

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

No.F.1(32)96-MP

Dated 31.12.96

Minutes of the 74th meeting of Technical Committee held on 24.12.96 at 2.00 P.M. in Conference Hall, 5th floor, Vikas Minar, IP Estate, New Delhi.

The following were present:

DELHI DEVELOPMENT AUTHORITY:

1. Sh. Hemendra Kumar, Vice Chairman (In Chair)
2. Sh. R.K.Bhandari, Engineer Member
3. Sh. K.K. Bandyopadhyay, Addl. Commr. (AP)
4. Sh. Chandra Ballabh, Addl. Commr. (DC&B)
5. Sh. A.K. Jain, Addl. Commr. (Projects)
6. Sh. M.N. Khullar, Chief Architect
7. Sh. R.K.Jhingan, Director (LS)
8. Sh. S.P.Bansal, Director (PPR)

TCPO:

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

LAND & DEVELOPMENT OFFICE:

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

MCD:

11. Sh. Shamsheer Singh, Addl. Town Planner

DELHI POLICE:

12. Sh. Rajnesh Gupta, A.C.P. (Traffic)

DESU:

13. Sh. K.K.Narula, XEN, PL-I
14. Sh. A.C. Bhatnagar, H.S.

SPECIAL INVITEES:

15. Sh. Sanat Kaul, Secy. (L&B), PWD, GNCTD for item no.117/96
16. Sh. V.K. Gupta, S.E.YBP-III, PWD for item no.117/96
17. Sh. H.K. Srivastava, S.E.PWD Circle-V for item no.117/96
18. Sh. Tribhuvan Singh, Chief Arch. Planner, NOIDA for item no. 117/96.
19. Sh. R.K.Sharma, Senior Staff Officer, NOIDA for item no.117/96
20. Sh. Alok Upadhyaya, Asstt. Vice President, IL & F.S. for item no. 117/96
21. Sh. V.K.Srivastava, Sr. Manager (KAMPSAX) for item no.117/96
22. Sh. A.K.Swaminathan, Sr. Manager (KAMPSAX) for item no.117/96.

...../-

23. Sh. M.L.Tikku, S.E.C-I, DDA for item no. 117/96
24. Sh. D.K.Saluja, Director (TT) DDA for item no. 114/96
and 117/96.
25. Sh.K.L.Sabharwal, Director (ZP) DDA for item no. 113/96
26. Sh. Prakash Narain, Director (DC&MP) DDA
27. Sh. J.S.Sodhi, Jt. Director (AP) DDA
28. Sh. S.P.Pathak, Jt. Director (Narela) DDA
29. Sh. S.C. Anand, Jt. Director (AP) DDA

ITEM NO. 63/95

Sub: Action taken Report on the decisions of the 73rd Tech. committee meeting held on 19.11.96.
F.1(28)94-MP

The action taken report circulated was noted.

ITEM NO. 113/96:

Sub: Request for Way-side amenities/facility on NH-8 from DTDC (Delhi Tourism & Transportation Development Corporation Ltd.
F.10(43)88-MP

The item was deferred for further examination.

ITEM NO. 114/96:

Sub: Route approval for erection of 33KV overhead pole line from Preet Vihar S/Stn. to 33 KV S/Stn. at CBD Shahdara in Trans Yamuna area. F6(12)96-MP

The Tech. committee approved the route proposal (Alternative: - II) as contained in para 2 of the agenda note with the observation that DESU shall coordinate with other concerned local bodies before erection/ laying of cables.

ITEM NO. 115/96:

Sub: Extension of lease of land to Department of Science and Technology, Govt. of India in village Masoodpur (Gobar Gas Plant), Sector 'C' Vasant Kunj.
F13(43)80/CRC

The Tech. committee was of the view that shifting of the plant be undertaken alongwith shifting of existing Masoodpur Dairy. It was also decided that EM will take a meeting to sort out the concerned issues such as extension of lease deed, plant to be made functional etc.

ITEM NO. 116/96:

Sub: Revised proposal for allotment of land to Central Reserve Police Force at Kondli Gharoli.
PA/JDII/APIII/96/173

The proposal contained in para 3 of the agenda note was approved with the observation that possibility of allotting triangular park to the oil company along with Petrol Pump be worked out for maintenance/public use.


...../-

ITEM NO. 117/96

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

The Technical committee after detailed deliberations decided as under:

- i) The dispersal arrangements on the Delhi side as contained in para 3 of the agenda note were approved.
- ii) The proposal of Delhi-Noida Bridge be got approved by PWD, GNCTD from DUAC.
- iii) Necessary amendments be processed for incorporating in MPD-2001.


(CHANDRA BALLABH)
ADDL. COMM. (DC&B)
MEMBER SECRETARY

Memo No. F.1(32)96-MP

Dated 31.12.96

Copy to:

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


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

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

F.1(32)96-MP

Dated :

~~Draft~~ Minutes of the 74th meeting of Technical Committee held on 24.12.96 at 2.00 P.M. in Conference Hall, 5th floor, Vikas Minar, I.P. Estate, New Delhi.

The following were present:

DELHI DEVELOPMENT AUTHORITY:

1. Sh. Hemendra Kumar, Vice Chairman (In Chair)
2. Sh. R.K. Bhandari, Engineer Member
3. Sh. K.K. Bandyopadhyay, Addl. Commr. (AP)
4. Sh. Chandra Ballabh, Addl. Commr. (DC&B)
5. Sh. A.K. Jain, Addl. Commr. (Projects)
6. Sh. M.N. Khullar, Chief Architect
7. Sh. R.K. Jhingan, Director (L.S.)
8. Sh. S.P. Bansal, Director (PPR)

T.C.P.O.

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

LAND & DEVELOPMENT OFFICE

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

M.C.D.

11. Sh. Shamsheer Singh, Addl. Town Planner

DELHI POLICE

12. Sh. Rajneesh Gupta, A.C.^R (Traffic)

D.E.S.U.

13. Sh. K.K. Narula, XEN, PL-I
14. Sh. A.C. Bhatnagar, H.S.

SPECIAL INVITEES:

15. Sh. Sanat Kaul, Secy. (L&B), PWD, GNCTD for item no. 117/96.
16. Sh. V.K. Gupta, S.E. YBP-III, PWD for item no. 117/96.
17. Sh. H.K. Srivastava, S.E. PWD Circle-V for item no. 117/96.
18. Sh. Tribhuvan Singh, Chief Arch. Planner, NOIDA for item no. 117/96.
19. Sh. R.K. Sharma, Senior Staff Officer, NOIDA for item no. 117/96.
20. Sh. Alok Upadhyaya, Asstt. Vice President, IL & F.S. for item no. 117/96.
21. Sh. V.K. Srivastava, Sr. Manager (KAMPSAX) for item no. 117/96.
22. Sh. A.K. Swaminathan, Sr. Manager (KAMPSAX) for item no. 117/96.

23. Sh. M.L.Tikku, S.E. C-I, DDA for item no.117/96.
24. Sh. D.K.Saluja, Director (TT), DDA for item no.114/96
& 117/96.
25. Sh. K.L. Sabharwal, Director (ZP), DDA for item no.
113/96.
26. Sh. Prakash Narain, Director (DC&MP), DDA.
27. Sh. J.S. Sodhi, Jt. Director (AP), DDA.
28. Sh. S.P. Pathak, Jt. Director (Narela), DDA.
29. Sh. S.C. Anand, Jt. Director (AP) DDA.

मुद्रा वाचना अनुसंधान
आवृत्ति सं. 1873/78
दिनांक 27/12/96

DELHI DEVELOPMENT AUTHORITY
(DEV. CONTROL & BUILDING)

No.F.1(3)96-MP

Dated : 20.12.96

MEETING NOTICE

The 74th Technical Committee meeting of the DDA will be held on 24.12.96 at 10.00 A.M. in the Conference Hall, 5th floor, Vikas Minar, I.P.Estate, New Delhi.

