

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

Draft Minutes of the Technical Committee meeting held on 21.1.91 at 12.00 noon 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. Cecil Norena, Vice Chairman. (In the Chair)
2. Sh. W.D. Dandage, E.M.
3. Sh. J.C. Gambhir, Commr. (Plg.)
4. Sh. Santosh Auluck, Chief Architect,
5. Sh. M.N. Khullar, Addl. Chief Architect,
6. Sh. S.C. Gupta, Dir. (DC&P)
7. Sh. R.G. Gupta, Dir. (TYA),
8. Sh. P.C. Jain, Dir. (APB)
9. Sh. Prakesh Narain, Jt. Dir. (T)
10. Sh. N.K. Aggarwal, Jt. Dir. (Plg.)
11. Sh. Chander Ballabh, Jt. Dir. (Plg.)
12. Sh. C.P. Rastogi, Jt. Dir. (SA)
13. Sh. D.K. Saluja, D.D.(T)
14. Sh. N.K. Chakraborty, DD(T)
15. Sh. S.P. Bansal, DD(NCR&UE)
16. Sh. Pradeep Behari, DD(Design)
17. Sh. Anil Barai DD(MP) (Convener)

POLICE DEPARTMENT:

18. Sh. A.S. Cheema, ACP (T)

PWD (DA)

Sh. K.S. Gangadharan, CE
Sh. O.D. Mehindra, CE
Sh. S.P. Banwant
Sh. Prabhash Singh

M.C.D.

Sh. A.P. Sathi

L&D.O.

Sh. L.D. Ganotra, E.O.

Town & Country Planning Organisation.

Sh. B.K. Arora, A. Planner.

SPECIAL INVITEES!

Sh. B.P. Suri, Commissioner Industries for Item No. 1
Sh. R. Narayana Swami, Deptt. of Industries
(Delhi Admn.) for item
Sh. S.S. Seed, Industries for item

D.S.M.D.C.

Sh. U.K. Verma, General Manager for item
Sh. M.M. Banke for item

Item No.1

Sub : Shifting of Stone Crushers from Lal Kuan, Badarpur, New Delhi.
F3(97)/69-MP

Commissioner (Industries), Delhi Administration explained the issues pertaining to re-location of Stone Crushers from Lal Kuan, Badarpur and other places within the Union Territory of Delhi. He ~~explained~~ ^{stated pointed out} that Chief Engineer, PWD, Delhi Admn. and EM, DDA are of the opinion, which he has received in writing that it would be desirable to have the Stone Crushers ^{re-}located within the Union Territory of Delhi ^{itself so as to ensure the} as otherwise there are possibilities of non-availability of stones ^{a cheap + plentiful supply} as a building material in Delhi. He further emphasized that there is ^{a lot of} a all range of the stone availability in the Union Territory and, therefore, quarrying of stone should be exploited and the Stone Crushers may be located within the Union Territory at an appropriate place, which may be decided. ^{After deliberation at length on various aspects of the question} After deliberation at length on various aspects of the question MDP-2001 provides that stone crushing being a noxious activity, should not be located in the Union Territory of Delhi and, therefore, the Technical Committee was of the opinion that this activity should be located in NCR, ^{not} in Delhi but ^{the DDA shifted to} a suitable place ^{outside Delhi in the falling in line DDA} outside Delhi. Technical Committee also observed that ^{once earlier} earlier when this whole issue was examined, it was decided that the ^{entire} activity pertaining to the crushing of stone, should be located at Pali Village in Haryana State, where this building material is available in abundance and, therefore, ^{The} desired that Commissioner (Industries) ^{was therefore asked to} should explore the possibility of implementing that decision. It was also opined that Member Secretary, NCR Planning Board may also be consulted for ^{identification of} alternate sites. ^{Suitable alternative sites in the DDA DDA}

of these building

(4)
P. On the other hand, it was observed that MDP 2001 had described stone crushing as a noxious activity which should not be continued to operate in Delhi

Item No.2

Sub : Composite Alignment Plan of Netaji Subhash Marg from Darya Ganj Foot over-bridge to S.P. Mukherjee Marg Crossing.
F5(47)/87-MP

Deferred

contd../

Item No.3

Sub : Construction of a Recreational Centre at Punjabi Bagh, New Delhi.

F3(18)90-MP

Deferred

Item No.4

Sub : Construction of a Recreational Centre at Punjabi Bagh, New Delhi.

F3(18)90-MP

Deferred

Item No.5

Sub : Management of land along river Yamuna and declaration of development area of DDA. PA/39(P)11/98/24/Pt. 6

Deferred

Item No.6

Sub : Allotment of land for establishing girls facilities 2 acres SOS children villages of India.

F12(1)/89/Instl.

Deferred

Item No.7

Sub : Grade separator proposal at Dhaula Kuan Intersection.

F5(22)89-MP

Deferred

Item No.8

Sub : Construction of building with ~~xxxxx5x4x4x2x~~ 0.115 M(4 1/2") outer walls by the allottees in Rohini Scheme.

F3(68)90-MP

Deferred

Item No.9

Sub : Proposal for a new 4 lane parallel bridge down stream of existing bridge over Yamuna River at I.T.O. New Delhi.

F5(32)/87-MP

Chief Engineer, PWD, Delhi Admn. explained that the present ITO Bridge ^{is} over loaded because of ^{the} large number of vehicles crossing ^{it daily} this bridge. ~~Also,~~

Being ^{a bridge, it} only 4-lane and had become very congested. He also explained that the approaches ^{on the eastern & western sides of} towards East and West of this bridge, according to a programme are being widened, ^{with a view to providing for a second 4-lane} keeping in view that another 4 lane parallel bridge ^{downstream} in the down stream about 15 to 20 mtrs. away from this bridge is to be constructed to give relief to this bridge and because this bridge is also not structurally safe and suggested that ^{As this proposal has already been examined by various Committees and has been approved by the Lt. Governor, it should be considered by the Technical Committee.} ^{The desired that the Tech Committee give its clearance to the proposal}

Shri Sanyal, Consultant to PWD, Delhi Admn. explained the circulation pattern indicating that there is a proposal to have a fly-over ^{at the} over crossing of I.P. Marg Bahadur Shah Zafar Marg, in the alignment of I.P. Marg. Also, there ^{was also a} is a proposal that at Bhagwan Das Road, there should be an under-^{pass} bridge or fly-over to clear traffic from Mathura Road side, so that by making these arrangements, the traffic at 'U' point (Tilak Marg, Sikandara Road and Mathura Road) ^{would} is not be held up.

^{As against this, the} DDA planners were of the opinion that if a new bridge ^{was} is to be constructed, it should be at a location where the traffic from New Delhi and South Delhi ^{would} may directly ^{be coming} cross the river ^{as far as} and need not to come to I.P. Marg and Bahadur Shah Zafar Marg end, thereby, reducing the congestion in I.P. Estate, Bahadur Shah Zafar Marg, Tilak Marg and Bhagwan Das Road ^{areas.} One such possibility ^{would be} was suggested to have the bridge in the alignment of Bhairo Road. ^{After detailed discussions, VC decided that the matter should not be reopened. As there would be no further finality to the decision taken already been decided/approved in a meeting taken by LG, there appears to be no possibility of changing that decision by LG was based on the report of a Committee of experts and, therefore, the location of the bridge, as proposed and approved in the meeting of LG, is approved. However, he suggested that due priority should be given to the widening of Wazirabad Barrage and Hamayun Barrage.}

^{by the Technical Committee. This was generally} Item No. 10 ^{unanimously agreed to x}

Sub : Alignment plan of Roshanara Road from its junction with Rani Jhansi Road upto its crossing with Malke Ganj Road near Dina Ka Talab integrating the junction/intersection designs of 24 mtr. and above \pm/u roads.
F5(26)86/MP F5(41)84-MP

On all aspects of the question
I included a senior member of the Traffic Dept, who proposed that

Item No.11

Sub : Allotment of land for gas godown site to M/s.BPC & IOC Ltd. in Rohini. F13(8)-98/CRC/DDA.

Technical Committee observed that the Gas Godown sites ^{were} to be located in the ^{various} Service Centres ^{and} therefore, decided that the site where two gas godown plots ^{are} ^{were} ^{shown} indicated in Rohini Project ^{area} should be planned as a Service Centre, where ^{a maximum of 3} gas godown sites, ~~maximum three~~ in ~~near~~, ^{micro} could also be provided, ^{for}

Technical Committee also desired that an overall ~~Master~~ ^{location of} plan for gas godowns ⁱⁿ Rohini Scheme ^{area} should be worked out and in case Service Centres are not indicated in the scheme, ^{by identifying the} locations for Service Centres ^{of the various} to be provided.

for in the Project, in the first instance

Item No.12

Sub : Carving out of Petrol Pump sites in Planning Division 'G' and 'H'. PA/JD(P) II/Misc./1/91

Sh.N.K.Aggarwal, Jt. Director (Plg.) II explained that in Planning Division 'G' & 'H', seven new Petrol pump sites ^{had been} suggested. The ^{feasibility} of locating these sites ^{has} been examined and it ^{was found} that out of 7 sites, 5 sites ^{were} feasible. These sites ^{were to be} ~~are~~ ^{allotted as} for filling-cum service centres each measuring 100' x 120'.

Chief Architect pointed out that a similar site for two to three wheelers ^{had been} is earmarked in Janakpuri District Centre, ^{He desired that this plot should} that should also be taken into consideration and should be considered ^{for purpose of} for allotment. Technical Committee considered and approved these sites ^{proposals} for allotment.

Item No.13

Sub : Policy regarding allotment of land to Church. F.AP/JD(P) II/Misc./1/91 *the Archdiocese of Delhi*

Director (AP&B) explained that according to present policy, ^{the} Church ^{was eligible for} is allotted a plot of land measuring 400 sq.mtr. ^{However} and it is observed when the Building Plan is ^{was} submitted on a 400 sq.mtr. plot ^{area}, it is not possible to provide a proper size ^{for} prayer ^{hall} and, therefore, ^{was} representations ^{had} been received that the plot area should be ^{increased} made to 800 sq.mtr. instead of 400 sq.mtr. and only a

~~few sites could be earmarked for construction of Church Buildings.~~ Technical Committee desired that the Architect of the Project may be called to explain the problems they are facing in designing the building on a 400 sq.mtr. plot, ~~in the first instance~~ before a final decision is taken.

Lipulew
25/1/81

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

Agenda for the meeting of Technical Committee to be held on 21-1-91 at 12.00 noon in the Conference Room of Vikas Miner at 5th floor, Delhi Development Authority, I.P. Estate New Delhi. Remaining items of the earlier Technical Committee meetings held on 10-12-90 and 14-1-91 will be discussed.

