

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

No. F. 1(13) 97-MP

Dt. 30.7.97

Minutes of the 78th meeting of Technical Committee held on 17.7.97 at 10.00 A.M. in the Conference Hall, 5th floor, Vikas Minar, I.P. Estate, New Delhi.

The following were present:

DELHI DEVELOPMENT AUTHORITY

1. Sh. P.K. Ghosh, Vice Chairman, (In Chair)
2. Sh. Vijay Risbud, Commissioner (Plg.)
3. Sh. K.K. Bandopadhyay, Addl. Commr. (MPD)
4. Sh. Chandra Ballabh, Addl. Commr. (AP)
5. Sh. A.K. Jain, Addl. Commr. (DC&B)
6. Sh. Pradeep Behari, Chief Architect
7. Mrs. Savita Bhandari, Jt. Dir. (LS)

T.C.P.O.

8. Sh. K.T. Gurumukhi, Addl. T&CP

M.C.D.

9. Sh. Shamsheer Singh, Addl. Town Planner

D.V.B.

10. Sh. S.C. Chattopadhyay, S.E. (Plg.)
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12. Sh. Ombir Singh ACP (Traffic)

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13. Sh. R.S. Kaushal, Sr. Architect (H&TP) I
14. Ms. Tripta Khruana, SA, ND-2

N.D.M.C.

15. Sh. Arvind Kansal, Chief Architect

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17. Sh. Ramesh Negi, Secretary DAMB
18. Sh. C.M. Viz, CE (South) MCD
19. Sh. K.N. Aggarwal Chief Engineer (PWD)
20. Sh. Kamlesh Kumar, S.E. Min. of Surface & Transport.
21. Sh. Ram Avtar, Ex. Engg., DTTDC
22. Sh. A. Upadhyay, AVP, IL & FS
23. Sh. P. Puri, CEO, IL & FS
24. Sh. B.L. Khurana, CE (Elect.) DDA
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26. Sh. Prakash Narain, Dir. (AP) II
27. Sh. S.P. Bansal, Dir. (ZP)
28. Sh. D.K. Saluja, Dir. (TT)
29. Sh. K.L. Sabharwal, Dir. (Narela)

1. Item No. 23/97

Sub: Proposed flyover on the Intersection of Ring Road and Mathura Road at Ashram Chowk, New Delhi.
F.5 (13)91-MP/Pt. I.

After detailed discussion, it was recommended that a grade separator on Ashram Chowk with clover-leaf and clear height of 6.5 to 7 m may be planned keeping in view the possibility of a future grade separator on Mathura road and considering the existing structures with minimum demolition. A lower level underpass (3.5 m height) may be proposed in continuation to this flyover on Maharani Bagh/Sunlight Colony intersection. ILFS/PWD will work out the feasibility of the proposal on ground and submit to the DDA for its consideration.

2. Item No. 25/97

Sub: Route approval of 66 KV O/H Tower Line Najafgarh Nangloi Road to proposed 66 KV s/stn. at Nangloi Water Works.
F. 6(20) 96-MP

The proposal is approved with modification that preferably route alignment of 66 KV overhead tower line may run along the eastern boundary of existing Radar station and southern side of existing Mundka Minor, before joining Nangloi water works. DVB may send a copy of detailed route alignment to DDA indicating properties and trees effected.

3. Item No. 26/97

Sub: Amendment in MPD-2001 nursery school sites utilised for other uses, i.e. post office/library/CH/dispensary/ESS/Milk Booth etc.
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The Technical Committee recommended that MPD-2001 norms for nursery school may be applicable for the plots of nursery school proposed to be utilised for other community facilities while handing over possession it will be specifically stated that the plot is carved out from the plot of Nursery School and development controls applicable are as per Nursery school.

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Sub: Amendment in MPD-2001 to increase the ground coverage from 20% to 40% for wholesale markets of Agricultural produce, Fruits, Vegetables & Grains in Delhi.
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It was observed that Master Plan norms for wholesale trade/warehousing pertain to integrated development which do not need any change. For the specific case of Azadpur market, DAMB will prepare detailed scheme and work out ground coverage and other development controls and submit to the DDA for further necessary action.

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Deferred.

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Sub: Re-development proposal for Lodi Estate, New Delhi.
F. 16(8) 97-MP

Deferred

7. Item No. 30/97

Sub: Laying of one number 33 KV 3 x 300 sqm. XLPE cable from proposed 66/33 KV s/stn. at Shastri Park to existing 33/11 KV sub stn. at Faiz Road.
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The Technical Committee recommended the approval of cable route from Shastri Park to Faiz road as contained in para '2' of the agenda.

8. Item No. 31/97

Sub: Way leave permission to lay 2 nos. 33 kv 3/300 sqm. XLPE cables from 220/33 KV s/stn. Sabzi Mandi to proposed 33/11 s/stn. at Gulabi Bagh.

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Sub: Proposed/Redevelopment of Race Course area after shifting to River Bed Area.
F. 3(85)81/Mp

Deferred.

10. Item No. 33/97

Sub: Setting up a growth point at village Samalkha under Mini Master Plan provision in place of Rajokri, Delhi.
F. 3(4)95-MP

The proposal of Delhi Govt. for development of village Samalkha as a Growth Point (in place of Rajokri) is agreed. However, the development plan should be got approved from DDA and NCR Planning Board, according to which acquisition of land, if any, may be taken up by Delhi Govt.

11. Item No. 34/97

Sub: Improvement plan of Ring Road to develop it as an Urban Expressway.

F. 5(8)97-MP

The proposal was discussed in detail and was recommended for approval with the following observations:

- i) The proposal to construct standard grade separator on major intersections with 5.50 mt. clear height, location specific non-conventional grade separators on 24/30 mt cross roads for light vehicles./single deck buses with 3.60 m height, and continuous two level road in congested areas and closely spaced Junctions/intersections was approved in principle, which will facilitate the Ring Road as a free urban corridor.
- ii) It was decided that details of land requirement may be worked out for construction of proposed flyovers and elevated corridors, with the said concept by PWD FOR consideration of DDA.
- iii) These areas should be strictly supervised for protection of land as 'no encroachment zones'.

12. Item No. 35./97

Sub: Alignment plan of Pankha Road from Najafgarh Road to Delhi Rewari Railway Line level crossing integrating dedicated cycle track and RUB proosal below the railway line.

F. 5 (91) / 78-MP/Pt.I

The proposed alignment plan was recommended for approval with the following observations:

- i) The junction of Palam drain, over which is a road over-bridge is proposed and junction of Dabri road loading to Dwarka may be incorporated in the alignment plan.
- ii) Four lane divided carriageway for road under bridge, below Delhi-Rewari Railway line, be taken with service roads at surface level on either sides.

VC, DDA recorded his appreciation of the work done.

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Sub: Change of land use for the land allotted to Police Deptt. for Firing Range at Wazirabad in Zone 'E' (Trans Yamuna Area).

F. 25(3)75-IL

The proposal given in para '12' is approved, subject to obtaining clearance from the agencies identified in para 13.

14. Item No. 37/97

Sub: Request for NOC for sanction of farm houses on Kh. Nos. 5/25, 5/24, 11/11, 5/16, 5/17, 11/4 and 11/5 located at Village Mehrauli, Tehsil Mehrauli, New Delhi.

F. 3(103)/96-MP

It was observed that in accordance with Authority decision, no NOC is given for construction of a farm house in the Development Area/Urban Extension. However, this may be further discussed by the Planning Department after working out tentative Circulation plan and brought before the Technical Committee.



(A.K. JAIN)
ADDL. COMMR. (DC&B)
MEMBER SECRETARY
Dated: 30.7.97

Memo No. F. 1(13)97-MP

Copy to :

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5. Commissioner (LD) DDA
6. Chief Architect, DDA
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9. Addl. Commr. (MPD) DDA
10. Addl. Commr. (AP) DDA
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12. Chief Architect, NDMC
13. Town Planner, MCD
14. Secretary, DUAC
15. Land & Development Officer (L&B)
16. Sr. Architect (H&TP) CPWD
17. Deputy Commissioner of Police (T)
18. Chief Engineer (PLG.) DESU
19. Director (Landscape)
20. Secretary to L.G.



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

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It was observed that in accordance with Authority decision, no NOC is given for construction of a farm house in the Development Area/Urban Extension. However, this may be further discussed by the Planning Deptt. and brought before the Technical Committee. *for working and tentative circulation plan*



22-7-97

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17. Deputy Commissioner of Police (T)
18. Chief Engineer (PLG.) DESU (DVB) 11/8
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22 Dir (Dwarka) 13/7

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for V. Sadan & Nirman Bhawan

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MEMBER SECRETARY
Dated: 30.7.97

Memo No. F. 1(13)97-MP

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

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

No. F. 1(13) 97-MP

Dt. 30.7.97

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The following were present:

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Special

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DELHI DEVELOPMENT AUTHORITY
(DEV. CONTROL & BUILDING)

No.F.1(1)97--MP

Dated: 8.7.97

MEETING NOTICE

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



(A.K. JAIN)
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I N D E X

S.No.	Item no.	Particulars	Page No.
1.	23/97	Proposed Flyover on the Intersection of Ring Road & Mathura Road at Ashram Chowk, New Delhi. F.5(13)91-MP/Pt.I	1 to 17
2.	25/97	Route approval of 66 KV O/H Tower Line Najafgarh Nangloi Road to Proposed 66 KV S/Stn. at Nangloi Water works. F.6(20)96-MP	18 to 19
3.	26/97	Amendment in MPD-2001 Nursery School site utilised for other uses i.e. post office/Library/CH/Dispensary/ESS/Milk Booth etc. F.1(7)80-MP	20 to 22
4.	27/97	Amendment in MPD-2001 increase the Ground Coverage from 20% to 40% for wholesale markets of Agricultural produce. Fruit vegetable & grains in Delhi. F.20(14)97-MP	23 to 25
5.	28/97	Amendment in MPD-2001 U/s-11-A of DD Act 1957 as a part of Draft Zonal Dev. Plan of Zone 'D' (New Delhi). F.20(14)93-MP	26 to 29
6.	29/97	Re-Development proposal for Lodhi Estate, New Delhi. F.16(8)97-MP	30 to 32
7.	30/97	Laying of one number 33 KV 3x300 sq.m. XLPE cable from proposed 66/33 KV S/Stn. at Shastri Park to existing 33/11KV sub stn. at Faiz Road. F.6(5)97-MP	33 to 36
8.	31/97	Way leave permission to lay 2 nos. 33 KV 3/300 sq.m. XLPE cables from 220-33 KV S/Stn. Sabzi Mandi to proposed 33/11 S/Stn. at Gulabi Bagh. F.6(24)96-MP	37 to 40
9.	32/97	Proposed/Redevelopment of Race Course Area after its shifting to River Bed Area. F.3(85)81-MP	41 to 43

ACTION TAKEN REPORT ON THE DECISIONS OF
THE 77TH TECHNICAL COMMITTEE HELD ON 27.5.97.

S.NO.	ITEM NO. / SUBJECT	EXTRACT OF DECISIONS	PRESENT POSITION AND FOLLOW UP ACTION.
1.	15/97 Modification in route alignment of 220 KV Tower Line from 400 KV Bamnauli Sub-Stn. on Bijwasan Road to Naraina 220 KV Sub Station. F6(8)87-MP	The modified 220 KV route proposal of 220 KV tower line from Bijwasan Road to Naraina was discussed and approved. Alignment of 66 KV HT Line along Palam drain was discussed. The proposal of DVB for changing the proposed underground HT line to overhead line was agreed to in principle subject to working out of the details and integrating the same with road development plan. The latter has to be worked out by DVB and submitted to DDA for approval.	The decision of the Technical committee was conveyed to the Chief Engineer DVB on 11.6.97.
2.	16/97 Route approval for 66 KV double circuit tower sub-station to 66 KV sub-station at Bawana Water Works, Pooth Khurd and Rohini Extension. F6(3)93-MP	The route alignment proposal (route nos. 1, 2 & 3) were approved.	The decision of the Technical Committee conveyed to the Chief Engineer DVB on 13.6.97.
3.	17/97 Integrated Freight Complex, Narela. F20(7)96-MP	The modified layout plan of IFC Narela was approved together with proposed development control norms for integrated development of truck terminal. Further necessary action may be taken for acquisition of land and detailing of the layout plan.	The proposal has been forwarded to the Chief Regional Planner, NCR Planning Board on 8.7.97 for clearance from the NCR Planning Board and also to the Commr. (LM) for acquisition of land etc.

18/97

Construction of Foreign Service Training Institute on land measuring 6 acres in the old JNU Campus, New Delhi Relaxation of Development Control Norms.F3(73)96-MP

The proposal for increasing residential component as proposed by Foreign Service Training Institute was approved as an adjustment with in the overall FAR of 100. The proposal is approved as a special case keeping in view the recommendations of the Govt. of India and DUAC without forming any precedence.

Referred to the Under Secretary, DD, MOU&E Govt. of India, for conveying the approval, on 13.6.97.

5. 19/97
use of basement for hotels.

The proposal for inclusion of various activities in the basement was not agreed to. It was desired to undertake a study of FAR permitted for hotels in various metropolitan cities in India and examine whether FAR for hotels needs to be reviewed.

The decision of the Tech. committee conveyed to the Hony. Secretary, Federation of Hotels & Restaurant of India on 18.6.97.

6. 20/97
Request of Flood & Irrigation Deptt. Govt. of NCT Delhi for change of land use from 'Utility' drain to 'Commercial' and for parks for 30 ha. land for covering of Pankha Road drain (2.6 km part) Najafgarh drain (3.30 + 3.09 = 6.39 km part) and Karari Suleman Nagar drain (2.94 km part). F3(66)96-MP

Flood & Irrigation Deptt., GNCTD may prepare a comprehensive project report for a Pilot project for covering of a drain for consideration of Tech. committee.

Decision of the Tech. Committee conveyed to the Flood & Irrigation Department on 11.6.97.

7. 21/97
Change of land use of an area measuring 1 acres from 'Public & semi public (education and research to 'residential' (group housing-19 DUs) in the North of Mother's International School at Mehrauli Road. F16(42)74-MP/Vol.II

Processing of change of land use of an area measuring 1 acre from 'Public and semi public (education and research) to 'residential' is recommended for approval of the Authority. The issue regarding allotment of land, which is under possession of DDA, may be examined separately by Lands Branch.

Agenda item forwarded for consideration of the Authority in its meeting scheduled to be held on 16.7.97. Decision conveyed to the Commr. Lands Management, DDA.

8.

22/97
Request of Directorate of Education Delhi for allotment of alternative site or regularisation of 7 schools functioning in Master Plan Recreational-City Forest near Tuglakabad Extn. Change of land use F16(14)85-IL

Keeping in view the location of existing schools in Protected forest and in the vicinity of Tuglakabad fort (which is a protected monument), the proposal for regularisation of existing schools is not recommended.

The Decision of the Tech. committee conveyed to the Directorate of Education on 13.6.97.

9.

23/97
Proposed flyover on the intersection of Ring Road and Mathura Road at Ashram Chowk, New Delhi. F5(13)91/MP/Pt.I

A comprehensive study of 4 options as given in the agenda note including survey of adjoining areas may be conducted by PWD through ILFS or consultant so that these 4 options can be comparatively examined alongwith option 5.


The Decision was conveyed to the PWD & ILFS on 11.6.97. The item is listed for discussion in the Tech. committee on 17.7.97.

10.

24/97
Proposed layout plan for sector XXVI (Part) Rohini Phase IV Development of 160 ha. of land. PP/R/4026/97

Technical committee recommended change of land use of 160 ha. in Rohini Phase IV as given in para 7.3 of the agenda note. The pockets of land as proposed by the P.W. Deptt. may be acquired for maintaining continuity of roads and services.

The agenda item has been forwarded for consideration of the Authority in its meeting scheduled to be held on 16.7.97.


P.V. Maheshwari
JDM(P)

Subject: Proposed Flyover on the intersection of Ring Road and Mathura Road at Ashram Chowk.

