

minutes of the 42nd meeting of Technical Committee held on 10.5.95 at 4.00 P.M. in the Conference Hall of 'B' Block, Vikas Sadan, INA, New Delhi.

The following were present:

DELHI DEVELOPMENT AUTHORITY

- | | | |
|-----|---|--------------|
| 1. | Sh.Ashok Pahwa, Vice-Chairman, | In the Chair |
| 2. | Sh.R.L.Hans, Engineer Member. | |
| 3. | Sh.J.C.Gambhir, Commr.(PLg.) | |
| 4. | Sh.K.J.Alphons, Commr.(LM) | |
| 5. | Sh.Santosh Auluck, Chief Architect. | |
| 6. | Sh.P.C.Jain, Addl.Commr.(AP) | |
| 7. | Sh.K.K.Bandyopadhyay, Addl.Commr.(DC&B) | |
| 8. | Sh.P.N.Dongre, Addl.Commr.(TYA). | |
| 9. | Sh.Prakash Narain, Dir.(PPR). | |
| 10. | Sh.R.K.Jhingan, Director(Landscape) | |

DELHI POLICE

11. Sh.Gurmail Singh, ACP(T)South

T.C.P.O.

12. Sh.K.T.Gurumukhi, Addl.C.P.

M.C.D.

13. Sh.Sunil Mehra, JTP

C.P.W.D.

14. Sh.Ashok Malik, Architect.

N.D.M.C.

15. Sh.S.D.Satpute
16. Sh.S.C.Basuroy
17. Sh.R.Misra

SPECIAL INVITEES

18. Sh.A.Chakravarti, SE, PWD, for item no.27/95
19. Sh.V.K.Srivastva, VAMPSAX for item no.27/95
20. Sh.J.Ramusser, VAMPSAX for item no.27/95
21. Sh.R.K.Sharma, Dev.Manager (INDRA) NOIDA for item no.27/95
22. Sh.A.Upadhya, AVP, IL&FS for item no.27/95
23. Sh.Jitendra, Khanpur Divn. for item no.27/95
24. Sh.N.D.Aggarwal, Co.Secy., HPL for item no.23/95
25. Sh.M.L.Verma, S.Arch., HPL for item no.23/95
26. Sh.S.P.Bansal, Dir.(NCR&UE) for items 15/95,19/95
20/95 & 24/95
27. Sh S.Roy, CMD, Hindustan Prefab Ltd.for Item No.27/95.
28. Sh.Ashok Kumar, Dir.(T),DDA for item no.27/95.
29. Sh.A.K.Jain, Dir.(ZP),DDA for item no.15/95
30. Sh.Chandra Ballabh, Dir.(AP)I,DDA.for Item No.25/95.

The following thirteen items were discussed in the Technical Committee.

1. Item No.15/95

Sub : Policy regarding land utilisation in case of existing hazardous/noxious/heavy/large scale industries on their closure/shifting.

F.20(15)93-MP F3(7)85-MP

The item was presented by Commr.(LM); Commr.(Plg.) and Director(ZP). After detailed discussion, Technical Committee decided that in view of ongoing deliberations on Urban Land Ceiling Act Regulations, the item be brought to the Technical Committee after consultation with concerned authorities by the sub-committee which has gone into these matters.

2. Item No.16/95

Sub : NOC for construction of an integrated vocational senior secondary school in Revenue Estate of Sahibabad Daulatpur, Delhi.

F9(4)72-MP

The Technical Committee agreed for issuance of fresh NOC for an integrated senior secondary school with hostel facility on a land measuring 3.9 ha., out of the total land ownership of 9.218 ha. belonging to the society subject to reservations as mentioned in para '4' in the agenda item. Utilisation of the remaining land of the society to be ascertained at the time of land acquisition of the area.

3. Item No.17/95

Sub : Sub-district Centre cum Community Centre, DIZ Area.

F16(23)94-MP

The matter was deferred.

4. Item no.18/95

Sub : Minor modifications in the layout plan of pocket 'B' block I, Sector XVI and provision of alternative plots to affected alternative allottees.

PPR/1003-XVI/94-Pt.17

The Technical Committee approved the proposal for modifications of the layout plan and alternative allotment of plots.

5. Item No.19/95

Sub : Regarding modifications in the text of MPD-2001 with regard to Special Care to be taken for removal waste around the Airport.

F20(2)95-MP

The Technical Committee recommended the proposed modifications in the text of MPD-2001 by inserting:

To avoid bird menace, special care in the form of covered dust-bins and quick removal of waste should be taken in the area within Ten kilometres of Airport to be processed under section 11-A of Delhi Development Act, 1957.

6. Item No.20/95

Sub : Development Controls for public and semi-public facilities (National Security Guard)

F20(16)85-MP

The Technical Committee decided that development controls as put up for an area of 25 acres belonging to NSG should be communicated by Commr.(PLg.) to Directorate General of National Security Guard for their observations and comments, if any.

7. Item No.21/95

Sub : Entry into Nizamuddin Railway Station from Ring Road and its integration with Sarai Kale Khan.

F5(10)79-MP

After deailed discussion, the Technical Committee directed that a sub-committee be constituted by Engineer Member, DDA inclining other members such as Chief Architect, Director(Land Scape), Director (TT) and DCP(Traffic) for examining the proposal in the first instance and a model of the scheme also to be prepared for examination by the Technical Committee as and when the scheme is placed.

8. Item No.22/95

Sub : NOC for installation and commissioning of diesel pump in Auto workshop at Lodi Road MCD.

F7(11)94-MP

Issuance of NOC for installation of diesel pump in the MCD workshop at Lodi Road for exclusive use of MCD vehicles was agreed by the Technical Committee.

9. Item No.23/95

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 Enterprise F.20(8)88-MP

After detailed discussion, the Technical Committee recommended that it would be better to process the change of land use for 38 acres partially residential use measuring about 23 acres and partially commercial use measuring about 15 acres with the following conditions

- i) It would be essential to add one lane on either side of existing fly over for which expenses are to be borne by HPL.
- ii) The area for which change of land use is recommended will be developed as per development control norms stipulated in MPD-2001.
- iii) All cost towards improvement of the road network is to be borne by Hindustan Prefab Ltd., (HPL) and accordingly, scheme is to be prepared by HPL.

10. Item No.24/95

Sub : Jawahar Navodaya Vidyalaya at Jaffarpur Kalan West Delhi - change of land use.
F9(1)92-MP

The proposal was discussed in detail and the Technical Committee recommended for processing the case under Section 11-A of DD Act for change of land use of an area measuring 3.9 ha. with the following conditions:

- i) The school has an access road of 10 m r/w. In case the adjoining land is available for widening, it should be made 15 mtrs.
- ii) The services to be provided by Jawahar Navodaya Vidyalaya.
- iii) The building plan to be scrutinised by MCD and to check up the ground position.

11. Item No.25/95

Sub : Permission to replace asbestos sheet roof with RCC roofs in DDA built industrial sheds at Okhla Industrial Area., Ph.I & II VC's TBR/1150 dt.11.1.9
F3(14)95-MP

The proposal was explained by Director(AP). The Technical Committee recommended the provision of sloping reinforced cement concrete roofs replacing ACC sheds block wise which should have uniformity, aesthetically pleasing, structurally sound and also to have written concurrence from all the allottees of the block since the scheme was earlier prepared for group construction.

12. Item No.26/95

Sub : Allotment of additional 66 KV ESS in Kondli Gharoli.
PS/AC(TYA)/95/548

After detailed discussion, the Technical Committee constituted a sub-committee headed by Commr.(PLg.) with members such as Chief Engineer(Elect.), AC(DC&B), AC (TYA) and Chief Engineer (DESU) for examining the proposal and for putting the case directly to VC for approval.

13. Item No.27/95


Sub : Proposed bridge on River Yamuna to connect Delhi with NOIDA.
F(24)92+F.5(15)87-MP

The proposal was explained by the consultants and Technical Committee offered the following observations

- i) Alignment plan was earlier approved by the Steering Committee constituted by MOUA&E and now there has been a change which has been duly recommended by the Secretary, MOUA&E through his letter. Secy., L&B and Chief Engineer, Yamuna Bridge, GNCTD to be associated as per the Memorandum of Understanding. The clearance/No objection from Secy. (L&B) and Chief Engineer, Yamuna Bridge, GNCTD be obtained and submitted to the Planning Deptt. of the DDA.
- ii) NH-2 bye-pass as per MPD-2001 should be properly integrated in the scheme.

- iii) As the land has been acquired by the DDA and is prone to encroachment the project should be finalised at the earliest.
- iv) Hydraulic Study of the site is essential; to be confirmed whether this study has been done.
- v) The design of the bridge should have an inbuilt provision for running of light/medium capacity MRTS in future.
- vi) The item to be brought to the next Technical Committee meeting.