Item No.	Subject	Page No. of items of T.C. dt. 10-12-90
1.	Shifting of stone crusher from Lal Kuan, Badarpur, New Delhi F.3 (97)/69-MP. To be presented by Dv. Dir. (NCR&UE)	12-14
2.	Composite alignment plan of Netaji Subhash Marg from Darya Ganj Footover bridge to S.P. Mukherjee Marg crossing. F 5(47)87-MP To be presented by J.D.(T)	26-29.
3.	Construction of a recreational centre at Punjabi Bagh, New Delhi F.3(18)90-MP To be presented by JD(P)II	32
4.	Shifting of High Tension Line on Parwana Road Pitam Road. F 6(2)89-MP To be presented by JD(P)II	33
5.	Management of land along river Yamuna and Declaration of development area of DDA PA/JD(P)II 90/24/Pt.I To be presented by JD(P)II	34-37
6.	Allotment of land for establishing girls facilities 2 acres SOS children villages of India F.12(1)89-Instt. To be presented by JD(P)II	38
7.	Grade seperator proposal at Dhaula Kuan Inter section F.5(22)89-MP To be presented by JD(T)	Page No. of Item of T.C. dt. 14-1-91. 8-17
8.	Construction of Building with 0.115M (4½) outer walls by the Allottees in Rohini Scheme F. 3(60)90-MP To be presented by Project Planner (Rohini)	18-19
9.	Proposal for a new 4 lane parallel bridge down stream of existing bridge over Yamuna River at I.T.O. New Delhi F.5(32)87-MP To be presented by JD(T)	22-26

Item No. |

Sub:- Shifting of stone crushers from Lal Kuan Badarpur, New Delhi.

F.3(97)/69-MP.

I. BACKGROUND

- 1.1. The issue regarding shifting and resitement of stone crushers from lal kuan area in south Delhi has been discussed in past during number of meeting at the level of Hon'able L.G., Delhi and Chief Secy. Delhi Administration. As per the provision of the Master Plan such units in Delhi are not permitted due to their health hazard. However, Department of Industries and DSMDC have been issuing licenses in this regard.
- 1.2. A committee was also consitituted by the department of Mines, Ministry of Steel and Mines under chairmanship of Commissioner(Inds.), Delhi Administration to consider and finalise report on exploitation of mineral resources in the NCR. The draft report was sent to us during September, 1989. Since then Commissioner(Inds.) with the help of series of meetings have finalised a report as intimated to us during a meeting in May, 1990.
- 1.3. Later a meeting was also taken by Chief Secretary, Delhi Administration on the subject on 29th July, 1990 in which the Chief Secretary. Proposed that suitable amendments in the Master Plan be made for permitting the stone crushers in Delhi.
- 1.4. Now we have received a PUC from ADM/Collector(Mines) dated 3.9.90 indicating that the necessary land use/ modification in the Master Plan be processed for shifting stone crushers from Lsl Kuan to Bhatti mines(copy of PUC is annexed). Area under consideration is shown on the plan laid on table.
- 1.5. Later a meeting was also taken by Chief Secretary, Delhi Administration on the subject on 29th July, 1990

II. Provision of MPD-2001

- 2.1. In the Master Plan for Delhi Perspective-2001 mechanical stones crushing due to its health hazard i.e. pollution characteristic dust, slurry and noise is categorised under 'Noxious and Hazardous Industrial units" (Group H). These units are prohibited within the Union Territory of Delhi.
- 2.2. In the Master Plan 'Ridge' is proposed for conservation mainly from environmental consideration. It is to be afforested with indigenous spaces and (minimum of artificial landscape.
- 2.3. Forest and extractive industries in zone L,N and P i.e. north west, west and north, are permissible as per MPD-2001 to the extent of 1.2 mtr. depth. No extraction is to be permitted in the ridge area.

III. Issue requiring consideration:

- 3.1. According to DSMDC southern ridge in Delhi i.e. Lal Kuan, Devli and adjoining area has yet vast potential for stone crushing. The stone aggregate so available from these areas is used in the building industries in Delhi. Further, it is envisaged that shifting of crushers sites away from Delhi would lead to (i) shortage of stone aggregate in Delhi, (ii) cost could go up due to inter and state permits etc. required and (iii) increased distances.
- 3.2. Although there are examples of aggregate brought to metropolitan cities from far areas i.e. Pakur in Bihar supplying to Calcutta and Pallavarash to Madras, Delhi because of its huge demand requires special consideration in view of massive scale of building activity.

- 3.3. The Master Plan does not provide for locating such units within the union territory of Delhi mainly on account of environmental reasons. Besides environment transportation network is also likely to be a major constraint in locating such units on the southern border of Delhi.
- 3.4. Modifications in MPD.2001 could be made if required, while considering this option the following points may require special note of the Technical Committee in this regard.
- i. Stone crushing due to health hazard and its pollution characteristic, dust, slurry and noise is categorised, under 'Noxious and Hazardous Industrial Units'. Such units are prohibited within the union territory of Delhi.
 - ii. Extractive industries are permitted in zone L, N and P upto the extent of 1.2 mtr. depth.
 - iii. Mining alongwith quarrying, crushing, transportation is to be viewed as inter linked activity.
 - iv. Ridge i.e. Rocky outcrop of Aravali range is proposed to be conserved with utmost care with a minimum artificial landscape. Before considering extraction of stone aggregates from ridge we have to seek views of the Ministry of environment.
 - v. As per the provision of Mines act human settlement (Construction of houses, Public utility and other activity) are not permitted within 400 mtr. of mines.
 - vi. There is a heavy demand for stone aggregates in Delhi for meeting the requirements of massive scale of construction activity in the capital. Studies undertaken by Mineral Deptt. indicate that ridge in south-Delhi have vast potential for stone aggregate and other building materials. Shifting of existing crushers away from Delhi may cause shortages as well as increase in cost.
 - vii. Earlier Pali in Haryana was suggested for shifting of the existing crushers from Delhi. No detailed comprehensive studies have been under taken to scientifically rule out this option.
4. The case is put up for consideration of the Technical Committee with respect to para 3.4. above.

Name of Industrial Area	Area allotted in HAC (Ac. s.)	Existing details	Detail as/approved plan Ground Coverage%FAR	Detail of proposal	Detail as/proposal Ground Coverage%FAR	Remarks
Wazir Pur Indl. Area.	03.72 HACS (9.20 Ac s)	102 sheds. Mazzine floor in all sheds.	37.38%	102 sheds are proposed to be double storied.	31.5 %	68.55%
Lawrence Road Indl. Area.	1.89 HACs (4.67 Ac s)	64 sheds	72.23%	38 sheds are proposed to be double storied.	37.26%	95.60%
Zhil Mil-Thairpur Industrial Area.	0.91 HACs (2.26 ACs.)	32 sheds	39.68%	32 sheds are proposed to be double storied + Administrative Block G+2 storied.	44.5%	93.18%
Okhla Phase-I Part-I Industrial Area.	6.54 HAC. (16.16 ACs)	256 sheds	48.54%	256 sheds are proposed to be double storied.	41.72%	87.95%
Okhla Phase II scheme-I Industrial Area.	3.46 Hacs. (8.57 ACs)	224 sheds office building.	35%	224 sheds are proposed to be double storied. + Office building G.+3 storied.	37%	78.3%
Okhla Phase-II Scheme-III.	2.03 HAC (5.02 ACs)	57 sheds	44.41%	38 sheds are proposed to be double storied.	23.14%	67.55%
Rohtak Road.	10.52 HACs. (26 ACs)	206 Sheds.	36.58%	206 sheds are proposed to be double storied.	34.72%	68.94%

S.P. SURI
ADM/COLLECTOR (MINES)

D.O. Letter No. F.2(37)/84-M/2511
Office of Commissioner of Industries,
Delhi Administration CPO Building
Kashmere Gate, Delhi

Dated :- 3.9.90

Dear Sh. Chander Ballabh,

I am writing this letter to you for a clarification about the land use of Bhatti Mines area. We would like to know whether it is a conforming area as per the Master Plan for the purpose of establishment of stone crushers which are proposed to be shifted from Lal Kuan. In this connection you will recall the meeting held in the office of Chief Secretary on 24.7.90, when this matter was discussed. At that time you were not certain about the land use of Bhatti mines for setting up of crushers, though for quarrying/mining activity you confirmed that it was a conforming area for the purpose. The Chief Secretary pointed out that there was hardly any difference between mining operation and crushing operation and if the area was not approved for the crushing operation, change of land use should be agreed to by DDA/ ^{quickly} The Commissioner Industries Sh. K. Narayana-swami also spoke to you telephonically on this matter.

2. An earlier reference on this matter was made to your Deptt. by Shri Harbajan Singh, Chief Engineer, Delhi State Mineral Development Corpn. on 16.3.90 when he addressed a letter to the Director (Master Plan). Another letter was addressed to you by General Manager, DSMDC on 8.8.1990. Photocopies of both the references are enclosed for your perusal with a request that the matter be got decided at an early date. In case stone crushing is presently not permissible, then the necessary land use change may please be got done and communicated to us.

Yours sincerely,

Sd/-

(S.P. Suri)

Sh. Chander Ballabh,
Joint Director (Plg. & Dev. Control),
DDA Vikas Minar
New Delhi

Sub: Composite Alignment plan of Netaji Subhas Marg from Daryaganj Footover Bridge to S.P. Mukherjee Marg Crossing.

F.5(47)/87-MP.

Location:

Netaji Subhas Marg stretches from Delhi Gate to Luthian Bridge S.P. Mukherjee Marg intersection and forms a part of the North south traffic corridor. This road provides access to capital's premier areas viz- Chandni Chowk, Jama Masjid, Red Fort, Meena Bazar and the Old Delhi Railway Stn. The Road under consideration is from Daryaganj foot over Bridge to S.P. Mukherjee Marg crossing. Location plan is placed as Annexure-I.

Background:

R/W of Netaji Subhas Marg is 45 Mtrs. as per the Zonal Plan and MPD-2001. An alignment plan of this road was earlier proposed by TCPO vide Drg.No.C/a 189 with a R/W of 150ft. The cross sectional and junctional/intersection design details were not incorporated in the plan. A composite alignment plan integrating the cross sectional details in the entire stretch, junction/Intersection design and subway has since been prepared.

a. Existing condition cross sectional details:

- i. A six lane divided C/W with a central verge varying from 2.5 Mtrs. to 3 Mtrs. is existing.
- ii. Width of the existing footpath varies from 3.5 Mts. to 6.5.Mts.
- iii. Four signalised intersections are existing along this stretches of road. Street Light poles have been erected on central verges and footpaths.

b. Traffic volume:

- i. As per the recent study conducted by NATPAC, the peak hour volume between Chandni Chowk intersection and S.P. Mukherjee Marg intersection is 6000 vehicles in both direction out of which 40% consists of slow moving vehicles.

