

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO.F.1(2)2000/MP

Dated:

Please find enclosed minutes of the minutes of the 1st and 2nd Technical Committee meeting held on 24.1.2001 and 29.1.2001 at 10.00 A.M. and 3.00 P.M. respectively in the Conference Hall, 5th floor, Vikas Minar, I.P. Estate, New Delhi.

The following were present:

DELHI DEVELOPMENT AUTHORITY:

- | | |
|--|-------------------|
| <ol style="list-style-type: none"> 1. Sh.P.K. Ghosh, Vice Chairman, DDA 2. Sh. R.K. Bhandari, Engineer Member 3. Sh. Vijay Risbud, Commissioner (Plg.) 4. Sh. K.K. Bandyopadhyay, Addl Commr. (DC&B) 5. Sh. Chandra Ballabh, Addl. Commr. (MP&PR) 6. Sh. A.K. Jain Addl. Commr. (UDP) 7. Sh. C.L. Aggarwal, Chief Architect 8. Smt. Savita Bhandari, Director (LS) | <p>(In Chair)</p> |
|--|-------------------|

T.C.P.O.:

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

M.C.D.:

10. Sh. Shamsher Singh, Senior Town Planner

DELHI TRAFFIC POLICE

11. Sh.Ravinder Suri, Inspector Traffic

SPECIAL INVITEES:

12. Sh. N.K. Aggarwal, OSD (AP)
13. Sh. S. Srivastava, Director (AP) I DDA
14. Sh. Parkash Narayan, Director (TT)
15. Sh. Anil Barai, Director (MPPR)II
16. Sh. B. K. Jain Director (MPPR) I DDA
17. Sh. N. K. Chakarawarty, Jt. Dir. (AP) I
18. Sh. R.M. Lal, Jt. Dir. (TT)
19. Sh. T.K. Mandal, Jt. Dir. (TT) II DDA
20. Sh. S.K. Malhotra, Project Manager Grade II Fly over
21. Sh. D.P. Singh, Ex. Engg. F D VII
22. Sh. R. P. Goel, Ex. Engg. FD V
23. Sh. R.,M. Raina Adviser (PD) DMRC
24. Sh. A.K. Bajaj, Chief Engineer (C) DMRC
25. Smt. Tripta Khurana, C.A. DMRC
26. Sh. B.K. Rao Director (Projects) DMRC
27. Sh. C.V.K. Rao. Director (Project) DMRC
28. Sh. K. Srinath, Chief Urban Planner, DMRC

DELHI DEVELOPMENT AUTHORITY
MASTER PLAN SECTION

No. F.1(2)/2000/MP

Dated:

Minutes of the 1st and 2nd Technical Committee meeting held on 24-1-2001 and 29-1-2001 at 10.00 A.M. and 3.00 P.M. respectively in the Conference Hall, 5th floor, Vikas Minar, I.P.Estate, New Delhi.

Item no. 1/2001

Sub: Change of land use of an area measuring 25 ha. (62.5 acres) from Rural Use Zone to 'Residential' near PVC Bazar, Rohtak Road.

F.20(18)96-MP

The Technical Committee recommended for processing of the change of land use of the site under reference from 'Rural and Agriculture' to 'Residential'. The provision of the green buffer, service road, and the commercial land use along the Rohtak Road, which had already been approved as part of the integrated scheme of 970 ha. in the Tech. Committee meeting held on 3.3.98 would be retained. It was also decided that a detailed residential scheme shall be prepared on the proposed land which would be available to DDA.

Item No. 2/2001

Sub: Draft Zonal Development Plan for Zone 'L' (West Delhi III)

F4(6)98-MP

Deferred.

Item No. 3/2001

Sub: Grade separator at T junction of G T Road & Road no. 66 (TYA)

F.5(14)99-MP

The proposal of the grade separator was discussed in detail. The Technical Committee approved the proposal with following terms & conditions as given below:

- a. The design of grade separator be further examined by Eng. Wing in terms of the design, speed, structure, super elevation and other engineering aspects.
- b. The approval from the various agencies, if required, shall be taken by the executing agency.
- c. The diversion plan during construction is to be got approved from traffic police.

- d. The consultant will submit a landscape plan of the scheme.
- e. The modified plan, duly authenticated by the Project Manager, be submitted to DUAC. The DUAC approved plans be then submitted to DDA for consideration of the Authority.
- f. The Project Manager shall submit 3 copies of the modified plan, duly authenticated, to the Master Plan Section of DDA incorporating the decision of the Technical Committee along with the action taken report.

Item No. 4/2001

Sub: Change of land use of six sites for property development in Shahdara - Tis Hazari MRTS Corridor.
F.20(9)99-MP

This matter was discussed in detail and Tech. committee recommended that the sites of the railway station proposed for Metro Rail Transport Corridor shall be considered as a 'commercial use'. Wherever necessary clearance shall be taken from the Ministry of Urban Development for the change of land use, if the site is part of the recreational use / district park. The other conditions and the development control norms shall remain the same, as communicated by DDA vide office letter dt. 4.10.99 which was put as Annexure to the Agenda. It was also decided that DMRC would obtain necessary clearance from the CWC and NEERI Nagpur with respect to the stations proposed at Shastri Park, falling in river bed area. This decision shall be applicable to six stations falling between Shahdara Tis Hazari MRTS Corridor. After feed back the necessary modifications in MPD 2001 shall be processed.

The Project / Scheme shall be implemented only after the change of land use is finally notified by the Ministry.

Item No. 5/2001

Sub: Change of land use for property Development at Shastri park for Implementation of Shahdara Tis Hazari elevated section of MRTS Phase I.
F.20(2)99-MP

The case was discussed in detail. The Technical Committee desired that since the land formed part of river bed, DMRC must seek necessary clearance from Central Water Commission (CWC), CWSR, Pune and NEERI Nagpur with respect to the proposed land use specially the area proposed to be developed as residential. It was also desired that DMRC may work out the requirements of all essential facilities like water supply, sewerage, drainage, power schools / shopping etc. and circulation and parking for resident and floating population. All the land requirements for infrastructure of the proposed development shall have to be met within the projects boundaries and DMRC shall seek clearance from all the concerned service agencies. Only after seeking the necessary clearance, the proposal be submitted again for processing further.

Item No. 6/2001

Sub: Change of land use and property development at Khyber Pass depot in implementation of metro corridor Vishwavidalaya Central Secretariat of MRTS Ph. I
F.3(38)99-MP

The matter was discussed in detail. It was decided that exact boundaries of the filled up sanitary land fill site be obtained by DMRC from MCD and be super imposed on the proposals for seeking clearance of the Hon'ble Supreme Court for use other than recreational / forest.

The areas proposed for development as commercial complex, residential, operational area (depot / residential development of deck and yard) be indicated on a Survey Plan with dimensions and area. . It was resolved that a maximum of 25% deck area utilised for property development and the rest be kept free from constructions.. DMRC shall also work out the requirements of essential facilities like water supply, sewerage, drainage, power and circulation including parking for both the resident as well as floating population. All the infrastructural requirements of the proposed development shall have to be met within the project boundaries and DMRC shall seek clearance from all the concerned service agencies. The revised proposal on the above lines would be submitted by the DMRC to the DDA for further processing of the proposed land use.

The project / scheme shall be implemented only after the change of land uses are finally notified by the Govt. of India, as per the provisions of Section 11 (A) of the Delhi Development Act.

DELHI DEVELOPMENT AUTHORITY
(DEVELOPMENT CONTROL & TRAFFIC & TRANSPORTATION)

NO. F.1(14)2001-MP

551

DATED: 25/5/2001

MINUTES OF THE VITH TECHNICAL COMMITTEE MEETING OF THE DELHI DEVELOPMENT AUTHORITY HELD ON 22.5.2001 AT 10.00 AM IN THE CONFERENCE HALL VIKAS MINAR, IP ESTATE, NEW DELHI LIST OF THE OFFICERS PRESENT IN THE MEETING IS ANNEXED.

Item No.

1. Sub: Confirmation of minutes of the meeting held on 25.4.2001

The minutes of the meeting of the Tech. Committee held on 25.4.2001 were confirmed. It has also been decided that the actions shall be initiated based on the draft minutes without waiting the confirmation of the minutes. Chairman also desired that action taken report on the various decision of the Tech. Committee be brought quarterly before the Tech. Committee.

Item No. 28/2001

2. SUB: Development of Ghazipur Freight Complex Modification in Layout.
NO.F.3(01)96/DIR/SP/PT/II

The modification in the approved layout as given in para 3 of agenda has been agreed by the Tech. Committee subject to the conditions that necessary provision for the adequate idle truck parking shall be provided in the freight complex. This will be in addition to the provision of the parking of the truck required to be kept in the whole sale market of a specific commodity in this freight complex.

Item No. 30/2001

4. Sub: Modification in the layout plan of Saimi CHBS Ltd. Shahdara for carving out one residential plot in lieu of earlier plots no. 101 from part of Nursery school plot. F.23(13)72-Bldg.

After having a detail discussion on the proposals it has been decided that allotment of alternate plot of larger size to the owner of plot no. 101 is not feasible as (a) this will reduce the facility area accordingly (b) It may not be possible to use existing plot for any facility (c) The number of plots of similar area are existing in society (d) It will create the bad precedence (e) lay out when approved by competent authority was acceptable to members of the society. The Hon'ble Court may be intimated accordingly.

Item no. 31/2001

5. Sub: Construction of grade separator at Lala Lajpat Rai Marg Josip Marg Tito Marg intersection. F5(18)88-MP

The Tech. Committee recommended to the proposals of the fly over for approval subject to the following conditions:

1. A design of Grade Separator shall be further examined by Engineering Wing in terms of design, speed, super elevation and other related Engineering aspects
2. The approval from various agencies i.e. Delhi Jal Board, PWD, DVB, Gas Authority of India and Ministry of Surface Transport/NHAI etc. if required, be taken by the executing agency before commencing the project.
3. The diversion plan during construction shall be prepared and approval of the Traffic Police be taken before implementation.
4. The Eng. Wing shall submit 3 copies of the plans, duly authenticated, to the Master Plan Section of DDA after incorporating R/W lines and the decision of the Technical Committee along with 3 copies of the upto date action taken report.
5. The recommended proposal of the Tech. Committee after obtaining necessary clearances from DUAC shall be placed before the Authority for final approval.
6. The landscape plan (under and above flyovers) shall be prepared by implementing agency and necessary provision in structural design be kept.

6. Item No. 32/2001

SUB: Flyover proposal at the intersection of outer Ring Road Man Anand Mai Marg (Part of Corridor Development Plan of Outer Ring Road) F5(S)2000-MP

DELHI DEVELOPMENT AUTHORITY

List of participants in meeting and Technical Committee held on 22.5.2001

1. Sh. P.K. Hota, Vice Chairman
2. Sh. Vijay Risbud Commissioner (Plg.)
3. Sh. N.K. Agarwal Addl. Commr (Plg.)
4. Sh. A.K. Jain, Addl. Commr. (Plg.)
5. Sh. C.L. Aggarwal, Chief Architect
6. Sh. Prakash Narayan OSD (DC&TT)
7. Smt. Savita Bhandari Director (LS)

T.C.P.O.

8. Sh. B. K. Arora (PCP)

M.C.D.

9. Sh. Shem Sher Singh, Sr. T.P.

DELHI POLICE

10. Sh. Sanjay Baniwal DCP (Traffic)

SPECIAL INVITEES

11. Sh. Chander Ballabh, Addl. Commr (MPPR)
12. Sh. V.D. Dewan, Addl. C A DDA
13. Sh. S.C. Kanarwal, Addl. CAI DDA
14. Sh. S.K. Malhotra Project Manager Fly over
15. Sh. S. Jethwani, Director P I PWD
16. Sh. S. Srivastava Director (DC)
17. Sh. Kuldeep Raj Director (Plg.) DDA
18. Sh. B.K. Jain Director (MPPR) DDA
19. Sh. Anil Barai, Director (Bldg) DDA
20. Sh. S.P. Bansal, Director Dwarka
21. Sh. A.K. Gupta, Director (AP)I DDA
22. Sh. P.K. Behra, Jt. Director (Plg.) DDA
23. Sh. Vinod Sakle, Jt. Director (Bldg.) DDA
24. Sh. R.K. Jain, Jt. Director (MP)
25. Sh. R.M. Lal Jt. Director (TT)
26. Sh. T. K. Mandal, Jt. Dir. (Plg.)
27. Sh. C.P.S. Vimar, Ex. Engg. (PWD)
28. Sh. S.K. Wasan, Senior Manager Consultant
29. Dr. A.C. Sarnal, Consultant
30. Sh. R.B. Singh, Sr. Manager (Consultant)
31. Sh. P. Hariharan, Consultant.

DELHI DEVELOPMENT AUTHORITY
(DEVELOPMENT CONTROL & TRAFFIC & TRANSPORTATION)

NO. F.1(14)2001-MP

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3. Item No. 29/2001

Sub: Permission to allow an orphanage centre in Alipur Village on temporary basis for Mogadevi Minda Charitable Trust. F.3(50)2000-MP

The change of land use of Narela sub city is under process. In view of this Technical Committee recommended that temporary permission for orphanage which is permissible under the provision of the MPD 2001 in the residential area may be considered to Mogadevi Minda Charitable Trust subject to (a) no permanent construction shall be allowed. (b) for land as and when acquired the trust will not be paid any compensation for land development / structures.

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3. The diversion plan during construction shall be prepared and approval of the Traffic Police be taken before implementation.
4. The Eng. Wing shall submit 3 copies of the plans, duly authenticated, to the Master Plan Section of DDA after incorporating the R/W lines and the decision of the Technical Committee along with 3 copies of the upto date action taken report.
5. The recommended proposal of the Tech. Committee after obtaining necessary clearances from DUAC shall be placed before the Authority for final approval
6. The landscape plan (under and above) of flyovers shall be prepared by implementing agency and necessary provisions in structural design be kept

7. Item No. 33/2001

Sub: Request for declaration of spot zones the four cold storage i.e. Delhi Cold Storage (P) Ltd. 5078 Roshanara Road Khesla Cold Storage, 6 Bhama Sha Marg Narbada Cold Storage Old Subzi Mandi & Prag Distilled Water and Ice Factory Old Subzie Mandi F.17(6)99-MP

Technical Committee expressed the view that as urban renewal plans have not been prepared in the last 10 years and the conditions of the existing structures are becoming delapidated. In view of this it has been decided that the proposals regarding continuance or allowing existing uses / industrial activities which are compatible to the provisions of the Master Plan of Supreme^{court} orders first be discussed in house with all concern departments Based on discussion a detailed note be placed in Technical Committee.

8. Item No. 34/2001 (Laid on table).

Sub: Sanction of Building Plan for D 42 B Raj nagar Part II

The proposal regarding sub division of plot approval of the building plans in unauthorised regularised colonies was discussed in detail and was noted that this issue has already been discussed with MCD ~~these before~~ the Technical Committee resolved that a note with full facts and issues be prepared for the consideration of L.G.

9. OTHER ITEMS:

9. SUB: Development Control Norms for Service Secondary School.
FILE NO. F9(11)99-MP

The policy item regarding the norms for the senior secondary school was again discussed in the meeting of the Tech. committee informally and it has been decided that play field is the essential component of the senior secondary school and it may not be desirable to reduced from the existing 2 acre to the lower side. In view of the scaracity of the land number of schools per lakh population could be reduced by increasing the capacity of the schools. Further it has been decided that Planning Deptt. would prepare a detailed note on the requirements of the schools and its relation with the population / number of school going population and the catchment area of the school etc. This shall be further submitted for necessary order to the L.G. Delhi.

10. Flyovers / Grade Separators :

Tech. Committee also desired that (a) all flyover/grade separator projects be inspected by a multidisciplinary committee consisting Commr. (PLG) Director (LS) Director (Hort) DLM HQ DCP (Traffic police) Director (TT) and concerned Engineering Wing to examine the feasibility of proposals to minimise the land acquisition cutting of trees and also to make provision for local problems etc. The all proposals in future be placed with the recommendation of this committee.

b. All fly over designs already approved / being processed for approval may be examined for making the provision of segregated U turning facilities below the flyovers.

c. The landscape plan (over and under) fly overs and also of surrounding area shall be prepared by project implementing agencies with necessary provisions in structural design also.

It is requested that observations / comments if any on the above minutes may please be submitted to Jt. Dir. (MP) within a week time.

These minutes are issued with the approval of VC, DDA

Parkash Narayan
(PARKASH NARAYAN) 8/6/2001
OSD(DC&TT)

MEMBER SECRETARY

NO.F.1(14)2001-MP

COPY TO:

1. OSD to Vice Chairman, DDA
2. Engineer Member DDA
3. Commissioner (Plg) DDA
4. Chief Architect, DDA
5. Addl. Commr. (AP) DDA
6. Addl. Cmmr. (MPPR) DDA
7. Addl. Commr. (UDP) DDA
8. OSD (DC & TT)
9. Chief Planner TCPO
10. Chief Architect, NDMC
11. Chief Town Planner, MCD
12. Land & Development Officer, MOUA&E
13. Chief Engineer (Plg.) DVB
14. Dy. Commr. of Police (Traffic) Delhi
15. Director (Land Scape)

RK Jain
R K JAIN
Sr. Director (P)

DELHI DEVELOPMENT AUTHORITY

List of participants in meeting and Technical Committee held on 22.5.2001.

1. Sh. P.K. Hota, Vice Chairman
2. Sh. Vijay Risbud Commissioner (Plg.)
3. Sh. N.K. Agarwal Addl. Commr. (Plg.)
4. Sh. A.K. Jain, Addl. Commr. (Plg.)
5. Sh. C.L. Aggarwal, Chief Architect
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T.C.P.O.

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Flyovers / Grade Separators :

Tech. Committee also desired that (a) all flyover/grade separator projects be inspected by a multidisciplinary committee consisting Commr. (PLG) Director (LS) Director (Hort) DLM HQ DCP (Traffic police) Director (TT) and concerned Engineering Wing to examine the feasibility of proposals to minimise the land acquisition cutting of trees and also to make provision for local problems etc. The all proposals in future be placed with the recommendation of this committee.

b) All fly over designs already approved / being processed for approval may be examined for making the provision of segregated U turning facilities below the flyovers.

c) The landscape plan (over and under) fly overs and also of surrounding area shall be prepared by project implementing agencies with necessary provisions in structural design also.

It is requested that observations / comments if any on the above minutes may please be submitted to Jt. Dir. (MP) within a week time.

The above minutes have been confirmed in the meeting of Tech. Committee held on 4.7.2001.