This issues with the approval of Vice Chairman, DDA.


MEMBER SECRETARY
TECHNICAL COMMITTEE
DDL.COMMR. (DC&B)

Memo No.F.1(1)95-MP

Dated: 23.5.95

Copy to:

- 1. OSD to VC for the information of the later.
- 2. Engineer Member, DDA.
- 3. Commissioner(Planning)
- 4. Commissioner(LD).
- 5. Chief Architect, DDA.
- 6. Addl.Commr.(DC&B)
- 7. Addl.Commr.(TYA), DDA.
- 8. Addl.Commr.(AP), DDA
- 9. Chief Planner, TCPO.
- 10. Chief Architect, NDMC.
- 11. Town Planner, MCD.
- 12. Secretary, DUAC.
- 13. Land & Development Officer(L&B)
- 14. Sr.Architect (H&TP), CPWD.
- 15. Deputy Commissioner of Police(T)
- 16. Chief Engineer (Plg.)DESU.
- 17. Director(Landscape)DDA
- 18. Commissioner(LM)DDA.
- 19. Secy. to LG.
- 20. Director(PPR).


ADDL.COMMR. (DC&B)

9. Item No.23/95

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

After detailed discussion, the Technical Committee recommended that it would be better to process the change of land use for 38 acres partially residential use measuring about 23 acres and partially commercial use measuring about 15 acres with the following conditions:-

- i) It would be essential to add one lane on either side of existing fly over for which expenses are to be borne by HPL.
- ii) The area for which change of land use is recommended will be developed as per development control norms stipulated in MPD-2001.
- iii) All cost towards improvement of the road network is to be borne by Hindustan Prefab Ltd., (HPL) and accordingly, scheme is to be prepared by HPL.

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Sub : Jawahar Navodaya Vidyalaya at Jaffarpur Kalan West Delhi - Change of land use.

F9(1)92-MP

The proposal was discussed in detail and the Technical Committee recommended for processing the case under Section 11-A of DD Act for change of land use of an area measuring 3.9 ha. with the following conditions

- * i) *The school has an access road 7/10 m 2/10.*
~~Land should be made available in case the existing R/W of 10 meters of the approach road is to be increased.~~
In case the a joint land is available for widening it should be made 15 m wide.
- ii) *The*
~~All cost for provision of services to be borne~~
providen by Jawahar Navodaya Vidyalaya.
- iii) *ant*
The building plan to be scrutinised by MCD to check up the ground position.

11. Item No.25/95

Sub : Permission to replace asbestos sheet roof with RCC roofs in DDA built Industrial Sheds at Okhla Industrial Area.
Ph.I & II VC's TBR/1150 dt.11.1.93
F3(14)95-MP

The proposal was explained by Director(AP). The Technical Committee recommended the provision of sloping reinforced cement concrete roofs ^{replacing A.C. sheets} block wise which should have uniformity, aesthetically pleasing, structurally sound and also to have written concurrence from all the allottees of the ^{block} ~~area~~ since the scheme was earlier prepared ^{for} ~~for~~ group construction.

12. Item No.26/95

Sub : Allotment of additional 66 KV ESS in Kondli Gharoli PS/AC(TYA)/95/548

After detailed discussion, the Technical Committee constituted a sub-committee headed by Commr.(Plg.) with members such as Chief Engineer(Elect.), AC(DC&B), AC(TYA) and Chief Engineer (DESU) for examining the proposal ^{and for pulling up this case directly to VC for approval.}

13. Item No.27/95

Sub : Proposal bridge on River Yamuna to connect Delhi with NOIDA.
F(24)92+F.5(15)87-MP

The proposal was explained by the consultants and Technical Committee offered the following observations:

- i) Alignment plan was earlier approved by the Steering Committee constituted by MOUA&E, thus, the change ^{of} alignment should have clearance of the same committee. Secretary, L&B, ^{and Chief Engineer Yamuna Bridge} PWD, NCTD to be associated as per the Memorandum of Understanding. ^{clearance / no objection from Secy (L&B) and Chief Engineer Yamuna Bridge C&E to be obtained and submitted to the Planning Department of WDA.} the Steering Committee so that views of Secretary, L&B could be incorporated.
- ii) NH-2 bye-pass as per MPD 2001 should be properly integrated in the scheme.
- iii) As the land has been acquired by the DDA and is prone to encroachment the project should be finalised at the earliest.

- iv) Hydraulic Study of the site is essential; ^{to be confirmed} needed.
~~to be given~~ ^{is already done} ~~is already done~~ ^{has been done}.
 - v) The design of the bridge should have an inbuilt provision for running of light/medium capacity MRTS in future.
 - vi) The item to be brought to the next Technical Committee meeting.
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DELHI DEVELOPMENT AUTHORITY
(DEV.CONTROL & BUILDING)

No.F.1(22)94/MP

Dated : 10.5.95

MEETING NOTICE

The 42nd Technical Committee meeting of the DDA will be held on 10.5.95 at 4.00 P.M. in the Conference Hall, 'B' block, Vikas Sadan, INA, New Delhi.

Agenda for the meeting is enclosed herewith. You are requested to kindly make it convenient to attend the meeting.


(K.K. BANDYOPADHYAY)
Addl. Commr. (DC&B)

OFFICE
Diary
10/5/95
M-210

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Sub: Policy regarding land utilisation in case of existing hazardous/noxious/heavy/large scale industries on their closure/shifting.

F.20(15)/93-MP

1. The above subject was discussed in the Technical Committee meeting held on 8.3.94 vide item no. 109/93. The Technical Committee decided as given below:

" After detailed discussion, the Technical Committee constituted a drafting committee consisting of Addl.Commr.(DC&P) & Commr.(LM) and the representative of TCPO to draft a policy note for utilisation of the land to be vacated by closing/shifting of hazardous/noxious /heavy/large size industries both on free hold as well as lease hold lands. The Committee may have broad parameters with $\frac{1}{4}$ of land used for community facilities (social infrastructure); $\frac{1}{4}$ for residential use and; $\frac{1}{4}$ for commercial/light and service industries. However, in case of lease hold land, the terms and conditions on the basis of which the land is allotted for such uses is to be decided by the lessor".

2. Accordingly , meetings of the drafting committee were held and it finalised its report in the meeting held on 8.3.95 under the chairmanship of Commr.(LM). The committee has proposed the following terms & norms for redevelopment of ^{land of} existing hazardous/noxious/heavy/large scale industries in Delhi.

(i) ELIGIBILITY:

- a) Hazardous/noxious industries which are not permitted in Delhi.
- b) Existing heavy and large industries which are to be shifted.
- c) Non-conforming industries in Urban Renewal/ Spl. Area.
- d) Sick industries.

(ii) COMPETENT AUTHORITY:

The permission for redevelopment under MPD-2001 and Delhi Development Act will be given by Delhi Development Authority, for this, the following documents

shall be submitted by the applicant:

- a) A project report
- b) A Redevelopment proposal including justification for the redevelopment proposed, land use plan and redevelopment scheme. If need be, an urban renewal scheme shall be prepared within the guidelines in MPD-2001 (page 165/Gaz.) for Industries within "Spl. Area".

(iii) LAND USE DISTRIBUTION

The following will be the land use distribution:

Sl.No.	Plot Size	Recre- tional	Comm.Fac. (social in- frastuc ture)	Resdl/ Gr.Hou sing	Light & Service Industry
<i>Column:</i> 1	2	3	4	5	6
1.	upto 1.2Ha.	20%	20%	30%	30%
2.	Above 1.2 Ha.&upto 2.8 Ha.	20%	25%	35%	20%
3.	Above 2.8 Ha.	20%	25%	30%	25%

NOTES:

2.1 Area mentioned in Column no. 3, which is for recreational, would be exclusively developed as Green by the Local Authority. The land would be surrendered by the owner/lessee free of cost to the Local Authority and the Local Authority will develop the facility. This will form part of Re-development Scheme to be submitted by the owner/lessee to the concerned authority.

2.2 Land mentioned in column no. 4 would be for community facility/social infrastructure, as laid down in the Master Plan for meeting the deficiencies in the area. The permissible community facilities are laid down in the Chapter on "Infrastructure-social" in the Master Plan document. This may be developed by the owner/lessee and managed by them.

2.3 Column no. 5 would be for residential/group housing. This will be developed by the owner/lessee.

2.4 In column no. 6 the area of land which could be developed for light/service industry is given. This would be developed by the owner/lessee.

2.5 The owner/lessee would have the liberty to develop and dispose off property in columns 4,5,& 6.

2.6 For lease-hold land, betterment charge/conversion charges would be payable by lessee on the basis of land use/additional FAR which would be permissible to him under the guidelines.


2.7 Development code, standards for community facilities and sub-division regulations of MPD-2001, shall be followed. Adequate measures shall be taken to strengthen the peripheral circulation network.