File No.F5(13)91/MP/PT-1/

1. BACKGROUND

Ashram Chowk is located on the Southern tangent of Ring Road at its intersection with Mathura Road/NH-2. Location Plan is placed as Annexure-T. A flyover at this intersection is proposed in MPD-2001.

A Flyover proposal at this intersection was earlier received in 1993 from the Delhi Tourism and Transport Development Corporation (DTTDC). The proposal submitted by DTTDC was with a continuous Flyover on Ashram Chowk and Friends Colony/Sun Light Colony intersection which is just 610 mtr. away on the eastern side. This proposal was discussed in the Technical Committee meeting held on 6.10.93 in which the following decisions were taken:-

"The proposal was discussed in detail. The Technical Committee was informed that, in a meeting held in the Ministry of Urban Development under the Chairmanship of the Secretary (UD), it was desired that the proposed grade separator at Ring Road, Mathura Road intersection (Ashram Chowk) and the proposed Toll Bridge connecting NOIDA and Delhi in the vicinity of Kalindi colony, should be integrated. The Technical Committee noted that the alignment of the proposed toll bridge is yet to be finalised by the NOIDA authorities for which they have already appointed the consultants. The representatives of PWD, Chief Engineer, Ministry of Surface Transport and the Chairman, DTTDC were of the opinion that the finalisation of the alignment of toll bridge may take time and, therefore, that agency take note of the proposed flyover with the toll bridge which is yet to be finalised. After detailed discussion, it was felt that the proposed grade separator (Plans laid on table) being independent with that of the proposed toll bridge, be recommended for approval subject to that a proper integrated plan of nearby roads on North & South be prepared for execution. Further, for the location of electric tower, the proposal should be discussed by DTTDC with the DESU representatives. Also, the approach to the fire brigade station at Ashram should be properly integrated to implement as part of the project. It was also noted that the proposed flyover is in the alignment of existing rail bridge and, therefore, necessary clearance from Northern Railways and RITES for their future programme should be obtained".

Thereafter in a meeting held under the Hon'ble Chief Minister of Delhi in June, 1996 it was decided that IL&FS shall take up the construction of Flyover at Ashram Chowk including its financing along with the proposed Delhi-Noida Bridge. Four conceptual options have been proposed by IL&FS and forwarded by Commissioner & Secretary (L&B/PWD), Govt. of National Territory of Delhi to DDA. The proposal of Delhi-Noida

bridge was approved by the DDA's Technical Committee in its meeting held on January '97.

2. MORNING & EVENING PEAK HOUR TRAFFIC VOLUMES

Morning & Evening peak hour traffic volume as Ashram Chowk and Sunlight Colony intersection studied by consultants in 1993 are as follows:

Morning peak hour traffic volume between 8.30 A.M to 9.30 A.M. at Ashram Intersection - 1993

Serial No.	Name of Arm	Total	Left	Straight	Right
1.	Mathura Road/NH-2 (Badarpur arm)	4407 (25.67%)	693 (4.04%)	2863 (16.68%)	851 (4.95%)
2.	Ring Road (Lajpat Nagar arm)	3795 (22.11%)	616 (3.59%)	1796 (10.46%)	1383 (8.06%)
3.	Mathura Road/NH-2 (India Gate arm)	5216 (30.39%)	1317 (7.67%)	2865 (16.69%)	1034 (6.03%)
4.	Ring Road (Maharani Bagh arm)	3748 (21.83%)	830 (4.83%)	1828 (10.65%)	1090 (6.35%)
	Total	17166 (100%)	3456 (20.13%)	9352 (54.48%)	4358 (25.39%)

- Peak hour traffic on Mathura road approaching from India Gate is maximum.
- Through traffic on Ring road is only 21.11% of total intersection traffic.
- Through traffic on Mathura road is 33.37% of total traffic.
- The traffic on Ring road approaching Ashram from Lajpat Nagar remaining more or less constant i.e. 3869 in 1989 and 3795 in 1993 is due to opening of R.O.B-22.
- The increase in traffic on NH2 approaching from Badarpur from 3365 in 1989 to 4407 in 1993 is due to the fact that in 1993 the eastern approach ramp of R.O.B.22 was not completed by 1993. This increase indicates a traffic growth of 7.7% on this section of Mathura road.

Morning Peak hour traffic volume between 8.30 A.M. to 9.30 A.M. at Maharani Bagh/Sun Light Intersection (1993)

Serial No.	Name of Arm	Total	Left	Straight	Right
1.	Maharani Bagh Road (Maharani Bagh arm)	1800 (22.23%)	1074 (13.26%)	172 (2.12%)	554 (6.85%)
2.	Ring Road (Ashram arm)	2090 (25.81%)	166 (2.05%)	1207 (14.91%)	717 (8.85%)
3.	Sun Light Colony Road (Sun Light Colony arm)	803 (9.92%)	116 (1.43%)	231 (2.85%)	456 (5.64%)
4.	Ring Road (Sarai Kalen Khan arm)	3404 (42.04%)	1196 (14.78%)	2029 (25.06%)	179 (2.20%)
	Total	8097 (100%)	2552 (31.52%)	3639 (44.94%)	1906 (23.54%)

From the above Table it can be observed that

- Ring road through traffic is 39.97% of total intersection traffic.
- The sharp increase of traffic on Maharani Bagh Road from 778 PCU in 1989 to 1800 PCU in 1993 is due to opening of ROB22 through movement to Nehru Place and outer Ring road.
- The sharp increase of Ring road through traffic from 5921 PCU in 1989 to 3236 PCU in 1993 is due to opening of Road No.13A connecting Okhla barrage and further to NOIDA.

As per the data presented in the above table, it is reported by IL&FS that the Ring Road study relied on an assumption of growth rate of 3.5% & 5% for entire intersection of Delhi which cannot be taken to be realistic for another 20 years. The manual technique of forecasting a constant growth rate for a long period does not take into account the dynamic relationship between travel pattern and congestion and do have the disadvantage of being spatially biased i.e. they reflect only traffic growth at specific count location. They can therefore be distorted by localised changes in landuse or traffic management schemes. This is also supported by the fact that the link joining Ring Road may not be capable of contributing to the assumed growth due to its restrained capacity. Moreover implications of recent developments and committed project in the influence area such as commissioning of Road No.13A connecting Okhla Barrage in 1992, opening of ramps and cloverleaves R.O.B. 22 in 1995 and future schemes such as NH2 bypass and NH24 link on connecting Lodhi Road are not reflected in manual techniques of assumed growth.

There is no agency monitoring growth of traffic in Delhi in order to reflect daily, monthly and annual trends. In absence of such data it is necessary to examine data from variety of sources, including:

- manual traffic count collected for different studies.

- vehicle Registration data.
- Sales of POL data.

3. PROJECTED TRAFFIC VOLUMES - 2017

As per the report submitted by IL&FS, this had been considered in a traffic model developed during Delhi-NOIDA Bridge feasibility study and is based upon transportation modelling facilities provided by the TRANPLAN suite of programmes. The overall fit of this very good, with R2 value of 0.921 indicating that the model is validated for the purpose. The model considered all the committed Highway projects in Delhi and are accounted for in the model.

Thus, in the present scenario the model appears to be validated to assign future traffic on different networks in the influence area.

The morning peak traffic at Ashram Chowk as forecasted for the year 2017 is as follows:-

Serial No.	Name of Arm	Left	Straight	Right	Total
1.	Mathura Road/NH-2 (Badarpur arm)	712	4626	1780	7118
2.	Ring Road (Lajpat Nagar arm)	620	2527	1242	4389
3.	Mathura Road/NH-2 (India Gate arm)	368	1787	1239	3394
4.	Ring Road (Maharani Bagh arm)	517	4290	1745	6552
	Total	2217	13230	6006	21453

The peak hour traffic for Maharani Bagh/Sun Light Colony forecasted for the year 2017 in PCU's have been worked out based on model which gives the peak flow of vehicular traffic on Ring Road axis. The other minor road flows and turning movements are assigned proportionate values in distributing the traffic in different directions.

Morning peak traffic at Maharani Bagh/Sun Light as forecasted for year 2017 is as follows:-

Serial No.	Name of Arm	Left	Straight	Right	Total
1.	Maharani Bagh Road (Maharani Bagh arm)	1056	284	904	2244
2.	Ring Road (Ashram arm)	389	3172	1114	4675
3.	Sun Light Colony Road (Sun Light Colony arm)	192	396	402	990
4.	Ring Road (Sarai Kalen Khan arm)	2412	5094	212	7718
	Total	4049	8946	2632	15627

4. PLANNING ISSUES

- i) IL&FS in its report has reviewed the current landuse, socio-economic and traffic data from primary/secondary sources and also the anticipated future travel demand based on base traffic level, its growth and other committed schemes. The consultants have also estimated the capacity of existing corridors and future capacity deficiencies and their initial impressions are as follows:

Whereas the traffic has increased on the Ring road and Mathura road, the directional distribution of these traffic at intersection has not increased in the same fashion with the other developments around the area. Thus it is imperative to develop planning criteria for this intersection which takes care of directional distribution of traffic to ensure efficiency in the influence area.

- ii) Traffic investigations indicate that much of the traffic from Sarai Kalen Khan on Ring Road with destinations in Nehru Place or Outer Ring uses Maharani Bagh Collector road and crosses Mathura road over ROB 22. This results in an undesirable concentration of traffic in Maharani Bagh and Friends Colony residential areas.
- iii) Maharani Bagh road approaching ROB 22 appears to be saturated and has a detrimental effect on the environs of these residential areas. This road is a collector road which is functioning as arterial road having remote possibility of upgrading to arterial road standards.
- iv) At the lowest level of the range, just above the do-nothing case will be an efficient signal-controlled at-grade intersection. The next level would be a simple

flyover with all turning movement at grade. Subsequent options would be gradually add other above grade levels or connections potentially upto a full scale interchange.

- v) A further and related challenge of this study is that the level of risks associated with different design options change drastically from a simple flyover with at grade turning movements to the partial clover-leaf interchange.
- vi) Conversely, a full cloverleaf interchange, if turns out to have over estimated traffic growth, the waste tied to premature investment would be tremendous.

5. ALTERNATIVE OPTIONS

5.1 OPTION - I (FIG. 1)

Ring Road elevated at Ashram Intersection and at rotary

This scheme would occupy 18045 sq.m. area of land and the cost would be Rs.14 crores. It may be noted from **Figure 1** that the Ring road through movements are through elevated Ring road. NH2 through movements and all right turning movements are through at grade rotary. To achieve the high efficiency at grade rotary, the acquisition of corner of fire station building is required. Initially the rotary would provide for smooth flow of traffic. In long term, if direct connection to NH24 connecting Lodhi Road and NH2 bypass is provided then elevated Ring road with at grade rotary would be a better option. Else by 2010, rotary will warrant signalization in both peaks of the day. The rotary central island will be provided with landscaping to create harmony with the environment.

OPTION - II (FIG. 2)

Ring Road flyover Ashram Intersection with two cloverleaves in the form of Parelo AB interchange

This scheme would occupy an area of 43937 sq.m land and cost would be Rs. 15.5 crores. It may be noted from **Figure 2** that the two major right turning movements are through loop ramps. The vertical clearance for elevated Ring road is 5.5m to accommodate double decker buses. One of the loop ramps (5W) would be constructed over earth embankment and adequate landscaping be provided to create harmony with the environment. The planning and design of the North Western loop is complicated due to the presence of fire station and circulation of the areas in the vicinity of fire station. Thus this loop has been planned in such a way that it would be consistent with the general circulation plan of the fire station area without affecting any structure. Very limited space is available for loop at this site, hence space has been created by shifting the Ring road alignment towards south. The shifting of this Ring road is constrained by existing R.O.B. in west and CSIR multistoreyed building in North East. Due to these constraints it was not possible to design loop ramps with a radius of curvature of 60m radius and the minimum radius curvature of 30m (IRC:92-1985) has been provided. This form of interchange with two loops opposite each other would require two intersection

at either end of Mathura road. These two signals are synchronised for minimum delay and smooth operation for NH2 traffic.

5.3 OPTION - III (FIG. 3)

Ring road flying over Ashram intersection with three cloverleaves and one T intersection

This scheme would occupy an area of 44845 sq.m land and cost would be Rs.16.5 crores. The scheme is similar to Alternative II except that the third loop which has been provided for right turning movement for traffic coming from Lajpat Nagar (Ring Road). A minimum radius of 30m as per IRC would bring the loop ramp very close to Canara Bank building. Moreover, the left slip road provided along this third loop will touch the corner of Canara building blocking the main entrance of bank with increase noise and air pollution.

5.4 OPTION - IV (FIG. 4)

Three level grade separated interchange

This scheme would occupy an area of 20,000 sq.m land and cost would be Rs.22 crores. This scheme is similar to Alternative I except that the underpass which has been provided by depressing Mathura road to make this a three level interchange the consultants' have examined the feasibility of this underpass and on detailed examination it was found that the underpass will not be feasible at this location without acquiring a 10m wide strip on either side of Mathura road. The NH2 has a R.O.W. of 45m which is highly encroached making the available width limited to 30-35 m only. The minimum R.O.W. required to accommodate this underpass is (45+20) 65m requiring the demolition of 20m wide strip of pucca shops and residential buildings. Even acquisition of this 65m R.O.W will not serve the purpose due to the followings:

- i) An up gradient of 4% for a length of 900m will be required to fit the profile of existing dual 2-lane R.O.B. in North of Ashram.
- ii) Since the Mathura Road is depressed and arterial road will need very effective pumping. With the high catchment area of underpass and high intensity of rainfall the effectiveness of pumping the rainy water is doubtful.
- iii) The utility service shifting (especially drainage pipes) will need extra attention and any such shifting will be very costly.

5.5 GROUND FEASIBILITY OF OPTIONS

The ground feasibility in terms of number of affected trees, poles, utility services, structures etc. are given in following tables.

OPTION - I

Item	Trees		Shops			Residences	Overhead Utility				Tower (Fire Stn.)
	Girth (mm.)	No	Kuccha	Pucca			Light Pole	Jum. Box	Tel. Pole	Electric Pole	
				Single Storey	Double Storey						
Option 1	270 200 90 75 60 560	1 1 13 1 8 1	4	8	1	None	9	4	2	2	1

OPTION - II

[illegible]

OPTION - III

Item	Trees		Shops			Residen ces	Overhead Utility				Tower (Fire Stn)
	Girth	No	Kuccha	Pucca			Light Pole	Jun. Box	Tel Pole	Electric Pole	
				Single Storey	Double Storey						
Option III	270 200 90 75 60 ≥60	1 9 2313 1 8 1	14	29	3	8 Single Storey	9	4	2	4	1

OPTION - IV

Item	Trees		Shops			Residen ces	Overhead Utility				Tower (Fire Stn)
	Girth (mm.)	No	Kuccha	Pucca			Light Pole	Jun. Box	Tel Pole	Electric Pole	
				Single Storey	Double Storey						
Option IV	270 200 90 75 60 ≥60	1 1 13 1 8 1	4	8	1	None	9	4	2	2	1

* Same as Option I except the major relocation of underground utility services due to depressed Mathura Road axis.

Note : The types of trees are mainly Eucalyptus except two big Banyan trees having a girth of more than 200 mm.

6. OBSERVATIONS ON EACH OF THE FOUR OPTIONS ARE AS FOLLOWS:

6.1 OPTION - I

- i) In this proposal a six lane divided Flyover is proposed on Ring Road and all other movements are taken at the surface level through an elliptical roundabout. The Maharani Bagh/Sunlight Colony intersection is proposed to be closed.
- ii) Roundabout shall be just on the sloping approach of Ring Road which is likely to become a highly accident prone area.
- iii) Adequate weaving length for trucks on the roundabout would not be available.
- iv) The roundabout would be able to handle about 5000 PCU's as against the 8000 PCU's in the base year itself.
- v) Right turning movements from Sun Light Colony shall have to be through Noida Bridge which shall entail a long detour.
- vi) In the proposed roundabout a part of the corner of DDA Community Centre land on the North/Eastern corner would be affected.
- vii) Access to Fire Station and Police Quarter will be affected. A part of the Fire Station site will be affected and shall need re-location.
- viii) Access of Police Quarters would also be affected and it ingress/egress may be very difficult due to level difference.
- ix) Some structure on the South West corner would also be affected in the development roundabout.
- x) A part of the land of CSIR complex on the South Eastern corner would also be affected.