- ii. As per the volume counts study supplied by MCD, the peak hour volume between Netaji Subhas Marg Intersection and Lajpat Rai Market is over 4000 vehicles during peak hour which includes 18% of slow moving vehicles in each direction.
- iii. The peak hour traffic volume survey for the following Three junction /intersection as per 1989 data supplied by MCD is as under:-
 - i. At Chandni Chowk Intersection 11784 PCU's per Hr.
 - ii. At Netaji Subhas Marg and New Daryaganj Road 'T' junction 7373 P.C.U.'s per hour.
 - iii. At footover Bridge Intersection 453 PCU's per hour.

Problems :

- i. There is a continuous flow of slow, light and heavy traffic through out the day for approach to CBD, Railway station and through movements. As identified above 40% of the total volume of the vehicles are slow moving vehicles, they move with the fast moving heavy and light vehicles increasing the travel time and accident risks.
- ii. The footpath along Netaji Subhas Park, New Lajpat Rai market are encroached by the commercial activities leaving virtually no space for pedestrian movement. The pedestrians walk mostly on the C/W.
- iii. The central verge is used partly for Rickshaws parking and partly squatted upon.
- iv. The Chandni Chowk intersection handling 11784 PCU's remains over crowded creating lot of inconvenience to pedestrian movements.

The case was discussed in MCD's LOSC meeting held on 26.3.89 in which the following decision was taken:-

"The alignment plan is approved from planning point of view Engineering department may take further appropriate action".

Agenda and decision of LOSC is placed at Annexure-II.

With the above recommendation of LOSC, the case was placed before Technical Committee meeting held on 11.9.89 vide item no.175 (Annexure-III). The Technical Committee recommended are given below:

t 'The alignment plan of the above road was discussed in details and found feasible to implement. Technical Committee recommended for the approval of the plan subject to retaining to the maximum extent of the parking area near Lajpat Rai Market, and further to the condition that the provision of a subway as Chandni Chowk near the crossing be also provided".

3. Salient feature of the project:

Keeping in view the recommendations of the Technical Committee meeting held on 11.9.89 a modified alignment plan has been prepared. The proposals are as under:-

- i. A eight lane divided C/W with a central verge of 2.0 Mts. is proposed.
- ii. A separate service Road has been provided for the movement of slow and local traffic.
- iii. Footpath varying from 2.0 Mtrs. to 5 Mts. have been proposed along both sides of the C/W.
- iv. Adequate space has been provided for parking of the vehicles along the road wherever additional space is available same is proposed to be included in the R/W as suggested by T.C. in its meeting held on 11.9.89. Proposed busbays with a depth of 3.5 mts. has been proposed at suitable locations.

The following intersection/junctions designs as approved by Technical Committee have been incorporated in the proposed alignment plan with minor modifications as per site conditions:-

- i. Netaji Subhash Marg, Kasturba Gandhi Hospital Road, Ansar Road, Daryaganj Road Intersection at Darya Ganj Foot over Bridge.
- ii. 'T' junction of 30.78 mts. R/W road (New Darya Ganj Road with Netaji Subhash Marg.
- iii. Intersections of Chandni Chowk Road with Netaji Subhash Marg at Chandni Chowk.
- iv. Intersection of S.P. Mukherjee Marg, Netaji Subhash Marg at Luthian Bridge.
- v. As per the decision of the Technical Committee meeting a four arm pedestrian subway has been proposed at Chandni Chowk, intersection.

4. Feasibility Study:-

Executive Engineer, MCD vide his letter dated 17.9.90 (Annexure IV) has conveyed the decision of LOSC meeting dated 1.9.90 in which this case was discussed. The decision of LOSC is as follows:

The alignment plan in view of Ex. Engineer(P)II note discussed in the meeting be sent to DDA. Subway shall be provided at the intersection of Chandni Chowk. For utilising the space in subway for commercial use suitable detailed scheme be prepared by Chief Architect.

Affected properties:-

As per the feasibility sent by MCD, about 10 properties including four temples are affected in the alignment plan in addition to these 26 trees, 72 electric poles, 2 telephone poles, 6 traffic signals are also affected. (Details of affected properties are placed at (Annexure V)

The case is placed before the Technical committee for the approval of:

1. Composite alignment plan of Netaji Subhash Marg from Darya Ganj footover bridge to S.P. Mukherjee Marg crossing vide drawing No. CA-001/PPW/90.
2. The resettlement of eligible effected properties services be taken up by MCD with Lands Department, DDA and others concerned agencies.
3. MCD shall plant three times of the trees affected in the alignment plan.
4. The detailed plan of the subway shall be prepared by MCD.
5. MCD shall protect the road r/w as per the alignment plan.

Annexure-II

No.D./280 EE(P)II/AE(P) S/D(310)

Dated 21.4.89

From:

Ex- Engineer(P) II
Municipal Corporation of Delhi,
Town Hall, Delhi-110006.

To

Sh. D. Saluja,
Dy. Director(T) PPW, DDA,
3rd Floor, Vikas Minar,
I.P. Estate, New Delhi.

Sub: Alignment plan of Netaji Subhash Marg from Dayya
Ganj foot over bridge to S.P. Mukherjee Marg/
Lothian Marg crossing integrating junction/inter-
section design of all major road and subway pro-
posal near Lajpat Rai Market.

Sir,

Kindly refer to your letter No. F.5(47)87-MP-450
dated 18.11.88 on the subject cited above. Please find
enclosed here with a copy of decision dated 28.3.89,
a copy of the alignment plans land and properties market
on it) and at your end please and properties for
necessary action.

Yours faithfully,

Sd/-

(H.D. SHEEKRI)
EX. ENGINEER(P) II

Encl: as above.

Item No. 100/89

Sub: Alignment plan of Netaji Subhash Marg from Darya Ganj Foot over bridge to S.P. Mukerji Marg/Lothian Bridge (Drg. No. DCP-7/89).

Note of Executive Engineer(P) II is reproduced as under:-

The alignment plan of Netaji Subhash Marg from Darya Ganj foot over bridge to S.P. Mukherji Marg/ Lothian bridge (Drg. no. DCP-7/88) was received from DDA vide letter no. F.5(47)/87-MP dated 18.11.88 for feasibility/ comments.

The alignment plan was been examined at site and it is observed that the two carriageways varying from 12.00 mets. to 12.5 ,ets. and from 12.5 meters to 10.30 mtrs. and central verge varying from 3.05 meters to 7.6 meters exists at site. Two carriageways of 14.5 mtrs. in with a central verge of 2mts. have been proposed. A pedestrian subway in front of Lajpat Rai Market has also been proposed.

The busy thoroughfare falls in the City zone of MCD. The volume of vehicular traffic on this road has increased many folds during the recent past causing frequent traffic jams necessitating the widening of this road.

It has also been observed that if the road is widened as per this alignment plan a number of land and properties are affected in the proposal. The affected land and properties have been marked on the plan in red and red hatching respectively and the list of affected land and properties is attached at Annexure-'A'. The list of affected land and properties has also been pasted on the plan in respective reaches. The existing carriageway has been shown in yellow colour. It is not possible to implement the proposal without acquiring the land and properties falling in the R.O.W. of the proposal.

So the case is placed before the LOSC for consideration and decision so that the comments can be sent to DDA.

Item No. 100/89

The decision of LOSC dated
28.3.90

Sub: Alignment plan of Netaji Subhash Marg from Darya Ganj Foot over bridge to S.P. Mukerji Marg/Lothian Bridge (Drg.No.D.C.F.7/88).

The alignment plan is approved from planning point of view Engineering Department may take further appropriate action.

sd/-

Head Cleark,
Town Planner's Office
M.C.D.

Annexure-IV

No. D/628/EE(P) II/AE(P) S/D9310

17.9.90

Ex. Engineer(P) II
Municipal Corporation of Delhi,
Town Hall, Delhi-6

To

Sh. D.K. Saluja,
Dy. Director(TT) I, PFW, DDA
11th Floor, Vikas Minar
I.P. Estate, New Delhi.

Sub: - Alignment plan of Netaji Subhash Marg from Darya
Ganj Foot over Bridge to S.P. Mukerjee Marg/Lothian
Marg crossing intergrating junctions/intersections
designs of all major roads - and subway proposal
near Lajpat Rai Market.

Sir,

Kindly refer to your letter no. F.5(47)/87-MP dated
16.5.90 on the subject cited above. Please find enclosed
herewith a copy of LOSC decision dated 1.8.90, draft
alignment plan with affected land and properties marked
on it and a list of affected land and properties for
necessary action at your end pl.

Encl: As above.

Your faithfully,

Sd/-

Ex. Engineer(P) II

Subject : Construction of a Recreational Centre at
Punjabi Bagh, New Delhi
F-3(18)/90-MP

1. The proposal received from Chief Architect, MCD on the above subject was considered in the Technical Committee meeting held on 29.3.90 (wherein following decision was taken) (Detailed agenda item enclosed).
"The Technical Committee desired that a site inspection be carried out by EM, Commr.(Plg.), Director(DC&P), Chief Architect, DDA and Chief Architect, MCD(Sh. Arjun Dev)".
2. In pursuance of the decision of the Technical Committee the site was inspected by E.M., Commr.(Plg.), Chief Architect, DDA and Joint Director (Plg.) on 6.11.90.
3. Proposal : The proposed construction of recreational centre on the site presently lying vacant would not be desirable. It should be develop by MCD as 'Green'.
The requirement of recreational centre be accommodated in the Stadium Complex adjoining the site which is yet to be developed fully by suitably modifying design if required.
4. The proposal contained para 3 above is placed before the Technical Committee for its consideration.

Item No.17

29.3.90

Sub:-Construction of a recreational centre at Punjabi Bagh, New Delhi.

F.3(18)/90-MP

A proposal for construction of a recreational centre at Punjabi Bagh along the Ring Road falling in zone G-10 is received from Chief Architect MCD for approval under 'Special Appeal'. The site is bounded by children traffic Training park in the North, Football/ Hockey stadium in the South, Ring Road in the East and service road in the West as shown in the copy of the Zonal Development Plan G 10 laid on the table. The land use of the site under reference is 'Recreational' (District Park' Flyground and open spaces) in the MCD-1962 and in approved Zonal Development Plan G-10 Recreational Centre. Restaurants etc. are permissible uses if allowed by competent Authority after special appeal. But the proposal should have the provision of parking requirements.

2. The proposal has been submitted for one and a half storeyed building for the provision of Indoor Games of Badminton and Volley Ball on ground floor with coverage of 15200 sq. ft. (16.35%) and cafeteria at first floor.

The proposal submitted by the MCD for recreational centre with the facilities like Indoor Games of Badminton and Volley Ball and Cafeteria as per plans of the MCD, is placed before the Technical Committee for consideration.

The Technical Committee desired that a site inspection be carried out by Em, Commr. (Plg.) Director(DC&P), Chief Architect,DDA and Chief Architect,MCD (Sh. Arjun Dev).