2.8 Change of land use, if involved, shall be processed under DD Act.

2.9 The scheme shall be within the provision of DD Act and other Acts/Regulations, e.g. DUAC Act, Slum Areas Act 1956,ULCR Act, Fire Safety, Pollution Control, etc.

3. The draft Sub-Regional Plan for Delhi makes the proposals in respect of redevelopment of land under industries, as given in Annexure-'A'.

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


21/3/95

PROVISIONS OF THE DRAFT SUB-REGIONAL PLAN FOR DELHI:

- i) No new industrial estates be developed in Delhi and the industrial location policy as provided in MPD-2001 to be persuaded.
- iii) Shifting of all the existing hazardous and noxious units, heavy and large units from Delhi to NCR towns to be given priority. To facilitate implementation of this policy essential pre-requisites are :
 - a) Reservation of adequate land together with supporting facility in the concerned NCR towns and preferential allotment to the units to be shifted from Delhi.
 - b) The land so vacated by the industries partly to be used on the lines as of in Bombay Control Act as given below :

OPEN LANDS AND LANDS AFTER DEMOLITION OF EXISTING STRUCTURES IN CASE OF A REDEVELOPMENT SCHEME TO BE USED AS IN THE TABLE BELOW :-

Serial	Extent	Percentage to be earmarked for Recreation Ground Garden playground or any other open uses as specified by the Commissioner	Percentage to and handed over for development by DDA public sector undertakings	Percentage to be earmarked and to be developed for residential or commercial user to be developed by the owner
(1)	(2)	(3)	(4)	(5)
1.	Upto 5 ha.	33	27 (to be developed by DDA for Public Housing).	40
2.	Between 5 ha and upto 10 ha.	33	34 (out of which 50 per cent to be developed by DDA for Public Housing and remaining 50 per cent to be developed by public sector undertakings for their housing to be developed according to normal Regulations).	33
3.	Over 10 ha.	33	37 (out of which 50 per cent to be developed by DDA for Public Housing and remaining 50 per cent to be developed by public sector undertaking for their housing to be developed according to normal Regulations.)	30

Note : (i) In addition to the land to be earmarked for recreation garden/playground or any other open use as in column (3) of the above Table as otherwise required under these Regulations shall also be provided.

(iii) Segregating distance as required under these Regulation shall be provided within the lands intended to be used for residential/commercial purposes.

(iv) The owner of the land will be entitled to Development Rights in accordance with the Regulations for grant of Transferable Development Rights as in Appendix VII only in respect of the lands earmarked for open spaces in column (3) of the above Table and for the lands earmarked and handed over to DDA Public Housing as in column (4) of the above Table.

- c) A detailed shifting programme with well laid down priorities be worked out by the Industries department and the same is regularly monitored by GNCTD/Delhi Administration.
- d) Policy of adhoc licencing to be dispensed with. Impose heavy fines for discharging wastes without treatment by the Delhi Capital Territory Pollution Board.
- e) In order to check uncontrolled small scale industrial units in rural abadies (Lal dora) a restrictive policy of electric substentions in rural areas be pursued.

Sub: Request for fresh "NO Objection Certificate" for construction of an integrated Vocational Senior Secondary School in Revenue Estate of Sahibabad-Daulatpur, Delhi.
(File No. F.9(4)72/MP)

.....

1. The matter on the above mentioned subject was discussed in the Technical Committee under item No. 7/95-T.C. on 27.1.95. The Technical Committee decided as follows:-

"After detailed discussion, the Technical Committee agreed with the proposal in principle and desired that the case be further brought before the Technical Committee with the following information:

(i) The survey/site report of existing buildings and utilisation of the area.

(ii) A copy of the plan sanctioned may be obtained from the DUAC.

The agenda of the Technical Committee with minutes are enclosed as Annexure-'A'.

2. As per the above decision, the following follow up action were taken.

(i) A.P.T. survey of the site belonging to Delhi Jesuit Society was got conducted in order to find out the existing building and utilization of the area. According to the survey report, the existing buildings numbering A to R as marked on the print of survey plan (page 85/c) laid on table, the area occupied under these buildings is 3208.90 sq. mtrs. Building structures marked A to L are single storeyed and very old having old brick walls with corrugated cement sheet as roof. In these structures classes are being held. The structure marked N is also single storeyed but more or less pucca structure having concrete barrel roof. The structure marked O is also single storeyed but having corrugated asbestos roofing. The small structures marked Q to R are single storeyed and very small having brick walls with corrugated roof sheets. There are number of trees of eucalyptus variety towards existing road known as Auchandi Marg and one road of trees towards west of the site. The site measures 92181.61 sq. mtrs. i.e. 9218 hect.(22.77 acres). The total site is enclosed with brick masonry wall of height about three metres and the site is more or less flat.

(ii) A copy of the lay-out plan approved by DUAC vide letter No.F.23(5)/78/DUAC dated 18.5.78 is laid on the table (page 90/c) alongwith the approval in letter which has already been submitted (page 56/c) is laid on the table. In the sanctioned plan of DUAC, Auchandi Marg has been shown 200 ft. (60 mtrs) as right of way and accordingly reservation has been kept out of the site under reference. Few structures towards Auchandi Marg which are existing at present appeared to be in-existence at the time of sanctioning of the plan by DUAC. The proposed school building conceived as a semi-circular structure with connecting corridors. The ground coverage proposed in the sanctioned plan was 7% only.

3. The present request is for fresh N.O.C. for preparation of fresh design of an integrated Vocational Senior Secondary School building and getting the same sanctioned from DDA on an area measuring 3.9 Hect. out of the total land of 9.218 hecets.

4. The proposal has also been examined in the light of draft plan of Rohini Phase-IV. According to this draft plan, part of the land is effected in the widening of Auchandi Marg with 30 mtrs. green belt and a proposed scheme road and proposed supplementary drain (Varsha Drain) as shown on the plan laid on the table (page 82/c).

5. The matter is placed before the Technical Committee for consideration and approval of fresh NOC for an integrated Senior Secondary School with hostel facilities on a land measuring 3.9 hect., out of the total land belonging to the Society subject to reservation as mentioned in para 4 above.

- SUB-DISTRICT

CENTRE CUM COMMUNITY CENTRE, DIZ AREA.

T 16 (2) 94 MPF

In the redevelopment proposal of DIZ area, a combined area of 6.68 hac. (16.5 acres) was earmarked for sub-district-cum-community centre (4.05 hac. shown in the MPD-62 as sub-district centre and 2.63 hac. shown in the approved ZDP of D-5 as community centre). However, the area available at the site for this combined use is 7.29 hac. (18.0 acres) for which a suitable programme was to be evolved for the use of this land. In this regard, a design competition was held by NDMC and subsequently M/s Sarat Das was awarded the work.

The above said scheme for the proposed construction of the sub-district centre/community centre was approved by DUAC vide their 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 M/s Sarat Das and Associates and the same was also approved by the DUAC on 31.8.90.

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

3. The revised scheme was considered by the DUAC in its meeting held on 25.3.94. After deliberation, the proposal was considered acceptable by the Commission and the same was approved at conceptual stage with the recommendation that the relaxation in height be permitted by the Competent Authority and subject to the suggestion/observation as mentioned in their letter dt. 22.4.94.

In the above said deliberation, one of the observation of the Commission was that the height of building in District

Centre 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-storied block upto last terrace was 107.02 mt. which obviously need relaxation from the Competent Authority i.e. DDA and Govt. of India.

It appears that the Commission considered this site as a District centre for which the maximum height permissible is 37 mt. and FAR is 125 as per MPD-2001.

4. In view of the DUAC's observation, NDNC and MOUD made a reference to DDA for processing the case for relaxation of height.

The case was also discussed during the course of the 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 NDNC for the required amendment of MPD-2001 under Section 11(A) of Delhi Development Act 1957 as mentioned by the Dir.(UD) vide its letter dt.15.9.94. However, the minutes of the above said meeting has not been received so far.

5. It is to point out that the site under consideration is earmarked for community centre in the MPD-2001 as well as in the draft ZDP of D zone. The norms for the same is as under:-

Max. ground coverage	- 25%
Max. FAR	- 100
Max. height	- 26 mt.

whereas the present scheme envisaged an overall FAR of 116 and height of 107-02 mt. The scheme did not mention about ground coverage. It also to be pointed out that the site is located in the periphery of one plot depth of the boundary of New Delhi Bungalow area and in the close vicinity of Rastropati Bhawan. Therefore, in the absence of any study of urban form along with the model, it is not possible to assess how the bulk and form of the building will influence the surrounding areas.

6. In view of the above, Technical Committee may kindly consider the proposal.

Order

22.10.2001

SUBJECT: MINOR MODIFICATIONS IN THE LAY OUT PLAN OF POCKET-8, BLOCK-I, SECTOR-XVI AND PROVISION OF ALTERNATIVE PLOTS TO AFFECTED ALLOTTEES.

