

DELHI DEVELOPMENT AUTHORITY
MASTER PLAN SECTION

F.1(46)95-MP

Dt.6.12.95

The 54th meeting of Technical Committee held on 28.11.95 at 9.30 A.M. in the Conference Room of Vikas Minar, 5th floor, DDA, New Delhi.

The following were present:

DELHI DEVELOPMENT AUTHORITY:

1. Shri Anil Kumar, Vice Chairman (In chair)
2. Shri R.L.Hans, Engineer Member
3. Shri Arun Mhaisalkar, Commissioner (Plg.)
4. Shri Santosh Auluck, Chief Architect
5. Sh. P.C.Jain, Addl. Commr. (AP)
6. Sh. K.K.Bandyopadhyay, Addl. Commr. (DC&B)
7. Sh. Prakash Narayan, Director (PPR)
8. Sh. R.K.Jhingan, Director (Land Scape)

TOWN AND COUNTRY PLANNING ORGANISATION:

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

DELHI POLICE:

10. Sh. J.S.Rana, ACP (Traffic)

C.P.W.D.

11. Sh. Kapil Setia, Dy. Architect (H&TP)I

LAND AND DEVELOPMENT OFFICE:

12. Sh. L.D. Ganotra, Engineer Officer

MUNICIPAL CORPORATION OF DELHI:

13. Sh. Shamsheer Singh, Addl. Town Planner

SPECIAL INVITEES

14. Sh. Deepak Kapoor, Exen. (Plg.)I, DESU for item no. 102/95
15. Sh. V.K.Gupta, Asstt. Engineer (Plg.) DESU for item no. 102/95
16. Sh. S.P.Rastogi, Supdtg. Engineer, Design, DDA for item no. 103/95
17. Shri Ashok Kumar, Director (T) DDA for item no. 102 & 103/95
18. Sh. C.P. Rastogi, Director (SPG) DDA for item no. 105/95
19. Sh. M.N. Khullar, Addl. Chief Architect, II, DDA
20. Sh. Pradeep Behari, Addl. Chief Architect, I, DDA.
21. Shri A.K. Gupta, Director (Narela) DDA

The following items were discussed:

1. **Item No.102/95**

Sub : Erection of 33 KV/HT line from Shalimar Bagh 220 KV Sub.Stn. to Sanjay Gandhi Transport Nagar Sub-Station.

F.6(1)92-MP

The proposed road alignment of 33 KV HT line from Shalimar Bagh to 220 KV S/Stn. to Sanjay Gandhi Transport Nagar Sub-Station was discussed in detail by Technical Committee and the same was approved subject to the condition that:

- i) Route should be erected 1.5 mt. away from the property line; and
- ii) the existing 11 KV line be dismantled for the erection of this 33 KV line.

2. **Item No.103/95**

Sub : Standard Cross Sections for 20 M, 40 M and 80 M right of way roads.

F.5(6)95-MP

After detailed discussion, the Technical Committee took the following decisions:

- i) The proposed cross sections provide guidelines for maintaining a uniform main carriageway for roads of different right of way, laying of under ground/over ground services and the tree plantation. Other details viz. parking lanes, cycle tracks, service road & footpaths be provided as per the developments on the either side of the road.
- ii) In the 20 M r/w road, 7.50 mt. r/w be developed in the initial phase. Further developments be taken up after laying the services and development on either side.
- iii) In the 40 M and 80 M r/w roads, 5.50 mt. wide carriage way be constructed from the edge of the main carriage way initially. Further widening & development of road be taken after the services have been laid.
- iv) Suitable management measures be taken up to protect the road right of way.

3. **Item No.104/95**

Sub : Layout plan of Integrated Freight Complex at Gazipur, Delhi.

F.3(50)95-MP

After detailed discussion, the layout of integrated freight complex, Gazipur was approved by the Technical

Committee with the following recommendations:

- i) Layout be transferred on the Survey Plan of the area and modifications, if any, be sorted out through Commr.(Plg.) without referring to the Technical Committee again.
- ii) As this Freight Complex would generate heavy traffic in terms of entry and exit from NH-24 and since the adjoining area of this complex would also be influenced by its activities, proper care be taken in the proposal.
- iii) Inputs from the Lands Deptt., DDA be also obtained about the size and number of plots required to be provided for each category of use.
- iv) Action be taken for obtaining the approval of DUAC and the plan be referred to the Engg. Deptt. for assessment of services requirement.

4. Item No.105/95

Sub : Lutyens' Bungalow Zone, New Delhi - related issues arising out of Ministry's letter dt.6.10.95.

F.20(5)92-MP

Deferred.

5. Item No.106/95

Sub : Amendment of area from 10.0 acres to 8.52 acres Change of land use from 'public and semi-public facilities' to 'residential' (Nurses hostel) at Srinivaspuri .

The Technical Committee agreed to the corrections to be made i.e. from 10 acres to 8.52 acres as per the reasons given in the agenda note and recommended that the matter be processed further.


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

Copy to:

1. OSD to VC for the information of the latter.
2. Engineer Member, DDA
3. Principal Commissioner
4. Commissioner (Plg.)
5. Commissioner (LD)
6. Chief Architect, DDA
7. Addl. Commr. (DC&B)
8. Addl. Commr. (TYA) DDA
9. Addl. Commr. (AP) DDA
10. Chief Planner, TCPO
11. Chief Architect, NDMC
12. Town Planner, MCD
13. Secretary, DUAC
14. Land & Development Officer
15. Sr. Architect (H&TP) CPWD
16. Deputy Commissioner of Police (T)
17. Chief Engineer (Plg.) BESU
18. Director (Land Scape) DDA
19. Commissioner (LM) DDA
20. Secy. to L.G.
21. Director (PPR)


(P.V. MAHASHABDEY)
JOINT DIRECTOR (MP)

DELHI DEVELOPMENT AUTHORITY
(DEV. CONTROL & BUILDING)

NO.1(1)95-MP.

Dated: 24.11.95

MEETING NOTICE

The 54th Technical Committee meeting of the DDA will be held on 28.11.95 at 9.30 AM in the Conference Hall, 5th Floor, Vikas Minar, I.P. Estate, New Delhi.

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


(K.K. Bandyopadhyay)
Addl. Commr. (DC&B)

I N D E X

<u>Sl.No.</u>	<u>ITEM NO.</u>	<u>PARTICULARS</u>	<u>PAGE NO.</u>
1.	102/95	Erection of 33 KV/H.T.Line from Shalimar Bagh 220 KV S/ Stn. to Sanjay Gandhi Trans- port Nagar S/Stn. F.6(1)92-MP	1
2.	103/95	Standard Cross-Sections for 20 M, 40 M & 80 M R/w roads in Urban Extension. F.5(6)95-MP	7
3.	104/95	Layout plan of Freight Complex at Gazipur, Delhi F.3(50)95-MP	30
4.	105/95	Lutyens' Bungalow Zone, New Delhi - Related issues arising out of Ministry's letter dt. 6.10.95. F.20(5)92-MP	32

The following items were discussed:

ITEM NO.102/95

Sub: Erection of 33 KV/HT Line from Shalimar Bagh 220/KV/S.Stn. to Sanjay Gandhi Transport Nagar Sub-Station.
(F.6(1)/92-MP)

The proposed road alignment of 33 KV HT Line from Shalimar Bagh to 220 KV S/Stn. to Sanjay Gandhi Transport Nagar Sub Station was discussed in detail by Technical Committee and the same was approved subject to the condition that:

- (i) Route should be erected 1.5 mt. away from the property line; and
- (ii) The existing 11 KV line be dismantled for the erection of this 33 KV Line.

ITEM NO.103/95

Sub: Standard Cross Sections for 20 M, 40 M and 80 M R/W roads.
(F.5(6)/95-MP)

After detailed discussions, the Technical Committee took the following decisions:

- (i) The proposed Cross Sections provide guidelines for maintaining a uniform main carriageway for roads of different R/W, laying of underground/over ground services and the tree plantation. Other details viz. parking lanes, cycle tracks, service road & footpaths be provided as per the developments on the either side of the road.
- (ii) In the 20 M R/W road, 7.50 mt. r/w be developed in the initial phase. Further developments be taken up after laying the services and development on ^{either} other side.
- (iii) In the 40 M and 80 M r/w roads, 5.50 mt. wide carriage way be constructed from the edge of the main carriage way initially. Further widening & development of road be taken after the services have been laid.
- (iv) Suitable management measures be taken up to protect the road R/W.

ITEM NO.104/95

SUB: Layout plan of Integrated Freight Complex at Gazipur, Delhi.
(F.3(50)/95-MP)

After detailed discussions, the layout of Integrated

Freight Complex, Gazipur was approved by the Technical Committee with the following recommendations:

- (i) Layout be transferred on the Survey Plan of the area and modification, if any, be sorted out through Commr.(Plg.) without referring to the Technical Committee again.
- (ii) As this Freight Complex would generate heavy traffic in terms of entry and exit from NH-24 and since the adjoining area of this complex would also be influenced by its activities, proper care be taken in the proposal.
- (iii) Inputs from the Lands Deptt., DDA be also obtained about the size and number of plots required to be provided for each category of use.
- (iv) Action be taken for obtaining the approval of DUAC and the plan be referred to the Engg. Deptt. for assessment of services requirement.

ITEM NO.105/95

Sub: Lutyen's Bungalow Zone, New Delhi-Related issues arising out of Ministry's letter dt.6.10.95.

(F.20(5)/92-MP)

~~The Technical Committee deferred the item with the suggestions that the issues be discussed internally in the first instance.~~

ITEM NO.106/95

Sub: Amendment of area from 10.0 acres to 8.52 acres - Change of land use from 'Public & Semi-public facilities' to 'Residential' (Nurses Hostel at Srinivaspuri).

