

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO.F.1(5)98-MP

Dt. 24.2.98

Minutes of the 85th of the Technical Committee meeting held on 10.2.98 at 10.00 A.M. in the Confernece Hall, 5th floor Vikas Minar, IP Estate, New Delhi.

The following wre present:

DELHI DEVELOPMENT AUTHORITY:

1. Sh. P.K. Ghosh, Vice Chairman (In chair)
2. Sh. R.K. Bhandari, E.M.
3. Sh. Vijay Risbud, Commr. (Plg.)
4. Sh. K.K. Bandyopadhyay, Addl. Commr. (MPD)
5. Sh. Chandra Ballabh, Addl. Commr. (AP)
6. Sh. A.K. Jain, Addl. Commr. (DC&B)
7. Sh. Pradeep Behari, Chief Architect,
8. Sh. R.K. Jhingan, Director (Landscape)

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

N.D.M.C.:

10. Sh. Arvind Kansal, Chief Architect

M.C.D.:

11. Sh. Shamsher Singh, Addl. Town Planner

SPECIAL INVITEES:

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13. Sh. S.S. Mandal, S.E. (P)PWD for item no. 8/98
14. Sh. D. Sanyal, GRAPHTS M.D.
15. Sh. R.S. Sheoran for item no. 9/98
16. Sh. Devindra Nimbokar, NCR Haryana, for item no.8/98
17. Sh. Sharad Bansal, L&O Survey(P)Ltd. for item no.8/98
18. Sh. D.J. Biswas (Associate) CES(I) Ltd.
19. Sh. S.C. Karanwal, ACA-I DDA
20. Sh. N.K. Aggarwal, OSD(PC) DDA
21. Sh. Prakash Narain, Director(TT)DDA
22. Sh. A.K. Gupta, Director (DWK)DDA
23. Sh. D.K. Saluja, Director (AP-II)DDA
24. Sh. Ashok Kumar, Director (Rohini) DDA
25. Sh. K.L. Sabharwal, Director (NP)DDA
26. Sh. Anil Barai, Director (NCR)DDA
27. Sh. R.K. Jain, Joint Director (NCR)DDA

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1. Item No.8/98

Sub : Alignment options for peripheral Expressway in Delhi.

F.5(14)89-MP

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3. Item No.10/98

Sub : Relaxation in the MPD-2001 for permitting public and semi-public facilities' beyond 0.5 KM from the settlement area in rural area and deciding Development Control Norms for Nature Cure Centre at Village Jaunapur.

Deferred.


(A.K.JAIN)
ADDL. COMM. (DC&B)
MEMBER SECRETARY

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9. Addl. Commissioner (AP) DDA
- ✓ 10. Chief Planner, TCPO *26/2/88*
11. Chief Architect, NDMC
12. Town Planner, MCD
13. Secretary, DUAC
14. Land & Development Officer, MOUAE
15. Sr. Architect, (H & TP) CPWD
- ✓ 16. Dy. Commissioner of Police (T) *20/2/88*
17. Chief Engineer (Plg.) DVB
18. Director (Landscape)
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(P.V. MAHASHABDEY)
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✓ 20. Director (Build) DDA

✓ 21. Director (ZP) DDA — 26/2/98

✓ 22. Director (AP-I) DDA — 26/2/98

✓ 23. Director (A.P.-II) DDA — 26/2/98

✓ 24. Director (A.P.-III) DDA — 26-2-98

✓ 25. Director (MCR) DDA

✓ 26. Director (Nanda) DDA — 26/2

✓ 27. OSD (P.C.) DDA — 26/2/98

✓ 28. Director (TT) DDA — 26/2/98

✓ 29. Director (MPD-2021) DDA — 26/2/98

30. Director — 26/2

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DELHI DEVELOPMENT AUTHORITY
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NO.F.1(1)98-MF

Dated:6.2.98

MEETING NOTICE

The 85th Technical Committee meeting of the DDA will be held on 10.2.98 at 10.00 A.M. in the Conference Hall, 5th floor, Vikas Minar, IP Estate, New Delhi.

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



(A.K. JAIN)

ADDL. COMM. (DC&B)

MEMBER SECRETARY.

I N D E X

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**SUB : ALIGNMENT OPTIONS FOR PERIPHERAL EXPRESSWAY IN DELHI.
F.5(14)89-MP**

BACKGROUND

Delhi is the converging point of five railway lines and nine roads of which five are national highways. Unless strong measures are taken in restructuring of the road and rail network in the National Capital Region and the regional railway and road linkages are developed which will create an environment for development in the NCR, the convergence of the existing transportation lines will create chaotic conditions in Delhi. The structure of Delhi Urban Area within the Metropolitan Region is in a peculiar state because a number of programmes and development that are in pipeline in the towns at the periphery of the NC Territory will have a profound effect on the city.

Due to the convergence of 5 National Highways, the byepassable traffic is entering into the city from one National Highway to another. This traffic is negotiating with the city traffic and creating congestion in the Delhi. Keeping this in view, the urban extension plan prepared by DDA and approved by the Authority indicates an expressway connecting NH-1, NH-2, NH-10, NH-8. Along this expressway, the urban extension plan also indicates the major integrated passenger terminal and freight terminals complexes.

The NCR plan has also suggested a Ring connecting Meerut, Kurja, Rewari, Rohtak, Panipat to connect all the 5 Highways and to create node at Rewari-Palwal, Kurja-Rohtak and Panipat. The basic objective of this ring was to divert the byepassable traffic presently entering into Delhi.

The expressway proposed by DDA was sent to PWD for feasibility. In response to this, PWD has submitted 9 options of expressway. This expressway is more closer to the NCTD boundary and part of this expressway also enters in Haryana at the starting point i.e. near NH-1 & NH-2. The various options were discussed in the Technical Committee Meeting held on 9.9.1997. The minutes of the Technical Committee are given below :-

MINUTES OF THE TECHNICAL COMMITTEE

The Technical Committee meeting held on 9.9.97 vide Item No. 45/97 considered the various options of peripheral Expressway in Delhi as submitted by Chief Engg., PWD, NCTD. The minutes of the last Technical Committee meeting are :-

"A presentation was made by the Chief Engineer-I, PWD before the Technical Committee regarding above project. He explained the basic concept of the expressway from G.T. Road to Mathura Road which is envisaged to meet inter-city and inter-city traffic needs. The proposed right of way of Expressway has been kept at 90 mtrs., with another 30 mtr. Green strips (15 mtr. On each side) along the sides. This will be a freeway with limited entries and exits. The total length of the Expressway will be around 104 kms. A preliminary exercise had been done by M/s L&Q Surveys Pvt. Ltd. Which is based on satellite imageries and field surveys. M/s. Consulting Engineering Services Pvt. Ltd. have been retained to prepared detailed alignment plans together with a Management Plan.

After the presentation, several points were raised, including the following :

- i). Proposed Expressway should integrate with the land use plan of MPD-2001/Urban Extension/Sub-City projects as well as the proposals of NCR Plan.
- ii). Proposed Expressway should take into account the proposals of MRTS and future Railway Network.
- iii). Initially the Expressway was envisaged to integrate proposed freight complexes so as to restrict bulk of goods traffic at the periphery of Urban Delhi. The new alignment has to keep this in view.
- iv). The proposed Expressway is passing through the Ridge in Harayana, which should be carefully considered keeping in view the directions of the Supreme Court.
- v). Proposed connections of the Expressway with major radials need to be worked out so that it acts as a freeway, at the same time provides proper linkages with the urban area.

Technical Committee decided that a Committee under the chairmanship of EM, DDA and following as the members may study the proposal further :

- i. Chief Engineer, NCR Planning Board.
- ii. Chief Engineer, PWD, GNCTD.
- ii. Chief Town Planner, Town Planning Deptt., Haryana
- iv. Chief Engineer, PWD, Haryana Govt.
- v. Representative of RITES.
- vi. Representative of Northern Railways.
- vii. A.C.(MPD), DDA
- viii. Director(TT), DDA

The Committee will give a report within one month which will be presented in the meeting of Technical Committee to be held on 14th October, 1997.

BRIEF OF DELIBERATIONS OF THE COMMITTEE

The Committee under the Chairmanship of Engineer Member, DDA, discussed the various options of alignment as worked out by PWD in the meetings held on 17.10.97 & 7.11.97. The minutes of the meetings are placed at Ann. I. During the discussions in the Committee, following broad points have emerged :-

1. The proposed expressway should cater to inter and intracity traffic particularly diversion of heavy traffic not destined to Delhi.
2. Proposed Expressway should also have connectivity with FNG in NCR.
3. The construction of proposed Expressway should be planned in such a way that it can be developed in phases.
4. The proposed alignment of Expressway needs to be checked to the extent that it does not come over any Defence installation and environmentally sensitive areas.
5. The alignments also need to be integrated with the Master Plan of Faridabad, Kundli and Bahadurgarh.
6. It is necessary to work out detailed financial plan and also method of funding/participation of beneficiary states.
7. Expressway alignment should be smooth rather than Zig-Zag.
8. Feasibility of acquisition needs to be ensured before finalisation of alignment plan.
9. PWD, NCTD, may also consider enactment of Expressway Act. So that entry and exit can be controlled by Implementing Agency.
10. The representatives of NGO's for NCR expressed strong apprehension that proposed Expressway will trigger uncontrolled urbanisation all along, leading to several problems. This will also increase vehicular emission in the city.
11. The representative of NGOs were also of the opinion that any road catering to inter-city traffic should be located outside Delhi and the option of upgrading and inter-connecting already existing roads, as per NCR Plan, should be studied and taken up. This will also help in decongestion of Delhi and strengthening the economic base of smaller towns in NCR.
12. The DDA's alignment skirts the present urbanized limits and was also considered to be necessary link of the urban extension area.
13. The Committee also noted that there is no development at present between existing urbanized limits and proposed Expressway. This vacant land needs to be effectively safeguarded from the unauthorised construction which is likely to develop due to the existence of an Expressway.
14. The Committee has recommended that this land preferably should be acquired and kept under strict watch and ward.

