

DR DC&D  
25/7/80

Draft Minutes  
J. T. E. Me  
held on 12/4/90

योजना  
Planning

# दिल्ली विकास प्राधिकरण

अनुषास Master Plan

दस्तावेज संख्या F1 (227) / 90-MP.

दिनांक

सदर अध्यक्ष

विषय

Draft Minutes of Technical Committee Meeting  
held on 12/4/90.

आयत सं०	दिनांक	किस को भेजो	हस्ताक्षर	आयत सं०	दिनांक	किस को भेजो	हस्ताक्षर
कापीकरण	जाने को   जाने को			कार्यालय	जाने को   जाने को		
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DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

Draft minutes of Technical Committee meeting held on 12th April 1990 at 10.00 A.M. in the Conference Room of Vikas Minar, 5th Floor, Delhi Development Authority, I.P. Estate, New Delhi.

The following were present:

DELHI DEVELOPMENT AUTHORITY:

1. Sh. V.S. Murti, Engineer Member ( on the chair)
2. Sh. J.C. Ghambir, Commissioner (Plg.)
3. Sh. B.L. Khurana E.E.(E)
4. Sh. S.C. Gupta, Director(DC&P)
5. Sh. R.G. Gupta, Director(TYA)
6. Sh. Santosh Auluck, Addl. C.A.
7. Sh. C.B. Sharma, Dir.(Horticulture)
8. Sh. P.M. Dongre, Jt. Director(TYA)
9. Sh. P.C. Jain, Director(AP&B)
10. Sh. V.N. Sharma, Jt. Director(Plg D&J)
11. Sh. K.K. Banopadhyay, Jt. Director(Rohini)
12. Sh. Prakash Narain, Jt. Director(T)
13. Sh. A.K. Jain, Jt. Director(ZP)
14. Sh. Chander Ballab, Jt. Director(Plg.)
15. Sh. N.K. Aggarwal, Jt. Director(Plg.)
16. Sh. C.P. Rastogi, Jt. Director(WC&SA)
17. Sh. H.S. Sikka, Dy. Director(Plg.)
18. Sh. Pradeep Behari, Dy. Director(Design)
19. Sh. S.P. Bansal, Dy. Director(PPW)
20. Sh. Jarnail Singh, Architect/Habitat planner
21. Sh. H.P. Saxena, Asstt. Director(MP)
22. Sh. Surendra Srivastava, Dy. Director(MP) (Convener)

LAND & DEVELOPMENT OFFICE:

23. Sh. I.D. Gupta, Building Officer,

TOWN AND COUNTRY PLANNING OFFICE:

24. Sh. B.K. Arora, A.P.

POLICE DEPARTMENT:

25. Sh. A.S. Cheema, ACP (Traffic)

MUNICIPAL CORPORATION OF DELHI:

26. Sh. B.B. Nanda, C.E.
27. Sh. M.P. Jain, E.E.(Water)

NEW DELHI MUNICIPAL COMMITTEE:

28. Sh. S.S.K. Bhagat, C.E.(C)
29. Sh. H.S. Bindra, Dy. Chief ARCA
30. Sh. C.M. Paruth, S.E. (R)

DELHI ADMINISTRATION:

31. Sh. B.S. Duggal, S.A.

For Item No.1 & 2

P.W.D. DELHI ADMINISTRATION:

32. Sh. B.N. Sihha, S.E.(C-II)
33. Sh. H.K. Srivastava, S.E.(C-V)
34. Sh. D. Sanyal, Consultant

For Item No.1 & 2

DWS&SDU

35. Sh. P.K. Jain, S.E.(P)DR
36. Sh. P.S. Manchanda

SCHOOL OF PLANNING & ARCHITECTURE:

37. Prof. N. Ranganathan

DELHI TRANSPORT CORPORATION:

38. Sh. K.C. Tiwari, T.P.



DRAFT MINUTES OF THE TECHNICAL COMMITTEE MEETING  
HELD ON 12.4.90

Item No.1

Sub:-Proposal for grade separator at Safdarjung Hospital.

F.5(7)/87-MP.

The Technical Committee endorsed its earlier recommendation made in its meeting held on 15.5.89 and recommended a three level grade separator on the crossing of Ring Road and Aurobindo Marg with the following conditions:-

- a. The proposed rotary should be as low as <sup>practicably</sup> possible.
- b. The flyover should also be as low as possible with improvised <sup>appropriate</sup> hi-tech engineering designs.
- c. In future proposals, <sup>of flyovers</sup> area levels should be <sup>study</sup> ~~indicated~~ rather than spot ~~levels~~ <sup>proposals</sup>.
- d. The locational aspects should also be taken into consideration.

Item No.2

Sub:-Three level grade separator proposal on Ring Road and Rohtak Road intersection (General Store crossing).

F.5(9)/89-MP.

The Technical Committee approved the three level grade separator proposal on Ring Road and general Rohtak Road intersection (General Stores Crossing). The Technical Committee however, desired that the following details may be supplied by the PWD, DA <sup>put up</sup> before the case is <sup>is</sup> recommended to the Authority for final approval:

- a. The details of design of the cross road i.e. Rohtak Road may be worked out till the next intersection on either side <sup>and</sup> is submitted to DDA.
- b. The affected structures and trees should also be indicated on a copy of the plan, showing the complete design of Grade Separator.

Item No.3

Sub:-Planning of grade separators road alignment plans & improvement of junctions/intersections on East West corridors between Tilak Marg and Najafgarh Road intersection with regard to the proposed HRTS Systems.