The Technical Committee agreed to the corrections to be made i.e. from 10 acres to 8.52 acres as per the reasons given in the agenda note and recommended that the matter be processed further.

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DELHI DEVELOPMENT AUTHORITY
MASTER PLAN SECTION

NO. F. (46)/95.-MP

Dated

Draft minutes of the 54th. meeting of Technical Committee held on 28.11.95 at 9.30 A.M. in the Conference Room of Vikas Minar, 5th. Floor, DDA, New Delhi.

The following were present.

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5. Shri P.C.Jain, Addl. Commr. (AP)
6. Shri K.K. Bandyopadhyay, Addl. Commr. (DC&B)
7. Shri Prakash Narayan, Director(PPR)
8. Shri R.K. Jhingra, Director(Land Scap/e)

TOWN AND COUNTRY PLANNING ORGANISATION

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21. Shri A.K. Gupta, Director(Narela), DDA, fax

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(DEV. CONTROL & BUILDING)

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(K.K. Bandyopadhyay)
Addl. Commr. (DC&B)

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4.	105/95	Lutyens' Bungalow Zone, New Delhi - Related issues arising out of Ministry's letter dt. 6.10.95. F.20(5)92-MP	32
5.	106/95	Change of land use of an area, measuring 8.52 acres in stead 10 acres from 'public and semi-public facilities' to 'residential' for nurses hostel at Srinwaspuri, New Delhi. F.20(3)/93-MP	46

Subject: Erection of 33 KV/d.r. line from
Shalimar Bagh 220 KV S/Stn. to
Sanjay Gandhi Transport Nagar S/Stn.

File No. F.6(1)92 MP.

...

1. INTRODUCTION/Background;

- a) The proposal forms a part of the combined proposal of 33 KV O/H line from 220 KV/Stn. at Shalimar Bagh to Sanjay Gandhi Transport Nagar and Loop-in-Loop out of Shalimar Bagh Jahangir Puri line at Sanjay Gandhi Transport Nagar. Earlier the issue was discussed in the Technical Committee Meeting held on 12.11.93 and the following decisions were taken.

"It was decided that the proposed route alignment from Shalimar Bagh S/Stn. to Sanjay Gandhi Transport Nagar should be under ground and from Jahangirpuri to Sanjay Gandhi Tpt. Nagar, it may be over-head line. Accordingly, the route alignment with this modification was approved."

- b) Subsequently L&SU has requested for re-consideration of 33 KV/OH route alignment from Shalimar Bagh to Sanjay Gandhi Tpt. Nagar and submitted a techno economic justification for 33KV O/H route alignment on 22.3.95.
- c) Justification for having O/H lines instead of U/G cables are given as under:
- i) Laying of U/G system is almost 10 times costlier than the O/H system for transmission of same quantum of power which is not techno-economically visible.
- ii) The 33KV O/H system is now proposed to be erected on the existing route alignment of 11KV O/H line which is under process of being converted into U/G system.

- iii) As to take two O/H lines on one tower line along the G.T. Road for a stretch of 400 Mt. length, it is mentioned that junction of wire Tower where pole line is to be connected shall cover more space around the tower. Hence, restricting the road development.
- iv) Any further shifting of O/H alignment is easier compared to that U/G system which is comparatively costlier also considering that this area is at the primary stage of development.
- v) More quantum of power can be transmitted and any fault can be quickly attended and rectified, thus giving more reliable power supply in the O/H system.
- vi) The O/H System also helps in restricting unauthorised encroachments etc.

Subsequently a modified proposal for O/H route alignment was submitted on 26.7.1995. After examining the proposal, it was discussed with DESU Officers on 29.9.1995 in the room of Dir.(TT)/BDA.

(2) DETAILS OBSERVATIONS :

Total length of the Route Alignment is 3.0 Km. The route alignment has been taken from 220 KV Chhalidurga Bagh Sub Station to Sanjay Gandhi Transport Nagar 220 KV Sub Station. The route has been taken as under :-

Route Detail	DESU Proposal	BDA's Observations
1) From the Sub-station to Road No.26	Along 30 Mtr.R/W road the route has been proposed along the eastern side having 3 Mtr. from the edge of the Road on the rail pole as shown in the section A1	The rail poles are proposed to be located on the outer foot path of the existing road. As per the approved plans seen, this location will be in the space between the poles. The rail poles are restricted at 1.5m from the edge of the road.

Route	DESU Proposal	DDA's Observations	
ii)	From the junction of 30 Mtr. road with Road No.26 upto the Rly. lines.	The route has been proposed on the northern side of the road leaving 13 Mtr. from the edge of the road (AA, BB). The location of rail pole at CC is reduced to 5 Mtr. as at this location there is a limitation due to the slope.	The proposed location of Rail poles has been examined as per the earlier approved cross section. As these proposed poles shall fall in the inner/outer foot path, this may be agreed with the condition that the existing 11 KV Pole lines be got dismantled before the 33 KV rail poles are erected.
iii)	From road No.26 to 24 Mtr. wide road along eastern side of the Rly. line.	The poles are proposed to be erected leaving 3. Mtr. from the edge of the Road.	The proposal forms a part of the existing foot-path. As per the draft standard cross sections location of the pole shall fall in the cycle track, as suggested earlier, the poles may be erected 1.5Mtr. from the property line.
iv)	From 30 Mtr. R/W road to G.T.Karnal road along southern side of 24 Mtr. R/W Rd.	The poles are proposed to be erected leaving 3.00 Mtr. from the property line.	The poles may be erected leaving 3.0 Mtr. from the Property line as proposed by DESU.
v)	Along G.T. Karnal Road upto the 230 KV Sub/Stn.	The route has been proposed 2.13 Mtr. from the edge of the R/W.	The location of the poles falls on the foot path of the approved cross section. It may be agreed.

FEASIBILITY STUDY :

Feasibility Study is placed at Annexure-I No Property/trees are affected.

PROFORMA FOR EXAMINING H.T. ROUTE ALIGNMENT CASES OF DRHU.

1. Subject: Approval for erection of 33KV O/H line from 220KV/33KV O/H by Shalimarbagh to proposed 33KV S/Station at Hoshangpur.
 - a) Route All through Bandhl-Top.Hose and Jangirpur out from of Substation at Shalimarbagh. Line at S.G.T.H. from point Q on per. No. 13-4376.
2. Category of H.T. Line : a) 33 KV
 - b) Whether underground or overhead. O/H (Railway crossing by U/G cable)
3. A short write up explaining the objectives of the route alignment, details of the route and whether the proposal is part of the overall grid. H.T. lines proposed in the area may be clarified and shown on the plan. To feed the proposed 33KV S/Station at S.G.T.H. The O/H feeders have been proposed along road No.26 and III-I, as shown in the per. No. 13-4376.
4. Connecting sub-station with allotment details and site plan be furnished. G.T. K. No. III-I, as shown in the per. No. 13-4376.

- a) Name of ESS 220/33KV Shalimar Bagh and 66/33KV Jangirpur.
- b) Status of S/Station - whether existing/under const. vacant site/yet to be allotted. Existing.
- c) Capacity. 2x16 MVA

5. Total length of H.T. Line in km. i) Shalimar bagh to S.G.T.H. 3.05 KM O/H 90M
6. Length of the alignment. ii) Point Q to S.G.T.H. 1.6 KM -
7. a) Location of phlon on the road cross section. iii) S.G.T.H. to Point P 1.79 KM -

Name of Road	No. of towers Rail pole line	R/W as M.P.	Available R/W	Distance from the edge of the available R/W.
1. Road No.26 i.e. outer X-ing Rd. (AA, BB, CC)	One feeder	60 M	60 M	8.15M, 7.7M 6 M respectively.
2. G.T.K. Rd. i.e. III-I	Three Pdrs.	100 M	100 M.	2.13M, 15.13M and 2.13M (in both the connections)

b) Map indicating exact route on the physical journey at 1:1000 scale (Max)

- i) Year of Base Map 1981-2001 PDA Zonal Plan
- ii) Scale of Base Map. 1:10,000

Subject : Standard Cross-sections for 20M, 40M & 80M
R/W roads in Urban Extension.
File No.: F.5(6)95 MP.

1.0

INTRODUCTION.

Delhi's road network is planned on a ring and radial concept. It has a hierarchical pattern of road network for orderly movement of the traffic. Standard road cross sections are essential for safe and smooth movement of traffic and orderly growth of urban space. The capacity of roads is also dependent on the design of the cross sections.

1.1

BACKGROUND.

Earlier standard cross sections for 80ft., 100ft., 150ft., 200ft. and 300ft. were developed by TCPO vide drawing no.C/M/88 dated 25/4/72. These cross sections are being generally followed for the implementation of the roads by the concerned local bodies. These cross sections need to be re-examined in view of the huge growth of the vehicles, integration of MRTS system and segregation movements of different modes of traffic for increased efficiency and safety.

The Narela Project Wing had prepared standard cross sections for their project which were studied in the Transportation Unit and discussed in the Pre technical Committee meeting held on 4/8/95. As per the Pre technical Committee meeting and discussion with Director(Narela Project), cross sections for 20M, 40M & 80M R/W roads have been developed as per details given below :-

2.1

20M R/W Roads.

These roads shall be predominately access and subcollector roads in residential/institutional/commercial areas. Slow, light and \angle vehicles would generally ply on these roads. Such roads attract onstreet parking. No public transport vehicles are envisaged to ply on these roads.

Medium
Motor

2.1.1 CROSS SECTIONAL DETAILS - 20M R/W.

Keeping in view the above said requirements, a two lane 7.50M wide C/W is proposed with 4.0M wide parking land and 2.25M wide footpath on either sides of parking lanes. Trees shall be planted in the footpath and along parking \angle to provide shade to pedestrian and vehicles. Electric poles shall be erected on both sides.

