, in case of area more than 2,000 sq.mt. the same be ^{may be} ~~proportionately divided for other uses keeping minimum of~~ 2,000 sq.mtr. as above. ^{as recommended in the agenda item}

Item No. 3/95

Sub: Minor modifications in the layout plan of pocket B, block 1, sector XVI and provision of alternative plots to affected allottees.

It was decided that the matter be brought before the Tech. committee, as desired by VC. DDA.

Item No. 4/95:

Sub: Request for fresh No objection (certificate for construction of an integrated vocational senior Sec. school in Revenue Estate of Sahibabad Daulat Pur Delhi. F9(4)72-MP

As per the Tech. committee decision the approved layout plan from DUAC and the site report has been received. It was decided that the matter be brought to the Tech. committee.

ACTION: to be placed before TC

Item No. 5/95

Sub: Reg. modifications in the text of MPD-2001 with regard to special care to be taken for removal of waste around the Airport. F20(2)95-MP

ACTION: - to be placed before T.C.

It was decided that the matter be brought before the Tech. committee.

6. Item No. 6/95

Sub: Proposal for utilisation of an area measuring about 44 ha. acquired land on East of G.T. Road in village Tikri Khurd and Singola Khampur, Narela Sub city Project.

The matter was discussed with reference to the letter received from MCD. ^{regarding the slaughter house site} ~~had decided for~~

It was observed that it was not clear whether MCD ^{from the letter} ~~is sure~~ ^{at Narela} ~~had decided for~~ ^{suggested} ~~the agenda~~ ^{keeping in view of his observations} ~~be modified accordingly and brought to the Tech. committee in view of the letter from MCD as well as the Supreme Court decision on the subject, and be brought to the Tech. Committee.~~

Item No. 7/95

Sub: Cremation Grounds.

ACTION: - Dir (NP) to modify the agenda accordingly.

After detail ^{ed} discussion it was observed that the agenda ~~should be modified and the proposals for burial ground, cemetery and norms for parking / facilities etc. be incorporated and be brought before pre Tech. Committee.~~ ^{incorporating the}

Item No. 8/95:

Sub: Change of land use of an area measuring 38 acres from industrial to commercial use at Jangpura by Hindustan Prefab Ltd. Govt. of India Enterprises. F20(8)88-MP

ACTION: - Dir (PPR) for modification of agenda accordingly.

The traffic study conducted with respect to the proposed ^{was} ~~changed~~ of land use ^{or was decided that} ~~were discussed and it was observed that these needs to be highlighted, and the agenda be modified by incorporating the earlier Tech. Committee decision, The~~ ~~matter was recommended for discussion in Tech. committee.~~

Item No. 9/95:

Sub: Norms and standards for Govt. Hr. Sec. school at Kidwai Nagar, N. Delhi. F16(15)92-MP

ACTION: - Dir (PPR) for modification of agenda accordingly.

It was observed that the Hr. Sec. School was already functioning at the site. It was ^{suggested} ~~decided~~ that the proposal be examined based on the middle school norms, ^{as the site area} ~~and the FAR be allocated accordingly. measured as for middle school, it fell under middle school category.~~

ACTION: - Dir (PPR) to modify the agenda accordingly.

Item No. 10/95:

Sub: Formulation of Development control norms for club building in Delhi. F3(24) 76-MP

I left with him to discuss the file
supported
It was decided that the views of the sub-committee constituted for the purpose *on the T.C. decision dated 6/9/94* be brought before the Pre Tech. committee.

ACTION: - Chief architect HUPW.

11.

Item No. 11/95:

Sub: Regarding allotment of land for cremation ground in Badarpur Village, N. Delhi. F3(21)94-MP

It was observed that the issue of cremation ground *& be* ~~was~~ comprehensively ~~being~~ looked into and *thereafter* ~~was to be~~ brought before the Tech. committee. It was *suggested* ~~decided~~ that an interim reply ~~be~~ sent to the ~~pending letter from MOUD in response to the pending reference.~~ *ACTION: - JD (AP) Dir (AP) I*

12.

Item No. 12/95:

Sub: Permission to replace asbestos sheet roof with RCC roofs in DDA built Industrial sheds at Okhla Industrial Estate Phase I & II New Delhi.

It was observed that *this being a* ~~this was a~~ group scheme and ~~continuous to remain a group scheme.~~ It was decided that the proposal be *submitted* ~~admitted~~ by the Society/Association. *of plot holders* ~~The latter keep by~~ max. ht. *4.5 mt* ~~is to be reduced to 14 ft.~~ with ~~slopping~~ roof in RCC. *ACTION: - To be placed before T.C.*

13.

Item No. 13/95

Sub: Land use of khasra no. 138, 139, 9 to 10 140 and 141 village Okhla. F3(9) 85-MP

It was decided that ~~no reply be sent to ULCR as the same is an independent Act. The matter be referred to be~~ *This requires further examination* *keep in view the fact of matter* Committee constituted for the isolated pockets. *ACTION - Dir (AP)*

14.

Item no. 14/95:

Sub: Request of Suraj Bhan DAV Public School Vasant Vihar for allotment of additional land for play ground.

The proposal was withdrawn by Addl. Commr. ~~KD&K~~ (AP)

15.

Item No. 15/95

Sub: Entry to Nizamuddin Railway Station from Ring Road

The proposal for the *consultant* 2nd entry to the Nizamuddin Railway Station submitted by the ~~consident~~ was discussed in detail and the following observations were made:

1. It should be designed in *Continuity to the NH* ~~connecting~~ national high way no. 24, proposal *be formulated* ~~and~~ over-all scheme.

