

Draft minutes of T.C.

Held on 29/4/99



Celebrating 50 years of
India's Independence



दिल्ली विकास प्राधिकरण

अनुभाग Master Plan Section

मिसिल संख्या F-1 (12) 99-MP

टिप्पणी Draft minutes of T.C. पत्र-व्यवहार
विषय

Held on 29/4/99

DELHI DEVELOPMENT AUTHORITY
(DEVELOPMENT CONTROL & BUILDING)

Draft minutes of the meeting of the 96th Technical Committee held on 29.4.99 at 11.30 a.m. in the Conference Hall, 5th Floor, Vikas Minar, are placed below along with agenda notes.

Submitted for approval please.

(K. K. Bandyopadhyay)
Addl. Commr. (Plg.)/DC&B
29.4.1999

Commissioner (Plg.)

Vice Chairman, DDA

3642
4.5.99

336A
6/5/99

DDA
Dated...

JD(MP)

RM=715

AD(MP)

Please do the needful so that the minutes could be circulated among the members of the Tech. Committee.

04/II

Needful has been done

AD(MP)

JD(MP)

JD(MP)

7/5/99

RM=715
DDA (DC)
ACC DC&B

7/5

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

No.F.1(12)99-MP

Dated: 10.5.99

The 96th Technical Committee meeting held on 29.4.99 at 11.30 A.M. in Conference Hall, 5th floor, Vikas Minar, I.P. Estate, New Delhi.

The following were present.

DELHI DEVELOPMENT AUTHORITY:

1. Sh. P.K. Ghose, Vice Chairman (In Chair)
2. Sh. R.K. Bhandari, Engineer Member
3. Sh. Vijay Risbud, Commr. (Plg.)
4. Sh. Chandra Ballabh, Addl. Commr. (AP)
5. Sh. A.K. Jain, Addl. Commr. (UDF)
6. Sh. K.K. Bendyopadhyay, Addl. Commr. (DC&B) (Member Secretary)

T.C.P.O.

7. Sh. K.C. Gurumukhi, CP.

M.C.D.

8. Sh. Shamsher Singh, Addl. T.E.

C.P.W.D.

9. Sh. Rajiv Shanker, Architect (Land)

DELHI TRAFFIC POLICE:

10. Sh. Sanjeev Tyagi (Traffic Inspector)

SPECIAL INVITEES:

11. Sh. P.K. Khandelwal, Ex. Er. (MCD)
12. Sh. Sanjeev Kumar Jain Ex. Er. (MCD)
13. Sh. S.C. Karanwal, ACA (II), DDA
14. Sh. N.K. Aggarwal, OSD (Plg.), DDA
15. Dr. S.P. Bansal, Director (DC), DDA
16. Sh. Prakash Narain Director (TT), DDA
17. Sh. S. Srivastava, Director (AP-I) Plg., DDA
18. Sh. Ashok Kumar, Director (Rohini) Plg., DDA
19. Sh. H.S. Dhillon, Dy. Director (TT), DDA
20. Sh. R.M. Lal, Joint Director (TT), DDA
21. Sh. J.S. Sodhi J.D. (MFD), DDA
22. Smt. Poonam Dewan, Dy. Director (Land Scape), DDA.

DELHI DEVELOPMENT AUTHORITY
(DEVELOPMENT CONTROL & BUILDING)

Sub : Minutes of the 96th Technical Committee meeting of the Delhi Development Authority held on 29.4.99 at 11.30 AM in the Conference Hall, 5th Floor, Vikas Minar, I.P. Estate, New Delhi.

1. Item No. 11/99

Sub : Guidelines for grant of NOC of storage of petroleum products class B & C in the rural area in Delhi.
File No. F.7(4)95-MP

The Technical Committee recommended the guidelines for grant of temporary NOC for storage of petroleum products class 'B' and 'C' in rural areas in Delhi subject to conditions laid down in para 3 of the agenda including one more condition that packed petroleum products would not be allowed in underground storage area; for approval of the Authority.

2. Item No. 13/99

Sub : Pilot Project of multi level parking on DTC Depot Nehru Place fixing of Development norms.
File No. F.3(98)98-MP

The item was deferred.

3. Item No. 20/99

Sub : Incorporation of proposed bridge on River Yamuna to connect Delhi with NOIDA in the Master Plan for Delhi-2001.
File No. 5(24)92-MP/Pt.I

In view of the fact that no objection/suggestion had been made against the incorporation of proposed bridge on river Yamuna to connect Delhi with NOIDA in the Master Plan for Delhi-2001; the Technical Committee recommended incorporation of the bridge proposal in the Master Plan for approval of the Authority. The suggestion of Pani Morcha for developing eco-park near the bridge location to be considered by the implementing agency i.e. PWD, Delhi Government.

4. ITEM NO. 23/99

Sub: Change of land use of an area measuring 3.79 ha. from "Residential" to
"Commercial" centre at Dheerpur DDA Scheme Delhi.
File No.F.20(16)95-MP

Sr.Architect (NZ), HUPW was not available to present the agenda during the meeting. It was decided that the proposal be put up by Chief Architect in file to Vice-Chairman, DDA through Commr.(Plg.).

5. ITEM NO. 24/99

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File no.F.5(25)91-MP

The item was laid on table. In order to examine the proposal of grade separator on Najafgarh Road on Jail Road crossing (at Tilak Nagar) with respect to MRTS routes. Technical Committee desired that MCD be requested to send the grade separator drawings to DDA as well as RITES.


(K.K. BANDOPADHAYAY)
ADDL. COMMR. (DC&B)
MEMBER SECRETARY

NO.F.1(12)99-MP

Dt. 10.5.99

Copy to:

1. OSD to VC for information of the latter.
2. Engineer Member DDA
3. Principal Commissioner, DDA
4. Commissioner(Planning), DDA
5. Commissioner(LD), DDA
6. Commissioner(LM), DDA
7. Chief Architect, DDA
8. Addl.Commr.(MPD)

9. Addl. Commr. (AP) DDA
10. Chief Planner, TCPO
11. Chief Architect, NDMC
12. Town Planner, MCD
13. Secretary, DUAC
14. Land & Development Officer, MOUA&E
15. Sr. Architect, (H&TP) CPWD
16. Dy. Commissioner of Police (T)
17. Chief Engineer (Plg.) DVB2
18. Director (Land Scape)
19. Secretary to Lt. Governor.

2187-715197
(R. K. JAIN)
Jt. Director (MP)

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

No.F.1(12)99-M

Dated: 10.5.99

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at 11.30 A.M. in Conference Hall, 5th floor, Vikas Minar,
I.P. Estate, New Delhi.

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T.C.P.O.

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M.C.D.

8. Sh. Shambhar Singh, Addl. T.E.

C.P.W.D.

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10. Sh. Sanjeev Tyagi (Traffic Inspector)

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16. Sh. Prakash Narain Director (TT), DDA
17. Sh. S. Srivastava, Director (AP-I) Plg., DDA
18. Sh. Ashok Kumar, Director (Rohini) Plg., DDA
19. Sh. H.S. Dhillon, Dy. Director (TT), DDA
20. Sh. R.M. Lal, Joint Director (TT), DDA
21. Sh. J.S. Sodhi J.D. (H&D), DDA
22. Smt. Poonam Dewan, Dy. Director (Land Scape), DDA.