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

सुवास्थ्य कार्यालय
आवृत्ति सं. 18/5.D
दिनांक 24/12/96

(CHANDRA BALLABH)
ADDL.COMMR. (DC&B)
MEMBER SECRETARY

Attended. Dr. Singh
minutes p1
Hem

Addl Commr (DC&B)

Keep it already
Sent to VC. 21/12/96
21/12/96

It is placed in the
file of approved minutes, today, p1
H. Singh (Asst)
30/12/96

INDEX

S.NO.	ITEM NO.	PARTICULARS	PAGE NO.
1.	113/96	Way side amenities / facility on NH-8 from DTTDC (Delhi Tourism & Transportation Development Corporation Ltd. F.10(43)88/MP	1-3
2.	114/96	Route approval for erection of 33 KV overhead pole line from Preet Vihar S/Stn. to 33 KV S/Stn. at CBD Shahdara in Trans Yamuna Area. F6(12)96-MP	4-5
3.	115/96	Temporary allotment of land to Department of Science and Technology, Govt. of India in village Masoodpur of Vasant Kunj, Scheme.F13(43)80/CRC	6-7
4.	116/96	A revised proposal for allotment of land to Central Reserve Police Force at Kondli Gharoli. PA/JD II/AP III/96/173	8-10
5.	117/96	Proposed bridge on River Yamuna to connect Delhi with Noida. F5(24)92-MP	11-15

Sub: Way side amenities/facility on NH-8 from
DTTDC (Delhi Tourism & Transportation
Development Corporation Ltd.
F.10(43)/88-MP

1. Addl.Town Planner, MCD vide his letter dt.10.7.96 has forwarded a proposal of "Way side amenity/facility" on NH-8 (temporary structures) New Delhi received from DTTDC which will comprise of information counter, sales counters, telecom counter, kiosks, sitting area and toilets etc. and has requested for clarification of land use, Road R/W of NH-8 and Development control norms to be followed. A B.O.letter dt.29th Oct.96 from the Chairman and Managing Director of DTTDC has also been received with a request to get this matter considered separately by UDA as a special case.

2 The reference received earlier from DTTDC was considered by the Technical Committee in its meeting held on 6.8.91 under item no.140/91 and decided as under:-

"The proposal prepared by DTTDC for developing a way side amenities centre for incoming tourist on Highway No.8 was discussed in detail. It was noted that the site was located at an important road crossing and that as such no construction should be ordinarily be put up within the road right of way and also within a set back of 50' after providing for the road right of way. It was pointed out, however, that the proposal would not be viable if both these conditions were imposed having regard to the shape of the site and that in that event the possibility of the land being encroached for setting up of unsightly and unhygienic shabaras could not be ruled out. The Technical Committee approved the proposal subject to the maintenance of the prescribed road R/W on either side of the plot."(page 55-56/c)

3. A similar request from DTTDC for the development of tourist complex at Said-ul-Jaib land measuring about 8.1 hec.(20 acres), South of Saket was received. The same was considered by the Authority in its meeting vide item no. 33 dt.27.2.90. The Authority resolved for processing of change of land use of an area meas.8.1 hec. (20 acres) from "Agricultural green belt" to "tourist complex" at Said-ul-Jaib with max.10% ground coverage and 15 FAR

subject to max. of 2 storeyed construction.

After the approval of Central Govt. u/s 21 A of D.D. Act and receipt of Public objections/suggestions on change of land use, the Authority vide item no.41/94 dt.24.5.94 resolved as under:-

"That the DTDC be permitted to develop their land measuring 8.1 hec. as a picnic spot with a few temporary (wooden) structure only and no masonry construction be allowed as it is the Ridge area."

4. Proposal submitted by the DTDC

Temporary (steel) structure

It is at the cross section of two roads

NH-8	60 mtr.
SH(Road of Gurgaon)	60 mtr.
Size of the plot	0.844 hec.
Ground coverage	9.808% (828.0 m ²)
Max.height	4.8 m.
Max.setbacks	
front	15.0 m.
Rear and sides	9.0 m. Right side (NH-8) 6.0 m. other sides
Drive way	6.0 m.
Basement	not provided
Parking	21 ECS
Retail & service shops	540 sq.m. (approx.6.4%)

5. Observations

- i) Although DTDC has indicated this scheme as well side facility the proposal is not significantly different than the motel/tourist complex. This case is not permitted as per MPD-2001.
- ii) It is observed that the site is affected by the widening of the road. However, the net area available for the construction of amenities would only be known after the inter section design of the road is worked out. Moreover as per Regional MPD-2001 for

NCR a width of 100 m. on either side of National Highway and 60 m. on either side of the State Highway should be kept as green buffer.

6. Taking into consideration, the NH-8 one of the busiest and most important corridor connecting Delhi, and the Authority's decision permitting temporary (wooden) structure (as mentioned above in para 3) for picnic spot at Said-ul-Jaib, the following norms are recommended for the consideration of Technical Committee.

Land use	wayside amenity centre (as approved by the TC in its meeting held on 6.8.91 vide item no.140/91).
Structure	Temporary(Steel) structure.
Road R/W	91.44 mtr.(as per approved road alignment plan).
Max. ground coverage	10%
Max.FAR	15
Max.height	2 stories
Setbacks	0. (as approved by TC in its meeting held on 6.8.91).

7. The matter is placed before the Technical Committee for its consideration of para 6.

[Signature]
4/11/96.

[Signature]
4/11/96

Sub : Route approval for erection of 33 KV overhead pole line from Preet Vihar S/Stn. to 33 KV S/Stn. at CBD Shahdra in Trans-Yamuna-Area :

File No. F.6(12)/96-MP:

(1) INTRODUCTION

Supdt. Engineer (Plg. II, DESU has submitted the above said proposal for improving the flexibility of power supply at existing 33 KV grid Sub/Stn. at Preet Vihar and CBD Shahdra. DESU has proposed two alternative routes i.e. one is overhead and second is partly overhead and partly underground. Total length for overhead route is 1.80 KM and for partly underground/overhead is 1.90 Km(O/H : 1.75 Km. and U/G : 0.15 Km.). Both the sub Stn. are already existing. Route proposal is shown in DESU's Drawing No. 13-4480.

(2) ROUTE DETAILS

Alternative-I:

From Preet Vihar S/Stn. to CBD Shahdra S/Stn., the route is taken overhead passing along the 24 Mtr. road between the residential & industrial as shown in the plan leaving 1.5 Mtr. to 2.5 Mtr. from the edge of R/W. A small part of the route is passing over the existing jhuggies area as shown in the plan. Total length of the route is 1.80 Km. The cost of the route is Rs. 14 Lacs.

Alternative-II

The route starts from existing 33 KV S/Stn. at Preet Vihar. It is taken along an existing 24 Mtr. R/W of Road passing between the residential and institutional area. The route is proposed to be taken on rail pole in the foot-path portion leaving 1.5 to 2.5 mtr. from the property line upto the end of Shahdra Court/Lehri Colony. From here, the H.T. Line is proposed to be taken overhead and underground. The underground cable is proposed in a length of about 0.15 Km. along the 24 Mtr./30 Mtr. roads to meet the existing 33 KV CBD Shahdra S/Stn. As two 33 KV overhead lines are already existing along the 30 Mtr. road, the cable is proposed to be laid underground in this stretch. Cost of the route shall be about Rs.14.5 Lacs.

(3) FEASIBILITY:

- i) No structure/tree is affected in the proposal as per the report submitted by DESU.
- ii) DESU shall co-ordinate with other local bodies viz. MCD, DESU, MTNL etc. before erection/laying of cables.
- iii) In Alternative-I, the route is passing over the existing jhuggies.

RECOMMENDATIONS:

The alternative route proposals are put-up for consideration of Technical Committee subject to conditions mentioned under para-3(ii) above.