2. The *existing* ~~ISBT~~ ~~proposal~~ be integrated while designing the scheme.

3. Part of the ~~existing~~ parking has been proposed in the Ring Road R/W and this should be reviewed. *4* The proposal was not a workable solution and alternative *5* be worked out. The proposed

ACTION: *to be placed in the T.C.*

road from Ring Road to railway station should not be less than 30 mtr. R/W at no place, ~~the competent be flatted for getting alternative proposal.~~ With these observations it was recommended to bring the proposal to the Tech. committee.

A competition be there for getting alternative proposals.

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

No.F. 1(10)95/MP

Dated 31.3.95

MEETING NOTICE

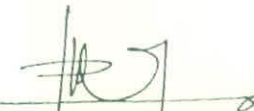
The meeting of the Pre Technical Committee, under the chairmanship of Commr. (Plg.) DDA will be held on wednesday, 5th April 1995 at 4.00 P.M. in the Conference hall of Vikas Minar, New Delhi. A list of the items to be discussed is enclosed.

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


(P.V. MAHASABDEY)
JOINT DIRECTOR (MP)

COPY TO:

1. PS to Commr. (Plg.) for information of the letter
2. Addl. Commr. (DC&P) *4/4/95*
3. Addl. Commr. (TYA) *4/4/95*
4. Addl. Commr. (AP) *4/4/95*
5. Chief Arch. (HUPW) *4/4/95*
6. Addl. Chief Arch. I *4/4/95*
7. Addl. Chief Arch II *4/4/95*
8. Dir. (AP) - I *4/4/95*
9. Dir. (AP) - II *4/4/95*
10. Dir. (Bldg.)
11. Dir. (WC&SA) *4/4/95*
12. Dir. (SPG) *4/4/95*
13. Dir. (NCR&UE) *4/4/95*
14. Dir. (Rohini) *4/4/95*
15. Dir. (Dwarka) *4/4/95*
16. Dir. (Narela) *4/4/95*
17. Dir. (T)
18. Dir. (PFR) *4/4/95*
19. Dir. (LS) *4/4/95*
20. Senior Arch. (North) *4/4/95*
21. Senior Arch. (South) *4/4/95*
22. Senior Arch. (East) *4/4/95*
23. Senior Arch. (West) *4/4/95*
24. Senior Arch. (Rohini) *4/4/95*


JOINT DIRECTOR (MP)

I N D E X

S.No.	ITEM NO.	PARTICULARS
1.	1/95	Sub-District Centre cum Community Centre Diz Area. F.16(23)94-MP
2.	2/95	Policy regarding land utilisation in case of existing hazardous/noxious/heavy/large- scale industries on their closure/shifting. F.20(15)/93-MP/ F.3(7)85-MP
3.	3/95	Minor Modifications in the layout plan of Pocket-B, Block-1, Sector XVI and provision of Alternative plots to affected allottees. FP/R/1003-XVI-94/(Part)/17
4.	4/95	Request for fresh "No objection(certificate" for construction of an integrated vocational Senior Secondary School in Revenue Estate of Sahibabad Daulat Pur Delhi. F.9(4)72-MP/
5.	5/95	Reg. modifications in the text of MFD-2001 with regard to special care to be taken for removal of waste around the Airport. F.20(2)95-MP
6.	6/95	Proposal for utilisation of an area measuring about 44 ha. acquired land on East of G.T. Road in village Tikri Khurd & Singola Khampur, Narela Sub-city Project. F.3(143)82-MP.
7.	7/95	Cremation Grounds. F.15(67)95-/RRR
8.	8/95	Change of land use of an area measuring 38 acres from industrial to commercial use at Jangpura by Hindustan Prefab Ltd., Govt. of India Enterprises . F.20(8)/88-MP.
9.	9/95	Norms and standards for Govt. Hr.Sec.School at Kidwai Nagar, N.Delhi. F.16(15)92-MP
10.	10/95	Formulation of Development control norms for Club building in Delhi. F.3(24)76-MP
11.	11/95	Regarding allotment of land for cremation ground in Badarpur village, N.Delhi. F.34(21)94-MP

12. 12/95 Permission to replace asbestos sheet roof with RCC roofs in DDA built Industrial sheds at Okhla Industrial Estate Phase-I & II New Delhi.
F.3(14)95-MP
13. 13/95 Land use of Khasra no. 138, 139, 9 to 10 140 and 141 village Okhla.
F.3(9)85-MP.
14. 14/95 Request of Suraj Bhan DAV Public School, Vasant Vihar for allotment of additional land for play-ground.
F.18(58)/90-IL).

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

No.F. 1(10)95/ MP

Dated 31.3.95

MEETING NOTICE

The meeting of the Pre Technical Committee, under the chairmanship of Commr. (Plg.) DDA will be held on Wednesday, 5th April 1995 at 4.00 P.M. in the Conference Hall of Vikas Minar, New Delhi. A list of the items to be discussed is enclosed.

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


(P.V. MAHASHABDEY)
JOINT DIRECTOR (MP)

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13. Dir. (NCR&UE)
14. Dir. (Rohini)
15. Dir. (Dwarka)
16. Dir. (Narela)
17. Dir. (T)
18. Dir. (PPR)
19. Dir. (LS)
20. Senior Arch. (North)
21. Senior Arch. (South)
22. Senior Arch. (East)
23. Senior Arch. (West)
24. Senior Arch. (Rohini)


JOINT DIRECTOR (MP)

I N D E X

S.No.	ITEM NO.	PARTICULARS
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9.	9/95	Norms and standards for Govt. Hr.Sec.School at Kidwai Nagar, N.Delhi. F.16(15)93-MP
10.	10/95	Formulation of Development control norms for Club building in Delhi. F.3(44)94-MP
11	11/95	Regarding allotment of land for cremation ground in Badarpur village, N.Delhi. F.3(21)94-MP

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