RECOMMENDATIONS OF THE COMMITTEE

After considering the 9 options, presented by PWD, NCTD, the Committee has recommended the option No. 9 as most appropriate one. PWD was requested to work out the detailed alignment of Option 9 keeping in view the observations of members of the Committee and others present in the meeting.

REPRESENTATION FROM N.G.O. FORUM FOR THE NCR.

The representative of the NGO Forum for NCR were present in the meeting of the Committee, held on 17.10.97. After that vide letter dt. 8.12.97. They have submitted following observations to E.M., DDA (letter is placed at Ann. II).

Broadly the following points have been raised in the letter :-

- i. Report is completely silent on the environmental impact of the proposed Expressway in the Delhi. All the alignments of the Expressway as proposed, run through the remaining green belt of Delhi as has also been designated in the Master Plan 2001.
- ii. The project will have to undergo a mandatory environmental clearance, and in fact it is our firm conviction that none of the alignments will be able to clear this hurdle.
- ii. "No Project Option" has not been considered in the Report at all. The basic objective of reducing traffic congestion within the city of Delhi could be accomplished by other alternative proposals.
- iv. The data presented in report is not complete and needs to be upgraded/updated by giving present and future projected data on various issues indicated in the Report prepared by consultants on behalf of PWD, GNCTD.
- v. The only logical solution would be to adopt DPE in the alternate NCR Region as has been suggested by us on several occasions.

The salient features of the proposed Express Way (Option-9) are placed at ^{the table} Annexure III)

The item is placed before the Technical Committee for consideration of the recommendations of the Committee constituted by Technical Committee and also the letter dt. 8.12.97 from NGO Forum.

Hamilton
16.1.98
(D.D) T.T.

By you
13/1/98
Balachandran B. (17)

Sub: Minutes of the meetings held on 17.10.1997 and 7.11.1997 under Engineer Member, DDA regarding proposed Expressway.
F.5(14)89-MP/665

Delhi Transportation system is largely road based with Ring-Radial pattern of roads. Both the ring roads as well as the radial roads are carrying traffic which is more than their designed capacity. Large portion of this traffic, both passenger and goods, especially on Ring Road comprises of intercity or through traffic. As per MPD-2001 this intercity traffic needs to be stopped at the city periphery by providing integrated passenger terminals and freight complexes to avoid congestion within the city. Accordingly four Metropolitan passenger terminals at Narela, Dwarka, Tughlakabad and Anand Vihar and four integrated freight complexes at the entry points of the National Highways linking Delhi at Madanpur Khadar on NH-2, Gazipur in Trans-Yamuna on NH-24, Bhartal on NH-8, and Holambi Kalan on NH-1 have been proposed.

It is necessary to provide a peripheral expressway that would connect the four National Highways viz NH-1, NH-10, NH-8 and NH-2 as it would not only facilitate the movement of through traffic which is almost 50% of total goods traffic entering Delhi, but also avoid congestion on the Delhi roads particularly the Ring Road. The expressway would also cater to local traffic of Delhi in the urban extension areas like Rohini, Dwarka, Narela which have come up in areas beyond Outer Ring Road. Of late, there has been a move to shift some of the industries situated in the heart land of Delhi to its outskirts with a view to reduce pollution in the city. There has been a growing need of shifting some of the wholesale markets to the fringe areas of Delhi in order to relieve congestion in the heart land. The growth of satellite towns and priority towns in the NCR Region of Delhi would also generate additional pressure of traffic on Delhi roads and hence the need of having a peripheral road of expressway standards cannot be over emphasised. The Expressway is not only intended to provide linkages to Metropolitan Passenger Terminals and Integrated Freight Complexes but would also reduce the additional pressure on Delhi roads arising due to development of NCR and Satellite Towns by effective diversion of traffic between satellite towns and Delhi and between satellite towns themselves.

With the above objectives in mind, the alignment of the Expressway as detailed out by the PWD, Government of Delhi with the help of the Consultants, Consulting Engineering Services, was discussed in the Technical Committee Meeting held on 9.9.97. After preliminary discussions the Technical Committee constituted a group under the Chairmanship of Engineer

Member, DDA to study the proposal in detail and come out with the recommendations. The Constitution of the Committee is as below:-

Engineer Member, DDA	Chairman
Chief Planner, NCR Planning Board	Member
Chief Engineer, PWD, GNCTD	Member
Chief Town Planner, Town Planning Deptt. Haryana	Member
Chief Engineer, PWD, Haryana Govt.	Member
Representative of RITES	Member
Representative of Northern Railways	Member
AC(MPD), DDA	Member
Director (TT), DDA	Member

The alignment as worked out by PWD was discussed in detail in the meetings held on 17.10.1997 and 7.11.1997 in the Conference Hall at Vikas Minar. Almost all the members of the Committee attended the meeting. List of persons present is given at Annexure-A. The record note of discussion and the recommendations are given as under.

Opening the discussion Commissioner (Plg.) and Addl. Commissioner (DC&B) explained the background of the Expressway, the DDA proposal and also the provisions of MPD-2001 and the need of Integrated Freight Complexes and urban extension areas as planned by DDA and approved by the Authority. The comments of various officers and members of the Committee are given as below:-

Chief Engineer, PWD, GNCTD. Chief Engineer, PWD, explained that the basic objective of the Expressway is to bye-pass traffic which is not destined for Delhi. Further he was of the opinion that alignment plan of the Expressway prepared by DDA required modification as it is not feasible in certain parts of the alignment. Therefore, PWD, entrusted the study to Consulting Engineering Services which worked out a number of alternatives.

Mr. Chakravorty of CES explained the Project in detail and stated that Delhi is surrounded by Haryana on three sides and UP on the fourth side. Five National Highways i.e. 1, 2, 8, 10 & 24 emanate from it or destined into DMA. The traffic from one NH to another has to enter Delhi compulsorily.

which aggravate congestion on Delhi Roads and also negotiate congestion and traffic hazards therein. Apart from that, city roads both inner and outer ring roads carry traffic much more than their designed capacity. The major portion of this traffic is long distance traffic, and also byepassable traffic. FNG Expressway is in process in NCRPB which will be able to give connectivity to NH-2 and NH-24 and other NHs could not have any such advantage. He further elaborated that 2 basic alignments have been identified for the peripheral Expressway:-

- i) One identified by DDA skirting the built up area of Delhi and;
- ii) other identified by GNCTD skirting the boundary of Delhi and Haryana.

The alignment proposed by GNCTD enters Haryana and traverses through various types of areas and ends at NH-2. It gives connectivity to NH-1, 10, 8 & 2 and other roads. He also explained the evaluation matrix/selection criteria of alignment options, adopted by CES. The nine proposed alternatives were also explained in detail. Mr.Chakravorty was of the opinion that Expressway should cater to inter and intracity traffic particularly diversion of heavy traffic not destined to Delhi and proposed Expressway should have connectivity with FNG. He further reiterated that DDA alignment runs through Urban Extension area in the hub of subcities i.e. Narela, Rohini and Dwarka. Their connectivity with the Expressway should be ensured and expressway crossing NHs interchange points will be provided. It was further emphasised that construction of Expressway can be taken up in phases i.e. NH-1 to NH-10, NH-10 to NH-8, NH-8 to NH-2. He further suggested that a chunk of land near Rohtak Road can be developed for commercial purposes in order to make the expressway project financially viable.

Chief Regional
Planner, NCR

Chief Regional Planner, NCR Board apprised that planning of FNG Expressway is in the final stage and its implementation is likely to be taken up shortly. While agreeing to the proposal as per alternative No.9 worked out by PWD, he made following observations:-

- i) the alternative alignment of the Expressway as worked out by PWD needs to be checked to the extent that it does not come over any defense installation and environmentally sensitive areas.
- ii) The Master Plan of Faridabad, Kundli and Bahadurgarh may be examined by PWD before finalising the alignment of the proposed Expressway.

This was agreed to by the Chief Engineer, PWD.

E-N-C, PWD
Haryana.

Haryana Government has already finalised the alignment of Kundli-Yamuna Nagar Highway. NCRPB have also recently finalised Faridabad-Gurgaon-NOIDA (FNG) Expressway. Whether the alignment of the proposed Expressway corresponds with these two major roads? He suggested that initially connecting points should be fixed for the proposed Expressway on major highways. Detailed alignment can follow thereafter.

- (i) Project can be taken up on BOT or "TOLL" basis.
- (ii) While fixing the alignment there is a need to keep a balance between the cost of land and length of Expressway (which means additional transportation/fuel cost). Further we go away from the urban areas, the cost of land is reduced but transportation cost may increase.
- (iii) It is necessary to work out detailed financial plan and whether beneficiary states would participate in its funding.

- 9-
- (iv) At present Haryana Government may not be in a position to bear the burden or strengthening of NCR Outer Grid.
- (v) Expressway alignment should be smooth, rather than Zig-Zag.

G.M., RITES

GM, RITES gave the opinion that from the point of view of MRTS there should be no difficulty in MRTS corridors crossing the Expressway. However, sufficient land reserve should be kept.

E-N-C, MCD

E-N-C, MCD brought to the notice of members the problem of land acquisition in rural areas and desired that feasibility of acquisition may be ensured before finalisation of the alignment. C.E. PWD apprised that the sensitivities of all the areas will be taken care of while detailing the final alignment and appropriate connectivity will be given to the Urban Extension areas as proposed by PDA and also rural areas. CE, PWD, NCTD also informed that PWD is proposing for the enactment of Expressway Act. This will empower the implementing authority/agency to allow entry and exit only on planned/intersections/grade separators.

NGOs

Representatives of various NGOs expressed the following opinions:-

- i) It needs to be carefully assessed whether the proposed Expressway is at all required. It may cause more damage to already strained infrastructure and environment of Delhi than relieving traffic congestion. They expressed strong apprehension that proposed Expressway will trigger uncontrolled urbanisation all along, leading to several problems. This will also increase vehicular emission in the city.