(Signature)
(D.K. JJA)
DIRECTOR (TECHNICAL LANNING)

Sub: Temporary allotment of land to Department of Science and Technology, Govt. of India in village Masoodpur of Vasant Kunj, Scheme.

F.13(43)/80/CRC/

1.0. BACKGROUND

1.1. Dy. C.E.O.(N), Khadi and Village Industry Commission of Min. of Industries, Govt. of India has requested for renewal of the lease of the land from 1.1.93 onwards on permanent or long lease basis. In the letter Dy. C.E.O. has stated that in view of immense stature and reputation of the Project in the field of non conventional Energy Sources, the lease may be renewed.

2.0. DETAILS/EXAMINATION

2.1. Case has been examined and it is observed that VC, DBA vide orders dt. 25.3.81 approved the allotment of land measuring 1.5 acres in village Masoodpur, Deptt. of Science and Technology, Govt. of India on licence fee basis for a period of one year only for setting up a community type bio-gas plant. The physical possession of the land was handed over on 8.4.82 and the temporary allotment of the land was renewed on year to year basis with Khadi and Industries Village Commission instead of Deptt. of Science and Technology. While renewing the temporary allotment upto 7.4.89, it was informed that no further extension beyond this period will be given. It was further requested to hand over the vacant possession of the land on 7th April, 89. Since ~~the~~ it was felt that the continuation of Gobar Gas Plant may not be desirable due to the development of Vasant Kunj.

2.2. However, instead of handing over the vacant possession of land, on 7.4.89 the KVIC requested for allotment of this land on permanent lease basis. VC, DBA vide his orders dt. 14.9.90 approved further extension in principle while observing that the proposal should be implemented subject to a suitable alternative site being located and made available to the Commission for the said period.

2.3. The matter was discussed in the Internal Planning Committee Meeting held on 13.1.91 and it was decided that till Masudpur Dairy Farm is shifted, this activity may continue on temporary licence fee basis. VC, DEA vide his orders dt. 3.10.92 approved the extension on double old rates upto 31.12.92.

3.0. Recommendation/Suggestion.

Chief Architect vide his note dt. 12.9.96 has stated that the Gobar Gas Plant should be removed since the same is located just in front of the Community Centre Pocket of Vasant Kunj Scheme. Also Masudpur Dairy Farm is surrounded by the development of Group Housing Scheme and other facilities such as schools and OCF site etc. which may require planning after the shifting of the Plant. Further the green velly scheme comprising 990 SFS flats and 50 flats for residential use was prepared by HUPW and was placed before the 129th Screening Committee meeting but was deferred with the observations that as and when the land is made available by the shifting of the plant, the scheme would be taken up further. Since the land is required for the planned scheme of HUPW, DEA, the Dairy Farm may be shifted from the present location and the land so vacated could be utilized for the planned scheme of HUPW.

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

.....

22/12/96

AC (AP)

9/12/96

12/12/96

S.NO.4/ITEM NO. 116/96/T.C.

Sub: A revised proposal for allotment of land to Central Reserve Police Force at Kondli Gharoli.

1.0 BACKGROUND

1.1 CRPF was allotted a piece of land measuring 4.0 ha. at Kondli Gharoli on temporary basis. The change of landuse from 'recreational' to 'Public & Semi Public'(Police line) was approved by the Ministry of Urban Development vide letter No. K/13011/9/93/DE/8 Dated 9.3.94.

1.2 Adjoining the CRPF land, a petrol Pump measuring 1080 sqm was already approved by the Technical Committee earlier vide item No.50/92 dt.31.7.92. As per the latest report received from the Lands Branch the possession of this Petrol Pump has not yet been handed over.

1.3 After processing the change of land use of 4 ha. of land was allotted to CRPF on permanent basis. The necessary approval for allotting this land on permanent basis has been approved by the Competent Authority and the possession plan was accordingly got prepared by the Planning Wing.

1.4 The C.R.P.F. objected for taking over the possession of land due the security reasons requesting that the said petrol pump may be shifted from the North-Western side to North-Eastern side of their plot.

1.5 They also requested that during the tenure of temporary ownership, they have spent money on the construction of safety fencing and some temporary structures in the form of pump house and a security hut including necessary filling on some part of the land and that they would like to retain the said area.

2.0 EXAMINATION

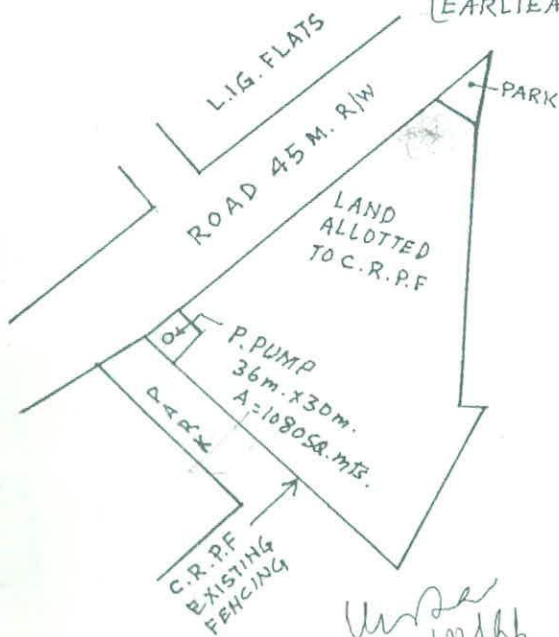
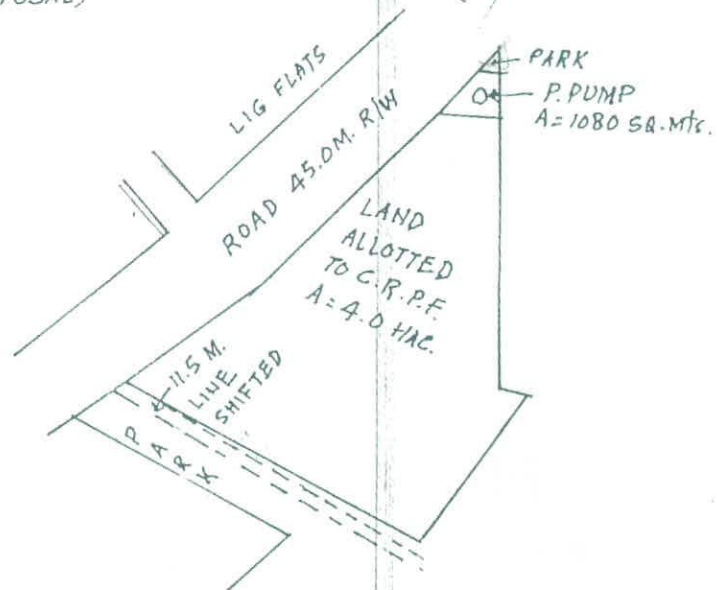
- 2.1 The request of the CRPF was examined and necessary clarification in regard to the status of petrol pump and revised survey of the area proposed to be allotted have been got done.
- 2.2 Necessary site visit to accommodate the structure built by CRPF was made and minor land adjustment has been got identified. This will result by the widening of green strip in between Senior Secondary School and CRPF fencing by approximately 11.5 mtr. in width to maintain the total land status as 4.0 ha for CRPF.

3.0 RECOMMENDATION

The revised plan that includes marginal shifting of the petrol pump site incorporating needful requirement of the CRPF, put up in the same size of plot measuring 4 ha. alongwith the park spaces on left & right corner of the scheme is placed on the table for approval.

Urdu

I. MOHAN.
Director (AP) III.

SKETCH-I
(EARLIER PROPOSAL)SKETCH-IA
(PRESENT PROPOSAL)

Subject : Proposed bridge on River Yamuna to connect Delhi with Noida.

File No. : F.5(74)92-MP.