Handwritten initials

Handwritten signature
23/7/2001
(PARKASH NARAYAN)
OSD(DC&TT)
MEMBER SECRETARY

NO.F.1(14)2001-MP 531

COPY TO:

1. ✓ OSD to Vice Chairman, DDA *23/7*
2. ✓ Engineer Member DDA *23/7*
3. ✓ Commissioner (Plg) DDA *23/7*
4. ✓ Chief Architect, DDA
5. ✓ Addl. Commr. (AP) DDA
6. ✓ Addl. Cmmr. (MPPR) DDA *23/7*
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14. ✓ Dy. Commr. of Police (Traffic) Delhi *23/7*
15. ✓ Director (Land Scape) *23/7*
16. ✓ Sr. Architect, (H&TP) CPWD *23/7*
17. ✓ Dy. Commr. of Police (Traffic) Delhi *23/7*
18. ✓ Chief Engineer (Plg.) DVB
19. ✓ Director (Land Scape) DDA
20. ✓ Secretary to L.G. Delhi *23/7*
21. ✓ Manager Fly over (G - I) *23/7*
22. ✓ Manager Fly over (G - II) *23/7*

Checked
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Handwritten signature
23/7/2001
(R.K. JAIN)
JT.DIR.(MP)

7. Sub: Request for declaration of spot zones the four cold storage i.e. Delhi Cold Storage (P) Ltd. 5078 Roshanara Road Khesla Cold Storage, 6 Bhama Sha Marg Narbada Cold Storage Old Subzi Mandi & Prag Distilled Water and Ice Factory Old Subzie Mandi.

F.17(6)99-MP

Technical Committee expressed the view that as urban renewal plans have not been prepared in the last 10 years and the conditions of the existing structures are becoming delapidated. In view of this it has been decided that the proposals regarding continuance or allowing existing uses / industrial activities which are compatible to the provisions of the Master Plan of Supreme orders first be discussed in house with all concern departments Based on discussion a detailed note be placed in Technical Committee.

Item No. 34/2001

8. Sub: Sanction of Building Plan for D 42 B Raj nagar Part II
NO. DD/BLDG/NW/DDA/2000/PT

The proposal regarding sub division of plot approval of the building plans in unauthorised regularised colonies was discussed in detail and was noted that this issue has already been discussed with MCD these before the Technical Committee resolved that a note with full facts and issues be prepared for the consideration of L.G.

OTHER ITEMS:

9. SUB: Development Control Norms for Senior Secondary School.
FILE NO. F9(11)99-MP

The policy item regarding the norms for the senior secondary school was again discussed in the meeting of the Tech. committee informally and it has been decided that play field is the essential component of the senior secondary school and it may not be desirable to reduced from the existing 2 acre to the lower side. In view of the scaracity of the land number of schools per lakh population could be reduced by increasing the capacity of the schools Further it has been decided that Planning Deptt. would prepare a detailed note on the requirements of the schools and its relation with the population / number of school going population and the catchment area of the school etc. This shall be further submitted for necessary order to the L.G. Delhi.

DELHI DEVELOPMENT AUTHORITY
(DEVELOPMENT CONTROL & TRAFFIC & TRANSPORTATION)

NO. F.1(14)2001-MP / 531

DATED:

23/7/2001

MINUTES OF THE VITH TECHNICAL COMMITTEE MEETING OF THE DELHI DEVELOPMENT AUTHORITY HELD ON 22.5.2001 AT 10.00 AM IN THE CONFERENCE HALL VIKAS MINAR, IP ESTATE, NEW DELHI LIST OF THE OFFICERS PRESENT IN THE MEETING IS ANNEXED.

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The Tech. Committee recommended to the proposals of the fly over for approval subject to the following conditions:

1. A design of Grade Separator shall be further examined by Engineering Wing in terms of design, speed, super elevation and other related Engineering aspects
2. The approval from various agencies i.e. Delhi Jal Board, PWD, DVB, Gas Authority of India and Ministry of Surface Transport/NHAI etc. if required, be taken by the executing agency before commencing the project.
3. The diversion plan during construction shall be prepared and approval of the Traffic Police be taken before implementation.
4. The Eng. Wing shall submit 3 copies of the plans, duly authenticated, to the Master Plan Section of DDA after incorporating R/W lines and the decision of the Technical Committee along with 3 copies of the upto date action taken report.
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6. Item No. 32/2001

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Chandra
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Item No. 33/2001

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F.17(6)99-MP

Technical Committee expressed the view that as urban renewal plans have not been prepared in the last 10 years and the conditions of the existing structures are becoming delapidated. In view of this it has been decided that the proposals regarding continuance or allowing existing uses / industrial activities which are compatible to the provisions of the Master Plan of Supreme orders first be discussed in house with all concern departments Based on discussion a detailed note be placed in Technical Committee.

Item No. 34/2001

8. Sub: Sanction of Building Plan for D 42 B Raj nagar Part II
NO. DD/BLDG/NW/DDA/2000/PT

The proposal regarding sub division of plot approval of the building plans in unauthorised regularised colonies was discussed in detail and was noted that this issue has already been discussed with MCD these before the Technical Committee resolved that a note with full facts and issues be prepared for the consideration of L.G.

OTHER ITEMS:

9. SUB: Development Control Norms for Senior Secondary School.
FILE NO. F9(11)99-MP

The policy item regarding the norms for the senior secondary school was again discussed in the meeting of the Tech. committee informally and it has been decided that play field is the essential component of the senior secondary school and it may not be desirable to reduced from the existing 2 acre to the lower side. In view of the scaracity of the land number of schools per lakh population could be reduced by increasing the capacity of the schools Further it has been decided that Planning Deptt. would prepare a detailed note on the requirements of the schools and its relation with the population / number of school going population and the catchment area of the school etc. This shall be further submitted for necessary order to the L.G. Delhi.

Checked
[Signature]

10. Flyovers / Grade Separators :


Tech. Committee also desired that (a) all flyover/grade separator projects be inspected by a multidisciplinary committee consisting Commr. (PLG) Director (LS) Director (Hort) DLM HQ DCP (Traffic police) Director (TT) and concerned Engineering Wing to examine the feasibility of proposals to minimise the land acquisition cutting of trees and also to make provision for local problems etc. The all proposals in future be placed with the recommendation of this committee.

b) All fly over designs already approved / being processed for approval may be examined for making the provision of segregated U turning facilities below the flyovers.

c) The landscape plan (over and under) fly overs and also of surrounding area shall be prepared by project implementing agencies with necessary provisions in structural design also.

It is requested that observations / comments if any on the above minutes may please be submitted to Jt. Dir. (MP) within a week time.

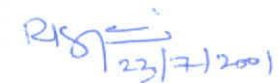
The above minutes have been confirmed in the meeting of Tech. Committee held on 4.7.2001.


(PARKASH NARAYAN)
OSD(DC&TT)
MEMBER SECRETARY

NO.F.1(14)2001-MP

COPY TO:

1. OSD to Vice Chairman, DDA
2. Engineer Member DDA
3. Commissioner (Plg) DDA
4. Chief Architect, DDA
5. Addl. Commr. (AP) DDA
6. Addl. Cmmr. (MPPR) DDA
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14. Dy. Commr. of Police (Traffic) Delhi
15. Director (Land Scape)
16. Sr. Architect, (H&TP) CPWD
17. Dy. Commr. of Police (Traffic) Delhi.
18. Chief Engineer (Plg.) DVB
19. Director (Land Scape) DDA
20. Secretary to L.G. Delhi.
21. Manager Fly over (G - I)
22. Manager Fly over (G - II)


(R.K. JAIN)
JT.DIR.(MP)

Checked


DELHI DEVELOPMENT AUTHORITY
(DEVELOPMENT CONTROL & TRAFFIC & TRANSPORTATION)

NO. F.1(14)2001-MP

DATED:

DRAFT MINUTES OF THE VITH TECHNICAL COMMITTEE MEETING OF THE DELHI DEVELOPMENT AUTHORITY HELD ON 22.5.2001 AT 10.00 AM IN THE CONFERENCE HALL VIKAS MINAR, IP ESTATE, NEW DELHI LIST OF THE OFFICERS PRESENT IN THE MEETING IS ANNEXED.

Item No.

1. Sub: Confirmation of minutes of the meeting held on 25.4.2001

The minutes of the meeting of the Tech. Committee held on 25.4.2001 were confirmed. It has also been decided that the actions shall be initiated based on the draft minutes without waiting the confirmation of the minutes. Chairman also desired that action taken report on the various decision of the Tech. Committee be brought quarterly before the Tech. Committee.

2. Item No. 28/2001

SUB: Development of Ghazipur Freight Complex Modification in Layout.

F3 @ 1296/DIR SPPT. II

The modification in the approved layout as given in para 3 of agenda has been agreed by the Tech. Committee subject to the conditions that necessary provision for the adequate idle truck parking shall be provided in the freight complex. This will be in addition to the provision of the parking of the truck required to be kept in the whole sale market of a specific commodity in this freight complex.

3. Item No. 29/2001

Sub: Permission to allow an orphanage centre in Alipur Village on temporary basis for Mogadevi Minda Charitable Trust. F.3(50)2000-MP

The change of land use of Narela sub city is under process. In view of this Technical Committee recommended that temporary permission for orphanage which is permissible under the provision of the MPD 2001 in the residential area may be considered to Mogadevi Minda Charitable Trust subject to (a) no permanent construction shall be allowed. (b) for land as and when acquired the trust will not be paid any compensation for land development / structures.

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Technical Committee expressed the view that as urban renewal plans have not been prepared in the last 10 years and the conditions of the existing structures are becoming delapidated. In view of this it has been decided that the proposals regarding continuance or allowing existing uses / industrial activities which are compatible to the provisions of the Master Plan of Supreme^{court} orders first be discussed in house with all concern departments Based on discussion a detailed note be placed in Technical Committee.

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Sigmar
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It is requested that observations / comments if any on the above minutes may please be submitted to Jt. Dir. (MP) within a week time.

These minutes are issued with the approval of VC, DDA

(PARKASH NARAYAN) 8/8/2001

OSD(DC&TT)

MEMBER SECRETARY

NO.F.1(14)2001-MP

COPY TO:

1. OSD to Vice Chairman, DDA
2. Engineer Member DDA
3. Commissioner (Plg) DDA
4. Chief Architect, DDA
5. Addl. Commr. (AP) DDA
6. Addl. Cmmr. (MPPR) DDA
7. Addl. Commr. (UDP) DDA
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12. Land & Development Officer, MOUA&E.
13. Chief Engineer (Plg.) DVB
14. Dy. Commr. of Police (Traffic) Delhi
15. Director (Land Scene)

RK Jain
8/8/2001

R K JAIN
Jt. Director MP

DELHI DEVELOPMENT AUTHORITY

List of participants in meeting and Technical Committee held on 22.5.2001.

1. Sh. P.K. Hota, Vice Chairman
2. Sh. Vijay Risbud Commissioner (Plg.)
3. Sh. N.K. Agarwal Addl. Commr. (Plg.)
4. Sh. A.K. Jain, Addl. Commr. (Plg.)
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6. Sh. Prakash Narayan OSD (DC&TT)
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M.C.D.

9. Sh. Shem Sher Singh, Sr. T.P.

DELHI POLICE

10. Sh. Sanjay Baniwal DCP (Traffic)

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25. Sh. R.M. Lal Jt. Director (TT)
26. Sh. T. K. Mandal, Jt. Dir. (Plg.)
27. Sh. C.P.S. Vimar, Ex. Engg. (PWD)
28. Sh. S.K. Wasan, Senior Manager Consultant
29. Dr. A.C. Sarnal, Consultant
30. Sh. R.B. Singh, Sr. Manager (Consultant)
31. Sh. P. Hariharan, Consultant.

DELHI DEVELOPMENT AUTHORITY
(DEVELOPMENT CONTROL & TRAFFIC & TRANSPORTATION)

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Parkash Narayan
(PARKASH NARAYAN) 8/6/2001
OSD(DC&TT)
MEMBER SECRETARY

NO.F.1(14)2001-MP

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DELHI DEVELOPMENT AUTHORITY

Is.120

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DELHI DEVELOPMENT AUTHORITY
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After having a detail discussion on the proposals it has been decided that allotment of alternate plot of larger size to the owner of plot no. 101 is not feasible as (a) this will reduce the facility area accordingly (b) It may not be possible to use existing plot for any facility (c) The number of plots of similar area are existing in society (d) It will create the bad precedence (e) lay out when approved by competent authority was acceptable to members of the society. The Hon'ble Court may be intimated accordingly.

Item no. 31/2001

Sub: Construction of grade separator at Lala Lajpat Rai Marg Josip Marg Tito Marg intersection. F5(18)88-MP

The Tech. Committee recommended to the proposals of the fly over for approval subject to the following conditions:

1. A design of Grade Separator shall be further examined by Engineering Wing in terms of design, speed, super elevation and other related Engineering aspects
2. The approval from various agencies i.e. Delhi Jal Board, PWD, DVB, Gas Authority of India and Ministry of Surface Transport/NHAI etc. if required, be taken by the executing agency before commencing the project.
3. The diversion plan during construction shall be prepared and approval of the Traffic Police be taken before implementation.
4. The Eng. Wing shall submit 3 copies of the plans, duly authenticated, to the Master Plan Section of DDA after incorporating R/W lines and the decision of the Technical Committee along with 3 copies of the upto date action taken report.
5. The recommended proposal of the Tech. Committee after obtaining necessary clearances from DUAC shall be placed before the Authority for final approval.
6. The landscape plan (under and above flyovers) shall be prepared by implementing agency and necessary provision in structural design be kept.

6. Item No. 32/2001

SUB; Flyover proposal at the intersection of outer Ring Road Man Anand Mai Marg (Part of Corridor Development Plan of Outer Ring Road) F5(5)2000-MP

The Tech. Committee recommended to the proposals of the fly over for approval subject to the following conditions:

1. A design of Grade Separator shall be further examined by Engineering Wing in terms of design, speed, super elevation and other related Engineering aspects
2. The approval from various agencies i.e. Delhi Jal Board, PWD, DVB, Gas Authority of India and Ministry of Surface Transport/NHAI etc. if required, be taken by the executing agency before commencing the project.
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5. The recommended proposal of the Tech. Committee after obtaining necessary clearances from DUAC shall be placed before the Authority for final approval.
6. The landscape plan (under and above) of flyovers shall be prepared by implementing agency and necessary provisions in structural design be kept.

7. Item No. 33/2001

Sub: Request for declaration of spot zones the four cold storage i.e. Delhi Cold Storage (P) Ltd. 5078 Roshanara Road Khesla Cold Storage, 6 Bhamu Sha Marg Narbada Cold Storage Old Subzi Mandi & Prag Distilled Water and Ice Factory Old Subzie Mandi. F.17(6)99-MP

Technical Committee expressed the view that as urban renewal plans have not been prepared in the last 10 years and the conditions of the existing structures are becoming delapidated. In view of this it has been decided that the proposals regarding continuance or allowing existing uses / industrial activities which are compatible to the provisions of the Master Plan of Supreme ^{court} orders first be discussed in house with all concern departments Based on discussion a detailed note be placed in Technical Committee.

8. Item No. 34/2001 (Laid on table).

Sub: Sanction of Building Plan for D 42 B Raj nagar Part II

The proposal regarding sub division of plot approval of the building plans in unauthorised regularised colonies was discussed in detail and was noted that this issue has already been discussed with MCD ~~these before~~ The Technical Committee resolved that a note with full facts and issues be prepared for the consideration of L.G.

9. OTHER ITEMS:

9. SUB: Development Control Norms for Service Secondary School.
FILE NO. F9(11)99-MP

The policy item regarding the norms for the senior secondary school was again discussed in the meeting of the Tech. committee informally and it has been decided that play field is the essential component of the senior secondary school and it may not be desirable to reduced from the existing 2 acre to the lower side. In view of the scaracity of the land number of schools per lakh population could be reduced by increasing the capacity of the schools Further it has been decided that Planning Deptt. would prepare a detailed note on the requirements of the schools and its relation with the population / number of school going population and the catchment area of the school etc. This shall be further submitted for necessary order to the L.G. Delhi.

10. Flyovers / Grade Separators :

Tech. Committee also desired that (a) all flyover/grade seperator projects be inspected by a multidisciplinary committee consisting Commr. (PLG) Director (LS) Director (Hort) DLM HQ DCP (Traffice police) Director (TT) and concerned Engineering Wing to examine the feasibility of proposals to minimise the land acquisition cutting of trees and also to make provision for local problems etc. The all proposals in future be placed with the recommendation of this committee.

b. All fly over designs already approved / being processed for approval may be examined for making the provision of segregated U turning facilities below the flyovers.

c. The landscape plan (over and under) fly overs and also of surrounding area shall be prepared by project implementing agencies with necessary provisions in structural design also.

It is requested that observations / comments if any on the above minutes may please be submitted to Jt. Dir. (MP) within a week time.


These minutes are issued with the approval of V.C., DDA


(PARKASH NARAYAN) 8/6/2001
OSD(DC&TT)
MEMBER SECRETARY

NO.F.1(14)2001-MP

COPY TO:

1. OSD to Vice Chairman, DDA
2. Engineer Member DDA
3. Commissioner (Plg) DDA
4. Chief Architect, DDA
5. Addl. Commr. (AP) DDA
6. Addl. Cmmr. (MPPR) DDA
7. Addl. Commr. (UDP) DDA
8. OSD (DC & TT)
9. Chief Planner TCPO
10. Chief Architect, NDMC
11. Chief Town Planner, MCD
12. Land & Development Officer, MOUA&E
13. Chief Engineer (Plg.) DVB
14. Dy. Commr. of Police (Traffic) Delhi
15. Director (Land Scape)


R K JAIN
Jt. Director (P-1)

DELHI DEVELOPMENT AUTHORITY

List of participants in meeting and Technical Committee held on 22.5.2001.

1. Sh. P.K. Hota, Vice Chairman
2. Sh. Vijay Risbud Commissioner (Plg.)
3. Sh. N.K. Agarwal Addl. Commr. (Plg.)
4. Sh. A.K. Jain, Addl. Commr. (Plg.)
5. Sh. C.L. Aggarwal, Chief Architect
6. Sh. Prakash Narayan OSD (DC&TT)
7. Smt. Savita Bhandari Director (LS)

T.C.P.O.

8. Sh. B. K. Arora (PCP)

M.C.D.