F.5(43)/74-MP/Pt-I.

The Technical Committee listen to the views of the



various members and desired the following actions:

- a. Since every member has been informed of the issue, the concerned members should keep in touch with RITES.
- b. RITES would be requested to make a small presentation ~~once in every three months~~ before the start of the <sup>mtg.</sup> Technical Committee meeting so as to enable the members to understand and coordinate various proposals with the proposal of East-West Corridor metro System.
- c. The action as suggested at 'b' above would also hold good for CRRI in respect of the study being carried out by the institute.

Item No.4

Sub:- Acquisition of land measuring 750 mtrs.x 550 mtrs. for the proposed 600/900 MW Gas Turbine at Bawana Side.

F.14(31)/89/CRC/DDA.

The Technical Committee approved the proposal for location of 600/900 MW Gas Turbine at Bawana With the following conditions:

- a. The gas pipe line system to be cleared by Technical Committee of DDA.
- b. A clearance to be obtained by DESU from Ministry of Environment regarding pollution.

Item No.5

Sub:- Intergrated freight complex in Gazipur Kondli Area.

F.WS(3)/83-Dir.(CP)

The Technical Committee desired that this item be brought to the committee again <sup>by the Planners</sup> with the detailed study regarding quantitative inputs, traffic and Transportation and issues arising out of the proposed location on Delhi-U.P. Boarder.

Item No.6

Sub:- Comprehensive redevelopment scheme at Janpath Lane.  
F.16(89)81-MP.

The Technical Committee desired that the scheme should be brought before the committee after <sup>obtaining the Comments</sup> clearance from CBRI <sup>is received, and keeping in view the objections raised by some of the plot holders-</sup>

Item No.7,8,9, and 10 were not taken up/discussed/postponed.

*Wms*  
15/11

*Signature*  
18/4/90



DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

Agenda for the meeting of Technical Committee to be held on 12.4.90 at 10.00 A.M. in the Conference Room of Vikas Minar at 5th Floor, Delhi Development Authority I.P. Estate, New Delhi.

<u>Item No.</u>	<u>Subject</u>	<u>Page No</u>
1.	Proposal for grade separator at Safdarjung Hospital. F.5(7)/87-MP.	1-5
2.	Three level grade separator proposal on Ring Road and Rohtak Road intersection (General Store Crossing). F.5(9)/89-MP.	6-8
3.	Planning of grade separators road alignment plans & improvement of junctions/intersections on East-West corridors between Tilak Marg and Najafgarh Road intersection with regard to the proposed HRTS System. F.5(43)/74-MP/Pt-I.	9-10
4.	Acquisition of land measuring 750 mtrs. x 550 mtrs. for the proposed 600/900 MW Gas Turbine at Bawana Side. F.14(31)/89/CRC/DDA.	11
5.	Intergrated freight complex in Gazipur Kondli Area. F.WS(3)/83-Dir(CP)	12-15
6.	Comprehensive redevelopment scheme at Janpath lane. F.16(89)/81-MP	16
7.	Acquisition of permanent & temporary land minor No.2,3,4,5,6,7, & extension of Kashapur minor under the scheme of Kashapur Effluent irrigation scheme phase-III. F.14(23)/89/CRC/DDA	17-18



Item No.1

Sub:-Proposal for grade separator at Safdarjung Hospital Crossing.

F.5(7)/87-MP.

The intersection on Ring Road with Aurbindo Marg is one of the most important intersections on the southern part of Ring Road. The proposed r/w of Ring Road & Aurbindo Marg are 63 & 60 mts. respectively. The intersection is a priority intersection for grade separator identified in the Draft Master Plan for Delhi Perspective 2001.

Initially the grade separator proposal of Safdarjung Intersection submitted by S.E.(PWD) vide letter No. 23(187)/F.P.CV/DA/5394-97 dated 5.8.88. This case was discussed in the first Technical Committee meeting held 22.9.88.

Suptd. Engineer vide letter no.23(187)/88-PWDCV/DV-II/6495-6500 dated 28.9.88 submitted a three level grade separator at Safdarjung Crossing crossing which was discussed in the DDA's Technical Committee meeting held on 27.3.89.

The revised proposal was submitted by S.E.,PWD, Circle-V vide letter no.23(333)/PWD/ECI/W-III/2275 dated 31.10.88. This was discussed in the Technical Committee meeting held on 5.5.89. The decision of this T/C is as under:-

"The Technical Committee observed that this item was also discussed earlier and the observations made in the agenda item on various issues were explained by Dr. Sanyal subsequently discussed in detail, as per plan display by him. It was observed that there is no provision made in the detailed intersection design for the smooth and unhindered flow of the cyclists. It was also observed that the provision of the rotary as a three level grade separator is not a very happy solution. Therefore, it was decided that a sub-committee consisting of Dr.A.C. Sarno, CRRI, Shri D. Sanyal, NATPAC and Sh. Q.P. Goel, Chief Engineer, may work out further details for a better circulation and segregation of cyclists, pedestrians and vehicular traffic keeping in view whether it should



be through a traffic, signal system or a rotary at the ground level. With the above observations, the Technical Committee approved the three level grade separator for this intersection.

After the above Technical Committee meeting the case was referred to PWD for DUAC comments.