6.2 OPTION - II

- i) In this option, the existing intersection has been split into two junctions. Flyover is proposed in the axis of Ring Road in a curvilinear manner with two partial clover leaves for right turning movements. A ramp is proposed for left turning from Maharani Bagh side to Faridabad side.
- ii) Right turning radius of Clover Leaf, from Faridabad side to Ring Road are inadequate. The radius of Clover Leaf is about 25 mtr. as against the 35 to 45 mtr. for trailer trucks.
- iii) Queuing of right turning traffic on Ring Road (Lajpat Nagar) will be on the slope

obstructing the movement of left turning traffic. At the sametime all trailer trucks would also be using this two lane carriageway which is quite inadequate.

- iv) Geometry of the curve of the flyover on Ring Road and its meeting point with the ROB on railway lines is likely to be complicated and needs proper detailing.
- v) The two T-junction on surface level shall be signalised instead of one intersection as at present. Thus traffic on Mathura road has to cross two signals instead of one at present.
- vi) Loops are not giving any additional advantage in this option because there is a signal at the entry/exit point for each of the said loops.
- vii) Ingress/agress to Police Quarters and Fire Station will be affected in the proposal.
- viii) A large number of built up structure are going to be affected on the South Western corner which will have to be demolished.
- ix) The circulation of the Maharani Bagh, New Friends Colony particularly the existing road adjoining to the petrol pumps will be a dead end road in this proposal. The existing petrol pump on Mathura road in Friends Colony shall need resitement due to the proposed "T"-junctions and the sloping approach of left turning arm from Maharani Bagh.

6.3 OPTION - III

- i) In this proposal instead of two T-Junctions as in the option-II, one signalised T-Junctions and the other one with left in and left out movements is proposed with three partial Clover leaves. Flyover is proposed in the axis of Ring Road.
- ii) The curve in the Ring Road and its detailing with the ROB on the railway line needs to be worked out. All observations as mentioned in option-II would be applicable for this option. In addition, a part of the DDA developed community centre would also be affected in this proposal. It is quite possible that a part of existing building of Canara Bank and Punjab National Bank may also be affected in this proposal.

6.4 OPTION - IV

In this option, a three level grade separator is proposed with Ring Road to Fly above the roundabout, RUB on Mathura Road below the roundabout. The straight movements in both the directions shall be performed through a Flyover and an underbridge. All other movements shall be at the surface level through the roundabout.

This proposal does not appears to be feasible considering the ground situation particularly on Mathura Road where there is an existing Jangpura ROB and the sloping approach to the intersection. The slope in this arm may work out to be below 1:30 as against the recommended 1:35.

All other problems with regard to right turning movements from Sun Light Colony would be the same as mentioned for option I & II.

In addition to above, it may be mentioned that all four proposals have been submitted in a very conceptual manner without giving details of the R/W of roads on either sides the existing levels, the details of underground/over head services and the Environment Impact Assessment of each proposal. Integration of local traffic, cycle and pedestrian movement also needs to be detailed out in all options.

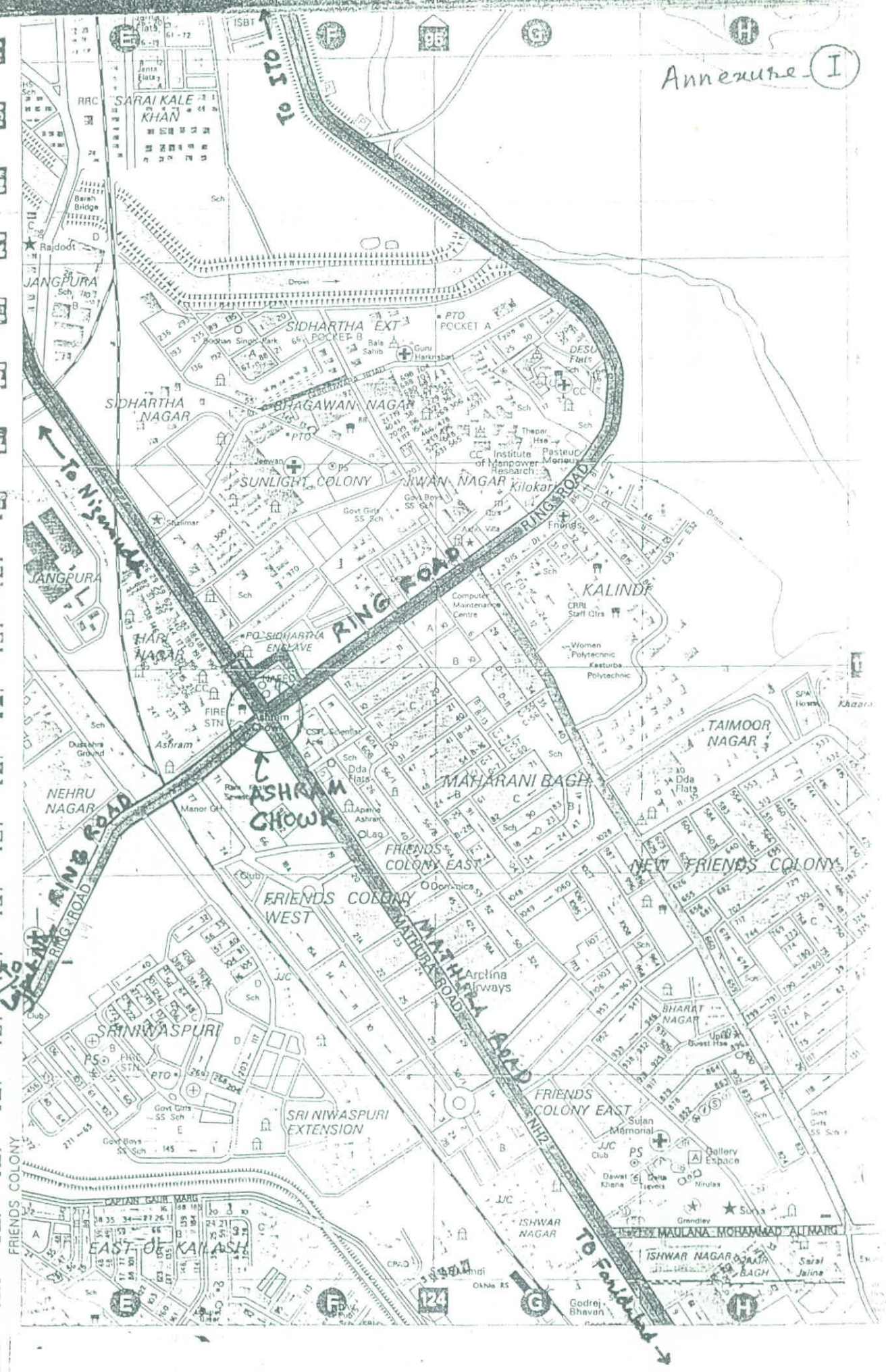
6.5 OPTION - V

In the proposal submitted by DITDC in 1993 a long Flyover covering Ashram and Maharani Bagh/Sun Light Colony intersection was considered in the Technical Committee meeting. This proposal was ultimately to be integrated with the Delhi-Noida Bridge proposal which had not been submitted at that time. Now the Delhi-Noida Bridge proposal has been approved by the Technical Committee of DDA. It will be seen that in all the four options submitted by IL&FS, there is an built problems of the integration of circulation from the Sun Light Colony. The Sun Light Colony area is bounded by Mathura Road in the West, Railway line/ boundary wall of Sidhratha Extension in the North, Ring Road in the South/East. It will be seen that this area is presently approachable by narrow width of 4 to 8 mtrs. wide roads from Mathura Road and Ring Road except for only one approach in front of the Maharani Bagh intersection which has a proposed R/W of 24 mtr. although hardly 10 to 20 mtr. R/W is available. In addition to this, Community Centre of Slum & JJ is also proposed in this area which has to be developed. The long flyover proposal with a signalised intersection at surface level scheme ensures total traffic circulation with least disturbance. It does not entail any acquisition of land properties and is proposed within the available R/W of Ring Road and Mathura Road. The existing intersection on Maharani Bagh/Sun Light Colony roads will continue to operate. Right turning movements to get on Ring Road can be taken up through the ingress/agress ramps.

7. Alternative Conceptual Options explained above are placed before the Technical Committee for consideration.

(D.K. Saluja)
17/5/97
(D.K. Saluja)
Director (TT)