PP CR-1003 - XVI - 34/10-0

While providing demarcation of plots falling in Pocket-8, Block-I, Sector-XVI, Rohini, Phase-II by the Building Section, it was observed that Electric Switching Station (11 KV) has been constructed on 90 sq.mtr., Rohini Registrants plots which are already allotted. Due to this, 6 plots (5 to 10) are totally affected and two plots (4 & 11) are partly affected. The issue was put up/discussed with Commr.(Plg.) and it was agreed to take up the matter of providing 6 alternative plots to the affected persons with Land Sales Branch, Rohini. The balance two plots which are partly affected could be readjusted by minor modification in the Lay out Plan.

2. The existing position of Switching Station with the Pocket Plan has been shown in Figure-I of the Plan which is laid on the table. This shows that the Engineering Wing has laid water line after construction of E.S.S. and which is passing through plot No.11. The proposal of minor modification is shown in Figure-II of the Plan laid on the table. It is proposed to shift 2 mtrs. wide Service Lane in between park and plot Nos.1 & 14 towards the Electric Switching Station. This will ensure gap between Switching Station and individual plots and will also take care of plot No.4 & 11^{which} are partly affected.

3. Regarding alternative allotment of plots to 6 allottees, the matter was referred to the Land Sales Branch, Rohini. Land Sales Branch, Rohini, suggested alternative location in Sector-III, Block-F, Pocket-22 and the matter was placed to the Vice-Chairman, D.D.A. in File No.F.19(200)87/LAB/Rohini. In this file Vice-Chairman, D.D.A. ordered, "ask Planning Deptt. to get the clearance from Technical Committee."

Sub: Regarding modifications in the text of MPD-2001 with regard to special care to be taken for removal of waste around the Airport.

File No: F.20(2)/95-MP

1. Director General of Civil Aviation vide their letter dated 14.2.95 have requested for modifications in the provisions of MPD-2001 with regard to quick removal of waste around the Airport. It is pointed out by him that while MPD-2001 mentions for quick removal of waste within 5 km. of Airport; rule 81-b of aircraft rules 1939 prescribed a radius of 10 km. from Aerodrome reference point, to be the area for quick removal of waste.
2. Captain Mr. K.Bagchi visited Secretary, DDA in this context, has informed that positive action being taken by them is failing on account of disparity in the provisions of MPD-2001 and the aircraft rules and has accordingly requested for necessary amendment in MPD-2001.
3. From the Planning point of view, we should not have any reservation for the proposed amendment. The area of 10 km. radius provided in the aircraft rules - 1939 is identified on the copy of the plan laid on the table. However, it is felt that before we consider for amendment in the Master Plan for Delhi, the modification be considered by the Technical committee where representatives of Conservancy and Sanitary Engineering deptt. of MCD and NDMC are present. Once agreed, the existing provision of Master Plan would be modified as given below :

Existing text of
MPD-2001

To avoid bird menace special care in the form of covered dust bins and quick removal of waste should be taken in the areas within five kilometres of Airport.

Modified Text

To avoid bird menace special care in the form of covered dust bins and quick removal of waste should be taken in the areas within Ten Kilometres of Airport.

4. The proposed modifications is put up for consideration of technical committee.

For use

2/3

SUB: Development Controls for public and semi-public facilities(National Security Guard).

F.2.6(16) | 85-MP

1. We are in receipt of a letter No.2005/5/85-Engg/NSG dated 25.10.94 from Sqn. Cdr.(Arch), Directorate General of National Security Guard(NSG) for the development controls for the land measuring 25 acres near village Samalkha along the boundar; of International Airport Authority of India.
2. The land belonging to NSG (25 acres) is indicated as "public and semi public facilities" in MPD-2001 (as shown in the map laid on the table). The change of land use for this area was approved by Govt. specifically for NSG. According to Master Plan although NSG is different from a educational campus, the activities and the functions may be quite similar to that of large campus. Hence, the development norms as per MPD-2001 for campus be made applicable for the land under consideration. These norms are as given below :
 - a) Academic including administration(45% of the total land area)

Maximum ground coverage	20%
Maximum floor area ratio	80

Basement below the ground floor and to the max. extent of ground coverage shall be allowed and if used for parking and services should not be counted in FAR.
 - b) Residential 25% of the total land area.

This will be developed at a density of 400 pph.gross. The land shall be reserved for residential facilities @ 9.2 sqm. per person. Sub-division regulations as given for group housing shall apply.
 - c) Sports and Cultural activities (15 % of the total area)

Maximum ground coverage	10%
Maximum floor area ratio	15
 - d) Parks and land scape(15% of the total land area); suitable land scape plan to be prepared for this area.
3. In addition to the development controls given in the para No.2 above, following specific conditions be also recommended from planning point of view, keeping in view the special location of the pocket with regard to surrounding land uses.

Subject : Entry to Nizamudin Railway Station from Ring Road and its integration with the Sarai Kale Khan I.S.B.T.
File No.F.5(10)79 MP.

Suptdg.Engineer PWD-V, GNCTD vide letter dated 10/3/95 has submitted the above said proposal prepared by Consultants. The proposal has been examined broadly, observations on the same are as follows :-

- 1) Nizamudin Railway Station has been envisaged as a Rail Terminal in MPD-2001. However, the railways have introduced a number of intercity trains starting/terminating at Nizamudin Station. This has resulted in generation of large volume of traffic for which proper approach to the station is not available. The station is presently approachable from Nathura Road side and most of the traffic passes through Nizamudin east residential colony causing lot of hazard and social problems in the residential locality. The residents of Nizamudin east colony have also filed a suit in the Delhi High Court in this regard.
- 2) ^{Nizamudin} ISBT at ^{near Sarai Kale Khan} Sarai Kale Khan is/as per MPD-2001 proposals. It is the second ISBT that has gone into operation in Delhi.
- 3) The issue of providing entry to Nizamudin Railway Station from Ring Road side has been a special matter for discussions in various meetings chaired by L.G., Delhi, Commissioner(Transport) Delhi Govt. and Public Grievances Cell, Cabinet Sectt. attached to the Prime Minister's Office.
- 4) A scheme for entry to Nizamudin Station from Ring Road side has been forwarded by the PWD and integrated with the Sarai Kale Khan, ISBT. Various proposals were prepared earlier and discussed in meetings under Commissioner(Transport) Delhi Govt. and now, finally a proposal has been forwarded for consideration of Technical Committee.
- 5) The Public Grievances Cell, Govt. of India, has fixed a target date of 15/8/95 for this facility to be available to public.

6) EXISTING SITUATION.

- a) Presently there is no entry to Nizamudin Station from Ring Road side.
- b) There is 2/3 lane existing road perpendicular to Ring Road which provides approach to ISBT Sarai Kale Khan, HUDCO Building Centre, Transport Office, Slum quarters in the South and properties of Village Nangli Raza, Rajiv Van in the north. This road then runs parallel to the existing ~~rai~~ railway boundary upto the existing level X-ing.
- c) HCD has developed Rajiv Van along Ring Road, a part of which is abutting the 2/3 lane existing road.

7) Alternative proposals considered in various meetings.

Various alternative proposals were prepared and discussed earlier in the meetings under Commissioner(Transport). The alternative approaches to the Railway Station from Ring Road side could be

- i) By widening the existing road.
- ii) By taking an approach from the Road side of Building Centre.
- iii) By taking a loop around the Sarai Kale Khan Village and Barapaloh Nala.

In the latter two proposals, some village structures and portion of the Slum flats were affected.

In the first proposal, alternatives were worked out for widening of the existing road. The existing road could be widened by acquiring properties of Village Nangli Raza in the north or by acquisition of open lands from Transport Deptt., HUDCO Building Centre and by demolishing slum flats in the South. After several meetings & deliberations, it was suggested that it may be very difficult to acquire the land of Village Nangli Raza and it was, ^{therefore} ~~therefore~~, considered that four lane divided carriageway with footpath and parking areas be developed by acquiring land from Building Centre and by demolishing ~~the~~ slum flats.

8. Parking.

- a) In the existing available land near the Ring Road 'T' Junction parking bay for cars, autos and Scooters is proposed.
- b) The existing parking bay at the entry to ISBT Sarai Kale Khan is proposed to be used for parking of vehicles meant for Nizamudin Railway Station and Staff vehicles.