Subject: Shifting of High Tension Line on Parwana Road, Pitampura.
F6(2)89/MP

1. A piece of land was handed over to Ministry of C&I Cooperative House Building Society on 19.1.76 by Tehsildar (L&B) & AE Delhi Admn. From the perusal of the handing over/ taking over plan it is noted that the High Tension line existed outside the plotted area of the site.
2. When the Society submitted the lay out plan for the approval of the DDA existing High Tension Line was not shown and the lay out plan of the Society was not correlated with the High Tension line passing by the side of the plotted area and the subject matter went unnoticed.
3. At the time of construction of houses the members of the Society whose plots were near to the existing 33KV overhead line the owners even did not take care to ensure that they too were not fouling the provision of the electricity rules 1956. This has resulted in that some of the wires of the High Tension line fall within the property line thereby endangering their lives because of the electric field generated.
4. The case was discussed in the Internal Planning Committee meeting under the Chairmanship of Commr. (Plg.) DDA and the alternate route alignment found feasible (on the other side of the road) was agreed to subject to the condition that the implementation would not be at the cost of DDA.
5. The Society was informed of the decision and had again represented against the payment of cost for the shifting of High Tension belonging to Haryana Electricity Board.
6. As a follow up of the representation of the Society case was again discussed in the Internal Planning Committee meeting on 26.7.90 wherein following decision was taken:
"The Cooperative House Building Society may be requested to get in touch with concerned department of Haryana Government for shifting of the HT line and the cost of the same would have to be borne by the Society".
7. Again the Society vide its letter dt. 25.10.90 has represented to DDA stating therein that DDA has spent Rs.12 lacs (Rs. Twelve lakhs) for getting some portions of H.T. Lines on this Parwana Road shifted while they are being asked to bear the cost of shifting of the electric line.
8. The issue is examined by S.E.(Elect.) who has opined that the High Tension line in H-4&5 locations marked A,B&C on the layout plan (laid on the table) shifted at the cost of DDA were not aligned along the planned roads and i.e. why the amount was paid by the DDA after getting the required sanction of the finance and the portion of the line under reference was passing by the side of the plot area handed over to the Society, was therefore not shifted.
9. The matter pertaining to bearing the cost of shifting of H.T. Line in front of the land allotted to the Society is placed before the Technical committee for its consideration.

Sub: Management of land along river Yamuna and declaration of development area of DDA. FA/JD/(P)II/90/24/Pt.I

1. IDENTIFICATION OF PROJECT AREA:

For the comprehensive approach and effective utilisation of the lands within the river bed Yamuna as well as in the vicinity of the river banks the area is identified by the points given and defined as under:

POINT NO.	17:	Crossing of G.T.K. road with Union Territory
	19:	Intersection of G.T.K. road with road no. 50
	21:	Intersection road no. 50 with Ring Road
	27:	Intersection of Ring Road with Mathura road
	29:	Intersection of Mathura road with U.P. Union Territory
	6:	Intersection of Union Territory with left Marginal bund
	13:	Intersection of Union Territory with left marginal bund
	17:	Intersection of Union Territory with G.T.K. road

The total project area as defined above works out to about 19135 hecets which can broadly be classified into following 2 groups.

Group 'A': Area outside the bund but within the identified project boundaries.

Group 'B' Area protected by the bunds.

Group A: The following pkts. fall under this category

Name of the Pkt.	Area in hecets.
Pkt. A	200
B	4150
C	350
E	3050
K	225
R	200
Q	960
U	975
V	815
Total	<u>10925</u>

Group B: Land falling between the bandhs. The following pkts. will comprise land in this category.

Name of the Pkt.	Area in hect.
D	550
F	2700
H	700
I	950
J	225
K	525
L	325
M	385
N	1240
P	290
T	320
	<hr/>
	8210
	<hr/>

2. LAND UTILISATION:

i. Channelisation of River Yamuna:

Land measuring about 8210 hec. identified in Group 'B' falls in this category. The recommendation of MPD-2001 for the utilisation of this land area as under:

"Rivers in the major metropolitan cities, of the world like Thames in London and Seine in Paris have been channelised providing unlimited opportunities to develop the river fronts. After the results of the model studies for the channelisation the river Yamuna become available, development of river front should be taken up. Considering all the ecological and scientific aspects, as project special significance for the city."

The project of channelisation of River Yamuna vis-a-viz the utilisation of land protected by the bunds in liked with the results of specialised studies being undertaken by CWPRS, Pune and WAPCOS. (who have been appointed consultant tants by DDA) with reference to the behaviour of River with different flow of discharges.

ii. Land Utilisation in the vicinity of River Banks:

The land measuring about 10925 hec (Group A) falls in this category. For an area measuring about 2215 hec. (Pkts R,U,V & K) land uses have already been defined in MPD-62/MPD-2001 while for ~~area~~ area measuring about 8710 hec. with a break of 7750 hec. (Pkt. A,B,C & E) and 960 hec. (Pkt. 'Q') located of the north of road no. 50 and South respectively, the land has been left as Rural use zone

3. PRESENT POSITION (DEVELOPMENT AREAS OF DDA):

i. Out of the total area of 19135 hec . an are

measuring 3500 Hec. has already been declared as development area No.173 of DDA vide notification No.F.16 (2)/89-L&B dated 29.3.89.

- ii. An area measuring about 2325 Hec. has already been decided to be declared as development area of in the T.C. meeting on 30.7.90.

DEVELOPMENT POTENTIALS OF THE PROJECT AREA (OUTSIDE THE BUNDS)

4. (a) For the lands falling in Group 'A' located in South about 2215 hec. (Pkt. K, RU&V) development potentials have already been studied & land use proposals have been made in MPD-2001.
- (b) The area bounded by Union Territory in the North road No.50 in the South, Right marginal und in the East measuring about 7750 hec has the maximum potential for development on account of the following reasons.
- i) General Physical Conditions:-
- The area has a gentle slope of 4 mts. from North to South.
 - Is habited by 22 No. of villages.
 - Drain No. 6 in the area joins Bawana Escape drain flowing from west to East, sub-dividing the entire area into two.
 - There is a lake in the area known as Bhulaswa Lake (Horse shoe lake).
 - Number of electric lines are passing through the area.
 - The development of Narela Project in the West of G.T. Karnal Road has put pressure for development in this area and if not planned properly it is likely to be heavily encroached upon in the near future.
 - Unauthorised constructions along G.T. Karnal Rd. as well as the extensions of the existing village have already started taking place.
- ii. Accessibility:- The area is accessible from road no.50 as well as G.T. Karnal Road. The link of road no.50 with the ring road, makes it accessible from South without entering in the city area.
- iii. Non floodability:- Chief Engineer (I&F) Delhi Admn. in a discusskon held with him has stated that the existing bunds on the river Yamuna within the Union Territory of Delhi are capabel of taking care of Floods

upto 1978 discharge.

iv) Ground water Potential: Being close to the river ground water potential in the area is very high and also the lake can be charged annually to meet the water requirement by adopting suitable measures.

v. Drainage: The supplementary drain in the area. North of road no. 50 would take care of the drainage in the area.

5. PROPOSALS: (Plan laid on the table)

i. To explore the possibility of utilisation of this land located North of road no. 50 falling in category (b) above for planned Urban development.

ii. to declare an area measuring 11,450 hec. as details given below as development area of DDA.

North: Starting from the crossing of U.P. boundary and G.T.Karnal road following it upto the crossing of left marginal bund.

South: Road no. 50 and boundary of D.A. No. 173

East: Left marginal bund

west: G.T.K. road from the crossing of U.P. boundary upto the crossing of road no. 50

6. The proposal contained in para 5 is placed before the Technical committee for its consideration.

Item No. 6

- 38 -

Sub: Allotment of land for establishing Girls facilities 2 acres SOS Children a Villages of India. F12(1)89-Instl.

Request has been received from SOS children village of India forwarded by L.G.'s order dated 31.7.90 at page 24/N for establishing the technical schools for girls in an area about 2 acres. Considering their activities it has been desired that a piece of land near transit camp Govindpuri may be considered for allotment.

2. As per the approved plan of Kalkaji Extension two primary school sites have been provided in two acres each area adjacent to block A-14 and community centre towards East. Two primary schools in one acre each have already been allotted/handed over to Delhi Administration/MCD in file no. F17(1)89-Instl. and F.17(13)88-Instl. It is observed that the remaining 2 acres land could be considered for allotment to the society for establishing a technical school for girls.

3. Accordingly detailed survey was conducted and 2 acres site has been identified with the following building controls.

1.	Area of the plot	2 acres
	(i) For Bldg.	1 acres
	(ii) For play ground	1 acre
2.	Max. permissible ground coverage	33%
3.	FAR	100
4.	Max. height,	14 mtrs.
5.	Set backs :	
	(i) Front	9 mtrs.
	(ii) Sides	6 Mtrs.

The layout plan showing the proposal is placed opposite. The matter is submitted for consideration of Internal Planning Committee.

Item No. 17

Sub:-Grade seperator proposal at Dhaula Kuan Inter-Section.
F.5(22)/89-MP

LOCATION:

This intersection is formed by confluence of 5 important roads namely Ring Road towards Mote Bagh Ring Road towards Naraina Gurgaon, road (Parade Road), Sardar Patel Marg and the ridge road. The intersection is presently form of elliptical shaped round about. In the Master Plan Delhi-2001 a grade seperator has been envisaged at Dhaula Kuan.

2. EXISTING CONDITION:

Present volume as per surveys conducted by CRRI during Nov.87 shows 7620 Pcu's in the norming peak hour. But the consultant DTDC has gi ven a traffic volumes for the inter- section in which it is estimated during peak traffic volume at the intersection is over 11000 Pcu's respectively. As per DATA supplied by the consultan t DTDC the peak hourly traffic movement of different arms of the round about are as follows:

Present peak hourly traffic movement pattern at Dhaula Kuan roundabout -1989.

To from	Gurgaon Road	Ring Road to(Naraina)	Upper Ridge Road	Sardar Patel Road	Ring Rd. to Moti Bagh	Total
Gurgaon Road	120	305	704	1328	730	3187
Ring Road (to Naraina)	233	48	206	221	1237	2545
Upper Ridge Road	463	42	40	29	281	9155
Sardar Patel Marg.	305	249	64	-	405	1524
Ring Road (To Moti Bagh)	520	222	433	338	288	2421
Total:	2142	1566	1447	2576	2081	10612

From the above said data, it is seen that the straight movement on Ring Road works out to only 2159 Pcu's and on Sardar Patel Road it works out 2134 Pcu's. The total peak hour traffic volume at this round about is 10612 pcus at present. The straight movement on both the major roads thus accounts for nearly 40% of the total traffic i.e. about 20% on either sides.