1. INTRODUCTION/BACKGROUND

On 7th April '92, a Memorandum of Understanding was signed by IL&FS (Infrastructure Leasing and Financial Services), Delhi Govt. and NOIDA to construct the said bridge on BOT (Built, operate and transfer) format. IL&FS was supposed to implement the project, arrange finances and subsequently recoup the investment by charging the toll tax from users of the bridge. Bridge at this location is not proposed in Master Plan of Delhi -2001.

The proposals submitted by IL&FS were discussed in Steering Committee meetings held under Secretary MOUA&E and in the Technical Committee meeting of DDA on 22/11/94 in which the following decision was taken :

- a) The proposed location of the bridge connecting Ring Road with NOIDA (Alternative No.1-C, which stands approved by the MOUA&E) 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/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 a light/medium capacity MRTS in future.

Subsequently, a proposal with a changed alignment than the one approved earlier was received from Deputy Chief Executive Officer, NOIDA. In the alignment the dispersal point on the NOIDA side was changed to the 45 metre road between sectors 15A & 16A. DDA felt that in this arrangement it would be better to link the bridge to Outer Ring Road and Ring Road with the construction of NH2 Bypass as envisaged in MPD 2001. The matter was again discussed in the Technical Committee meeting held on 10/5/95 and following decisions were taken.

" This item was discussed in the TC meeting held on 10/5/95 and TC made number of observations which were to be met and the report submitted in the next TC meeting. Since no report was submitted in time, no regular agenda item could be prepared for this TC meeting. However, based on the note submitted in the meeting by the representatives of IL&FS (Infrastructure Leasing and Financial Services Ltd.) and the observations made by Sh. K.B. Rajoria, Chief Engineer PWD, GNCTD a detailed discussion was done in the TC meeting.

The TC emphasised that IL&FS should attend to all the points raised in the earlier TC meeting, as well as points raised by Sh. Rajoria in this meeting and an appropriate report be prepared. After getting approval/concurrence of GNCTD, the same should be submitted to the DDA. IL&FS representative stated that such a report would be ready in about 2 to 3 months time. Considering the importance of the project, Chairman stated that as soon as such a report is submitted, it should be considered in the TC meeting within one week. "

2. DETAILS /EXAMINATION

The road and bridge were crossing the river flood plain in a zig-zag manner in a length of about 5.60 km. as per IL&FS proposal. If this alignment is taken along proposed NH-2 bypass, then on North/South of existing weir, the length of the road and bridge would be almost the same as proposed in IL&FS alignment. With this alignment, a part of proposed NH-2 bypass would also get constructed. The Outer Ring Road could also be extended to join the bypass in continuity of the proposed bridge location. The dispersal from NOIDA side would thus be distributed to NH-2, Outer Ring Road and the Ring Road. As also the Delhi and NOIDA ends would remain the same as suggested by IL&FS.

The case was subsequently discussed in meetings under Secy.(MOUA&E) on 31/5/95, under Ch.Secy., Delhi on 22/9/95, under LG, Delhi on 20/2/96. During these meetings, the problem likely to come up with the construction of this bridge at the location proposed by IL&FS were explained. Between Ashram Chowk flyover and Nizamuddin bridge in a distance of about 4.5 km., following dispersal arrangement have to be considered in this eastern segment of the Ring Road :

- i) Ashram Chowk Flyover in continuity upto Maharani Bagh/Friends Colony inter-section.
- ii) Right turning movement for Sidhartha Extension/DESU colony and Gurudwara Bala Sahib on Ring Road.
- iii) Entry/Exit of Sarai Kale Khan ISBT and Nizamuddin Station.
- iv) Entry/Exit to proposed Convention Centre (under planning stage in DDA).
- v) Nizamuddin bridge intersection.
- vi) The proposed link to connect Lodhi Road with Nizamuddin bridge as approved by the TC in its meeting held on 19/11/96.

Apart from the above, if any dispersal point in the form of Delhi-NOIDA bridge is constructed then it is likely to create circulation problem on Ring Road in this eastern segment the geometry of proposed interchange of NOIDA bridge (although as per standards) were very skewed for a continuous flow of traffic.

The case Delhi on 10/6/96 with Commr.(Plg.) and other Sr. officers of concerned departments and other alternative proposals bridge proposal as suggested by IL&FS and other alternative proposals. After discussions, it was resolved that IL&FS shall also Chowk as part of the dispersal of the proposed by Commr.(Plg.) and other Sr. officers of concerned departments and other alternative proposals. The case was further discussed in a meeting held on 11/6/96.

The case was further discussed in a meeting held under Hon'ble Chief Minister, Delhi on 10/6/96 which was attended by Chief Secy, Secy. (L&B), Commr. (Plg.) and other Sr. officers of concerned departments. Delhi-NOIDA bridge proposal as suggested by IL&FS and other alternative proposals were discussed in detail. After discussions, it was resolved that IL&FS shall also construct flyover proposal on Ashram Chowk as part of the dispersal arrangement of Delhi-NOIDA bridge. With this the alignment as proposed by IL&FS was agreed to. The cost of flyover at Ashram Chowk shall be met from the Toll collections of Delhi-NOIDA bridge.

The case was discussed in the Steering Committee meeting under Secretary MOU&E on 16/10/96. Under para 3(ii), the Chairman requested Commr. (Plg.) not to link inclusion of this project in MPD-2001 with the river channelization scheme as the same has already been approved by DDA's Technical Committee in its meeting held on 22/11/94 and requested to complete the formalities expeditiously.

Secretary (L&B) PWD, Govt. of Delhi vide letter dated 11/11/96 to Commr. (Plg.) conveyed the order of Hon'ble LG dated 5/11/96 which are as follows:

"I agree that we have lost a lot of time. But whatever is allowed to be built must cater to present and foreseeable traffic requirements at this obvious bottleneck prima facie unless there is an integrated plan starting from the railway overbridge south of Ashram Chowk to the two CPWD Nizamuddin Yamuna bridges in the east, the problem cannot be solved by assurances of financing and beautiful plans/drawings".

Secretary (L&B)/PWD, Govt. of Delhi vide letter dated 27/11/96 addressed to VC has forwarded one set of the same proposal as submitted earlier and discussed in CM/Steering Committee without integrating Ashram Chowk flyover. It has been informed that the Ashram Chowk flyover shall be submitted separately within a period of one/two months.

DISPERSAL ARRANGEMENT FOR THE EASTERN SEGMENT OF RING ROAD FROM ASHRAM CHOWK TO NIZAMUDDIN BRIDGE

In the letter dt. 17/12/96 of IL&FS, following dispersal arrangements were explained:

- 1) Ashram Chowk flyover in continuity upto Maharani Bagh/Friends Colony intersection

The service road on both sides of Ring Road between Maharani Bagh intersection and Ashram intersection will take care of circulation of the areas situated on either side of Ring Road. In brief, the Delhi-NOIDA western bridge approach is not interfering with the proposed circulation of Ashram flyover proposal.

ii) Right turning movement for Sidhartha Extension/DESU colony and Gurudwara Bala Sahib on Ring Road

The existing right turning movement is presently catered by signalised T-intersection. This T-intersection is located at the entry-exit gate of DESU colony. This intersection is proposed to be shifted by 95 M. towards north from its present position which is obviously a better solution due to the fact that it will be away from bus stop merging area and also with wide refuse area available, better turning radii are provided for turning traffic. Hence, Delhi-NOIDA bridge western connection to Ring Road will not interfere with dispersal arrangement of traffic at the intersection but in turn will improve the efficiency of this intersection.

iii) Entry/Exit of Sarai Kalen Khan ISBT & Nizamuddin station

The entry exit of Sarai Kalen Khan ISBT and Nizamuddin Station is 2 kms. (approx.) north of the Delhi-NOIDA landfall point on Ring Road. The intersection of Delhi-NOIDA approach road with Ring Road has been planned as trumpet interchange providing uninterrupted flow of traffic. In general, any connection which provides uninterrupted flow of traffic has influence area limited to the merging, diverging and weaving sections. The influence area of this connection is limited between Barapulla Nalla bridge in North and Thapar Chamber in South. Thus Delhi-NOIDA bridge will not interfere with dispersal arrangement of Sarai Kalen Khan ISBT & Nizamuddin Station but in contrary the Delhi-NOIDA bridge link relieving Nizamuddin bridge will create balancing effect by reducing N-S traffic (peak traffic) and adding in off-peak traffic hence enhancing the efficiency of operation at this location.

