

DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

No. F.1(8)97-MP

Dated 5.6.97

Minutes of the 77th meeting of Technical Committee held on 27.5.97 at 10.00 A.M. in the Conference Hall, 5th floor Vikas Minar, I.P. Estate, New Delhi.

The following were present:

DELHI DEVELOPMENT AUTHORITY:

1. Sh. P.K. Ghosh, Vice Chairman (In chair)
2. Sh. R.K. Bhandari, Engineer Member
3. Sh. Vijay Rishud, Commissioner (Plg.)
4. Sh. K.K. Bandyopadhyay, Addl. Commr. (MPD)
5. Sh. Chandra Ballabh, Addl. Commr. (AP)
6. Sh. A.K. Jain, Addl. Commr. (DC&B)
7. Sh. Pradeep Behari, Chief Architect
8. Sh. R.K. Jhingan, Director (LC)

T.C.P.O.

9. Sh. T.D. Bhatia, TCP

M.C.D.

10. Sh. Shamsher Singh, Addl. Town Planner

D.V.B.

11. Sh. D.V. Bhatia, CE (Const.)
12. Sh. V.K. Sakhuja, Addl. CE (Plg. & SLAC)
13. Sh. S.C. Chattopadhyay, S.E. (Plg.)

DELHI POLICE

14. Sh. M.N. Tiwari, ACP (Traffic)

C.P.W.D.

15. Sh. R.S. Kaushal, Sr. Architect (H&TP) I

N.D.M.C.

16. Sh. Karam Chand, Architect

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17. Sh. M.T. Meshram, Secretary

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19. Sh. K.B. Rajoria, CE(PWD) I.
20. Sh. C.M. Vaz, CE(South)MCD.
21. Sh. H.K. Srivastava, S.E. (PWD) Circle-5
22. Sh. Rajeev Singhal, S.E. (Plg.) PWD
23. Prop. N. Ranganathan, Consultant (IFC-Narela), for item no. 17/96.
24. Sh. Sanjay Gupta, Consultant (IFC-Narela), for item no. 17/96.
25. Sh. V.K. Sharma, Irrigation & Flood Control, for item no. 20/97.

ofc vikas minar

26. Sh. N.R. Asrani, Irrigation & flood control, for item no. 20/97.
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28. Sh. Y.L. Banka, C.E. (North Zone), DDA
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35. Sh. Kuldeep Raj, Director (Rohini), DDA
36. Sh. R.K. Jain, Jt. Director (NCR), DDA.
37. Sh. J.S. Sodhi, Jt. Director (AP-I), DDA.
38. Sh. S.P. Pathak, Jt. Director (Narela), DDA.
39. Sh. P.S. Utterwar, Jt. Director (Rohini), DDA.

1. Item No.15/97

Sub: Modification in route alignment of 220 KV Tower Line from 400 KV Bamnauli Sub-stn. on Bijawasan Road to Naraina 220 KV Sub-station.

F.6(8)87-MP

The modified 220 KV route proposal of 220 KV Tower line from Bijawasan Road to Naraina was discussed and approved.

Further, the alignment of 66 KV HT line along Palam drain was discussed.

The proposal of DVB for changing the proposed underground HT line to overhead line was agreed to in principle subject to working out of the details and integrating the same with road development plan. The latter has to be worked out by DVB and submitted to DDA for approval.

2. Item No.16/97

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The route alignment proposals (route nos 1, 2 & 3) were approved.

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The modified layout plan of IFC Narela was approved together with proposed development control norms for integrated development of truck terminal. Further necessary action may be taken for acquisition of land and detailing of the layout plan.

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Sub: Construction of Foreign Service Training Institute on land measuring 6 acres in the old JNU Campus, New Delhi; Relaxation of Development Control Norms.

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The proposal for increasing residential component as proposed by Foreign Service Training Institute was approved as an adjustment within the overall FAR of 100. The proposal is approved as a special case keeping in view the recommendations of the Govt. of India and DUAC without forming any precedence.

5. Item No.19/97

Sub: Use of basement for hotels.

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Keeping in view the fact that basement is meant for services of the building and not for hotel and also prevailing tendency of misuse of basement, the proposal for inclusion of various activities in the basement was not agreed to. It was desired to undertake a study of FAR permitted for hotels in various metropolitan cities in India and examine whether FAR for hotels needs to be reviewed.

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F3(66)/96-MP

After detailed discussion, it was observed that Flood and Irrigation Deptt., GNCTD may prepare a comprehensive project report for a Pilot project for covering of a drain for consideration of Technical Committee.

7. Item No.21/97

Sub: Change of land use of an area measuring 1 acre from 'public and semi-public (education and research) to 'residential' (group housing-19 DUs) in the North of Mother's International School at Mehrauli Road.