Annexure - I



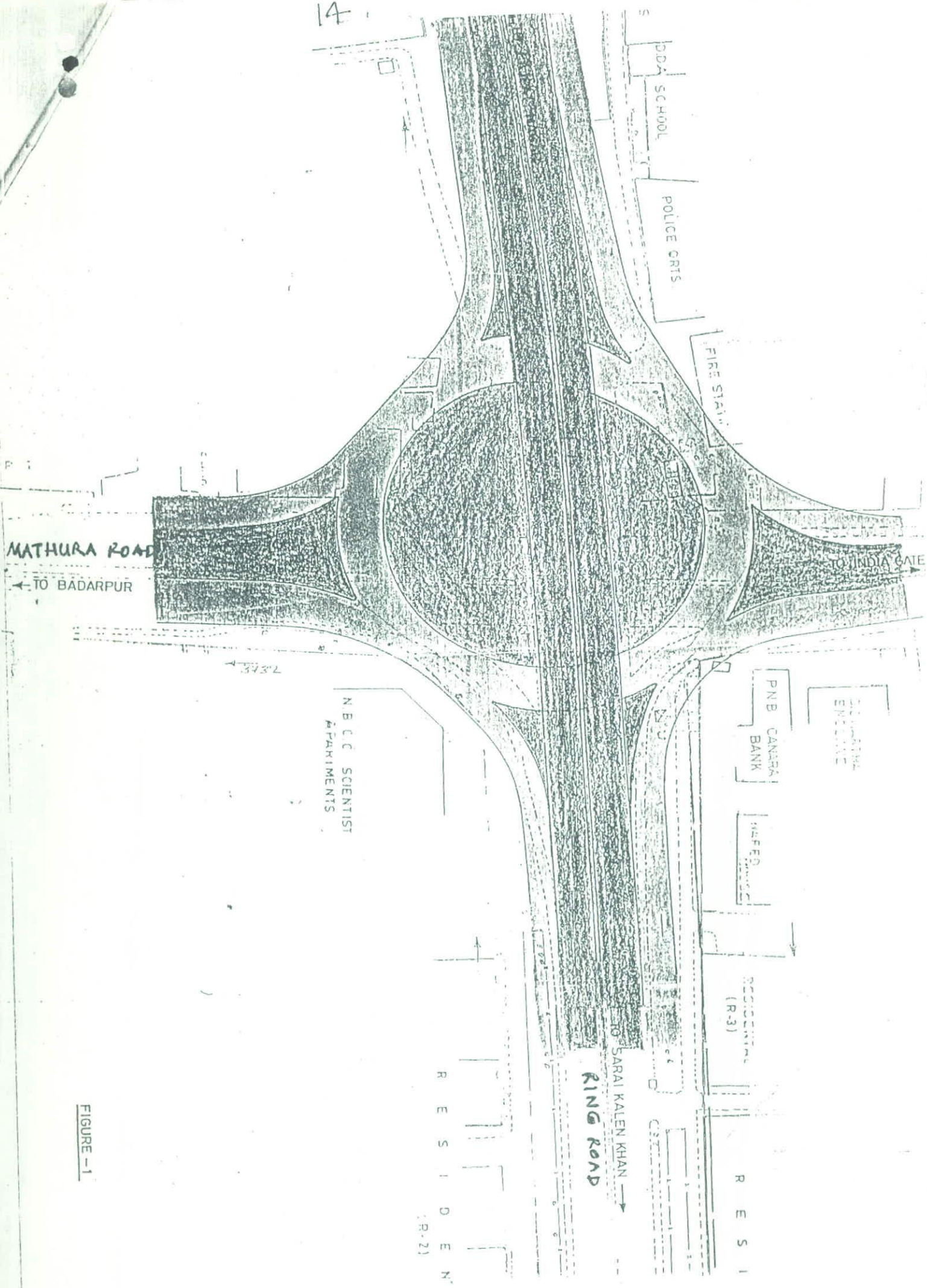


FIGURE -1

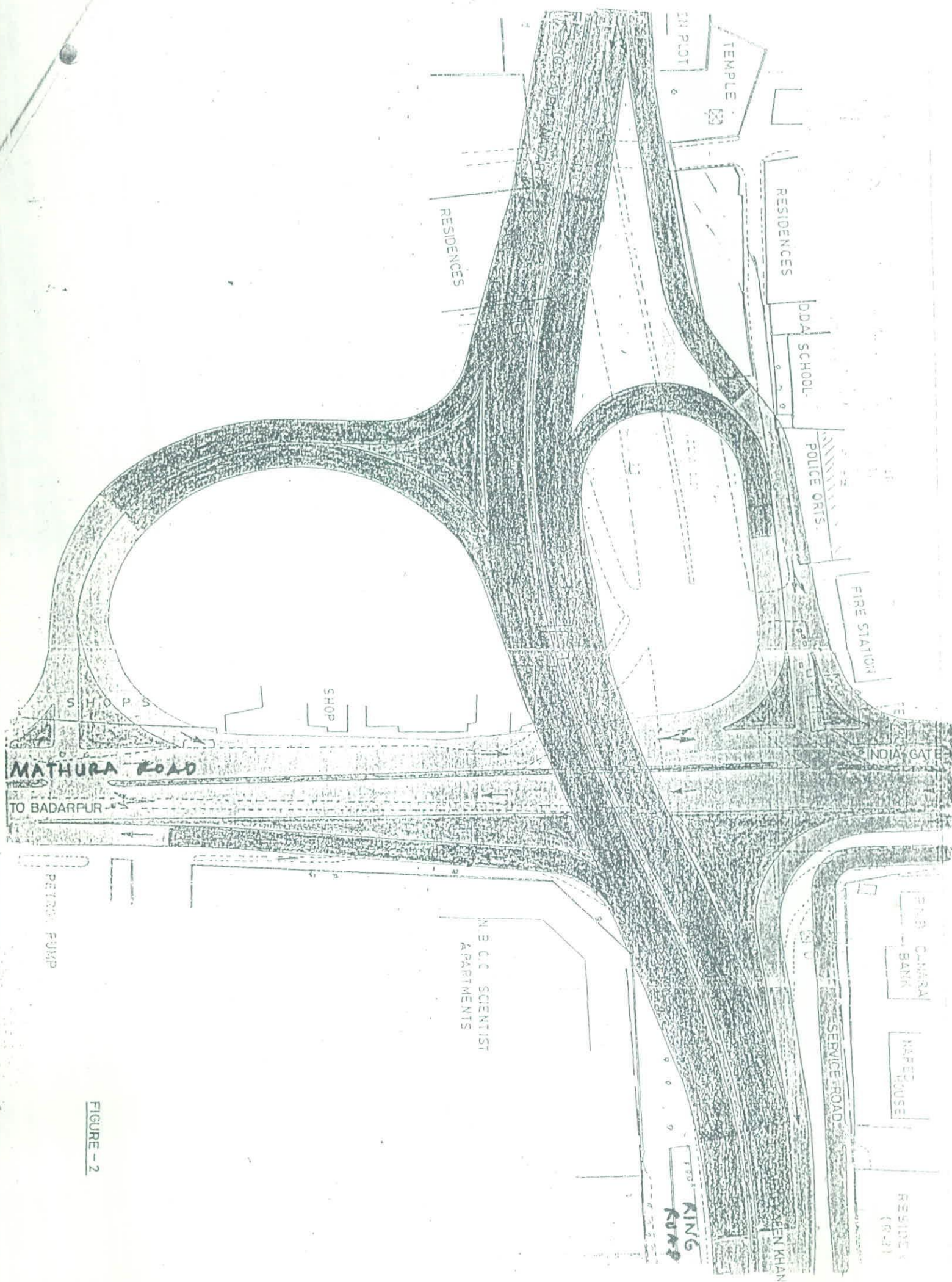


FIGURE - 2

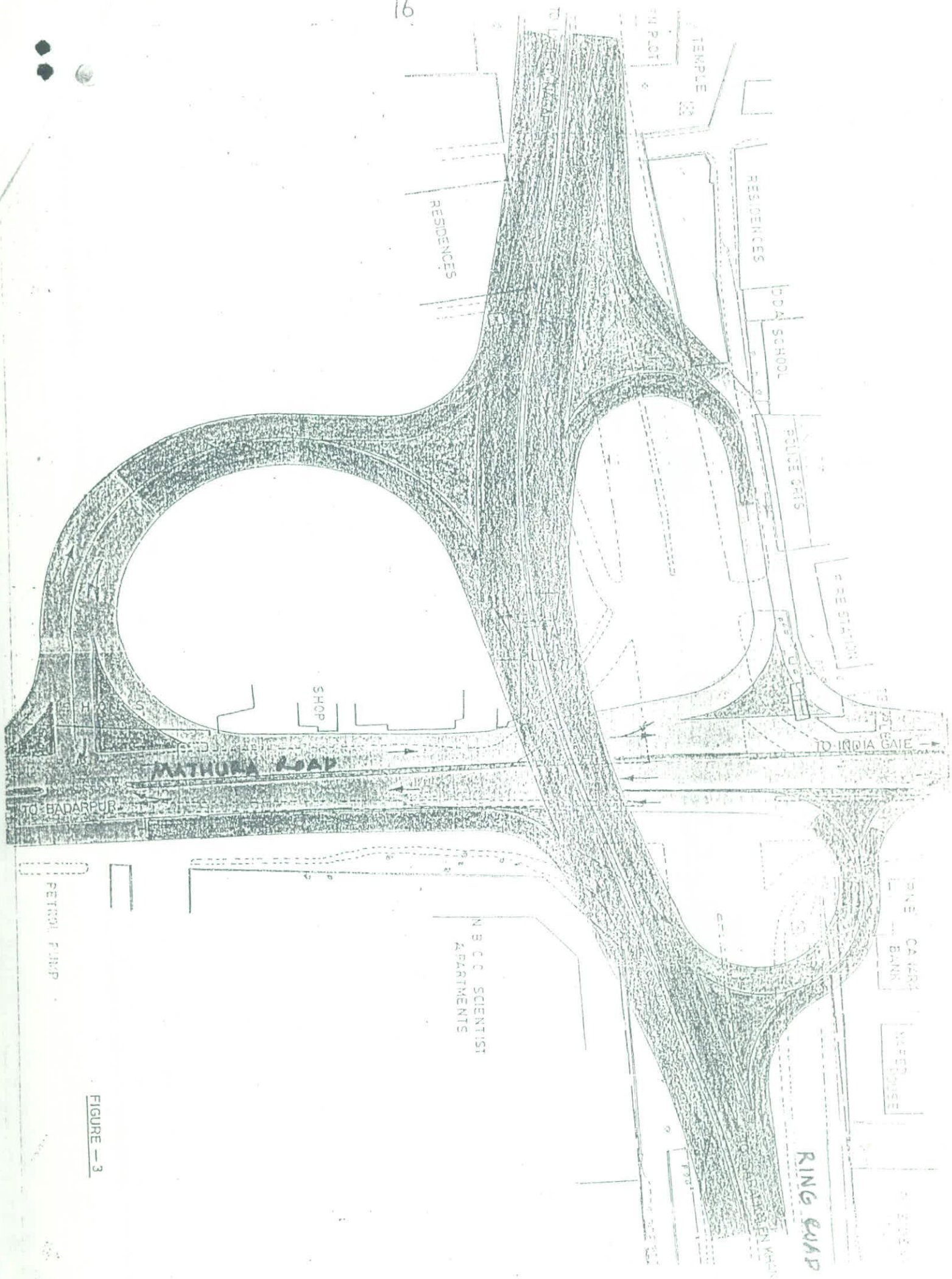
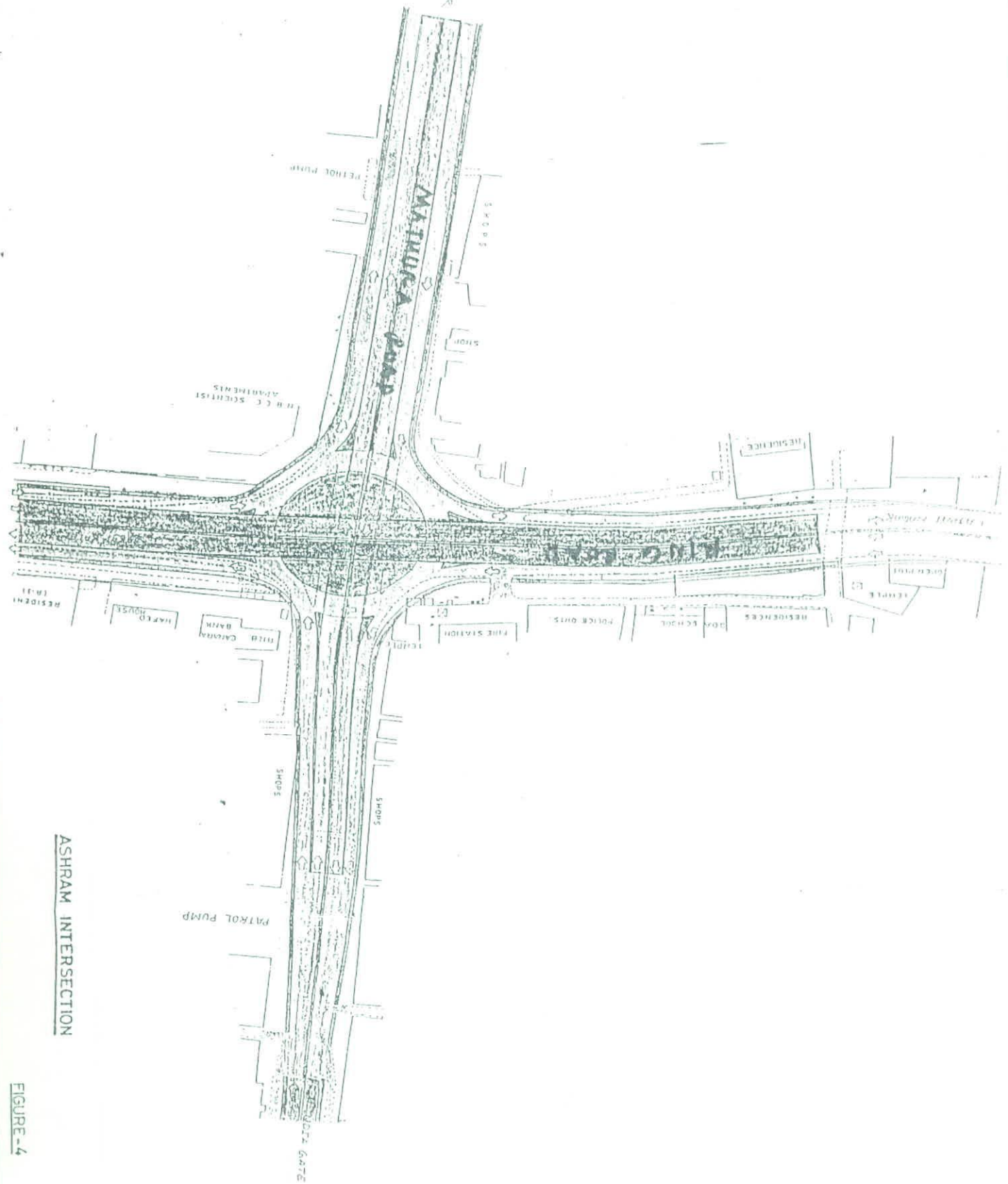


FIGURE — 3

TO GADARPUR



ASHRAM INTERSECTION

FIGURE-4

F. 6(20)96-MP

Delhi Vidyut Board (DVB) has submitted a proposal of 66 KV overhead tower line to meet the requirements of the proposed Nangloi water works.

The proposal has following features:-

- i) DVB is already at the advanced stage for construction of 66/11 KV sub-station in the premises of Nangloi water works. The land to DVB has been provided by DWS & SDU.
- ii) The overhead proposal route runs along Mundka Branch Distributory as shown in the plan (to be laid on the table). No alternative route has been suggested by the DVB.
- iii) The proposed sub-station at Nangloi is proposed to meet the power requirements of water treatment plant of DES& SDU and the surrounding rural area.

The case was examined by the Planning Department and discussed in a meeting with Chief Engineer (Elect.), DDA on 20.9.96 with DVB officers. Our observations are as under:-

- i) 66 KV route line (which is about 1 km in length) runsthrough the proposed Urban Extension Ph.II 'A' & is part of planning zone 'K'. Presently there is no approval zonal plan for this zone.
- ii) The case was discussed by Commr.(Plg.) in June'97 with the DVB officers and they were requested to take necessary approval/No objection from Airport Authority of India in view of the existing Radar Station adjacent to the proposed route alignment. However, no information has been received.
- iii) It is preferred that the proposed route follows a definite route along existing physical features i.e. Eastern boundary of the existing radar station and the southern side of the existing Mundka Miner before joining Nangloi water works.

contd..../-

- iv) The details like total route length, position of towers, and their details, set backs from existing radar boundary and Mundka Minar may be shown clearly with the proposal by DVB. The details of properties and trees affected is to be also provided by DVB.

4. RECOMMENDATIONS :

The proposal of DVB is put up for consideration of the Technical Committee subject to fulfilment of para 3(iii) and (iv) by DVB.

S. B. Bhatnagar
1/7/97
(S.P. BANSAI)
Dir (P.W.D.)

Sr.NO.3/ITEM NO. 26/97/TC

Sub: Development Control Norms for Nursery
School plots proposed to be utilised
for other Community Facilities
F.1(7)80-MP

1. The Authority vide its Resolution No.114/95 dated 16.10.95 recommended for approval^{of} a proposal regarding the development control norms for nursery school sites, to be utilised for other uses as given below :-

Maximum Ground Coverage	40%
Maximum Floor Area Ratio	100
Maximum Height	11 M

The basement to the maximum extent of ground coverage if provided to be included in FAR.

The above proposal was forwarded to MQUA&E on 10.11.95 for conveying the approval of Govt. of India under Section 11-A of the D.D. Act, 1957 to issue a public notice for inviting objections/suggestions from the public.

2. In response, the Under Secretary (DD), MQUA&E vide letter dated 22.2.96 has intimated that it is observed that the proposal will give rise to anomalous situation with two sets of sets of development control norms applicable to the facilities like post office, health centres, etc. In order to ensure uniformity it may be necessary to substitute/delete the existing provision relating to development control norms for these facilities specified in Master Plan.

3. The Development Control Norms applicable as per MPD-2001 for the 'Public and Semi-Public Facilities' as well as the Authority resolution has been examined and a comparative statement of the Development Control Norms has been prepared (Annexure I). It is observed that specific Development Control Norms have been prescribed in the MPD-2001 for Community Hall-cum-Library and Health Centre, whereas for other facilities, the norms prescribed for Public and Semi-Public Facilities i.e. 25% ground coverage, 100 FAR and 26 mtr. ht. are generally applied.

....2..

4. The matter was further discussed in a meeting with Commr. (Plg.) on 7.3.97 and the following has been recommended:-

- a) For the sake of uniformity and to avoid ambiguity, it will be appropriate to adopt the norms of Nursery School sites for the other uses allowed on such sites, as given below :-

Maximum Ground Coverage	33.33%
Maximum Floor Area Ratio	66.66
Maximum Height	8.0 M

Basement below ground floor and to the max. of ground coverage shall be counted in FAR.

However, wherever specific use premises are indicated in the layout plan the norms of MPD-2001 should be applicable.

- b) Wherever the nursery school sites of size more than the Master Plan norms are available, these could be sub-divided to accommodate other facilities for which the norms of nursery school sites should be applicable.

5. The matter is placed before the Technical Committee for its consideration and approval for processing under Section 11-A of the D.D. Act, 1957 for amendment in MPD-2001.

[Signature]
 K. Satharwal
 Dir. (Plg.)

[illegible]

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[illegible]

170-1115

4. NURSEERY SCHOOL : BASEMENT BELOW THE GROUND FLOOR AND TO THE MAXIMUM EXTENT OF GROUND COVER AGE, AND IF CONSTRUCTED, SHALL BE COUNTED IN FAR

THE BASEMENT TO THE MAXIMUM
EXTENT OF GROUND COVERAGE
IS PROVIDED TO BE INCLUDED IN FARE

* SEPARATE STANDARDS GIVEN

2. POST OFFICE : BASEMENT UP TO ENVELOPE LINE & TO THE MAX. EXTENT OF 50% OF THE PLOT AREA SHALL BE ALLOWED & IF USED FOR PARKING & SERVICES SHALL NOT BE COUNTED IN FAR.
3. COMMUNITY HALL : - do -
4. HEALTH CENTRE : BASEMENT BELOW THE GROUND FLOOR AND TO THE MAXIMUM EXTENT OF GROUND COVERAGE SHALL BE ALLOWED AND IF USED FOR PARKING AND SERVICES, SHOULD NOT BE COUNTED IN FAR.
5. EDUC. USES : FROM S. NO. 5 TO 12 DEV. CONTROL NOTEDS OF PUBLIC & SEMI PUBLIC (FOR WHICH SOCIAL REGULATION HAVE NOT GIVEN) AS PER MPD - 2001.

Sub : Enhancement of ground coverage for Auction Platform in the wholesale markets of Agricultural Produce.

F.20(4)97-MP

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1. BACKGROUND

Secretary, Delhi Agricultural Marketing Board vide his note dt. 2.6.97 has requested to increase ground coverage for sheds/auction platforms in the wholesale markets from 20% to 40%. Further, it is mentioned that since the multi-storeyed sheds can not be constructed, advantage of FAR in built up structures is not available in auction platforms.

The note has been recommended by Hon'ble C.M. and forwarded to Hon'ble L.G., who has desired to discuss this in the Authority meeting.

2. EXAMINATION

Master Plan for Delhi-2001 stipulates following development controls norms for wholesale trade/warehousing (integrated development).

Maximum ground coverage	20%
Maximum floor area ratio	60
Maximum height	14 mtr.

Other controls:

Basement below the ground coverage and to the maximum extent of ground coverage shall be allowed and if used for parking and services should not be counted in FAR.

The scheme for Integrated Freight Complex at Narula has been approved by the Technical Committee vide item no.17/97/TC dt. 27.5.97 on an integrated basis. In the Scheme, pocketwise design guidelines and controls have been worked out (Annexure-A) which indicate ground coverage upto 40% within framework of 20% ground coverage and 60 FAR.

3. RECOMMENDATIONS :

In the reference made by the Secretary, DAMB no specific case has been given. However, the suggestions of DAMB may be kept in view while working out detailed layout/design guidelines of wholesale markets/Auction platforms for various commodities within the MPD-2001 controls of overall 20% ground coverage and FAR of 60 on integrated basis.

4. Proposaal in para 3 is submitted for information of the Technical Committee.

Submitted by
27/97
2.0.97

2 IFC Narela - Landuse

The IFC Land Use Plan has indicated the following land uses:

1. Commodity Markets (Fruits & Vegetables, Food grains, Iron & Steel, Hardware and Building Material, Timber and others).
 2. Commercial
 3. Public & Semi Public
 4. Service Centre
 5. Service Industry
 6. Truck Terminal
 7. Freight Terminal
 8. Open Spaces
-

It is suggested that for Commercial, Public and Semi-Public, Service Centre and Bus Terminal the development code, as prescribed in the MPD-2001, be applied.