\angle Days

2.1.2 LAYING OF UNDERGROUND/OVERHEAD SERVICES - 20M R/W.

Only local underground and overhead services are envisaged along such roads. These may be laid below the footpath/parking lane, S.W.Drains may be laid along the edge of the R/W in footpath portion. The water supply and sewerage lines may be laid on either sides and not on the same side. The electric poles be erected at 20-25M centre to centre distance depending upon the length of the road.

2.2 40M R/W ROADS.

These shall be predominately sub-arterial and arterial road at the zonal and inter zonal level. Slow, light, medium heavy vehicles would ply on these roads. HTV's and public transport buses shall be plying on these roads. Such road may be abutting continuous development with large number of accesses. Care shall have to be taken that a separate service road is provided on either sides to restrict the flow of local traffic on main C/W's. The junction/interaction of local byelanes/road with such roads be avoided and these may be connected to the service roads.

2.2.1 CROSS SECTIONAL DETAILS - 40M R/W.

6 lane divided carriage way (3 lanes of 11M width on either side), 3M wide inner footpath, 4.5M wide service road and 1M width for S.W.Drain & Electric Poles, is proposed on either side of the central verge. Width of centre verge is taken as 1M. & only low height shrubs are proposed to be planted. No other footpath is proposed as the same is not of much use due to regular accesses from the adjoining properties. The first lane adjoining the inner footpath shall be for public transport vehicles, the 2nd (middle) lane shall be for light and medium

vehicles and the 3rd lane abutting the C/W for overtaking. The slow vehicles shall use the service road along with the local traffic. On the bus stops, a recessed bay of 2 to 2.5M wide shall be provided for uninterrupted flow of traffic on such location, the R/W of the road be increased, if this is not possible, the width of service road be reduced. High speed Tramway Tracks on single column may be adjusted in the central verge as and when required with 5.50M clearance from road level.

2.2.2 LAYING OF UNDERGROUND/OVERHEAD SERVICES - 40M R/W.

Local and trunk services may have to be provided along such roads. The local services may be provided below the service road and inner footpath depending upon the diameter and depth of the services. The portion of road between 1M from property line upto inner footpath shall be a service corridor. No local services shall be laid below the main carriageways. Only streetlight poles may be permitted in the central verge. Overhead H.T. lines upto 66KV with a narrow base of 4M may be permitted on the one side in the inner footpath. These shall be planted in the inner footpath after duly considering the location of underground/overhead services.

2.3 80M R/W ROADS.

These roads shall form part of the Macro Arterial Network at the city/regional level, 40M wide green belt buffer along this R/W is also proposed at some places. Regional, zonal and local level traffic shall ply on these roads. The vehicles modes using such roads shall be articulated trailers, heavy, medium, light and slow vehicles. Such roads may also integrate corridors for High Speed Trams and MRTS.

2.3.1 CROSS SECTIONAL DETAILS - 80M R/W.

On roads which have no green buffer - 12M wide central verge, 10M wide (3 lanes - 2 of 3M each and 1 of 4M) for light/medium/HPT's 7.5M wide C/W (2 lanes) for public transport, 4.5M wide inner footpath, 4.5M wide C/W for slow moving/cycles,

1.5M wide outer footpath, 4.5M wide service road and 1M for S.W.Drain/light poles are proposed on either side of the central verge. All the different C/W's are segregated by verges as shown in the standard cross sections details. Wherever continuous green areas are proposed along these roads, the service road may not be constructed and may be used for tree plantation.

On roads which have 40M wide green belt on both sides and developments are existing/proposed thereafter, the service road, footpath and storm water drain may be taken along the edge of the property line. The space reserved for the service road, footpath and storm water drain in the standard cross section may be used for H.T.line pylons.

The C/V of 12M width can be used for High Speed Tram and MRTS in future.

2.3.2

LAYING OF UNDERGROUND OVERHEAD SERVICES - 80M R/W.

The local services may be laid below the services road on either sides after leaving 1.50M from property line. The trunk services may be laid below the green belt. Where the green belt along the road is not proposed, the services may be laid below the service road, slow moving/cycle track and inner footpath. The High Tension Pylons may be erected in the inner footpath on the both sides.

3.0

The case was discussed in the Technical Committee meeting held on 26/9/95 in which the following decision was taken :-

"It was decided that comments from MCD, NDMS, Road Managing Authority, FWD, Engineer Member, DDA and Chief Architect DDA be obtained and the matter be brought thereafter before the Technical Committee."

3.1

The details mentioned under para-2 alongwith a copy of the draft cross sections were sent to Chief Planner, TCPO, Engineer Member, DDA, Engineer-in-Chief, MCD, Chief Engineer(Plg.) DDM, Chief Engineer(TST) Ministry of Transport, Chief Engineer (S&T) PHD, Chief Architect, DDA, DCF(Traffic), Adml. Commr. (AP & S) DDA vide letter dated 27/9/95. In the letter, it was mentioned that the comments be sent in two week's time. Untill 31/10/95, the

comments have been received from Engineer Member, Director(ZP) Director(Narela) DDA and TCPO. Engineer Member has got the sections examined by Chief Engineer(Design) DDA. Chief Engineer(Design) has discussed the sections with Sh.M.L.Sareen Engineer-in-Chief, MCD on 6/10/95. All the comments are placed as Annexure-I.

3.2 After going through the comments, following modifications are made :-

3.2.1 20M R/W Road Cross Sections.

- a) A two lane 7.50M carriageway has been proposed.
- b) Wherever continuous plotted development are proposed along these roads, angular parking bay of 4M width is proposed along the C.W. Wherever such developments are not there, the parking bay may be merged with footpath & an exclusive cycle track be provided, if required.

3.2.1 40M R/W Cross Sections.

- a) The sections have been corrected to provide for slope towards the storm water drain.

3.2.2 80M R/W Cross Section.

- a) Wherever green belts are proposed along these roads, the service road may be adjusted according to the circulation pattern of the adjoining schemes.
- b) Dir.(Z.P.) has suggested to raise the level of cycle tracks/ pedestrian paths by 1.20M to ensure safety and curtail noise. Exclusive cycle tracks are proposed in 80M R/W cross section. The location of cycle track is between the road R/W and the inner footpath, it is therefore, safe and away from main carriageway. The service road and trees buffer shall reduce the noise level.
- c) Dir.(Narela) has suggested that the cross sections of 12M 28M, 60M and 100M R/W roads as envisaged in MPD-2001 be also prepared. He has also desired that the cross section of 8M wide cycle tracks be also prepared.

4.0

PHASING OF IMPLEMENTATION.


In 20M R/W roads, initially a two lane 7.5M wide C/W may be constructed. After the development works are completed, parking lanes may be developed.

In 40M & 80M R/W roads, the initial development should be started from the construction of service road on either sides leaving the area in the middle for future development in order to avoid encroachments. Near the intersections the service roads shall be joined in the centre in a two lane C/W to meet the main road in a 'T' junction. Further development of the road should start from the extreme edges of the C/W and the future widening be left in the centre to avoid encroachments.

Standard cross section may be used in guidelines for preparation of detailed 'Road Development Plans' for all master plan roads. These plans be prepared by the Project Planner/Road owning agencies and got approved by DDA. Road Development Plans shall form the basis of the phased development of the road.

5.0

The standard cross sections for 20M, 40M & 80M R/W roads as proposed in drawing no. TP 43/95 P/W are put up for consideration of Technical Committee.


(S.K. SHARMA) 14/11/95
ASSTT. DIRECTOR (T)

J.D./ (T).


14/11/95

DI/ (T).


14/11/95

DELHI DEVELOPMENT AUTHORITY
OFFICE OF THE CHIEF ENGINEER (DESIGN)
CENTRAL DESIGN ORGANISATION

No. CE(D)/G(190)-13/A.P.A. 88/2027/1435 Dated: 9th October, 1995.

Subject:- Standard road cross sections for 20 M, 40 M and 80 M R/W roads in urban extension in Delhi.

Reference:- Director(T) letter No.F.5(6)95MP/673 dated 27.9.95.

F-4715
16/10/95

This is with reference to Engineer Member's remarks given on the above mentioned letter wherein he had desired to examine the matter with respect to

- i) MCD standard sections
- ii) IRC standard sections.

for considerations by the Technical Committee. As desired, the matter was also discussed with Shri M.L. Sareen, Engineer-in-Chief, MCD in his Chamber on 6.10.95. However, item wise comments are placed below at Annexure 'A'.

Encl: As stated.

[Signature]

[Y.L. BANKA]
CHIEF ENGINEER [DESIGN]

ENGINEER MEMBER, DDA.

Sh. Ashok Kumar
Director(T)

Urgent

Chief Engineer (Design) has also called upon the above item to be considered in the Technical Committee

[Signature]
16/10/95

JD(T)

16/10/95

2333
10/10

Comments on the proposed standard cross sections for 20M, 40M and 80M Right of Way roads in Urban Extension:

INTRODUCTION:

In addition to the comments given by the Director(T), DDA, it is stated that Delhi Traffic has increased manifold and that wider metalled width should be considered. Segregation of fast moving from medium/slow moving vehicles would ensure efficient flow on highways thereby reducing the possibility of traffic hold ups. A phased programme for the construction of the metal width needs to be worked out in the interest of economic construction of the road network. On both sides of the roads within the city area, encroachments have been observed making widening of roads very difficult subsequently. Arboriculture along both the edges of the road should be planned properly so that the roads look smart/beautiful and that laying of services is not hindered.