9C

Vikas Minar

DELHI DEVELOPMENT AUTHORITY
(DEVELOPMENT CONTROL & BUILDING)

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The item was deferred

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In view of the fact that no objection/suggestion had been made against the incorporation of proposed bridge on river Yamuna to connect Delhi with NOIDA in the Master Plan for Delhi-2001, the Technical Committee recommended incorporation of the bridge proposal in the Master Plan for approval of the Authority. The suggestion of Pani Morcha for developing eco park near the bridge location to be considered by the implementing agency i.e. PWD, Delhi Government

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ITEM NO 23 (99)

Sub Change of land use of an area measuring 3.79 ha from "Residential" to
 "Commercial" centre at Dheerpur DDA Scheme Delhi
File No E 20(16)95-MP

Sr Architect (NZ), HUPW was not available to present the agenda during the meeting. It was decided that the proposal be put up by Chief Architect in file to Vice-Chairman, DDA through Commr (Plg.)

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Sub Grade Separator on Jail Road on Najafgarh Road Crossing (at Tilak Nagar)
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(K K BANDOPADHYAY)
 ADDL COMMR (DC&B)
 MEMBER SECRETARY

NOT 1(12)99-MP

Dt 10.5.99

Copy to

1. OSD to VC for information of the latter
2. Engineer Member DDA
3. Principal Commissioner, DDA
- ✓ 4. Commissioner (Planning), DDA
5. Commissioner (L.D), DDA
6. Commissioner (L.M), DDA
- ✓ 7. Chief Architect, DDA
- ✓ 8. Addl Commr (DC&B)

10/5/99

10/5/99

10/5/99

- ✓ Addl Commr (MP) DDA ~~10-5-99~~
10. Chief Planner, ICPO
 11. Chief Architect, NDMC
 12. Town Planner, MCD
 13. Secretary, DDA
 14. Land & Development Officer, MOUA&F
 15. Sr Architect (H&EP) CPWD
 16. Dy. Commissioner of Police (D)
 17. Chief Engineer (Pl) DVB2
 - ✓ 18. Director Land & Scapes
 19. Secretary to Lt Governor

3/10/5/99

- ✓ 20. Director (Des) DDA ~~10-5-99~~
- ✓ 21. Director (NCR) DDA ~~10/5/99~~
- ✓ 22. Director (MPD-2001) DDA ~~10/5~~
- ✓ 23. OSD (Plg) DDA ~~10/5/99~~
- ✓ 24. Director (Plg) AP-I DDA ~~10/5/99~~
- ✓ 25. Director (Plg) AP-II DDA ~~10/5/99~~
- ✓ 26. Director (Plg) AP-III DDA ~~10/5/99~~
- ✓ 27. Director (Plg) Harbors DDA ~~10/5~~

10/5/99

P. F. JAIN
Director (MP)

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

No.F.1(12) P-III

Dated: 10.5.99

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I.I. Estate, New Delhi.

The following were present.

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3. Sh. Vijay Kumar, Commr. (Plg.)
4. Sh. Chandra Ballabh, Addl. Commr. (AI)
5. Sh. A.K. Jain, Addl. Commr. (UA)
6. Sh. P.K. Singh, Addl. Commr. (DC&B) (Member Secretary)

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12. Sh. Sanjay Kumar Jain Ex. Er. (HIS)
13. Sh. S.C. Chandelwal, ACA(II), DDA
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15. Dr. S.P. Bansal, Director (DC), DDA
16. Sh. Prakash H. Jain Director (IT), DDA
17. Sh. S. Srivastava, Director (AP-I) Plg., DDA
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19. Sh. H.S. Dhillon, Dy. Director (TT), DDA
20. Sh. R.M. Lal, Joint Director (TT), DDA
21. Sh. J.S. Sodhi J.D. (HIS), DDA
22. Smt. Purnima Deyan, Dy. Director (Land Scapes), DDA.

OK

not site office memo

DELHI DEVELOPMENT AUTHORITY
(DEVELOPMENT CONTROL & BUILDING)

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(K K BANDOPADHAYAY)
ADDL. COMM. (DC&B)
MEMBER SECRETARY

NO F 1(12)99-MP

Dt 10.5.99

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- 8 Addl Commr (MPD)

Addl. Commr. (AP) DDA
 Chief Planner (CP) PO
 Chief Architect (NDMO)
 Town Planner (MCD)
 Secretary (DE) M
 Land & Development Officer (MO) A&I
 Architect (H&A) P&CPWD
 Dy. Commissioner of Police (C)
 Chief Engineer (Ply) (DVB)
 Director (Land & Scapes)
 Secretary to Govt.

✓ Director (Ply) Dushar Das
 ✓ Director (Ply) Rohini Das

F. JAIN
 Director (MP)

DELHI DEVELOPMENT AUTHORITY
(DEVELOPMENT CONTROL & BUILDING)

No.F.1(12)99-MP/

29.4.99

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The list of officers present in the meeting is annexed.

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)


NO.F.1(1) 99-MP

Dt. 26.4.99

MEETING NOTICE

The 96th Technical Committee meeting of the DDA be held on 29.4.99 at 10.00 A.M. in the Conference hall, 5th floor, Vikas Minar, I.P. Estate, New Delhi.

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



(K.K. BANDYOPADHYAY)
ADDL. COMMR. (DC&B)
MEMBER SECRETARY
PH. OFF. 3311416
RESIDENCE 5720946

I N D E X

S.NO.	ITEM NO.	PARTICULARS	PAGE NO.
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DELHI DEVELOPMENT AUTHORITY
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SUB: Guidelines for grant of NOC of storage of Petroleum products class B & C in the Rural areas in Delhi
F.7(4)95-MP

1. BACKGROUND:

In the Master Plan for Delhi-2001, it has been envisaged that about 30 to 40 lakh population would be accommodated in urban extension having an area of 18000 to 24000 hac. Along with the proposed urban extension, it has been observed that the population of the rural settlement in the rural zone / area is increasing. With this increase in population the demand for storage of petroleum products for captive as well as trading purpose is also increasing.

The office of DCP(Lic.) Delhi often forwards the request of storage / trading of petroleum products to DDA for NOC from land use point of view. As per existing Master Plan provisions on the subject, NOC for petroleum products in rural area that are not for captive use is not permissible. Although, these products are increasingly being used by rural population for running generators, tube wells, tractors and other appliances of domestic / agricultural use.

2. EXISTING PROVISIONS:

i) Technical Committee vide item no. 18/96 dt. 6.2.96 decided that the guidelines formulated earlier under item no. 54/95 in its meeting of 25.7.95 in respect of grant of NOC for storage of petroleum products be followed in rural areas also. These guidelines are as given below:

"DDA has no objection for the storage of petroleum Class B & C products within any urban land use, subject to the following conditions:

- i) the plans for the premises are sanctioned;
- ii) Petroleum products are only for the captive use for the activities performed on the premises".

Petroleum class B is defined as petroleum having a flash point of 23 degree centigrade above but below 65 degree centigrade. Petroleum Class 'C' is defined as petroleum having a 65 degree centigrade above but below 93 degree centigrade.

ii) Separately there are guidelines/regulations under process for setting up of petrol pumps in rural use zones in Delhi (a letter of MOUA&E dt. 8.8.97 is annexed A). Also policy for granting permission for motels in Rural Delhi has been finalised by MOUA&E (letter of MOUA&E dt. 13.1.99 is annexed B).