At present the traffic from the five roads is using the roundabout for straight and turning movements.

EXISTING R/W

- (b) (i) Ring Road (E) 52.50
- do - (W) 50.00
S.P. Marg (N) 45.00
- do - (S) 45.00

(c) Significance amongst of the Road Intersection in Delhi.

This has been located at the confluence of the Ring Road and National Highway NH-8 and it also a VIP route, thus intersection has a special functional significance amongst of the road intersection in Delhi.

BACKGROUND:

The proposal for improvement of Ring Road/S.P. Marg intersection and Dhaula Kuan was discussed in a meeting under Chairmanship of L.G., Delhi on 22.8.88. The minutes of the same along with the report prepared by CRRI with drawing for carrying out improvement at phase-II and ph-III were submitted by CPWD vide letter dated 19.1.89.

S.E., (PWD) vide letter dated 14.2.89 has forwarded a copy of the letter from the M/o Defence addressed to Chief Secretary, Delhi Administration brought in the point as to whether the proposal for construction of diversion road will go against the direction of Prime Minister regarding construction on the ridge (refer Annexure-I).

This case with three level grade separator proposal initially discussed in DDA's Technical Committee meeting held on 9th June, 1989, Again, the case was discussed in the Technical Committee meeting held on 31.7.89. The T/C resolve that the proposal of a three level flyover was approved with a condition that CPWD, Delhi Administration shall also submit the detailed plan indicating the improvements required on Ring Road, Sardar Patel Marg and ridge Road upto the next important intersection at the earliest.

4. OBSERVATIONS OF DUAC/DA:

Chief Engg. PWD(DA) vide letter dated 15.1.90 has forwarded their necessary clarification of the DUAC on the proposal. The observation pertaining on the various points

of DUAC observation were given vide DDA's letter no.F.5 (22)/89-MP dated 22.2.90 in which it was also requested for the feasibility report alongwith DUAC approval for the consideration of Authority, DDA.

Further, DUAC vide letter dated July, 17, 1990 has communicated the discussion in commission's meeting held on June, 15, 1990 in which the proposal of Dhaula Kuan intersection improvement scheme had been considered by the commissions at conceptual stage in its meeting held on April, 16, 1990 and in view of commissions observation. The site was visited on June, 12, 1990 by the members of the commission. The commission suggested that with dipping the whole round about and developing the central portion as island with the four line flyover at 2.5 m. level was also feasible as an alternative but its affect on existing trees will have to be studied.

5. AUTHORITY'S DECISION:

L.G. Delhi while recording the progress and grade separator in the meeting held on 15.6.90, 5.7.90 and 20.7.90 at Raj Niwas designed that DDA in consultation with PDW (DA) may work out the guidelines for designing the flyovers/grade separators and bring before the Authority for its consideration. According the agenda was prepared and placed before the Authority vide Item no.54 dated 13.8.90. The guidelines as adopted by the Authority are placed Annexure-II.

6. REVISED PROPOSAL:

S.E.(Plg.)/DA/DK/131 dated 30.11.90 has submitted the revised scheme as per the guidelines approved by the Authority in its meeting held on 13.8.90. The revised proposal contains a brief note on proposed improvement for Ring Road S.P. Marg intersection at Dhaula Kuan and the following drawings.

1. Drg. No. NATPAC/DS/RR/001C Scale 1:500
improvement plan.
2. Drg. No. NATPAC/DS/RR/001A Scale 1:500
Services Plan.
3. Drg. No. NATPAC/DS/RR/001B Scale 1:1000
second ph. improvement plan.
4. Drg. No. NATPAC/DS/RR/001D scale 1:500
continuation of 001C.
5. Drg. No. NATPAC/DS/RR/001F Scale 1:1000
Long term imp. for Gurgaon Rd.
intersection.
6. Drg. No. NATPAC/DS/RR/001 Scale 1:2500
Long Term imp. Plan- Dhaula Kuan-Brar Square.

Authority Guidelines	Revised proposal Submitted.	Remarks.
i. Grade separator should be provided on Ring Rd./Outer	Underpass has been envisaged on Ring Rd.	
ii. Flyover provision could be made for 3rd level below ground when found necessary.	3rd level proposal has been envisaged by provision of flyover on S.P. Marg in 2nd phase.	
iii. On the ring road (60 mts.) R/W and a parts of the outer Ring Road width 60 mts. R/W the flyover shall consist of 9 mtrs. width of 3 lanes (3 mts. each in each direction.	3 lanes with 11 mts. width on either direction is proposed in the underpass in Ring Rd. in the 1st phase.	
B. In case whether the R/W of outer ring road is 45 mts. then 2 lanes of 7.5 could be provided. In such cases effort should be made to increase R/W of outer ring road is 300 mts. length of flyover section.	In the proposal R/W is proposed to be retained as 63 mts. on ring road but at the location of bus bays r/w has increased. Similarly the R/W of S.P. Marg on N-E side retained as 60 mts.	Refer DDA's Observation (1) Below.
C; Service road of about 6 mts. should be provided which could be reduced to 4.5 mts. in case of 45 mts. R/W,	on Ring Rd. the service road provided on either sides of 5.5. mts. width.	
	ii. On S.P. Marg(N) service rd. has been indicated on one side on both areas.	Observation (ii) below:
D. The minimum width of the footpath should be specified as 2 mtrs.	i. 2.0 mts. wide footpath are provided on S.P.Marg N-E & N-W Side. Similarly, 3.0. to 3.0 to 3.5 mts. on S-E and S-W side of the arm. ii. 2 mts. wide footpath are provided on Ring Road.	Observation (ii Below)
E. The clear headway between Chamber & bottem of the beam should be 5.5.mts.	5.5. mts, underpass on Ring Road has been envisaged.	
F. 3.5 mts. wide strip (as base on one side) shall be reserved for H.T. Lines.	On RingRd. 3.5 mts. strip land has not been reserved exclusively for H.T. Line.	Refer DDA observation (ii below)
	Grade seperator section of Ring Road on an average 1.5 mts. to 9 mts. green strip of verge has been reserved beyond underpass & besides service road for accommodation.	
G. The slope of the bridge should be 1:30.	This has been provided .	
H. For smooth movement of cyclist depending upon the volume.	This has not been provided.	DDA's observation (iii below)

- iv. The road improvement upto the next major intersection on each and on all the arms shall form part of a grade separator.

Improvement upto the next major intersection of Gurgaon Rd. in two phase i.e. Ist phase and long term improvement plan.

Refer DDA's observation (iv. A.b.)
- v. The circulation of surrounding area shall be properly integrated with grade separator scheme.

Keeping the surrounding along Ring Road it may not be required.

7. FEASIBILITY REPORT.

With above said proposal S.E.(PWD) also submitted the filled in performafor feasibility report along with basic information of the proposed underpass. The saliant features of the feasibility report are as under:

- a. 39 nos. of shops are affected.
- b. 4 nos. kiccks are also affected.
- c. 3 nos of DTC stops are to be affected.
- d. Due to the underpass & intersection improvement on five legs 169 nos trees are affected.

For details please refer annexure-III.

S.E. (PWD) stated that the proposal is found to be technically feasible as verified at site.

8. D.D.A.'s OBSERVATIONS:

S.No.	Name of the area	As/ Master Plan	Proposed.
1.	Ring Road (E)	63.00 mts.	63.00 mts.
2.	Ring Road (W)	63.00 "	63.00 "
3.	S.P. Marg (N)	60.00 "	60.00 "
4.	S.P. Marg (S)	60.00 "	60.00 "

- a. Ring Road :- The full section of R/W as indicated on the drawing shall be developed as part of the underpass proposal.
- b. S.P. Marg:- The R/W of 60.00 mts. wotj full road section of the intersection area should be developed upto next intersection as part of the under bridge proposal.
- ii. H.T. Line:- Refer DDA's observations(F-point), in this regard, AGM, DESU vide letter No.AGM/29/4490 dated 25th september, 1990 has intimated that reservation for H,T.Line should be mode for meeting the present and future requirements (Refer Annexure-iv)

(iii) CYCLE TRACK AND PEDESTRIAN SUB-WAY:

- (a) In the proposal no seperate cycle track has been proposed.

b. The armwise pedestrian volume at the intersection are indicated below:

Across Gurgaon Road-----	1173
" Ring Road on Brar Square-----	755.
" Upper Ridge Road-----	717
" S.P. Marg !-----	656
" Ring Road on Safdarjung Road	491

Thus the intersection as such cater to demand of inter-state intra city buses resulting in significant movement of pedestrian traffic norms the different approach areas at this intersection. In the proposal 5 nos of pedestrian sub-way have been proposed for crossing the five different segment of rotary road ways. Within the rotary area, pedestrian movement are to be taken care of by a pedestrian path along the periphery of the traffic rotary.

iv. TRAFFIC CIRCULATION:

Keeping the present and proposed land uses the DTDC is of the opinion that traffic circulation upto next intersection may not be required. The turning traffic at this intersection will have to be taken care of by the traffic rotary in view of both locational attributes and intersection layout.

v. SERVICE ROAD:

Keeping in view local requirement service roads have been proposed on either side of Ring Road. But on S.P. Marg service road has not been provided rather shown in discontinued fashion. In the proposal south West corner of the rotary a new connection of the service road has been given from Ring road South to S.P. Marg South West. But, this has not been continued. The full section of S.P. Marg in North and South should be developed to its final section.

vi. IMPROVEMENT OF INTERSECTION ARMS:

The all intersections need to be developed with full cross-section of the road upto its next major intersection. For NH-8 it is also required to develop with full R/W upto the next major cross section.

The item may be discussed in the T/C meeting for consideration and approval keeping in view of the following aspects.

- a. The PWD (DA) may be requested to take up the matter with competent authority for the re-habilitation of the affected properties and structures.
- b. The PWD(DA) shall plant three times of the affected trees.

- c. The bus-bays may have to be designed in consultation with D.T.C. as Dhaula Kuan intersection is one of the important interchange points on the Ring Road .
- d. Proper land scale plan needs to be developed with special attention to improve esthetics design of the rotary and the road new work.
- e. The S.P. Marg (N) & (S) should be developed upto its ultimate cross section.
- f. The proposal of underpass at Dhaula Kuan should be development in composite manner by one implementing agency.

ii. Details of turning movement in peak hour in PUC's on each arm of the junction/intersection (For design year & horizon year)

- a) Straight
- b) Right As per Annexure-I
- c) Left
- d) Total

iii. If the junctions/intersection is controlled by an automatic traffic signal at present, please indicate signal cycle time.

iv. Pedestrian traffic volume in each direction on each arm.

- a) North arm Access Gurgaon Road ----- 1173
- b) South arm " Ring Road on
- c) East arm " Brar Square ----- 755
- d) West arm " Upper Ridge Road --- 717
- " S.P. Marg 656
- " Ring Road on Safdarjung Road --- 491

v) Estimated average delay per vehicles on different approach arms at the junctions/ intersection.