BACKGROUND:

Modified MCD norms exist for roads since 27.9.79 in respect of 9.14 M, 12.19 M, 13.71 M, 18.29 M, 24.38 M and above right of way roads separately for residential as well as industrial roads. (Refer Hand book on Public Housing Construction and Management by Er. R.L. Hans, pages 202 - 204). Copy of the said norms is enclosed for ready reference. Whereas MCD charges deficiency at the time of taking over of maintenance of these roads in respect of any deviations from the said norms. Master Plan roads with 30 M Right of Way and above fall under the jurisdiction of State PWD whose construction is to be funded from the plan funds. Only two lane width of the Master Plan roads are constructed by DDA for approaching the new areas. A phased programme should indicate the location of two lanes wide roads to be constructed initially and the remaining portion be maintained as green till completed.

Director(T), DDA has reported that standard cross section for 24M, 30M, 45M, 60M and 90M were developed by TCPO on 25.4.72. The said widths have been approximated whereas the actual Right of Way shown in the approved cross sections as 24.30M, 30.40M, 45.72M, 60.92M, 91.44M respectively for 80 ft., 100 ft., 150 ft., 200 ft., and 300 ft. right of way. The cross section for 60M and 90 M is required to be modified for future roads providing for 12 M wide MRTS corridor as per the proposed 80 M Right of Way Cross Section. Further comments on each of the cross section are given as under:-

1. 20 M Right of Way Road:

A) Cross Section proposed by Director(T), DDA.

- i) Main carriage way = 7.0 M.
- ii) Parking tape on either side = 2 x 3.5 M
- iii) Raised footpath including SW drain on either side. = 2 x 3.0 M

B) As per MCD norms - (18.29 M - 24.37 M) R/W:

- i) Main carriage way = 7.32 M
(including .23 M brick edging).

C) As per IRC-69-1977 (Fig. 8) (copy enclosed).

- i) Carriage way = 7.5 M
- ii) Cycle track on either side. = 2 x 3.25 M
- iii) Footpath (raised side walk) on either side. = 2 x 3.0 M

2. 40 M Right of Way Road:

A) Cross Section proposed by Director(T), DDA:

- (*) i) Main carriage way on either side (2x3 lanes). = 2 x 11.0 M
- ii) Central Verge = 1 M.
- iii) Footpath on either side = 2 x 3.0 M
- iv) Service roads on either side. = 2 x 4.5 M
- v) SW drain and electric poles on either side. = 2 x 1 M

(*) The camber shown in the cross section proposed by Director(T) is sloping from middle of carriage way towards sides which may cause drainage problem along the central verge. Section should be modified to show camber of the carriage way sloping from central verge towards SW drain under footpath for economic considerations.

B) As per MCD norms:

MCD specifications are approved only upto 24.38 M R/W roads.

C) As per IRC-69-1977 (Fig.5)

- i) Main carriage way on either side. = 2 x 7.0 M.
- ii) Median (Central Verge) = 2 - 5 M.
- iii) Parking lane on either side. = 2 x 3.0 M.
- iv) Cycle track on either side. = 2 x (2 - 3 M).
- v) Side walk on either side. = 2 x 2.5 M.

3. 80 M Right of Way Road:

A) As proposed by Director(T), DDA.

- i) Carriage way for MMV/LMV on either side. = 2 x 10 M
- ii) Carriage way for public transport on either side (Separated from MMV/LMV carriage way by .5 M) = 2 x 7.5 M.
- iii) MRTS corridor = 12 M

- iv) Inner footpath on either side. = 2 x 4.5 M
- v) Cycle track/SMV on either side. = 2 x 4.5 M.
- vi) Outer footpath on either side. = 2 x 1.5 M.
- vii) Service road on either side. = 2 x 4.5 M.
- viii) SW drain and electric poles on either side. = 2 x 1 M.

However, in cases where green strips are feasible on either side of 80 M R/W road, Director (T) has proposed shifting of footpath/service road/SW drain to the outer limits and increased the width of SMV/cycle track.

Regarding camber shown sloping towards separators between MMV and LMV and public transport, remarks as given at (*)/page 3 may please be considered.

B) As per MCD norms:

NIL

C) As per IRC-69-1977 (Fig.1)

NIL

NOTE: Only sketchy details have been shown in the IRC cross-sections upto 45 M R/W. For providing additional facilities, overall dimensions should be suitably increased.

SECTION-1

ROADS, FOOTPATHS AND STORM WATER DRAINS

1. ROADS

a. Residential

S.No.	Specifications applicable prior to 26.9.79	Specifications applicable after 27.9.79 (Modified)	Remarks
1	2	3	4
1.	15ft Wide right of way service lanes: Metal width not less than 8'-9" 4-1/2" soling 4-1/2" metal 2 coats of bitumen painting	1. 4.577 metres(15ft)right of way service lane: i)Metalled width not less than 2.44 metres(8ft.) ii)0.1143 metres(4-1/2") thick stone aggregate sub-base course of WBM as per IRC Specifications. iii)0.1143 metre(4-1/2") thick stone aggregate base-course WBM as per IRC Specifications. iv)2 cm.(3/4") thick premix carpet with seal coat of premixed stone dust.	

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1	2	3	4
		v)0.2286 metre(9") wide brick-on-edge edging on either side. vi)CC(M-150) channel 8cm. thick and 30cm. wide with gola of 8 cm. radius laid over a bed layer of 8cm. thick 1:5:10 c.c. top surface finished with a floating coat of neat cement. vii)The space between brick edging and c.c. channel on both sides shall have brick-on-edge flooring.	
2.	20ft. wide right of way service lanes: Metalled width 10ft.plus 6" brick-on-edge on either side. 4-1/2" soling 4-1/2" metal 3/4" bitumen carpet	2. 6.098 metres(20ft.) right of way service lane: i)Metalled width 3.48 metres(10ft.) ii)0.1143 metre(4-1/2") thick stone aggregate sub-base course of WBM as per IRC Specifications. iii)0.1143 metre(4-1/2") thick stone aggregate base-course of WBM as per IRC Specifications. iv)2cm.(3/4") thick premix carpet with seal coat of premixed stone dust.	

3

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- v) 0.2286 metre (9") wide brick on edge edging on either side.
- vi) CC (M-150) channel 8cm. thick and 30cm. wide with gola of 8 cm. radius laid over a bed layer of 8cm. thick 1:5:10 cement concrete top surface finished with a floating coat of neat cement.
- vii) The space between brick edging and CC channel on both sides shall have brick-on-edge flooring.

3. Roads with right of way 30 feet:
 Metalled width plus 9" thick edging on either side.
 6" soling
 6" metal (water bound 3" thick each layer).
 3/4" carpet.

- ✓ 3. 9.14 metres (30ft.) right of way roads:
- i) 3.66 metres (12ft.) metalled width with 0.2286 metre (9") wide brick-on-edge edging on either side.
 - ii) 0.1016 metre (4") thick stone aggregate sub-base course of WBM as per IRC Specifications.
 - iii) 0.2032 metre (8") thick stone aggregate base-course of WBM as per IRC Specifications (to be laid in two layers).
 - iv) 2cm. (3/4") thick premix carpet with seal coat of premixed stone dust.

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1

2

3

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4. Service roads with right of way 40 feet:
 18ft. metalled width plus 9" thick edging on either side.
 6" soling
 7-1/2" metal (water bound 4-1/2" & 3" thick separately)
 1" carpet.

- ✓ 4. 12.19 mtrs. (40ft.) and less than 13.71 mtrs. (45ft.) right of way roads:
- i) 7.32 mtrs. (24ft.) metalled width with 0.2286 mtr. (9") wide brick-on-edge edging on either side.
 - ii) 0.1524 mtr. (6") stone aggregate sub-base course of WBM as per IRC Specifications.
 - iii) 0.2032 mtr. (7-1/2") stone aggregate base-course of WBM as per IRC Specifications (to be laid in two layers).
 - iv) 2.5cm. (1") thick premix carpet with seal coat of premixed stone dust.

The change in metalled width is to adopt two lane width since 10 ft. width is not standard width.

5. Service roads with right of way 60 ft.
 22ft. metalled width plus 9" brick-on-edge on both sides.
 6" soling.
 7-1/2" metal.
 1-1/2" thick asphaltic concrete.

- ✓ 5. 13.71 mtrs. (45 ft.) and less than 18.29 mtrs. (60 ft.) right of way road.
- i) 7.32 mtrs. (24 ft.) metalled with 0.2284 mtr. (9") wide brick-on-edge on either side.
 - ii) 0.1524 mtr. (6") thick stone aggregate sub-base course of WBM as per IRC Specifications.
 - iii) 0.2032 mtr. (7-1/2") thick stone

The change in metalled width from 22 ft. to 24 ft. is to adopt standard two lane width.

1	2	3	4
		aggregate base-course of WBM as per IRC Specifications (to be laid in two layers).	
		iv) 5cm. (2") thick Bituminous Macadam (B.M.) with seal coat of premixed stone dust.	
6.	Roads with right of way above 60 ft. and upto 79 ft. 22 ft. metalled width plus 9" brick on-edge on either side. 7" soling 7-1/2" metal (WBM 4-1/2" & 1" thick separately). 1-1/2" thick Asphaltic concrete.	✓ 6. 18.29 mtrs. (60 ft.) and less than 24.38 mtrs. (80 ft.) right of way road. i) 7.32 mtrs. (24 ft.) metalled with 0.2286 mtrs. (9") wide brick-on-edge edging. ii) 0.1524 mtr. (6 mtr.) thick stone aggregate sub-base of WBM as per IRC Specifications. iii) 0.2667 mtr. (10-1/2") thick stone aggregate base-course of WBM as per IRC Specifications (to be laid in three layers). iv) 5 cm. (2") thick Bituminous Macadam (BM) with seal coat of premixed stone dust.	The change in metalled width from 22 ft. to 24 ft. is to adopt standard two lane width.