- ii) Any road catering to inter-city traffic should be located outside Delhi and the option of upgrading and inter-connecting already existing roads as per NCR Plan should be studied and taken up. This will also help in decongestion of Delhi and strengthening the economic base of smaller towns in NCR.

SUMMING UP

The issues raised by various officers present in the meeting were deliberated in detail. After detailed discussion and due deliberation of various aspects, alternative No.9 as worked out by PWD was considered to be the appropriate alignment for the proposed Expressway. This was accepted by all Members of the Committee. The selection was made after considering the length of the corridor, land acquisition, characteristics requirement of cross drainage structures, bridges & fly-overs, inter-changes and access to other Highways, connectivity to F&G and access to the proposed DDA's Freight Complexes and Railway Passenger Terminals were also duly considered for selecting the alternative alignment. Keeping all these aspects in view, the alternative No.9 was considered to be technically most suitable.

The DDA's alignment skirts the present urbanized limits and was also considered to be a necessary link of the Urban Extension Areas connecting Urban Extension areas with the Mother City. The alignment and Right of Way of the proposed DDA's alignment can be re-worked out depending upon the intensity of traffic likely to be generated on this road after a new Expressway comes up. The new alignment can act as a viable link to these Sub-Cities through suitable link roads.

The proposed Expressway would act as a vital intra-urban link. There is no development at present between existing urbanized limits and the proposed Expressway. This vacant land needs to be effectively safeguarded from the unauthorized construction which is likely to develop due to the existence of an Expressway, preferably should be acquired and kept under the strict watch and ward. Government of Delhi may also consider framing of effective rules and

regulations with legislation, to prevent any encroachment in this area. In addition to have a realistic estimate of the traffic on the proposed Expressway, it is necessary to consider the future growth scenario of Delhi for which more detailed study is required including an appraisal of the Master Plan beyond 2001.

PWD agreed to work-out the alignment of the Expressway keeping in view the observations of the various members of the Committee and the Officers present in the meeting and shall be placed before the Technical Committee for consideration and approval.

This issues with the approval of Engineer
Member, DDA.

H.S. Dhillon 17/12/07.
(H.S. Dhillon)
Dy. Director (T.T.)

DELHI DEVELOPMENT AUTHORITY
(TRAFFIC AND TRANSPORTATION UNIT)

ATTENDANCE SHEET OF THE MEETINGS HELD
ON 17.10.97 and 7.11.97 REGARDING THE EXPRESSWAY

.....

S/Shri

1. Sh.R.K. Bhandari, Engineer Member, DDA (in chair)
2. Vijay Rishbud, Commissioner (Plg.), DDA
3. K.B. Rajeria, Engineer-in-Chief, PWD, GNCTD
4. C.M. Vij, Engineer-in-Chief, MCD
5. K.B. Lal Singhal, Engineer-in-Chief, PWD, Haryana
6. K.K. Bandyopadhyay, Addl. Commr. (Plg.), DDA
7. Chandra Ballabh, Addl. Commr. (Plg.), DDA
8. A.K. Jain, Addl. Commr. (Plg.), DDA
9. C.B. KV Rao, General Manager, MRTS, RITES
10. R.C. Aggarwal, Chief Regional Planner, NCR (Plg.) Board.
11. D. MUKHOPADHYAY, Chief Engineer, MCD.
12. R.K. Jainan, Director (Landscape), DDA.
13. A.K. Gupta, Director (Plg.), Dwarka, DDA
14. Kuldeep Raj, Director (Plg.), MPD 2021, DDA
15. Suresh K. Rehilla, Director (NHD), INTACH
16. NS Jain, S.E. (MOST) RW, Ministry of Surface Transport, GOI.
17. K.K. Gupta, S.E. Haryana, IWD B & R.
18. S.S. Mendal, S.E. (Plg.), PWD, GNCTD,
19. I.P. Singh, Dy. G.M. (RITES),
20. S.K. Kanhuria, DGM(C)/RITES
21. Ashok Kumar, Director (Plg.), Rohini, DDA
22. J.N. Barman, Associate Planner, NCR (Plg.) Board.
23. K.L. Sabhawani, Director (Plg.), Narela Project, DDA
24. R.C. Jain, S.E. (Bldg.), Hqr., MCD, Delhi.
25. Devendra Nimbekar, Asstt. Town Planner, Haryana, Panchkula.
26. D.K. Saluja, Director (AP) II, DDA

S/Shri

27. Akhil Chandra, Director, WWF India
28. Ashok Bhattacharjee, Jt. Dir. (Plg.), Rohini, DDA
29. A.K. Manna, Dy. Dir. (Plg.), DDA
30. Sahyasaachi Das, Dy. Dir. (Plg.) Narela Project, DDA
31. S.E. Rawal, Ex. Engineer (NH) Floor, Haryana, PWD (B&R)
32. Prakash Naryana, Director (Plg.), Traffic & Trans., DDA
33. Deepak Narula, Trustee, Trees For Life,
34. P. Aich, Associate Director, Consulting Engg. Services (I) Pvt. Ltd.
35. B.C. Roy, Ex. Director -do-
36. Chandranath Bhattacharya, G.M. -do-
37. Rajesh Chabra, A.E. -do-
38. Chakul Srinivas, Sr. Trans. Planner -do-
39. Sekhar Mukherjee, Dy. G.M. -do-
40. R. Aggarwal, Chief Coordinator, SRISHTI
41. Manu Bhatnagar, Adviser, INTACH
42. Dr. Akram Javed, L&Q Surveys (P) Ltd. N. Delhi
43. Mr. Habib Murtaza, -do-
44. Sharad Bansal -do-
45. H.S. Dhillon, Dy. Director (Plg.), Traffic and Transportation, DDA.

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FAX No. 4624017

ANNEXURE II

0001

NGO Forum for the NCR

WWF-India, Kalpavriksh, Srishti, Trees for Life, CLQW, Hazard Centre, DRAG, Sustainable Development, INTACH

Mr. R.K. Bhandari,
Member, Engineering, DDA
B Block, 1st Floor,
Vikas Sadan,
INA
New Delhi - 110024

19/12/87
G-15-32

Sub: Report on Peripheral Expressway for Delhi

December 8, 1997

Dear Mr Bhandari,

We thank you for providing us a copy of the consultant's report on the proposed peripheral expressway in Delhi (DPE). We have studied the report, and would like to make the following preliminary comments:-

1. The report is completely silent on the environmental impact the proposed expressway would have on Delhi. All the alignments of the DPE as proposed run through the remaining green belt of Delhi as has also been designated in the Master Plan 2001. The express way if located in this area will cause peripheral urbanisation, and dramatically reduce the ratio of green areas to urbanised areas in the capital. It is surprising that the alignments have been considered without their associated environmental impacts, especially in light of the fact that the project will have to undergo a mandatory environmental clearance. In fact it is our firm conviction that none of the alignments will be able to clear this hurdle, since Delhi cannot take any further reduction in its pollution abatement capacity, with the only viable alternative being to locate the DPE in the NCR, as we have been proposing.
2. The 'No Project Option' has not been considered in the report at all. This is a faulty approach since the basic objective of reducing traffic congestion within the city of Delhi could be accomplished by other alternative proposals which would well be within the project cost of Rs 1320 cr, and the land acquisition cost of Rs350 crores. It would seem that the land cost of Rs 30 lakhs per hectare would be an underestimate.
3. Traffic estimates are based on a 1987 survey which cannot represent the situation today. Also there is no substantive evidence provided for the projected growth figure.
4. The basic argument given for the proposed peripheral expressway has been the need to divert non Delhi bound traffic around Delhi, as well as to link up the Integrated

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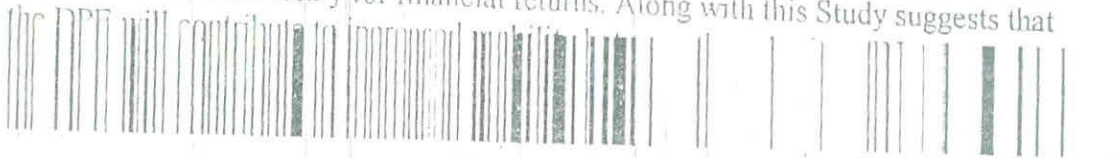
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NGO Forum for the NCR

BWF - India, Kalpavriksh, Srishiti, Trees for Life, CLQW, Hazard Centre, DRAG, Sustainable Development, INTACH

Freight Complexes (IFC). These two objectives are not necessarily compatible. In fact, the very logic of a freight complex could suggest that traffic into and out of Delhi from these complexes would increase not decrease and there would be an additional trans shipment cost. Appropriate data from the existing freight complexes (such as the one at Tuglaqabad) should have been presented to examine this logic.

5. No estimation of present through transport are given. There are figures on potential divertable traffic for 1987 and 2003, but no indication of what percentage these are of the total traffic. This is critical indicator because according to the Study's own figures, diversion has to be greater than 50% for the Expressway to become more viable than Highways.
6. The data for divertable traffic strongly suggests that the major flows between NH1, NH24, NH12 - NH 24 and NH8 - NH 24. In other words, the potential actually lie in sectors which are completely outside the scope of the proposed DPE, except for a small segment in the South between NH18 - NH2 which has been designated as 40% "rocky area" (a questionable name for the Aravallis) and is already partially served by a smaller road. The future projections do not even take NH24 into account. The Faridabad - Noida - Ghaziabad (FNG) link, which is basic to any diversion has not been treated as organic to the whole concept.
7. The assumed delay of 4 hours, with a projected No Entry Delay cost of Rs 70 per hour is not backed up by any empirical evidence. Furthermore there is no consideration given the tax structure of the National Capital Region (NCR) which makes Delhi such an attractive magnet for the entire Northern region and what could be a possible Entry Denial cost.
8. The crucial assumption is that the FNG and the IFC have to be constructed in tandem with the DPE. Even then, the Study is categorical that the DPE is not viable on the basis of total revenue and IFC revenue alone. Commercial development rights are considered to be necessary for financial returns. Along with this Study suggests that



NGO Forum for the NCR

WWF -India, Kalpavriksh, Srishti, Trees for Life, CLQW, Hazard Centre, DRAG, Sustainable Development, INTACH

Thus, the report on the DPE is faulty on several counts and the conclusions drawn incorrect. We hence reiterate and reconfirm that we request you to reconsider the DPE in its current form. The only logical solution would be to adopt the DPE in the alternate NCR region as has been suggested by us on several occasions.