9. Sh. Shem Sher Singh, Sr. T.P.

DELHI POLICE

10. Sh. Sanjay Baniwal DCP (Traffic)

SPECIAL INVITEES

11. Sh. Chander Ballabh, Addl. Commr. (MPPR)
12. Sh. V.D. Dewan, Addl. C A DDA
13. Sh. S.C. Kanarwal, Addl. CAI DDA
14. Sh. S.K. Malhotra Project Manager Fly over
15. Sh. S. Jethwani, Director P I PWD
16. Sh. S. Srivastava Director (DC)
17. Sh. Kuldeep Raj Director (Plg.) DDA
18. Sh. B.K. Jain Director (MPPR) DDA
19. Sh. Anil Barai, Director (Bldg.) DDA
20. Sh. S.P. Bansal, Director Dwaraka
21. Sh. A.K. Gupta, Director (API) DDA
22. Sh. P.K. Behra, Jr. Director (Plg.) DDA
23. Sh. Vinod Sakle, Jr. Director (Bldg.) DDA
24. Sh. R.K. Jain, Jr. Director (MP)
25. Sh. R.M. Lal Jr. Director (TT)
26. Sh. T.K. Mandal, Jr. Dir. (Plg.)
27. Sh. C.P.S. Vimar, Ex. Engg. (PWD)
28. Sh. S.K. Wasan, Senior Manager Consultant
29. Dr. A.C. Sarnal, Consultant
30. Sh. R.B. Singh, Sr. Manager (Consultant)
31. Sh. P. Hariharani, Consultant.

11. Sh. C.P.S. Vimar (Ex. Engg.) PWD
12. Sh. S. Jethulani (Dir. P I) PWD
13. Sh. Chander Ballabh Addl. Commr. (MPPR) DDA
14. Sh. S. Srivastava Director (DC) DDA
15. Sh. V.D. Dewaln, (A.C.A.) DDA
16. Sh. Kuldeep Raj Director (Plg.) DDA
17. Sh. B.K. Jain Director (MPPR) DDA
18. Sh. Anil Barai, Director (Bldg.) DDA
19. Sh. S.K. Malhotra, Project Manager Fly over DDA
20. Sh. O.P. Verma Ex. Engg. DDA
21. Sh. S.C. Karanwal Addl. CAI DDA

DELHI DEVELOPMENT AUTHORITY
(DEVELOPMENT CONTROL & TRAFFIC & TRANSPORTATION)

NO. F.1(14)2001-MP

DATED:

DRAFT MINUTES OF THE VITH TECHNICAL COMMITTEE MEETING OF THE DELHI DEVELOPMENT AUTHORITY HELD ON 22.5.2001 AT 10.00 AM IN THE CONFERENCE HALL VIKAS MINAR, IP ESTATE, NEW DELHI LIST OF THE OFFICERS PRESENT IN THE MEETING IS ANNEXED.

Item No.

Sub: Confirmation of minutes of the meeting held on 25.4.2001

The minutes of the meeting of the Tech. Committee held on 25.4.2001 ^{were} have been confirmed. It has also been decided that the actions ~~on a particular item~~ shall be initiated based on the draft minutes without waiting the confirmation of the minutes. Chairman also desired that action taken report on the various decision of the Tech. Committee be brought quarterly before the Tech. Committee.

Item No. 28/2001

SUB: Development of Ghazipur Freight Complex Modification in Layout.

The modification in the approved layout as given in para 3 of agenda has been agreed by the Tech. Committee subject to the conditions that necessary provision for the adequate idle truck parking shall be provided in the freight complex This will be in addition to the provision of the parking of the truck required to be kept in the whole sale market of a specific commodity in this freight complex.

Item No. 29/2001

Sub: Permission to allow an orphanage centre in Alipur Village on temporary basis for Mogadevi Minda Charitable Trust. F.3(50)2000-MP

The change of land use of Narela sub city is under process. In view of this Technical Committee recommended that temporary permission for orphanage which is permissible under the provision of the MPD 2001 in the residential area may be considered to Mogadevi Minda Chairtable Trust subject to (a) no permanent construction shall be allowed. (b) for land as and when acquired the trust will not be paid any compensation for land development / structures.

Item No. 30/2001

Sub: Modification in the layout plan of Saimi CHBS Ltd. Shahdara for carving out one residential plot in lieu of earlier plots no. 101 from part of Nursery school plot. F.23(13)72-Bldg.

After having a detail discussion on the proposals it has been decided that allotment of alternate plot of larger size to the owner of plot no. 101 is not feasible as (a) this will reduce the facility area accordingly (b) It may not be possible to use existing plot for any facility (c) The number of plots of similar area are existing in the society (d) It will create the bad precedence (e) lay out when approved by competent authority was acceptable to members of the society. The Hon'ble Court may be intimated accordingly.

R. S. V. = 29/2/01

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Sub: Construction of grade separator at Lala Lajpat Rai Marg - Josip Marg Tito Marg intersection. F5(18)88-MP

The Tech. Committee recommended to the proposals of the fly over for approval subject to the following conditions:

1. A design of Grade Separator shall be further examined by Engineering Wing in terms of design, speed, super elevation and other related Engineering aspects
2. The approval from various agencies i.e. Delhi Jal Board, PWD, DVB, Gas Authority of India and Ministry of Surface Transport/NHAI etc. if required, be taken by the executing agency before commencing the project.
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5. The recommended proposal of the Tech. Committee after obtaining necessary clearances from DUAC shall be placed before the Authority for final approval.
6. The landscape plan ^(Under & above; at flyover) shall be prepared by implementing agency and necessary provision in structural design be kept.

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SUB; Flyover proposal at the intersection of outer Ring Road - Man Anand Mai Marg (Part of Corridor Development Plan of Outer Ring Road) F5(5)2000-MP

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Technical Committee expressed the view that as urban renewal plans have not been prepared in the last 10 years and the conditions of the existing ^{structures} are becoming delapidated. In view of this it has been decided that the proposals regarding continuance or allowing existing ^{of supreme court orders} uses / industrial activities which are compatible to the provisions of the Master Plan first be discussed in house with all concern departments Based on discussion a detailed note be placed in Technical Committee.

21/11/2001

Sub: Sanction of Building Plan for D 42 B Raj nagar Part II

The proposal regarding sub division of plot approval of the building plans in unauthorised regularised colonies was discussed in detail and was noted that this issue has already been discussed with MCD, ~~these before~~ the Technical Committee resolved that a note with full facts and issues be prepared for the consideration of L.G., ^{NCTD}.

OTHER ITEMS:

SUB: *Development Control Norms for Senior Secondary School*

FILE NO. *F 9 (11) 99 UP*

The policy item regarding the norms for the senior secondary school was again discussed in the meeting of the Tech. committee informally and it has been decided that play field ~~is~~ ^{is the} essential component of the senior secondary school ~~which~~ ^{is} may not be desirable to reduced ~~it~~ from the existing 2 acres to the lower side. In view of the scaracity of the land, number of schools per lakh population could be reduced by increasing the capacity of the schools. Further it has been ~~agreed~~ ^{decided} that Planning Deptt. would prepare a detailed note on the requirements of the schools and its relation with the population / number of school ~~going~~ ^{population} and the catchment area of the school. ^{etc} This shall be further submitted for necessary order to the L.G. Delhi.

2. Flyovers / Grade Separators :

Tech. Committee ~~also~~ ^{all} desired that (a) flyover/grade separator projects be inspected by ^a multidisciplinary committee consisting Commr. (PLG), Director (LS), Director (Hort), DLM HQ, DCP (Traffic police), Director (TT) and concerned Engineering Wing to examine the feasibility of proposals, to minimise the land acquisition, cutting of trees and also to ^{make} made provision for local problems etc. The all ^{proposals} items in future be placed with the recommendation of this committee.

b. All fly over designs already approved / being processed for approval may be examined for making the provision of segregated U turning facilities below the flyovers.

c. The landscape plan (over and under) fly overs and also of surrounding areas shall be prepared by project implementing agencies with necessary provisions in structural design. ^{also}.

R187 =
29/10/01

ch118

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)


NO.F1(13)2001-MP

22.5.2001

MEETING NOTICE

The 6th meeting of the Technical Committee of Delhi Development Authority for the year 2001 will be held on 22.5.2001 (Tuesday) at 10.00 a.m. in the Conference Hall, 5th floor, Vikas Minar, I.P. Estate, New Delhi.

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


(PRAKASH NARAYAN)
OSD (DC&TT)
MEMBER SECRETARY

22.5.2001

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3.	29/2001	Permission to allow an orphanage centre in Alipur Village on temporary basis for Mogadevi Minda Charitable Trust. F.3(50)2000-MP	5 to 8
4.	30/2001	Modification in the layout plan of Saimi CHBS Ltd. Shahdara for carving out one residential plot in lieu of Earlier plots no. 101 from part of Nursery School plot. F.23(13)72-Bldg./ part	9 to 11
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7.	33/2001	Request for declaration of spot zones the four cold storage i.e. Delhi Cold Storage (P) Ltd. 5078 Roshanara Road, Khesla Cold Storage, 6, Bhama Sha h Marg Narbada Cold Storage Old Subzi Mandi & Prag Distilled Water and Ice Factory Old Subzi Mandi F.17(6)99-MP	41 to 42

- Draft minutes to be put up
- Achar talu report to be put up

Sl. No. 28/2001/TC.

Subject : Development of Ghazipur Freight Complex - modifications in the layout.

1.0 BACKGROUND

- (i) Ghazipur Freight Complex is one of the four directional Freight Complexes proposed in the Master Plan of Delhi-2001. An area of 168.50 hac. is proposed for the Freight Complex. The site is accessed by NH-24 and from two proposed 45M R/W roads and from Noida link respectively. Presently, the site is not accessible by Railways. It is estimated that this Freight Complex will handle about 1,20,621 tons of goods traffic everyday as per the studies got conducted by MPPR from the Consultants. The site is in three pockets which are separated by NH-24 and Hindon Canal. First part (Pkt. A) has an area of about 35 hac. while the 2nd part (Pkt.B) has an area of about 57.50 ha. and the third part (Pkt.C) has an area of 76 hac.
- (ii) The Layout Plan of Ghazipur Freight Complex was approved by Technical Committee vide Item No.104/95/TC dated 28/11/95 and further modified on the basis of Survey and approved by Commr.(Plg.) on 1/8/96. The area of the Freight Complex was approved 168.50 Ha. with the following break up :-

S.No.	Land Use	Area in Hac.	Percentage
1	Market with Warehousing	74	44.00
2	Commercial	9	5.35
3	Facilities & Utilities	7	4.15
4	Service Industries	6	3.50
5	Parking	10	6.00
6	Truck Terminal	17.5	10.00
7	Circulation	30	18.00
8	Recreational	15	9.00

Based on the various allotments made, the plan was further modified broadly covering the following aspects :-

- (a) Land which were already allotted or proposed to be allotted were incorporated.
- (b) In Pkt.'A', the road R/W of road running north south was increased from 30M to 45M. As per site conditions and in Pocket 'C' the construction of road along Hindon Canal will be undertaken as per the availability of land. This plan was approved by Commr.(Plg.) vide his orders dt. 24/2/2000 (laid on the table).

Various Issues Involved.

- (i) On the basis of approved layout plan, land measuring 15 hac. was allotted to DAMB which included 9.5 acres (3.813 ha.) of Gram Sabha land already handed over to MCD for developing it green and as per the law, these lands are for development of Green area/ facilities and as such DAMB is not able to undertake the construction/whole sale market on the land allotted to them and have been constantly requesting for changing/ adjustment in the site.
- (ii) In the Technical Committee meeting held on 7/11/2000, following was decided :-

" The Consultant had proposed an extended rotary system on the north and south of the by pass to provide smooth circulation for the heavy vehicles circulating at the ground level. Further, it was desired that a via duct may be created below the NH-24 by-pass to link up the layout plan roads on either side of by-pass to facilitate the movement of slow-moving vehicles, pedestrians etc. and to provide easy crossing of the trunk services of the Freight Complex. The pedestrian circulation of the Freight Complex be linked with the buses passing on NH-24 bye-pass to provide proper access to the complex. Conceptually, the project was recommended for approval subject to the following :-

- a) The Consultant will propose via-duct below NH-24 bye-pass to link north and south part of the freight complex. This will facilitate the movement of slow moving vehicles and services.
- b) The Consultant will mark gradient and turning radii. The bus base and pedestrian links from NH-24 to the freight complex be shown.
- c) The engineering aspect of the proposal will be got examined by the Engg. Wing before forwarding the proposal to Planning. The Traffic management Plan during construction will be submitted after obtaining approval from the Traffic Police.
- d) The landscape plan will be got prepared and submitted.
- e) Approval of the concerned agencies will be obtained wherever required by the Project Manager.

- 3
- f) The modified technical report along with the modified plans incorporating the above recommendations of the Technical Committee will be submitted through the office of the Project Manager duly signed.
 - g) The approval of DUAC will be got obtained and communicated to the Planning Wing.
 - h) The recommended proposal of the Technical Committee after obtaining necessary clearances will be placed before the Authority for final approval.

Based on the above decision and the requirement of the area, the plan needs to be further modified.

2.0 DETAILS / EXAMINATION

The above issues have been examined in detail and following are the observations :-

- (i) The Gram Sabha land was handed over to MCD by the DDA in the year 1987 and now it needs to be suitably adjusted in the layout plan.
- (ii) In view of decision of the Technical Committee, to convert one rotary underpass, the circulation system needs to be suitably modified depend upon the site conditions.
- (iii) In Pocket 'B' which is predominantly use for sanitary land fill site and as per the orders of hon'ble Supreme Court, these sites are to be maintained and developed as green only . It is felt necessary that in the land use plan, the balance area available in Pkt. 'B' proposed to be used for green/ truck parking and we may seek the clearance of Supreme Court at a later date if its found feasible for parking.

3.0 PROPOSAL

Conceptually the IFC Gazipur Plan has been conceived in three pockets 'A' , 'B' & 'C' respectively based on the site conditions. The layout plan has been modified based on the proposal of the consultant to provide one rotary connecting Pkt. 'A' with 'B' & 'C' through Underpasses. A thorough 45M road which acts as the main spine runs through Pkt. A, B & C respectively providing inter city and intracity linkage to the IFC. (plan laid on the table).

Various chunks of land have been carved out for commercial, utilities & facilities, Parking and Green besides Wholesale Market. However, individual commodities have not been earmarked. This has been done to keep flexibility in the layout and can be examined as per the priorities in shifting/ relocating of the wholesale market broadly as per the framework of MPD 2001.

4

Keeping in view the above, the requirement and details and examinations, the layout plan for Ghazipur Freight Complex has been modified, details given as under :-

- (i) No specific Commodity wise location is being proposed in various pockets reserved for Wholesale Market in the earlier plan.
- (ii) Due to site conditions, the area/ land proposed to be allotted to DAMB has been increased from 15 ha. to 16.895 ha. in Pkt. A.
- (iii) Land measuring 2.6375 ha. will be handed over to MCD for development of green in lieu of land already handed over.

The proposal contained in Para 3 above is placed for consideration to Technical Committee.

[Signature]
12/02/09

[Signature]
12/02/09

S.2/Item 29/2001/AJ C

Sub: Permission to allow an Orphanage Centre in Alipur Village on temporary basis for Moga Devi Minda Charitable Trust

F.No. F.3 (50) 2000/NP

BACKGROUND:

Chairman of M/s Moga Devi Minda Charitable Trust vide letter dated: 6.11.2000 addressed to Hon'ble L.G. has requested to allow the running of an orphanage in the area under rural agriculture use. The plot is located in North Delhi in Alipur village in Khasra No.80/11, 80/19, 80/20,80/21,80/22 and 80/28 in the name of the Trust.

EXAMINATION:

The site is located in Revenue Estate of Village Alipur in an area of 19 Bigha and 11 Biswa (1.67 Hacs.) it is located in the North of proposed Facility Centre No.10 and 60 Mtr. R/W road in the East and residential area in the West as per the draft Zonal Plan of Zonal Plan of Zone M, N, P (Part) submitted to the Central Govt. for final notification. As per the report of DLM (HQ) the aforesaid khasras have not been acquired. The Trust has constructed about 25 rooms portacabin type and has developed the balance area as 'Green'. The Trust has requested to D.D.A. to allow to run this institution wherein free education to the destitute women and orphan children could be given till they are self-sufficient. Free lodging and boarding is provided to them by the Trust. The Trust is prepared to pay the betterment charges to D.D.A. as and when demanded.

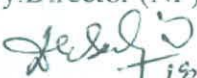
PROPOSAL:

The Trust has requested D.D.A. for planning permission with regard to the change of land use from Rural use to Residential wherein this orphanage could be accommodated. As already stated the trust has constructed about 25 rooms in this Orphanage. The land use as per draft Zonal Plan is residential wherein the orphanage is permissible as part of the approved layout plan or as a case of special permission from the Authority as per MPD-2001 under Sub/Clause 8(ii) (Refer Annexure I). The draft Zonal Plan of this area is with the Ministry of Urban Development for final notification. No layout plan of this area has been prepared so far. The land has not so far been acquired.

RECOMMENDATION:

The case is placed before the Technical Committee for considering planning permission to the Trust on temporary basis as a case of special permission as per MPD-2001 norms from the Authority since the 'Use Premise' Orphanage falls under the residential use zone (RD). As and when the layout plan is prepared this may be incorporated with/without modifications and accordingly the development charges may be taken from the Trust at that time


(A.K.PAL) 18/4/2001
Dy. Director (NP)


(D.K.SALUJA) 18/4/2001
Director (NP)

S. No.	Plot Sizes (sqm.)	Suggestive distribution of plots
1.	400 to 1000	80%
2.	Above 1000	20%

Except in already approved schemes, the maximum size of plot in an extensive industrial area shall be 3000 sqm.

2. The minimum area reserved for provision of facilities shall be @ 2.55 sqm per worker. The employment in industrial estate shall be worked out @ 160 workers per hectare of gross area. The industrial estate of 20,000 employment size shall have following facilities.

S. No.	Use Premises	Area in ha.
1.	Sub-Fire Station	0.6
2.	Police Station	1.0
3.	Industrial Areas Centre (Commercial Centre) to accommodate essential commercial and other facilities required for industrial estate	1.0
4.	Electrical Sub-Station (as necessary)	1.0
5.	Parking area for trucks, tempo, taxi & three wheelers etc.	1.5

3. For water polluting industries, the effluent shall be treated at the common treatment plant before it is discharged into regular sewers.

4. The planning of industrial estate shall conform to the following guidelines regarding circulation system:

- (i) No road within industrial estate shall be less than 24m r/w.
- (ii) Service lane may not be necessary.

5. The planning of industrial estate shall conform to the following guidelines regarding landscaping:

- (i) The industrial estate shall have minimum 3 per cent of area for landscaping in the form of parks/buffer.
- (ii) Suitable landscape plans for the industrial estates shall be prepared indicating in reasonable detail, the landscape development of the parks, buffer strips and roadside plantation etc.
- (iii) Detail landscape plan for some areas shall be prepared as a guide for landscape development for the total area.