3. PROPOSAL:

In view of growing requirements, the existing policy may be considered for revision on following lines:

i) DDA may have no objection for temporary storage of petroleum products class 'B' & 'C' within the rural use zone, subject to the following conditions:

a) The premises in which such storage is proposed would have necessary clearance from the Fire & Explosive Department,

b) No building/structure shall be allowed within the premise except the underground storage tank and a chowkidar hut of 2mx2m size (as in case of gas godown). The permission shall be purely temporary and could be renewed after every 2 years.

c) In case the storage is for trading purpose, clearance from concerned Oil Company shall be mandatory.

d) Min. road R/W in front of premises to be 20 mtr. (as in case of Motels). No such permission shall be considered for the area identified as Regional park/Ridge, in MPD-2001.

e) A non-refundable processing fee of Rs.5000/- (Subject to concurrence of Finance Department DDA shall be charged from the applicant).

f) The grant of NOC shall in no way entitle the applicant any exemption from acquisition of the land, if required for planned development.

4. The proposal as given in para 3 above is put up for consideration of the Technical Committee.

[Signature]
18/2
(S.P. BANSAI)

[Signature]

ANNEXURE - A

No. K-11011/11/78-NDIA/vi/IB
 Government of India
 Ministry of Urban Affairs & Employment
 (Department of Urban Development)

Nirman Bhavan, New Delhi
 Dated: 13.1.1999

To

✓ The Vice Chairman,
 DDA, Vikas Sadan,
 New Delhi

Subject:- Setting up of motels in rural areas of Delhi.

Sir,

I am directed to refer to our letter of even No. dated 11.9.98 addressed to Secretary to LG, Delhi for implementing the notification dated 16.6.95 issued by DDA on the above-mentioned subject and to d.o. letter No. 20(4)83-Vol.III/MP/1453 dated 24.12.98 from VC, DDA seeking certain clarifications thereon. The matter has now been examined in detail after discussions with the concerned officers of DDA and NCRPB and the following decisions taken:

(i) The Master Plan amendment dated 15.6.95 issued by this Ministry incorporating motels as a permissible facility within NCT of Delhi has defined a motel as 'premises designed and operated especially to cater to the boarding, lodging, rest and recreation and related activities of a traveller by road'. Regarding use attributed to motels, the type of motels contemplated in NCT of Delhi within the framework of notification dated 15.6.95, should essentially be considered for recreation and leisure. As such, these motels will fall within the permissible use i.e. Category 8 under green belt/green wedge vide Para 13.6(v)(b) of the Regional Plan 2001 of the National Capital Region. This is especially true in the case of these motels since they can have a maximum ground coverage of 15% with low height structures not exceeding 9 meters and with about 85% of the area being developed as green space for recreation and leisure of the users. Accordingly the setting up of these motels within the areas designated as green belt/green wedge in the NCT of Delhi would not constitute a change of land use.

(ii) Regarding levy of a fee, it was agreed that since conversion of land use is not involved, therefore, conversion charges need not be levied. However, in order to enable the local body to mobilise necessary funds to provide for the infrastructure in the form of road widening and maintenance, extra pressure on

ACQUA

20/1/99

18.1.99

1999

4

ground water, power supply, etc. and basically to permit the owner to utilize the land for a higher value use, a "Use Permission Charge" may be levied. It was agreed that the rates may be such that they are based on the argument that motels on larger plots which would have larger green areas, would be preferable to small-sized motels of just 1 ha. The FAR allowed for various plot sizes was also taken into account. It was proposed that the levy may be approximately 50% of the present acquisition rates for small sized plots and thereafter at decreasing rates for larger plots.

The Use Permission Charges for motels may, therefore, be levied at the following rates:-

- (i) For 1st ha. : Rs.20 lakhs
- (ii) For 2nd ha. : Rs.10 lakhs
- (iii) For 3rd ha. onwards : Rs.5 lakhs

The charges/fees indicated above are on the basis of per hectare rates and actual levy would be in that proportion as the per hectare rates vis-a-vis size of the land. This would be applicable for second hectare onwards.

Example I: For plot size of 1.6 ha., the Use Permission Charge would be calculated as follows:

For 1st ha.	Rs.20.00 lakhs
For balance 0.6 ha. (which is part of 2nd ha.): 10×0.6	= Rs.06.00 lakhs
Total Use Permission Charge of the plot	Rs.26.00 lakhs

Example II: For a plot size of 3.4 ha., the Use Permission Charge would be calculated as follows:-

For 1st ha.	Rs.20.00 lakhs
For 2nd ha.	Rs.10.00 lakhs
For balance 1.4 ha.: 5×1.4	Rs.07.00 lakhs
Total Use Permission Charge of the plot	Rs.37.00 lakhs

These charges would be collected and utilised by the concerned local body for augmentation of infrastructure in the city.

(iii) It was agreed that there has been a lot of confusion amongst the applicants for motels whose applications are pending with MCD. Hence DDA may issue a letter to MCD clarifying that based on the notification amending the Master Plan dated 15.6.95 issued by this Ministry and notification dated 16.6.95 issued by DDA laying down norms for a motel, no further approval of DDA is necessary. MCD may, therefore, be advised by DDA to examine the applications and take suitable action on the basis of the above-mentioned notifications and the present clarifications.

3. You are requested to take further necessary action in the light of above.

Yours faithfully,



(V K Misra)
Under Secretary to the Govt. of India

Copy for information & necessary action to:-

1. Secretary to the Lt. Governor, Raj Niwas, Delhi
2. Commissioner (Planning), DDA, Vikas Minar, New Delhi.
3. Commissioner, MCD, Town Hall, Delhi
4. Chief Executive Officer, Delhi Cantonment Board, Delhi Cantt.
5. Member Secretary, NCRPB, I H C, Lodi Road, New Delhi.

(V K Misra)
Under Secretary to the Govt. of India

ANNEXURE - B

Government of India
Ministry of Urban Affairs & Employment
Department of Urban Development

Nirman Bhavan, New Delhi
Dated: 8.8.1997

Subject:- REGULATIONS FOR SETTING UP PETROL PUMPS IN RURAL USE ZONE IN THE NATIONAL CAPITAL TERRITORY OF DELHI.

Petrol pumps will be permitted on Government/DDA/private lands in urban areas (including urban extension areas) and in rural use zones/green belt:

2. A petrol pump located in the rural use zone/green belt shall be subject to the following norms and building standards:-

(i) It shall be located on roads of minimum 30 mts. right-of-way (as per Master Plan/PWD/MCD/Revenue records).

(ii) The use of the premises in the petrol pumps so sanctioned will be for use as filling/service stations.

(iii) The land between the existing right-of-way boundary and the property line of the proposed retail outlet will be maintained as green buffer zone. No construction will be allowed in this area except approach roads to the retail outlet site.

(iv) The minimum plot size for such petrol pumps will be 36 mts X 30 mts and the maximum plot size 60 mts X 45 mts.

(v) The minimum set-back shall be regulated according to the standard design to be approved by the Competent Authority and the Fire and Explosive safety agencies.

(vi) The norms of building standards shall conform to the approved standard design applicable to petrol pumps as laid down by DDA.

(vii) The general conditions for setting up of petrol pumps shall also be in accordance with the norms laid down by Ministry of Surface Transport and the India Roads Congress (IRC: 12 - 1983)

(viii) The conversion fee for change of land use shall be payable by the applicant as per the rates laid down by the DDA from time to time.