Suptd. Engg. PWD, Circle-V vide letter No.23(187) 90-PWDCV/DA/DVII dated 21.12.89 have submitted the following two alternative grade separator proposal at intersection of Ring Road and Aurbindo Marg alongwith the DUAC's observations made in the consecutive meetings held on 16.6.89, 26.7.89, 29.7.89, 1.8.89 and 26.9.89. The two alternatives are:

- a. Three-level proposal: This includes flyover on Ring Road and underpass on Aurbindo Marg. The three level proposal are earlier submitted by PWD with the addition of pedestrian concourse floor by raising the rotary and depressing the underpass by about 1.5 mt. each.
- b. Two level proposal: Two level proposal with the Ring Road is underpass and leaving the rest of the things more or less as they are now.

The above two proposal were discussed in the Technical Committee meeting held on 2nd March, 1990 under the Chairmanship of E.M. DDA. The decision of the meeting are as under:-

"Chief Engineer, Delhi Administration informed that in case of Punjabi Bagh flyover DUAC has suggested a different design of the flyover as compared to one under reference. Therefore, Technical Committee desired that in the first instance, the Punjabi Bagh flyover which is approved by DUAC may be obtained from Chief Engineer PWD, Delhi Administration and after going through that design this proposal could be discussed. Delhi Admn. may also send the Technical experts views on the depressed land system proposed by DUAC".

Chief Engineer, PWD-I vide letter No.5(7)/89-W/BA dated 7.3.90 have submitted the following information as desired by Technical Committee meeting held on 2.3.90



The proposal of taking Ring Road as well as Aurbindo Marg below ground was discussed in great detail in the technical group meeting of DUAC on 29.7.89. In addition to PWD(DA) Officers, Shri R.P.Sikka, ADG(R), MOST and Shri Shitala Saran, Retired Engineer-in-Chief of U.P.PWD and Managing Director of U.P.Bridge Corporation joined the discussions. Sn.B.C.Roy of Consulting Engineering Services, a specialist in structural designs was also present, Depressing of both the arterial roads below ground level was not favoured due to the following:-

1. The busbays on Ring Road will need relocation and travel length for patients to Hospitals will increase.
2. The drainage problem due to sub soil water or storm water will increase considerably and any breakdown in electrical/mechanical system will result in flooding. In case of such an eventuality only rotary will be available for fast traffic which will fail to meet the traffic requirements. Also in the event of flooding, vehicles may get trapped and underwater rescue operations may not be possible in time.
3. The construction of an underpass below another underpass will be time consuming and costly compared to equivalent fly over.
4. The rotary will have to be raised to top tier and a raised rotary with sloping approaches will be hazardous.
5. Considering the relative merits with reference to time of construction, cost and functional utilities, the proposal-1 is the right answer.

C.E.PWD-I, DA has also intimated that:

In case of Punjabi Bagh intersection, as three level grade separator with the Ring Road as flyover, Rohtak Road as underpass and turning traffic at grade has been approved at conceptual stage by DUAC vide their No.19(5)89-DUAC dt. 2.11.89. The pedestrian movement is through a concourse floor below the rotary."

The summary of the observations made by DUAC in various meetings held on the subject are placed at Annexure-I.



The above said two proposals were examined and DDA's observations are as follows:-

I. For three-level proposal:

- i) As per revised proposal the height of the flyover have been taken +9.00 mts. from the existing road level on Ring Road.
- ii) The depressed/underbridge have been suggested at (-)8.50 mts. below the existing road level.
- iii) A rotary has been suggested above the road level at the intersection at a height of +2.00 mts. for right turning traffic.

II. For Two-level proposal.

- 1) In this proposal pedestrian crossing on intersection area have been indicated on surface, no pedestrian subways proposal have been suggested on any arms while the subway is possible.

On the basis of the above observations it may be further noted that:

- I) For three-level proposal it would not be possible to provide separate service/slip road for both local traffic and cyclist.
- ii) Three level solutions will give advantages to the through traffic only at intersection area. But the through traffic on Aurbindo Marg will not get much benefits in terms of speed due to the congested portion of I.N.A. Market and Yusuf Sarai Market areas and also three signalised intersections between I.I.T. & A.I.M.S. intersection.
- iii) At grade +2.0mt. rotary junctions should not be much helpful for turning traffic. Moreover, it would be a tight condition for diverging & converging flows and would be problems for weaving length also.



For the above two proposals the details of the improvement required on all the arms upto next important intersection for effective utilisation of the proposed flyover/underpass have not been incorporated in the proposal.

The feasibility report on the proforma already sent to PWD has not been submitted.

The above observations of C.E.(PWD)I and the observations of the DUAC are placed before the T/C meeting for its consideration.



Item No.2

Sub:-Three level grade separator proposal on Ring Road and Rohtak Road Intersection (General Store Crossing) near Punjabi Bagh.

F.5(9)/89-MP.

Location: The intersection of Ring Road with Rohtak Road at General Store Crossing near Punjabi Bagh is one of the important intersection where a three level grade separator has been proposed. The R/W of Rohtak Road is 61 mt. & Ring Road is 63 mt. at this intersection.

Back-ground: S.B. Circle II, PWD(DA) vide letter No.23 (270)88-PWD CII/D-VI/206 dated 31.1.89 submitted the proposal of a three level grade separator at this intersection. This was considered in the Technical Committee meeting held on 27.3.89. The decision of the Technical Committee is as under:

"The case was explained by Sh.Sanyal of NATPC & it was observed that there is a heavy right turning traffic at this crossing. The proposal was discussed in detail and it was desired that it should be brought to the technical committee again with with model & also with the modification to integrate the pedestrian movement.