Thanking you,
for the NGO Forum


Ravi Agarwal

1. Akhil Chandra,
2. Asish Kothari,
3. Ravi Agarwal,
4. Deepak Nirula,
5. Deshdeep Sahdev / Vikram Soni,
Wilderness
6. Dunnu Roy
7. Gautam Vohra,
8. Hari Darg
9. Manu Bhatnagar / Suresh Rohilla,

WWF -India
Kalpavriksh
Srishti
Trees for Life
Citizens for Lakes and Quarry

Hazards Centre
DRAG
Sustainable Development
INTACH

Extract from Interim Report "PRE-FEASIBILITY STUDY OF
DELHI PERIPHERAL EXPRESSWAY" Prepared by Consulting
Engineering Services (India) Ltd, for P.W.D., G.N.C.T.D.

1. ALTERNATIVE ALIGNMENTS:

1.1 ALTERNATIVE-1

NH-1 TO NH-10

It takes off at NH-1 just beyond Drain No. 8 near Pyar Maniyari and passes by side of following villages:

Pyar-Maniyari at NH-1, Narela, Bankher, Ghaga, Western Yamuna Canal, Bawana, Salahpur Majra, Ladpur, Sauda, Tikri Kalan and meeting at NH-10 (Delhi-Rohtak)

This section has two crossing over Delhi-Sonapat Railway line and Delhi-Rohtak Railway line and in this section the alignment passes over Air Force station (km 10.84) near Western Yamuna Canal, and also is in Haryana for a length of 2.5 km shortly after take off from NH-1.

NH-10 TO NH-8

After crossing NH-10, the alignment passes by the side of an Industrial Estate and then through Tikri Kalan, BC Drain, Jharanda Kalan, Police Training School, Najafgarh Milraon, Reola-Khanpur, Chhawala, BSF Camp Najafgarh Drain, Ishapur Khera, Dwarka Sub-City, Bijwasan Village, Oberoi Farm House.

This section has a crossing over Delhi-Gurgaon Railway line, old NH-8 before meeting new NH-8.

NH-8 TO NH-2

Immediately after crossing NH-8, the alignment skirts the boundary wall of Rajkori Airforce Station. Thereafter it passes by the side of Ghitorni Village, Gurgaon Mehrauli Road, All India Radio, Jaunapur Village, Mandi Bhatikalan and Balbir Nagar, before crossing Delhi Haryana Border. In Haryana it passes by the side of Pali, Nekpur, Gurgaon Canal, Karner, Kanhauli and ends at NH-2 at 1.70 km away from Kaligaon at starting point of FNG corridor (km 42 of NH-2)

1.2 ALTERNATIVE-2

NH-1 TO NH-10

The alignment takes off at NH-1 near Bakal village and passes by the side of Alipur Holambi Khurd, Barwala, Jainnagar and Rani Enclave near NH-10. This sector crosses Western Yamuna Canal, Delhi-Sonapat Railway line and Delhi-Rohtak Railway line.

NH-10 TO NH-8

In this sector it passes by the side of villages Zafarpur, Nangli Sakraoti, Tajpur Khurd, Dhaur Siras and Bharthal. The alignment also crosses Najafgarh-Delhi Road, Delhi Gurgaon Railway line and old NH-8.

NH-8 TO NH-2

Apart from a few villages the alignment passes very close to the sensitive and reserved areas of Rajokri Protected Forest, Videsh Sanchar Nigam, Sainik Farms and Airforce Station. This section of alignment is through built-up areas of Haryana.

1.3 ALTERNATIVE-3

NH-1 TO NH-10

In this sector, the alignment is same as Alternative-I except that the 2.8 km. Length in Haryana, has been realigned to remain in Delhi by the side of Bankher near Ghaga. This alternative meets the alignment of Alternative-I about 13.8 km. From take off point at NH-1. In the rest of sections from NH-10 to NH-2, the alignment is same as of Alternative-I.

1.4. ALTERNATIVE - 4

NH-1 to NH-10

The alignment in this alternative is same as that of Alternative-I upto Nahri about 4.8 km. From take off. Thereafter skirting villages Qutlupur and Daryapur, and crossing Western Yamuna Canal and Bawana Distributary meeting Alternative-I at Nangal Thukram Road about 15.6 km. From take-off at NH-1. This section of the alignment enters Haryana bypassing Air Force Station.

Rest of the alignment is same as that of Alternative-1.

1.5. ALTERNATIVE 5 to 9

Alternatives 5 to 8 have same alignment as that of Alternative 1 from NH-1 to NH-8 through NH-10. the different alternatives are only in the NH-8 - NH-2 sector particularly in Haryana Section. These variations are for different considerations of accessibility to NH-2 and thereafter to FNG corridor. Thus descriptions for Alternatives 5 to 8 relate only to NH-8 - NH-2 sector.

1.6. ALTERNATIVE - 5

In NH-8 - NH-2 sector the alignment deviates from that of Alternative 1 near village Nayagaon (about 67.5 km from NH-1) and again joins Alternative-1 near km. 75.9 Rest of the alignment in this sector is same as that of Alternative - 1

1.7 ALTERNATIVE 6

This alternative has same alignment as of Alternative-1 upto Balbir Nagar (about km 71.7 from NH-1). Thereafter the alignment takes a different route through sectors 44 and 45 of Faridabad and joins NH-2 near sector 32. However, this alignment is through major industrial and residential areas of Faridabad, but it has an access to FNG corridor through NH-2.

1.8 ALTERNATIVE 7

The alignment differs from that of Alternative 6 from Balbir Nagar and passing through sectors 21C and 27A meets NH-2 near Sector 28 of Faridabad. This alignment is over abandoned quarries which will require high filling.

1.9 ALTERNATIVE 8

The alignment differs from that of Alternative 6 from Balbir Nagar and passing by the side of villages Sazpur, Gaurchhi and Maluki-Dhani and crossing Gurgaon Canal and Jhar Senthu Road meets NH-2 near sector 59 of Faridabad. However, access from this alignment to FNG corridor is over NH-2 for 4 km upto 42 km stone.

1.10 ALTERNATIVE 9

This alignment leaves Alignment 8, at existing round-about near Environment Influence Zone for Badkhal Lake. Thereafter it follows an existing 2 lane road for about 1.8. km upto NH-2. An ROB. is already constructed across the Northern Railway Main line on this existing road.

After crossing the NH-2, a two lane link road is already constructed to connect the FNG corridor. The land acquired along this corridor is sufficient to accommodate 6 lane divided carriageway. However, existing ROB requires to be widened for which Railways have kept provisions by the sides of the existing ROB. The entire length upto FNG corridor is considered as Alternative 9.

TABLE - PRINCIPLE OF EVALUATION OF ALIGNMENT

S.No.	FACTORS	VALUE MARKS	PRINCIPLE OF APPLICATION
1	LENGTH	10	Maximum marks for shortest route and weighted reduction with increase length
2	LAND ACQUISITION	35	
	a. AGRICULTURAL ORDINARY	5	Maximum marks for the lowest area of acquisition of each category & weighted reduction in marks with proportionate increase in area.
	b. STRATEGICALLY IMPORTANT	10	
	c. BUILDINGS	5	
	d. FARMHOUSE	5	
	e. QUARRY AREA REQUIRING HEAVY FILLING	5	
	f. INDUSTRIAL & COMMERCIAL AREA	5	
3	CROSS DRAINAGE STRUCTURE	5	Maximum marks for minimum numbers and weighted reduction with increase in numbers with zero for maximum number
4	BRIDGES & FLYOVERS	5	
5	RAIL OVER BRIDGES	5	
6	INTERCHANGES & ACCESS TO THE HIGHWAYS	5	
7	ENVIRONMENTALLY SENSITIVE AREA	10	
	a. RAJKORI PROTECTED FOREST	5	Maximum marks for longer distance from alignment and weighted reduction in marks with lesser distance
	b. ASOLA WILDLIFE SANCTUARY	5	
8	CONNECTIVITY TO FNG	10	Maximum marks for best connectivity, 50% for indirect connection, 25% for poor connection through NH-2
9	ACCESS TO INTEGRATED FREIGHT COMPLEXES	15	
	a. HOLAMBI KALAN	5	Access within 1 to 3 kms. Full marks, access within 3 to 5 kms. 50% access beyond kms 0 marks.
	b. BHARTAL	5	
	c. MADANPUR KHADAR	5	

LAND CATEGORY ON SELECTED ALIGNMENT

The recommended Alignment 9 has been further studied to assess the % of various categories of land requirement to be acquired. This does not include the already acquired land from the Environmental Influence Zone round about to FNG corridor. The various categories broadly are as follows

Section NH-1 to NH-10

Agricultural Land	=	91.2%
Industrial + Commercial Land	=	3.65%
Forest Area	=	5.15%

Section NH-10 to NH-8

Agricultural Land	=	63.88%
Industrial + Commercial Land	=	3.54%
Farm House	=	27.38%
Barren Land	=	5.20%

Section NH-8 to NH-2

Agricultural Land	=	30.15%
Farm House	=	27.57%
Barren Land	=	2.28%
Rocky Area	=	40%

STRUCTURES ON SELECTED ALIGNMENT

A Preliminary assessment of possible number of structures of selected alignment has been made. These are as follows :

Flyover	=	8 Nos
Interchange Points	=	5 Nos.
Minor Bridges	=	4 Nos.
ROB	=	4 No.
Major Bridges	=	3 Nos.
Culverts	=	7 Nos.
Underpass	=	23 Nos.