- a) North Ring Road approach ----- 55 sec.
- b) South (Brar Square) "
- c) East S.P. Marg (Safdarjung Road) ----- 61 "
- " ----- 58 "
- d) West Gurgaon Road ----- 6 "
- Upper Ridge Road ----- 45 "

vi. In case if the grade separator is proposed on the railway level crossing please specify.

- a. Number of trains passing 8 AM to 8 P.M. per day/ week.
- b) The frequency and duration of the closure.

D. Details related with the proposed Grade Separator.

The grade separator proposal shall be detailed out upto the next important junction/intersection on either sides.

- i. Proposed nos. of lanes on each arm on under pass --- 6
- on Ground level 6
- ii. Proposed width of carriageways of on Under pass --- 22
- on Ground level 22
- iii. Proposed width of footpaths on each arm ----- 2.00/

- v. Proposed width of service road/cycle----- - 5.5. mts. track on each arm.
- vi. Proposed total length of the flyover/-----658.50 mts. under bridge.
- vii. Proposed length of slope including valley 509.00 curve and submit curves:
- viii. Length of flat portion
- xi. Slope of grade seperator on each ramp.

North
South

East Ring Road (Towards Safdarjung) 1 In 30
West Road (Towards Brar Square) 1 In 30

- x. The location of bus stops, bays Shown in the drawing.
- xi. Pedestrian subway/crossing Shown in the drawing.

E. Feasibility Report.

- a) Details of affected structures shops (Semi pacca) 39 nos.
Khokas 4 nos.
- i) Pucca/semi pucca/kutchs with DTC shops 3 nos.
plotarea /plinth area details.
- ii. Structures forming part of the Nil
regularised colony/unauthorised.
- iii. The use of the property(Commercial)/ Shops being used
residential/institutional/ other As commercial.
please specify.
- b. Service - Underground/overhead affected in the proposal shall be shown on the plan in different colours. Shown in the drawing
- c. Trees - Number of trees affected along with their girth and species details.
 - i) 169 nos.
 - ii. Girth gauges for 14 cm to 246 cm.
 - iii. Species details attached.
- d. Whether access to the existing/proposed buildings or properties is affected if so what alternate measures have been envisaged in the proposal. Shown in the drawing.
- e. Management scheme for the circulation of the traffic from the adjoining localities upto the next junction/intersection on either side has been integrated with proposal under consideration. Shown in the drawing

F. Project Report.

Office Address _____
& Phone no. _____

Signature of the officer
of the implementing
Authority.

NAME OF TREES AT DHAULA KUAN INTERSECTION:

1. Inside Round About

- i. Ashoka
- ii. More Pankhi
- iii. Ismali
- iv. Khajoor
- v. Karilolice
- vi. Palm
- vii Gul Mohar

2. Ring Road - towards Brar Square.

- i. Prabrol
- ii. Imali
- iii. Gul Mohar
- iv. Meem
- v. Pinnal
- vi. Makkam
- vii. Deodar.
- viii. Amalsh.

3. Ring Road Moti Bagh

- i. Kikar
- ii. Gul Mohar
- iii. Imali
- iv. Makkam
- v. Pilkham
- v. Neem
- vii. Sahtoot.

RAJ NIWAS DELHI

No. 16(1)/RN.90/1432/9942

5.10.90

A copy of the minutes of the meeting held at Raj Niwas on 15.6.90, 5,7,90 and 20.7.90 to review the progress of flyover and Bridge is enclosed for taking necessary action.

The Lt. Governor continued with the review of the various scheme of flyover and bridge. It was explained that at Dhaula Kuan perhaps Ring Road may go as an underpass rather than an overpass. After much discussion about the various parameters of flyovers and the views expressed by DUAC from time to time. It was desired by the Lt. Governor that a policy should be worked out on the various parameters of flyovers after discussion among Technical experts which should be put up before the DDA for general adoption.

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EXTRACT
OF
DIUAC'S OBSERVATION:

C.E.DTDC vide letter No.F.BR/12003/89/ DTDC/BR-6 dated 30th July, 1990 has communicated the DIUAC's observation.

The salient features of the observations are as follows:-

1. The ROB should not be too high and at the most of be 8' above road level. This is because 8' height is likely to cause least possible infringement to urban values and was least obstructive visually. upto the height it can wall be planned on earth embankment where adequate landscaping is also possible which make it look like a raised road without ruining the city scape.
- ii. The movement of pedestrians and cyclists requires to very carefully planned while planning any grade seperator. It must be ensured that continuity of payment is maintained all ground the intersections it is experienced that depedestrians and cyclists suffer the worst when such intersections are planned.
- iii. Provision of service lanes is essential to cater to the movement in adjoining area. It is generally seen that this aspect is being ignored under a plea that adequate width is not available, However, it is observed that it is not always necessary to go in for a three lane flyover and one lane could be sacrificed to have a proper service lane which would also make the road available(ROB) more econocical and the over speeding on the rob will remain checked.
- iv. Utilisation of space under the bridge was an important espect and needs to be through out in the very beginning. it was pointed out that landscaping with plants etc. was not really

GENERAL INFORMATION:

i. Location of the grade separator. Ring Road- S-P. Marg inter-

ii. Agency to implement PWD(DA) R/W in meters.

ii. a. R/W of the Master plan Road, Existing (proposed).

b. Status & R/W of other roads. (Zonal/layout/rural).

s.	Name of Arm.	Exist- ing.	As per Master plan-2201	pro posed.
1.	Ring Rd. E	5257	63.00	63.0
2.	Ring Rd. W	50.00	63.00	63.0
3.	S.P.Marg N	45.00	45.00	48.0
4.	D.G.Rd.	45.00	60.00	63.0

B. P.T.survey details to be incorporated upto the next junction/intersection on either sides.

i. P.T. Surveys scale (to be adopted) 1:500 Submitted

ii. Physical features to be shown in the P.T. surveys.

a. Existing structures- pucca/semi pucca/kutchra shown clearly indicating the plot boundaries, in the built up area and number of storeys to the drawing. extent of R/W on both sides from the centre line of the existing road. (Double of R/W in total).

b. Levels if the area is not flat/plain & considered necessary in the planning of grade separator.

c. Services- underground/overhead are to be indicated on survey plan.

- Water Supply lines
- Sewerage line
- H.T. lines (O/H & U/G)
- Street Light poles
- Telephone cables/poles
- Storm water drains (open and covered)

Shown in the Drawing.

d. Existing carriageways, footpaths verges gaps in verges, roads /circulation of the colonies abutting on all the arms of the intersection under reference. Show in the Drawing.

e. Existing cycle tracks/service roads (on all roads). -do-

f. Existing bus bays and bus stands. (on all roads)-do -

ANNEXURE IV

TELEGRAM "VIDYUT NEW DELHI
Telex. No.031-3855 DESU IN

No.A.G.M.(T)29/4490

Dated :25.9.90.

VICE-CHAIRMAN
DELHI DEVELOPMENT AUTHORITY
VIKAS SADAN,
NEW DELHI.

Sub:-Reservation of corridor for towerline along
Grade Separator/Flyover.

...

Dear Sir,

A no. of grade separators/flyovers are being constructed on the major road cross-sections to stream line the traffic. Earlier while finalising the road cross-sections for major roads, there was a very close intersection between DDA & DESU and accordingly DDA had reserved corridors for towerlines along all major roads for different cross-section. Now, that the plans for grade separators/flyovers are being finalised by DDA it is very necessary that the same corridor should be reserved, as that the power line for our long range planning when come in future there is no difficulty in accommodating the lines at these intersections.

This issue has been raised by our planning department earlier during the various meetings held with perspective planning wing of DDA. Also DESU's representative emphasised that point during the Technical Committee meeting held on Monday, the 17th September, 1990. I would therefore, like to impress upon you that the required corridor along the grade separator/flyover area reserved while approving the plans thereof.

Yours faithfully,

Sd/-

(ER. B.B.DAS)
ADDL. GENERAL MANAGER(TECH.)

Copy to:-

1. Secy to L.G. of Delhi
2. Enggg. Member, DDA, vikas Sadan
3. Commissioner(Plg.) DDA, Vikas Minar
4. Chief Engineer(CPWD)
5. Chairman DTDC
6. G.M.(E) DESU.

OFFICE OF THE SUPDG. ENGR(PLG)
FLYOVER PROJECT PWD(DA) ZONE1

No.SE(Plg.)/EEI/DA/DK/138

Dated 6.12.90

Shri Prakash Narain,
Joint Director(T),
DDA Vikas Minar,
New Delhi.

Sub:-Proposal of grade separator at the intersection
of Ring Road and S.P. Marg(Dhaura Kuan),New Delhi.

With reference to the discussions held with you
by Sh. Prabhash Singh S.E.(Plg.) Flyover Project, DAZ.I,
New Delhi on 3.12.90, the necessary modification have now
been made in the drawing. The revised set of drawings as
detailed below are sent herewith for further necessary
action please.

1. Drawing No.NATPAC/DS/RR/OIC- Improvement Plan.
2. Drawing No.NATPAC/DS/RR/OIA-Service Plan.

Encl: As above. 2 nos. drawings.

Executive Engr.(Plg.)I,
Flyover Project,PWD(DA),
MSO Building, I.P. Estate
New Delhi.

Item No. 128

Sub:-Construction of building with 0.115 (4¹/₂)" outer walls by the allottees in Rohini Scheme.

F₃(60)/90-MP.

The case is regarding the construction of 0.115 M (4¹/₂)" outer walls for the plots falling under allotment category in Rohini scheme. This scheme had been planned to give 97% plots to the Economical Weaker Sections, Low and Middle Income Groups (Allotment Scheme) To assist the individual in their attempt to build their home in Rohini DDA has adopted simplified procedure. The standard plans have been prepared for the plots of all allotment category. All the standard designs have been prepared with individual 9" thick outer walls but the common walls are permissible with the mutual consent of adjoining owner/owners at the sole responsibility of the allottees.

During the construction in most of the cases, site reports are being received from the field staff with the remarks as given under:-

- 1.. The building has been constructed with 0.115 M (4¹/₂)" thick outer walls, However, the allottees have provided RCC columns and beams to ensure the safety of the structure.
 - a. The building has been constructed with 0.115 M (4¹/₂)" thick outer walls without RCC columns & beams, no consideration has been given for the structure safety mainly on the plots measuring 26 & 32 sq. Mtrs.
2. The cases have been examined and it is observed that due to the smaller sizes of the plots and under allotment category the matter be considered as under:-
- i. On the request of the allottees, we may consider for the approval of Forms 'D' & 'E' if the building outer walls have been constructed with RCC columns & beams to ensure the safety of the structure with 0.115 M (4¹/₂)" thick outer walls for the plots except the corner plot i.e. the allottee has to construct 9" thick corner outer wall, the same structure is certified by the Architect/Bearing Membership of council of Architects with the DDA and owner indemnify against any mishap due to such type of construction.