For the use area under individual commodity markets, pocket wise controls are suggested. This would achieve

optimisation of land by increased active floor space. However the total ground coverage and floor area will be limited to ground coverage of 20% and the FAR of 60 applied over the total area of the wholesale and warehousing.

5.3 IFC Narela - Design Guidelines and Controls

The following pocket wise controls for commodity market use area is recommended:

Sl.No.	Commodity	Ground coverage (%)	FAR	Maxim. Bldg. Height (m)
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A. Wholesale Markets/Warehousing

1. Fruits & Vegetables	25	75	14
2. Food grains	40	80	14
3. Timber	25	75	14
4. Hardware and Bldg. Materials	20	60	14
5. Iron and Steel	20	60	14
6. Others	30	90	14

B. Other Uses

7. Commercial	25	100	14
8. Public and Semi Public	25	100	14
9. Service Centre	25	75	14

Sr.No. 5/ITEM NO. 28/97/TC

Sub: AMENDMENT IN MPD-2001 LAND USES U/S 11-A
OF D.D. Act, 1957, AS A PART OF DRAFT ZONAL
(DIVISIONAL) PLAN OF ZONE 'D' (NEW DELHI)
F.20(14)93/MP

1. The Authority vide its Resolution No.103/93 dated 27.7.93 approved the draft Zonal (Divisional) Development Plan for Zone 'D' (New Delhi) and consequential changes of landuse in MPD-2001 for inviting objection/suggestions from the public.

2. The Govt. of India, Min. of Urban Development conveyed the approval of the Central Govt. u/s 11-A of D.D. Act, 1957 to issue a public notice for inviting objections/suggestions from the public for change of landuse of 5 plots as given below:-

Sl. No.	Area under Ref.	Proposed modifications	Remarks
i)	1.50 ha. in sub-zone D-2 Mata Sundari area	From "Recreational" to "PSP"	It is L&DD land & development as "PSP" plots.
ii)	1.00 ha. in plot No.3 Jantar Mantar Road.	From "PSP" to "residential"	It is Kerala House plot under the occupation of Kerala Govt.
iii)	1.00 ha. in plot No.5, Jantar Mantar Road.	From "PSP" to "Residential".	Reportedly private land.. Present development in the shape of old Bungalow.
iv)	About 1.17 ha. in sub-zone D-5 near Howeloc Road	From "Recreational" to "PSP"	L&DD land already allotted to Institutions.
v)	6.00 ha. falling in sub-zone D-13 (Chankyapuri) near Railway area	From "Recreational" to "Residential" (Guest house)	These are L&DD's plots, already allotted to various State Govt. for guest house.

3. Accordingly, a Public Notice was issued on 27.8.94. In response to the public notice, 3 objections/suggestions were received. The objections/suggestions were considered by the Technical Committee in its meeting held on 22.11.94. Subsequently the recommendations of the TC were placed before the Authority vide its item No.19/95 dated 23.2.95 where it was resolved that

Contd....2..

the Govt. be approached for final notification in respect of change of landuse for Sl. No.(i), (iv) and (v) of para above. In so far as to (ii) and (iii) are concerned, it was resolved that the matter be referred for studying the landuse/development norms of all Jantar Mantar plots in view of the historic importance of the Jantar Mantar complex.

4. Accordingly, a study of landuse and development controls of Jantar Mantar area was carried out. After receiving the comments from L&DO and ASI, the matter was again considered by the TC in its meeting held on 29.8.95 and subsequently a proposal was placed before the Authority in its meeting held on 11.9.95, where it was resolved that -

- i) the landuse on the other side of the road is residential;
- ii) the land use of these plots was residential in the previous Master Plan;
- iii) the landuse of these plots was stated to be residential in the leases issued by the L&DO.

In light of the above, it was resolved that the proposal as considered in the TC be approved. Accordingly, the MOUAE vide our letter dated 22.9.95 was requested to issue final notification for the proposed land uses (5 nos.).

5. A meeting was held in the Ministry on 24.4.97 under the Chairmanship of Secy. (UD) with respect of plots of Jantar Mantar Road where it was opined that this area being very close to the CBD, there is no justification of change of landuse of any of the plots located here to residential use. However, where the landuse is already residential as per MPD-2001, this could be allowed to continue for the present. Due to its location close to CBD, the price of land in this area is very high. Any residential construction in the area would, therefore, cater to the needs of very rich only. Therefore, it was further suggested that the area could be better developed as an extension of the CBD for locating offices both public and private. Therefore, the same be examined for allowing

Contd....3..

construction of Govt. and corporate offices by proposing suitable landuse change to commercial (private and public offices).

6. ADG, ASI while referring plot No.5, Jantar Mantar road clarified that according to the ASI guidelines, any construction within the zone of 100 to 300 mts. distance from Jantar Mantar will require approval of ASI. The maximum height of the building within 100-300 mtr. zone should not exceed 50 ft. (15 mtr.). Regarding plot No.3, Jantar Mantar Road, it was decided that the request for conversion to residential cannot be accepted and the case will be examined as per the decision taken above.

7. Secretary, MDUAE vide his letter dated 14.5.97 addressed to Director General, Archeological Survey of India and a copy to Vice-Chairman, DDA has referred the discussions held in the meeting and stated that as reported the distance of plot No.5 Jantar Mantar from the monument is 154 mtr. to 254 mtr. and mentioned about the suggestion made by V.C., DDA that as Jantar Mantar Road is a part of the CBD of New Delhi and land values are very high, a higher landuse like commercial with maximum FAR would be more appropriate for this area than the lower landuse like 'Residential' etc. It was felt that the change of landuse of the plots on the eastern side of Jantar Mantar Road (between Jantar Mantar Road and Jantar Mantar Land) be considered to commercial (offices) provided these plots were more than 100 mtr. away from the boundary of the protected monument. As has further been requested to examine the possibility of allowing the maximum permissible height of 37 mtr. on these plots as per the provisions of MPD-2001.

8. This case was subsequently discussed with Commr.(Plg.), where it was desired that the development control norms as stated below be recommended for this area subject to the approval of ASI/DUAC:-

Maximum ground coverage	33.33%
Maximum FAR	100
Maximum height	15 mtr.
	(relaxable on the recommendations of ASI).

Contd.....4..

It may be mentioned that the site under reference is neither part of CBD nor its extension and it needs to be carefully considered that commercialisation of plots adjoining CBD may trigger a chain reaction and further requests for the change of landuse. It is also to be seen that in absence of a comprehensive scheme, such isolated change of landuse of individual plots is whether desirable from planning point of view.

9. The matter is placed before the Technical Committee.

[Signature]
K. Sankarwar
Dir (Z.P.)

I. P. Parole
DD (Z.P.)

Sr. NO. 6/ITEM NO. 29/97/TC

Sub : Redevelopment proposal for Lodi Estate, New Delhi.

F.16(8)97-MP

-.-.-.-.-

Sr. Architect, CPWD vide his letter dt. 29.4.97 addressed to Commr. (PLg.) has submitted a proposal for redevelopment of Lodi Estate. The site is located within LBZ and is bounded by Subramaniam Shastri Marg towards North, Maharishi Raman Marg towards East, Lodi Road towards South and Max Muller Marg towards West. It is stated that there are 86 bungalows existing at site with an average area of 3000 sqm. each which are proposed to be sub-divided into the following plots:-

- a) 20 plots for type viii bungalows.
- b) 10 plots to have 20 plots for type vii bungalows.
- c) 38 plots to have 140 plots of 830 sqm.
- d) 8 plots proposed to be retained for Institutional use.
- e) 1 plot for Community Hall.

The scheme covers an area of 42.75 ha. with the following land use:

Residential	25.16 ha.
Institutional	2.57 ha.
Internal roads	4.9 ha.
Social infra-structure.	2.36 ha.
Existing schools (7 nos.)	7.68 ha.

A total population of 1838 has been proposed. The following development controls have been suggested by CPWD:

Residential

Gr. Coverage	15 to 30%
FAR	20 to 45
Height	8 mtr.

Institutional

Gr. Coverage	25%
FAR	75
height	15 mtr.

2. The proposal has been examined and following are the observations:-

a) According to 1988 guidelines issued by MOUD in view of the distinct tree studded character of the area, the following norms of construction be followed:

i) New construction must have the same plinth area as the existing bungalow and must have a height not exceeding the height of bungalow in place.

ii) Further MOUA&E vide its letter dt.6.10.95 directed that the existing guidelines should be strictly enforced and there is no need to add another plot^{5/10/95} to non-bungalow residential accommodation falling within the LBZ and efforts should be made to construct govt. accommodation outside the LBZ.

b) The Steering Committee constituted by MOUA&E under the chairmanship of Chairman, DUAC recommended that:

"any increase in the existing ground coverage and FAR in LBZ will change the very character of this unique urban heritage area consisting of low rise, low density, tree studded character, which is unique and finest example in the world".

c) The Estimates Committee in its 3rd report (March '97) has mentioned the following:

"Conservation and maintenance of basic character of LBZ i.e. tree studded bungalow may be ensured so that Lutyens' Delhi continue to be a place of pride in the capital cities of the World".

The Committee has suggested that existing restriction confining reconstruction/addition/alteration of bungalow plots to the parameters of existing bungalow with respect to coverage, FAR and height etc. should be scrupulously implemented.

d) According to Draft Zonal Plan of Zone 'D' for residential bungalow plots, addition/alteration/construction is to be limited within the existing building envelope to the maximum extent of existing coverage, FAE and height etc. subject to the condition that the bungalow plot is not sub divided/bifurcated in any manner.

e) The Authority vide Resolution no.77/94 dt.15.9.94 while considering objections/suggestions in respect of the LBZ, over-ruled the proposal of Technical Committee that the maximum height for public housing may be 14 mtr. and the Authority resolved that "even for public housing maximum height should be limited as per development norms for residential plots in this zone".

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

14/1
(Majd Aggarwal)
Asst. Secy. (ZP)

Sub : Laying of one number 33 KV 3X300 Sq.mm. XLPE Cable from proposed 66/33 KV S/Stn. at Shastri Park to existing 33/11 KV S/Stn. at Faiz Road.

File No.F.6(5)/97-MP :

1. INTRODUCTION:

Executive Engineer (Plng.)-I,DVB has submitted the above said route proposal to improve the power supply in the area of Faiz Road and Karol Bagh and to provide system flexibility stable power supply. Shastri Park S/Stn. is under construction and Faiz Road S/Stn. is existing. Total length of the route is 1.40 Kms. and is proposed to be laid underground.

The route proposal is shown in DESU's Drawing No.13-4512.

2. ROUTE DETAILS:

The route starts from the 66/33 KV Shastri Park S/Stn. under construction from this S/Stn. the route is taken below the footpath (on eastern side) of existing 16.5 Mtr. R/W road in-front of the S/Stn. leaving 1.50 Mtr. from the property line upto the junctions of Arya Samaj Road. From here it is taken below the footpath (on southern side) leaving 1.50 Mtr. from property line in the 30 Mtr. road R/W upto Faiz Road junction. On Faiz Road the available R/W varies between 14.5 Mtr. to 17.7 Mtr. as against the proposed R/W of 45 Mtr. The cable shall be laid below the footpath (on western side) of the existing road leaving 1.50 Mtr. from the property line.

3/7

The route proposed has the shortest path between the two sub stns. - DVB shall coordinate with other local bodies to see that the existing underground services are not dislocated.

3.

FEASIBILITY:


No structure/tree is affected in the proposal as per the report submitted by DBV in the proforma placed as Annexure-I.

4.

RECOMMENDATIONS FOR CONSIDERATION:

The route proposal as explained in para-2 above is placed before the Technical Committee for consideration.


(S.K. SHARMA) 3/7/57
ASSTT.DIR.(TT) | PLNG.


D.K. SALUJA) 3/7/57
DIRECTOR(TT) | PLNG.

PROFORMA FOR EXAMINING H.T. ROUTE ALIGNMENT
CASES OF D.E.S.U.

1. Subject : Laying of 1 No. 33KV 3x300sq.mm.XLPE cable from prop.66/33
KV S/Stn. at Shastri Park to Existing 33/11KV S/Stn. at
Faiz Road.
2. a) Category of H.T. line : 33KV
b) Whether underground or overhead : Under ground.
3. A short write-up, explaining the objectives of the route alignment, details of the route and whether the proposal is part of the over-all grid. H.T. lines proposed in the area may be clarified and shown on the Plan. This will be an inter link between 66/33/11KV Shastri Park and 33/11 KV S/Stn. at Faiz Road.
4. Connecting sub-stn with allotment details & site plan be furnished. Faiz Road S/Stn. shall have more availability of power for power supply in the area of Faiz Road, Karol Bagh etc.
 - a) Name of ESS : Shastri Park 66/33 KV Faiz Road.
 - b) Status of S/Stn. whether existing/under construction/vacant site/yet to be allotted. Shastri Park 66/33KV is under Const. and Faiz road is existing.
 - c) Capacity 2x30MVA and 3x16MVA
5. Total length of H.T. line in Kmts. 1.4 KM
6. Length of the alignment. 1.4 KM
7. Location of phylon on roax X-section.

Name of road	No. of towers	R/W as M.P.	Available R/W	Distance from the edge of the available R/W
<u>X-Sections:</u>				
A-A	N.A -		16.5 M	1.5M from edge of the Rd.
B-B			30 M	1.5M from edge of the Road.
C-C			30 M	1.5 M from edge of the road.
D-D			14.4M	1 M from edge of the road.
E-E			17.7 M	1.5 M from edge of the Road.

- b) Map indicating exact route on the physical journey at 1:10000 scale (Max.)

- i) Year of base Map 1991-2001
- ii) Scale of Base Map 1:10000

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Annex - I
Page - 2

- 8) Whether the H.T. Line passes in-front-of any Commercial Centre / Distt. Centre / Historical Monument / Distt. / Regional Green etc.

Tower details

-N.A-

Tower details

Height in Meters:

Design (Map to be enclosed):

9. Width of corridor in Mtr: 1 M below the ground level as shown
(Way line distance regional from existing buildings) ^{drg. No. 13-4512}

10. Areas/Localities proposed to be feed: Faiz Road and Karol Bagh.

11. Targetted date of execution. Sept. '97

12. Finances available in the annual Plan for RBE 96-97 the project.

13. Cost of scheme: 57 lacs
If taken O/H 12 lacs
If taken U/G 57 lacs-

14. Details of properties/structures effected (to be indicated on a physical survey) As shown in the enclosed drg. No. 13-4512

15. No. of trees that would require to be cut: -Nil-

16. If any alternatives have been studied: This is Shortest possible route.
If yes details thereof with Map.

17. Any other particulars.

25.387
XENC/SP I

Sub : Way leave permission to lay 2 Nos.
33 KV 3/300 Sq.mm. XLPE Cables from
220-33 KV S/Stn. Subzi Mandi to
proposed 33/11 KV S/Stn. at Gulabi Bagh

File No. F.6(24)/97-MP :

1. INTRODUCTION:

Executive Engineer (Plng.I)/DVB has submitted the above said route proposal to energise the proposed 33 KV S/Stn. at Gulabi Bagh for meeting the power requirement of Gulabi Bagh/Shastri Nagar. The Subzi Mandi 220/33 KV S/Stn. is existing and land for Gulabi Bagh has been handed over to DVB & the entire line is to be laid underground. The length of the route is 4 Km. The route proposal is shown in DESU's Drawing No. 13/4492.

2. ROUTE DETAILS:

The route starts from the 220 KV/33 KV S/Stn. at Subzi Mandi from a 9 Mtr. wide road & is then taken along 15 Mtr./22 Mtr. wide existing road in-front of Kabir Basti upto the junction of Roshanara Road below the footpath leaving 1.75/3 Mtr. from the property line. On Roshanara Road the route is proposed to be taken in the 12 Mtr. to 15.7 Mtr. available R/W below the footpath leaving 1.50 Mtr. from the property line. It is then taken through the layout roads of Shastri Nagar area of 13 Mtr. width below the

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footpath upto Kalidas Marg. On Kalidas Marg it is taken in the existing 29.5 Mtr. R/W leaving 1.50 Mtr. below the footpath. As per the alternate route proposals studied by DVB no other Tech. Economical viable route is available.