- c) A pedestrian subway is proposed on the existing road between ISBT Sarai Kale Khan and Transport Office.
- d) Boarding/alighting and parking for auto's/taxi's/cars (46 ECS) in the land presently in possession of Building Centre.
- e) Parking for 20 ECS is proposed on the site where four storeyed Slum Quarters are existing. In this area, a railway booking office and stairs for the Foot Bridge are also proposed.
- f) A small parking lot for 15 ECS is proposed along the ^{proposed} road ^(red line) opposite to the existing slum quarters ^{and by hand}.
- g) The scheme is proposed to be implemented in two phases. In phase-I, the parking lot near the junction of Ring Road, four lane road upto Station, developing parking lot by demolishing slum quarters and line on strip of parking along the road is proposed. Rest of the proposal shall be developed under Phase-II. Pedestrian subway shall be constructed in Phase-II.

9. FEASIBILITY OF THE PROPOSAL.

Under the said proposal, a portion of land of Rajiv Van, land of Transport Deptt., Habitat Centre of HUDCO, about 80 flats of Slum Deptt. and about 10 mt. strip of land of Nizamudin Station shall have to be acquired. Feasibility report sent by SE Circle-V is placed as Annexure-I.

10. DDA'S OBSERVATIONS.

- a) Parking area near the junction be proposed outside the R/W of Ring Road. The 'T' Junction with Ring Road be properly designed with bigger champhering.
- b) Parking layout in the space near the junction has not been detailed out, the same should be done after leaving clear R/W of Ring Road.
- c) Railing along footpath on either side of the road be constructed for proper access control and avoid spilling of activities from the residential area.
- d) One entry/exit for the ISBT & Station shall be highly inadequate and is likely to create congestion at the Ring Road junction. Initially the junction may be signalised but finally, it will be a grade separated interchange.

- e) A left in - left out, entry/exit be provided for Sarai Kale Khan ISBT from Ring Road.
- f) The w/d of road may be increased to 30 mtr., the initial widening be proposed on the southern side after acquiring government land only and further widening be done on the northern side by acquiring the residential properties of Village Nanoli Raza. DDA does not favour demolition of Slum Flats.
- g) This road is neither proposed in MPD-2001 nor in the draft Zonal Plan of Zone 'F', however, a 80 ft. wide road was ^{proposed in} composite Zonal Dev. Plan for Zone-D-17, D-18, 19, 20 SF 2/3.
- h) Adequate public utilities and services be provided at suitable location both under phase-I & II proposal to avoid inconvenience to the commuters.
- i) The intersection at entry/exit point of parking, entry/exit leading to ISBT and with to Village Sarai Kale Khan need to be properly designed.
- j) It is suggested that entry to Hazratnagar Station from Ring Road side be restricted to DTC bus and Taxi/Auto's/Cycles only. Private and other Govt. vehicles may be the entry from Rajdoot Hotel side.
- k) A CHG site earlier approved in the Technical Committee meeting held on 11/6/93 may be integrated in the Sarai Kale Khan ISBT complex by Transport Deptt.

In the T.C. meeting when this case is discussed, Commr.(Tpt.) GICTD and Commr.(Slum) may also be invited as about 80 slum flats need to be demolished in their proposal.

The case is placed before the Technical Committee for consideration.



Sub: NOC for installation and commissioning of diesel pump in Auto Workshop at Lodhi Road MCD.

File No.F.7(11)/94/MP.

A request has been received from the Superintending Engineer (Auto) Central Auto Workshop, Jhandewalan Karol Bagh through DCP (Lic.) on prescribed form alongwith site plan/key plan for the grant of NOC for installation and commissioning of diesel pump in Auto Workshop at Lodhi Road for the use of the MCD vehicles.

The matter has been examined in the planning department and the site is located adjacent to Lodhi Colony. The land use of the area is residential as per zonal dev. plan of Zone D and at present the land is in possession of the MCD and is being used for parking of the vehicles of MCD.

The Dy. Commr. of Police (Lic.) was requested vide this office letter dated 5/7/94 to clarify whether this diesel pump is required for their own use of the MCD within the premises/workshop and accordingly, MCD had intimated that the diesel pump so commissioned will be used for their own vehicles in the central zone Lodhi Road Workshop.

We may have no objection if NOC is granted for the installation of diesel pump in the MCD workshop at Lodhi Road complex for exclusive use of the pump for MCD vehicles.

The matter is placed before the Tech. Committee.

SUB: Jawahar Navodaya Vidyalaya at Jaffarpur kalan
West Delhi - Change of Land Use.

File No.: F.9(1)/92-MP

1. The Navodaya Vidyalaya Samiti, an autonomous organisation of Ministry of Human Resources Development, deptt. of Education, had earlier requested for a NDC for construction of Vidyalaya complex on 22 acres of plot at Jaffarpur Kalan in Najafgarh block(West Delhi). The case was discussed in the Technical committee in its meeting held on 25.1.1994. The decision of the Technical committee is as given below:

" The representatives of Navodaya Vidyalaya Samiti indicated that if the land is allotted to them based on the 'No Objection' issued by Tehsildar, as a policy, they start the construction for such Vidyalayas, the same policy may have been followed in case of Delhi. The Technical committee advised the representative of Navodaya Vidyalaya Samiti that they should approach MCD for getting their building plan sanctioned. As far as the change of land use is concerned, the matter be brought before the Technical Committee with the comment of MCD/GNCTD.

"

2. Addl. Town Planner, MCD vide their letter No.TP/6/95/1123 dated 26.3.95, have forwarded us the decision of the Layout Scrutiny Committee of MCD.These are as given below:

- i) In view of a number of institutions already functioning in the adjoining sites(ITI and Hospital) it was observed that the access road provided for the school, would not be sufficient. The area requires a review of the overall circulation pattern.
- ii) The landuse of the proposal is non-conforming and therefore, require change of Landuse from DDA in the first instance.
- iii) While reviewing the change in landuse, DDA may also examine the applicability of norms for the proposal as the constructions have already taken place which do not conform to the laid down norms of MPD-2001.
- iv) The above views of M.C.D. be sent to DDA for examination of the proposal.

3. The proposed site under consideration has been identified on the copy of the Survey of India plan laid on table. In view of our observations earlier and the decision of the MCD, the observations are as given below:


- a) As per MPD-2001 an integrated school with hostel facility is permissible with following norms:

Total Area	:	3.9 hac.
School Building Area	:	0.70 hac.
Play Field Area	:	2.5 hac.
Parking Area	:	0.30 hac.
Residential hostel area	:	0.40 hac.

From the proposed layout plan of the School it is noted that the proposed floor area (school building + residential) can be adjusted within the norms of MPD-2001 hence there is justification for any increase in the school size. The ⁴access area with the school beyond 3.9 hac. is to be kept open.

- b) The approach road to the school ^{area} may have to be increased from existing 10 mtr. to 15 mtr.
- c) Construction of approach road, provisions of water supply, sanitation, power and other municipal services would have to be provided by the school till the time regular municipal services are made available by MCD.
- d) With the observations given in point (a) to (c) above, the case could be considered for change of land use from "Agriculture" to "Public and Semi-Public (school)" for the 3.9 hac. land to be identified by the Navodaya Vidyalaya Samiti out of 8.569 hac. under their possession. The coverage and FAR for the school shall be as per the provisions of MPD-2001.

4. With the observations given in para 3 above, the case for change in land use from "Agriculture" to "Public and Semi-public (school)" could be considered by the Technical committee.


18/4/95

Sl.No.11/Item No.25/95/TC

Sub : Permission to replace asbestos sheet roof with RCC roofs in DDA built Industrial Sheds at Okhla Industrial Area- Phase I & II F.No.V.C.'s/TBR/1150; dated:11.11.1993

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The request was received from the Association of Entrepreneurs of DDA Sheds Okhla Phase I & II(Regd.) requesting DDA to allow them replacement of Asbestos sheet roofs with RCC roof in the Industrial Sheds built and sold by D.D.A. in Okhla Industrial Area, Phase-I & II. V.C., DDA visited the area in Sept.'93 and constituted a sub-committee comprising of Director (Bldg.), Jt.Dir.(Plng.) and Dy.Director-(Industries) asking there considered use on the representation. The matter was examined by a Sub-Committee and the following report was submitted:

- (1) There are three types of sheds in Okhla Phase I and Phase-II, i.e. Type-A with an area of 1300 Sq.ft. Type-B with an area of 800 Sq.ft. and Type-C with an area of 1000 Sq.ft.
- (2) In phase-I, there are 188 sheds of type-'A', 'B' & 'C' and in Phase-II, there are 160 sheds of Type 'A' and 'B'.
- (3) The sheds type-'A' and 'B' are having two approaches; one from the front and service lane at the rear and 'B' Type sheds are back to back.
- (4) These sheds are having north light roof-trusses with AC sheets and the clear height of the shed upto the bottom of the truss is 14 ft. The height of north light truss is 6' making total height of 20'-0".
- (5) Invariably all the allottees of the sheds have encroached upon the public land in the form of semi pucca rooms with a width of 6' to 8'. The back lane of the sheds (Type-'A' and 'C') have also been encroached upon in a similar manner.
- (6) The Association's main demand is to replace the north light roof trusses with a regular RCC flat slab. They would also like to retain the mezzanine at 25% of the area of the shed. The Association is also requesting that a basement equivalent to the shed area to be also permitted to them.