- ii. That the building constructed with outer walls only with 0.115 M ($4\frac{1}{2}$ ") thickness without RCC columns & beams may not be considered structureally sound, hence the forms B, D & E may not be considered for approval and the allottee be asked to construct the outer walls as per the sanctioned stadard design/plan or with R.C.C. columns & beams.

The matter is placed before the Technical Committee for consideration.

Item No. ~~10~~ 9

Sub: Proposal for a new 4 lane parallel bridge downstream of existing bridge over Yamuna River at I.T.O., New Delhi. F5(32)87-MP

1. Location: Delhi Administration has envisaged a four lane bridge parallel to existing bridge over Yamuna at I.T.O. The I.T.O. bridge connects Vikas Marg and East marginal bandh intersection with the intersection of West Marginal Bandh (Ring Road and Indraprastha Marg intersection) The proposed new bridge is proposed at a distance of 15 to 20 mtr. downstream of the existing ITO bridge as recommended by Central Hydraulic Research Institute Khadakwasla and CWC.

2. Existing Condition:

(a) Volume: The existing ITO Bridge has four lane divided carriageway. The CRRI studies conducted in 1986 have indicated that this bridge is carrying 92,549 vehicles per day. The CRRI study has also indicated that the traffic growth on the existing ITO bridge is very high. The category-wise growth rate as indicated by CRRI studies are given below:

Fast vehicle	18.56%
Cycle	4.6%
Slow movement	28.2%

(b) Road Network: (i) PWD has already widened the Vikas Marg to 6 lane divided carriage way.

(ii) MCD has already widened the Deen Dayal Upadhyay Marg to 6 lane partly undivided partly divided carriageway.

(iii) The left marginal bandh road (East) is being widened from 2 lane to 4 lane between Old Raj C um road bridge and existing ITO bridge.

(c) Proposals: (i) The SE (PWD) is informed that a grade separator at W point intersection (Bahadurshah Zafar Marg & Indraprastha Marg) (ii) MCD has envisaged a grade separator at A point intersection (Tilak Marg, Sikandra Road, Mathura Road and Bahadur Shah Zafar Marg) These items were placed before the Tech. Committee in its meeting held on 28.8.89. The decision of the Tech. committee is as under:

This item was discussed in detail. In general it was considered that it may not be desirable to provide a flyover near Supreme Court and also on the access leading to India Gate. The NDMC/MCD may work out the management scheme alongwith the provision of cycle and pedestrian subway wherever required. The engineering measures if any could be re-examined after the study "priorities" for development of road system for Delhi 2001" and the detailed project report for East - West MRTS Corridor are not available.

3. BACKGROUND:

The proposal has been discussed in the meetings held under the Chairmanship of Secretary (L&B), Delhi Admn. and in the Road Safety, Traffic & Transportation Engineering Committee. In the meeting held on 6.3.89 under the Chairmanship of Chief Secy., Delhi Admn. It was decided that Secy. (Home) Delhi Admn. would convene a meeting of all concerned officers including DDA, MOST, PWD, NATPAC, Traffic Police, and Sh. Bali (Retired IAS) to formalise location and circulation pattern for the proposed additional bridge at ITO

This case was discussed in the meeting held under the Chairmanship of Secy. (Home) Delhi Admn. held on 11.4.89. In this meeting, it was resolved that a report prepared by NATPAC for the dispersal of traffic on eastern and western side of the proposed bridge be sent to DDA for further necessary action.

Accordingly a request was made by DDA vide letter dt. 5.6.89 to S.E. Yamuna Bridge Project, PWD, Delhi Admn.

L.G. Meeting:

The Lt. Governor, Delhi reviewed the progress of various Grade Separators and bridge on Yamuna in the meetings held on 20.7.90 at Raj Niwas.

The CE(YBP) with the help of facts and figures indicated the need of 14 Additional Lanes across Yamuna between the bridge at Wazirabad and Nizammuddin and submitted the following proposal:

- i. ITO Bridge - 4 additional lanes
- ii. Wazirabad bridge - 6 additional lanes
- iii. Nizammudin Bridge - 4 additional lanes.

4. PROPOSAL UNDER CONSIDERATION:

S.E. (PWD) Delhi Admn. vide letter dt. 12.10.90 has forwarded the scheme alongwith the copy of the Technical report prepared by M/S NATPAC. The S.E., PWD Delhi Admn. has also enclosed drawings indicating the dispersal of traffic on the eastern and western end of the existing ITO bridge and proposed parallel bridge.

For the Western end, the PWD has submitted the copies of the proposals envisaged by NDMC/MCD for A point and W point intersections and also the approved scheme of the flyover at the intersection of I.P. Marg and Ring Road. Out of which the flyover on the Ring Road was constructed during ASIAD and the part of the scheme is yet to be implemented.

Similarly for the Eastern end the intersection improvement of the Vikas Marg and Marginal Bandh road has been prepared by the NATPAC.

The technical report regarding the development of approach areas and traffic dispersal system in connection with widening of Yamuna Bridge at ITO has been visualised the problems that would arise at each of the approach area through the implementation of such scheme. The main problems would be :

- i. Geomatic design at either end of the bridge.
- ii. The traffic circulation in this area, particularly along I.P. Marg, Din Dayal Upadhyay Marg axis (Up to C.P.

In addition to above drawings and report the PWD, Delhi Admn. vide letter dt. 5.4.90 had also submitted 2 copies and conceptual drawings indicating the proposal of an additional bridge over river Yamuna parallel to ITO bridge at distance of 15 mtr. downstream. The SE(PWD) while submitting the proposal vide letter dt. 17.10.90 has requested that development of bridge parallel to Yamuna and the improvement of surrounding network may not be linked and be located at independently.

D.D.A.'S observations:

- a. Master Plan Proposals
 - i. The Master Plan of Delhi-2001 has envisaged the following bridges on Yamuna:
 - i. Wazirabad Bridge (existing 2 level bridge)
 - ii. ISBT 8 lanes bridge (4 lanes in operation 4 lane are yet to be opened for traffic)
 - iii. Old Yamuna bridge (existing 4 lane bridge)
 - iv. ITO bridge (existing 4 lane bridge)
 - v. Nazamudin Bridge (4 lane existing bridge)
 - vi. Medanpur Khaddar (4 lane existing bridge, yet to be connected with Mathura Road.
- b. OTHER OBSERVATIONS:
 - i. For traffic dispersal and geomatic design at either end of the bridge need to be workout in detail.

- ii. the traffic circulation/dispersal on west and particularly over I.P. Marg, DD Upadhyay axis upto C.P. on and end of Ajmere Gate intersection on the other end needs to be studied in detail.
- iii. Similarly the traffic circulation/dispersal in the east upto the intersection of Road no. 57 of Vikas Marg needs to be studied in detail.
- iv. the central span of ITO flyover is approx. 60 m. underneath through which the carriageway of I.P. Marg provided access to existing ITO bridges. Thus the existing span of the ITO bridge on Ring Road in relation to the required width of span after the construction of parallel bridge needs to be carefully examined.
- v. Keeping in view the road network possible circulation pattern in respect to city network in the East and West of Yamuna : + The suggested priorities are as under:
 - a. Completion of ISBT Bridge.
 - b. Connection of Madanpur Khaddar Bridge with Mathura Road.
 - c. Widening of ITO Bridge.
 - d. Nazammuding bridge from 4 lanes to 8 lanes.
 - d. Widening of Wazirabad Bridge.
 - f. ITO Bridge, if required.
- vi. In case ITO bridge is to be provided as first priority, a detailed circulation scheme from road No. 57 in the east upto the Connaught Place and Ajmere Gate in West may have to be worked out in a comprehensive manner and needs to be developed in a comprehensive manner, so that by the time ITO bridge is complete, the surrounding network is also ready to take up improve facilities on ITO bridge.
- vii. As per the policy guidelines ~~approved~~ approved by the Authority vide 54 dt. 13.8.90 a composite scheme indicating the improvements required upto the next important intersection needs to be worked out for the consideration of the Tech. committee/ Authority.

viii. SE(PWD) (YBP) mentioned vide letter dt. 12.10.90 that the design of intersection and dispersal of the bridge from bridge approaches and independent schemes and should not be linked up with the approval of ITO, Bridge Project. In this regard T.T. Unit is in the view that the bridge should be a complementary project of the approaches and dispersal system.

ix. In a sketch plan PWD has suggested dispersal for Western end from Tilak Marg and to Ring Road by means of loop connection. This also required detail examination from circulation as well as in the context of MRTS study.

The item is placed before the Technical committee for its consideration.

Item No. 15/0

Sub: Alignment plan of Roshanara Road from its junction with Rani Jhansi Road upto its crossing with Malkaganj Road near Dina ka Talab integrating the junctions/intersection designs of 24 mt. and above R/W Roads.
File nos. F5(26)86-MP F5(41)84-MP

1. Location: Roshanara Road is a major collector Road in the old city starting from Rani Jhansi Road junction to Clock Tower and meeting Malka Ganj Road at Dina Ka Talab. This road forms an important link for the densely populated colonies of Shakti Nagar, Kamla Nagar, Old Subzi Mandi, Malkaganj and Delhi University Area.

2. Background: This case was discussed in the Technical committee meeting held on 17.9.90 () in which the following decision was taken:

"After detailed discussion Ph. I & II were recommended for approval, subject to the transport booking offices and godowns located in Roshanara Road being shifted to Sanjay Transport Nagar where they had already been allotted alternative sites. The committee further desired that Delhi Traffic Police should work out a traffic management for Ph. III between Clock Tower and Dina Ka Talab, after which phase III should be brought before the Technical committee alongwith the traffic managementscheme for a fresh look".

As desired by the Technical committee in the above meeting, DCP (Traffic) vide letter dt. 30.11.90 () has given the following traffic management measures being taken for part III between Clock Tower & Dina Ka Talab crossing:

- i. Prohibition of HTV's for 24 hours in the stretch between Clock Tower & Dina Ka Talab including State Tpt. Service, Private buses & private vehicles viz., cars, scooters.
- ii. A proposal has been sent by DCP(T) to local authorities for:
 - a. Reduction of the footpath width to 2 ft. so that the widening of the road is used for parking HTV's closer to the shops leaving behind more space for traffic flow.

- iii. To put the electric poles in the central verge.