3. FEASIBILITY :

No structure/tree is affected in the proposal as per the report submitted by DVB in the proforma placed as Annexure-I.

4. RECOMMENDATIONS FOR CONSIDERATION:

The route proposal as explained in Para-2 above is placed before the Technical Committee for consideration.



(S.K. SHARMA) 3/7/97

ASST T. DIR. (TT) | PLNG.



3/7/97

D.K. SALUJA)

DIRECTOR (TT) | PLNG.

PROFORMA FOR EXAMINING H.T. ROUTE ALIGNMENT
CASES OF D.E.S.U.

1. Subject : Laying of 2 Nos. 33KV 3x300sq.mm. XLPE cables from 220/33 KV S/Stn. Subzi Mandi to proposed 33KV S/Stn. at Gulabi Bagh (Shastri Nagar)

2. a) Category of H.T. line : 33KV

b) Whether underground or overhead : Under Ground.

3. A short write-up, explaining the objectives of the route alignment, details of the route and whether the proposal is part of the overall grid. H.T. lines proposed in the area may be clarified and shown on the Plan.

To energise the proposed 33KV S/Stn. at Gulabi Bagh for meeting the power requirement of Gulabi Bagh/Shastri Nagar.

4. Connecting sub-stn with allotment details & site plan be furnished.

a) Name of ESS

b) Status of S/Stn. Whether existing/under construction/vacant site/yet to be allotted.

c) Capacity 200MVA & 32 MVA respectively.

Subzi Mandi 220/33KV and Gulabi Bagh 33KV.

Subzi Mandi 220/33KV is existing and the land for Gulabi Bagh has been handed over to DESU by MCA on 21.8.96

5. Total length of H.T. line in Kmts.

4.00 KM

6. Length of the alignment.

4.00 KM

7. Location of phylon on road X-section.

Name of road	No. of towers	R/W as M.F.	Available R/W	Distance from the edge of the available R/W
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Section

			15 M	2 M
A-A			22.5 M	1.75M
B-B			15.7 M	1.5 M
C-C			12.7 M	1.5 M
D-D			12.0 M	1.5 M
E-E			13.0 M	1.5 M
F-F			29.5 M	1.5 M
G-G			20.0 M	1.5 M
H-H				

8. Map indicating exact route on the physical journey at 1:1000 scale (Max.)

b) Map indicating exact route on the physical journey at 1:1000 scale (Max.)

i) Year of Base Map

ii) Scale of Base Map

- 8) Whether the H.T. Line passes in-front-of any Commercial Centre/Distt. Centre/Historical Monument/Distt./Regional Green etc.

Tower details

-N.A.-

Tower details

Height in Meters:

Design (Map to be enclosed):

9. Width of corridor in Mtr: 1 M below the ground
(Way line distance regional from existing buildings)
10. Areas/Localities proposed to be feed: Gulabi Bagh as
Shastri Nagar.
11. Targetted date of execution. Dec ' 96.
12. Finances available in the annual Plan for 1996-97
the project.
13. Cost of scheme: 320 lacs.
If taken O/H 64 lacs
If taken U/G 320 Lacs.
14. Details of properties/structures effected (to be
indicated on a physical survey) Enclosed drg. No. 13-4492
15. No. of trees that would require to be cut: - Nil-
16. If any alternatives have been studied : No other Tech-econo-
If yes, details thereof with Map. mical route is avail-
able.
17. Any other particulars.

Sub: Proposed/Redevelopment of Race Course Area
after its shifting to River Bed area.

F.3(85)81/MP

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1. Introduction:

The Secretary, MOUAE vide his letter dt.24.4.97 addressed to Vice-Chairman, DDA has sent a proposal for construction of type VI, VII & VIII Bungalows in part of the area under Race Course. It is proposed to shift the Race Course/Polo Club from this area to a New site near Nizammuddin Bridge. (Annexure-I)

2. Gist of proposal

In brief particulars of the proposal are as under:

- i) The entire area i.e.254 acres, of which the change of land use for the area (about 154 acres) from 'Recreational' to 'Residential' is proposed.
- ii) Proposed utilisation of land is for use of the Air Force and for residential accommodation for Central Government employees.
- iii) It is to be considered whether this area is to be considered part of the 'Heritage Zone' or a 'Shadow Zone' of the same.
- iv) The following development control norms are proposed:

*Gr.Coverage	15%
*FAR	40
*Height	2 to 3 storeys

 - *Prominent green areas are proposed to be retained.
 - *200 feet wide green belt is proposed along Kamal Atatürk Marg on north of the plot due to its proximity to PM House.
 - *Basement shall not be allowed under the buildings.

3. Observations:

- i) The proposal has been examined alongwith the report on redevelopment of Race Course area prepared by CPWD. The entire area of about 254 acres has been broadly identified on the copy of the draft Zonal Plan for Planning Zone D in terms of proposed land uses. The plan would be laid on table during the meeting. However, it is not clear from the proposal as to which part of the land is to be analysed for the proposed change of land use.
- ii) The entire area of 254 acres is part of LBZ area according to 1988 guidelines issued by MOUD for LBZ area due to its distinct tree studded character, new constructions must have the same plinth area as the existing bungalow, and must have a height not exceeding the height of existing bungalow, in place. Accordingly Authority Res.no.77/94 dt.15.9.94 stipulated 'low intensity construction with max.7 m. height and ground coverage not to exceed the existing with urban form approval from DUAC.'

- iii) MOUAE vide its letter dt.6.10.95 directed that the existing guidelines for LBZ area should be strictly enforced and there is no need to add another floor to non-bungalow residential accommodation falling within the LBZ and efforts should be made to construct Govt. accommodation outside the LBZ.
- iv) The Steering Committee constituted by the MOUAE under the chairmanship of Chairman, DUAC recommended that any increase in the existing ground coverage and FAR in LBZ will change the very character of this unique urban heritage area consisting of low rise-low density areas with tree studded character, which is unique and finest example in the world.
- v) The Estimates Committee in its 3rd report (March 97) has mentioned the following:
- Observation and maintenance of basic character of LBZ i.e. tree studded bungalow may be ensured so that Lutyens' Delhi continues to build a place of pride in the capital cities of the world. The Committee has suggested that existing restriction confining reconstruction/addition/alteration of bungalow plots to the parameters of existing bungalow with respect to coverage, FAR and height etc. should be scrupulously implemented.
- vi) The then Minister of State, Environment & Forest Govt. of India, vide her letter dt.28.1.91 to Hon'ble Lt. Governor Delhi had strongly pleaded that the Race Course land should not be transferred to Ministry of Defence for locating Air Force Station and the same land should be used for greenery in order to preserve the environment and green character of Lutyens' New Delhi.
- vii) The draft Zonal Development Plan of Zone 'D' states the following:

This area is having a large number of fully grown-up trees and temporary barracks which are used for defence personnel. The development norms of this area should conform to low intensity construction with max. 7 mtr. height, ground coverage not to exceed the existing with urban form approval from DUAC.

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

[Handwritten signature]

2/3

(Dir (2F))

-43-

U R G E N T

193

N. P. SINGH
Phone : 3019377

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. J-17015/1/87-LD
नई दिल्ली-110011, तारीख 199
Dated New Delhi-110011, the 199

24th April, 1997

Dear Shri Ghosh,

Kindly refer to the discussion held on 1.4.97 in my Chamber regarding shifting of Race Club from its present location in the Race Course area and utilisation of the land to be vacated for various purposes. It has been proposed to utilise the land in the Race Course area for Govt. use including the office of Delhi VIP Security Police and construction of Type-VI/VII/VIII bungalows. The area is very near to PM's House and, as such, it was considered necessary to shift the Race Club/Polo Club from this area to a new site near Nizamuddin Bridge.

2. The land use of the land near Nizamuddin Bridge as per MPD-2001 is 'green'. It is proposed to allot about 60 acres land to Delhi Race Club and 15 acres land to Delhi Polo Club in this area. As discussed in the meeting, you are requested to see if any change of land use in respect of about 68.452 acres (vide Annex.I) land in the Race Course area and 75 acres land in Nizamuddin Bridge area is required, keeping in view the provision of MPD-2001 and the intended use of land for the above purposes. It may also be seen whether the calling of any public notice inviting objections to the change of land use is required. In case it is necessary, action in this regard may be initiated urgently. A copy of the public notice should also be sent to the Yamuna River Board.

3. A copy of the Report on redevelopment of Race Course Area prepared by CPWD is also attached for your reference.

With regards,

Yours sincerely,

N.P. Singh
(N. P. Singh)

Encl:- As above.

Shri P.K. Ghosh,
Vice Chairman,
Delhi Development Authority,
Vikas Sadan, I.N.A.,
New Delhi-110 023.

pl examine We may send draft reply by 5.5.97 after seen by me

✓ AC (DEB)

29/4/97
29/4/97
29/4/97

Pl. dir in 7/6/97 re put up to Dr (CP) for examination of A.

A photocopy of this letter to be sent to Dr (SP) for review. Report should be sent by 2-5-97

29/4/97

सचिव
SECRETARY

उपाध्यक्ष कार्यालय
विकास सदन
दिनांक 25.4.97

(FF) 6
26/4
CP (A.G.)

SUPPLEMENTARY AGENDA FOR TECHNICAL COMMITTEE MEETING ON
17.07.1997.

I N D E X

S.NO.	ITEM NO.	PARTICULARS	PAGE NO.
10.	33/97	Setting up a growth point at village Samalka, under MinisMaster Plan provision in place of Rajokri, Delhi. F.3(4)/95-MP	44 - 45
11.	34/97	Improvement plan of Ring Road to Develop it as an Urban Express Way. F.5(8)/97-MP	46 - 50
12.	35/97	Alignment plan of Pankha Road from Najafgarh Road to Delhi-Rewari Railway line level crossing integrating dedicated cycle track and RUB proposal below the railway line. F.5(91)/78-MP/Pt.I	51 - 68
13.	36/97	Change of land use for the land allotted to Police Deptt. for Firing Range at Wazirabad in Zone - E (Trans Yamuna Area). F.25(3)/75/IL	69 - 73
14.	37/97	Request for NOC for sanction of farm houses on Kh.nos.5/25,5/24,11/11,5/16, 5/17,11/4 and 11/5 located at village Mehrauli, Tehsil Mehrauli, New Delhi. F.3(103)/96-MP	74 - 75

Sub: Setting up a Growth point at Village Samalkha under Mini Master Plan provision, in place of Rajokri.

Ref: Authority's Res.no.53/96 dt.17.6.96
F.3(4)95/MP

.....

1. Background

Delhi Govt. vide ^{us} letter dt.26.5.97 ^{have} proposed setting up ^{na} Growth Point at village Samalkha instead of growth Centre at Rajokri. This is on account of the following:

- i) There is not enough land available in village Rajokri.
- ii) About 47 acres of land is available in Village Samalkha belonging to the private owners that could be utilised for development of Samalkha as one of the Growth point. The payment towards acquisition of this land has already been deposited by the Rural Development Deptt. to the Land & Bldg. Deptt. of Govt. of Delhi.

2. Observations

- i) Both the villages i.e. Rajokri as well as Samalkha have been identified on NCT Delhi map laid on the table.

ii) Provisions of MPD-2001:

- a) None of the 2 villages form part of the proposed Growth Centre. Both the villages fall outside the proposed Urban Extn.2001.
- b) A green belt of about .2 KM depth along the borders of NCT Delhi is proposed. Both village Samalkha and Rajokri fall within the proposed green belt. In the plan, it is envisaged as a hinter-land between Delhi's urban development and the Urban Development of neighbouring towns.
- c) There is no major development scheme proposed by DDA in either of the 2 villages.

iii) Provisions of Mini Master Plan:

- a) Mini Master Plan project is an approved scheme of GNCT Delhi for Integrated development of Rural Delhi. According to this scheme, 195 villages of Delhi have been divided into following hierarchy of development.

- Growth centres	15
- Growth points	33
- Basic villages	147

- 2 -


The scheme was considered by the DDA in its meeting held on 17.6.96 where the proposal of GNCTD in terms of number of growth Centres and Growth Points was approved with following conditions;

- The Growth Centre plans in Urban Extn. area to follow indicative Urban Extn. land use plan prepared by DDA.
- Detailed lay out plan for each Growth Centre to be got approved from TC, DDA.
- The Growth Centre plans to be incorporated in MPD-2001 as part of its review exercise and no change of land use on case to case basis is required.

- b) As per Mini Master Plan, Village Samalkha is a basic village whereas Village Rajokri is proposed as one of the Growth Centre. In view of the limitation of land, availability in village Rajokri, GNCTD proposes Samalkha to be developed as one of the Growth Point instead of Rajokri.

3. Proposal

In view of the limitation of land as highlighted in the proposal of GNCT Delhi, we may have no objection in developing Village Samalkha as a Growth Point, provided the land acquisition etc. as proposed by Govt. of Delhi are taken up only after the approval of Growth Point Plan by Technical Committee, DDA as well as NCR Planning Board.


18/7.
(E. B. BHATNAGAR)
Dir (ZP)

SUBJECT: IMPROVEMENT PLAN OF RING ROAD TO DEVELOP IT AS AN 'URBAN EXPRESSWAY'

File No. F5 (8) 07MP

1. INTRODUCTION/BACKGROUND

Delhi is planned on a Ring and Radial concept. Ring Road originally conceived as a peripheral corridor serves as inter urban arterial link. Radial roads provide arterial links between the core city and the peripheral development. Presently there are two Ring Roads and 9 Radial Roads out of which five are National Highways. Ring I presently known as Ring Road has a length of about 48 kms. and has 64 signalised junctions/intersections. Ring II known as Outer Ring Road has a length of about 75 kms. Outer Ring Road has a missing link between Delhi Cantt. and Najafgarh Road. There is a common corridor of Ring Road and Outer Ring Road of about 16 kms. from Majnu-Ka-Tila to Maharani Bagh. This stretch also becomes a part of National Highway No. I with a R/W of 90 Mtr.(300 ft.). Ring III is a proposed Expressway from GT Karnal Road (NH-I) to NH-2 and is yet to be constructed. The proposed Expressway shall connect the Integrated Freight Complexes at Holambi Kalan, Dwarka and Madanpur Khadar, as also the new townships of Dwarka, Rohini, Narela and Urban Extension.

A study on 'Long Term Improvement Plan for Ring Road in Delhi', 1990, carried out by the Public Works Department (Delhi Administration) observed that as many as 17 intersections, out of a total of 47 major intersections experienced peak hour traffic volumes of over 10,000 PCUs in 1989. In addition, 25 more intersections were found to cater to peak hour volumes between 7000 and 9000 PCUs during the base year 1989. Assuming 3.5 percent growth rate in traffic volume in terms of PCUs over the period 1989-1997, it can be estimated that the intersections at present are catering to peak hour traffic of about 12000 - 13000 PCUs, thus requiring immediate improvement measures/grade separation to reduce the conflicting traffic movements.

2. EXISTING PROBLEMS AND ISSUES

The traffic volume on Ring Road is to the order of 7000 to 10,000 PCUs in most stretches during the day and the evening peaks. Almost 70% of the total vehicles consist of private cars, buses, autos and two wheelers and the rest are public transport buses. However the number of trips performed are hardly 30% by private modes and rest are by public transport/chartered buses etc. The noise and pollution levels on Ring Road have also gone up considerably in the last one decade.