iv) Entry/Exit of proposed convention centre (under planning stage in DDA)

Convention centre is probably being planned to the north of Barapulla Nalla bridge which is outside the influence area as discussed in the introduction of Delhi-NOIDA bridge link will bring down the level of traffic between Nizamuddin bridge and Delhi-NOIDA approach link thus providing ample margin for planning of this connection centre.

v) Nizamuddin bridge intersection

Delhi-NOIDA bridge will relieve the Nizamuddin bridge as this new link across river Yamuna will divert sizeable number of vehicles from Nizamuddin bridge. Thus there will be reduction in peak hour at the intersection and the intersection will be more manageable.

vi) Link connecting Lodhi Road and Nizamuddin bridge

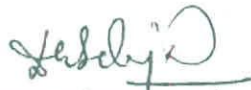
The proposed link connecting Lodhi Road and Nizamuddin bridge will further reduce the volume of traffic on the stretch between Nizamuddin bridge and Ashram Chowk. The traffic coming from east part of


river Yamuna/NOIDA through Delhi-NOIDA bridge destined to Lodhi Road will further reduce the volume of traffic at Ashram intersection.

4. RECOMMENDATIONS FOR CONSIDERATION

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

- i) Incorporation of the Delhi-NOIDA bridge proposal in MPD-2001
- ii) Approval of the dispersal arrangements on the Delhi side.


19/12/96
(D.K. Saluja)
Director (TT)


19/12/96
(H.S. Dhillon)
Dy. Director (TT)


19/12/96
Chandra Ballabh
Addl. Commr. (DCB)

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

SPECIAL INVITESES :

1. Addl. Chief Architect-I, DDA
2. Addl. Chief Architect-II, DDA
3. Chief Engineer (Elect.) DDA
4. Director (SP), DDA
5. Director (Narela), DDA
6. Director (DC&MP), DDA

ACTION TAKEN REPORT ON THE DECISION OF THE 73RD
TECHNICAL COMMITTEE MEETING HELD ON 19.11.96.

SL.NO.	ITEM NO. / SUBJECT	EXTRACT OF DECISIONS	PRESENT POSITION AND FOLLOW UP ACTION.
1.	108/96 Proposal of Link Road connecting Mizamuddin Bridge to Lodhi Road RUB EO. F.5(15)79-MF-pt.1	The Tech. committee recommended the proposed conceptual plan for approval of the ULAC subject to clearance from Archaeological Survey of India and Railways.	Decision of the Tech. Committee conveyed to the Supdt. Engrs. (Flyover Project) FUD, GNCTD.
2.	109/96 Change of landuse of an area measuring 125 ha. from 'rural use zone' to 'public and semi public facilities' (Distt. open jail) in Dwarka, Delhi. F20(6)96-MP	The Tech. committee recommended the proposal contained in para '5' of the agenda note for approval of Authority with the obser- vations that simultaneously NCR Planning Board be requested to consider and approve amendment in the Regional Plan 2001 for NCR.	Agenda note for the Authority meeting has been forwarded to the VC, DDA on 28.11.96.
3.	110/96 Layout plan for integrated freight complex at Madanpur Khadar. F3(83)96-MP	The Tech. committee approved the Conceptual plan of Integrated Freight Complex with the following observations: i) The matter relating to transfer, acqui- sition and clearance of land may be resolved by Land Management Branch on top priority. ii) The views/clearance of the Railways for the proposed siding, approach from Faridabad side and also grade separator at the existing level crossing be obtained. iii) Quarterly project monitoring be under- taken for placing the matter for approval of Authority early.	a. Referred to Commr.(LH) and copy to Principal Commissioner for further action on (1) b. A preliminary meeting was held with the Officers of Chief Engineer (P.O.) Railways.

(ii)

3.MC. IT 46. / SUB-C

4. 11/96

1. proposal to contain misuse of residential premises and non-conforming activities and proposed amendments in mixed use regulations of MPD-2001. 1.1(15)81-MP

5. 11/96

1. proposed regulations for permitting 'Public use' semi-public facilities in rural use zone/green belt in Delhi.

EXTRACT OF DECISIONS

The Tech. committee after discussion recommended to formulate the proposal based on the recommendations received from steering committee, constituted by the Ministry, for review of Master Plan 2001, for consideration of Authority.

PRESIDENT POSITION AND FOLLOW UP ACTION

Agenda for the Authority meeting has been submitted F.M. DOA for inputs with respect to the conversion charges.

Agenda will be submitted by 28.12.96 for placing before the next Authority meeting.

After detailed discussion the following decisions were made:
i) There should be only one category of public and semi public facilities to be permitted in rural area, irrespective of the location on national highway, state Highway or smaller roads or 20M R/D and above.
ii) Minimum size of the plot shall be as prescribed in MPD-2001 for respective facility. However, the maximum size of the plot was recommended to be double the size prescribed in MPD-2001.

iii) The ground coverage, FAR and setbacks will be as per MPD-2001 provisions.

iv) The other provisions such as minimum width of access road, parking, retail and service shops, residential components will be as contained in para '3' of the Appendix-I of the agenda note.

v) The Technical committee decided that the draft regulations be accordingly modified and be brought before the Authority.


P.V. MATHA SHETTY
JDCMP

DELHI DEVELOPMENT AUTHORITY
(DEV. CONTROL & BUILDING)

No.F.1(3)96-MP

Dated : 20.12.96

MEETING NOTICE

The 74th Technical Committee meeting of the DDA will be held on 24.12.96 at 10.00 A.M. in the Conference Hall, 5th floor, Vikas Minar, I.P.Estate, New Delhi.

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



(CHANDRA BALLABH)
ADDL.COMMR.(DC&B)
MEMBER SECRETARY

DELHI DEVELOPMENT AUTHORITY
(DEV. CONTROL & BUILDING)

No.F.1(3)96-MP

Dated : 20.12.96

MEETING NOTICE

The 74th Technical Committee meeting of the DDA will be held on 24.12.96 at 10.00 A.M. in the Conference Hall, 5th floor, Vikas Minar, I.P.Estate, New Delhi.

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


(CHANDRA BALLABH)
ADDL.COMMR.(DC&B)
MEMBER SECRETARY

I N D E X

S.NO.	ITEM NO.	PARTICULARS	PAGE NO.
1.	113/96	Way side amenities / facility on NH-8 from DTTDC (Delhi Tourism & Transportation Development Corporation Ltd. F.10(43)88/MP	1-3
2.	114/96	Route approval for erection of 33 KV overhead pole line from Preet Vihar S/Stn. to 33 KV S/Stn. at CBD Shahdara in Trans Yamuna Area. F6(12)96-MP	4-5
3.	115/96	Temporary allotment of land to Department of Science and Technology, Govt. of India in village Masoodpur of Vasant Kunj, Scheme.F13(43)80/CRC	6-7
4.	116/96	A revised proposal for allotment of land to Central Reserve Police Force at Kondli Gharoli. PA/JD II/AP III/96/173	8-10
5.	117/96	Proposed bridge on River Yamuna to connect Delhi with Noida. F5(24)92-MP	11-15

Sub: Way side amenities/facility on NH-8 from
DTTDC (Delhi Tourism & Transportation
Development Corporation Ltd.
F.10(43)/88-MP

1. Addl.Town Planner, MCD vide his letter dt.10.7.96 has forwarded a proposal of "Way side amenity/facility" on NH-8 (temporary structures) New Delhi received from DTTDC which will comprise of information counter, sales counters, telecom counter, kiosks, sitting area and toilets etc. and has requested for clarification of land use, Road R/W of NH-8 and Development control norms to be followed. A B.O.letter dt.29th Oct.96 from the Chairman and Managing Director of DTTDC has also been received with a request to get this matter considered separately by DDA as a special case.