(ix) A non-refundable processing fee of Rs. 1,000 (Rs. Five Thousand only) shall be charged by the DDA for scrutinising an application for planning permission.

(x) The Oil Company will apply to the DDA for planning permission and seek clearances from all other concerned agencies including the Deputy Commissioner of Police (licensing), the Competent Authority under PUAR, Delhi Fire Service, the concerned local body, etc.

(xi) After issue of clearances as required in para (x) above, approval for the building plans will be obtained by the Oil Company from the concerned local authority or the DDA, as the case might be.

N. Haran
(Dr. Nivedita P. Haran)
Director (DD)

Sub: PILOT PROJECT OF MULTILEVEL PARKING ON DTC DEPOT- NEHRU PLACE-
FIXING OF DEVELOPMENT NORMS.

File no. F.3(98)98-MP

1. BACKGROUND

1.01 In Inter Agency Working Committee of Traffic Management Task Force constituted by L.G. NCTD to give suggestions to solve the Traffic & Transportation Problems in Delhi, it was decided that DDA will process the case of finalisation of Policy on Multi Level Parking in its meeting held on 27.1.98.

1.02 The issue of Multi Level Parking in Planned areas has been also discussed in weekly meeting on DDA matters held on 2.2.98 under the chairmanship of L.G. NCTD, it was decided that one pilot project each should be undertaken by DTC & DDA in their respective land to test the viability of the project.

1.03 Additional Secretary, Ministry of Urban Affairs & Employment vide letter dated 11.3.98 has also emphasised the need to provide more parking. (surface/basement and also Multi Level Parking). It has also been emphasised that these should be self financing /cost be recovered over a period of time and also to examine the existing parking standards/ norms and make necessary revisions when MPD-2021 is prepared.

1.04 As a follow up action a draft Policy on Multi Level Parking is prepared. This policy was also presented in the meeting held on 17.12.97 under the Chairmanship of Transport Minister, GNCTD. This policy was circulated to all members present for comments and observations.

In response to these discussions the issue was discussed in Technical Committee vide item no 25/98 dated 26.5.98. The decision is given below.

2. TECHNICAL COMMITTEE'S DECISION

(ITEM NO. 25/98 dated 26.5.98: Draft Policy for multi-level parking lots)

Technical Committee discussed in detail the proposed norms for multi-level parking lots and DTC terminals/depots. It was decided that:

- i) Size of plot ideally be (4000 sqm.) however smaller size of plot if technically feasible can also be considered.
- ii) No. of parking floors be with reference to the surrounding road capacity. The commercial space should be restricted to 15% of plot area.

- iii) Maximum height need not be prescribed but will be subject to height in surrounding areas.
- iv) Envelope area can be considered for super-structure & basement extent & in case of integrated schemes it can even be 100% of the area earmarked.
- v) Upto 3 basements may be allowed for parking activity.

Technical Committee desired that the norms proposed for DTC depots may be reviewed keeping in view the following points :

There should be graded norms separately for depots and terminals. Whereas depots may allow petrol pump, terminals may not have petrol pump facility. The norms may be revised keeping in view Technical Committee suggestions given above for multi-level parking.

Technical Committee further desired that DTC may frame a pilot project so that the norms could be finalised keeping in view the ground realities.

3. PROPOSAL

Chairman cum Managing Director DTC vide letter No. Sr. Mgr.(C)/F54/98/575 dated 26.8.98 has submitted a pilot project. The Project Report of this pilot Project is placed in the proposal of DTC Terminal site forming part of the Nehru Place Distt. Centre. The report is accompanied by schematic drawings and circulation system as a pilot project.

4. RECOMMENDATIONS OF MPD-2001

4.1 NORMS FOR DTC TERMINALS

use	nos	area/unit	population/unit
Bus Terminals	1	4000sqmts	500000
	1	2000sq mts	100000
Bus Depot	1	20000sqmts	250000
	depending on requirements (2nos as per Tech.Comm. decision)		1000000

4.2 DEFINITION OF USE PREMISES

BUS TERMINAL: A premises used by public transport agency to park the buses for short duration to serve the population. It may include the related facilities for passengers.

BUS DEPOT: A premises used by a public transport agency or any other such agency for parking maintenance and repair of buses. This may or may not include a workshop.

4.3 USES/USE ACTIVITIES PERMITTED IN USE PREMISES

BUS TERMINAL: bus terminal, soft drink and snack stall, administrative office, other offices.

BUS DEPOT: bus depot, workshop, watch ward residence (upto 20 sq.mts), soft drink and snack stall, administrative office

4.4 DEVELOPMENT CONTROL NORMS FOR DTC TERMINALS:

Max coverage on different floors of Terminal:

FLOOR	FAR	USE
Ground floor	3%	for passenger facilities
1st floor	3%	for facilities
2nd floor	10%	for terminal offices
Total	16%	

MAXIMUM FLOOR AREA PERMISSIBLE SHALL BE 500 SQ.MTS.

MAXIMUM HEIGHT 14m.

OTHER CONTROLS:

- The space on 1st & 2nd floor shall be essentially used for public services like Post & Telegraph offices, Police, Post & Other essential services
- Bus queue shelters are not to be included in the coverage and FAR.

4.5 PARKING SPACE NORMS

- For the use/premise for which the parking standards have not been prescribed, the same shall be prescribed by the Authority depending on the merits and requirements of the individual case.
- For the provision of car parking spaces, the space standards shall be as under :

- I. For open parking 23.0 sqm. Per equivalent car space.
- ii. For ground floor covered parking 28.0 sq mts. Per equivalent car space.
- iii. For basement 32.0 sq mts. Per equivalent car space.

- c. In the use premises, parking on the above standards shall be provided on the Ground Floor or in the basement (where the provision exists). In case of organized centres like District Centre and Community Centre to meet with the above demand of parking, additional underground space (besides the basement) may be provided below the piazzas or pedestrian or open spaces but within the setback lines.
- d. Plots forming part of any commercial development such as Central Business District, District Centre, community Centre, etc. Basement(s) upto the envelope line maximum equivalent to the plot area, could be permitted for parking and services such as electric sub-station with specifications and approval of DESU, installation of electrification for fire fighting equipment with the approval of Delhi Fire Services and any other services/required for the building with appropriate approval. However, any other use in the basement including storage, if provided, shall be counted in permissible FAR.
- d. The basement beyond the ground coverage shall be kept flushed with the ground and shall be ventilated with mechanical means of ventilation, and
- e. Basement shall be designed to take full load of the fire tender, wherever required.

4.6. MPD-2001 HAS NOT ENVISAGED ANY AREA OF SUPER STRUCTURE FREE FROM FAR.

4.7. DEVELOPMENT CONTROLS FOR DISTRICT CENTRE

Maximum ground coverage	25%
Maximum floor area ratio	125
Maximum height	37 m.

Other Controls :

- i. Some of the buildings in a District Centre could be permitted upto 50m height with the approval of the Government for achieving an urban form.
- ii. Basement(s) upto the building envelope line to the maximum extent of plot area shall be allowed and if used for parking and services should not be counted in FAR.
- iii. DESIGN GUIDELINES.

As regards the Nehru Place Distt. Centre, the land allocation of 38.20 hect. has been made for the project out of this 4 hect. is proposed for Govt. Offices and the remaining areas is to be developed as retail shops - 30% ground coverage and 75 FAR including Commercial Centre, and informal sector. The Distt. Centre is to be developed as an integrated scheme to serve the community.