SUB/CLAUSE 8(ii) A PERMISSION OF USE PREMISES IN USE ZONES

(As part of approval of layout plan or as a case of special permission from the Authority)

(a) (i) Permission of selected use Premises in Use Zone RD, C1, C2, M1, M2

S. No.	Use Premises	Use Zones				
		RD	C1	C2	M1	M2
1	2	3	4	5	6	7
001	Residential Plot--Plotted Housing	P	NP	NP	NP	NP
002	Residential Plot--Group Housing	P	P	NP	NP	NP
004	Residence-cum-Work Plot	P	NP	NP	NP	NP
007	Hostel	P	P	NP	P	NP
008	Guest House, Boarding House and Lodging House					
	(i) Government and Semi Government Departments, Public and Private Ltd. Companies for transit accommodation of their employees	P	P	P	P	NP
	(ii) All others	P	P	P	P	NP

016	Consignment Stacking	P	HA	NA	NA	NA
017	Local Shopping Centre	P	HA	NA	NA	NA
019	Wholesale Trade	NP	P	P	NP	NP
020	Store, Godown & Warehousing					
	(i) Non inflammable	NP	NP	P	P	P
	(ii) Inflammable					
	(As per regulation regarding explosive material)	NP	NP	P	P	P
021	Cold Storage and Ice Factory	NP	NP	P	P	P
022	Gas Godown	NP	NP	P	P	P
023	Major Oil Depot and LPG Refilling Plant (As specific use)	NP	NP	P	NP	NP
025	Commercial Office	NP	P	P	NP	NP
028	Cinema	NP	P	P	P	P
033	Service Centre and Service Industry	NP	P	P	NA	NA
036	Industrial Plot Light & Service Industry	NP	NP	NP	P	P
037	Industrial Plot Extensive Industry	NP	NP	NP	NP	P
063	Bus Terminal	P	P	P	P	P
064	Bus Depot & Workshop	NP	NP	NP	P	P
072	Hospital (Upto 200 beds)	P	P	NP	NP	NP
073	Health Centre (upto 30 beds)	P	P	NP	NP	NP
074	Nursing Home	P	P	NP	P	NP
081	Primary School	P	NP	NP	NP	NP
082	Secondary School	P	NP	NP	NP	NP
083	Senior Secondary School	P	NP	NP	NP	NP
084	Integrated School	P	NP	NP	NP	NP
085	Integrated Residential School	P	NP	NP	NP	NP
086	College					
088	Social Welfare Centre					
	(i) With Auditorium	NP	P	NP	NP	NP
	(ii) Without Auditorium	P	P	NP	NP	NP
099	Auditorium	NP	P	NP	P	NP
107	Religious Premises	P	NP	NP	NP	NP

*in commercial centres only

(a) (ii) Permission of Secondary Use Premises in Use Zones RD, C1, C2, M1, M2

S. No.	Use Premises	Use Zone				
		RD	C1	C2	M1	M2
1	7	3	4	5	6	7
003	Residential Flat	P	P	NP	NP	NP
005	Residential Premises - Special Area	NA	NA	NA	NA	NA
006	Foreign Mission	P	P	NP	NP	NP
007	Dharamshala	P	P	NP	NP	NP
010	Banasthali	P	P	NP	NP	NP
011	Blight Shelter	P	P	P	P	P

018	Weekly Market					
	(i) Existing locations if not obstructing traffic circulation till such time these areas are utilised for designated use	P	P	P	P	P
	(ii) Parking and other open spaces within commercial centres to be used for weekly markets during non-working hours only	NP	P	NP	NP	NP
024	Junk Yard	NP	NP	P	P	P
027	Motor Garage & Workshop	NP	P	P	P	P
034	Flatted Group Industry	NP	P	P	P	P
039	Industrial Plot—Industry Specific Type	NP	NP	NP	P	NP
058	Railway Freight Godown	NP	NP	P	P	P
077	Clinical Laboratory	P	P	NP	NP	NP
078	Voluntary Health Service	P	P	NP	NP	NP
080	Nursery and Kindergarten School	P	P	P	P	P
087	Vocational Training Institute	P	P	P	P	P
089	Research and Development Centre	P	P	NP	NP	NP
090	Library	P	P	NP	NP	NP
091	Technical Training Centre	P	P	NP	NP	NP
093	Music, Dance and Drama Training Centre	P	P	NP	NP	NP
095	Motor Driving Training Centre	NP	P	NP	NP	NP
096	Children Traffic Park	P	P	NP	P	NP
097	Museum	P	P	NP	P	NP
098	Exhibition Centre and Art Gallery	P	P	NP	NP	NP
100	Open Air Theatre	P	P	NP	NP	NP
101	Community Hall	P	P	NP	NP	NP
103	Cultural and Information Centre	P	P	NP	NP	NP
104	Social and Cultural Institute	P	NP	NP	NP	NP
106	<u>Orphanage</u>	<u>P</u>	<u>NP</u>	<u>NP</u>	<u>NP</u>	<u>NP</u>
108	Yoga Centre, Meditation, Spiritual and Religious Discourse Centre	P	NP	NP	NP	NP
130	Plant Nursery	P	P	NP	NP	NP

P: Permitted, NP: Not Permitted, NA: Not Applicable

* Existing Temporary Cinema

The case of continuance of existing temporary cinemas may be decided on the basis of fulfilment of the following conditions:

- Maximum seating capacity — 300 seats.
- Minimum road r/w in front — 18 m.
- Parking requirements — one car space per 25 seats.
- The cinema would conform to the Cinematography Act.
- Conversion charges (to be worked out by the Authority) shall be levied.

(ii) USE PREMISES WHICH ARE PERMITTED IN THE USE ZONES RD, C1, C2, M1 & M2
Vending Booth, Petrol Pump, Park, Play

Ground, Indoor Games Hall, Swimming Pool, Recreational Club, Fair Ground, Dispensary, Clinic, Creche & Day Care Centre, Police Post, Police Station, Fire Post, Fire Station, Post Office, Post & Telegraph Office and Telephone Exchange.

— In commercial use zones and commercial centres in Residential & Industrial use zones.

Govt. Office, Local govt. Office, Public Undertaking Offices.

— In Commercial use Zones and in commercial centres in residential and industrial use zones and as per mixed use policy.

Retail & Personnel Service Shop, Bank,

AGENDA ITEM
FOR TECHNICAL COMMITTEE

DELHI DEVELOPMENT AUTHORITY
BUILDING SECTION (LAYOUT)

No. F. 23(13)72/Bldg./Pt./

Dated : 11.4.2001

Subject: Modification in the Layout Plan of Saini CHBS Ltd. Shahdara for carving out one residential plot in lieu of earlier plot No.101 from Part of Nursery School Plot.

BACKGROUND:

The layout plan of Saini CHBS Shahdara was approved by Building Section, DDA, on 18.7.1975. In the approved Layout there was 190 residential plots of various sizes. The area of Saini CHBS is already developed and subsequently de-notified and transferred to MCD. The Building activity in the area is carried out by Building Section, MCD. The modification in the layout plan for carving out of one residential plot out of part of Nursery School part is based on the application of the society in pursuance of Court Order dated 27.3.98. In the Court Order in CWP- 1334/89 and CM-8711/97, following is stated:-

"Learned Counsel for the petitioner and counsel for respondent No.4 point out that counsel for the respondent DDA had verbally indicated that it is not possible to carve out a plot in 250 sq. yards category, which would entail a marginal reduction in the common area by 100 sq. yard or so. The respondent-DDA would file an affidavit, indicating its position and objections, if any, as well as explaining why it is not possible to carve out a plot in the above manner. Let this affidavit be filled within four weeks."

In addition, the High Court has given subsequently Order in above case on 19.4.2000 and 2.11.2000. Wherein it has been intimated by Learned Council of DDA that requirement for modification in the layout plan would result in the area of the school being reduced from 1000Sq.mt. to 813 Sq. mts. to enable the allotment of a plot of 250 Sq. Yds. Category. In Saini CHBS there are 2 nos., Nursery School plot, as such report regarding possession with DDA/allotment was asked from Director(Land)DDA. In addition, dues pending if any against the society was also asked from Co-operative Society Cell, DDA. Dy. Director (Institutional) vide letter No.F.19(Misc.)99/IL/2219 dated 21.9.2000 has intimated as following:

.....2

- i) Being Institutional land DDA is owner of Nursery School plot and this office has not allotted to any society or any one else. for construction of Nursery School .
- ii) Dues pending, if any, against the society may please be verified from Co-operative Society Cell /Sr. A.O.(CS).

In addition, regarding no dues Dy. Director(CS) vide letter No.F.15(114)89/SR-CA/CS/4919 dated 29.9.1999 has intimated that the payment already made by the society is sufficient to meet the up to date demand of ground rent due to conversion . As such no dues report of ground rent may not be insisted for.

After receipt of above report society was asked by Building Section, DDA, vide letter No. F.23(13)72/Bldg./3087 dated 12.10.2000 to deposit layout processing fee and submit general body resolution of the society for carving out one plot from the part of Nursery School plot. Accordingly, Society has deposited the processing fee of Rs.1800/- on 13.10.2000 and subsequently submitted Special General Body Resolution dated 26.11.2000 for this on 5.12.2000.

PROPOSAL:

In view of the above background the proposal of modification in the Layout Plan has been further examined. In the proposal submitted by the society by carving out one residential plot there is no increase in the total number of plots which is 190 as the earlier Plot No. 101, measuring 112.42 sq.mts.i.e.134.5 sq.yds. will be kept as green /tot-lot. The plot of nursery school is 1000 sq. mts. from which 187.03 sq. mts. (223.60 sq. yds) has been proposed for residential plot with the remaining area of 812.97 sq. mts. for nursery school. This area of nursery school is more than the minimum required i.e. 800 sq. mts. for the Nursery School as per Master Plan. Further, due to carving out this plot there will not be any increase in Dwelling Units and the overall population will remain the same, as such there is no additional load on the services also. The modified plan showing the carving out of one residential plot from the part of nursery school, adjacent to plot No.106 and earlier Plot No. 101 as green, is laid on table.

Since part of the nursery school will be converted into residential, i.e.187.03 sq.mts,additional revenue will require to be charged from the society. It is suggested that once modification in the layout plan is approved by the Technical Committee the society will obtain NOC from CS Cell, DDA for the conversion and based on NOC from CS Cell, DDA, the proposal will be released by the Building Section, DDA.

RECOMMENDATION:

The modification in the layout plan of Saini CHBS for carving out one residential plot in lieu of earlier plot No. 101 from the part of Nursery School plot is submitted for consideration and approval of the Technical Committee, subject to the following:-

- i) Submission of an undertaking from the society to the effect that the earlier plot No. 101 will be kept as green/tot-lot.
- ii) NOC from CS Cell, DDA, for additional revenue, if any, to be charged for extra residential area.


✓ Director (Bldg.)


(Vinod Sakle)
Jt.Dir.(Layout)Bldg.

SUB:- Construction of grade separator at Lala Lajpat Rai Marg -Josip Broz Tito Marg- intersection.
File No. F.5(18)89-MP.

1. BACKGROUND :

The Executive Engineer, Flyover Division, No.6 DDA, vide his letter dt.24.4.2001 has forwarded the above mentioned proposal. The proposal has been prepared by the Consultant M/s KAMPSAX India Ltd., New Delhi on behalf of D.D.A. It is one of the 7 flyovers identified by the Committee held under the Chairmanship of L.G., Delhi to be constructed in Phase-II group of flyovers in Delhi. Earlier, the draft proposal submitted by the Consultant was discussed in an internal meeting under the Chairmanship of Project Manager, Group-II wherein the proposal was discussed in detail and certain discrepancies/deficiencies were noticed which were duly conveyed to the Consultant. Accordingly the modified proposal has now been submitted by the Consultant. The copy of the location plan is enclosed as Annexure 'I'.

1A. EARLIER DECISION :

Earlier the flyover proposal at the above intersection was being pursued by Delhi Tourism & Transportation Development Corporation Ltd.(DTTDC) through their Consultant Sh. D.Sanyal. The proposal of DTTDC was earlier considered by the T.C. in its meeting held on dated 29.9.89 (the proposal was approved by the T.C.). Subsequently, the matter was again discussed in the T.C. meeting held on 15.10.90, 21.4.91 and 18.2.92, because of various studies being conducted for improvement of circulation around Nehru Place District Centre and its influenced area by Gilcon and CRRI. (The CRRI study remained inconclusive). On this account the proposal of construction of flyover could not materialise. This case was further discussed in a meeting held on 12.10.94 under Commissioner(Planning). After detailed deliberation it was opined that priority for construction of flyover has to be given on railway level crossings, Ring Road and Outer Ring Road. The flyover at this location was, therefore, recommended to be kept in abeyance.

2. LOCATION :

The proposal is located at the T-Junction of Lala Lajpat Rai Marg and Josip Broz Tito Marg. The land use around this T-Junction is given as under:-

- i) On the northern side of Lala Lajpat Rai Marg is Kendriya Vidyalaya and Rajkumari Amrit Kaur Nursing College.
- ii) On the southern side of Lala Lajpat Rai Marg is a residential Colony known as Greater Kailash-I.
- iii) On the Eastern side of Josip Broz Tito Marg is Kendriya Vidyalaya and Greater Kailash-I Residential Colony.

- 13 -
- iv) On the western side of Josip Broz Tito Marg is Residential Flats of Sanwal Nagar and Andrews Ganj Colony.
 - v) A trunk drain is criss-crossing below the T-Junction.

3. R/W AND ALIGNMENT DETAILS :

As per MPD-2001 the R/W of Lala Lajpat Rai Marg is 30M and that of Josip Broz Tito Marg is 45M. The alignment plan of both these roads have been approved earlier.

4. EXISTING TRAFFIC CONDITIONS :

As per the feasibility report submitted by the Consultant this 3 arm intersection handles an estimated peak hour traffic of the order of around 15534pcu in the morning peak hour and 17320pcu in the evening peak hour. The intersection at present is channelised and signal control. The total cycle time at the intersection is around 200 seconds in the peak hour and 130 seconds in the off peak hour. The traffic peak at the intersection occurs between 7P.M. to 8P.M. as reported by the Consultant. The peak hour traffic and its distribution is given in Annexure II & III. The Consultant has projected a growth rate of 3.5% between 2000 & 2011 and 3% between 2011 & 2021 for the horizon year as per the feasibility report. (Please refer Annexure-II)

5. PROPOSAL :

The Consultant has proposed the half flyover at the above mentioned T-Junction with details as under:-

- i) Josip Broz Tito Marg has been elevated in front of Amrit Kaur College and then levelled at Central School - Andrews Ganj intersection is at grade signal free intersection with suitable geometric improvements. The scheme is proposed to have Josip Broz Tito Marg through movements by a provision of elevated road. The proposed grade separator will be a half flyover with elevated movement in Mool Chand - Chirag Delhi direction. On the reverse arm, the movement is proposed to be catered by at grade intersection. It is proposed to segregate the right turning traffic with straight flow of traffic with the help of suitable channelisers.
- ii) To provide a proper weaving length for the traffic turning from Ring Road side to Nehru Place side to Lala Lajpat Rai Marg the carriageway in front of Rajkumari Amrit Kaur Nursing College has been proposed to be raised at the ground level to gain around 150M weaving length for the diverging, straight as well as left turning traffic.
- iii) The Consultant has also proposed to close the right turning movements at Greater Kailash-I - Lala Lajpat Rai Marg Junction and only left in and left out turning has been proposed at this T-Junction.

- iv) The Consultant has indicated the location of Bus Stops, Cycle Tracks and Pedestrian underpass on the detailed proposal.
- v) The Consultant has proposed 9M wide(3 lane)half flyover at the T intersection with a vertical clearance of 5M below the bridge. The carriageway in front of Sanwal Nagar indicates 9M wide carriageway towards Greater Kailash-I side and 9M flyover. Whereas towards the Sanwal Nagar side the carriageway has been proposed as 11.35M with extra provision of 2.5M wide cycle tracks on either side.

The width of flyover and vertical clearance is as per the revised guidelines on the subject duly approved by Hon'ble Lt.Governor, Delhi.

6. PLANNING OBSERVATIONS :

- i) RW line of the roads has not been indicated on the drawings.
- ii) The design of grade separator requires further examination by Engineering Wing in term of design speed, structure, super-elevation and other engineering aspects.
- iii) The approval from the various agencies, if required, shall be taken by the executing agency before starting of the work.
- iv) The traffic diversion plan during construction will be got approved from Delhi Traffic Police.
- v) The Consultant will submit a landscape plan of the scheme.
- vi) The modified plan, duly authenticated by the Project Manager, will be submitted to DUAC.
- vii) The Project Manager shall submit 3 copies of the modified plan, duly authenticated, to the Master Plan Section of DDA incorporating the decision of the Technical Committee along with 3 copies of the action taken report.

7. RECOMMENDATION:

The proposal contained in para-5 and planning observations in para-6 with plan are placed before the T.C. for its consideration.