DESIGN STANDARDS

S.No.	Design Elements	Details
1.	Design Speed - Main Carriageway (desirable) - Main carriageway (minimum)	100 kmph 80 kmph
2.	ROW - New areas of acquisition - Along existing road (Alignment 9)	150 m as already acquired
3.	Carriageway Widths - Main Carriageway - Service road (where required)	2 x 11.0 m 7.0 m
4.	Shoulder widths - Hard shoulder - Soft shoulder	2x1.5 m 2x1.0 m
5	Cross-Slope/camber - Main carriageway - Hard Shoulder on main carriageway - Soft shoulder on main carriageway - Service roads - Soft shoulder on service road	2.5% (unidirectional) 3.0% 4.0% 2.0% (both direction) 3.0%
6.	Maximum superelevation - Main Carriageway - Service road	Maximum 5% as required
7.	Longitudinal gradient	Maximum 3.0%
8	Radius of horizontal curve on main carriageway	mi. 400 m (for 100 kmph)
9.	Radius upto which normal camber may be provided	1800 m (for 100 kmph)
10	Design elements for Interchange Radius for ramps (desirable) Radius for loops (desirable) Maximum grades - desirable - maximum - at speed change lanes Speed - Desirable for ramp - Minimum for ramp -Desirable for loops Minimum for loops	100 m 40 m 4% 6% 3% 80 kmph 50 kmph 50 kmph 30 kmph.

7.0 CONCLUSIONS AND RECOMMENDATIONS

7.1 Nine alternative proposals for alignment were studied and an evaluation matrix based on a number of parameters was prepared. This matrix indicates that Alignment 9 is technically most suitable and is recommended for adoption.

The recommended alignment starts at Pyar Muniyari just after drain No. 8 and passes through the villages of Narela, Bawana, Tikri Kalan between NH1 and NH 10. Between NH 10 and NH 8. It passes by the side of Jharonda Kalan, Najafgarh and Bijwasan.

Between NH-8 and NH 2, the alignment passes by the side of Rajkori Air Force Station, Jaunapur village, Balbirnagar. From Balbirnagar the alignment passes through Green Field Colony Sector 21 A & 21 C. At this point the alignment is connected to an existing 1.8 km road upto NH 2. An ROB is already constructed across the northern railway Main line on this existing road. After crossing the NH 2, a two lane link road is already constructed to connect the FNG corridor. The land along this corridor is already acquired and sufficiency to accommodate 6 lane carriageway.

7.2 Estimation of traffic on the proposed expressway as mentioned earlier was carried out using the through traffic/bypassable traffic to NCTD and non-destined NCTD traffic. Section 3 from NH 8 - NH 2 is the most heavily trafficked section, with the traffic exceeding six lane capacity in the year 2018. It is recommended that a 6 lane divided carriageway be provided for the expressway. The average daily traffic in the opening year of the concession period, 2003, on various sections is as follows :

AVERAGE DAILY TRAFFIC

S.No.	SECTION	TRUCKS	BUSES	CARS	TOTAL TRAFFIC (PCUS)
1.	NH 1 - NH 10	3.348	2	950	11,000
2.	NH 10 - NH 8	5.975	39	7,795	25,837
3.	NH 8 - NH 2	12.879	118	13,671	52,662

The traffic estimation for the proposed expressway has been carried out on a very conservative scale with only through and non-destined traffic being considered..

One of the objectives of the proposed expressway is to cater to Delhi's future travel demand and help increase mobility between the sub-cities such as Narela, Rohini and Dwarka. This objective can be fulfilled if the alignment skirts the present urbanised limits as proposed by DDA. The alignment selected for the study encompasses the Delhi boundary and cannot be a viable link to these sub-cities through suitable link roads. There is no development at present between existing urbanised limits and the proposed expressway which could generate traffic for the expressway.

The proposed expressway would initially cater only to the inter-regional traffic, but as the Delhi urban limits grow the road would be a vital intra-urban linkage. To have a realistic estimate of the traffic on the proposed expressway, it is necessary to consider the future growth scenario of Delhi. For this, a more detailed study is required including an appraisal of the Delhi Master Plan proposals beyond 2001.

7.3 The proposed expressway has a EIRR of 17.18 percent in the "with FNG" scenario, which is higher than the minimum EIRR of 12% prescribed by the World Bank for social/public projects in India. However, the EIRR in the "without FNG" scenario is less than 12% (11.98 percent), implying that the project is not economically viable unless the FNG is also constructed. It may be mentioned that these results are based on a conservative

estimate of traffic. With a more detailed estimation of traffic & benefits on the expressway, the rate of return can be expected to increase further.

7.4 The preliminary financial analysis, without considering debt financing & taxation, indicates that the project is not viable on the basis of toll revenue alone. Even with additional revenue from the proposed IFCs to be developed by the BOT investor, the project is not financially viable. In order to earn the minimum acceptable pre-tax project FIRR of 20 percent, the investor must be provided with the rights for development of 130 hectares of land for commercial exploitation, in case land acquisition costs for ROW are to be borne by him. The land requirement, however, will be only 50 hectares if the land acquisition cost for ROW is borne by the government.

7.5 The proposed Peripheral Expressway would provide an efficient and cost effective alternate route for traffic wishing to circumvent the city. This concept of providing a Peripheral Expressway with a series of Integrated Freight Complexes would ensure that non-destined traffic would not have to enter the NCTD urban limits. The negative impacts of noise and air pollution which currently occur with these movements traversing the city would be greatly reduced and the economic benefits, particularly with respect to the goods movement industry itself in terms of more efficient operating and fleet usage costs would be significant. With the higher operational speeds on it, travel times will be reduced and will provide an improved level of service and accessibility to the DMA towns.

Under current development conditions, the expressway will provide a through route for regional movements only. It is recommended that the expressway be made into a designated route for regional trucking movements through legislations. But with urbanization, it would be more intensively used for intra-urban movements.

Sub: Second Entry to Nizamuddin Railway Station
from Ring Road near ISBT Sarai Kale Khan
FS(10)79-MP

I INTRODUCTION/BACKGROUND

The proposal submitted by PWD was discussed in the Technical Committee meeting held on 10.5.95. The Technical Committee decided that "A sub-committee be constituted by Engineer Member, DDA including other members such as Chief Architect, Director (Landscape), Director (TT) and DCP (Traffic) for examining the proposal in the first instance and a model of the scheme also to be prepared for examination by the Tech. Committee as and when the scheme is placed."

The sub-committee met on 2.6.95 under the Chairmanship of Engineer Member, DDA to discuss the Second entry to Nizamuddin Railway Station and its integration with Sarai Kale Khan, ISBT. The record note of this meeting was circulated by Jt. Director (T) Plg. DDA on 13.6.95.

PWD, GNCTD appointed M/s CRAFTS as consultant to detail out the scheme as per the decisions taken in the sub-committee meeting dated 2.6.95.

S.E., Circle V, PWD, GNCTD vide his letter dated 26.6.97 has submitted the final Technical Report, supplementary notes, drawings and feasibility for the approval of Technical Committee (Annexure I).

II. DETAILS AND EXAMINATION

MPD-2001 RECOMMENDATIONS

1. Nizamuddin Railway Station has been envisaged as one of the Intra-Urban Stations.
2. MPD-2001 also recommends one ISBT at Dhaula Kuan or at the junction of Ring Road and National Highway pass near Nizamuddin. This issue was discussed Tech. Committee meeting held on 13.1.98 at location was agreed at Sarai Kale Khan.

3. MPD 2001 also recommend that all the Rly. Stations located on Ring Railway should be provided with proper approaches from the main roads.

It also envisages that the existing Railway Network in the NCTD should be utilized mainly for intra urban movements and the system be modified accordingly.

PROPOSALS

The salient features of the proposal submitted by the PWD are as under:

1. The right turning movements to/from ISBT and second entry to Railway station have been provided through loops (in the form of extended roundabouts). In our view it may be better to Plan grade separated entry/exit in the final phase & land be reserved at the same at planning stage.
2. a) Main parking has been suggested with two alternatives - 1) Surface parking option
11) Two tier parking (basement and surface)
(b) Parking for two wheelers has been provided in the place presently occupied by Slum King Quarters (proposed to be demolished).
3. (c) Parking for auto-rickshaws has been proposed at the T Intersection on Ring Road and Road leading to Rly. Stn. (in between the road and Rajeev Van Terminal).

FEASIBILITY REPORT

As per the feasibility report submitted by CP, PWD, following structures/buildings are proposed:

1. 80 Flats of Slum Deptt.
2. Building Centre of HUDCO
3. 30 trees
4. Electric and telephone poles
5. Open land of Rajeev Van (Developed & Green area).

The feasibility report is placed in Annexure II.

As per the feasibility report, Delhi Govt. has already approved the proposal for demolition of 80 Slum quarters and Misamuddin Building Centre of HUDCO and making the

pertinent land available to this scheme. The SE, PWD has confirmed that the scheme is feasible.

III. OBSERVATIONS

1. Technical Report submitted by PWD does not indicate the capacity of ISBT/Nizamuddin Rly. Stn. in terms of buses/trains to be handled by these terminals for the final phase.
2. At this location three major terminals/inter change points have been envisaged.
 - 1) ISBT
 - ii) Nizamuddin Rly. Station for Intra Urban Movements (MRTS).
 - iii) Nizamuddin Rly. Stn. Inter Urban passenger movements.

The circulation area available at this location is restricted by existing developments i.e. village Sarai Kale Khan and Rajeev Van etc. In view of this it is recommended that capacity of three major terminals should be restricted to meet the parking requirements. However, while deciding capacity the projection made by the ^{RTES} Roads for Intra Urban Terminals at this location be taken as constraints.