5. SALIENT POINTS OF THE PROPOSAL

The Extract of DTC proposal has shown a plot area of 16,500 sq. mtrs. with its detailed ground coverage and FAR calculations as enclosed in Ann. I

The Pilot Project has been submitted indicating a broad concept and State of the Art technology consisting of provisions of Fire Safety Systems, Ventilation, lift and escalators and electrical digital display systems with adequate security and automation. As per this reports the DTC has proposed a 7 storeyed building with 3 basements which is estimated to cost around 85 crores. The use of various floors is given in Ann. I with details of areas proposed for commercial purposes, DTC Offices and parking etc. The analysis of the floor area break up is as under:-

Total Number of Floors	7
TOTAL NUMBER OF BASEMENTS	3
GROUND COVERAGE	49.8% of plot area
HEIGHT OF THE BUILDING	32 mts.

FAR ANALYSIS:

S.NO		COVERED AREA	FAR	REMARKS
1	TOTAL FLOOR AREA	79,912	484	Including 3 basements
2	3 BASEMENTS	31,065	188	171 BUSES
3	WITHOUT BASEMENTS	48,847	296	ECS 733
4	ONLY COMMERCIAL AREA(WITHOUT PARKING)	20,728	126	
	a. DTC Offices	4,477	28	
	b. Commercial	16,251	98	
5	Parking required FOR Commr. Component	12,669	76	ECS 344 (including 25 surface parking)
6	COMMERCIAL + DTC +RELATED PARKING	33,397	202	ECS 344 (including 25 surface parking)
7	Additional parking Area generated	15,450	94	ECS 389
8.	TOTAL FLOOR AREA	79,912		
9	Commercial & Office	20,728	126	
10	Parking	59,184	358	
a	COMMR. & RELATED PARKING	33,397	202	
b	ADDL. PARKING MADE AVAILABLE	46,515	282 (94 +188)	Including 3 basements for 171 buses

The floorwise area and use breakup is placed at annexure I

As per earlier T/C decision 15% of PLOT AREA

was recommended for COMMERCIAL USE

2475 Sqm

INFERENCES :

- AS PER ANALYSIS DTC HAS PROPOSED TO USE 125 FAR ON THE PLOT EXCLUSIVELY FOR COMMERCIAL & DTC OFFICES (excluding related parking)
- An FAR OF 94 TO PROVIDE 380 ECS SPACES, IN ADDITION 76 FAR FOR 319 ECS FOR COMMERCIAL AREA AND DTC OFFICES IN SUPER STRUCTURE AND FAR OF 188 FOR 171 BUSES IN 3 BASEMENTS.

6. OBSERVATIONS:

i. TCPO:

- (Annexure II)
- Chief Planner TCPO vide DO No.1-20 / 97-TCPO / UT dated 23 rd Oct.1998 has
- 1.Such type of proposals will generate huge traffic and may lead to congestion and bottleneck in future. Besides , this will be permanent loss to the future expansion of terminal activities.
 2. MPD-2001 has not postulated for provision for Multi-Storeyed parking of cars and buses in bus terminals.
 3. It is necessary to study the implications of such high rise development including enviromental impact and generation of traffic at entry and exit points.
 4. The proposal under consideration needs modifications in Building Byelaws.
 5. The urban form, skyline etc. needs to be kept in view
 6. The impact on road network with respect to quality and capacity needs to be undertaken.
- Moreover, such a proposal should form an integral part of traffic management plan of the area.
- 7.It is necessary to devise a parking policy for the whole of the area in order to assess parking demand ,pricing , operationa management , etc.

ii M/S CRAPHTS

(Annexure III)

The DTC proposal has been examined by M/S CRAPHTS , the consutants of PWD, NCTD for the Flyover project at the Intersection of Ring Road and Hans Raj Marg. The consultants vide letter no CRTS / PWD -FOV /98 /2033 dated 19.9.98 has informed that " The circulation Plan as visualised by CRAPHTS does not in any way interfere with the circulation of buses being contemplated at the Nehru Place DTC terminal

iii. DDA

- (i). MPD-2001 has recommended the maximum area of basement equivalent to plot area while DTC has proposed 1.88 times the plot area.
- (ii). DTC has provided three basements which are in conformity to Technical Committee decision date 26.5.98.
- (iii) MPD -2001 has envisaged only surface/basement parking in District Centres,while DTC proposal has used 4 floors above ground level for parking.
- (iv) . The Technical committee in its meeting held on 26.5.98 has recommended 15% of plot area for Commercial use in such developments while DTC has proposed 125% plot area for offices etc.

- (v) The ground coverage of 50 % has been proposed by DTC which is also higher than 25% envisaged in MPD-2001.
- (vi) The Technical committee in its meeting held on 26.5.98 has recommended that height of the project will be subject to the height in surrounding areas. In this case the adjoining buildings are four story while the height of the proposed building is 32 mts (7 storied).
- (vii) As per MPD-2001 the basement beyond the ground coverage shall be kept flushed with the ground and shall be ventilated with mechanical ventilation. This proposal is not in conformity.
- (viii) The formulation of the policy for dealing with misuse of planned parking spaces needs to be formulated expeditiously otherwise additional parking so generated shall give further incentive to misuse the present available Planned Parking spaces.
- (ix) PWD, GNCTD has formulated the scheme for the improvement of Outer Ring Road between Modi MILL (ROB-22) and Chirag Flyover. The proposal shall also need integration with this proposed scheme.
- (x) The FAR generated on this plot may require adjustment in the Nehru Place Phase II scheme.
- (xi) After the finalisation of broad concept the proposal shall also be examined by
 - a. Lands/Finance/Legal Sections of the concerned Land Owning Agencies for necessary modifications if required in lease/allotment conditions/betterment charges.
 - b. Shall be processed for modifications in the MPD-2001 if any.
 - c. The Building Byelaws shall also be examined by MCD in consultation with concerned agencies for necessary modifications if any.
- (xii) As per Technical Committee decision the parking capacity of such parking lots is to be determined after making proper road capacity assessment. The DTC proposal is not backed by such a study.

7. RECOMMENDATIONS FOR CONSIDERATION

The details as mentioned in paras 5 and 6 are placed for the consideration of Technical Committee.

[Signature]

[Signature]

VI. LAND & SPATIAL USAGE DATA:

Details of plot size, F.A.R. ground coverage, breakup of space utilization, parking provisions etc. are given below:

Area of Plot 16,500 sqm.

Ground Coverage - 8,227 sqm. (49.8%)

F.A.R. - 112.3% (18,530 sqm.)