1	2	3	4
7.	Roads with right of way 80 ft. and above. 9" soling. Metalled width 24 feet. soling 9" 7-1/2" metal. 1" carpet.	✓ 7. 24.38 mtrs. (80 ft.) and above right of way road. i) 14.64 mtrs. (48 ft.) metalled width. ii) 0.1524 mtr. (6") thick stone aggregate sub-base course of WBM as per IRC Specifications. iii) 0.2667 mtr. (10-1/2") thick stone aggregate base-course of WBM as per IRC Specifications (to be laid in three layers). iv) 5 cm. (2") thick Bituminous Macadam (BM) with seal coat of premixed stone dust. v) 3.048 mtrs. (10 ft.) wide raised foot path on both sides of the carriageway as per Specifications given hereinafter.	The change in metal width is to adopt standard 3-section for 80 ft. wide road. Such roads normally carry heavy amount of traffic which needs a metalled width of 48 ft. for easy flow of traffic.

	3	4
1-1/2" bituminous carpet.	aggregate base course of WBM as per per IRC Specifications (to be laid in three layers).	
2. 40 ft. and upto 100 ft. right of way roads:	iv) 5 cms. (2") thick bituminous macadam (BM) with seal coat of premixed stone dust.	
34 ft. metalled width plus 9" brick-on-edge on either side.	2. 18.29 mtrs. (60 ft.) and upto 24.08 mtrs. (79 ft.) right of way roads:	The change in metalled width is to adopt standard 4 lane width of 48 ft. and also to cater to the need of heavy traffic plying on such roads.
9" soling.	i) 14.64 mtrs. (48 ft.) metalled width plus 0.2286 mtr. (9") wide brick-on-edge edging on either side.	
7-1/2" metal (WBM 4-1/2" and 3" thick separately).	ii) 0.1524 mtr. (6") thick stone aggregate sub-base course of WBM as per IRC Specifications.	
1-1/2" thick asphaltic concrete.	iii) 0.2667 mtr. (10-1/2") thick stone aggregate base-course of WBM as per IRC Specifications.	
	iv) 5 cm. (2 inches) thick bituminous macadam (BM) with seal coat of premixed stone dust.	

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NOTES

- (a) Brick edging 9" wide shall be provided beyond the metalled width of roads in item No. 1 & 2 above.
- (b) Brick pitched drains with adequate discharging capacity shall be provided on both sides of the road.
- (c) Where raised foot-paths are not provided berms shall be properly dressed to slope towards the drains.

3. 40 ft. and above right of way roads:	3. 24.38 mtrs. (80 ft.) and above right of way roads:
	i) 14.64 mtrs. (48 ft.) metalled width plus 0.2286 mtrs. (9") wide brick on-edge edging on either side.
	ii) 0.1524 mtr. (6") thick stone aggregate sub-base course of WBM as per IRC Specifications.
	iii) 0.2667 mtr. (10-1/2") thick stone aggregate base-course of WBM as per IRC Specifications (to be laid in three layers).
	iv) 5 cms. (2") thick bituminous macadam (BM) with seal coat of premixed stone dust.
	v) 3.048 mtrs. (10 ft.) wide raised foot-paths on both sides of the carriage way as per Specifications given hereinafter.



DELHI DEVELOPMENT AUTHORITY
ZONAL PLAN BRANCH

No. F.5(6)95/MP/

Oct.4th, 1995=

Sub: Standard road cross sections for 20M, 40M
and 80M R/W roads in urban extension in Delhi.

.....

With reference to Dir.(IT) no.F.5(6)95/MP/673 dt.
29.9.95, the following are the observations in respect
of Standard road cross sections for 20M, 40M and 80M
wide roads.

i) The possibility of level difference for cycle
tracks/pedestrian paths may be examined. Raising the level
by 1.2 m. would ensure their safety and also curtail the
noise.

ii) The possibility of providing dedicated tracks for
two wheelers and busways may be examined.

iii) Provisions of SW drain and electric poles adjacent
to ^{power} ~~power~~ line, needs to be considered, keeping in view
the problems of drainage, subsequent covering of drains,
possibility of encroachments and also danger of flooding
of the front set backs within the premises.

iv) Space for street furniture, bus stops and signage may
be provided and their planning and designs should be
integral with the Alignment plan.

v) Whereas the drawing indicates standard cross sections
for 160 m wide road, neither the agenda item nor the subject
title of drawings indicates so.

प्रमाण प्रिजिस्ट्रेशन कर, 25/10/95
प्रमाण नं. 6/828

यातायात ईकाई (I)
कायरी नं. 683 तारीख

6/10/95
7/10/95
CHANDER SHEKHAR

ADDL. COMPR. (DCB)

✓
Dir (IT)

JD(T)

W
21/10/95

(A. K. JAIN)
DIRECTOR (ZP)
4.10.95

DELHI DEVELOPMENT AUTHORITY
NARELA PROJECT

MDP/MP/93/196/19.1/33/

Dated: 26.10.95

SUB: STANDARD ROAD CROSS SECTIONS FOR
20MTR., 40 MTR., & 80 MTR: R|W IN URBAN
EXTENSION IN DELHI

REF: F.5(6)95-MP/673 dtd. 27-9-95

With reference to above, the following
comments are made:

1. In the proposed cross-section of 80 mtr. road right of way with 40 mtr. green belt, on either side and on the extreme outer edges of the green belt, service road and footpath is shown. The service road and footpath should be provided ~~leaving~~ ^{gated off} leaving 40 mtr. green belt. Alternatively this should be avoided as the circulation pattern of the adjacent adjoining scheme will guide the provision of service road and footpath.
2. The position of the services shown on the plan in the report needs to be examined by the Engineering Wing. It is, therefore, felt that necessary comments may be obtained from the concerned Engineering Department.
3. In the MPD-2001, other road right of ways are also stipulated for urban extension area, viz., 12 mtr., 28 mtr., 60 mtr., & 100 mtr. The cross sections of these roads may also be prepared. Cross-section of 80 mtr. wide exclusive cycle track may also be prepared.

(A.K. GUPTA)
DIRECTOR (NARELA) PROJECT

MD-1132 / Dir. (TD)
22/10/95

DIRECTOR (TD)

22/10/95
Handwritten initials and date

22/10/95
Handwritten initials and date

AP (C)

Town and Country Planning Organisation
Government of India
Ministry of Urban Affairs and Employment

F.No. F.40-3/93-TCPO/TT(Misc)

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

Date. 31st Oct., 1995

Handwritten notes:
3-11-95

To,

Shri Santosh Auluck,
Commissioner Planning,
Delhi Development Authority,
Vikas Minar, I.P.Estate,
New Delhi - 110 002

Vertical handwritten notes:
11/11/95

Sub: Cross Sections of 20.0m, 40.0m and 80.0mts R.O.W roads in
Delhi Urban Extension Areas.

Sir,

With reference to letter no. F.5(6)95 MP/673 dated 27/9/95,
kindly find enclosed the views/comments of this organisation on
the subject. While expressing the views on the subject, it is
kept in mind the necessity of not only to accommodate the growing
number of vehicles on the roads but also the overall road width
to serve the pedestrians, cyclists and other needs.

Yours Faithfully,

(Signature)
(B.C.Datta)

Town and Country Planner

Dis (TT) Auluck 1.11.95

Ph. 011-331 7653
011-331 7615

*Must get all put up signs
for the counselling of T.C. & in the next
meeting all sign maps of this.*

*OFFICE
Date: A-1171
2/12/95*

DDCT

(Signature) 2/11/95

TOWN AND COUNTRY PLANNING ORGANISATION
MINISTRY OF URBAN AFFAIRS & EMPLOYMENT
GOVERNMENT OF INDIA

Sub: Standard road cross sections of R.O.W 20.0m, 40.0m and 80.0m for implementation in Delhi's Urban Extension areas.

Ref: Vide DDA letter no. F.5(6)95 MP/673 dt. 27/09/95.

Reference above, the following are TCPO's observations; It is not clear from the note as to whether this hierarchy of roads has been approved for the urban extension areas. It is our considered opinion that provision made for the width of the road is quite liberal. This not only will add to the high development and maintenance cost of roads but also may in all possibility invite encroachment for not being able to exercise control. Another deficiency which has been noticed is that the cross sections does not provide any bicycle tracks though, of late, specially in urban extensions these are favoured for improving urban environment. It is not clear whether the bicycle tracks are integrated as a part of transportation plan, if so, there may not be any requirement for separate provision of bicycle tracks in the standard cross sections. Also, there will be need for lower order level streets below the sub-collector level roads in the residential areas for providing access. Apart from these general comments, the following comments are given on specific cross sections.

Cross Section of 20.0 m R.O.W.:

1. Instead of main Carriage Way(C/W) being 7.0m, it could be 7.5m as suggested by IRC.
2. DDA has suggested two parking lanes in this 20.0m R.O.W which may further endanger the safety of local traffic movement and add to multiple accidents involving many motor vehicles. Instead, it is suggested that one lane C/W for parking space and two lanes bicycle track of 2.25m each may be provided on both sides of the kerb stone line following IRC recommendations. In case of Commercial and Institutional use as referred in the note, there should be one lane limited for on-street parking lane along the Kerb stone in a 45° angle. Further, there is necessity of making provisions for separate off-street parking space with proper Landscaping for visitors of Commercial and Institutional areas.
3. Suggested cross section for 20m R.O.W is as follows; 2.5m footpath on either side, 7.5m C/W in the middle, one side reservation for on-street parking 3.0m wide, bicycle track of 2.25m on both sides of footpath and the Kerb line.