3. As mentioned above the Railway may be advised to provide two separate tracks for surface (Ring Corridor MRTS) while planning the Nizamuddin Rly. Stn.
4. In response to the Tech. Committee Minutes dated 13.1.89 on the subject of second ISBT at Sarai Kale Khan the Ministry of Environment advised to submit the Environment Impact Assessment Study of this area as its location is in close vicinity of Humayun Tomb and Zoological park. The Director (Transport), Delhi Admn. was requested vide letter dated 28.12.89 by Commr. (Plg.), DDA to get this study conducted and submit it to DDA for processing further. In response to this letter, Jt. Director (Transport) intimated that they have assigned the study to IIT, Delhi vide letter dated 20.9.88. However, no study has been received in DDA. In view of this and also the observations of the DNAC while approving location of ISBT at Sarai Kale Khan Commr. (Plg.) may be requested to get the Environmental Study completed and obtain No Objection from the Ministry of Environment. (Annexure III).

5. As per the Master Plan circulation and parking is permissible in all land uses as in case of utilities. However, in the normal practice followed in DDA in case of DDU large Electric Sub Station which is a utility change of land use is required due to the magnitude of such ESS Sites. Similarly this is a large project which is not for parking and circulation but as per definition of land uses given in the MPP is an integrated passenger terminal a Master Plan level use. In view of this it will need processing for change of land use of the total area covered in the ISBT and railways signals.
6. There are few long term proposals in the vicinity of this area like Delhi-NOIDA Bridge and channelisation of Yamuna River (Zone 'O') and also long term improvements of Ring Road. These need to be integrated with this proposal.
7. As per the draft development plan for river Yamuna (Zone O) two approaches of 45 mtrs. and 36 mtr E/W have been indicated from the Ring Road. These need to be incorporated and given due attention while working out the circulation plan and entry/exit from Ring Road to get proper integration in the long term improvement scheme of Ring Road.
8. The two level parking will be examined and time consuming. In view of this option 1 i.e. surface parking appears to be better.
9. A portion of Palika Yamuna developed green has been proposed to be utilized for circulation and parking. However, as per the Guidelines issued by Ministry of Urban Development vide letter dated 11.1.96 no developed green area can be utilized for any other purpose. This will need permission from competent Authority. However, the area required from Palika Yamuna has not been indicated on the drawing/feasibility report.
10. The parking for these wheelers has been proposed near the location of the Ring Road and road leading to Delhi State Industrial, Ctn. Station. Adequate hindrance for growth of the traffic coming out from the ISBT/MS, Ctn. However, this location is suitable than the road provided for entry/exit in the parking

area can be deleted and parking capacity can also be increased.

11. One temple is existing in the main approach of VIP Parking. Possibility to relocate this temple may also be examined and to achieve better circulation and smooth flow of traffic.
12. Toilet proposed needs to be relocated at appropriate place.
13. There is a Civil Writ Petition (titled Sanjiv Kakkar Vs. DDA) in the Hon'ble High Court of Delhi regarding Entry to Nizamuddin Rly. Station in which Hon'ble Court has directed DDA and other agencies to prepare a conceptual plan for entry to Nizamuddin Rly. Stn. from Ring Road side. The next date of hearing is in March, 1998. Therefore, the decision of the Tech. Committee is required well before the next date of hearing so that the decision of the DDA can be apprised to the Court.

IV RECOMMENDATIONS FOR CONSIDERATION

The observations given in Para II & III are placed before the Technical Committee for consideration.

...

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15/1/98

D. P. (T.T)

Handwritten signature
15/1/98
(Prakash Narayan)
Director (T.T)

Sub:- 2nd entry to Nizamuddin Railway Station
from Ring Road side

Nizamuddin Railway Station has started functioning since 1980. The existing entry to the railway station is through the Nizamuddin residential colony and considering public demand for stream lining and reduction of traffic from Nizamuddin residential colony side, Delhi Government has already agreed to provide 2nd entry to Nizamuddin Railway Station from Ring Road side.

A detailed scheme for above subject has been earlier submitted to Joint Director(T.P.), D.D.A. vide letter No.23(215)/PWDCV/147 dt. 10.3.95. In further developments during meeting in P.M.O. on 21.4.95, it was decided that DDA through its Technical Committee, will approve the scheme and issue concept plan on basis of proposal submitted by P.W.D. (Submitted to DDA on 10.3.95 as above). Secretary-cum-Commissioner(T) will sort out detail of plan with P.W.D. and D.D.A.

The proposal submitted by P.W.D. was broadly examined by Technical Committee vide agenda Sl. No. 7/21/95/TC minutes received from DDA vide No. F.1(22)/94/MP dt. 8.5.95 and in result of the same. Technical Committee on 10/5/95 decided to constitute a sub committee having Engineering Member, DDA, Chief Arch. Director(Landscape) Director(Transport) and D.C.P.(Traffic).

As per sub-committee(DDA)'s directive through agenda enclosed vide DDA No. JD(T)/DDA/95/104 dt. 30.5.95. Consultant (M/s Graphits) was asked to detail out the scheme for presentation and approval of Technical Committee. The consultant accordingly submitted a Technical Report and a supplementary note, copies of which are enclosed herewith.

The Consultant, after conducting detailed survey at existing entry and proposed 2nd entry and also considering long term improvement of ring road has given following proposal:

1. Provision of 2nd entry is an urgent necessity with proper parking and traffic circulation.
2. Turning loops(in the form of extended round about) along Ring Road on either side of Sarai Kale Khan intersection would resolve the conflicting movements that would otherwise arise at the intersection, into simple merging/diverging manoeuvres. This treatment of the intersection has been approved in principle by the D.D.A.

3. Parking at the second entry of Hizamuddin Railway Station has been proposed to be developed within the area presently occupied by the Building Centre and part of the area accommodating the Slum Wing quarters. Alternative parking arrangements have been examined within the area mentioned above. Option-I has been developed as surface parking feasibility where as option-II is in the form of two-tier parking lot. Comparative analysis of these two options of parking arrangement revealed that Option-I utilises the space in more realistic, economical and meaningful manner to meet the estimated parking demand (175-200 ECS) as compared to Option-II.


Apart from this, the parking lot will have longer construction time with traffic diversion during construction becoming more complex particularly for the road to Sarai Kale Khan. Earlier, road to Sarai Kale Khan was conceptualised to be developed as a four lane divided carriageway cross-section during Phase-I and six lane divided carriageway cross section during Phase-II. However, keeping in view the complexity which may arise due to the phasing of this road, it is now being proposed to be developed to its ultimate cross section of six lane divided carriageway with footpaths on either side of the road. This has resulted in modification of the parking and area circulation scheme in case of surface level parking proposed after utilising the space of Building Centre and Slum Wing quarters of MCD. The proposed parking at the place of Building Centre would generate parking demand of 130 ECS. Opening of median has been proposed for proper circulation of vehicles making use of this parking lot. VIP parking has been proposed behind the temple along the existing park in front of the railway station. Parking for two wheelers has been proposed at the place of Slum Wing quarters. Turn around facility has been proposed near this parking lot. Off loading of the passengers using private vehicles would also be organised in this area (an off loading bay has been accordingly proposed). Opening of median at this location would make the vehicles turn smoothly after off loading and could move towards Ring Road without creating serious conflict. Parking of auto-rickshaws etc. have been proposed at the proposed parking lot at the north-west quadrant of the intersection of Ring Road with the road to Sarai Kale Khan parking area. The details of the parking arrangements have been explained in the above mentioned report. The estimated demand for parking at the second entry to Hizamuddin Railway Station-Revision in the light of the above have been incorporated in Drg. No. CR3/PWD/ISBT-II/PBEC/1094.


In view of the above, proposal alongwith with both Alt-I and Alt-II for at grade parking and 2- tier parking respectively are submitted for the consideration of committee, with the recommendations in favour of Alt-I viz at grade parking, due to its inherent economy as well as simplicity in construction and comfortably meeting out the design parking demand (213 ECS). Moreover, even if the parking capacity at this location is required to be increased in future the at grade parking may be converted into 2- tier parking without any large scale demolition etc. Thus the Alt-I provides greater flexibility in changing to 2-tier parking.

The proposal in the prescribed format for preparation of composite road alignment plans, alongwith necessary drawings and the technical report of the consultant is submitted for approval as recommended above.

Model of the proposal would be prepared & submitted, if required, after preliminary examination of the proposal in your office.

Encl :- As above.


(A.K. SHARMA)
Executive Engineer,
P.W.D. Division No. XXI (G.O.)
New Delhi-65.


(H.K. SRIVASTAVA)
Superintending Engineer,
P.W.D. Circle-V (G.O.D.), N.D.

FORMAT FOR SUBMISSION OF REPORT/DRAWINGS FOR
PREPARATION OF COMPOSITE ROAD ALIGNMENT PLAN S

A. Location:

Location of the road be shown on a separate plan to a scale of 1:25000 preferably from Delhi Guide Map published by Survey of India in A-4 size with a brief note.

Enclosed

B. Background

(i) Showing of the road as per Master Plan/Zonal Plan, its importance in the over all network Major Landuses proposed along with road and their impact on the proposed circulation.

Approach road

(ii) Information regarding any prior approval of the alignment by DDA of other agencies be mentioned.

Concept plan has already been approved in a sub-committee meeting under E.M. on 1.6.95 in file no. F.3(10)79 MP-I, 5(34)/79 MP Part-III

(iii) Any permanent features/Landmarks of historical importance be shown on the plan.

Yes shown.

C. Existing conditions:

(i) Details of road i.e. existing C/Ws, Service Roads, foot-paths, junctions/intersections, Bus bays etc. be mentioned.

Present approach road from Ring Rd. to Sarai Kale Khan Village is partly 4-lane & partly 2 lane road which is proposed to be developed a 6 lane. 2nd entry road to Nizamuddin Railway Station

(ii) Brief note about the nature of traffic

(iii) Traffic volume study at major junctions/intersections of 24 mtr. & above R/W Roads as per Annexure "1".