BUILT SPACE BREAK-UP

S. NO.	AREA DESCRIPTION	COVERED AREA IN SQM.	F.A.R. USED IN SQM.	PARKING IN SQM.	USE OF SPACE COMMERCIAL IN SQM.	D.T.C. IN SQM.
1.	FIRST BASEMENT	10,355	-	10,355	-	-
2.	SECOND BASEMENT	10,355	-	10,355	-	-
3.	THIRD BASEMENT	10,355	-	10,355	-	-
4.	GROUND FLOOR	8,227	3,190	2,500	2,333	3,495 (including 2637 sqm. area of double & triple height Piazza and Concourse)
5.	MEZZANINE FLOOR	2,739	2,394	-	1,412	982
6.	FIRST FLOOR	4,387	2,692	2,015	2,692	-
7.	SECOND FLOOR	6,200	110	6,200	-	-
8.	THIRD FLOOR	6,200	110	6,200	-	-
9.	FOURTH FLOOR	6,200	110	6,200	-	-
10.	FIFTH FLOOR	4,760	110	4,760	-	-
11.	SIXTH FLOOR	4,907	4,907	-	4,907	-
12.	SEVENTH FLOOR	4,907	4,907	-	4,907	-
TOTAL		79,912	18,530	58,940	16,251	4,477

CHK 4/8/2000
5/1/2001
5/8/2001

Refd. 086 27.9.98

TOWN AND COUNTRY PLANNING ORGANISATION
Government of India
Ministry of Urban Affairs and Employment

D.S. MESHRAM
 CHIEF PLANNER

'E' Block,
 Vicks Bhawan,
 I.P. Estate,
 New Delhi - 110 002.

D.O. No. 1-20/97-TCPO/UT

Dated: 23rd October, 1998.

Sub: Pilot Project of Multi-level parking on DTC Terminal/Depot, Nehru Place.

Dear Shri Ghosh,

Kindly refer to the meeting of Technical Committee of DDA held on 23.9.98 in which one of the agenda item No. 69/98 regarding Pilot Project of Multi-Level Parking in DTC Terminal Nehru Place was discussed and it was decided to examine the proposal in detail with regard to the objectives, implementation of the proposed development and the economic viability etc. and discuss in the next meeting. The proposal has been studied with the available agenda note and our observations/comments are given below:

- 644-B 27-10-98*
- (1) As per MPD-2001 Bus Terminal is defined as premises used by public transport agency to park the buses for short duration to serve the population. It may include the related facilities for passengers. The uses permitted are soft drink and snack stall, administrative office and other offices. The proposal envisages 25% of the plot area for offices etc. Such type of proposal will generate huge traffic and may lead to congestion and bottleneck in the future. Besides, this will be a permanent loss to the future expansion of terminal activities.
 - (2) The proposal envisages parking for 171 buses and 733 equivalent car spaces covering 3 basements and additional seven floors above the ground level for making provision of parking upto 5 floors and other 2 floors for the offices, etc. However, it is to be noted that MPD - 2001 has not postulated for provision for multi-storeyed parking of cars and buses in Bus Terminals. Before this is permitted it is necessary to study the implications of such high rise development including environmental impact and generation of traffic at entry and exit points.
 - (3) The technical committee meeting held on 26.5.98 has recommended that height will be subject to the height restrictions in surrounding areas which is four storey while the height of the proposed building is 32 mts (7 storeys). The modifications in the building byelaws in respect of FAR, height regulations and the urban form, skyline, etc. needs to be kept in view.
 - (4) Development of such large scale parking would generate tremendous amount of traffic irrespective of peak and non peak hours considering the fact that the proposal include public dealing offices plus commercial development. An examination in

Handed over for reply by Shri Gurmit Singh Adich Planner (D.C.P.) on 24.10.98. (in the T.C meeting)

It Butu from the Concerned file with comments

Dir (D.C.)

26/10/98
22/10 JDC (ad)

26/10/98
22/10

file please
U-I
9/8

- 9] respect of capacity and quality of the roads needs to be undertaken. Moreover, such a proposal should form an integral part of traffic management plan of the area.
- (5) The project envisages induction of state of art technology which should preferably be the Intelligent Transport System technology. This will ensure efficient and cost effective management of parking spaces.
 - (6) The project developers also have to ensure that the investments made in such venture are recovered with profit within a reasonable time period by charging parking charges from the users and other remunerative uses.
 - (7) It is necessary to devise a parking policy for the whole of the area in order to assess parking demand, pricing, operational management, etc.

With regards,

Yours sincerely,



(D.S. Meshram)

To

Shri P.K. Ghosh,
Vice Chairman,
Delhi Development Authority,
Vill. Is. Sadan, I.N.A.,
New Delhi

DR. SANYAL
 Director
 Central Board of Secondary Education

DR. SANYAL
 Director
 Central Board of Secondary Education

CRIS/EMD-FOV/96/2023

18.05.1996

DATE

The Commissioner (Plg.)
 Urban Development Authority
 2nd Floor, Vaidya Market
 New Delhi-110 002

Sir,

Sub: Plan for DFC terminal at Nehru Place - req.

Reference is made to the letter dated 18.05.1996 from the DFC, New Delhi, regarding the proposed plan for the DFC terminal at Nehru Place. The plan shows a flyover that would be constructed over the existing road. It is found that the plan so visualized by the CRAPHT9 does not in any way interfere with the operation of buses being contemplated at the proposed DFC terminal. The plan is approved.

Thanking you,

Yours faithfully,


 (D. SANYAL)

or

Dr. Sanyal
 18.05.1996


 DR. SANYAL

for kind information

for kind information

Sub: Incorporation of proposed bridge on River Yamuna to connect Delhi with NOIDA in the Master Plan for Delhi-2001

....

File No. F.5(24)92-MP/past-I

1. INTRODUCTION

The incorporation of the proposed Bridge on River Yamuna to connect Delhi with NOIDA in the Master Plan for Delhi-2001 was approved by the Tech. Committee vide item No.117/96 in its meeting held on 21.12.96. Subsequently, the same was also approved by the Authority vide item No.17/Plg./97 dated 31.3.97. Consequently, the Ministry of Urban Affairs & Employment was requested to grant permission for calling objections/suggestions from the Public for the proposed amendment in the Master Plan 2001 u/s 11A of the DDA Act, 1957. The Ministry of Urban Affairs and Employment vide its letter No.K-13011/16/97-DDIB dated 2.7.98 directed DDA to invite objections/suggestions from the public for the proposed amendment in the Master Plan for Delhi. As a follow up to the Ministry's permission, a public notice was issued by DDA on 3.10.98 for inviting suggestions/objections. (Annexure)

2. OBSERVATIONS

Only one objection/suggestions from Sh.Sureshwar D. Sinha, Chairman, Pani Morcha has been received in which it has been received (Annexure) in which it has been stated that the Yamuna Bridge connecting Ring Road (Maharani Bagh)-Noida would require a land filling on the right bank of the river Yamuna. The Bridge spans would be extended to within 15 mtrs. of the Ring Road embankments. This would permit location of a Eco Park on the River Bank as proposed by Pani Morcha for treatment of city sewage.

3. EXAMINATION

The objection/suggestions received from Pani Morcha primarily concerns with the planning and design of the proposed bridge which will be examined by the implementing agency/consultant for the project separately. From the above it is clear that there is no objection as to the Bridge/ incorporation of the proposed bridge over river Yamuna in the *handuse* Plan of Master Plan for Delhi-2001.

With a view that implementing agency may consider ~~examine~~ the proposal for setting of Eco Park near the Bridge location a letter was written to Chairman, Pani Mercha for submission of the detailed report. The Detail report of Pani Mercha as received in this office has also been sent to FWD for considering the suggestion of Pani Mercha.

4. RECOMMENDATIONS

As no objection has been made on the incorporation of the proposed bridge over river Yamuna in the Master Plan for Delhi 2001, the matter is put up to the Tech. Committee for its consideration and approval.