2 The reference received earlier from DTTDC was considered by the Technical Committee in its meeting held on 6.8.91 under item no.140/91 and decided as under:-

"The proposal prepared by DTTDC for developing a way side amenities centre for incoming tourist on Highway No.8 was discussed in detail. It was noted that the site was located at an important road crossing and that as such no construction should be ordinarily be put up within the road right of way and also within a set back of 50' after providing for the road right of way. It was pointed out, however, that the proposal would not be viable if both these conditions were imposed having regard to the shape of the site and that in that event the possibility of the land being encroached for setting up of unsightly and unhegienic dhabas could not be ruled out. The Technical Committee approved the proposal subject to the maintenance of the prescribed road R/W on either side of the plot."(page 55-56/c)

3. A similar request from DTTDC for the development of tourist complex at Said-Ul-Jaib land measuring about 8.1 hec.(20 acres), South of Saket was received. The same was considered by the Authority in its meeting vide item no. 33 dt.27.2.90. The Authority resolved for processing of change of land use of an area meas.8.1 hec. (20 acres) from "Agricultural green belt" to "tourist complex" at Said-Ul-Jaib with max.10% ground coverage and 15 FAR

subject to max. of 2 storeyed construction.

After the approval of Central Govt. u/s 21 A of U.D.Act and receipt of Public objections/suggestions on change of land use, the Authority vide item no.41/94 dt.24.5.94 resolved as under:-

"That the DTDC be permitted to develop their land measuring 8.1 hec. as a picnic spot with a few temporary (wooden) structure only and no masonry construction be allowed as it is the Ridge area."

4. Proposal submitted by the DTDC

Temporary (steel) structure

It is at the cross section of two roads

NH-8	60 mtr.
SH(Road of Gurgaon)	60 mtr.
Size of the plot	0.844 hec.
Ground coverage	9.808% (828.0 m ²)
Max.height	4.8 m.
Max.setbacks	
front	15.0 m.
Rear and sides	9.0 m. Right side (NH-8)
	6.0 m. other sides
Drive way	6.0 m.
Basement	not provided
Parking	21 ECS
Retail & service shops	540 sq.m. (approx.6.4%)

5. Observations

- i) Although DTDC has indicated this scheme as way-side facility the proposal is not significantly different than the motel/tourist complex. This case is not permitted as per MPD-2001.
- ii) It is observed that the site is affected in the widening of the road. However, the net area available for the construction of amenities would only be known after the inter section design of the junction is worked out. Moreover as per Regional Plan-2

NCR a width of 100 m. on either side of National Highway and 60 m. on either side of the State Highway should be kept as green buffer.

6. Taking into consideration, the NH-8 one of the busiest and most important corridor connecting Delhi, and the Authority's decision permitting temporary (wooden) structure (as mentioned above in para 3) for picnic spot at Said-ul-Jaib, the following norms are recommended for the consideration of Technical Committee.

Land use	wayside amenity centre (as approved by the TC in its meeting held on 6.8.91 vide item no.140/91).
Structure	Temporary(Steel) structure.
Read R/W	91.44 mtr.(as per approved read alignment plan).
Max. ground coverage	10%
Max.FAR	15
Max.height	2 stories
Setbacks	0. (as approved by TC in its meeting held on 6.8.91).

7. The matter is placed before the Technical Committee for its consideration of para 6.

[Signature]
4/11/96.

[Signature]
4/11/96

Sub : Route approval for erection of 33 KV overhead pole line from Preet Vihar S/Stn. to 33 KV S/Stn. at CBD Shahdra in Trans-Yamuna-Area :

File No. F.6(12)/96-MP:

(1) INTRODUCTION

Supdt. Engineer (Plg. II, DESU has submitted the above said proposal for improving the flexibility of power supply at existing 33 KV grid Sub/Stn. at Preet Vihar and CBD Shahdra. DESU has proposed two alternative routes i.e. one is overhead and second is partly overhead and partly underground. Total length for overhead route is 1.80 KM and for partly underground/overhead is 1.90 Km(O/H : 1.75 Km. and U/G : 0.15 Km.). Both the sub Stn. are already existing. Route proposal is shown in DESU's Drawing No. 13-4480.

(2) ROUTE DETAILS

Alternative-I:

From Preet Vihar S/Stn. to CBD Shahdra S/Stn., the route is taken overhead passing along the 24 Mtr. road between the residential & industrial as shown in the plan leaving 1.5 Mtr. to 2.5 Mtr. from the edge of R/W. A small part of the route is passing over the existing jhuggies area as shown in the plan. Total length of the route is 1.80 Km. The cost of the route is Rs. 14 Lacs.

Alternative-II

The route starts from existing 33 KV S/Stn. at Preet Vihar. It is taken along an existing 24 Mtr. R/W of Road passing between the residential and institutional area. The route is proposed to be taken on rail pole in the foot-path portion leaving 1.5 to 2.5 mtr. from the property line upto the end of Shahdra Court/Lehri Colony. From here, the H.T. Line is proposed to be taken overhead and underground. The underground cable is proposed in a length of about 0.15 Km. along the 24 Mtr./30 Mtr. roads to meet the existing 33 KV CBD Shahdra S/Stn. As two 33 KV overhead lines are already existing along the 30 Mtr. road, the cable is proposed to be laid underground in this stretch. Cost of the route shall be about Rs.14.5 Lacs.

(3) FEASIBILITY:

- i) No structure/tree is affected in the proposal as per the report submitted by DESU.
- ii) DESU shall co-ordinate with other local bodies viz. MCD, DESU, MTNL etc. before erection/laying of cables.
- iii) In Alternative-I, the route is passing over the existing jhuggies.

RECOMMENDATIONS:

The alternative route proposals are put-up for consideration of Technical Committee subject to conditions mentioned under para-3(ii) above.

(Signature)
(D.K. SALUJA)
DIRECTOR(TT)/PLANNING

Sub: Temporary allotment of land to Department of Science and Technology, Govt. of India in village Masoodpur of Vasant Kunj, Scheme.

F.13(43)/80/CRC/

1.0. BACKGROUND

1.1. Dy. C.E.O.(NE), Khadi and Village Industry Commission of Min. of Industries, Govt. of India has requested for renewal of the lease of the land from 1.1.93 onwards on permanent or long lease basis. In the letter Dy. C.E.O. has stated that in view of immense stature and reputation of the Project in the field of non conventional Energy Sources, the lease may be renewed.

2.0. DETAILS/EXAMINATION

2.1. Case has been examined and it is observed that VC, DDA vide orders dt. 25.3.91 approved the allotment of land measuring 1.5 acres in village Masoodpur, Deptt. of Science and Technology, Govt. of India on licence fee basis for a period of one year only for setting up a community type bio-gas plant. The physical possession of the land was handed over on 8.4.82 and the temporary allotment of the land was renewed on year to year basis with Khadi and Industries Village Commission instead of Deptt. of Science and Technology. While renewing the temporary allotment upto 7.4.89, it was informed that no further extension beyond this period will be given. It was further requested to hand over the vacant possession of the land on 7th April, 89. Since ~~xxx~~ it was felt that the continuation of Gobar Gas Plant may not be desirable due to the development of Vasant Kunj.

2.2. However, instead of handing over the vacant possession of land, on 7.4.89 the KVIC requested for allotment of this land on permanent lease basis. VC, DDA vide his orders dt. 14.9.90 approved further extension in principle while observing that the proposal should be implemented subject to a suitable alternative site being located and made available to the Commission for the said period.