(iv) Report on existing problems highlighting traffic bottlenecks and accident prone areas.

As per technical report submitted by the consultant (enclosed)

(v) Major Land mark if any to be retained

(vi) Location of trees & their species

(vii) Necessity for widening

To develop as 2nd entry for Nizamuddin Rly. Station

(viii) Overhead H.T. lines & services

As per detail in Annexure-III

D. Alternative alignments and management schemes

Alternative alignments be worked out on overall plan to improve the circulations. Traffic management scheme. If any, envisaged by traffic police along the road and also in relation to the circulation from the local roads of the adjoining localities may be indicated on the alignment plans.

No alternative alignment

E. P.T. Survey

Above said details be shown on the P.T. Survey to a scale of 1:500 as per legend placed at Annexure-'II'. The P.T. Survey may cover a distance of 5 times the proposed R/W on either sides from the centre line of the existing road.

As per plans enclosed.

F. Proposal:

Salient feature of the proposal in relation to details viz:
Number of C/Ws * width.

- (i) Width of the Centre verge
- (ii) Width of the inner/outer footpath
- (iii) Width of the Service Road
- (iv) Provision for fixing R/W line R/W line may be clearly designed as per Local/Master Plan Proposals. If additional space is available.
- (v) Bus bays / Busque shelters
- (vi) Signal points
- (vii) Traffic Channelizers.
- (viii) Zebra crossing, stoplines.
- (ix) Adequate storage space for vehicles on Ring Road side
- (x) Proper slip roads + first of curvature & design speed
- (xi) Signal planning

As per drawing enclosed

Nil

As per projected traffic volumes and operational requirements including parking

As per drawings enclosed

No traffic signal is envisaged

Feasibility study

The feasibility may be submitted as per Annexure (I)

Noted

H. Drawing to be submitted

(i) Minimum two sets of drawings be to DDA with one extra set of coloured presentation drawing. The presentation drawing shall be placed before the T.C. The drawing should contain:

(ii) Proposal of C/Ws to be highlighted with light red colour

(iii) Affected or ROB/RUB to be highlighted with brown colour

(iv) Affected properties services trees, religious structures be highlighted with yellow colour

(v) Colour photographs of affected structures some of the services, trees, junction intersections Religious structures, nature of traffic, should be stuck on the plan showing the location by arrows.

Enclosed

As per plan enclosed

I. PRESENTATION TO AUTHORITY FOR FINAL APPROVAL

Two sets of drawings incorporating the decision of the Technical Committee be submitted to DDA for final approval.

Enclosed

DRG No.

CRTS/PWD/ISBT/105 B

CRTS/PWD/ISBT-II/PRKS/103 A

CRTS/PWD/ISBT-II/103-C

CRTS/PWD/ISBT-II/103

CRTS/PWD/ISBT-I/105

CRTS/PWD/ISBT-II/104

TITLE

PROPOSED SURFACE
LEVEL PARKING LOT (ALT-II)

PROPOSED MULTILEVEL
PARKING LOT - G/F PLAN (ALT-I)
-DO- F/I PLAN (ALT-I)

Improvement towards
Nizamuddin Bridge (ALT-I)

-do- (ALT-II)

Improvement towards
Bara Fulla Hallah

A. Sharma
(A.K. Sharma)
SPECIAL AGENT
CHIEF ENGINEER
DDA, New Delhi

ANNEXURE I

S.No	Vehicle Type	Equivalent Factor
1.	Passenger Car, Tempo, Auto-rickshaw, Van, Taxi	1.0
2.	Tractor, Bus or Auto-rickshaw, Heavy Tractor	3.0
3.	Motor Cycle, Scooter	0.5
4.	Cycle Rickshaw	1.5
5.	Horse Driven Vehicle	4.0
6.	Bullock Cart	8.0
7.	Hand Cart	6.0

Source: 1983

INTERSECTION

As per technical report submitted by the consultant and enclosed herewith

A. Sharma
(A.K. Sharma)

Signature of the
Official of the
Government of India

GUIDELINES FOR SUBMISSION OF P.T.SURVEY
TRAFFIC VOLUME DATA, FEASIBILITY REPORT,
& OTHER INFORMATION FOR PREPARATION OF
COMPOSITE ROAD ALIGNMENT PLANS.

I. GENERAL INFORMATION

- | | | |
|------|--|--------------------------------|
| i. | Location of the road on a Key Plan to a scale of 1:25000 in A 4 size with a brief note | Attached |
| ii. | Implementing Agency | P.W.D. (Delhi) |
| iii. | Contact Officers | Executive Engineer,
PWD-XXI |

Name	Designation	Office Address	Phones	
			Office	Residence
A.K.SHARMA	EXECUTIVE ENGINEER	P.W.D. - XXI Okhla More, Mathura Road, New Delhi.	6914033	

II. P.T.SURVEY DETAILS

The P.T. Survey may be done to a scale of 1:500 as per enclosed legend. The P.T.Survey may cover a distance of 5 times of the proposed R/W on either sides from the centre line of the existing road. Following details be shown in the P.T.Survey

- i. Existing carriageway, service roads, footpath junctions/intersections, busbays etc.
- ii. Pucca & semi pucca/kutchha structures as per legend
- iii. Plot boundaries and number of storeyes of built up properties as per legend
- iv. Overhead H.T.Line/Elect. poles and services
- v. Location of trees and their species
- vi. Drains/Nallas as per legend
- vii. Major landmark, if any to be retained.

As shown in the logs enclosed.

III. Traffic Volume Data

Traffic volume data may be given as per enclosed annexure-II. Following details may be worked out and given:

- i. Base year traffic volume data, including peak hour directional vehicle categorywise counts.
- ii. Traffic projections for the 20-25 years time horizon based on time series data and other growth indicators, proposed to be adopted for design of the improvement scheme.

I. Feasibility Report

rmh

1. Name of the road
- ii. Details of affected structures/properties in the road R/W.
- iii.

Pucca	Semi Pucca	Kutchha
S/S D/S T/S		
- iii. Total No. of structures/properties affected in

Nos.	1. 80 Nos. Slum quarters
Properties	2. Nizamuddin Bldg. Centre
- iv. No. of properties with boundary wall & set backs only affected in the alignment one
- v. Width of properties affected in road R/W As per drawing enclosed
- vi. No. of shops affected Nil.
- vii. Whether the alignment confirms to the R/W as shown in the approved layout plans & regularisation plans of the colonies abutting this road. If no, give details Yes
- viii. Is there any deviation in the approved alignment prepared by TCPO earlier. If yes, give details N.A.
- ix. Details of affected services Nil
- x. Overhead high tension lines :

220 KV lines	Nil
66 KV lines	
33 KV lines	
11 KV lines	
- xi. Underground lines

220 KV lines	Nil
66 KV lines	
33 KV lines	
11 KV lines	
- xii. Underground sewerage lines

Length of depth of the lines	No. of manholes affected
------------------------------	--------------------------
- xiii. Underground water supply lines

Length	No. of sluice valve chambers affected
--------	---------------------------------------
- xiv. Storm water drainage lines

Length	-
--------	---
- xv. No. of electric poles 23 Nos.
- xvi. No. of telephone poles 6 Nos.



— Sharns



संख्या 6277-9
दिनांक 14/12/88
राज निवास दिल्ली

दिल्ली नगर कला आयोग
DELHI URBAN ART COMMISSION
लोक नायक भवन (द्वितीय तल)
LOK NAYAK BHAWAN (2ND FLOOR)
पृथ्वी राज सेन, नई दिल्ली-110003
PRITHVIRAJ LANE, NEW DELHI-110003
दूरभाष PHONES : 611048, 619603, 618607 & 680821

No. 31(11)/87-DUAC.

दस्तावेज कापील December 13, 1988.

V.C.'S OFFICE

क्रमांक 12322-C
Sl. No.

दिनांक 19/12/88
Date

विशेष निदेशन यन्त्र
उपनिधी संख्या 8-53
दिनांक 9-1-89

The Lt. Governor of Delhi,
Raj Niwas,
Delhi.

Subject: Development of Master Plan for additional Inter-state Bus Terminus.

Sir,

The Commission in its meeting held on November 30, 1988 approved the proposed location of Second ISBT at Sarai Kale Khan as referred by the Joint Director (Transport), Delhi Administration vide his letter No. SECE.190(1)/88-Tpt./3221 dated 28th March, 1988, though the location was not considered absolutely ideal and it was felt that a Master Plan for the Inter-state bus traffic alongwith terminus points/locations should have preceded the same.

While suggesting various measures to be incorporated during further detailing of the proposed terminus (copy of observations enclosed), it was decided to advise the Delhi Administration that the Master Plan of the Inter-state Bus movement pattern including the locations of other ISBTs should be taken up simultaneously on priority basis with a view to ensure a balanced distribution of both inter-state and local traffic, the possibility of treating and planning the various ISBTs as satellites to a principal bus terminus with a view to ensure integrated and inter-related functioning also being examined. The other ISBTs, it was felt would also require to be planned and developed on priority basis.

In view of above, you are requested to kindly ^{look} into this important issue and ensure appropriate action in the matter.

Yours faithfully,

(J.J.S. MAJITHIA)
SECRETARY (OFFG)

Copy to the Vice-Chairman, D.D.A., Vikas Sadan, INA, New Delhi.

(J.J.S. MAJITHIA)
SECRETARY (OFFG)

Encl:- As stated above.

उपनिधी संख्या 8-53
दिनांक 9-1-89

Item No.12 : Development of Second ISBT, Sarai Kalekhan.