H. Miller
19/3/99

Sub.: Change of land use of an area, measuring 3.79 ha from 'residential' to 'Commercial' (Non-Hierarchical, Commercial Centre) at Dheerpur DDA Scheme, Delhi.
F.20(16)/95-MP

BACKGROUND

As per approved layout plan/structure plan of Dheerpur Residential Scheme, a pocket measuring 3.79 ha (9.36 acres) approx. located in Dheerpur and bounded by Outer Ring Road (Road No.50) in the North abutting 24 M wide Scheme Road and Hr. Secondary School/Primary School in the East, and Recreational/Sr. Secondary School in the West, is proposed to be changed from 'residential' to 'Commercial use' (Non-hierarchical Commercial Centre) city level commercial. In this regard Public notice no. F.20(16)/95-MP dated 28.9.98 was published in the leading newspapers (Annexure - I) for inviting objections/suggestions from the public on the above change of land use with the approval from Govt. of India, Ministry of Urban Affairs and Employment, Delhi Division, vide their letter no. K-13011/35/95-DDIB dated 27.4.98.

2. EXAMINATION

In response to the public notice issued by DDA, 3 objections/suggestions were received regarding the change of land use from 'residential' to 'commercial'. The objections have been examined. Objections alongwith observations are as under :-

i. Mr. Sayed Shafi

Req. Item I My comments is that the reason for the proposed change has not been indicated, therefore, it is virtually impossible to appreciate the dire necessity or the underlying urgency for the proposed change. Neither it is possible to ascertain the probable impact it would have on the neighbourhood and the nearby residential area. As a time when there so much need for residential land in Delhi, a few more shops or an additional bazar would only aggravate traffic congestion, parking space and bound to put strain on utilities and services leading to avoidable environmental degradation without any tangible benefits for the adjoining residential community.

DDA Observations

Dheerpur Residential Scheme has been taken up to meet the housing demands. This residential scheme has been planned to accommodate 25000 population in the area of 43.25 ha. Further a pocket having an area of 3.79 ha have been identified for a development of non-hierarchical commercial centre so, that a total project could be viable. This commercial centre would have the lesser ground coverage and a multi storey buildings.

ii. Mr. Sureshwar D. Sinha, Objection no. 2 Paani Morcha, Chairman

The land use of an area South of Balswa Lake:

A proposal for creation of 6 in number flood plain reservoirs in Delhi for the purpose of harvesting monsoon waters was included in our scheme for harnessing greater water supplies and one of these reservoirs was to be created through the expansion of Balswa lake. The creation of the commercial centre at this location would have a highly adverse affect on this proposal. Since water scarcity is becoming a serious problem in Delhi, measures for conservation of water and creation of water reservoirs facilities should be given higher preference at this location. The proposed modification may, therefore, be cancelled.

DDA Observations

The proposed scheme is about meter away from the Bhalswa lake which is developed as a Tourist complex and the lake itself will work as the water reservoirs during the monsoon.

iii. MCD

Objection no.3

The land use of the area located in Dheerpur, Phase I which is proposed to be changed from residential use to commercial use is actually above as sanitary landfill area is the enclosed structure plan of Dheerpur Project. As per the directions of Hon. Supreme Court, all such sanitary landfill areas shall be used as 'Green' and aforestation purpose only. This direction of Hon. Supreme Court shall have to be taken into consideration while doing the above mentioned modifications.

DDA observations

Hon'ble Supreme Court vide order no.284/94 dated 1.3.96 desired that the land after its filling to be used as green developed area. The proposed location of the commercial centre is away from the sanitary landfill site.

3. Keeping in view of above, the proposal is placed before the Technical Committee for its consideration.

(Signature)
19.4.99
SA (Mr.)

**DELHI DEVELOPMENT AUTHORITY
(1975) PLAN (SECTION)
P.L.D. NO. 10/11/1975
DATED 22-8-75
PUBLIC NOTICE**

THE FOLLOWING modification which the Central Govt. proposes to make in the Master Plan/Zonal Plan for Delhi are hereby published for public information. Any person having objections/suggestion with respect to the proposed modifications may send the objection/suggestion in writing to the Commissioner-cum-Secretary, Delhi Development Authority, Vikas Sadan, 'B' Block, INA, New Delhi, within a period of thirty days from the date of issue of this notice. The person making the objection/suggestion should also give his/her name and address.

Modifications:

- i) The land use of an area measuring about 3.79 ha. (9.35 acres) located in the Dheerpur DDA and bounded by Outer Ring Road (Road No. 50) in the North, Sr. Sec. School/Primary School in the East, Recreational/Balswa Lake in the South and Recreational/Sr. Sec. School in the West, is proposed to be changed from 'Residential Use' to 'Commercial Use' (non Hierarchy Commercial Control).
 - ii) At page 134 (LHS) of the Gazette of India Part II Section 3 Sub-Section (iii) dated 1-8-99 under the heading of 'Grade Separators' the following is added after Sl. No. 13:
14. Yamuna Bridge Connecting Ring Road (Mohurani Bagh) to Noida.
 - iii) The land use of an area measuring about 11.51 ha. (28.67 acres) falling in Jangpura, Zone 'D' (New Delhi Area) and bounded by existing Railway Line/Govt./Railway land in the East, Railway Line and Govt./Railway land in the South and Railway line and Sewerage Treatment Plant in the West, is proposed to be changed from 'manufacturing' to 'Residential' (5.54 ha.) and 'Commercial' (5.97 ha.).
 - iv) The land use of an area measuring about 4.00 ha. (9.88 acres) falling in Zone 'O' (River Yamuna Area) and bounded by proposed Recreational use in the North, proposed 45 M B/W road use in the East, proposed 30 M B/W road in the South and River Bed (30 M B/W) in the West, is proposed to be changed from 'Agricultural and Water Body' (the Zone A-4) to 'Manufacturing' (the Zone M-2).
2. The text of MPD 2001/plans indicating the proposed modifications are available for inspection at the office of the Joint Director, Master Plan Scheme I, Floor, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 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996, 997, 998, 999, 1000.

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|-----|---------------------------------------|------------------|
| 1. | Vice-Chairman, DDA | CHAIRMAN |
| 2. | Engineer-Member, DDA | |
| 3. | Principal Commissioner, DDA | |
| 4. | Commissioner (Plg.), DDA | |
| 5. | Addl. Commr. (DC&B), DDA | MEMBER-SECRETARY |
| 6. | Commissioner (LD), DDA | |
| 7. | Commissioner (LM), DDA | |
| 8. | Chief Architect, DDA | |
| 9. | Addl. Commr. (AP), DDA | |
| 10. | Addl. Commr. (UDP), DDA | |
| 11. | Chief Planner, TCPO | |
| 12. | Chief Architect, NDMC | |
| 13. | Town Planner, MCD | |
| 14. | Secretary, DUAC | |
| 15. | Land & Development Officer, MOUA&E | |
| 16. | Sr. Architect (H&TP), CPWD | |
| 17. | Chief Engineer (Plg.), DVB | |
| 18. | Dy. Commr. of Police (Traffic), Delhi | |
| 19. | Director (Land Scape), DDA | |

SPECIAL INVITEES

1. Chief Engineer (Elect.), DDA
2. Addl. Chief Architect, I, DDA
3. Addl. Chief Architect-II, DDA
4. OSD (MPD-21), DDA
5. Director (DC), DDA
6. Director (NCR&UE, PPR), DDA
7. Director (MPD-21), DDA
8. Director (TT), DDA

Sub:- Grade Separator on Jail Road on Najafgarh
Road Crossing (at Tilak Nagar).

F.5(25)91-MP.