The revised proposal was submitted by PWD vide letter No.23(270)89-PWD CII/D-VI/89 dated 7.6.89 and was discussed in the EM, DDA's meeting held on 12.6.89.

Representation:

- (i) A copy of the representation from General Secretary, Transport Centre Welfare Association to LG, Delhi dated 3.3.90 has been forwarded by EE, TCD, ISST for consideration. In the representation it has been pointed out the following points:
  - (i) The persons/individuals who are concerned and affected when any bridge/plan is undertaken are not taken into confidence.
  - (ii) Meeting of the representatives of the Association with the concerned authority/ agency be held where the association can put forward the problems & difficulties connected with the proposal of 4 tier Bridge.



- (2) Copy of the D.O. letter from General Manager ISBT DDA to SSW(T) Delhi Administration forwarded to EM, DDA & Commr.(Plg.) dated 10.2.90 has pointed out that:
- (i) The direct impact of construction of flyover on the movement of vehicle and other business within the Transport Centre.
  - (ii) The proposal approach under the flyover on the rear side of the transport centre could be connected along the periphery so as to provide one independent access to the printing press of Railway & therefore ingress would be provided to transport centre.
  - (iii) Organisation of IN & Outflow of traffic of the Rohtak Road transport centre.

DUAC Approval: S.E.Circle II PWD(DA) vide letter dated 19.2.90 has forwarded the grade separator plan which was conceptually approved by DUAC in its meeting held on 18.10.89 subject to:

- (i) Split level structure for pedestrian crossing be provided at the junction/roundabout to facilitate pedestrian movement which was otherwise likely to be adversely affected due to the flyover & under pass.
- (ii) The proposal be detailed further and submitted alongwith a properly worked out and detail land scape scheme duly taking into account al, the relevent components of intersection & the immediate vicinity.

Commissioner Planning Meeting of intersection & the Immediate vicinity.

A meeting under the chairmanship of Commr.(Plg.) was held on 20th March where General Manager ISBT was present to discuss on the flyover. It was decided that PWD would consider the representation of Transport Centre Welfare Association I modify the proposal accordingly.



SE, Circle II PWD vide his letter no.23(27)/90-PWDCII/D-VI/614 dated 5.4.90 submitted a modified proposal incorporating recognised antry & exist point of Transport Centres.

Feasibility Study:

S.E. Circle II PWD vide his letter dated 19.2.90 has conveyed that the final layout is feasible at the site of the work. No major shifting of pucca structures are involved and it will be feasible to shift the services required for construction of flyover.

DDA Observation:

- (i) The study area has not been extended up to the next junction /intersection of Master plan Roads as decided in the EM,DDA's meeting held on 12,6.89.

The case is placed before the Technical Committee for its consideration.



Sub:- Preparation and implementation of Road Alignment plans and intersection improvement/Grade Separator Plans in the East-West Mall Transit Corridor route from Tilak Bridge to Najafgarh Road.

F.5(43)/74-MP Pt.I.

Delhi Metro Railway (DMR) study is being carried out by Delhi Administration through RITES. The study identifies the Alignment of M.R. in Delhi. Its Alignment between Tilak Bridge and Najafgarh Road/Patel Road intersection forms Phase-I of the DMR. The Draft report is already completed for this section. The proposal of Horizontal Alignment and levels of DMR, station location, area requirement and other necessary provisions are in the process of finalisation. A technical group is preparing utility diversion plans along this corridor. Utility lines need diversion during construction. This group along with traffic police and D.T.C. is also working out traffic diversion plans of these corridors during construction period.

2. The roads and intersections falling in DMR Alignment would require serious readjustments including necessary widening, carriage-way restructuring, additional service roads, opening to the Railway Stations, Shafts and ducts for regulating air flow to the tunnel and provision for positioning columns whenever D.M.R. is elevated. Road alignment plans and intersection improvement plans including grade separators for the mentioned route planned so far may need modifications to accommodate D.M.R. along this corridor.

3. The present status of roads and intersections falling in this alignment is given in the enclosed Table. Some of the road alignment plans are approved earlier by Technical Committee/Authority and few are at various planning stages. Few roads are developed to the full extent as per the approved plans and others are yet to be developed or are in the process of development.

However, One common thing with all road Alignments and intersections within this D.M.R. Alignment is that none of the roads is planned taking into account the D.M.R.



Table 1- Status of Road Alignments along the proposed E.W. Corridor of MRTS.

Sl. No.	Name of the Road	Master Plan R/W	Existing R/W	Status of the Road alignment
(1)	Sikandra Road from Tilak Bridge to Mandi House Roundabout.	45 mt.	Nearly 45 Mt.	A Draft Alignment Plan was prepared but not yet approved.
(2)	Bara Khamba Road from Mandi House Roundabout to Connaught Circus.	45 Mt.	Nearly 45 Mt.	Alignment plan was prepared by ICPO. The Alignment Plan (Drawing No. C/A 372) was approved by the Authority vide Resolution No. 81, dated 4.9.76.
(3)	Panchkuian Road from Connaught Circus to Mandir Marg.	45 Mt.	22 to 33 Mt.	In 1968 Alignment plan with 150 ft. R/W was approved by Chairman order dated 19.7.68. Later during ASIAD NATPAC prepared an Alignment Plan and the same was discussed in Coordination Committee on 7th July, 1981. It was recommended that where land is available road may be widened without affecting/disturbing existing features like Trees, Electric Poles, Telephone Poles, Shops and Compound Wall etc. A revised Plan incorporating the above was submitted by NATPAC vide Drawing No. MCD/S-4. All intersections falling within stretch are also detailed in the plan. The plan is yet to be approved.
(4)	Link Road.	45 Mt.	25-27 Mt.	Survey Plan is received in Oct. 89 and the Alignment Plan is not yet prepared.