Cross Section of 40.0 m R.O.W.:

1. 40.0 m R.O.W. road has been designed as divided C/W, two lanes either way should be adequate enough to take care of vehicular traffic movement. However, there may be necessity for reserving 2.5m as a bicycle track. In case, bicycle tracks have been provided as a separate network, the same track including verge(3.5m) may be kept reserved for future C/W expansion to be used as an additional track. If an exclusive bus lane on either side is required, the same can be designed as 4.0m lane by reducing the central verge by 0.5m from the centre line.

2. Instead of keeping the median as 1.0m, which is considered too narrow for urban extension, the same can be increased atleast 2 to 3 metres which can be used for landscaping without obstructing the line of sight especially at intersections, making provision for electric poles for lighting purposes, improving pedestrian safety. This will help to accommodate right turning vehicles at the intersections(at traffic signals) by tapering the median suitably.

The cross section should include widths like service road 4.5m, footpath 3.0m, bicycle track 2.5m, verge(between C/W and cycle track)1.0m, two lanes C/W 7.5m, and median 1.5m on either side of the centre of the road.

3. There is need to increase the width of footpaths in cross sections in case of constructing pylon for HT line on the footpath. Separate cross sections may also be drawn at points of bus stops, with bus bays space reservations while showing R.O.W. However, in the interest of urban environment and pedestrian safety, it would be desirable to lay H.T.Cable underground.

Cross Section of 80.0 m R.O.W.:

1. It is felt that a lower order road between 40.0m and 80.0m as proposed in DDA note, should be an intermediate road in an hierarchy to act as arterial or distributor in urban areas. At present such a road adequately takes care of movement of mixed traffic even in the existing urban areas.

2. The suggestion of reserving a corridor for MRTS is a welcome addition in the cross-section for the future. However, it is to be ensured that additional R.O.W is provided at station sites. TCPO do not agree on the necessity of two lanes reserved for public transport in a divided C/W as this will create an unsafe situation for passenger movement because of the propensity of the drivers to speed up. This is more so in the event of deregulation in Public Transport. It would be better to reserve one lane for Public Transport which will act as a 3rd lane(also act as an exclusive bus lane for increasing the carrying capacity for bus passenger transit) without a verge. This will allow overtaking and safe maneuvering only at the bus stops.

3. Outer footpath can also be made as 4.0m in the cross section with the provisions of green buffer(preferably with tall, dense trees) of atleast two rows of trees with properly landscaped walk ways. This will also act as a noise barrier, be aesthetically pleasing for adjoining residential areas. Storm Water Drain(S.W), instead of being at the edge of R.O.W., should be provided between the side of service road(S.R) and outer footpath.

The suggested cross-section should be S.R. 4.5m, S.W. Drain 1.5m, outer footpath 4.0m, cycle/smv 4.0m, kerb stone 0.5m, inner footpath 4.5m, P.T 4.0m(exclusive bus lane), 3 lanes with width of 11.0m for motor vehicles of all types with peak hour restrictions for HTV, and MRTS 6.0m from the centre line.

Subject: Layout Plan for Integrated Freight Complex at Gazipur

F.3(50)/95-MP

Background:

One of the innovative concepts introduced in Delhi Master Plan: 1981-2001 was the proposal for Integrated Freight Complexes (IFC). The basic functions of the IFC's as identified in the MPD -2001 are:

- i) to provide facilities for regional & intra-urban freight movement.
- ii) to provide facilities for freight in transit as well as interchange of mode.
- iii) to provide warehousing & storage facilities and inter-link these sites with specialised markets like iron & steel, building materials, hosiery, plastic, leather & PVC, auto & motor parts, machinery, fruits & vegetable.
- iv) to provide servicing, lodging & boarding, idle parking, restaurants & other related functions in the complex.

Site Characteristics

Gazipur IFC site is located at the eastern part of NCTD, along the (bypass) with NCTD boundary forming the eastern edge of the site. The site is irregular in shape. The site is divided into three parts by NH-24 & Hindon cut, the three pockets measuring an area as under:

Pocket A (North of NH-24)	:	34.0 Ha
Pocket B (Between NH-24 & Hindon Cut)	:	50.8 Ha
Pocket C (South of Hindon Cut)	:	86.8 Ha
Total		171.6 Ha

The above area excludes the area under NH-24 and Hindon Cut.

Site Accessibility

The site has good accessibility by road system as it is on NH-24. However this is also a drawback of the site as it is accessible by only one arterial road of the city, a proposed sub-arterial road (No. 56) connecting the old NH-24 (Delhi - Sahibabad road), NH-24 & the Road No.56 proposed in the Delhi Master Plan - 2001 runs a slight distance west of the site. This connecting link provides the link to the Anand Vihar Rail Terminal, presently under development.

PROPOSAL

External Circulation System

- i) *External Access:* The main external access is from NH-24 which carries a large volume of traffic. A large volume of vehicles both inter-city heavy trucks and intra-city modes of various types are estimated to enter into the IFC on an average day. Hence grade separated facility is proposed.
- ii) It is recommended that the six lane divided carriage way of NH-24 be elevated and run on stilts all along the IFC so that the two parts are physically and visually integrated.

Internal Circulation

Segregation is the essence of organizing the internal circulation. The internal road network segregates intra city modes from inter-city trucks throughout the IFC.

The network pattern is such that the intersections where turning movements are permitted are all 3-armed thereby minimising the conflict points.

Parking

Of the estimated requirement of parking spaces half is provided at organised parking lots. The balance demand is met by parking/loading & unloading areas within the activity complexes.

Bus Terminal

A major bus terminal within the complex is planned to enable access to IFC by public transport both from Delhi and the DMA and NCR.

Type of Use	Gross Area (Ha)	Percentage Share
Wholesale Markets	60.61	35.3
Warehousing	13.29	7.8
Booking Agencies	3.79	2.2
Commercial & Public Semi Public	8.76	5.1
Utilities & Services	4.68	2.7
Service Industry	5.72	3.3
Parking*	20.45	11.9
Circulation	44.64	26.0
Others	9.66	5.7
Total	171.60	100.0

* includes Bus Terminal (1 Ha).

This layout plan prepared within the parameters given above is submitted for consideration of the Technical Committee, so that the same could be suitably modified taking into consideration the commitments/developments already made.

Sub: Lutyen's Bungalow area, New Delhi - Related Issues arising out of the Ministry's letter dated 6.10.95.

F20(5)92-MP

Ministry of Urban Development vide their letter No.13011/17/86-DDIIA dated 8.2.88 decided the following issues :- (Annexure-I)

- (i) Delineation of Bungalow Zone boundary; and
- (ii) Development Control norms.

2. MPD-2001 envisages the following:-

"Lytyen's New Delhi comprises of larger size plots and have very pleasing environment. In fact the area is unique in its continuing existence on low density in the heart of the city. While formulating the Redevelopment plan of this area, due care should be taken to ensure that its basic character is maintained".

3. Based on above, Ministry started the redevelopment exercise (1990-92) in which D.D.A., N.D.M.C., C.P.W.D., T.C.P.O. and D.U.A.C. participated actively and asked DDA on 30.8.92 to process them under the Act. Accordingly, redevelopment exercise was taken up in DDA through various meetings of Technical Committee and Authority meetings after calling public objections/suggestions (25.12.93) (Annexure II)

4. Authority vide Resolution No.77 dated 15.9.94 (Annexure-III) considered all the objections/suggestions and recommended that the matter be referred to Govt. of India for approval of final notification. Accordingly DDA requested the Govt. of India on 1.11.94 to accord approval for final notification. (Annexure-IV)

5. Matter remained under active consideration of the Ministry and there were many formal/informal meetings held in the Ministry at various levels. Finally, the Ministry vide its letter of even No. dated 6.10.95 (Annexure-V) sent guidelines for the Lutyen's Bungalow Zone without referring to the DDA's communication dated 1.11.94. Guidelines are as under :-

- a) The existing guidelines should be strictly enforced.
- b) The Ridge should be preserved and developed as a forest and no construction should be allowed.
- c) There is no need to add another floor to non-bungalow government residential accommodation falling within the LBZ and efforts should be made to construct government accommodation outside the LBZ.

6. EMERGING ISSUES:- Issues emerged out of the above mentioned guidelines dated 6.10.95 are as under:-

(i) Boundary of LBZ:- With respect to para 2b and 2b (iv) of Ministry's letter ^(3.2.20) it is observed that there was no map attached with the guidelines issued by the Ministry vide its letter dated 6.10.95. However, a map was attached with the 1988 guidelines which was small and illegible, difficult to properly interpret it. Therefore, Ministry may consider to supply a proper map on an appropriate scale for which DDA would be happy to supply technical support to the Ministry, if required. Ministry may also clarify the position with respect to deletion of certain areas i.e. Yashwant Place Complex and Dr.B.D.Marg vide thier letter of even number dated 7.12.92.

(ii) RIDGE:- Whether entire Ridge is to be deleted from the LBZ boundary in view of para (b) of Ministry's letter dated 6.10.95? (Annexure V)

(iii) Development Control Norms:- It is observed that DDA exercise was technically based on the 1988 guidelines issued by the Ministry and there is no difficulty in implementing it with respect to Bungalow plots but few related issues of development of non-residential bungalow plots, Race Course area and pockets like Bengali Market/ Golf Links (plotted development) need consideration for permitting development whereas Authority made definite recommendations for development of each area.

7. Matter is placed for the consideration of the Technical Committee with respect to para 6 above.

esro/Intgr

R.L. PARDEEP
JOINT SECRETARY(UD)

Govt. of India
Ministry of Urban Development
D.O.No.K-13011/17/86-DDHA
New Delhi-110011.