The Ring Road at present is under sustained congestion with the peak hour component being about 8-10 percent of the daily traffic. A recent study (1995) on 'Transport Sector Plan and Investment Strategy, 2011', for NCR shows that some sections of the Ring Road caters to more than 10,000 PCUs in the peak hour in both directions. About one

third of the total travel time on the Ring Road comprises stopped delay at intersections thereby resulting in tremendous losses due to delay costs. To add to that, ribbon development has deteriorated the level of service seriously in many sections. Thus, a comprehensive improvement plan for the Ring Road is essential towards setting a direction for improvement policies and implementation programmes that need to be pursued in the coming years.

At present, grade separators/flyovers are provided at Moolchand, ISBT, Yamuna Bazar near Nigam Bodh Ghat and over Vikas Marg near ITO. ROBs are provided at Azadpur and Punjabi Bagh. Additional grade separators are in different stages of implementation at Dhaula Kuan, Raja Garden, Punjabi Bagh, Ashram and Safdarjung Hospital junction.

The following are some of the key problems associated with the Ring Road.

- Most of the intersections and road sections are catering to traffic much beyond their capacity.
- Right and "U" turning traffic obstruct the through traffic on Ring Road.
- Conflict of Pedestrian - Vehicular movement
- Limited bus bay space at many places result in buses stopping on the main carriageway.
- No dedicated bus lanes to facilitate bus movement, even though they carry about 65-70 % of all passenger traffic.

3. MPD-2001 PROPOSALS

As per MPD 2001, R/W of Ring Road (Ring - I) is proposed as 60-63 mtr. This is a primary road and is supposed to carry heavy volume of traffic at high speed with access control i.e. the number of signalised junctions/intersection and loops and Central Verge on this road have to be reduced to provide access preferably between 1.5 to 2.5 kms. distance instead of 0.40 kmt. 0.50 kmt. at present. In the first instance, therefore, an exercise shall have to be done to close some of the existing junction/intersections by comprehensive management measures. These may include quadrantwise study of areas along the Ring Road to develop one way system, cableless synchronisation of signals, sensors, Area Traffic Control schemes etc. Once these studies are completed some of the existing junctions may have to be closed/managed by leftin and leftout movements, at other locations short/long grade separators may be provided on the closely spaced junctions/intersections to have a proper access control and develop free flow conditions.

4. NINTH FIVE YEAR PLAN PROPOSAL

During the preparation of the ninth Five Year Plan document for Transport Sector for Delhi, a number of Seminars/Conference and discussions have taken place at the level of Honourable Transport Minister, Commissioner cum Secretary (Transport) and Secretary (L&B) PWD, Govt. of Delhi. During these deliberations there has been a consensus to develop Ring Road (Ring -I) as an 'Urban Expressway' for traffic to move in free flow conditions. Many Planners conceive the 'Urban Expressway' as continuous two level road. The National Capital Region Planning Board had suggested a two level multimodal corridor integrating MRTS and LRT. In MPD 2001 there has been no proposal to develop Ring Road as a multimodal corridor on the lines suggested by NCRPB.

5. EXISTING PHYSICAL CONSTRAINTS ON RING ROAD

There are existing permanent physical constraints on Ring Road starting from Rajghat and going towards Ashram (in clockwise direction) as follows:-

- i) Existing elevated 'Y' - shape railway bridge near Bhairon Road junction.
- ii) Existing over head 220 KV HT line crossing Ring road near Maharani Bagh.
- iii) Gravity ducts of WSSDU on the junctions of Road No. 4 near Srinivaspuri.
- iv) Moolchand Flyover which is in the North -South direction.
- v) Naraina village area where hardly 4 to 5 lane divided carriageway is available.
- vi) Trunk underground services on Ring Road in the stretch between Naraina and Raja Garden Crossing.
- vii) 66/220 KV over head HT line on General Store crossing , Punjabi Bagh.
- viii) Azadpur village crossing up to the existing 'Y'- junction where hardly 4 lane divided carriageway space is available.
- ix) From Magazine road to Majnu Ka-Tila hardly 18 to 20 mtr. R/W space is available and schools are existing on southern side.
- x) Loops of ISBT flyover running across Ring Road in the northern and southern end.
- xi) Salcimgarh Fort Bridge and Railway Bridge in east-west direction and the historic walls of Red Fort monument.

6. CONCEPTUAL PROPOSAL

The above said constraints are very vital from the point of view of developing any continuous two level road on the existing Ring Road.

The concept of developing Ring Road as an Urban Expressway in relation to MPD 2001 proposal shall have the following inputs:

- i) All management, planning and other options should be comprehensively considered before taking up any grade separation proposal.
- ii) Construction of six lane divide carriageway (elevated, dipped or on surface) on either side of central verge for through movement by private modes. The number and width of lanes may vary depending upon site conditions/availability of R/W. A two lane dedicated corridor for public transport buses on surface level on either side with service roads and additional lanes for local traffic.
Elevated /Dipped roads may be considered on closely spaced junctions/intersections depending upon site conditions.
- iii) Development of masters plan road intersections by grade separators with a clear height of 5.50 mtrs.
- iv) Development of important zonal and subarterial roads of 24-30 mtrs. R/W with clear height of 3.5 mtr. for single decker buses wherever required. In such cases preferably, the cross roads may be dipped. The level of Ring Road may be raised marginally depending on the site conditions.
- v) In congested areas where it is not possible to achieve the road R/W, continuous two level elevated road with six lane divided carriageway may be considered.
- vi) The Elevated Corridor does not include any provision for dedicated bus lanes. Since all future urban transport planning should be oriented towards encouraging public transportation, dedicated bus lanes are an important component of the at-grade improvement scheme.
- vii) Elevated facility might have a general tendency for neglecting pedestrian crossing facilities. The at-grade scheme, on the other hand, would specifically look into this aspect by totally prohibiting pedestrian crossing on Ring Road and by providing pedestrian subways at about every kilometre.
- viii) The absence of dedicated bus lanes in the Elevated Corridor Scheme carries a greater risk of conflicts between bus movement and other motorised traffic. On the other hand, the at-grade scheme has specific plans for dedicated surface lanes for buses.
- ix) The skyline of a fully elevated corridor may not be acceptable from aesthetic considerations. The at-grade scheme, being a combination of at-grade and

elevated structures, would therefore be preferable from the visual point of view.

- x) Segregating the bus traffic from the other fast moving traffic by providing exclusive bus lanes and providing an effective carriageway width of similar nature at surface level to that proposed in the Transport Sector Plan.

With the said inputs, the Ring Road could be developed as an Urban Expressway by utilising more than 60% of the stretch on the surface level itself. A conceptional exercise has been done with the said postulates and shown in the plan laid on the table.

7. RECOMMENDATIONS FOR CONSIDERATION

The Urban Expressway conceptualization as explained under para 6 is placed before the technical committee for consideration.

D.K. Saluja
10/7/97
(D.K. SALUJA)
DIRECTOR (TT)

H.S. Dhillon 10/7/97
(H.S. DHILLON)
DY. DIRECTOR (TT)

- 51 -

Sub: Alignment Plan of Pankha Road from Najafgarh Road to Delhi-Rewari Railway Line level crossing integrating dedicated Cycle Track and RUB proposal below the railway line :
(File No.F.5(91)/78-MP/Pt.I

INTRODUCTION:

1. Pankha Road is a major arterial road with 45 Mtr.(150Ft.) R/W in West Delhi. This road provides arterial link between Najafgarh Road and Delhi Cantt.Area. The 45 Mtr. R/W arterial road on Palam Drain from Dwarka Project shall also open-up on Pankha Road. This road has Asia's largest Residential Colony, Janakpuri in the North and Dwarka town-ship in the South across the Pankha Drain. A large number of unauthorised colonies are existing on the Southern side across the Pankha Drain which generate a very large volume of Cycle Traffic generally destined towards Mayapuri Industrial Area, Kirti Nagar warehousing/industrial area. Peak hour Cycle volume on this road is almost to the order of 5000 Bicycles per hour during Morning and Evening peaks starting from 7.30 A.M to 9.30 A.M. and 5.30 P.M. to 7.30 P.M. This road also has a large volume of vehicular traffic, additional traffic generated from Dwarka town-ship would also be loaded on this road. Plan showing the location of this road is placed as Annexure-I.

EXISTING PROBLEMS:

The total length of the road in this stretch is about 4 Km. There are 8 signalised junctions/intersections on this road including the Najafgarh Road 'T' junction. A 66 KV O/H H.T. line is existing on the southern side along the six lane divided carriage-way. There is a bottle-neck between the junction of the 30 Mtr. R/W leading to Jail Road. At present slow and fast traffic ply in the same carriage-way causing bottle-necks and accidents,

.... 2/-

The area in-front of the Janakpuri Institutional area has become accidental prone due to non-availability of the full R/W which is encroached by informal shops and puoca buildings. Pankha Drain is abutting this road on the southern side in a length of about 3.50 Kms.

Alignment Details:

3. The entire road has been developed with a R/W of 45 Mtr.(150 Ft.) as per MPD-2001. Six lane divided carriage-way as existing has been proposed for the light medium and heavy traffic in both directions. 4.5 Mtr. wide cycle track has been proposed on the southern side after the carriage-way and foot path. Continuous green belt has been proposed along the Cycle Track on the southern side to have buffer between pankha drain and the vehicular traffic. This Cycle Track shall be used for two way movement. Keeping in-view the fact that more than 80% of the total cycle traffic is during morning & evening peak hours between 7.30 to 9.30 A.M and 5.30 P.M to 7.30 P.M. from Najafgarh Road side to Mayapuri Indl. Area and vice-versa. The existing junctions/intersection have been re-modelled to provide for separate cycle storage lane. A separate cycle phase shall be provided for the cyclist. In this particular alignment, left turning slip roads have been avoided inorder to reduce the speed of the left turning at some of the junctions to avoid a conflict with the traffic from other directions. A foot-path has been provided along the northern and southern carriage-way. A separate service road has been provided for the properties abutting Janakpuri residential area on the northern side. The detailed intersection design of Najafgarh Road and Pankha Road has also been integrated in the plan which has already been approved by the Authority vide Resolution No.5/93 dated 2.2.93. The cycle track proposal has already been approved by the Hon'ble L.G on 27.12.96 and the same is under implementation by MCD.

Junctions/intersections designs, recessed bus-bays, space for service road, cycle track, tree plantation etc. has been integrated. Alignment plan has been modified as per the feasibility report from MCD.

Conceptual proposal of Road Bridge below Delhi -Rewari Railway Line:

A six lane RUB has been proposed below the railway line, 7 Mtr. wide service roads are proposed on either sides at the surface level. The service roads have been joined in the form of a 'U' junction in-order to provide cross linkage between the localities/traffic on North/South. The slope of 1:28 is proposed as against required standard of 1:30 due to the existing site constraints. A similar cross section is also proposed across the railway line in the Cantonment area, where the slope could be taken-up to 1:30. About 5 Mtr. strip of properties of un-authorized colonies on the northern side i.e. village Nangal-Raya and about 10 Mtr. strip of the properties on the southern side shall have to be acquired in-order to develop this RUB.

FEASIBILITY:

The alignment had been discussed in the Layout Sub Committee (LOSC) of MCD in its meeting held on 3.6.96 in which the following decision was taken :


The case was discussed in detail and it was decided that since a large number of properties/land are affected in the alignment plan, it is not possible to implement the same without acquiring land/properties. DDA may be requested to re-consider the alignment plan in order to minimise the number of properties/land affected under road widening.


.... 4/-

In order to implement the full R/W and RUB proposal the properties shall have to be acquired. In the stretch where RUB is proposed, four lane RUB could be taken instead of six lane to minimise acquisition of properties. If this to be done than the R/W of the road shall have to be reduced in this stretch. Feasibility and LOSC decision are placed at Arm.II.

RECOMMENDATION FOR CONSIDERATION

The case is placed before the Technical Committee for consideration of the alignment plan and conceptual RUB proposals as mentioned in para 3 & 4 respectively and indicated in Drawing No. TT-34
PPW-23 (Modified)


8/7/97
(D.K. SALUJA)
DIRECTOR (TT) | PLANNING


8/7/97
(S.K. SHARMA)
ASSTT.DIR.(TT) | PLNG.

दिल्ली नगर निगम



MUNICIPAL CORPORATION OF DELHI

(Planning Department)
Town Hall, Delhi

No: 97 EE(P)II/AE(P)S/D(347)

Dated: 4/7/96

To,

Sh. D.K. Saluja,
~~Joint~~ Director(I), DDA,
11th Floor, Vikas Minar,
I.P. Estate, New Delhi-110002.

Subject:- Composite alignment plan of Pankha Road integrating
R.U.B. below Delhi-Rewari Railway lines.

Sir,

Kindly refer to your office letter no.F5(91)78-MP/2851 dated 7-7-94, on the above mentioned subject. In this connection it is submitted that the draft composite alignment plan of Pankha Road was considered by the L.O.S.C vide item no.72/96 dated 3-6-96 and the decision of L.O.S.C. dated 3-6-96 is reproduced below:-

"The case was discussed in detail and it was decided that since a large number of properties/land are affected in the alignment plan, it is not possible to implement the same without acquiring land/properties. DDA may be requested to reconsider the alignment plan in order to minimise the number of properties/land affected under road widening".

A copy of the draft composite alignment plan of Pankha Road with affected land & properties marked on it, a list of affected land & properties and a copy of L.O.S.C decision dated 3-6-96 is sent to you for reconsideration as per L.O.S.C. decision.

Encl: As above.

Yours faithfully

Executive Engineer

RECEIVED
Date 12/7/96
By 9/7/96

Pl. produce with the
file
R. 1/7

14/96
 Subject: Alignment plan of Pankha Road from Najafgarh Road to Station Road integrating RUB below Delhi-Rewari, Rly. Lines (Drg. No. TT-34/PPW-93)

Note received from Ex. Engr. (P) II is reproduced here.

Previously the alignment plan of Pankha Road from Najafgarh Road to Rly. Crossing (Delhi Cantt.), Drg. No. C/A-304, stands approved by Chairman's orders dated 12.8.1970.

A New modified draft alignment plan of Pankha Road from Najafgarh Road to Station Road integrating RUB below Delhi-Rewari Rly. Lines (Drg. No. TT-34/PPW-93), was received in this office from DDA vide letter No. F5(91) 78-MP/2851 dated 7.7.94 for feasibility study. Accordingly a survey party was deputed for marking the affected land and properties. The survey party had reported that there were a lot of changes at site during the long intervening period, like construction of protection wall on both sides of Pankha Drain, unauthorised construction of houses across Pankha Drain (Dwarka Project side), electric poles, service road across Pankha Drain and culverts on Pankha Drain etc. which need to be up dated on the survey plan. This fact was conveyed to DDA, with the request that the modified alignment plan may be prepared on the up dated survey plan. This fact was discussed at length with DDA in the meeting held on 28.12.95, in the Chamber of Addl. Commissioner (TYA & PP) and it was decided that the missing information in plane table survey may be incorporated on the draft proposal and the feasibility report alongwith LOSC decision, be sent to DDA by 15.2.96.

Then the modified draft alignment plan was examined at site and it is observed that the proposed ROW of this road varies from 45.72 M to 67.00 M; with two carriageways of 11.00 M each, a central verge of 1.00 M, a side verge of 2.50 M with service roads of 7.00 M on both sides have been proposed, and from Najafgarh Road to the end of DESU colony the service road of 13.00 M, across the Pankha Drain (out side of marked R/W lines) has been proposed. Where ever spare land between the carriageway and Pankha Drain is available, plantation of trees has been proposed. From Najafgarh Road to the end of DESU colony a carriageway varying from 11.00 M to 13.50 M on left hand side, a central verge of 2.40 M, a carriageway varying from 12.00 M to 15.50 M on right hand side, and a service road varying from 6.00 M to 8.50 M on left hand side are existing. From the end of DESU colony to Delhi Mahila Kalyan Samiti colony, a carriageway varying from 16.70 M to 17.70 M on left hand side, a carriageway varying from 10.60 M to 15.00 M and a central verge of 2.40 M are existing. From Delhi Mahila Kalyan Samiti to the Railway lines a single carriageway varying from 12.60 M to 21.40 M is existing.