[Signature]
18/5/2001

[Signature]
18/5

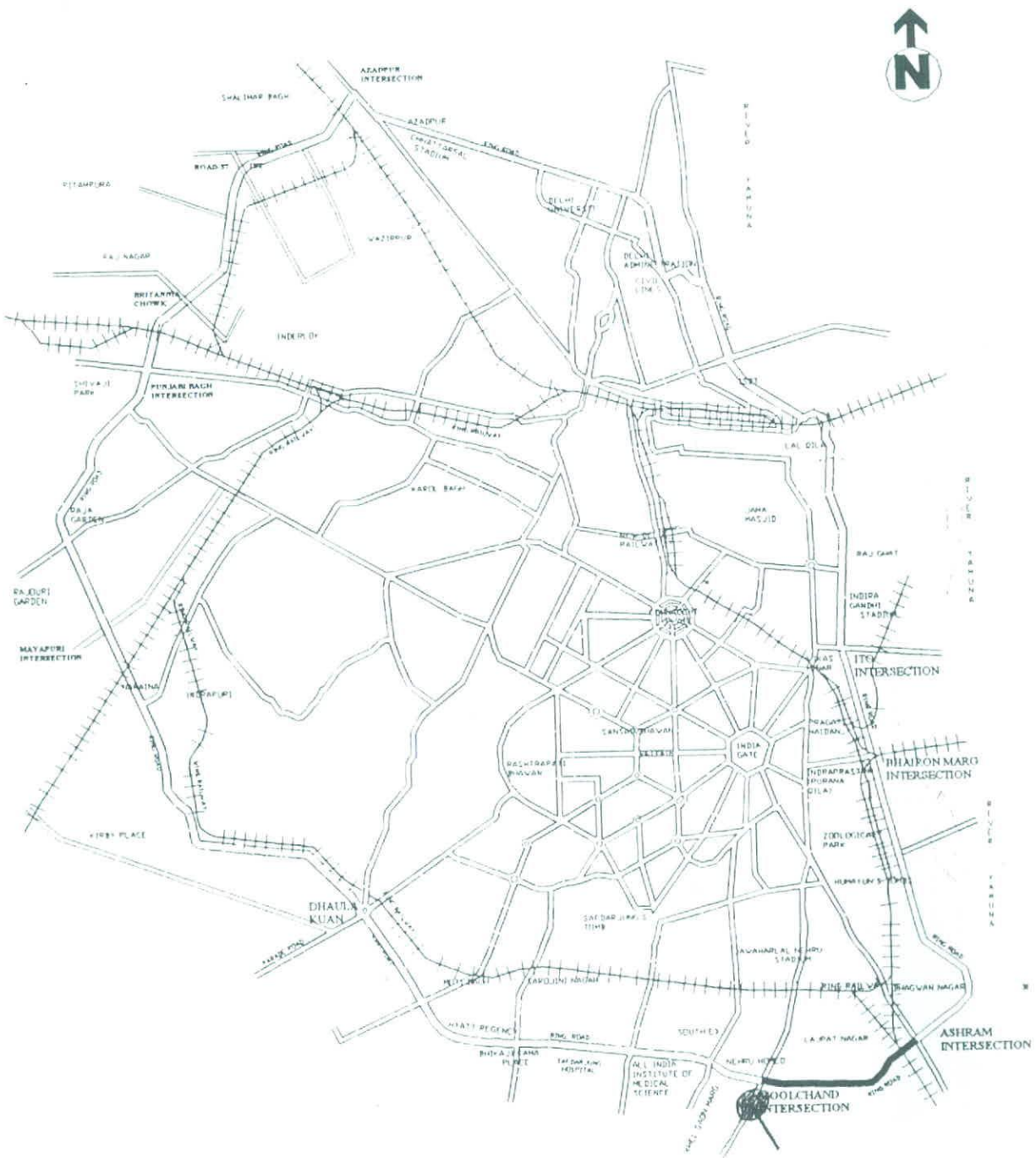


Figure 1: Key plan showing the study stretch of Ring Road between Ashram and Moolchand intersection

3.0 OBSERVED TRAFFIC CHARACTERISTICS

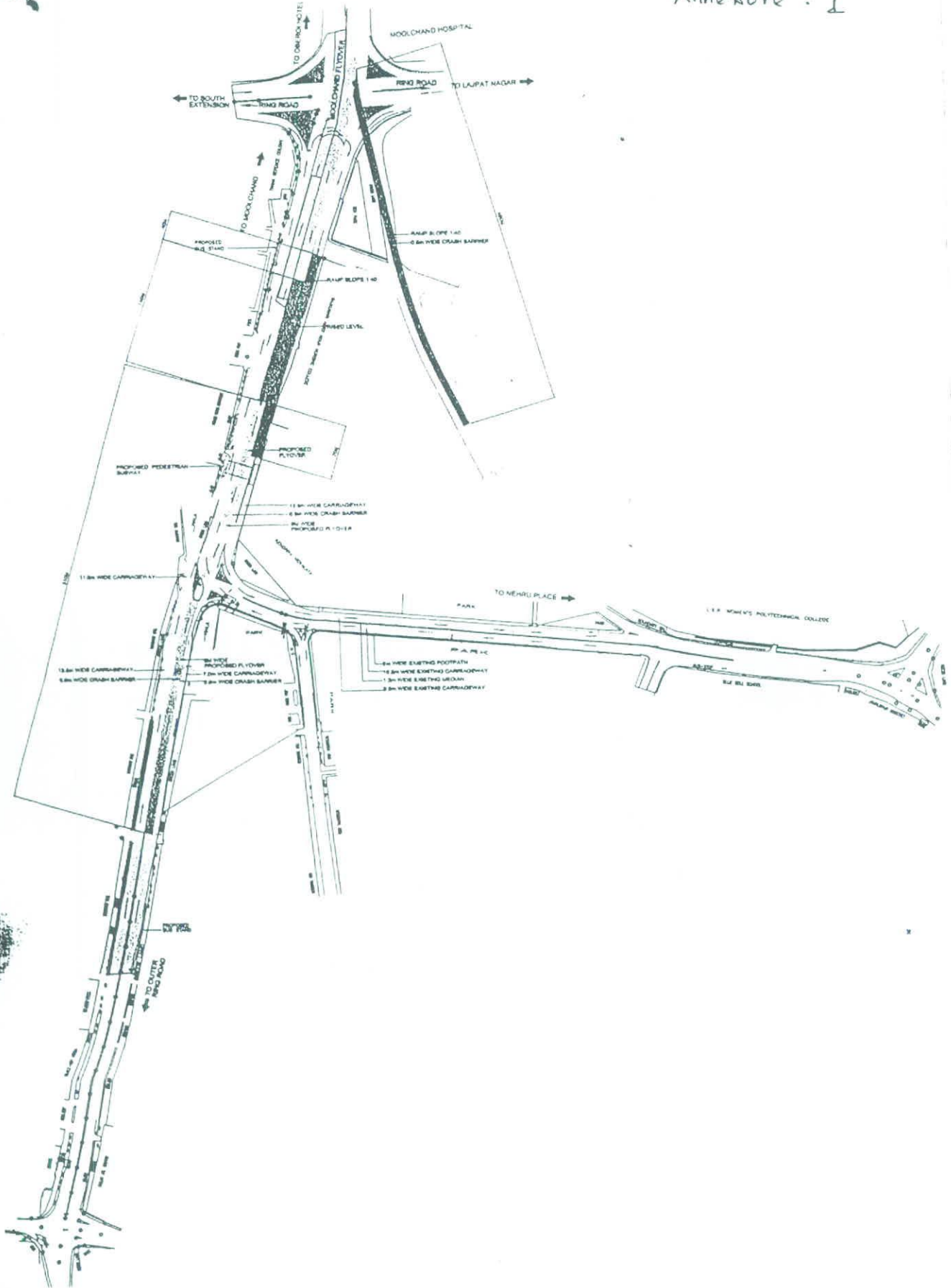
Annexure - II

The CRAPHTS Consultants (I) Pvt. Ltd. carried out following traffic surveys to find out the actual traffic characteristics at the intersections formed with the delineated stretch of Ring Road and traffic flow patterns along the approach arms of the intersections:

- i) Classified traffic volume survey for 24 hours on an average weekday capturing all the turning movements at the intersections.
- ii) Pedestrian volume survey for 12 hours (8:00 am to 8:00 pm) on an average weekday to assess the number of pedestrians crossing the approach arms of the intersection at various locations.
- iii) Signal time survey for the intersections under study.
- iv) Speed and delay survey for the delineated stretch of Ring Road in peak and off-peak directions during peak hour.

Figure - 2 shows the locations of traffic surveys in the form of key plan. Data collected through traffic surveys have been analysed to ascertain the traffic characteristics for the delineated stretch of Ring Road. Figures 3 - 7 give the peak hour traffic flow diagrams and composition of traffic for the intersections formed with the delineated stretch of Ring Road.

The study stretch of Ring Road carries an Average Daily Traffic (ADT) varying between **1,10,000 p.c.u to 1,25,000 p.c.u**. The peak hour component is of the order of **8.8 to 9.5 percent** of ADT. The peak / anti peak directional split has been observed to be **57:43**. Out of the two peaks evening peak hour is observed to be more critical for almost all the intersections along the study stretch of Ring Road. The traffic characteristics at the intersections are very typically similar at most important intersections along the study stretch of Ring Road. Peak hour intersection traffic volumes vary between **8,780 p.c.u** in case of Srinivaspuri intersection and **19,278 p.c.u** in case of Moolchand intersection (including traffic over the existing flyover). The lower level intersection at Moolchand itself carries a peak hour traffic volume of **12406 p.c.u**. An average of **36 - 72 percent** of the total intersection traffic moves straight along Ring Road across the intersections (**91%** in the case of Srinivaspuri intersection). Right turning movements (all directions) at the intersections along the



LALA LAJPAT RAI MARG - JOSIP BROZ TITO MARG INTERSECTION
 CONCEPTUAL IMPROVEMENT SCHEME AND CIRCULATION ALT-1

SCALE = 1:2000

FIG. 5

5.7 GENERAL CHARACTERISTICS/CONSTRAINTS IN THE INFLUENCE AREA Annexure : II

- (a) The presence of Central school on the Lala Lajpat Rai Marg is creating a hazardous situation both from the pedestrian as well as vehicle circulation. The situation worsens at the school opening and closing time when there is a heavy cross movement for the pedestrians constituting mostly of the school children and pedestrians crossing the two bus stops located on either side of the road
- (b) The Nallah is criss-crossing the intersection and location of main 4 numbers of water supply lines (900 ϕ and 1200 ϕ) and a trunk sewer line 1100 ϕ have to be kept in view while suggesting any improvement scheme.
- (c) The bus stop is existing on the Lala Lajpat Rai Marg near the PWD office. In the peak hours, the bus traffic interferes with the other movements of different vehicles in the smooth circulation pattern due to insufficient weaving width available and this reduces the level of service of the corridor.
- (d) In the peak hour, the junction is manually controlled and the total cycle time is estimated to be around 200 secs, which implies significant reduction in journey speed on the stretch.

Plates given on the following page indicates the general characteristics of traffic flow as well as constraints at the intersection on the following pages.

6. PLANNING ISSUES

The consultant reviewed the current landuse and traffic data from secondary/primary sources and also the anticipated future travel demand based on base traffic level, its growth and other committed schemes.

6.1 FUTURE TRAFFIC GROWTH TRENDS

Due to limited availability of historical data for the intersection under consideration, a realistic growth was very difficult to establish. The past studies conducted on Ring road and other arterial corridors in the different parts of Delhi have established that an assumption of 3.5 % to 5 % will be more realistic in the 5- 10 years period. The manual technique of forecasting a constant growth rate for a long period does not take into account the dynamic relationship between travel pattern and congestion and have the disadvantage of spacially biased. These estimates can be distorted by localised changes in land use or traffic management measures. Moreover, this is also a fact that the link capacities in the influenced roads may be augmented upto a certain limit and therefore assuming constant growth rate over the years will not be reasonable.

The Consultant taking all these factors into consideration have projected three scenarios i.e with 5 %, 3.5 % and 2 % between 2001 – 2011 and 4 %, 3 % and 2 % between 2011 – 2021. **Table 3** gives the future traffic growth trends at Central School – Andrews Ganj Intersection.

Table 3 Future traffic growth trends (PCUs) at Central School – Andrews Ganj Intersection

Year	High Growth rate Scenario	Medium Growth rate Scenario	Low Growth rate Scenario
2011	25980	23382	20784
2021	36372	30397	24941

The proposed layout schemes have been formulated taking the projected traffic figures.

The Consultants also estimated the capacity of existing corridors and future capacity deficiencies and the initial findings are as follows: -

It was estimated that traffic will witness an increase on the JB Tito marg and Lala Lajpat Rai Marg axis. The directional distribution of this traffic is however not going to significantly change except that the right turn traffic approaching from Chirag Delhi towards Nehru Place may decrease with the completion of flyovers at Savitri as well as Nehru Place intersections. With this background, it was thought desirable to develop suitable planning criteria and design which takes care of the expected directional distribution of traffic to ensure efficiency of traffic movement in the influence area.

The traffic distribution analysis broadly reveals that the traffic approaching from GK I and vice versa is not of significant order and may be manageable through suitable traffic management schemes.

It is also expected that future plans like widening and improving Road no. 4 which connects Ring Road to Nehru Place via Sabji Mandi may improve the traffic flow pattern in the entire area. But at the same time the directional traffic flow from Nehru Place towards the southern, western and other parts of Delhi may increase significantly and thus a long term plan which is capacity compatible at present and also can handle the future traffic efficiently is planned to increase the traffic flow in the region as a whole.

The Consultant after reviewing the feasibility of various options selected the two options. These two options are detailed below: -

SUB: FLYOVER PROPOSAL AT THE INTERSECTION OF OUTER RING ROAD AND MA ANAND MAI MARG (PART OF CORRIDOR IMPROVEMENT PLAN OF OUTER RING ROAD).

F.5 (5) 2000/MP/

1.0 INTRODUCTION:

The Corridor Improvement Plan for Outer Ring Road starting from ROB-22 - Mathura Road to Aurobindo Marg IIT Flyover was presented by PWD which was discussed in the Technical Committee Meeting held on 15th March, 2001.

The instant proposal - Flyover at Ma Anand Mai Marg intersection (included in Phase-II list) is one of the series of the proposal of Outer Ring Road Corridor Improvement Plan. The Technical Committee has agreed in principle on the flyover on this intersection. The decision of the Technical Committee is reproduced below:

"ITEM NO 12/2001

Proposed Corridor improvement plan for a stretch of Outer Ring Road between ROB-22 at Mathura Road and IIT Flyover. This includes:

- Right Turning at grade loop near NSIC.
- Half Flyover on Anand Mai Marg near Kalka Temple (included in Phase-II list)
- 'U' loop from Lotus Temple road.
- Right turning grade separator to Nehru Place.
- Right turning under pass near Nehru Apartment.
- Low height Flyover at Malviya Nagar Junction.
- Flyover at Khelgaon Marg intersection (included in Phase-II list)

File No. F.5 (3)/2000-MP

The Technical Committee has agreed in principle for half fly over on the intersection of Anand Mai Marg and Outer Ring Road near Kalkaji Temple and Khelgaon Marg and Outer Ring Road which is part of the phase-II list and also the management scheme suggested by PWD for the intersection of Road No. 4 and Outer Ring Road. The detailed drawings with report etc. related with these schemes submitted by PWD on 9th March, 2001, shall be processed and placed in Next Technical Committee for consideration.

The Corridor Improvement Plan was discussed in detail and it has been decided that the corridor improvement plan be examined in detail by a committee consisting of the representatives from Delhi Traffic Police, MCD, NDMC, PWD & DDA and two experts Shri T.S. Reddy, Head, Transport Division, CRRI and b) Shri J.K. Mittu, Member, Committee on Transportation MPD-2021. This committee can co-opt representatives of various agencies as per the requirement."

2.0 LOCATION:

The Ma Anand Mai Marg coming from Okhla Industrial Area Phase-II intersects with Outer Ring Road in front of Kalka Temple. This intersection is very near to the Nehru Place District Centre. As per Zonal Plan the intersection is broadly surrounded by District Park. The R/W of Outer Ring Road and Ma Anand Mai Marg here are 45.0 mtr. respectively.

3.0 EXISTING LAND USE AND TRAFFIC CHARACTERISTICS:

Kalka Temple in the North, Okhla Industrial Area in the South, NSIC Estate in the East and Nehru Place Distt. Centre, Kalkaji Residential Area are major existing uses on the intersection.

- 3.1 At the Kalka Temple junction there is significant pedestrian movement throughout the day including weekdays. The major attraction point of the pedestrian is the Kalka Temple whose entry/exit abuts on the Outer Ring Road. The devotees are forced to cross from the centre of the junction due to the existing intersection. The six lanes carriageway is reduced to four lanes in the stretch between the Kalka Temple intersection and Nehru Place intersection on account of the idly parked chartered buses and LCVs on either side of the carriageway. The 'T' Junction at

3.3.2 Impact of grade separator at Road No. 13-A :

The grade separator at the intersection of NH-2 (Mathura Road) and Road No. 13-A are presently under construction. The Second Phase is proposed to connect Road No. 13-A to the Okhla Main Road through an underpass below the Railway line. Thus, the new link through Road No. 13-A and Okhla Main Road traffic will be envisaged to be diverted. However, there will not be any significant difference on the Anand Mai Marg since the route distance via Modi Flour Mill and via Okhla Main Road – Anand Mai Marg are almost same. The table below indicates the impact.

Direction	Year	Traffic according to normal projections(PCU)	Diverted traffic to and from Road No. 13-A(PCU)	Total traffic (PCU)	Slip lane which provided at Kalka Temple Junction(m)
Okhla Indl. Estate to Nehru Place (Morning Peak Hour)	2009	727	848	1575	2
	2019	977	1079	2056	2
Nehru Place to Okhla Industrial Estate(Evening Peak Hour)	2009	1052	848	1901	2
	2019	1414	1079	2496	2

4.0 PROPOSAL :

On the intersection along the Outer Ring Road, PWD has proposed :

- Straight half flyover of restricted three lanes for Modi Mill to Nehru Place directional traffic.
- 'Y' shape subway across Outer Ring Road.
- At grade improvement at the intersection.

The right turning movement shall be controlled by signalized and left turning traffic by channeliser. The traffic volume on the half flyover by the design year would be 5000 PCUs approximately.

The proposed numbers of lanes on each arm are as under:

DIRECTION	NO. OF LANES	WIDTH OF LANES
Nehru Place – NH-2(At grade)	3	9.0 m(restricted 3 lanes carriageway)
Nehru Place – NH-2 & Nehru Place – Ma Anand Mai Marg and 'U' turning.	3	9.0 m(restricted 3 lanes carriageway)
NH-2 – Nehru Place(above grade)	3	9.0 m(restricted 3 lanes carriageway)
NH-2 – Nehru Place & 'U' turn	2	7.0 m
Ma Anand Mai Marg to NH-2	3	11.0 m
Ma Anand Mai Marg to Nehru Place	2	7.5 m.
Nehru Place to Ma Anand Mai Marg	3	9.0 m(restricted 3 lanes carriageway)

Central verge on the flyover along Outer Ring Road given is 1.2 mtr. and that of along Ma Anand Mai Marg is 2.0 mtr. Footpath on each arm on both the Outer Ring Road and Ma Anand Mai Marg given are 2.0 mtr. wide. There is no provision of service road. The proposed length of the flyover is 416 mtr. approx. Due to the existing terrain slope of the grade separator are 4% on western side (towards Nehru Place) and 3.33% on eastern side (Modi Flour Mill). Bus stops on the North carriageway of Outer Ring Road and along Ma

Anand Mai Marg are retained in their present locations, whereas along the South carriageway of Outer Ring Road, the bus stop has been shifted at the end of the eastern arm of the flyover.

A three arm pedestrian subway at the Junction has been provided. This is proposed to inter-connect entry / exit of Kalka Temple and bus stop

5.0 FEASIBILITY :

The feasibility report for Kalka Temple grade separator, as per the prescribed performance is submitted by PWD and placed at ANNEXURE - 'G'

6.0 OBSERVATIONS :

As already mentioned this intersection is part of the proposed Corridor Improvement Plan of Outer Ring Road submitted by PWD, which was discussed in the Technical Committee meeting held on 15th March, 2001. As per the decision of the Technical Committee, the half flyover on the intersection of Ma Anand Mai Marg and Outer Ring Road near Kalka Temple has been agreed in principle

6.1 The proposal has been examined as per the guidelines of the Authority Resolution No. 54 dated 13th August, 1980, for grade separator proposals placed at ANNEXURE - 'H'

6.2 During the presentation in the Technical Committee it has been observed that with this proposal on this intersection the scheme may work with considerable improvement. However, certain modifications were suggested such as :

- I. The carriageway divider / channeliser on the northern carriageway of Outer Ring Road needs to be extended further up to the length of the flyover so as to avoid sharp conflict between the merging and diverging traffic.
- II. Feasibility of provisions for 'U' turn for the traffic from Nehru Place intend to take right turn towards Savitri Cinema below the Anand Mai Flyover may also be considered, instead a half clover leaf proposed near the Fire Brigade Office at Nehru Place for the same purposes. The Director (P&I), PWD, has made his observations vide letter dated 8th March, 2001 on these issues.

a) The channeliser towards Kalka Temple side is now extended upto 60.0 mtr. length from the centre of intersection to avoid any sharp conflict, between the merging / diverging traffic.

b) The provision of 'U' turn below the flyover is available. It is, however, considered that this 'U' turn facility would be for occasional vehicles only. The traffic (including buses) exiting from Nehru Place and intending to turn to Savitri Cinema being very high in volume, the advisability to negotiate via this intersection through 'U' turn may be seen at your end."