3. DDA's observations: The existing R/W of Roshanara Road between Clock Tower and Dina Ka Talab is about 18 mts. with carriageway width varying between 10 mts to 12 mts footpaths between 2 mts to 3.5 mts as per the survey supplied by MCD. The proposal from DCP(Traffic) envisages construction of about 8.14 mtrs wide carriageways on either side of the central verge of 0.60 mts and 0.60 mts wide footpaths on either side. The narrow width of footpaths shall leave little space for shopkeepers to spillover and by including the additional footpath space in the carriageways, it shall help in providing on street parking facilities for the shoppers leaving one and a half lanes for traffic flow. This may be considered as a phase I movement, however, in the phase II, the R/W as envisaged in the Master Plan may be developed as per the alignment plan.

4. The case is put up to the technical committee for considerations.

Laid on the table

Item No. 17.11

Sub:-Allotment of land for Gas Godown site to

- i. M/s Bharat Petroleum Corpn. Ltd. in Rohini
- ii. M/s Indian Oil Corpn. in Rohini.

F.13(8)/90/CRC/DDA

~~F.13(8)/90/CRC/DDA~~

Request for allotment of gas godown sites in Rohini from BPC and IOC has been received through New Lease Branch DDA.

2. As per the norms prescribed in MPD-2001, one gas godown site is to be provided for 40,000 population having plot size as 20 mt. x 26 mt. inclusive of Chowkidar's hut and to be located in industrial area or service centre. Since there is no land use proposal such as industrial area, service centres in Rohini Project Area, a proposal was formulated earlier to locate gas godown sites in the suitable buffer spaces near Sector-1, XI, XV and XIX and accordingly temporary sites were approved by Competent Authority in the buffer space adjoining to supplementary drain in sector-XV. In these four buffer space locations four gas godown sites in each location was also proposed to generate about 16 gas godown sites adequate for about 8 lakh population @ one gas godown site for every 40,000 to 50,000 population (Proposal laid on the table).

3. Accordingly two sites have been proposed after suitable site inspection and obtaining clearance from Hort. Department in sector-I of Rohini near Avantika, These two sites are located on the western side of Mangolpur-Kanjawala road after leaving a setback of 17.5 mt. from the existing R/W in order to ensure widening of this road at this side to the proposed width of 40 mt. and side by side protecting already planted trees along this existing R/W of this road. These two sites each having dimension 20 mt. X 26 mt. as shown on the plan will be approached by the existing sector road with available width of 23.5 mt. from Mangolpur Khanjawala road to the existing drain and also have a set back of 5 mt. from the existing 11 KV high tension line as safety measures.

4. This proposal as laid on the table is submitted for consideration of the Technical Committee for allotment of these two sites to above mentioned two oil companies.

Item No. 12

Subj: - Carving out of petrol pump sites in Planning Division G & H.

PA/Jt. Dir. (Plg. II) 90/23

In the Technical Committee meeting held on 28.6.90 the subject of approval of new petrol pump sites in Delhi Urban Area was considered and following decisions were taken:-

"The Master Plan for petrol pumps as prepared by the area planning wing was approved in principle with the following actions to be initiated:

- i. Reference should be made to the Ministry of Petroleum with regard to their policy of reduction in consumption of petroleum products in relation to the demand of a large number of sites of petrol pumps.
- ii. Shifting of objectionable petrol pumps sites/ would be given first priority out of the 39 sites agreed/approved as new sites in the Master Plan of petrol pumps.
2. In the Technical Committee referred above a total number of proposed 20 new petrol pump sites were agreed in principle (details- annexed) wherein 4 sites were falling in plg. Div. 'G' and 3 sites in plg. Div. 'H' as details given below:-

Div. 'G'

- i. Filling cum service station on North east of Jail road within area earmark as Master Plan green zone G-8.
- ii. Filling cum service station in village Neera Garhi west of outer Ring Road Zone-G.17
- iii. Filling cum service station on East of Ring Road between the crossing of patrol Road and cremation ground Punbaji Bagh Zone-G-3.
- iv. One petrol pump for 2/3 wheelers on 80' road R/W within the facility centre FC-36 Madipur Zone G-10.

Div: 'H'

- i. Filling cum service station on the South of 100' road R/W opposite Railway Co-operative House Building society Ashok Vihar Ph-IV zone H-3.

ii. Filling cum service station at East of Kali Das Marg between Gurudwara Crossing and drain crossing west of Delhi Administration flats Gulabi Bagh zone H-12 100' road R/W.

iii. Filling cum service station on the North of 150' road R/W within Facility centre i.e. proposed hospital site adjacent to the parking zone H-5

3. Based upon the decision of the Technical committee detail plans in respect of sites falling in plg. Division G & H have been prepared after having checked the feasibility at site and it has been found that in plg. Division 'G' 3 sites are feasible while plg. Division 'H' 2 sites are feasible. Detailed report in respect of these petrol pumps is annexed.

4. The proposal for detail layout plans of 3 petrol pump sites in plg. Div. G & 2 petrol pump sites in plg. Division 'H' is laid on the table for the consideration/approval of the Technical Committee.

proposed 20 new petrol pump sites detail given below

Divn: 'B' 1 nos. (area 36 m x 30 m)

One filling cum S/Stn. on South of Road no. 40 between drain coming from the Karol Bagh and Kali Das Marg crossing near Sarai Rohella.

Divn. 'C' 1 nos. (area 36.58 x 45.72 m)

Filling cum S/Stn. on the South of Road no. 50 at 300' (91m) road R/W adjacent to Community Centre Dhir pur scheme.

One filling cum service station on the north of 45m proposed peripheral road of Dhirpur scheme in Facility Centre near village Gopal Pur.

Divn: 'D' 1 nos (area 36m x 30 m)

Filling cum service Station at road no. 25 from Pusa Gate to InderPuri Todapur village on the east of 100' Road R/W.

Divn: 'E' 7 nos.

Filling cum service station on the south west of Road no. 69

Filling cum service station on the north east Road no. 64

Filling cum service station on the east of Road no. 56

Filling cum service station on the south of NH-24.

Filling cum service station on the 100' road R/W near Dairy Farm Khichri pur.

One petrol pump site for 2/3 wheelers on the road adjoining road no. 75-76 Shakkar Pur.

One petrol pump site for 2/3 wheelers at Dilshad Garden.

Divn: 'F' 2 nos.

Filling cum service station at Pushap Vihar Community Centre on Martial Tito Marg.

Filling cum service station in Okhla Industrial Area Phase I in the proposed community centre.

Divn: 'G' 4 nos.

Filling cum service station on north east of Jail road within area earmark as Master Plan Green zone G-8.

Annexure II

Detail feasibility report of proposed Retail outlets in Plg. Division 'G' & 'H'.

Planning Division 'G'

- i) Filling Gum Service station on North East of Jail Road within area earmarked as Master Plan Green Zone G-8 (Recommended for approval).

The proposed site is identified on the North of Jail Road of 150' R/W adjoining to I.T.I. Tilak Nagar. The site measures an area of 30x36m and the location is in the Master Plan Green. 4 trees are existing at site which will be required to be cut. Besides some eucalyptus trees which are existing in the road R/W shall also have to be cut for approach roads to retail out let site.

- ii) Filling cum service station in Village Peera Garhi West of Outer Ring Road Zone G-17. (Recommended for approval).

The proposed site is on the Outer Ring Road. The area measuring 30x36m and carved out within the undeveloped area marked as green in the plan. The site is lying vacant and is approachable by a service road and feasible. The boundary wall/railing is existing at site.

- iii) Filling cum service station on East of Ring Road between the crossing of Patel Road and Cremation ground, Punjabi Bagh Zone G-3 (Recommended to be deleted).

The site is not found feasible as 3 nos of H.T. lines are passing in the area.

- iv) One petrol pump for 2/3 wheelers on 80' road R/W within the Facility Centre FC-36 Madipur Zone G-10.

The proposed site earmarked in an area measuring 18.5x15m for 2/3 wheelers on the 80' road is a part of approved layout plan of facility centre no. 36 wherein it is a part of the C.S.C. site of refuge Co-operative House Building Society. Otherwise the site is feasible.

contd.....2/-

PLANNING DIVISION 'R'

1. Filling cum service station on the South of 100' road R/W opposite Railways Co-operative House Building Society Ashok Vihar Ph-IV Zone H-3. (Recommended to be deleted)

Due to construction of boundary wall and development the green area in the name of Ashok Vane, it has not been found feasible/desirable to carve out the proposed petrol pump site agreed in the Technical Committee.

2. Filling-cum-service station at East of Kali Das Marg between Gurudwara crossing and Drain crossing West of Delhi Administration flats Gulabi Bagh Zone H-1 & 2 100' road R/W (Recommended for approval)

The proposed site along the Kali Das Marg of 30.48m R/W is near Jaswant Nursery. The site measured 30X36 m for filling cum-service station. This site is feasible subject to cutting of about 60 grown up eucalyptus trees existing within the site/plot.

3. Filling cum-service station on the North of 150' road R/W within Facility Centre i.e. out of proposed hospital site adjacent to the parking zone H-4 (recommended for approval).

The proposed site is along the road No. 43 of 150' road R/W & measures an area of 30X 36m and in the corner of the proposed hospital. This site is feasible no trees are falling under the proposed site.

DELHI DEVELOPMENT AUTHORITY
AREA PLANNING & BUILDING

Plan no 13

AGENDA ITEM FOR TECHNICAL COMMITTEE

SUBJECT: POLICY REGARDING ALLOTMENT OF LAND TO CHURCH.

1. The president, Delhi Catholic Archdiocese vide his letter dt. 19.11.90 has requested for allotment of land for the construction of Church in Pitampura and Rohini.
2. The plots of about 400 sq.mt. in size offered in Pitampura and Rohini are not acceptable. Since they feel that these plots are small & the built up area available on the plots of 400 sq.mts. would not be sufficient to accommodate about 500 persons at a time.
3. It has been requested that the plots measuring ~~800-1000~~ 800-1000 Sq. meters be considered for allotment for the construction of a Church as a Policy matter so that the devotees of the area could be accommodated in the building at the time of the Prayer.
4. The case is examined in the Planning Cell and comments are as under:-
 - i) Generally religious buildings are being allotted land measuring 412 sq.mts. (500 sq.yds) but in some cases depending upon the nature of the activities of the religious institutions plots more than 500 sq.yds. have also been allotted for religious purposes after obtaining the approval of the Competent Authority.
 - ii) MPD-2001 recommends a plot size of 400 sq.mts. for religious buildings which as per building controls provided therein would provide maximum floor space of the order of about 250 sq.mts. if total permissible FAR is availed. The floor space can be so generated if the building is constructed two storey which is generally not a practice in case of the Church buildings and thereby would not accommodate the required number of devotees at a time.
5. Keeping in view the observations stated above it is proposed that Church could be considered to be allotted land measuring about 800 sq.mts. subject to the condition that no other plot for the other purposes would be allotted within the Radius of 2 Kms. from the proposed site in an area.
6. Proposal contained above in para 5 is placed before the Technical Committee for its consideration.