The volume of vehicular traffic on this road has increased manifold in the recent past necessitating the widening of this road. For carrying out the improvements in full ROW of this road as per modified draft alignment plan, a number of portions of land and properties are affected. The affected land & properties have been marked on the plan in red and red hatching respectively. The religious buildings have been shown in green colour outlines, Government buildings in velvet colour outlines and the existing metalled road has been shown in yellow colour. The list of affected land and properties is attached as an annexure 'A'.

It is also pointed out that it is not possible to implement the proposal without acquiring the land and properties affected in this proposal.

In view of above the case is placed before LOSC for consideration.

Item No. 77/96:

THE DECISION OF THE DEC DATED 3-6-96

Subject: Alignment Plan of Pankha Road from Najafgarh Road to Station Road: Integrating RUP below Delhi-Rewari Rly. Lines (DRO. No. TT-34/PPW-93).

//

The case was discussed in detail and it was decided that since a large number of properties/land are affected in the alignment plan, it is not possible to implement the same without acquiring land/properties. DDI may be requested to reconsider the alignment plan in order to minimise the number of properties/land affected under road widening. //

H. Singh
Head Clerk
Public Works Office
Municipal Corporation of Delhi

List of the Land and Properties effected in the draft allotment of

PANKHA ROAD From N.S. ROAD To Road NO. RLY. CROSSING

Particulars	Basement		G. Floor		F. Floor		1st Floor		2nd Floor		K/F		Misc.		Remarks
	Resi.	Office	Resi.	Office	Resi.	Office	Resi.	Office	Resi.	Office	Resi.	Office	Resi.	Office	
Grand Total Right Side	2	1	60	213	70	1	23	-	-	-	-	-	7	-	
Grand Left Side	-	-	9	129	9	-	4	-	-	-	-	-	5	16	
(Right+Left) Total	2	1	69	342	79	1	27	-	-	-	-	-	12	23	

Surveyed by

Gastpar Shri

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Slide	S. No. of marking on A/S	Particulars	1st Floor	2nd Floor	3rd Floor	4th Floor	5th Floor	6th Floor	7th Floor	8th Floor	9th Floor	10th Floor	11th Floor	12th Floor	13th Floor	14th Floor	15th Floor	W/P	W/S
<u>Total of Right Side</u>																			
1 No. Page	Total		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2 No. Page	total		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3 No. Page	total		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4 No. Page	total		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5 No. Page	total		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1+2+3+4+5 No. Pages																			
<u>Grand Total</u>			2	1	60	-	213	70	-	1	23	-	-	-	-	-	-	-	7

Surveyed by: Yashpal Sharma
 24/12/19
 28/12/19

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Side	B. No.	Particulars	Department	G. Floor			F. Floor			Ind. Floor			3rd Floor			K/P	K/P	Oven	Misc.		
				Resi.	Office	Shop	Resi.	Office	Shop	Resi.	Office	Shop	Resi.	Office	Shop	Resi.	Office	Shop	with B/W		
Left Side		G' to H																			
	26	WZ-1600	-	-	-	-	3	1	-	-	-	-	-	-	-	-	-	-	-	-	
		WZ-993	-	-	-	-	4	1	-	-	-	-	-	-	-	-	-	-	-	-	
		WZ-986	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	
	27	901 to 905	-	-	-	-	5	2	-	-	-	-	-	-	-	-	-	-	-	-	
	28	893 to 897	-	-	-	-	6	1	-	-	-	-	-	-	-	-	-	-	-	-	
		891 & 892	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	
	29	PARK	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Page No 3	Total	-	-	-	8	-	15	4	-	-	-	-	-	-	-	-	-	-	-	-
	Page No 2	Total	-	-	-	1	-	14	5	-	-	-	-	-	-	-	-	-	-	-	-
Page No 1	Total	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Page No 1+2+3																					
	Grand Total of	-	-	-	9	-	29	9	-	-	4	-	-	-	-	-	-	-	5	16	
	Pages (1+2+3)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Surveyed by: Yashpal Sh

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Surveyed by Goshpal Shaw

21 Nov

15/11/1911

Map of the land and structures affected in the draft Allotment plan

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Fig. NO.

Sl. No. as marked on M/P	Particulars	1st Floor			2nd Floor			3rd Floor			K/P			Open with 3/w			Misc.	Remarks
		Resi.	Office	Shop	Resi.	Office	Shop	Resi.	Office	Shop	Resi.	Office	Shop	Resi.	Office	Shop		
Right side D to E																		
31	WZ-74	-	-	-	-	-	3	1	-	-	-	-	-	-	-	-	-	
31	WZ-1192	-	-	-	-	-	21	-	-	-	-	-	-	-	-	-	-	
31	WZ-67-C	-	-	-	-	-	11	-	-	-	-	-	-	-	-	-	-	
31	WZ-A5	-	-	-	-	-	4	1	-	-	-	-	-	-	-	-	-	
32	R340 to 343	-	-	-	-	-	13	2	-	-	-	-	-	-	-	-	-	
33	R2-1 to 10A	-	-	-	-	-	4	4	-	-	-	-	-	-	-	-	-	with K/P structure
34	TEMPLE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
35	R2-287 to 293	-	-	-	-	-	13	11	-	-	-	-	-	-	-	-	-	
36	AZ 480 to 484	-	-	-	-	-	10	1	-	-	-	-	-	-	-	-	-	3 No. J-I.
37	Rly. LAND	-	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	1 No. Gate Hutt.
5 No Agents total		-	-	-	-	-	53	77	20	-	1	-	-	-	-	-	-	
Unsubscribed																		

E.C.(P) II

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Surveyed by: Yashpal Singh
Date: 29/12/1986

List of the Land and Percentages affected in the right alignment plan

Sl. No.	Particulars	Basement			G. Floor			1st Floor			2nd Floor			3rd Floor			K/P			K/P			Comm. with E/W		
		Rest.	Office	Shop	Rest.	Office	Shop	Rest.	Office	Shop	Rest.	Office	Shop	Rest.	Office	Shop	Rest.	Office	Shop	Rest.	Office	Shop	Rest.	Office	Shop
B to B	1 No. - C.M. Bomb & Drain	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	2 No. - A-64 to A-77	-	-	-	-	-	12	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	3 No. - 189 to 192	-	-	-	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	4 No. - ON BANK & Drain	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
S to L	5 No. - Bus Stand	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	6 No. - Shops	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
C to D	7 No. - Water Supply	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	8 No. -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
D to D'	9 No. - TEMPLE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	10 No. - BUS STAND	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		-	-	-	-	-	15	16	-	-	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-

E.E.(P) II

3/10/89

Surveyed by: Jashpal Singh
29/12/89
29/12/89

Map of the land for the proposed development plan

Surveyed by: Yashpal Sharma
Date: 29/12/91

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Side	No. of plots on A/F	Particulars	Basement			G. Floor		F. Floor		1st Floor		2nd Floor		3rd Floor		N/P	K/P	Open land	Misc. Reserve	
			Resi.	Office	Shop	Resi.	Office	Resi.	Office	Shop	Resi.	Office	Shop	Resi.	Office	Shop				
RIGHT-SIDE D. to E																				
11		DESU	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	T/S	
12		64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
12		63	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
12		62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
13		58 to 61	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
14		RZ-53-54	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
15		RZ-51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
15		RZ-50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
16		86-A	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
17		R35-36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
17		RZ-33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
18		RZ-31-32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
19		WZ-26-27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
20	Page	Total	-	2	-	2	-	4	9	-	-	2	-	-	-	-	-	2	-	

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E.E.(P) II

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Surveyed by

Yashpal Sharma
29/12/91

29/12/91

Hydrochloride

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Surveyed by Yashpal Singh

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Sub: Change of landuse for the land allotted to Police Deptt. for Firing Range at Wazirabad in Zone -E (Trans Yamuna Area)

1. Reference to the discussion on the pending police cases on 8.4.97 in the chamber of Commissioner of Police, Delhi, the request for re-examination of proposal of Delhi Police to construct a shooting/firing range to the North of Wazirabad Barrage in Trans Yamuna Area was made in the meeting. The concerned file has been received from the Lands Branch and the detailed comments are as under:

BACKGROUND :

2. An area of 404.34 acres was requested by Police Deptt. for constructing of firing range in the Revenue Estate of Village Biharipur, Karawal Nagar located to the North of Wazirabad Road and West of Marginal Bundh. A demand letter was issued by DDA on 22.9.95. Addl. land measuring about 16.74 acres was also handed over to them making it 421.08 acres total area. However out of this 87.98 acres has been separately allotted/handed over to CRPF (60 acres) and DESU/DVB (27.98 acres) leaving about 333.09 acres in the possession of Delhi Police in this area.

3. A payment of Rs.13.5 crore was received in March 1995 and subsequently the requirement of Firing Range was reduced to only 70 acres for which this payment was made. The site was identified and handed over ^{after} joint site inspection and the land was handed over to Police Deptt. The remaining land was to be maintained as green. A separate request from Commr. of Police has also been received for allotment of 263.09 acres land @ Re.1/- per acre per annum besides issue of a No Objection Certificate in 70 acres for construction of Firing Range.

4. Considering the period of time, DDA in a way should be grateful to police deptt. for protecting the land otherwise it ~~xxx~~ would have met with same fate as of all the adj. areas i.e. heavy encroachments/unauthorised colony.

■ EXISTING SITUATION

5. 6.7 acres land is located between two marginal lands and is therefore not prone to floods. In the adj. location an area of 87.99 acres has been developed as CRPF camp with single storey barrack and a grid Sub Station of DVB. It is further pointed out that an area of 9.09 ha to the South of CRPF camp has been planned and approved as a Facility Centre accommodating therein a Police Station, Fire Station, Two gas godowns etc. etc. This has been processed for change of landuse as a part of modified Zonal Plan is pending with the Ministry for final approval.

6. Other adj. areas are heavily squatted and the saving of these areas is mainly due to the protection by Police Deptt.

■ FIRING RANGE PROJECT

7. The Police Deptt. now proposes to utilise 70 acres of 28.3 ha land for the purpose of Firing Range for the Delhi Police. The land stands handed over/cost paid to/by Police Deptt. The Police Deptt. is requesting time and again for issue of No Objection for construction of Firing Range.

■ ISSUE OF REMAINING LAND WITH POLICE (262.69 ACRES)

8. As already recommended by Commr. (LD) in his note dated 31.5.96 possession can be taken for allotment of this land to Delhi Police @ Re.1/- per Annum per acre to be maintained by them with the stipulation that DDA would resume the land as and when required under the overall planning.

EXAMINATION

LANDUSE AS PER MPD-2001

9. The site in question is a part of Zone 'F' (North Delhi) and is not a part of Zone 'O' (River Yamuna) as per MPD-2001. The detailed zonal plan for both the zones are yet to be taken up, however, considering the site conditions and the river, the land is in the use zone of A-4 "Agricultural and Water Body". Shooting Range is not a permitted use and will require change of landuse besides obtaining all clearances from all other concerning agencies such as River Yamuna Committee, National Capital Region Board, I&F Deptt. GNCTD, Explosive and Fire Deptt. GNCTD, Deptt. of Environment GNCTD, Environmental Impact Assessment Authority etc.

10. The Zonal Plan of this area is not foreseen soon and is going to take considerable time. It is, therefore, recommended that we may not further delay the consideration of the Delhi Police request for a Firing Range.

DETAILS OF PROPOSED FIRING RANGE :

11. The matter was discussed with Police Deptt. as well as Engg. Section of the CPWD. According to them the salient constructions of the Project are reproduced below:

i)	Proposed ground coverage	6,140sq.mtr. or 2.17%
ii)	Proposed FAR	2.17(1 storey)
iii)	Protected area of shooting range	140x140 mtr. = 19,600sqm.
iv)	Max. height of the building	6 mtr.(1 storey)

- v) Details of proposed constructions
- | | |
|------------------|------------------------|
| a) Barrack | 7 no. |
| | @ 80mx9m = 5040 sqmtr. |
| b) Office block | 300 sqm. |
| c) Officers room | 300 sqm. |
| d) Toilets | 400 sqm. |
| e) Medical room | <u>100 sqm.</u> |
| Total | 6,140 sqm. |
- Note : No residential qtr. has been proposed besides the watch and ward
- vi) Canteen/refreshment room/recreational room has not been indicated.

RECOMMENDATIONS

12. The Delhi Police Firing Range is an important and much needed project, somehow remains undecided after more than 15 years due to one reason or the other. The issue was discussed in the meeting taken by Commissioner of Police on 8.4.97, requesting DDA for clearing the Project alongwith whatever conditions they want to stipulate. The matter was further discussed with them and further clarifications were sought from concerned DCP/ACP. It has been examined in detail and considering the possession of land measuring 70 acres or 28.3 ha formally handed over (cost paid) the Project can be identified in the two major activities as per the details below:

- | | |
|-----------------------------|--|
| i) Administrative Area | 8 ha |
| ii) Shooting/Firing range | 20.3 ha |
| iii) Development Controls : | |
| a) Max. ground coverage | = 5% |
| b) Max. FAR | = 5 |
| c) Max. Height | = 6 mtr. |
| d) Other controls : | i) No covered building will be constructed in Shooting Range area besides watch and ward tower(s). |

- 5 -

- ii) 4-6 watch and ward residence upto 20 sq.mtr. area be permitted.
- iii) No other residential area will be located.
- iv) Basement will not be permitted.

13. The proposal contained in para 12 above is submitted for consideration of change of land use of 28.3 ha (70 acres) from "agricultural and water body" to "Public and Semi-public (Police Firing Range)" subject to obtaining of clearance from the following agencies :

- i) River Yamuna Committee
- ii) N.C.R.
- iii) I & F Deptt. GNCTD
- iv) Explosive and Fire Deptt. GNCTD
- v) Deptt. of Environment, GNCTD
- vi) Environmental Impact Assessment Authority.

C.D.
18/07/97
ACCAP

Sub : Request for NDC for sanction of farm houses on Kh. No. 5/25, 5/24, 11/11, 5/16, 5/17 and 11/5, 11/4, 5/24 & 5/25 located at village Mehrauli, Tehsil Mehrauli, New Delhi.
File No. F.3(103)96/MP

1.0 BACKGROUND

1.1 A reference has been received on behalf of Mrs. Sangeeta Dalmia and Master Krittivas Dalmia vide letter dt. 25.3.97 regarding NDC for the approval of the plan of farm houses on above mentioned land, plan of which has been submitted to MCD on 4.9.96.

1.0 Observations

2.1 The case was examined in the Area Planning Wing of DDA and the following was observed:-

- i) The site under reference is located in the South of Vasant Kunj and it falls within the Development Area no. 176 of BDA as shown in the plan laid on table.
- ii) The Development Area no. 176 comprising of an area of 4080 ha was notified vide F.16(2)91/L&B/Plg./5394-474 dt. 6.5.92. The same was initiated by the Area Planning Wing.

2.2 Master Plan Provisions

As per MPD-2001, farm houses are permitted in rural use zone on a minimum plot area of 1 ha to be developed for flowers, fruits, vegetable, poultry, farming etc.

2.3 Authority resolution

The Authority vide its resolution no. 41 dt. 27.3.91 resolved that :

"The construction of farm house is prohibited in the proposed development area/urban extn. and also in all those rural areas, which are declared as Development Area from time to time".

The decision of the Authority has been referred to the Ministry on 25.11.91 for processing necessary amendments in the Master Plan.

2.4 As a practice, in view of the spirit of Authority Resolution, constructions of farm houses in the development

area' of DDA/proposed Urban Extension have been denied by the DDA for planned development. Further, it is apprehended that grant of NOC for Farm Houses in the development area will add additional constraints in planning of proposed newly developing areas and may defeat the very intention of declaring an area as 'development area' of DDA.

3. In view of above facts, as desired by Commr. (Plg.), the case is put up for consideration of the Technical Committee.

[Signature]
11/5
(S.P. BARKER)
DR (P)

Comm. (Plg.)