Ex.Eng. XX, MCD, vide letter No.664/EEEX/91-92
dt. 12.12.91, submitted the grade separator proposal on
the above said location. This was prepared by M/s. CRAPHTS.

Vide letter No.F.5(25)91-MP/1208 dt. 24.2.92 the
Engg.-in-Chief, MCD (Annexure-A) was informed by DDA that
this location has not been identified for grade separation
in the Study report# submitted by CRRIL. Further vide D.O.
No.F.5(50)91 dt.21.9.93, (Annexure-B) the then Commr.(Plg.),
DDA requested Engg.-in-Chief, MCD, to submit the plans for
the consideration of Tech. Committee/Authority.

Vide D.O.No.287/EEEX/93-94 dt.18.10.93, Engg.-in-Chief
MCD (Annexure-C) informed that proposal of the above flyover
has been cleared in the meeting held under the chairmanship
of Secy.(UD) on 2.5.92. This also stands approved by DUAC
vide letter dt. 6.7.92. The proposal has also been cleared
by RITES in Jan. 92. In view of the position explained,
MCD is taking further action to get the work executed and
the work is already under progress. Engg.-in-Chief, MCD
had also enclosed the copy of the drawing for the reference
and records.

The proposal was examined and the broad observations
are as under:-

1. R/W's Najafgarh Road and Jail Road as per MPD-2001
are 200' (61.96 mtrs.) and 150' (45.72 mtrs.) respect-
ively. In the proposal submitted by MCD, 63 mtrs. R/W
has been proposed on Najafgarh Road and 45 mtrs. on
Jail Road.
2. Alignment Plan of Najafgarh Road in this stretch was
approved by the Authority vide resolution No. 48 dt.
4.6.82 with 200 ft. R/W. The R/W proposed in the
flyover proposal does not tally with the R/W as per
the approved alignment plan.

3. High Tension Line corridor has not been proposed on Najafgarh Road, clearance in this regard may be obtained from D.V.B.
4. No project report/giving Technical Data and feasibility has been submitted by M.C.D.

OBSERVATIONS OF RITES

Vide letter No. RITES/UT/172 dt. 7.2.94, G.M. (Civil) RITES (Annexure-B) informed, S.E., MCD that initially the proposal of MRTS on Najafgarh Road was underground. However, in the Working Group for Delhi MRTS chaired by Commr.-cum-Secy. (Tpt.) NCTD, it was decided that the alignment of the proposed MRTS along Najafgarh Road will be an elevated system. As such RITES has also requested MCD to send the flyover drawings, so that the proposal can be examined with reference to MRTS routes. The flyover is almost in the final stage of completion.

The item is placed before the Tech. Committee for consideration.

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162
11/4/95

-3-
D.R.

ANNEXURE A'

11th Floor,

NO.F.5(3)91-NP/1206

24.2.92

From:

D.K.SALUJA,
DY.DIRECTOR(T)I.

To


The Engineer-in-Chief,
Municipal Corporation of Delhi,
Town Hall, Chandni Chowk,
Delhi-110006.

Subject: Construction of Grade Separator on Jail Road-Najafgarh Road Intersection at Tilak Nagar.

Sir,

This is with reference to the correspondence in connection with the flyover at Jail Road-Najafgarh Road Intersection. I would like to point out that in the draft study report submitted by the Central Road Research Institute this flyover has not been considered as a priority flyover, as such the same is being returned.

Yours faithfully,


(D.K. SALUJA)
DY.DIRECTOR(T)I.

Copy to:

1. Ex-Engineer-XX, MCD, Ambedkar Stadium, Delhi Gate, for information please.
2. J.D.(T) for information please.


DY.DIRECTOR(T)I.

J.C. Gambhir,
Commissioner (Planning)

Vikas Minar, I.P. Estate
New Delhi.

P.O. No. 1000

Dated: 13.12.71

Dear Shri Ambwani,

This is regarding the Jail Road-Majafgarh
Road Flyover near Tilak Nagar in view of the
discussion held at Raj Kivas. According to our
record, this case has not been discussed in the
Technical Committee/Authority meeting as it has
not been submitted by the MCD to the DDA so far.
I would request that you may please personally
look into it and the same may please be submitted
for consideration of the Technical Committee/Authority
meeting of the DDA.

With regards,

Yours sincerely,

(J.C. Gambhir)

Shri G.B. Ambwani,
Engineer-in-Chief, MCD,
Town Hall, Chandni Chowk,
New Delhi.



Engineer in Charge
Municipal Corporation of Delhi
Tarn T. D. D. D.

B. Ambwani
B. Tech. (Hons.)

D.O. No. 281/288/91
Dated: 15.11.91

Dear Shri Gambhir,

Please refer to your D.O. letter No. F.5/15/91, dated 21.9.1993 regarding the proposed grade separator at Jail Road- N.G. Road intersection near Tilak Nagar.

The proposal of above flyover was cleared in the meeting held under the Chairmanship of Secretary, Urban Development, on 2.5.1992 wherein officers from D.U.A.C., C.P.W.D., R.I.T.E.S., P.W.D. (Delhi Adm.), M.O.S.T. and M.C.D. were present and D.D.A. was represented by you. In the meeting it was decided that M.C.D. should go ahead on the basis of design already prepared and should submit the proposal to D.U.A.C. by 15th June, 1992. Accordingly, the proposal was submitted to D.A.U.C. on 29.5.1992 and was approved by the Commission vide their letter No.23(02)/92-DUAC, dated 6.7.1992. The proposal has also been cleared by R.I.T.E.S. in Jan., 1992.

In view of the position explained above, further action to get the work executed is already under process.

However, as desired, a copy of the drawing showing the proposal is enclosed for your reference and record.

With regards,

Yours sincerely,

(G.R. Ambwani)

Shri J.C. Gambhir,
Commissioner (Planning),
D.D.A., Vikas Minar,
T.P. Estate,
NEW DELHI.

11/12/91
26/10/93

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26/10/93

11/12/91
26/10/93

B. RAMAMURTHY
B.Sc.B. Tech.(Hons.)ME, ME
General Manager(Civil)
URBAN TRANSPORT DIVISION

UTES
(A GOVERNMENT OF INDIA
ENTERPRISES)

No. RITES/UT/172/94
February 7, 1994

The Superintending Engineer,
Municipal Corporation of Delhi,
Ambedkar Stadium,
Delhi Gate,
New Delhi 110 002.

Kind Attention : Shri Nayyar

Dear Sir,

Sub: Proposed Flyover at Jail Road Inter-Section with Shivaji Marg.

The Working Group for the Delhi MRTS, chaired by the Commissioner Cum Secretary (Transport), Govt. of National Capital Territory of Delhi, has decided that the alignment of the proposed MRTS along the Najafgarh Road will be an elevated system. Earlier, it was conceived as an underground system. We had checked the proposed road flyover at Jail Road intersection with Shivaji Marg for the underground alignment of the MRTS. Please let us have the latest general arrangement drawings and the foundation details for this flyover so that we can check the proposed MRTS alignment for non interference.

Thanking you,

Yours faithfully,

Sd/-

(B. Ramamurthy)
General Manager(Civil)

Copy to:

1. Commissioner-cum-Secretary (Transport), Govt. of NCT of Delhi, 5/9 Underhill Road, Delhi 110054.
2. Commissioner(Planning), DDA, Vikas Minar, I.P.Estate, New Delhi.