The mentioned proposal as submitted by the Directorate of Transport and Delhi Administration was considered in light of the observations made by the Commission in its report on April 6, 1988 in response to the Delhi Transport Commission in this respect. The earlier observations of the Commission were recapitulated and the matter was discussed at length and the following observations were made:

- (i) The location as proposed is between the Ring Road and the existing urban development of Sarai Kalekhan behind Hazrat Nizamuddin Railway Station which may appear to adversely affect the Hazrat Nizamuddin monument in view of the low rise development proposed.
- (ii) There is an urgent necessity to relieve the pressure on the only ISBT of the city at Kashmere Gate which is unable to cope with the many fold (nearly 8 times of its designed capacity) increase in the bus and passengers load.
- (iii) Though strictly speaking, there is a need for working out a Master Plan to handle the inter-state bus traffic of the city as earlier advised by the Commission, the location of the second ISBT as presently proposed though not absolutely ideal with regard to traffic pattern both interstate and local city traffic, seems acceptable in light of some of the factors like proximity of the entry point from National Highway No. 24, and the likely integration with the railway traffic of the Hazrat Nizamuddin Railway Station and the proximity to the South Delhi development and the ready availability of the land.

In view of the above and after deliberations the proposed location was approved and it was decided that the Delhi Transport Commission as follows:

- (a) The proposal be further detailed and detailed into the projected traffic pattern ensuring minimum disturbance of the flow of traffic on the Ring Road minimising the to and fro movement of the interstate traffic on the Ring Road.
- (b) The separated grade junctions as proposed should be so designed as to ensure rationalised and optimum segregation of the local and the interstate traffic.
- (c) The workability of the proposed scheme should be ensured duly taking into account the locational and socio-cultural aspects and streamlined traffic management of the complex.
- (d) The proposal should be closely integrated with the Hazrat Nizamuddin Railway Station duly taking into account the expansion programme.
- (e) The proposed design should be a cultural expression of the proposed terminus should duly justify the prestigious status of the proposal and its location, harmonising with the characteristics of the surrounding.
- (f) The Master Plan of the interstate bus movement pattern including the location of other ISBTs should be taken up simultaneously on priority basis to ensure a balanced distribution of both interstate and local bus traffic. It should also be examined if the various ISBTs could be treated as a principal bus terminus with a view to ensure inter-related bus movement.

It was decided to refer the matter to the Delhi Administration.

The above observations of the Commission were taken into account.

Sub: Relaxation in the MPD 2001 for permitting 'Public and semi-public facilities' beyond 0.5 KM from the settlement area in Rural area and deciding Development control norms for Nature Cure Centre at Village Jaunapur F.2(2)-84-MP

BACKGROUND

1. A request has been received from Vivekanand Vidyapeeth Yoga Cure Centre for obtaining No Objection Certificate from DDA from Land Use Point of view as well as deciding Development Control norms to be made applicable for setting up of Nature Cure Centre at Village Jaunapur. The proposed centre is on Gaon Sabha land measuring 56 bighas and 8 biswas at Village Jaunapur allotted for a period of 99 years by Lt. Governor, Delhi. (copy of the letter dated 19th September, 1997 is Annexure I).

Vide Resolution No.299 dated 29.10.84, DDA approved Maximum FAR of 20 with height restriction of 20 ft as a case of Special Appeal (copy of Authority decision is Annexure II).

OBSERVATIONS

2. As per the provisions of MPD 2001 on page 155 of the Gazette notification under the heading A (3) 'Rural Use Zone' 'Public and Semi-Public Facilities' (within 0.5 KM of the settlement area) are allowed. The site under reference is about 1400 mts ^{away from Settlement} which does not qualify the provisions of MPD 2001. According to the provisions of NCR Plan, the site under reference falls in the green wedge/green area where institutions such as education and health are permitted.

3. As per the provisions of MPD 2001, the norms applicable for Nature Cure Centre would be the norms applicable for health centre i.e. 33 $\frac{1}{3}$ % ground coverage and 100 FAR or alternatively general norms for 'Public and Semi-Public' facilities i.e. 25% ground coverage and 100 FAR.

The case is put up before the Tech. Committee for consideration whether relaxation in the MPD 2001 norms may be permitted for permitting 'Public and Semi-Public' facilities beyond 0.5 KM from the settlement area and considering the Development Control norms for the Nature Cure Centre of this magnitude to be located in low intensity dev. area (Rural area).

Amal Kumar
Director (NCR, UE, PPR)

2.1.98

ATKANANDA VIVAKRANTH
YOGA NATURE CURE CENTER
"Vivekanandapuram"
Bheem Road, Janapur Village,
New Delhi-110017



Managed by
SHRI RAMARPAN NIDHI
under the guidance of *Radha Krishna Mishra*
Administrative Office/Mailing Address
Vivekananda Kendra 16/44, Rajendra Nagar,
New Delhi-110060 Tel. (011)-5716482

Date: 19th Sept., 1997

His Excellency The Lt. Governor,
National Capital Territory of Delhi,
Raj Niwas, Delhi.

16/9/97
24/8/97

19/9/97
19/9/97

✓ Subject: Layout Plan for Nature Cure Centre at Village Jaunapur.

Reference: D.D.A. letter no. E.3(2)/84-MP/1126(DC&P) dated 19.12.1988.

Sir,

Your Excellency had been very kind to grant and approve transfer of "Gaon Sahib" Jaunapur land, measuring 56 bighas and 8 biswas, for setting up a Nature Cure Center on perpetual lease basis for a period of 99 years.

As per the Resolution No. 229 dated 29.10.1984, the Delhi Development Authority, duly confirmed the allotment of the said land granting 20 FAR with 20 ft. of height restriction, as per their letter No. E.3(2)/84-MP/1990 dated 2.1.1985. The building plans were duly submitted to MCD for layout plan approval which were forwarded to DUAC under TP/MCD letter No. 1/16/88/TP/MCD/1164/88 dated 1.7.1988.

DUAC vide letter No. 23(22)/88-DUAC dated 16.11.1988, desired confirmation from TP(MCD), if the change of land use has the approval of the competent authority. A copy of this letter was also sent to Commissioner Planning DDA.

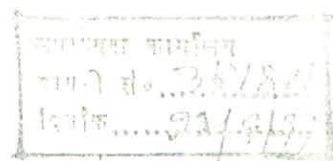
Director (DC&D) DDA conveyed its confirmation to the DUAC that there is no change in land use and that DDA is competent to grant permission for the development of the said land as per norms duly specified by DDA.

DUAC approved the scheme vide their letter No. 23(22)/88 DUAC dated 20.1.1989 subject to the condition that the area in question does not form part of the extended urban area/fully urban extension as per the land use then being envisaged by the DDA in the perspective Development Plan 2001. Since then the project has been hanging in the air.

We shall be grateful if your Excellency can order DDA to issue necessary confirmations/clarifications without any further delay, so that the project can be dedicated to the citizens of Delhi.

Thanking you,

Yours faithfully,
Anil Batra
(ANIL BATRA)
TRUSTEE



C (Phy)

Handwritten signature and initials
O.S.D. to M.C.

Copy to:-

Shri P.K. Ghosh
Vice-Chairman,
Delhi Development Authority,
Vikas Sadak, Near INA Market,
New Delhi.

Commissioner (Phy),
Delhi Development Authority,
Khas Minar, Lt. Estate,
New Delhi.

No. 289 Sub: -Permission to Shri Ramarpan Nidhi Trust for setting up of Nature Cure Home/Centre at Village Jaunapur, (F.3(2)/94-MP)

A.29.10.84

P R E C I S

The Under Secretary (Dev.) Delhi Administration vide their letter No.F.39(1)/p/78/4443 dated the 14th November 1983 intimated that Shri Ramarpan Nidhi, a Registered Trust has approached the Goan Sabha, Jaunapur, Mehrauli Balock for allotment of land for setting up a Nature Cure Home/Centre. The Goan Panchayat, Jaunapur has passed a Resolution and agreed to lease out the area comprising of Khasra No.79/22, 80/22, 92/1, 91/9, 91/10, 92/2, 92/5, 92/6, 92/7, 92/8, and 92/9 measuring 56 Bighas and 08 Biwas to the Nidhi on perpetual lease. The Goan Sabha and Nidhi have approached for the approval of the Administrator for the allotment of the said area on perpetual lease for this purpose. The land is covered by Delhi Land Reforms Act. Therefore, the matter was placed before the Lt. Governor who has recorded the following minutes:

OFFICE USE ONLY

" It will be better if the matter is put up to the DDA and its approval obtained from the planning point of view. If the DDA approves, then the formal allotment can be made on the lines suggested above"

2. Copy of a brief report given by the Nidhi (laid on the table) explain the proposal of the Low Cost Nature cure Hospital proposed to be constructed. The Under Secretary (Dev.) Delhi Administration has desired that the necessary clearance of the Authority may be conveyed to the Administration for considering the allotment of land by the Administrator.

3. According to the observations of the planning Deptt. of the Authority, Village Jaunapur falls outside the present urban limits of the Master Plan. The proposal is to develop the land by Trust as a Nature Cure Hospital and Medical Centre. Under the land use category, such activity is covered under 'public and semi-public facilities (Health Facilities)'. The institutional facility of this nature could be allowed as a case of special appeal by the Authority in the 'rural use zone' subject to the zoning regulations applicable to 'rural use zone' such as FAR maximum 20, height of the building maximum 20'.

4. The proposal was discussed in the meeting of the Technical Committee held on 30th July, 1984 and after detailed discussion it was recommended that the land under reference measuring

12.5 acres, may be allowed to be utilised for the said project with a maximum 20 FAR and height restriction of 20' as applicable in the 'rural use zone' for the construction of building as a case of special appeal.

5. The proposed plan of the authority for its consideration and approval for the allotment of land measuring about 12.5 acres in Village Jaunapur for the purpose of construction of Nature Cure Home/ Centre to Sri Jaunapur Nidhi Trust.

RESOLUTION

Resolved that the proposal contained in the agenda item be approved.

Attested

[Signature]

16/12/87

सह सचिव
श्री श्री विकास समिति
पहिली

expand
done
18/12