6.3 The observations made by PWD with regard to the 'U' turn for Nehru Place traffic below the Anand Mai Marg would be part of examination by the committee constituted as per the Resolution of the Technical Committee meeting held on 15th March, 2001.

6.4 With regard to the provisions of Mass Transport System and provisions of facility for cyclists, no proposal is included / no comments are given

6.5 The improvement proposal up to the next important Junctions / Intersections, as a required parameter, this half flyover proposal is submitted in conjunctions with the over-all Corridor Improvement Proposal of Outer Ring Road having two important intersections such as ROB-22 at eastern end and Nehru Place at western end. However, as per the Resolution of the Technical Committee meeting held on 15th March, 2001, the Corridor Improvement Plan shall be examined in detail by the Committee constituted by it which consists of representatives from Delhi Jal Board, Municipal Corporation of Delhi, N.D.M.C., P.W.D. and Delhi Development Authority and two experts 1) Shri T.S.Reddy, Head, Transport Division, CRR1 and 2) Shri J.K. Mittoo, Member, Committee on Transportations, MPD-2021.

7.0 RECOMMENDATION:

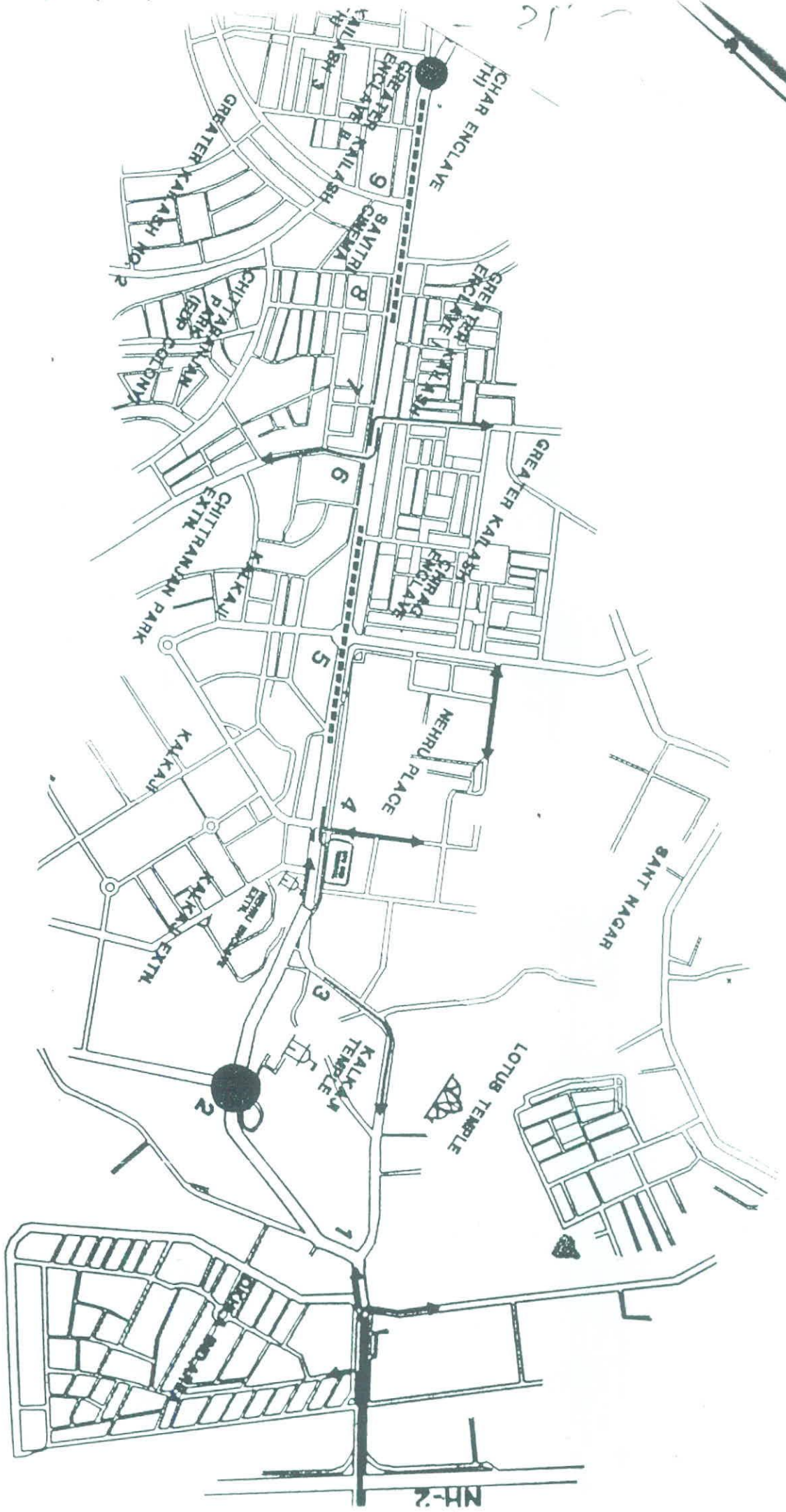
The proposal and observations contained in paras 2 to 6 are placed before the Technical Committee for consideration


(RAJESH KR. JAIN)
ASSTT.DIR.(T.T.)-II


(TAPAN K. MONDAL)
JT.DIRECTOR (TT)-II


(PRAKASHNARAYAN)
O.S.D. (D.C. & T.T.)

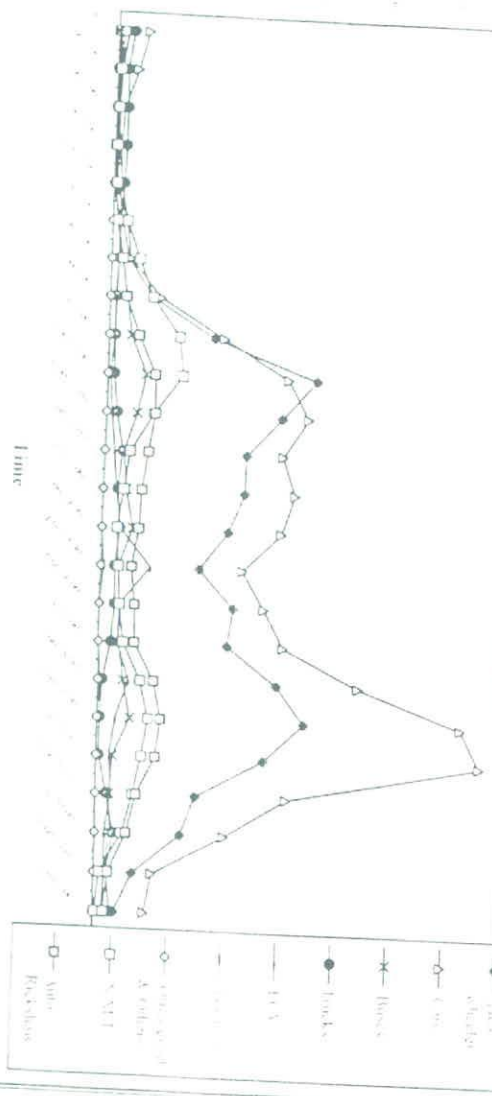
LOCATION PLAN



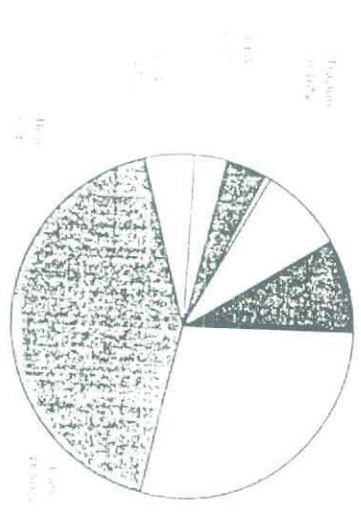
Location
Kaika Temple Int.
Direction
(All)

	1:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	24:00	Total
Two wheeler	151	79	49	50	62	143	250	627	1554	3089	2594	2062	2088	1861	1447	1973	1899	2642	3055	2466	1462	1254	561	297	297	116299
Auto Rickshaw	81	50	36	26	40	76	167	236	438	694	715	637	556	537	448	513	522	817	926	857	586	454	207	145	145	9769
Old Tech Cars/Jeeps	85	92	24	18	29	67	151	289	350	413	304	373	296	230	228	258	339	298	298	426	458	312	161	101	101	5356
New Tech Cars/Jeeps	365	222	105	69	87	147	224	507	1422	2325	2514	2330	2461	2357	1869	2206	2472	3517	5079	5243	2356	1598	693	644	644	40954
Roadways buses	5	7	1	1	5	37	109	143	142	185	203	123	126	234	131	140	162	114	156	108	121	146	99	56	56	2554
Mini Buses	7	4	4	4	5	3	2	2	14	29	21	15	11	19	15	12	7	34	32	10	10	5	1	5	5	273
Other Buses	32	16	7	2	12	22	49	89	109	284	209	143	185	191	119	139	121	203	266	113	69	66	58	29	29	2527
Trucks	0	0	0	1	0	0	0	0	49	71	22	3	2	5	3	4	3	15	21	8	0	0	0	1	1	236
Multi-Axle Truck	159	133	148	140	144	115	105	76	82	93	151	237	185	237	186	162	66	42	39	151	258	167	210	34	34	3525
LDV	36	19	27	34	12	5	2	2	7	1	5	20	23	19	13	20	14	0	42	39	151	258	167	210	34	322
Traction	54	50	54	69	112	89	107	100	76	43	79	139	193	208	226	280	271	444	268	192	219	137	143	133	133	4339
Other goods	5	5	4	1	0	11	3	6	5	13	8	4	4	10	1	40	3	5	31	2	4	7	3	1	1	122
Cycle Rickshaw	0	0	0	0	0	0	0	0	0	0	1	2	1	2	0	1	1	0	0	0	0	0	0	0	0	11
Bullock Carts	1	3	2	1	11	34	108	190	228	195	156	63	84	56	61	81	90	104	105	121	51	23	3	5	5	6555
Other slow	0	0	0	0	0	1	0	0	0	2	2	3	0	0	2	0	1	9	1	3	1	0	1	0	0	28
Total PCU	1530	1076	895	844	928	1676	2360	3312	5155	7843	7580	6491	6082	6866	6117	6201	6365	8548	10300	9418	5912	4942	2670	2364	2364	116299
Total Vehicle	1123	695	483	422	532	927	1430	2669	5240	8212	7685	6412	6524	6241	5496	6016	6253	8540	10889	10119	5979	4631	2191	1705	1705	110803

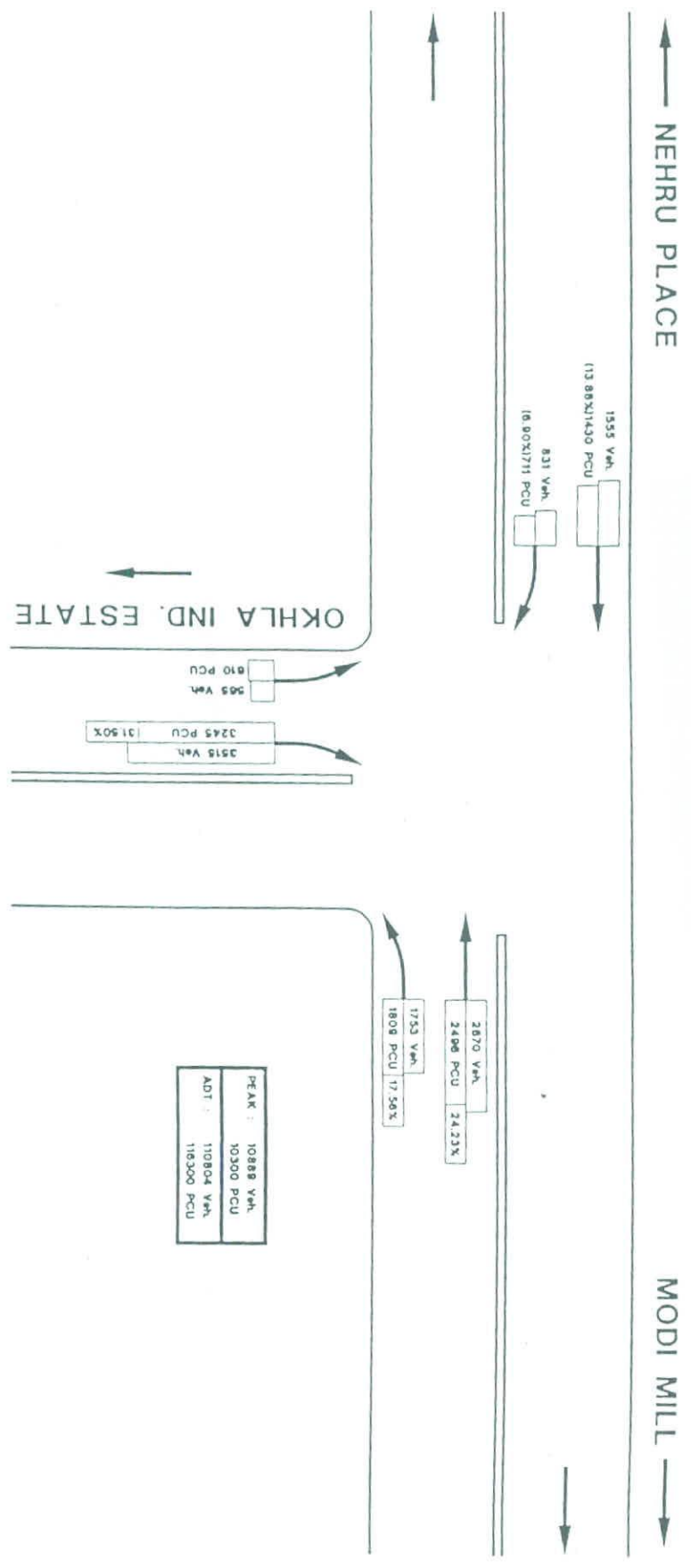
Hourly Traffic Variation by Vehicles



Traffic Composition by Vehicles



**OBSERVED PEAK HOUR FLOW DIAGRAM AT
KALKA TEMPLE 'T' INTERSECTION
(BASE YEAR - 1999)**



Scale :



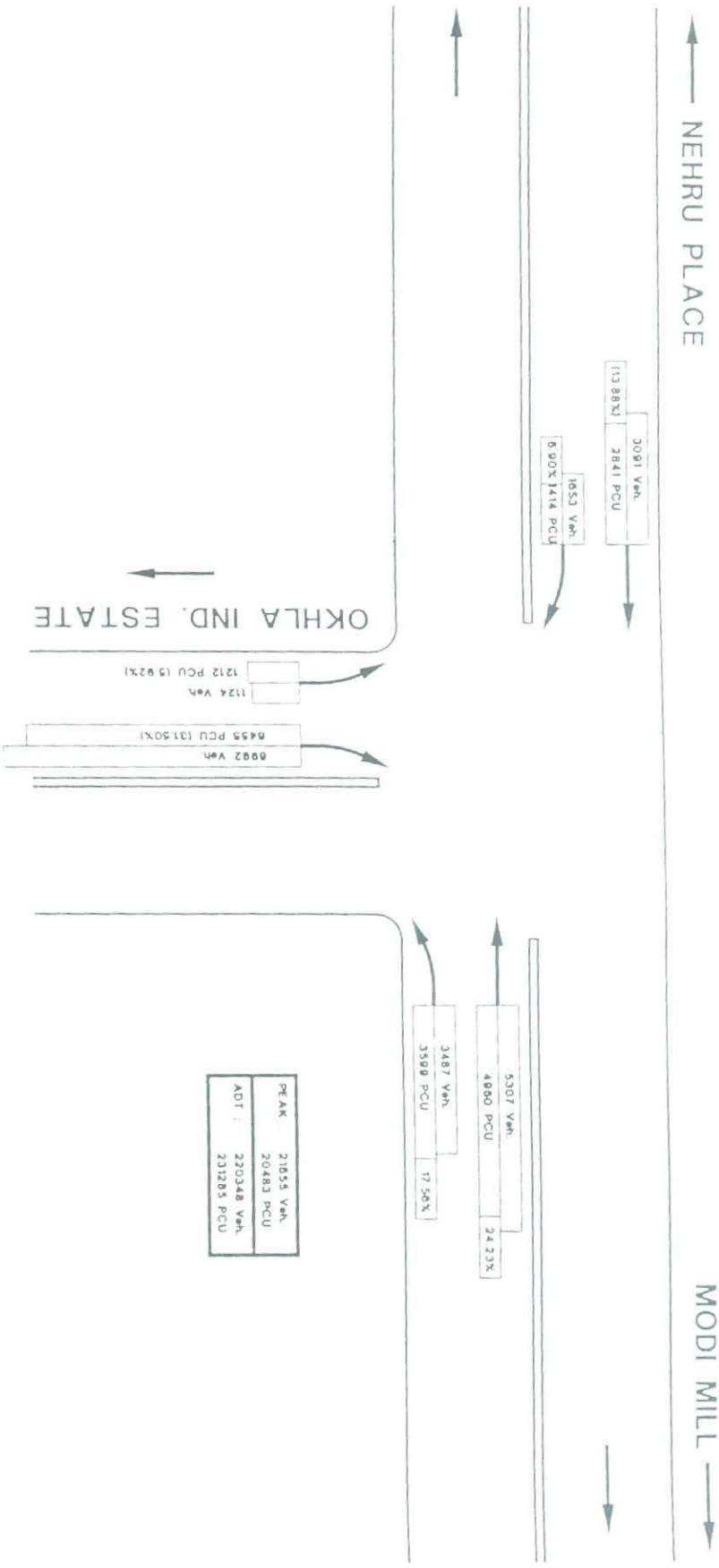
Fig. No :

Leo Associates South Asia Pvt. Ltd.
A-220, New Friends Colony
New Delhi - 110065



ANNEXURE 'B'

ESTIMATED PEAK HOUR FLOW DIAGRAM AT
KALKA TEMPLE 'T' INTERSECTION
(HORIZON YEAR - 2019)