Table : 2 Status of Intersections on the proposed E-W corridor of MRTS.  
 Sl. No. Intersection Observations of R.I.T.E.S. Status of Intersections

Sl. No.	Intersection	Observations of R.I.T.E.S.	Status of Intersections
1.	2	3	4
(1)	Sikandara Road/Tilak Marg Intersection - W Point.	Underground MRTS is proposed.	Intersection improvement proposal was discussed in Technical Committee on 31.7.89 and in general it was considered that it may not be desirable to provide a flyover near Supreme Court and also on the axis leading to India Gate. NDMC and MCD may work out management scheme along with the provision for cycle/Pedestrian Subways wherever required. No specific improvement scheme was prepared for this intersection. DDA has been processing cases near this intersection by considering that mass transit will be on stilts. But a comprehensive traffic and transportation scheme for Connaught Place is not yet finalised. The improvement Plan was approved by Authority vide resolution No. 159, Dated: 21/10/1978. Improvement proposals were prepared in 1971 by CRRI. But the proposal was not approved so far.
(2)	Mandi House Roundabout .	- Do -	
(3)	Outer Circle of Connaught Place and Panchkuan Road T: Junction.	- Do -	
(4)	Panchkuan Road/Nehru Bazar Intersection	Underground MRTS is proposed.	
(5)	Panchkuan Road/Baird Road Intersection, and Panchkuan Road/Rama Krishna Marg Intersection.	-DO-	



The intersection design prepared by TCPO vide Drawing No. C/1-304 was approved by Authority vide resolution No. 182 dated 6.5.68 Intersection of Link Road, Rani Jhansi Road, and Panchkuian Road is being re-designed as 'T' junction.

A grade separator proposal on Faiz Road Ridge road with signalised intersection at ground level was approved by Co-ordination Committee in its meeting held on 6.7.1982. Due to MRTS corridor, for the time being a signalised rotary is proposed till the MRTS proposal get finalised.

These three intersections designs are approved by Technical Committee on 22.8.80. Further V.C. approved these plans on 27.9.80 as further powers delegated to V.C. by the Authority.

Underground MRTS is is proposed.

Underground MRTS

-- do --

(6) Panchkuian Road/Mendir Marg intersection, and Panchkuian road/Link Road/Rani Jhansi Road intersection.

(7) Pusa Road, Ridge Road, Arya Samaj Road, Faiz Road and Link Road in tersection.

(8) Intersection design of Pusa Road with

- i. Ganga Ram Hospital Marg (Drg. No. DCP-C16-80/P-46).
- ii. Bara Bazar Marg (Drg. No. DCP-C-16-80/P-44).
- iii. New Pusa Road (Drg. No. DCP-C-16-80/P-43).



(9) Improvement plan for Pusa Road Patel Road and Shankar Road Intersection.

Flyover proposal is deleted because,

i. If DMR is elevated than the height of flyover will be about 8.5 m. above D.M.R.

ii. If the DMR is under ground then construction of foundation of the flyover may be a problem.

A Grade Separator plan on Patel Road and Shankar Road axis was prepared in 1982. The same was modified in 1985 incorporating a ramp down Pusa Road. Further MCD was asked to carryout a traffic study taking in view the mass transit corridor proposed on this route.

(10) Patel Road/Road No.89/Naraina Road Intersection.

MRTS on stilts is proposed towards the Northern side.

A surface improvement plan was prepared and LOSC of MCD has approved the plan. But further information on physical details are asked from MCD including traffic counts for re-consideration.

(11) Patel Road/ Rama Road Intersection.

Flyover is possible even if the DMR is elevated because the DMR can be located on Northern side of Patel Road.

A Draft composite plan integrating the nearby Patel Road/Najafgarh Intersection including the IRR on this section has been prepared by D.D.A.

(12) Patel Road/Najafgarh Intersection.

The flyover proposal is deleted because.

i. If DMR is elevated then the height of flyover will be about 8.5 mt. above DMR.

ii. If the DMR is underground then constt. of foundation for the flyover may be a problem.

A draft composite plan has been prepared by D.D.A. It also take care of L.R.T. on this section. But so far not approved.



Sub : Acquisition of requirement of land measuring  
750 mtrs. x 550 Mtrs. for the proposed 600/900  
MW Gas Turbine at Bawana side.  
F.14(31)89/CRC/DDA

This is a case regarding allotment of 75 acres of land for 600/900 MW Gas Turbine Station in Bawana. G.M., DESU vide their letter No. DO/GM-9/Civil/3015 dt. 27th Aug. 1989 have indicated that this Gas Turbine Sub Station is to be set up on urgent basis to meet the increasing demand of power in the capital. The exact location of the Power Station has been transferred on 1:10000 Survey of India sheet with the help of our land deptt. refer map laid on the table. The location has been examined and we have following observations :

1. The 400/200 KV Sub Stn. in Bawana was approved by the Technical Committee of DDA in its meeting held on 22.8.89 as item No.26. The proposed Gas Turbine station is located adjacent to the earlier approved 400 KV Bawana Sub Station.
2. National Hydro electric power corporation proposed a 400 KV DC Tower line joining with the proposed 400 KV Sub Station at Bawana. This tower line was earlier considered by the TC in its meeting held on 27.2.89 as agenda item No.55. In view of the proposed NHPC line and the existing 400 KV station a undertaking from DESU is required that no readjustment in the proposed 400 KV sub station as well as proposed 600/900 MW Gas Turbine station would be required.
3. DESU while putting up the case for allotment of land for the proposed 600/900 MW Gas Turbine station has not submitted details of the project i.e. network of Gas Pipeline and power distribution system etc. The same is required to be known to examine the project from planning point of view.
4. The proposed location 600/900 MW Gas Turbine station as indicated by DESU falls in the proposed urban extension phase-IV as per the draft MPD Perspective-2001. In the structure plan the site is earmarked for residential utility purpose.