2.3. The matter was discussed in the Internal Planning Committee Meeting held on 13.1.91 and it was decided that till Masudpur Dairy Farm is shifted, this activity may continue on temporary licence fee basis. VC, LDA vide his orders dt. 3.12.92 approved the extension on double old rates upto 31.12.92.

3.0. Recommendation/Suggestion.

Chief Architect vide his note dt. 12.9.96 has stated that the Gobar Gas Plant should be removed since the same is located just in front of the Community Centre Pocket of Vasant Kunj Scheme. Also Masudpur Dairy Farm is surrounded by the development of Group Housing Scheme and other facilities such as schools and OCF site etc. which may require planning after the shifting of the Plant. Further the green velly scheme comprising 950 SFS flats and 50 flats for residential use was prepared by HUPW and was placed before the 129th Screening Committee meeting but was deferred with the observations that as and when the land is made available by the shifting of the plant, the scheme would be taken up further. Since the land is required for the planned scheme of HUPW, DDA, the Dairy Farm may be shifted from the present location and the land so vacated could be utilized for the planned scheme of HUPW.

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

.....

DISAPPE

AC (AP)

W.M.
9/12/96

S.
12/12/96

Sub: A revised proposal for allotment of land to Central Reserve Police Force at Kondli Gharoli.

1.0 BACKGROUND

1.1 CRPF was allotted a piece of land measuring 4.0 ha. at Kondli Gharoli on temporary basis. The change of land use from 'recreational' to 'Public & Semi Public' (Police line) was approved by the Ministry of Urban Development vide letter No. K/13011/9/93/DD/8 Dated 9.3.94.

1.2 Adjoining the CRPF land, a petrol Pump measuring 1080 sqm was already approved by the Technical Committee earlier vide item No.50/92 dt.31.7.92. As per the latest report received from the Lands Branch the possession of this Petrol Pump has not yet been handed over.

1.3 After processing the change of land use of 4 ha. of land was allotted to CRPF on permanent basis. The necessary approval for allotting this land on permanent basis has been approved by the Competent Authority and the possession plan was accordingly got prepared by the Planning Wing.

1.4 The C.R.P.F. objected for taking over the possession of land due the security reasons requesting that the said petrol pump may be shifted from the North-Western side to North-Eastern side of their plot.

1.5 They also requested that during the tenure of temporary ownership, they have spent money on the construction of safety fencing and some temporary structures in the form of pump house and a security hut including necessary filling on some part of the land and that they would like to retain the said area.

2.0 EXAMINATION

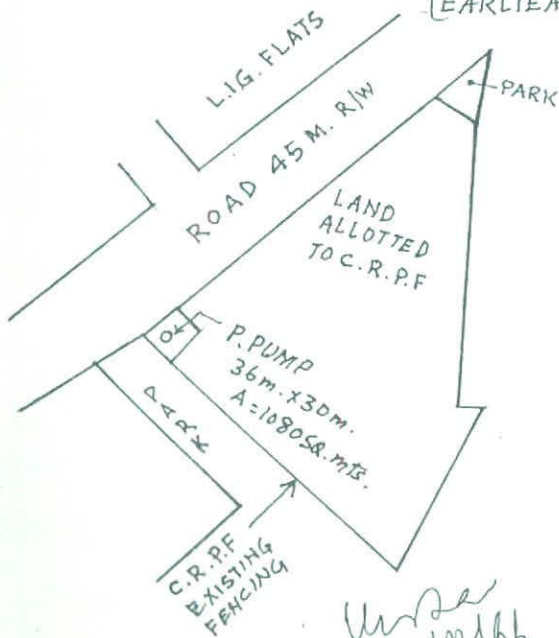
- 2.1 The request of the CRPF was examined and necessary clarification in regard to the status of petrol pump and revised survey of the area proposed to be allotted have been got done.
- 2.2 Necessary site visit to accommodate the structure built by CRPF was made and minor land adjustment has been got identified. This will result by the widening of green strip in between Senior Secondary School and CRPF fencing by approximately 11.5 mtr. in width to maintain the total land status as 4.0 ha for CRPF.

3.0 RECOMMENDATION

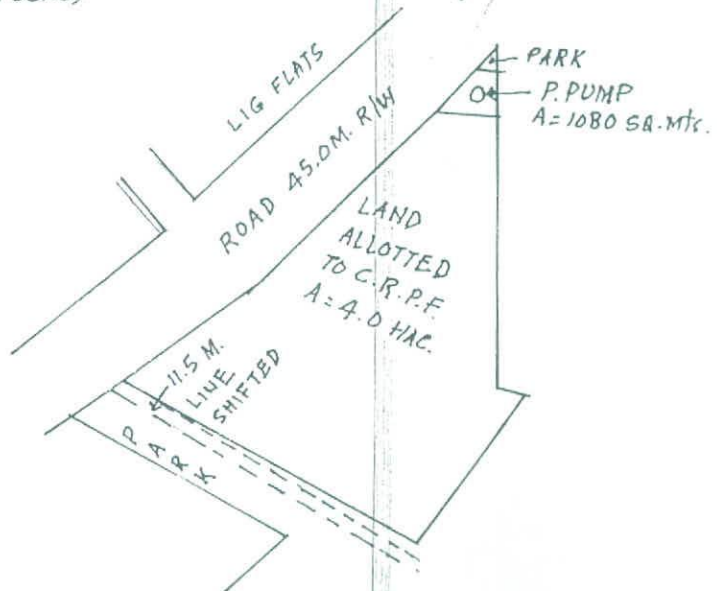
The revised plan that includes marginal shifting of the petrol pump site incorporating needful requirement of the CRPF, put up in the same size of plot measuring 4 ha. alongwith the park spaces on left & right corner of the scheme is placed on the table for approval.

Urdu

I. MOHAN.
Director (AP) III.

SKETCH-I
(EARLIER PROPOSAL)

Under
a/m/s
Dir (AP) III

SKETCH-IA
(PRESENT PROPOSAL)

Subject : Proposed bridge on River Yamuna to connect Delhi with Noida.

File No. : F.5(74)92-MP.

1. INTRODUCTION/BACKGROUND

On 7th April '92, a Memorandum of Understanding was signed by IL&FS (Infrastructure Leasing and Financial Services), Delhi Govt. and NOIDA to construct the said bridge on BOT (Built, operate and transfer) format. IL&FS was supposed to implement the project, arrange finances and subsequently recoup the investment by charging the toll tax from users of the bridge. Bridge at this location is not proposed in Master Plan of Delhi -2001.

The proposals submitted by IL&FS were discussed in Steering Committee meetings held under Secretary MOUA&E and in the Technical Committee meeting of DDA on 22/11/94 in which the following decision was taken :

- a) The proposed location of the bridge connecting Ring Road with NOIDA (Alternative No.1-C, which stands approved by the MOUA&E) 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/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 a light/medium capacity MRTS in future.

Subsequently, a proposal with a changed alignment than the one approved earlier was received from Deputy Chief Executive Officer, NOIDA. In the alignment the dispersal point on the NOIDA side was changed to the 45 metre road between sectors 15A & 16A. DDA felt that in this arrangement it would be better to link the bridge to Outer Ring Road and Ring Road with the construction of NH2 Bypass as envisaged in MPD 2001. The matter was again discussed in the Technical Committee meeting held on 10/5/95 and following decisions were taken.

" This item was discussed in the TC meeting held on 10/5/95 and TC made number of observations which were to be met and the report submitted in the next TC meeting. Since no report was submitted in time, no regular agenda item could be prepared for this TC meeting. However, based on the note submitted in the meeting by the representatives of IL&FS (Infrastructure Leasing and Financial Services Ltd.) and the observations made by Sh. K.B. Rajoria, Chief Engineer PWD, GNCTD a detailed discussion was done in the TC meeting.