Dated : 8.2.1988

Dear Shri Dharum Dutt/Kumar/Chauhan/Majithia,

As you are aware, this Ministry had imposed temporary ban on construction of multi-storeyed buildings in New Delhi, including areas under the DDA and MCD falling in South Delhi, with effect from 17.10.85; till the Master Plan for Delhi-2001 is finalised. This ban was partially lifted in respect of Connaught Place area, subject to certain conditions, vide this Ministry's O.M. No.K-13011/19/85-DDHA dated the 18th July, 1986. Pending finalisation of the Master Plan for Delhi for 2001, it was decided that revised comprehensive guidelines in regard to multi-storeyed buildings in Delhi should be prepared. A Committee under my chairmanship with representatives of other concerned agencies, was accordingly set up in this Ministry. This Committee made certain recommendations to the Government in its report submitted in October, 1980. Thereafter, the DUAC was also consulted and their recommendations made in December, 1987 were also placed before the Government.

2. After consideration of these recommendations, the Government have now decided that high rise constructions in Delhi may continue to be regulated subject to compliance with conditions of detailed urban design clearance, fire fighting requirement and requirements under other provisions like the Master Plan, zoning regulations, Building bye-laws etc., but further subject to the following modifications:-

a) The space to be constructed should be guided only by per floor coverage and floor area ratio (FAR) norms. These would, in general, influence the height of buildings, leaving at the same time some independence to the builders with regard to height. There is, therefore, no need to impose any specific height restrictions. The maximum per floor coverage should be 25% of the net plot for all zones. This will include the area required for all services except passage to the building. The remaining 75% must include only the passage to the building and the green area around.

b) Lutyens' Bungalow Zone: In order to maintain

The present character of Lutyens' Delhi which is still dominated by green areas and bungalows, there should be a separate set of norms for this Zone area. This area has been clearly demarcated. It will consist of the entire Lutyens' Delhi excluding (i) the area lying between Baba Kharag Singh Marg on the South, Panchkuain Road on the north and the ridge on the west (ii) the area between Baba Kharag Singh Marg, Ashok Road, Ferozshah Road, Darakhamba Road and the Connaught Place, (iii) Mandi House and (iv) the institutional area where the Supreme Court is situated. It will, however, include the areas presently out of Lutyens' Delhi which consist of (i) Nehru Park (ii) Yashwant Palace (iii) the area between Yashwant Palace and the railway line on the south and (iv) the area lying between Nehru Park-Yashwant Palace on the west and the boundary of Lutyens' Delhi on the western edge of Safdar Jung Aerodrom and the Race Course. There were the following norms for construction in the Lutyens' Bungalow Zone.

- (i) The new construction of dwelling on a plot must have the same plinth area as the existing bungalow and must have a height not exceeding the height of the bungalow in place, or if the plot is vacant, the height of the bungalow which is the lowest of those on the adjoining plots.
- (ii) In the commercial areas, such as Khan Market, Yashwant Place etc., and in institutional areas within the Lutyens' Bungalow Zone, the norms will be the same as those for these respective areas outside the zone.
- (iii) The existing regulations for the Central Vista will continue to be applicable.
- (iv) The demarcation line of the Lutyens' Bungalow Zone should not run along prominent roads, because, if it does so, there will be bungalows on the side of the road and the high rise buildings on the other side. It has, therefore, been decided that the demarcation of the Lutyens' Bungalow Zone should run along the first inner/outer road or lane from the prominent road through which the demarcation line is shown in the map. However, the demarcation can run through

the prominent road where there is in park, ridge or green area on the other side of the road.

c) As already stated, the maximum per floor coverage of 25% should include the area required for all services except passage to the building. Thus the facility must be included in the 25% and it must be underground. In case of new buildings that come up in the Centre Business District (Connaught Place) and Business Districts. The remaining 75% must include only the passage to the buildings and the green area around.

d) The FAR for the six area listed below will be as indicated against each:-

S.No.	Zone	Maximum permissible FAR
1.	CBD (Central Business District or Connaught Place Area)	250
2.	District Centre	250
3.	Sub-District Centre	100
4.	Community Centre/Local Centre	100
5.	Group Housing (Residential)	250
6.	Institutional	250

There will not be a separate governmental category for FAR specifications. The norms for Government construction will be governed by the norms specified for the Zone where the Government building is to be constructed.

3. While the maximum per floor coverage norms cannot exceed 25% a relaxation in FAR norms could be granted to allow taller constructions in all Zones except in Lutyens' Bungalow Zone as redefined, provided that the builder pays in appropriate mode the additional cost incurred on the infrastructure, such as water and fire fighting services by the Urban Body on account of additional FAR height. The detailed guidelines to determine the (a) the additional cost and (b) the mode of payment will be issued by this Ministry.

4. You, may kindly ensure that the above guidelines are now adhered to while approving plans for multi-storied constructions. In view of these revised guidelines the temporary ban on multi-storied

constructions imposed by this Ministry's O.M.No.K-13011/19/85-DDHA dated 17th October, 1985 may be treated as withdrawn.

With regards,

Yours sincerely,
Sd/-
(R.L. PARDEEP)

1. SHRI DHARAM DUTT,
Administrator,
NDMC,
New Delhi.
2. SHRI OM KUMAR,
Vice-Chairman,
Delhi Development Authority,
New Delhi.
3. SHRI P.P. CHAUHAN,
Commissioner,
Municipal Corporation of Delhi
Town Hall,
Delhi.
4. Shri J.J.S. MAJITHIA,
Secretary,
Delhi Urban Art. Commission,
Lok Nayak Bhavan,
New Delhi.

Copy forwarded to:-

1. Shri Desh Raj Singh, JS(WL), M/o Urban Development
2. Shri Harish Chandra, Director General of Works,
CPWD, New Delhi
3. Shri E.F.N. Ribeiro, Chief Planner, TCPO, New Delhi
4. Shri R.C. Manchanda, Chief Architect, Design
Group, I.O. Bhavan, New Delhi.
5. Shri Ganga Dass, Secretary, (L&B), Vikas Bhavan,
New Delhi.
6. Shri R.P.S. Pawar, Land & Development Officer,
Nirman Bhavan, New Delhi.
7. Shri S.C. Gupta, Director (DC&B) Delhi
Development Authority, New Delhi.
8. Lands Division, Ministry of Urban Development.

Sd/-
(HARJIT SINGH)
Director (DD)



PRIVATELY LEASED AREA
SOUTH OF RAJ PATH

- LEGEND
- [Patterned box] LUTHER'S DUNN
 - [Patterned box] H.D. A.C. AREA
 - [Patterned box] U. CHURCH
 - [Patterned box] CENTRAL VISTA AREA
 - [Patterned box] GOVT. BUILDING AREA
 - [Patterned box] PRIVATELY LEASED BUILDING AREA
 - [Patterned box] GENERAL AREA
 - [Patterned box] INSTITUTIONAL AREA

Lafayette's Bangladesh Zone

LOCATION PLAN

[Patterned box] BUILDING AREA
 [Patterned box] PRIVATELY LEASED
 [Patterned box] GENERAL AREA
 [Patterned box] GOVT. BUILDING
 [Patterned box] INSTITUTIONAL
 [Patterned box] U. CHURCH
 [Patterned box] H.D. A.C. AREA
 [Patterned box] LUTHER'S DUNN

PERSON SPECIES

S.O. No. 23880

P.No. 9165 to 9167

Date of issue 25.12.93

To be published in the Gazette of India Part II Section 3 sub-section (ii) pp 25.12.93

NO: P.20(5)/93-SP

Date: 25.12.93

PUBLIC NOTICE

The following modifications, which the Central Govt. proposes to make in the Master Plan for Delhi-2001, published vide extraordinary Gazette (No. 437 dt. 1.7.90) are hereby published for public information. Any person having any objection or suggestion with respect to the proposed modifications may send the objections/suggestions in writing to the Secretary, EDA 'B' Block Vikas Sदन, IGA, New Delhi-110023 within a period of 30 days from the date of issue of this Notice. The person making objection/suggestion should also give his name and address.

MODIFICATIONS :

1. On page 122, right side column below first para under heading "Bungalow Area" the following paragraph is proposed to be added:

Delineation of "Bungalow Zone of New Delhi".

The Bungalow zone of New Delhi of about 2900 hecta. shall comprise the areas of sub-zones D-3(Kentucky Gandhi Marg); D-4(Sansad Marg-part), D-6(Ridge Area), D-8(India Gate) D-9(Central Secretariat); D-10(Ridge Area); D-11(Khan Market etc. part); D-12(Akbar Road etc.); D-13(Chandkyapuri-part); D-14 (Safdarjung Area). The boundary shall run from Bhaula Khan along the ridge, Pusa Road, Link Road, Pandir Marg, Park Street, Talkatora Road, Service Lane parallel to Bishamber Das Marg, Pandit Pant Marg, Ashoka Road, Boundary of sub-zone D-1 (Cannught Place and its extension), Tolstor Marg, School lane Bridge, Railway line, Mathura Road, Lala Lajpat Rai Marg, Lodi Road, Aurbind Marg, Railway line, Vinay Marg, Satya Marg, Niti Marg, Panchsheel Marg along the Hallah, Sardar Patel Marg then Bhaula Kuan. However, this will also cover one plot depth of properties on (D-4, D-5, D-13, D-15, and D-16) outer side of the boundary line.