The case is put up for consideration of the Technical Committee and for information with regard to Para 2 & 3 above from DESU.



Sub:-Integrated freight Complex in Gazipur, Kondli Area.

F.W.S.1(3)/83-Dir.(CP)

Master Plan for Delhi-1962 has proposed a truck terminal of about 20 hect. (50 acres) in north of NH-24 bye pass (Mandavali Fazalpur area). However, PDP-2001 has proposed 60 hect.(150 acres) site for this purpose. But considering the dire need of accommodating various group housing societies, part of this area was planned for group housing societies which stands approval by the competent authority, as well as DWAC and also developed at site. Now, only about 19 hect. of land is available in this area as per MPD-1962. Considering that this total site is not sufficient for freight complex, it is necessary to find out/propose an alternate site for the proposed freight complex.

2. Apart from this freight complex, PDP-2001 has also proposed 111 hect. of land for various wholesale markets with warehousing facilities. Details are given below:-

Sl. No.	Commodity	Location	
		Patpar Ganj	Loni Road
MARKETS WITH WARE HOSSING			
1.	Textile & Textile Project	9	-
2.	Auto, Motor Part & Machinery	12	-
3.	Fruit & Vegetable	-	8
4.	Hardware & Building Material	5	13
5.	Iron and Steel	5	-
6.	Food Grain	10	-
7.	Timber	17	19
8.	Plastic, leather & PVC	9	-
9.	Relocation of junk market	4	-
Total:		71	40

Out of which 40 hect. of land, proposed in east of Loni Road has already been developed as DDA group housing at site. Therefore, there is a need to find out/..propose



an alternate land for these wholesale markets also. The total requirement is 171 hect. of land with the following break up:-

- i. Truck Terminal - 60 hect.
- ii. Fruit & Vegetable and food grain. - 18 hect.
- iii. Textile, building material, iron & steel, timber, plastic and leather goods etc. - 93 hect.

### 3. PROPOSAL

It is proposed to integrated these wholesale markets, warehousing and truck terminal to curtail the movement of heavy vehicles within development. This integrated freight-cum-wholesale market complex is proposed to be located in the area where it intercept the maximum possible regional goods traffic entering Delhi. Keeping this in view following sites have been located and proposed for the development:-

- i. Location of wholesale fruit & vegetable market and food grain.

Considering the existing location of wholesale fish & market (already approved by the competent authority) adjacent to Gazipur Dairy Farm. It is proposed to locate wholesale fruit & Vegetable market and food grain market adjacent to this site to have a wholesale market complex surrounded by major road net work.(30 hect.)

- ii. Location of wholesale market for building material textile, iron and steel etc.

There is a chunk of land about 32 hect. (82 acres) available between the Gazi Pur village and U.P. Boarder in the north of N.H.24 bye-pass. This area as an extension of automobile training centre. Gazi Pur is most suitable location of proposed wholesale markets.

- iii. Location of freight complex:

There is about 77 hect. (180 acres) of land



available in the north east of present Kondli Gharoli complex surrounded by the proposed 45 mt./30mt. roads. This area has been earmarked as 'Industrial' area as per PDP-2001. In PDP-2001, it was proposed for slaughter house/meat processing complex. However, that proposal has since been dropped. Part of this area has been handed over to Delhi Administration. However, considering that there will be no new industrial development within Delhi Urban area, this area can now be utilised for freight complex and some other related uses.

4. Conceptual plan for integrated freight complex -cum- wholesale markets.

There are basically 3 large pockets for 3 distinct uses as proposed above. These pockets are divided by NH-24 bye-pass and Hindon Canal. Considering the functional relationships between these pockets, it is necessary to develop an integrated circulation system for the entire area. It is, therefore, proposed to have two under passes on NH-24.

- (i) Extension of 45mt.circular road upto road no.56 under passing through NH-24.
- (ii) Extension of 30 mt. road proposed in the approved plan of Gazi Pur fish & egg market, upto proposed 45 mt. road underpassing through NH-24.

These two roads will inter connect these pockets in terms of circulation. It is also proposed to have 'only left turn' circulation system in this proposed integrated complex, as this area will attract lots of trucking activities from various national routes. The proposal is shown on copy of plan at Flag-'B'.

5. Following actions are to be taken:-

- i. Approval of the location of freight complex, whole-sale fruit and vegetable market and wholesale building material markets.