- (17) Association showed their willingness to pay reasonable charges to DDA for allowing the changes/additions as stated in 6 above.

2. The Sub Committee also made the following suggestions for discussion in the Technical Committee :-

1. Permitting the basement is not desirable this will definitely result into more congestion on approach roads.
2. The demand for replacement of AC roof is genuine. We may allow the change of the AC roof to RCC flat slab at the height of 22'-0". The space between this can be used by the user as per his requirement either as a big hall of 22' height or part or full intermediate floor. The staircase with mummy can be permitted to approach the roof terrace.
3. For this purpose i.e. flexibility in use of space within 22' height we may charge reasonable betterment charge.
4. Before allowing the change, the allottee must remove all encroachments on the public land.
5. Plans as per the requirement of the Bye-laws would be submitted by the lessee to the MCD.
6. Area Planning Wing to examine the suggestions with reference to layout plan of the area.

3. The matter was discussed in the Technical Committee in its meeting held on 25.1.64 under item No.5. The Technical Committee observed :-

- i) Commr.(Plg.) may have the discussion with the representatives of MCD, Lands Section and it may be got clarified whether the rebuilding of the sheds is feasible after demolition and for which the redevelopment charges to be recovered by the DDA, if any, under the terms of the lease which may also be worked out.
- ii) In case the sheds are on rental basis, the replacement of the asbestos roof by RCC Slab will not be permitted.
- iii) Technical Committee also desired that the encroachment made by the shed owners should be got removed.

4. Subsequently a meeting was held in the chamber of Commissioner(Plg.) on 20.5.94 where it was decided that letter be sent to the Association to submit Architectural and Structural Drawings for the proposed RCC roof. The Association was also requested to remove unauthorised construction and encroachments in the said area. The letter was sent on 22.5.94.

5. The Association vide their letter No.22.8.94 has now submitted the proposed Architectural and Structural drawings. Subsequently a joint meeting was held with the Association on 30.12.94. The salient points of their proposal are reproduced below:-

- i) The RCC roof structure is independent of the existing walls of the shed. The height of the hall is proposed as 18 ft. (clear).
- ii) A stair case either regular or spiral with mummy on the first floor has been proposed, the Association is stressing is essential to adopt modern technology and for maintenance of the solar Heating Plants, Split type AC's etc.

6. Examining also within the parameters of MPD-2001 in terms of the permissible ground coverage, FAR & Set-backs, the only issue which needs to be deliberated is whether such permission will be considered for the group scheme (as envisaged originally) or amount to be converted into individual plot, since the proposed structures are likely to be built independently/individually and therefore will be governed accordingly.

7. All the relevant points have been examined with reference to the Lease Agreement, continue to consider it a group scheme & other Planning Aspects, the following recommendations have been made for consideration of the Technical Committee.

- i) Under the Lease Agreement the allottee shall not cause or permit any cost any damage to the shed, including joint walls. Under no circumstances the lessee shall make any addition or alternation to the existing structure of the shed.

CLP

2. No structure would be allowed to be constructed on the roof of the shed. The permission, if accorded therefore, will require amendment in the condition.
 3. The present FAR is 100 and so is the ground coverage i.e. 100% which may be retained.
 4. The proposed roof height of 18 ft. will provide flexibility in the use of space and an intermediate floor, complete or in the form of mezzanine can easily be added and thus FAR will be enhanced to that extent. The owner/allottee will have to undertake not to do these constructions at any stage.
 5. All the encroachments outside the shed area in 'A' & 'C' Category will require to be removed.
 6. No regular staircase may be allowed to be constructed.
 7. Construction of basement is totally ruled out.
 8. The modified building plans after these are cleared by Technical Committee/ Authority, will be sanctioned by MCD since the services stand transferred to them.
8. The matter is submitted for the consideration of Technical Committee.

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(Signature)
Secy (AR)

DELHI DEVELOPMENT AUTHORITY
T.Y.A. PLANNING UNIT

Sub: Allotment of additional 66 KV ESS in Kondli Gharoli Area.


Ref: D.O.No.EM5(47)/72/DDA/8090-92 dated 18.4.95 by E.M. to Commissioner (Plg.) DDA - forwarded to the under-
signed.

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In 1980s, DESU has demanded three electric sub-station sites in Kondli Gharoli and Vasundhara Enclave (Dallupura CGHS Area). Accordingly, all the three sites were located and handed over to DESU. This has been shown in the enclosed plan "Composite route alignment plan of 66 KV HT line in Mandavali Fazalpur, Patparganj and South of Hindon Cut Complex". It was made to understand at that time that no more sites for 66 KV sub-station will thereafter be required. However, now, DESU is asking for another 66 KV ESS site. It is also not known whether they will be asking thereafter more sites of 66 KV electric sub-stations. Land is very scarce in this area and practically all the available land has been utilised for the purposes shown in the plan. In view of these constraints, Electrical Engineering Deptt. of DDA started requesting for allotment of land in recreational area. Since there is already a deficiency of recreational area in this Zone, it is not desirable to further reduce the existing available recreational area by allotting land for 66 KV ESS in it.

2/ Taking into account the position mentioned in preceding para, a site has been suggested in the low lying area of Kondli Gharoli J.J. Scheme Phase-I. The site has been shown on the enclosed copy of the scheme. Since the required width is not available, the length has been increased making a total area of 10,800 sq.mt. needed for 66 KV ESS site.

3/ The case is submitted to the Technical Committee for approval of the site.


(P.N. DONGRE)
ADDL. COMM. (TYA) D.D.A.
27.4.95

AGENDA FOR TECHNICAL COMMITTEE

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

F-5(24)92-MP.

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 Sections (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. A meeting in this regard was also held in the room of Vice-Chairman, DDA 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.

Contd...3....

(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, MOUA&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, 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.

9/1/79
Di- (T)

AGENDA FOR TECHNICAL COMMITTEESl. No. 4 / Item no. 115/94/
TC

Subj: Proposed bridge on river Yamuna to connect Delhi with NOIDA
(File No. 5 (24)92 MP + F.5(15) 87 MP)

Minutes of
Meeting of
Technical Committee
22.11.94

A Memorandum of Understanding was executed on 7th April, 1992 between NOIDA, Delhi Admn. & Infrastructural Leasing & Financial Services (IL&FS) for planning and implementation of the bridge connecting NOIDA with Delhi, arrange finances and subsequently recoup the investments by charging the toll tax from user of the bridge.

2. In pursuance of signing of MOU, a high powered Steering Committee was constituted with Secy., MOUD as the Chairman. The Steering Committee as a first step appointed M/s Kampsex International, a Danish consulting firm to evaluate alternatives, establish technical and financial viability, prepare detailed project report, bid documents and to offer project and construction management.

3. A meeting of Steering Committee on the subject "Delhi NOIDA Bridge Project" was held on 23rd April, 94 under the Chairmanship of Secy., Ministry of Urban Development. As per the Minutes of the said meeting, the Steering Committee accorded approval to the Scheme No. 1C (modified) for the preparation of detailed project report. The Committee also advised that detail designing of associated dispersal on Delhi & Noida side be undertaken in consultation with concerned authorities during preparation of DPR. DDA should initiate action for inclusion of Delhi Noida Bridge in the Master Plan of Delhi as the alignment has been finalised.

4. In pursuance of the decision taken, Commissioner (Plg.), DDA requested Chief Engineer, Yamuna Bridge Project and Additional

Contd ..2...

Director General, CIWD vide letter No. Conv. (Plg.)/94/M-526 dated 4.7.94 for sending detailed plan/alignment as approved in the said meeting under the Chairmanship of Secretary (UD) with the brief report so that the same could be put up to the Technical Committee for consideration. Chief Engineer, Yamuna Bridge Project vide letter No. 23(59)/93-FM/YBF/219 dated 19th July, 94 forwarded the request made by Commissioner (Plg.) to Chairman & Chief Executive, Noida for taking appropriate action in this regard. Chairman, Noida vide DO letter No. Noida/CMH/94/130 dated 21.7.94 addressed to Commissioner (Plg.) has forwarded the said proposal for the consideration of DDA. The proposal has been examined and the broad details of the project are as under:-

5. The Consultants in their proposal have identified two locations for the proposed bridge and on each of the said locations, three alternatives have been suggested as follows:-

Location-I

This would connect Delhi directly to North Noida to Mayapuri Vihar.

Location-II

This would connect the Outer Ring Road to the Noida Bypass near Sector 15A & 16A.

6. Following 6 alternative schemes with respect to the alignment of the bridge have also been studied on the above mentioned 2 locations.