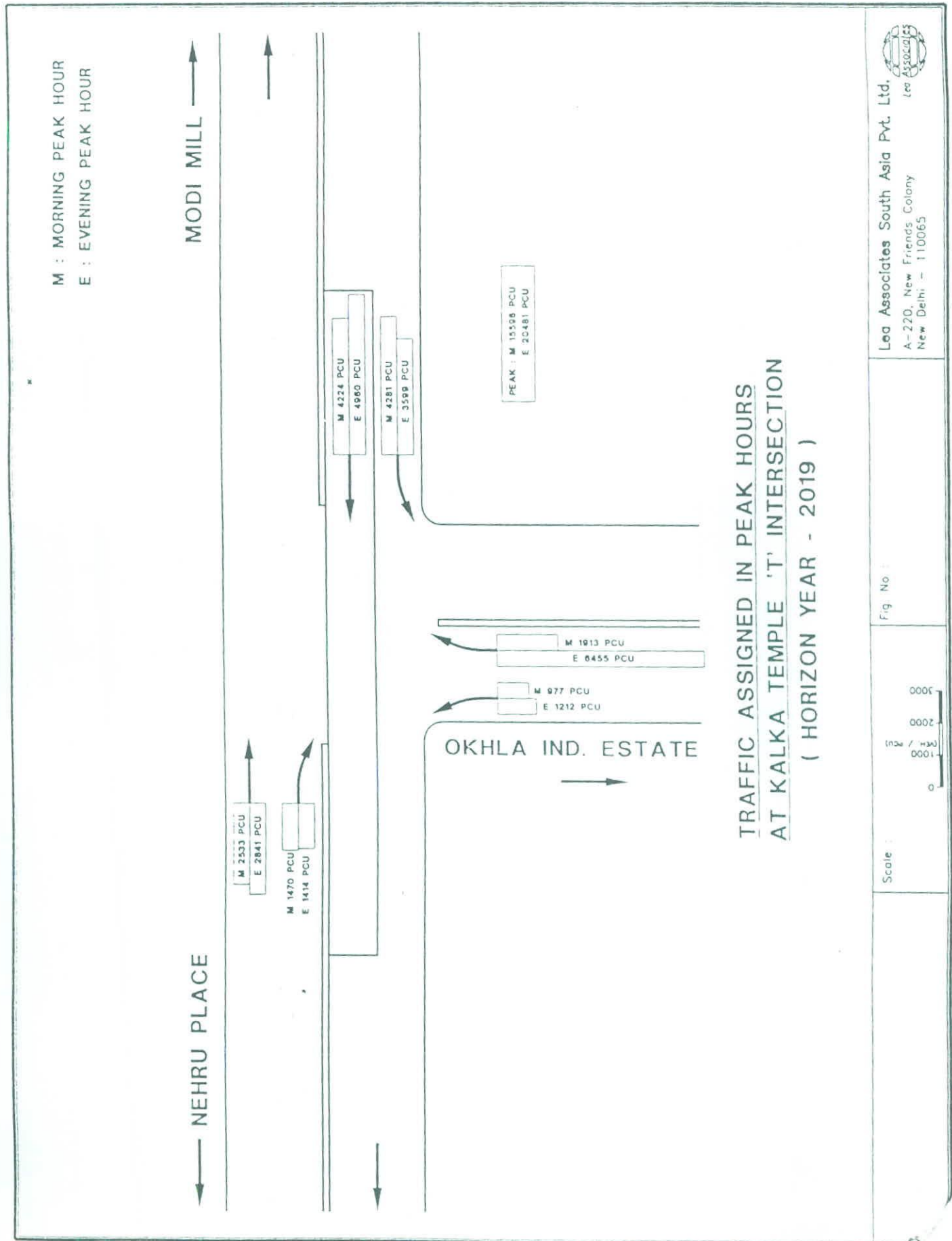
Scale: 0, 1000, 2000, 3000 (Veh./Hr.)

Fig. No.

Lead Associates South Asia Pvt. Ltd.
 A-220, New Friends Colony
 New Delhi - 110065

ANNEXURE 'C'

ANNEXURE 'D'



Lea Associates South Asia Pvt. Ltd.
A-220, New Friends Colony
New Delhi - 110065

Location : KALKA TEMPLE INTERSECTION

Intersection Traffic

Year A D T	PASSENGER TRAFFIC										GOODS TRAFFIC					NON-MOTORISED TRAFFIC					Total Vehicles	Total PCU
	Sc/Mc	Car Jeep		Auto Rickshaw	Buses			Others (PI specify)	Trucks	multi-axle Trucks	Tempo/ LCV	Tractors	Others (PI specify)	Cycle Rickshaw	Animal drawn	Others (PI specify)						
		Old Tech	New Tech		Std Roadways	Mini Bus	Other Buses															
1999	31745	5360	41934	9769	2554	273	3207	236	3525	4339	172	11	6555	26	249	110804	116300					
2000	33147	5612	42733	10203	2961	280	2637	247	3670	4926	179	11	7598	29	269	116710	121407					
2001	34611	5875	44786	10655	3172	299	2751	258	3871	4718	187	12	7577	30	269	120846	126736					
2002	36139	6151	44533	11138	3688	313	2670	269	3978	4020	194	12	7502	32	260	126303	132303					
2003	37735	6440	44552	11622	3055	327	2954	292	4142	5130	272	13	7555	33	293	131758	138113					
2004	39402	6743	45145	12135	3135	342	3124	284	4312	5349	211	13	7510	34	323	137940	144178					
2005	40378	7013	45391	12634	3201	356	3249	305	4455	5903	219	14	7511	39	216	143146	149945					
2006	42617	7293	45910	13179	3391	370	3233	318	4684	5780	222	12	7516	27	225	148672	155943					
2007	44321	7585	46906	13694	3507	385	3514	331	4851*	6317	237	15	7522	38	341	154236	162181					
2008	46094	7888	47982	14200	3709	409	3635	344	5045	6258	247	16	7580	40	354	161020	168068					
2009	47936	8204	49740	14768	3814	419	3801	358	5246	6508	257	16	7583	47	363	167460	175415					
2010	49276	8421	50797	15178	3925	427	3908	368	5401	6655	263	17	7577	42	380	172170	180333					
2011	50651	8644	51595	15600	4039	439	4019	378	5560	6826	272	17	7560	44	381	178010	185388					
2012	52065	8875	52940	16034	4151	451	4133	368	5723	7083	272	18	7592	46	400	181632	190586					
2013	53518	9109	54627	16480	4275	463	4250	399	5922	7360	286	18	7572	47	415	186592	195929					
2014	55012	9360	56372	16978	4412	475	4371	410	6095	7644	295	19	7541	48	421	192093	201422					
2015	56547	9598	58145	17499	4530	488	4494	421	6244	7929	305	19	7530	50	440	197438	207059					
2016	58126	9852	59978	18092	4662	501	4622	433	6427	8229	314	20	7526	51	463	202922	212874					
2017	59748	10114	61862	18390	4797	515	4753	445	6617	8556	321	21	7586	53	467	208579	218842					
2018	61416	10382	63794	18901	4936	529	4867	457	6811	8900	332	21	7453	54	481	214363	224977					
2019	63130	10657	65787	19427	5080	543	5026	469	7012	9230	342	22	7332	56	495	220348	231285					

ANNEXURE

(F)

1

Pedestrian Volume Projection at Modi Mill Intersection

Equation Generated Pedestrians = 1.42*Bus - 88.812

Time	Modi Mill Intersection																						
	1999 (Observed)	1999 (Estimated)	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	
08.00-09.00	717	702	734	767	802	838	876	912	951	991	1032	1075	1107	1139	1173	1207	1242	1279	1316	1355	1394	1435	
09.00-10.00	766	779	813	849	886	924	965	1005	1046	1089	1134	1181	1216	1251	1287	1325	1363	1403	1444	1486	1529	1573	
10.00-11.00	595	634	661	689	718	748	779	810	843	876	911	948	974	1001	1028	1057	1086	1116	1147	1179	1211	1245	
11.00-12.00	489	449	570	594	620	646	674	703	731	760	791	823	856	880	904	929	954	981	1008	1036	1064	1094	
12.00-13.00	366	407	425	444	464	485	507	528	551	574	598	623	640	659	677	697	717	737	758	780	802	825	
13.00-14.00	438	387	406	426	446	468	491	513	535	559	583	609	627	646	665	685	705	726	748	770	793	816	
14.00-15.00	344	345	366	384	404	424	445	465	486	507	530	554	571	583	606	624	643	662	682	703	724	746	
15.00-16.00	308	381	399	419	439	460	482	503	525	548	572	597	615	634	653	673	693	714	736	758	781	804	
16.00-17.00	531	542	567	594	622	652	683	712	743	775	808	842	867	892	919	945	973	1002	1031	1061	1092	1124	
17.00-18.00	886	726	759	793	829	866	905	943	982	1023	1066	1111	1143	1176	1211	1246	1282	1320	1358	1398	1439	1481	
18.00-19.00	870	496	520	544	570	597	625	652	680	709	740	772	795	819	843	868	894	920	948	976	1005	1035	
19.00-20.00	5750	6825	7132	7453	7799	8139	8505	8861	9231	9617	10019	10433	10740	11051	11371	11700	12038	12387	12745	13114	13494	13885	
Total(12 Hrs.)																							

Pedestrian Volume Projection at Kaika Temple

Equation Generated : Pedestrians = 1.8587*Bus + 228.37

Time	Kaika Temple																					
	1999 (Observed)	1999 (Estimated)	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
08.00-09.00	838	749	772	796	821	847	873	899	926	954	983	1012	1035	1058	1082	1106	1131	1156	1182	1209	1236	1263
09.00-10.00	1100	1139	1179	1221	1264	1308	1354	1400	1447	1496	1545	1596	1638	1678	1720	1762	1805	1850	1896	1943	1991	2040
10.00-11.00	841	1022	1056	1091	1127	1165	1203	1243	1284	1326	1369	1414	1449	1485	1522	1560	1599	1638	1679	1721	1763	1807
11.00-12.00	590	743	765	788	812	836	861	887	914	941	969	998	1021	1045	1069	1093	1118	1144	1170	1197	1224	1252
12.00-13.00	726	842	870	898	928	959	990	1021	1053	1086	1120	1155	1182	1209	1236	1265	1294	1323	1353	1384	1416	1448
13.00-14.00	752	1046	1081	1116	1153	1191	1230	1270	1312	1356	1401	1447	1483	1521	1559	1598	1638	1680	1722	1765	1810	1855
14.00-15.00	618	704	725	746	767	789	812	836	861	886	912	939	960	982	1004	1027	1050	1074	1098	1123	1149	1175
15.00-16.00	665	758	781	804	828	853	879	905	932	961	990	1020	1043	1067	1092	1117	1143	1170	1197	1225	1253	1282
16.00-17.00	640	767	791	815	840	866	892	919	947	976	1006	1036	1060	1084	1109	1135	1161	1187	1215	1243	1271	1300
17.00-18.00	944	881	910	941	972	1005	1039	1071	1105	1141	1177	1214	1242	1271	1300	1330	1361	1392	1425	1458	1491	1526
18.00-19.00	1160	1072	1109	1147	1186	1226	1268	1310	1354	1399	1445	1493	1530	1568	1607	1647	1687	1729	1772	1815	1861	1907
19.00-20.00	815	658	677	696	716	737	758	780	802	825	849	873	892	911	931	951	972	993	1015	1037	1059	1082
Total(12 Hrs.)	9819	10382	10715	11059	11414	11781	12160	12543	12938	13346	13767	14201	14596	14880	15231	15591	15960	16337	16723	17119	17523	17938

PROFORMA
For KALKA TEMPLE GRADE SEPARATOR

A GENERAL INFORMATION

- i) Location of the Proposal
OUTER Ring Road – Junction with Maa Anandamayee Marg (M A Marg)
- ii) Agency to Implement
PWD, Govt. of Delhi

iii) a) R/W of the Master Plan Road

45 m	Outer Ring Road
45 m	Maa Anandamayee Marg.

- b) Status & R/W of other roads (Zonal Layout/Rural).
N.A.

B P.T. Survey details to be incorporated upto the next junction/inter section on either side

- i) P.T. Survey scale (to be adopted) 1 : 500
Yes
- ii) Physical features to be shown in the P.T. Survey
 - a) Existing Structures – pucca/semi pucca/katcha clearly indicating the plot boundaries, built up area and number of storeys to the extent of R/W on both sides from the centre line of existing road (Double of R/W in total).
Structures along all the arms of the junction have been shown on the plan. The junction is located in a sparsely built up area with only the office of the AE-I circle 20 lying within the ROW.
 - b) Levels if the area is not flat/plain & considered necessary in the planning of improvement scheme
Shown on the plan.
 - c) Services – underground/overhead are to be indicated on survey plan
The following services have been shown on the plan:
 - Water Supply line
There is only one water supply line crossing the ORR to the east beyond the proposed grade separator.
 - Sewerage line
There are no sewer lines in the vicinity of the junction.
 - H.T. and other Electricity Lines (O/H & U/G)
Two high tension lines on either side of the ORR (western arm) that turn towards M A Marg and head towards Okhla along the eastern edge of the road. There are no other electric lines close to the junction.
 - Street light poles
Street light poles exist along the central verges of the ORR as well as along M A Marg.
 - Telephone cables/poles

32

Underground telephone lines exist at the southern edge of the eastern arm of ORR.

- Storm water drains (open & covered)

There are no major storm water drains in the vicinity of the junction. However the area slopes towards east where a storm water drain cross the ORR near the Software Technology Park.

- d) Existing carriageways, footpaths, verges, gaps in verges, roads/circulation of the colonies abutting on the influence zone of the proposal

As shown in the plan:

- Carriageway – North -11 m approx.
South -11 m approx.
- Footpaths – 2.5 m along the ORR, not properly defined along M A Marg
- Central Verges - 2 m central verge along ORR, 2 m central verge along M A Marg.
- Gaps in Verges – 55 m gap in the central verge of ORR at the junction with M A Marg.
- Access – There is direct access to and from the parking area of the Kalkaji Temple. Steps providing pedestrian link to the Kalkaji Temple originate directly from the northern edge of the ORR at the junction.

- e) Existing bus bays and bus stands (on all roads)

Marked on the Plan.

- f) Location and type of trees along with their species and girth details coming within the influence zone of the proposal in relation to existing carriageways.

This information is attached with the proforma.

C TECHNICAL DATA

- i) _____
- ii) _____
- iii) _____
- iv) _____
- v) _____

	24 Hours	Peak Hours
a) At Present	110804 Veh. 116300 PCU	10889 Veh. 10300 PCU
b) Projected for Horizon Year,2019	220348 Veh. 231285 PCU	21655 Veh. 20483 PCU

- iii) Details of turning movement in peak hours in PCU's on each arm of the

junction/intersection (for base year and horizon year) and distribution along the stretch proposed to be improved

	Year	North Arm Peak	South Arm Peak	East Arm Peak	West Arm Peak
Straight	1999	1430	2496	--	--
	2019	2841	4960		
Right	1999	711	--	--	3245
	2019	1414			6455
Left	1999	--	1809	--	610
	2019		3599		1212
Total	1999	2141	4305	--	3855
	2019	3895	8559		7667

- ii) If the Junctions/Intersection is controlled by an automatic traffic signal at present, please indicate signal cycle time
 Peak Hour - 90 Sec.
 Off Peak Hour - Sec.

- iii) Pedestrian traffic volume in each direction on each arm as also along the stretch proposed for improvement

	12 Hours	Peak Hour
a) North Arm	2084	284
b) South Arm	2735	355
c) East Arm	--	-
d) West Arm	5000	522

- iv) Estimated average delay per vehicle on different approach arms at the junction/intersections as also intermediate road junctions along the stretch of road proposed for improvement (Peak Hour)

	Average Delay per Vehicle (Sec.)
a) North Arm	40.63
b) South Arm	43.17
c) East Arm	--
d) West Arm	45.41

- v) In case if the grade separator is proposed on the railway level crossing please specify
 a) Number of trains passing 8 00 A.M. to 8 00 P.M. per day/week
 N.A.
 b) the frequency and duration of the closure
 N.A.

between the Kalka
 on account of the idly parked
 on either side of the carriageway. The "T" junction
 intersection in between the Kalka

D

3)

Details related with the proposed improvement scheme.

The improvement proposal shall be detailed out upto the next important junction/intersection on the either sides as detailed elsewhere in this document.

i) Proposed number of lanes on each arm

Direction	Number of lanes	Width of lanes (m)
Nehru Place – NH2 (At grade)	3	9 m (Restricted 3 lane carriageway)
Nehru Place – NH2 & Nehru Place – M.A. Marg & 'U' turning	3	9 m (Restricted 3 lane carriageway)
NH2 – Nehru Place (above grade)	3	9 m (Restricted 3 lane carriageway)
NH2 – Nehru Place & 'U' turn	2	7 m
M A Marg to NH2	3	11 m
M A Marg to Nehru Place	2	7.5 m
NH2 to M A Marg	3	9 m (Restricted 3 lane carriageway)

ii) Proposed width of carriageways of each arm

Provided in the above table

iii) Proposed width of central verge on each arm

Central Verge: 1.2 m along the flyover on ORR
2 m along the M A Marg.

iv) Proposed width of footpaths on each arm

2 m along ORR and M A Marg.

v) Proposed width of service road/on each arm

NA

vi) Proposed total length of the flyover

416 m approx

vii) Proposed length of slope including valley curve and summit curves

Length of western slope: 168 m approx

Length of eastern slope: 318 approx

viii) Length of flat portion

Nil

- x1) Slope of grade separator if preferred on each arm
Western slope: 4 %
Eastern slope: 3.33%
- x2) The location of bus stops, bays
The bus stop at the farther end along the north carriageway of the ORR has been retained. Bus stop along the south carriageway has been provided at the end of the eastern arm of the flyover. Bus stops along the M A Marg have been retained in their present locations.
- x3) Pecestrian subway/crossing
A 3-arm pedestrian subway has been provided at the junction to facilitate safe entry and exit to the devotees of the Kalka Temple, and easy access to the bus stops.

E Feasibility Report

- a) Details of affected structures
 - i) Pucca/semi-pucca/katcha with plot area/plinth area details
Only the semipucca structure of the office of the AE 1-circle 20, PWD needs to be removed to accommodate left slip lane of M.A. Marg. The plinth area of this building is approx 330m². ^(Approx 940 sq. mt) some land from the DDA park to the west and Master Plan green area to the east ^(Approx 530 sq. mt) have to be diverted towards improvement of this junction.
 - ii) Structures forming part of the regularised colony/ unauthorised colony
NA
 - iii) The use of the property (Commercial, residential, institutional, others, please specify)
NA
- b) Services - Underground / overhead affected in the proposals shall be shown on the plan in different colours.
They have been shown in the form of various line types. The details of relocation or construction of protection culverts/ retaining walls have been given in the report.