- ii. Approval of conceptual circulation system.
  - iii. Recommendation for initiating change of landuse.
  - iv. Requests to be made by the Lands Department, DDA to Industries Department, Delhi Admn. for reverting back the land near Kondli Gharoli Complex (Sl.No. (iii) in the para-3 of proposal).
  - v. Preparation of sketch layout plans for each of 6 complexes to determine the built up area, parking area and other development controls etc. and the detailed circulation net work to be done in house with additional staff/unit and /or by the consultants appointed for this job.
  - vi. Detailed architectural designs of individual complexes by different consultants.
  - vii. Co-ordination & monitoring of this project-requirement of additional staff.
6. The proposal is placed before the Technical Committee for approval.



Item No. 6

Sub: Comprehensive Redevelopment Scheme at Janpath Lane  
File No. F16(89)81-MP

The scheme covers a resultant area of 2.18 h and is bounded by Janpath in the East, Indian Oil Bhawan in the North, Narendra Place and Jantar Mantar Complex in the west and 60 ft. wide linking road in the South. This land comprises of 5 main plots one of which is sub-divided into Nine sub-plots.

The proposal has five multi-storeyed blocks ranging from 8 to 12 storeyes and the 8 storeyed part of the blocks is facing the Jantar Mantar Side. The total floor area of the scheme is about 49500 sqm on the basis of 227 FAR. The proposal is based on 25% ground coverage, parking is proposed in 3 basements for 1179 cars with no parking on surface. Initially the scheme was conceived in 1982 and was consequently approved by Authority in 1983. Since then it has undergone a number of modifications owing to factors like traffic circulation and shadows falling on the monument of Jantar Mantar.

Now the proposal has taken care of most of these factors and the revised scheme ( all previous stages and development are given in the Annexure ,laid on the table) is put up to the Technical Committee for approval in principle subject to the following conditions:

- i. Certification regarding shadows from CBRI
- ii. Clearance from Archeological Survey of India.



Sub:-Acquisition of permanent land and temporary land for minor No.2-3-4-5-6-7 and extension of keshopur Minor under the scheme of keshopur Effluent Irrigation scheme phase-III.

F.14(23)/89/CRC/DDA

We have received a PUC from Chief Engineer, Irrigation & Foidd, Delhi Admn. dated 18.6.89 regarding the subject cited above for acquisition of 36.34 acre land for construction of permanent minors and 978 acre for construction of temporary minors in keshopur area. The land so desired falls in the revenue state of village kakarwala Jaffarpur and Neelwal in West Delhi.

2. The case has been examined and we have following observations.

- i) Keshopur effluent irrigation scheme was initially drawn in 1969 with a view to use treatment plant effluent for irrigating land adjoining it. During the years as the capacity of plant increased, the proposal is for utilising about 85 cuses of waste water for irrigation of 3600 acre of land as part of phase-III programme. The work includes construction of main channels and R.C.C. pipes for minor and distribution system in the command area. Also there is a programme for construction of pump house, staff quarters, stores offices and inspection huts etc. as part of this proposal.
- ii) The area proposed for acquisition as part of this scheme partly falls within the proposed urban extension phase-II(A) as per the draft structure plan of urban extension submitted to the Ministry refer plan laid on the table.
- iii) The other points which requires consideration are:
  - a. It is not indicated in the proposal that earlier two(2) phases i.e. phase-I and phase-II have been submitted to DDA and the same are approved.



- b. In a similar case i.e. for Rithala Sewage treatment plant the effluent irrigation scheme was rejected by DDA in view of likely acquisition of the area as part of large scale acquisition in planned urban extension.
  - c. DDA may consider approval of the part of phase-III scheme which is beyond the proposed urban extension and may request Delhi Admn. to further extend the same towards the west between the proposed urban extension and the boundary of Delhi Union Territory if so necessary.
3. The case is put up for consideration of the Technical Committee with regard to para 2 above.



Sub:-Change of land use of one hect. from district parks, playground open spaces to Residential for construction of Slum staff housing at Baljeet Nagar.

F.Slum 3(26)88-Dir.(CF)

Background: There is a proposal of construction of 184 slum staff housing units with a break up of 56 of 35 sq.mt., 43 of 55 sq.mt.

and 29 of 75 sq.mt. in a triangular plot of one hect. abutting on road no. 89 linking Patel Road and new Rohtak Road in zone B-6, surrounded by Delhi Milk Scheme and Prem Nagar on one side and Baljitt Nagar group of unauthorised regularised colonies on other side.

2. Land use: This one hect. plot of land is out of a large area whose land use as per MP-62 is district parks, playground and open spaces, but most of the area has been built up by group of Baljit Nagar unauthorised regularised colonies, except this small pocket of about one hect. which is under the ownership of Slum wing, DDA.

In draft perspective Development plan - 2001, this entire area has been shown as part of 'Special Area' due to its characteristics of heavily built upon with high residential density development. In the draft zonal plan of the area of zone B-6 which was approved long back, this pocket was shown partly for Delhi Milk Scheme and partly for facilities. Delhi Milk Scheme campus has already been constructed and in part of the land, Slum deptt. has constructed a community hall, as such, balance of the area of one hect. is earmarked for the construction of staff housing.

3. Earlier Decision of the Technical committee: DDA Vide resolution no. 102 in the year 1988, modified the approved alignment of Master Plan road no. 89 connecting Patel Road with New Rohtak Road and to accommodate staff housing project of slum deptt.

4. Proposal: The complex has been designed based on the following six principles:

1. The site is very long and narrow one, As such, it has been tried to give vision of the road from most of the flats.
2. The area has been divided into 3 segments. The middle one for a small convenient shopping centre and one towards left for flats of higher category i.e. of 55 and 75 sq.mt. category and the second towards right of flats of the lower category i.e. 25 & 35 sq.mt.
3. All the flats have terraces for sleeping purposes/outdoor activities.