Briefly, these schemes are as under:-

Location-I *Scheme-I*

A) Location-I
Northern Site Locations.

Scheme 1A

Pathway link between Delhi and Noida at Road No. 1 in Noida leading to Sector 6 (Noida main office with Ring Road near Beharai Bagh).

Contd...3....

* Scheme 1B

Northern Link between Delhi and Mayur Vihar. (connect Ring Road near Maharani Bagh with an embankment along side of Ghazipur Drain at NOIDA side).

Scheme 1C

Northern link between Delhi and the Northern Sector Road in NOIDA (connect Ring Road near Maharani Bagh with Northern Sector Road at NOIDA)

Location-II

B) Southern site locations.

Scheme No.2 A

Mathura Road interchange to NOIDA through Jamia Millia University Campus. (at NOIDA Link Marg)(Dadri Expressway).

Scheme No.2 B

Mathura Road to NOIDA via Jamia Millia University Road - Elevated Scheme. (at NOIDA Link Marg (Dadri Expressway))

Scheme No.3

Mathura Road Interchange to NOIDA - Eastern Bypass. (at NOIDA Road(Dadri Expressway)).

The relative advantages and disadvantages of the scheme proposed are given in Annexure -II.

Out of the above mentioned schemes, Scheme 1C has been considered to be the most desirable alignment by the Consultants and approved by the Committee under the chairmanship of Secy. (UD), DDA.

The consultants have considered the following transport proposals of MTD-2001 and ICR in proposing the various alternatives as mentioned above.

On Western Side Of River Yamuna.

- i) A flyover along the Ring Road over the Ashram and Maharani Bagh Intersections and the Ring Railway Line.
- ii) A grade separated interchange, carrying the outer ring road over the Mathura Road (partially constructed) - ROB 22.
- iii) An underpass linking the Western Approach of the Nizamuddin Bridge and the Lodi Road.

- iv) The NH, Mathura Road bypass passing to the East of Okhla.
- v) A pontoon bridge at Sarai Kale Khan.

On Eastern Side of River Yamuna.

- i) An arterial Link between the Noida Link Marg and the NH24 located alongside the Hindon Cut.
- ii) Extension of several lateral roads lying on a NW-SE axis from Mayur Vihar across the Hindon Cut and Ghaziipur drain into Noida/Kondli.

7. Based on the above findings, following are the observations:-

- i) The proposed bridge at this location is neither envisaged in the zonal plan/HID-2001 nor in the NER plan.

It is envisaged that proposed expressway on Meerut-Ghaziabad-Noida-Faridabad would divert large percentage of bypassable traffic from the Delhi-Noida bridge. Pursual of this is that either the NER has to reconsider the proposal or number of lanes proposed on this bridge need to be reconsidered.

8. As per CRRI studies, almost 50% of the trips between Delhi and Noida run between North-West corridor. Only 25% from South Delhi which further strengthens that number of lanes proposed by the Consultants are to be reconsidered.

9. Apart from above following right/left turning movements shall not be available as shown in fig.

- i) Right turning from Noida to ISBT Sarai Kale Khan.
- ii) Right turning from proposed District Centre, Mayur Vihar on Noida bridge.
- iii) Right turning of AIHS/^{II}Allahabad apartments to proposed bridge.
- iv) Right turning from AIHS/Allahabad apartments to proposed bridge.
- v) Left turning to Sector 6 - Noida road from Mayur Vihar side.

There shall be conflicting movements at the ground level of the grade-separated interchanges on Noida side.

R/W of Sector VI - NOIDA road is not adequate to take the volume of traffic generated from the bridge at this point, this may cause similar problem as in case of Outer Ring connecting Najafgarh Road near Janakpuri District Centre.

Following implementation problems are also envisaged which need to be sorted out:-

- i) Construction and maintenance of the bridge on Delhi side.
 - ii) Land acquisition from Delhi side.
 - iii) Co-ordination of the construction of the bridge.
 - iv) Till the cost is recorded by ILFS, it is to be maintained by ILFS what will be the status thereafter.
 - v) The bridge design should have an inbuilt provision to run a light/medium capacity MRTS in future.
10. The case is placed before the Technical Committee for consideration of approval of:
- i) Location of the proposed bridge on river Yamuna to connect NOIDA to Delhi.
 - ii)* Process the necessary amendment in MFD-2001.

Decision

The proposal was discussed in detail & Technical Committee recommended the following:-

- 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 MFD-2001 and River Bed scheme.
- b) Detailed alignment plan and design of the intersection/interchanges 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.

Checked
12/1/95

12/1/95

12.1.95

F5(24)92.MP + F5(15)87-MP/39-44

18-1-95

P.V. MAHASHADEY
JOINT DIRECTOR (MP)

TO:

Chief Engineer (YBP)
PWD (GNCTD)
MSO Building
AP Estate, New Delhi.

Sub: Proposed bridge on river Yamuna to connect Delhi
with NOIDA.

Sir,

This is with reference to the above subject
which was discussed in the Tech. Committee meeting
held on 22.11.94 vide item no 115/94. Please find
enclosed the copy of the agenda and minutes for your
information and necessary action.

Yours faithfully,

Issued
MP
18-1-95

[Signature]
P.V. MAHASHADEY)
JOINT DIRECTOR (MP)

ENCLOS. AS ABOVE.

Copy to:

1. Chief Executive Officer, NOIDA, Sector VI, NOIDA
(Distt. Ghaziabad)
2. Chief Town Planner, NOIDA, Sector VI, NOIDA
3. Sh. Alek Upadhyaya Asstt. Chief Vice President, IIFS
East Court Zone VI 4th floor India Habitat Centre, Lodhi
Road, New Delhi.
4. Chief Engineer PWD (I) GNCTD Curzon Road Barracks
Kasturba Gandhi Marg, New Delhi.
5. Chief Engineer I&F, (GNCTD) 4th floor, ISBT Complex
Kashmere Gate, Delhi-6.

नवीन ओखला औद्योगिक विकास प्राधिकरण
मुख्य प्रशासनिक भवन
प्लॉट-6, नोएडा, जिला-गाजियाबाद-201 301

NOIDA

NEW OKHLA INDUSTRIAL DEVELOPMENT AUTHORITY
Main Administrative Building
Sector - VI, NOIDA
Distt. GHAZIABAD - 201 301

No. NOIDA/DM(Infra)/95/354
Dated : April 19, 1995.

The Commissioner (Planning),
Delhi Development Authority,
Vikas Minar, I.P. Estate,
NEW DELHI 110 002.

SUB : Delhi-Noida Bridge Project.

Dear Sir,

Kindly refer to this Office letter No. NOIDA/DM(Infra)/95/342 (I-IV) dated March 30, 1995, forwarding therewith the set of drawings of detailed alignment as well as design of Intersection/Interchange of either side of the Bridge for the consideration of the Technical Committee of Delhi Development Authority.

It is once again requested to clear the above at the earliest so that further action is initiated to start the actual construction work of the Bridge.

Thanking you,

Yours faithfully,

(RAJIV KUMAR)

Dy. Chief Executive Officer.

725/DI (T)
25/4/95

25/4/95
A-10A
25/4/95

25/4/95
26/4/95

May 5, 1995

Vice Chairman
Delhi Development Authority
Vikas Sadan
New Delhi

Re : Delhi-Noida Bridge Project

Sub : Approval of Final Alignment and dispersal arrangements

Dear Sir,

This is with reference to the captioned subject

In the meeting held on November 22, 1995, the Technical Committee considered the Scheme and recommended inclusion in the Master Plan Delhi 2001. The final dispersal arrangement at the either end of the bridge was sought to be put up again for consideration. The Consultant have finalised the alignment and dispersal arrangements based on detailed engineering survey

The Noida end dispersal scheme was discussed in detail with Principal Secretary (Industry) and Chairperson, Noida on February 17, 1995 in the meeting chaired by Dr JP 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 in its meeting held on April 21, 1994

The final alignment and dispersal arrangements at both ends of the bridge were put up to Secretary, MoUA&E for approval. Approval received vide DO letter No Secy/UD/1543/D/95 dated May 5, 1995 is enclosed in this regard for putting up to the Technical Committee in its next meeting

In view of forthcoming visit of ADB Fact Finding Mission, we would request that the scheme be put up to Technical Committee for approval of the final alignment and dispersal arrangements referred above

Sincerely

Hari Sankaran

Hari Sankaran
Vice President

AC - (1000) 915
1/5

Encls : Final Alignment and dispersal arrangements of
Delhi Noida Bridge Project



सत्यमेव जयते

सचिव
SECRETARY

भारत सरकार
शहरी कार्य और रोजगार मंत्रालय
शहरी विकास विभाग
GOVT. OF INDIA
MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT
DEPARTMENT OF URBAN DEVELOPMENT

D. O. No. Secy/UD/1543/D/95

नई दिल्ली-110011, तारीख 199
Dated New Delhi-110011, the 199
5 May 1995

Dear Shri Sankaran,

Sub: Delhi - NOIDA Bridge Project: Approval of
Finan Alignment and dispersal arrangements.