F Trees - Number of trees along with their girth and species details
Provided in the attached Table

G Whether access to the existing/proposed building of properties is affected, if so what alternate measures have been envisaged in the proposal
None of the access shall be affected due to the proposed project.

57

I Management scheme for the circulation of the traffic from the adjoining location upto the next junction/intersection on either sides has been integrated with proposal under consideration
The traffic circulation pattern during the construction and operation phases have been formulated and integrated with the flyover proposal. The details of the same have been incorporated in the Feasibility Report.

I Project Report
A PROJECT REPORT IS PROVIDED ALONG WITH THE DRAWINGS.

Sunder
EE



Er. Sunder Jethwani
Director (P&I)
P.W.D. Zone-IV (G.O.D)
Visvesvarayya Setu,
Sukhdev Vihar, N. Delhi-25

TABLE 1 - LIST OF AFFECTED TREES

Type of Tree	Girth (cm)	Location
Prosopis Juliflora	60	Northern foot path of ORR
	75	South of ORR carriageway
	75	
Karanj	60	Northern foot path of ORR
	90	South of ORR carriageway
Albizzia lebbek	90	Northern foot path of ORR
	90	South of ORR carriageway
Eucalyptus	150	South of ORR carriageway
	120	
	90	
	105	
	90	
Ailanthus excelsa (Aru)	120	South of ORR carriageway
	105	
	60	
	90	

P. Jethwani
EE

Suresh Jethwani
Supt. Engr. (P)
P.W.D. Zone-IV (G.O.D.)
Jawahar Road, Sec-1,
Suburban, N. Delhi-25

SUB: FLYOVER PROPOSAL AT THE INTERSECTION OF OUTER RING ROAD AND MA ANAND MAI MARG (PART OF CORRIDOR IMPROVEMENT PLAN OF OUTER RING ROAD).

EXAMINATION AS PER AUTHORITY RESOLUTION NO. 54
DATED 13.8.1990 FOR GRADE SEPARATION PROPOSALS.

F.5 (5) 2000/MP/

Sl.No.	Authority Guidelines	Observations.																								
1.	Priority should be given to the traffic on the Ring Road and the grade separator should be provided on Ring/ Outer Ring Road.	Grade separator is proposed on Outer Ring Road.																								
2.	The grade separators shall be aesthetically well designed and fit in with environment. Considering the problems of storm water drainage and the cost, the grade separators should be over-ground as two level flyover. provisions could be made for 3 rd level below ground which could be taken up later on when found necessary. The peculiarities of location and economic of the scheme should also be taken into consideration in each individual case.	A half flyover along the Outer Ring Road over the T-Junction with Ma Anand Mayee Marg has been proposed, for the traffic direction from Modi Flour Mill side to Nehru Place side.																								
3.(a)	On the Ring Road (60.0 Mt. R/W) and a part of the Outer Ring Road (width 60.0 Mt. R/W) the flyover shall consist of 3 lanes of 3.0 Mt. each in each directions. In case additional space is available, the carriageway at surface would be increased.	<table border="1"> <thead> <tr> <th>DIRECTION</th> <th>NO. OF LANES</th> <th>WIDTH OF LANES</th> </tr> </thead> <tbody> <tr> <td>Nehru Place - NH-2(At grade)</td> <td>3</td> <td>9.0 m(restricted 3 lanes carriageway)</td> </tr> <tr> <td>Nehru Place - NH-2 & Nehru Place - Ma Anand Mai Marg and 'U' turning.</td> <td>3</td> <td>9.0 m(restricted 3 lanes carriageway)</td> </tr> <tr> <td>NH-2 - Nehru Place(above grade)</td> <td>3</td> <td>9.0 m(restricted 3 lanes carriageway)</td> </tr> <tr> <td>NH-2 - Nehru Place & 'U' turn</td> <td>2</td> <td>7.0 m</td> </tr> <tr> <td>Ma Anand Mai Marg to NH-2</td> <td>3</td> <td>11.0 m</td> </tr> <tr> <td>Ma Anand Mai Marg to Nehru Place</td> <td>2</td> <td>7.5 m</td> </tr> <tr> <td>Nehru Place to Ma Anand Mai Marg</td> <td>3</td> <td>9.0 m(restricted 3 lanes carriageway)</td> </tr> </tbody> </table>	DIRECTION	NO. OF LANES	WIDTH OF LANES	Nehru Place - NH-2(At grade)	3	9.0 m(restricted 3 lanes carriageway)	Nehru Place - NH-2 & Nehru Place - Ma Anand Mai Marg and 'U' turning.	3	9.0 m(restricted 3 lanes carriageway)	NH-2 - Nehru Place(above grade)	3	9.0 m(restricted 3 lanes carriageway)	NH-2 - Nehru Place & 'U' turn	2	7.0 m	Ma Anand Mai Marg to NH-2	3	11.0 m	Ma Anand Mai Marg to Nehru Place	2	7.5 m	Nehru Place to Ma Anand Mai Marg	3	9.0 m(restricted 3 lanes carriageway)
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(b)	In case of part of Outer Ring Road where the R/W is 45.0 Mt. the above section is not possible.	R/W of the stretch of Outer Ring Road is 45.0 Mt.																								
(c)	A service road of about 6.0 Mt. carriageway should be provided which could be reduced to 4.5 Mt. in case of 45.0 Mt. R/W in specific cases where service road is not required, the	There is no provision of service road.																								

	space could be used to increase the surface carriageway.	
(d)	Footpath on both sides of the minimum width of 2.0 Mt should be provided, alongwith pedestrian sub way at appropriate locations	Footpaths of 2.0 Mt wide on both Outer Ring Road and Maa Anand Mayee Marg are proposed A three - arm (Y-shaped) pedestrian sub way at the Junction is proposed. This is proposed to interconnect entry/exit to Kalka Temple and bus stop
(e)	The clear height of the grade separator shall be 5.5 Mt above road surface below	Clear height of 5.5 Mt from road surface is proposed
(f)	3.5 Mt. wide strips shall be reserved for H.T. Tower Lines. The approved standard section for 60.0 Mt. R/W roads has provision of Two H.T. Tower Lines on each side.	Not applicable.
(g)	The longitudinal section of flyover should be aligned at 1 : 30	Slope of 4% on Nehru Place side and 3.33% Modi Mill side are given.
(h)	The grade separator design should provide for smooth movement of cyclists depending upon the volume by design or by traffic management.	No separate cycle tracks have been proposed
4(a)	To optimise the use of grade separators, the road improvements upto the next major intersection on each and on all the arms shall form part of a grade separator project	No separate report containing information in this regard is provided.
(b)	The circulation of the surrounding area shall be properly integrated with grade separator scheme so that grade separator does not become hindrance on construction for the surrounding areas.	Circulation plan is submitted.
(c)	A proper landscape plan shall be prepared for the scheme.	Landscape plan is not submitted

Sub: Policy regarding continuance of Ice Factory and Cold Storage and other such uses in 'Special Area' F 18(6) 99-MP.

1.0 The request has been received from Industries Department Delhi Government as well as owners of ice factory functioning in the old Subzi Mandi area. This part of the city has been designated 'Special area' as per MPD-2001. The ice factory and cold storage have been in existence even prior to MPD-1962 and for a long time catered to the needs of residence in surrounding residential areas. This area falls in Walled City Extension and has organic growth. The Walled City and its extension grew without any landuse zoning and came up in an organic manner with mixed-use as the basic character and such facilities manufacturing warehousing activities came up on relatively larger size of land parcels. The site of this ice factory has been visited by Commr.(Plg.) and VC some time ago. A meeting was also taken by VC with the representatives/owners of the ice factory.

2.0 DETAILS OF EXAMINATION:

2.1 **Provision of MPD-1962:** As per MPD-62, ice factory and cold storage were categorised as 'Service Industry' and as part of industrial policy. It was enunciated that existing industries should not be discouraged or expelled and attempt should be made for their better and more efficient operation. As per the land use plan-62, the area on along Roshanara Road has been indicated for 'Service Industry'.

The site of this ice factory and cold storage was incorporated in the Composite Zonal Development Plan of Zone C (Civil Line area) as approved by the Govt. of India in 1966.

2.2 PROVISIONS OF MPD-2001

The area has been designated as Urban Renewal Area with 'Residential' as pre-dominant landuse. The Urban Renewal Plan are to be prepared on the basis of which future growth/development of this area will take place. In the Master Plan, it has been given in some detail that what would be contents and format of these Urban Renewal Plans. The major element for preparation of Urban Renewal Plan has to be 'Conservative Surgery' which implies that basic fabric of the area may be conserved to the extent possible. The plan, prepared with major tool of conservative surgery, would retain the basic nature and character of the area. In the Urban Renewal Plan minimal non residential activities which serve the residential area could possible be retained/conserved at the time of preparation of the Plan.

- 2.3 The subject was referred to Finance Department also for their observations. It may be worth recording that this is an existing use and there is no new permission/conversion being processed. It is only continuance of existing use which has been in operation even prior to inception of the Master Plan in 1962.
- 2.4 Based on the above it only logical and in-line with postulates of the Master Plan for this area, this existing use along with other similar uses can continue. The following issues are emerging which are to be addressed.
- (i) The existing use of ice factory and cold storage may be allowed to continue till the time of preparation of Urban Renewal Plan of this area.
 - (ii) The Urban Renewal Plan may take into cognisance the fact that some pockets along Roshanara Road were designated for 'Service Industry' in MPD-62 and uses which cater to the surrounding residential area may be incorporated in the Urban Renewal Plans.
 - (iii) This may be considered as a policy and other similar requests could be treated at par as and when the same are to be addressed.
- 3.0 The matter is submitted before the Technical Committee that non residential uses which are an integral requirement of the surrounding area may be allowed to continue and can be eventually be retained/considered at the time of preparation of Urban Renewal Plan.

M M
16/5/2007

SUBJECT: SANCTION OF BUILDING PLAN
FOR D-42 B, RAJ NAGAR, PART-II

FILE NO. DD/BLDG./NW/DDA-2000

BACKGROUND:

- (1) Sh. Prem Nath requested for sanction of building plan for plot No. D-42B Raj Nagar Part-II measuring 100 sq. yds. on 27.1.2000 vide letter addressed to Commr. (Plg.).
- (2) For confirmation of the ownership status the reference was sent to LA(B) for comments. L.A. (Bldg.) vide note dated 23.3.2000 pointed out that the document available shows the ownership status in favour of Shri Prem Nath on 1/2 share of the plot.
- (3) The plot under reference falls in the Raj Nagar Part-II (Development Area No.175) is an unauthorised regularised colony for which no building activity has been released.(The layout plan is laid on the table). It was decided that the issue may be resolved in consultation with officers of the Town Planning Department of MCD.
- (4) Accordingly, a meeting was held in the room of the then AC(DC&B) on 25.7.2000 in which Additional Town Planner of MCD was present and the following decisions were taken: -
"If there is no sub-division of the plot, the building plan could be examined as per the Building Bye-Laws Provision and if the sub-division of the plot is observed then building plans shall be rejected."
- (5) Based on the decision taken in the meeting held on 25.7.2000, rejection of the building plan was conveyed to Shri Prem Nath on 21.8.2000.
- (6) Vide letter dated 31.8.2000 Shri Prem Nath again requested for sanction. The case was examined and the main issue of sub-division of the plot was placed before competent authority for approval.
- (7) Vide note dated 28.10.2000, VC, DDA, raised the following queries:-
 - (i) Under what conditions sub-division of the plot can be agreed to;
 - (ii) Terms and Conditions put up by MCD for sub-division of the plot within their area.
- (8) Accordingly, a letter to Addl. Town Planner, MCD was sent for clarification on 24.11.2000.
- (9) VC.DDA, in his note dated 13.12.2000 did not agree for sanction of building plan as sub-division of the plot is not permissible under rules.
- (10) Sr. Town Planner(DP), MCD vide letter dated 20.12.2000 informed the following: -

"As per the location plan/part layout plan enclosed with the above letter the plot under reference is a sub-divided plot as shown in the approved layout plan of the area. In such cases of sub-divided plots, the MCD does not sanction building plan on a sub-divided plot. In case single entity of the plot is established on the basis of the documents submitted by the applicant prior to the regularisation policy of the Government dated 16.2.77, the case can be considered accordingly."

Contd.....2

- (11) Shri Prem Nath appeared in the Public Hearing on 11.1.2001 with reference to the letter addressed to Commr. (Plg.) on 9.1.2001. He submitted that the plot of 400 sq. yds. was already sub-divided to 200 sq. yds. each on 17.6.59 and further sub-division of the plot, which was owned by his father has been made after his father was expired on 30.3.92.

Accordingly, the case was again examined and the following observation of the case is made: -

- (i) As seen from the record, a piece of land measuring 4 biswas out of Khasra No.264/265 has been sold to Shri Jamna Dass by Shri Rizaq Ram on 21.5.59 .
- (ii) (ii) After the death of Shri Jamna Dass, the Relinquishment Deed has been executed on 20.12.98 in favour of Shri Jamna Dass. Further Partition Deed was executed on 27.5.99 showing the partition of the property between Shri Prem Nath S/o Shri Jamna Dass and Shri Narendra Pal Singh, grand son of Shri Jamna Dass.
- (iii) As seen from the documents submitted by Shri Prem Nath Shri Prem Nath is paying property tax to MCD for property No.RZ-87A/D/42/B Raj Nagar.
- (iv) It reveals from the documents that the property was already sub-divided in 1959 and further sub-division has been made in 1998. However, the initial sub-division in 1959 has not been incorporated in the layout plan of Raj Nagar Part-II, approved by MCD.
- (v) In the absence of any direction on account of betterment / development charges to be paid for the plot by the owner which is located in the unauthorised regularised colony , letter and note were sent to MCD and Director (LM) on 14.3.2001 to intimate the charges to be paid by the owner in case the building plan was to be processed for approval.

(12) **Site Condition:** -

The site was inspected on 18.5.2001 and the following observations are made: -

- (i) On Plot No.D-42/B, a room, kitchen, WC and bath are existing. The room and kitchen are constructed in the front set-back.
- (ii) The plot is having electricity, water and sewer connection.
- (iii) The other three plots shown in the sub-division plan are constructed.
- (iv) Most of the houses in this colony are having unauthorised construction and projection on the public land/road.

(13) **Examination/Observation:-**

- (i) In the lay out plan supplied by the MCD details of plot are not available. Building Section has no information on the details of regularisation related to the existing structures on the plots which have been regularised at the time of approval of layout plan. In the absence of the above information, action on unauthorised construction existing on the plots cannot be taken by the Building Department till a detailed information is made available to the Building Department.

- (ii) Based on the legal documents submitted by the owner it reveals that the property was sub-divided in 1959 and further sub-division has been made in 1998 by the owners. The initial sub-division of the property has not been incorporated in the regularisation plan of Raj Nagar Part-II, approved by MCD. Sub-division of the plot as shown in the plan laid on the table, needs to be approved by the competent authority.
- (iii) Neither MCD nor Lands Department, DDA has yet conveyed the Development/Betterment Charges to be paid by the owners of the properties in the unauthorised regularised colony in response to the letter dated 14.3.2001.
- (iv) The building activity in this area has not been released. Hence, permission to process and approve the building plan is required with the following conditions: -
 - (a) The Building Plan Fee shall be charged as per the existing pattern and the Building Plans shall be processed as per the BBL/ Modified BBL.
 - (b) An undertaking duly attested by First Class Magistrate Shall be given by the owner to deposit the betterment charges chargeable to the properties in the unauthorised regularised colony whenever the demand shall be raised by the DDA.

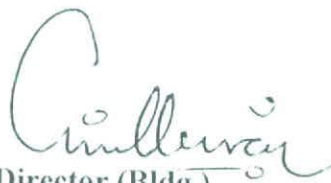
(14) **RECOMMENDATION:**

Based on the above background and examination of the case, as explained above, the following proposal is placed before the Technical Committee for consideration: -

- (i) Sub-Division of the plot as explained at Para 13(ii).
- (ii) Permission to process and approve the building plan as explained at Para -13(iv).
- (iii) Since the issue is only to sanction the building plan for plot No.D-42/B, further action on unauthorised construction existing in the area could be taken after the proper layout plan with regularisation of plot details is made available to DDA by MCD.


AE.(Bldg.)NW


Jt. Dir.(Bldg.)NW


Director (Bldg.)

CHAIRMAN

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

SPECIAL INVITEES

1. Chief Engineer (Elect.) DDA
2. Addl. Chief Architect, I DDA
3. Addl. Chief Architect II DDA
4. Directro (DC) DDA
5. Director (MPPR) I DDA
6. Director (MPPR) II DDA
7. Director (AP) I DDA
8. Director (AP)II DDA
9. Director (Rohini) DDA. .



ch114

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

F1(13)2001/MP/D -

SUB: Proposed meeting of the Technical Committee on 22.5.2001

It is proposed to hold a meeting of the Technical committee on 22.5.2001
It is requested that agenda item if any may be sent to the section latest by
18.5.2001. Copy of the circular no. F.1(29)99-MP dated 7.10.99 is enclosed
for ready reference.

R.K.Jain
15/5/2001
(R.K.Jain)
Jt. Dir. (MP)

All Addl. Commr. (Plg.)
All Directors(Plg.)
PS to Commr. (Plg.) for information.

ch114

637 SDJ
16/5/2001

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

F1(13) 2001/MP/D-

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15/5/2001
(R.K.Jain)
Jt. Dir. (MP)

All Addl. Commr. (Plg.)
All Directors(Plg.)
PS to Commr. (Plg.) for information.

20/MP/112
18/5/2001

16/5

30/II

The case of change of landuse of Madan-
pur Khadar is to be placed before the
Technical committee, but the
concerned file is not yet sent by
Master plan section.

+ File re: Policy on Im. Conts. Submitted P1.

DD (MP)

17/5

18/5/2001

DD (MP)

18/5

of 5



DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

CIRCULAR

SUB: Regarding preparation of agenda item for the Technical Committee.

To follow the uniform procedure for the agenda item for the Technical Committee, Commr. (Plg.) in its meeting held on 15.9.99 had decided the following:

1. Agenda for the meeting of the Technical Committee shall be prepared by the respective units and it shall be signed by the officer of level of at least Director (Plg.) of concerned unit. Along with the proposal at least 3 copies of the plan duly signed by an officer of the unit shall be submitted at least three days in advance from the schedule meeting of the Technical Committee.
2. Agenda may be neatly typed giving therein the background, provision of the layout plan, Zonal Plan and the Master Plan, the observations and examination of the case alongwith the recommendations.
3. It has also been decided that where ever any item is discussed without any write-up / agenda, brief of the proposal and the discussion be also recorded ~~with the decision of the Technical Committee~~ as part of the minutes itself. Such minutes may be prepared in consultation with the concerned unit head.

Submitted for approval.

RKJ
11/10/99

(R.K. JAIN)
JT. DIR. (MP)
1.10.99.