The TC emphasised that IL&FS should attend to all the points raised in the earlier TC meeting, as well as points raised by Sh. Rajoria in this meeting and an appropriate report be prepared. After getting approval/concurrence of GNCTD, the same should be submitted to the DDA. IL&FS representative stated that such a report would be ready in about 2 to 3 months time. Considering the importance of the project, Chairman stated that as soon as such a report is submitted, it should be considered in the TC meeting within one week. "

2. DETAILS /EXAMINATION

The road and bridge were crossing the river flood plain in a zig-zag manner in a length of about 5.60 km. as per IL&FS proposal. If this alignment is taken along proposed NH-2 bypass, then on North/South of existing weir, the length of the road and bridge would be almost the same as proposed in IL&FS alignment. With this alignment, a part of proposed NH-2 bypass would also get constructed. The Outer Ring Road could also be extended to join the bypass in continuity of the proposed bridge location. The dispersal from NOIDA side would thus be distributed to NH-2, Outer Ring Road and the Ring Road. As also the Delhi and NOIDA ends would remain the same as suggested by IL&FS.

The case was subsequently discussed in meetings under Secy.(MOUA&E) on 31/5/95, under Ch.Secy., Delhi on 22/9/95, under LG, Delhi on 20/2/96. During these meetings, the problems likely to come up with the construction of this bridge at the location suggested by IL&FS were explained. Between Ashram Chowk flyover and Nizamuddin bridge in a distance of about 4.5 km., following dispersal arrangement have to be considered in this eastern segment of the Ring Road :

- i) Ashram Chowk Flyover in continuity upto Maharani Bagh/Friends Colony inter-section.
- ii) Right turning movement for Sidhartha Extension/DFSU colony and Gurudwara Bala Sahib on Ring Road.
- iii) Entry/Exit of Sarai Kale Khan ISBT and Nizamuddin Station.
- iv) Entry/Exit to proposed Convention Centre (under planning stage in DDA).
- v) Nizamuddin bridge intersection.
- vi) The proposed link to connect Lodhi Road with Nizamuddin bridge as approved by the TC in its meeting held on 19/11/96.

Apart from the above, if any dispersal point in the form of Delhi-NOIDA bridge is constructed then it is likely to create circulation problem on Ring Road in this eastern segment the geometry of proposed interchanges NOIDA bridge (although as per standards) is very skewed for a continuous flow of traffic.

The case was further discussed in a meeting held under Hon'ble Chief Minister, Delhi on 10/6/96 which was attended by Chief Secy., Secy. (L&B), Commr.(Plg.) and other Sr. officers of concerned departments. Delhi-NOIDA bridge proposal as suggested by IL&FS and other alternative proposals were discussed in detail. After discussions, it was resolved that IL&FS shall also construct flyover proposal on Ashram Chowk as part of the dispersal arrangement of Delhi-NOIDA bridge. With this the alignment as proposed by IL&FS was agreed to. The cost of flyover at Ashram Chowk shall be met from the Toll collections of Delhi-NOIDA bridge.

The case was discussed in the Steering Committee meeting under Secretary MOUA&E on 16/10/96. Under para 3(ii), the Chairman requested Commr.(Plg.) not to link inclusion of this project in MPD-2001 with the river channelization scheme as the same has already been approved by DDA's Technical Committee in its meeting held on 22/11/94 and requested to complete the formalities expeditiously.

Secretary (L&B) PWD, Govt. of Delhi vide letter dated 11/11/96 to Commr.(Plg.) conveyed the order of Hon'ble LG dated 5/11/96 which are as follows:

" I agree that we have lost a lot of time. But whatever is allowed to be built must cater to present and foreseeable traffic requirements at this obvious bottleneck prima facie unless there is an integrated plan starting from the railway overbridge south of Ashram Chowk to the two CPWD Nizamuddin Yamuna bridges in the east, the problem cannot be solved by assurances of financing and beautiful plans/drawings".

Secretary(L&B)/PWD, Govt. of Delhi vide letter dated 27/11/96 addressed to VC has forwarded one set of the same proposal as submitted earlier and discussed in CM/Steering Committee without integrating Ashram Chowk flyover. It has been informed that the Ashram Chowk flyover shall be submitted separately within a period of one/two months.

3. DISPERSAL ARRANGEMENT FOR THE EASTERN SEGMENT OF RING ROAD FROM ASHRAM CHOWK TO NIZAMUDDIN BRIDGE

In the letter dt. 17/12/96 of IL&FS, following dispersal arrangements were explained:

i) Ashram Chowk flyover in continuity upto Maharani Bagh/Friends Colony intersection

The service road on both sides of Ring Road between Maharani Bagh intersection and Ashram intersection will take care of circulation of the areas situated on either side of Ring Road. In brief, the Delhi-NOIDA western bridge approach is not interfering with the proposed circulation of Ashram flyover proposal.

ii) **Right turning movement for Sidhartha Extension/DESU colony and Gurudwara Bala Sahib on Ring Road**

The existing right turning movement is presently catered by signalised T-intersection. This T-intersection is located at the entry-exit gate of DESU colony. This intersection is proposed to be shifted by 95 M. towards north from its present position which is obviously a better solution due to the fact that it will be away from bus stop merging area and also with wide refuse area available, better turning radii are provided for turning traffic. Hence, Delhi-NOIDA bridge western connection to Ring Road will not interfere with dispersal arrangement of traffic at the intersection but in turn will improve the efficiency of this intersection.

iii) **Entry/Exit of Sarai Kalen Khan ISBT & Nizamuddin station**

The entry exit of Sarai Kalen Khan ISBT and Nizamuddin Station is 2 kms. (approx.) north of the Delhi-NOIDA landfall point on Ring Road. The intersection of Delhi-NOIDA approach road with Ring Road has been planned as trumpet interchange providing uninterrupted flow of traffic. In general, any connection which provides uninterrupted traffic has influence area limited to the merging, diverging and weaving sections. The influence area of this connection is limited between Barapulla Nalla bridge in North and Thapar Chamber in South. Thus Delhi-NOIDA bridge will not interfere with dispersal arrangement of Sarai Kalen Khan ISBT & Nizamuddin Station. In contrast the Delhi-NOIDA bridge link relieving Nizamuddin bridge will create balancing effect by reducing N-S traffic (peak traffic) and adding in off-peak traffic hence enhancing the efficiency of operation at this location.

iv) **Entry/Exit of proposed convention centre (under planning) A)**

Convention centre is probably being planned to the south of Barapulla Nalla bridge which is outside the influence area as discussed earlier. The introduction of Delhi-NOIDA bridge link will bring down the level of traffic between Nizamuddin bridge and Delhi-NOIDA bridge approach link thus providing ample margin for planning of this convention centre.

v) **Nizamuddin bridge intersection**

Delhi-NOIDA bridge will relieve the Nizamuddin bridge as this new link across river Yamuna will divert sizeable number of vehicles from Nizamuddin bridge. Thus there will be reduced traffic in peak hour at the intersection and the intersection will be more capacity compatible.

vi) **Link connecting Lodhi Road and Nizamuddin bridge**


The proposed link connecting Lodhi Road and Nizamuddin bridge will further reduce the volume of traffic on the stretch between Nizamuddin bridge and Ashram Chowk. The traffic coming from Lodhi Road will be of


river Yamuna/NOIDA through Delhi-NOIDA bridge destined to Lodhi Road will further reduce the volume of traffic at Ashram intersection.


4. RECOMMENDATIONS FOR CONSIDERATION

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

- i) Incorporation of the Delhi-NOIDA bridge proposal in MPD-2001
- ii) Approval of the dispersal arrangements on the Delhi side.


19/12/96
(D.K. Saluja)
Director (TT)


19/12/96
(H.S.Dhillon)
Dy.Director(TT)


19/12/96
Chandra Ballabh
Addl. Commr.(DCB)

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

SPECIAL INVITESES :

1. Addl. Chief Architect-I, DDA
2. Addl. Chief Architect-II, DDA
3. Chief Engineer (Elect.) DDA
4. Director (SP), DDA
5. Director (Narela), DDA
6. Director (DC&MP), DDA