4. All the flats are in north south orientation to get proper sun light.
5. Vehicular traffic has been segregated from pedestrian movement as shown in the plan.
6. A special service road has been provided to give various accesses to the complex.

Statement of land use break up is as under:

Total area of the plot	10000 sq.mt.
Area of plot for convenient Shopping	1000 sq.mt.
Area of plot for housing	9000 sq.mt.
Proposed ground floor coverage	2940 sq.mt. 32%
Total covered area (FAR)	10113 sq.mt.
FAR	112
Density	204 DUS per hect. or 82 DUS per acre.

Besides this, 30 shops each of 13 sq.mt. and two offices each of 100 sq.mt. with one Electric sub station, one Dhaleo and one milk booth have also been provided.

Two alternatives (i) two blocks of 10 storied towards left of the shopping centre and other blocks of 4 storied towards right of the shopping centre; (ii) all the blocks of 4 storied with shopping centre; was prepared and put up in the Screening committee. Details of the project were discussed in the Screening committee meeting ~~xxx~~ thrice and finally the plan which has been put up for consideration with the Technical Committee was approved.

5. Comments of DUAC: The project was considered by DUAC and they vide their letter no. 22(30)89-DUAC dt. 11th Sept. 1989 intimated, that first the case of change of land use from distt. park, playground and open spaces to residential be recommended by the Technical Committee and approved by the competent authority. DUAC also suggested that this piece of land with rugged landscape should preferably be developed as park for the surrounding developments and that the site under consideration was apparently unsuitable for the development of a housing complex keeping in view the adjacent major road and the low level of the pocket of land in relationship to the road.



6. Proposal for consideration of the Technical committee: There is unauthorised colonization all around this pocket of one hect., so it would be a herculean task to keep this rocky stretch of land protected. The Slum Deptt. want to put up some staff housing in order, so as to protect this pocket from unauthorised colonization. At present, satisfaction level of staff housing in Slum Deptt. is negligible, Keeping this point into consideration, Tech. Committee may kindly consider and approve change of land use of one hect. pocket from distt. park, playground, open spaces to residential.

This pocket is bounded by road no. 89 (linking Patel Road and new Rohtak Road) on one side and group of Baljit Nagar unauthorised regularised colonies on other two sides. A copy of the location plan has been placed in the file.

7. The item is placed before the Tech. committee for approval.



Sub :- Construction of building for Delhi Association of Deaf and Dumb-increase in FAR  
F.2(103)/77-Instl./Pt.

A plot of land measuring about 771 sq.mtrs. was allotted to the Association at Masjidmooth. The possession was handed over and lease deed was executed and registered on 6.5.81. The Association could not start the construction due to high pressure from the local residents who also started legal proceedings against the change of land use. So an alternative plot bearing No. C-12, has been allotted to the Association at South of I.I.T. This plot is smaller in size i.e. 730 sq.yds. against the earlier plot area of 771.08 sq. mtrs. The association is, therefore, approaching for increase in FAR so that they may house their activities in this smaller plot.

2. Generally the FAR for institutional is 100 and no increase in the FAR is generally permissible but in this case since no alternate plot of 1000 sq.yds. is available, the Association has requested for an increase in FAR to 140 instead of 100. Keeping in view the requirements of Association the FAR of 140 instead of 100 may be allowed subject to the following :

- i) Necessary proportionate cost of the land may be charged.
  - ii) The building design should be within the height restriction of 80' and maximum ground coverage 33-1/3% of the plot area.
  - iii) The basement if used for habitable or useable area other than servicing would also be counted in the FAR.
3. The matter is placed before the Technical Committee for its consideration.
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Sub : Construction of Police Post in Bawana as part of the facilities to be provided in the growth centre at Bawana  
F.8(5)89/MP

1. The case for no objection for construction of a police post in Bawana with 15 dwelling units for its necessary staff on a piece of land measuring 2607 sq.mt. in village Bawana north west Delhi was sent to us by the Delhi Police for grant of No Objection.
2. This case was earlier discussed in the Technical Committee meeting held on 24.7.1989 wherein it was decided that a composite plan be prepared by the DDA and the proposals for police post be examined/accommodated as part of the same.
3. Village Bawana is on the periphery of the proposed urbanisable limit 2001 refer plan laid on the table. Village Bawana is one of the proposed growth centre in the draft MPD Perspective-2001. The growth centres are proposed to be upgraded for locating major health facilities, market in the rural industrial estate and related commercial centres. The existing pockets of Gaon Sabha lands in the village Bawana have also been identified based on the information supplied by the Office of the Development Commissioner (Delhi). Refer plan laid on the table.
4. Layout plan in 34 hect. of land on the west of village abadi was prepared to accommodate police station, bus depot, fire station, electric sub-station and rural industrial estates with 2000 sq.mtr. plots. This was discussed with Jt.Dir.(T)/Commr.(Plg.), DDA and it was decided that in the urgency of allotment for site for police station the area under public/semi public facilities as shown in the plan laid on the table be put up for consideration in the Technical Committee. The same has been done and the plan is laid on the table for consideration. It may be noted that out of 34 hect. of land about 17 hect. of land shall have to be acquired/consolidated for developing this project. The proposal shall benefit the villagers and shall protect the likely unauthorised occupation/encroachment of the existing Gaon Sabha pockets in the village.

In view of the observations given above the case is placed before the Technical Committee for consideration of Para No.4 above.