Please refer to your letter dated May 5, 1995 on the subject referred to above enclosing therewith the final alignment and dispersal arrangements for approval.

2. The NOIDA and dispersal scheme was discussed in detail with Principal Secretary (Industry) and the Chairperson, NOIDA on February 17, 1995 and has the concurrence of NOIDA. The Delhi end dispersal arrangement is on the same location as approved by the Steering Committee in its meeting held on April 21, 1994.

3. In view of above, the final alignment and dispersal arrangements as enclosed with your letter under reference are approved and the same may be put up to the Technical Committee in its next meeting.

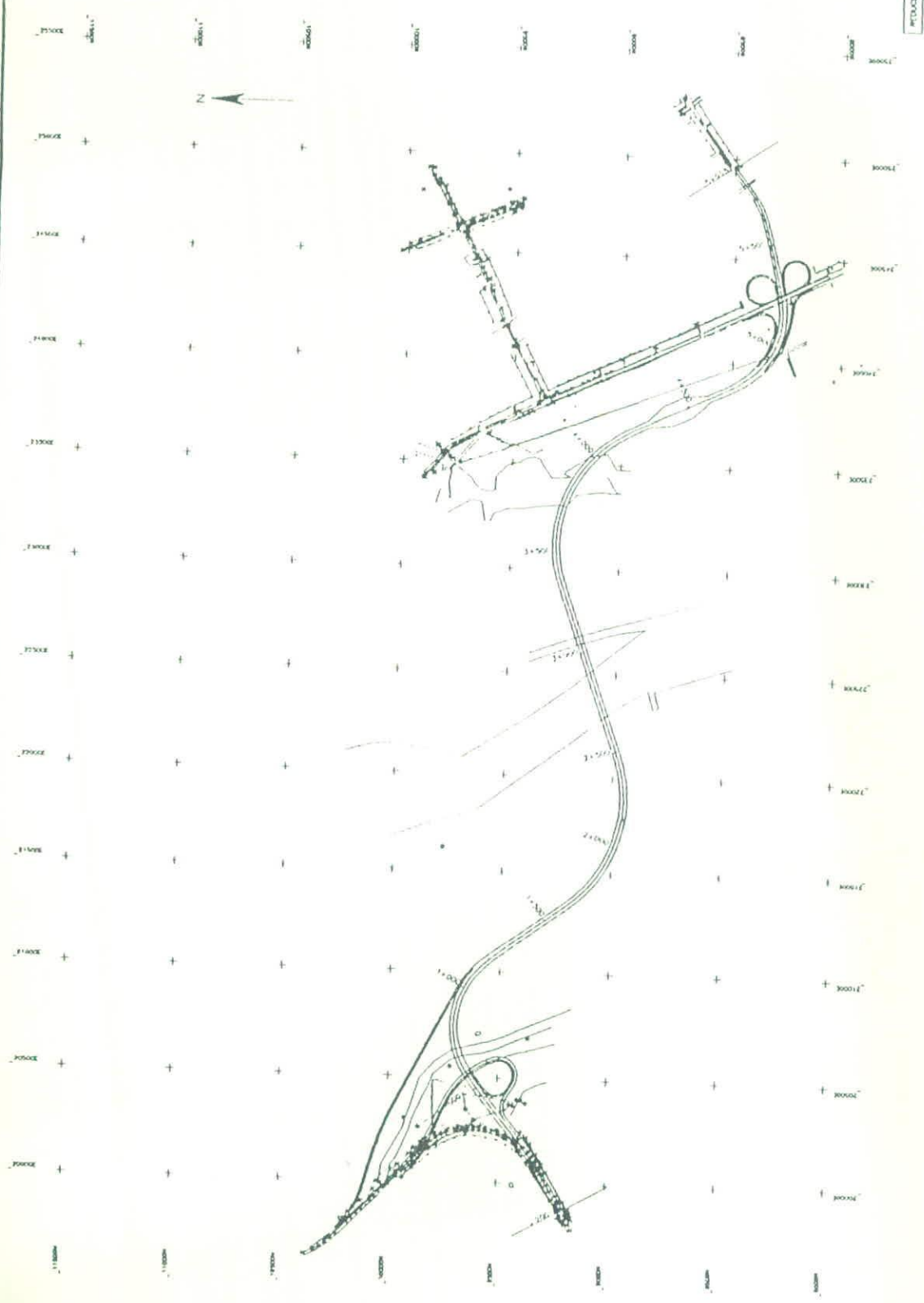
With regards,

Yours sincerely,


(J. P. Singh)

Shri Hari Sankaran,
Vice President,
ILFS, India Habitat Centre Bldg.,
Lodi Road, New Delhi

Encl: Final Alignment and dispersal arrangements of
Delhi NOIDA Bridge Project.



GENERAL NOTES

ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE STATED
ALL LEVELS ARE IN M
100 CM SYSTEM SHALL ALWAYS BE USED

PROPOSED MAP SIZE SCALE NOT CHANGED

REV	DATE	DESCRIPTION	BY
		REVISION	
ALLES INFRASTRUCTURE LEASING & FINANCIAL SERVICES LIMITED India Habitat Centre, 4th Floor, East Court, Zone VI Lodhi Road, New Delhi - 110 003			
KAMPSAX INTERNATIONAL A/S BA, Hansolva, 15, Borgermønstre Road, New Delhi - 110 003			
DELHI - NOIDA BRIDGE PROJECT DELHI - NOIDA LINK KEY MAP			
DRAWN	DESIGNED	CHECKED	APPROVED
DATE	01-03-1994	SCALE	1:10,000
		DRAWING NO.	01-001



GENERAL NOTES
ALL DIMENSIONS ARE IN M UNLESS OTHERWISE STATED
ALL LEVELS ARE IN M
400 GR SYSTEM SHALL ALWAYS BE USED

REDUCED HALF SIZE SCALE NOT CHANGED

WKO	DATE	DESCRIPTION	BY
		REVISION	
IL&FS INFRASTRUCTURE LEASING & FINANCIAL SERVICES LIMITED India Habitat Centre, 4th Floor, East Court, Zone VI Lodhi Road, New Delhi - 110 003.			
KAMPSAX KAMPSAX INTERNATIONAL A/S BA, Honsolo, 15, Barokumbo Road, New Delhi - 110 001.			
DELHI - NOIDA BRIDGE PROJECT			
KEY MAP			
DRAWN	DESIGNED	CHECKED	APPROVED
DATE: 01-03-1993	SCALE: 1:10,000	DRAWING NO: 00-001	

DELHI DEVELOPMENT AUTHORITY
(DEV.CONTROL & BUILDING)

No.F.1(22)94/MP

Dated : 10.5.95

MEETING NOTICE

The 42nd Technical Committee meeting of the DDA will be held on 10.5.95 at 4.00 P.M. in the Conference Hall, 'B' block, Vikas Sadan, INA, New Delhi.

Agenda for the meeting is enclosed herewith. You are requested to kindly make it convenient to attend the meeting.


(K.K. BANDYOPADHYAY)
Addl. Commr. (DC&B)

I N D E X

SL.NO.	ITEM NO.	PARTICULARS	PAGE NO
1.	15/95	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	1
2.	16/95	NOC for construction of an integrated vocational senior secondary school in Revenue Estate of Sahibabad Daulatpur Delhi. F9(4)72-MP	6
3.	17/95	Sub-district Centre cum Community Centre, DIZ Area Fl6(23)94-MP	8
4.	18/95	Minor modifications in the layout plan of pocket 'B' block I, Sector XVI and provision of alternative plots to affected alternative allottees PPR/1003-XVI/94/Pt.17	10
5.	19/95	Regarding modifications in the text of MPD-2001 with regard to Special Care to be taken for removal waster around the airport. F20(2)95-MP	12
6.	20/95	Development Controls for public and semi public facilities (National Security Guard) F20(16)85-MP	13
7.	21/95	Entry jto Nazamuddin Railway Station from Ring Road and its integration with the Sarai Kale Khan ISBT.F5(10)79-MP	15
8.	22/95	NOC for installation and commissioning of diesel pump in Auto workshop at Lodhi Road MCD. F7(11)94-MP	19
9.	23/95	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.F20(8)88-MP	20
10.	24/95	Jawahar Novodaya Vidyalaya at Jaffarpur Kalan West Delhi - Change of land use.F9(1)92-MP	22
11.	25/95	Permission to replace asbestos sheet roof with RCC roofs in DDA built Industrial Sheds at Okhla Industrial Sheds at Okhla Industrial Area Ph. I & II VC'S TBR / 1150 dt. 11.1.93 F3(14)95-MP	24