2. On page no. 160, Left side column below para(1) under heading- Residential Plot-Group Housing(002). the following is proposed to be added:

proposed to be added:

Residential-Bungalow plot(part division.D, falling in Bungalow zone of New Delhi)-plots having bungalow type construction the following development control norms are proposed:

- a) Addition/alteration or reconstruction to be limited within the existing building envelop, to the maximum extent of existing ground coverage, FAR and height etc.
- b) Where the plot is fallen vacant, new construction is to be limited to the maximum extent of the earlier construction within the parameters as above. In case plot is vacant than existing ground coverage, FAR, height etc. an adjoining, bungalow plots, whichever is lower, to be followed:
- c) Residential-Group Housing:
Any addition/alteration/re-construction in Group-Housing schemes already sanctioned/constructed, dev. control norms to be as per sanctioned scheme or as per prescribed development code of MPD-2001, whichever is lower.
- d) Residential- Public Housing:
For development/redevelopment of residential pockets/ areas other than bungalow plots for public housing, development control norms to be as per prescribed development code of MPD-2001 based on urban form study and approval of D.U.C with a view to have a low intensity development to maintain the existing character of the area.
- e) Non-residential-Bungalow plots:
Bungalow plots shown for non-residential use in MPD-2001, additions/alterations shall be as per the parameters prescribed above for residential-bungalow plots.
- f) Government land(use undermined)
Race Course area(part):Low intensity construction with maximum 7 mtrs. height, ground coverage not to exceed the existing withurban form approval from D. U. & C.

3. On page 162, left side column, provision of Commercial Centre of Copernicus Marg, which reads as follows

Maximum ground coverage.	25%
Maximum floor are ratio	50
Maximum height	11m

Basement below the ground floor and to the maximum extent of ground coverage shall be allowed and if used for parking and services should not be counted in FAR, is proposed to be deleted.

4. Land use plan contained in MPD-2001, an area measuring about 1.6 ha. bounded by C lining, Road in the North, a bungalow in South, Copernicus Marg in East and Kerala School in West and earmarked for "Commercial" use is proposed to be changed to "residential" use.

5. Policy on tall buildings: In Seventh line of page 143 (Gazette) of MPD-2001 reads as "and its extension and the bungalow area south of Rajpath". It is proposed to delete the words "South of Rajpath".

6. Under heading Organised Informal Sector eating places: Point 2 on page 129 (Gazette) reads as "proposed community centre near Handi House" is proposed to be deleted.

7. The plan indicating the above proposals is available for inspection at the office of DL(DP) Master plan Section, Vikas Minar, 6th Floor, I.P. Estate, New Delhi on all working days within the period referred to above.



(V. N. Bansal)
SECRETARY
DELHI DEVELOPMENT AUTHORITY.

Vikas Sadan,
'D' Block, I. N. S.
NEW DELHI.

DATED THE 25.12.93.

ITEM NO., Sub : Proposed modification of MPD-2001
77/94 regarding finalisation of boundary/
 development control norms of Lutyens'
 N-15.09.1994 Bungalow Zone:
F.20(5)92-MP

Annexure III

P R E C I S E

1. The Authority vide resolution no.58/93 dt.16.4.93 (App. 'B' P.No. 10-13) had considered the issues pertaining to (i) Delineation of Bungalow Area boundary and (ii) Development Control Norms of Bungalow area of Lutyens' Delhi.

2. Accordingly, a public notice was issued on 25.12.93 after receiving the approval of Central Govt. vide Ministry of Urban Development letter No.13011/17/86-DBIA dt. 8.10.93 for inviting public objections/suggestions. Initially, a period of 30 days was allowed which was subsequently extended by another 60 days vide public notification No.F.20(5)92-MP/Pt.1 dt. 18.3.94. The time allowed for inviting objections/suggestions was 90 days and the date expired on 24.3.94 (APP. 'C' F.NO. 14).

3. In response to the Public Notice, 72 objections/suggestions were received. Out of these, two were received after the last date.

4. Objections/suggestions together with the observations of the Planning Department were considered by the Technical Committee in its meeting held on 10.8.94 and it recommended as under:

"The Technical Committee discussed in detail the analysis of objections/suggestions in response to the public notice (S.O.No.2880 F.No.4163 to 4167) dt.25.12.93 including the summary of objections/suggestions and remarks of the Planning Department. The Technical Committee agreed with the observations of the Planning Department as given in the remarks except in case of public housing, it was recommended that maximum height be limited to 14 mtrs."

5. All the objections/suggestions have been tabulated subjectwise in the form of a chart including observations of the Planning Department and recommendations of the Technical Committee (App. 'D' F.No. 15-25).

6. It is to further mention that Ministry of Urban Development vide D.O.No.X-20013/4/94-DD1B dt.20.7.94 (App. 'E' P.No.26) desired that the development control norms in respect of privately leased group housing plots may also be kept in view while DBA is formulating the Lutyens' Bungalow Zone norms. These aspects are already covered under para 2(c) of the public notification issued on 25.12.93 and no sub-division of a plot is contemplated.

7. The Ministry of Urban Development vide its letter dt.18.8.94 (App. 'F' F.No.27-28) sent a communication directing DBA under Section 41(1) of DD Act 1957 on the above subject, to finalize the proposal and refer it to the Govt. for approval under Section 11A of DD Act, not later than 4 weeks from the date of issue of the direction i.e. 18.8.94.

8. The matter is placed before the Authority for its consideration the recommendations of the Technical Committee as in para 4A & 4B above.

REC'D

R E S O L U T I O N

Resolved that the recommendations of Technical Committee as summarized in para (5) of the Agenda Note be approved with the modification that even for public housing maximum height should be limited as per development norms for residential plots in this Zone.

Further resolved that these recommendations be sent to the Ministry of Urban Development for approval u/s 11A of DD Act immediately, without waiting for formal confirmation of minutes, in pursuance of Central Govt.'s directions dated 16.8.94, u/s 41(1) of DD Act, 1957.

*** *Attested*

Verified
[Signature]

[Signature]
H. K. LADBAK
Assistant Secretary
The Urban Authority

दिल्ली विकास प्राधिकरण
DELHI DEVELOPMENT AUTHORITY

विकास मंत्रालय

VIKAS MINAR

Annexure II

दफ्तर एस्टेट

INDERPRASTHA ESTATE

नई दिल्ली

New Delhi-2

11/11/94 19...

P.20(5)92-MP/836-837

P. V. MAHASHARDEY
Jt. DIRECTOR(MP)

Shr. S. C. Sagar,
Under Secretary to the Govt. of India,
Ministry of Urban Development,
Nirman Bhawan,
New Delhi.

Sub : Proposed modifications in MPD-2001 - Regarding
finalisation of Boundary/Development Control
Norms of Lutyen's bungalow zone.

Sir,

In continuation to this office letter of
even no. dated 20.9.94 on the subject noted above,
I am directed to forward a copy of Delhi Development
Authority Resolution No.77/94 dt.15.9.94.

As directed by the MOUD vide its letter no K-13011/
31/90-DDIB dated 18.8.94 (para 10), the proposal
as approved by the DDA vide resolution no.77/94
is referred to the Govt. for its approval.

Yours faithfully,


(P. V. MAHASHARDEY)
Jt. Director (MP)

Encl: As above.

Copy to : The Asstt. Secy., D. D. A. for information.



M.S. Srinivasan
Joint Secretary
Tele. 3012309

Annexure V

नई दिल्ली-110011, तारीख 199
Dated New Delhi-110011, the 199

D.O.NO. K-13011/31/90-DDTB(Vol.V)

6.10.88

Dear Shri Anil Kumar,

The question of revision of guidelines prescribed for construction in Lutyen's Bungalow Zone in New Delhi conveyed to DDA and local bodies vide this ministry's letter No.K-13011/17/86-DDITA dated 8.2.88 has been under consideration of the Government for quite some time. It has now been decided as follows:

- a) The existing guidelines should be strictly enforced;
- b) The ridge should be preserved and developed as a forest and no construction should be allowed;
- c) There is no need to add another floor to non-bungalow government residential accommodation falling within the LBZ and efforts should be made to construct government accommodation outside the LBZ.

2. I therefore request you to ensure strict compliance of the above mentioned decision in all cases.

With regards,

Yours sincerely,

M.S. Srinivasan
(M.S. Srinivasan)

Shri Anil Kumar
Vice-Chairman
Delhi Development Authority
Vikas Sadan
New Delhi.

C.I.B.(7.)

Anil

Addl Comm (D&B) ambrohi
11/10/88

10/10/88

(F) 2/11/88
3/10/88
9/10/88

11/10/88
11/10/88

46

L&DO ON TABLE

S.NO.5/ITEM NO.106/95/TC

195 : Amendment in the area from 10.0 acre to 8.52 Acre
concerning processing the change of land use from
"Public & semi public facilities" to "Residential"
(Nurses hostel at Srinivaswari)
File No. 7.20(3)93-4P

The proposal received from Dy.L&DO, Govt. of India for change of land use of an area measuring 10.0 Acre from "Public & semi Public Facilities" to "Residential" at Srinivaswari for construction of nurses hostel was recommended by Technical Committee in its meeting held on 3.2.94 under item no. 14/94 and was approved by the authority in its meeting held on 24.3.94 vide item no. 29/94 and the decision of the Authority is reproduced below :

"Resolved that the proposal as contained in para 3 of the agenda be approved and may be kept in view while finalising Zonal Plan of the area."

2. Accordingly, a public notice was issued on 29.4.95 in the Gazette of India Part-II Section-3(II) as well as in the daily newspapers. In response to the public notice only one objection/suggestion had been received from Director(P), DDA. The objections/suggestions received were sent to L&DO with observations for comments.

3. Now Dy.L&DO vide his letter dt. 20.10.95 has stated that the actual area as per the joint survey conducted by L&DO works out to 8.52 Acre instead of 10.0 Acre allotted therein. Dy.L&DO has requested for amendment in the letter already sent.

4. The proposed change of land use of an area measuring 8.52 acres as shown on the copy of the plan - laid on the table is put up to the Tech. Committee for its consideration.

Handwritten signature/initials