F.16(42)74-MP/Vol.II

Processing of change of land use of an area measuring 1 acre from 'public and semi-public (education and research)' to 'residential' is recommended for approval of the Authority. The issue regarding allotment of land, which is under possession of DDA, may be examined separately by Lands Branch.

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F.16(14)85-JL

Keeping in view the location of existing schools in Protected forest and in the vicinity of Tuglakabad fort (which is a protected monument), the proposal for regularisation of existing schools is not recommended.

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Sub: Proposed flyover on the intersection of Ring Road & Mathura Road at Ashram Chowk, New Delhi.

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It was decided that a comprehensive study of 4 options as given in the agenda note including survey of adjoining areas may be conducted by PWD through ILFS or consultant so that these 4 options can be comparatively examined alongwith option 5.

10. Item No.24/97

Sub: Proposed layout plan for sector-XXVI (Part) Rohini Phase-IV. Development of 160 ha. of land.

PP/R/4026/97

After detailed discussion, Technical Committee recommended change of land use of 160 ha. in Rohini Phase-IV as given in para 7.3 of the agenda note. The pockets of land as proposed by the Plg. Deptt. may be acquired for maintaining continuity of roads and services.



(A.K.JAIN)

ADDL.COMMR.(DC&B)  
MEMBER SECRETARY

Memo No.F.1(6)97-MP

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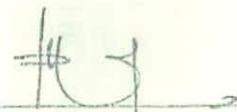
Special invitee

M - CE (Noni) (DDA)

12. A.C.A (II) DDA.

*6/6/97*  
10. *6/6/97* Dir (A.P.I)

JT. Director AP & I



(P.V.MAHASHABDEY)  
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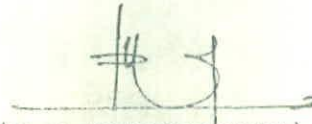
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  - 6- Dir. (S.P) DDA. v. minar 6-6-97
  - 7- Dir (Z.P.) DDA v. minar (By hand) Badly
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  - 9- Jt Dir. (MCA) DDA. v. minar 6/6/97
  10. Jt. Dir- (A.P.I) DDA - v. minar
  - 11 - Jt-Dir- (Marela) DDA. v. minar 6/6/97
  - 12- Jt. Dir (Rohini) DDA.
  - 13 - CE - (Electrical) DDA. v. minar.  
6/6/97



1. Item No.15/97

Sub :Modification in route alignment of 220 KV Tower Line from 400 KV Bamnauli Sub-stn. on Bijawasan Road to Naraina 220 KV Sub-station.

F.6(8)87-MP

The modified 220 KV route proposal of 220 KV Tower line from Bijawasan Road to Naraina was discussed and approved.

Further, the alignment of 66 KV HT line along Palam drain was discussed.

The proposal of DVB for changing the proposed underground HT line to overhead line was agreed <sup>to</sup> in principle subject to working out <sup>of the</sup> details and integrating the same with road development plan, <sup>The latter was to</sup> which may be worked out by DVB and submitted to DDA for approval.

2. Item No.16/97

Sub: Route approval for 66 KV double circuit tower sub-station to 66 KV sub-station at Bawana water works, Pooth Khurd and Rohini Extension.

F.6(3)93-MP

The route alignment proposals (route nos. 1, 2 & 3) were approved.

3. Item No.17/97

Sub: Integrated Freight Complex, Narela.

F.20(7)96-MP

The modified layout plan of IFC Narela was approved together with proposed development control norms for integrated development of truck terminal. Further necessary action may be taken for acquisition of land and detailing of the layout plan.

4. Item No.18/97

Sub: Construction of Foreign Service Training Institute on land measuring 6 acres in the old JNU Campus, New Delhi; Relaxation of Development Control Norms.

F.3(73)96-MP

The proposal for increasing residential component as proposed by Foreign Service Training Institute was approved as an adjustment within the overall FAR of 100. The proposal is approved as a special case keeping in view the recommendations of the Govt. of India and DUAC without forming any precedence.

5. Item No.19/97

Sub: Use of basement for hotels.

F.10(1)96-MP

Keeping in view the fact that basement is meant for services of the building and ~~not~~ for hotel and also prevailing tendency of misuse of basement, the proposal for inclusion of various activities in the basement was not agreed ~~to~~. It was desired to undertake a study of FAR permitted for hotels in various metropolitan cities in India and <sup>examine</sup> whether FAR for hotels needs to be reviewed ~~accordingly~~.

6. Item No.20/97

Sub: Request of Flood & Irrigation Deptt., Govt. of NCT Delhi for change of land use from 'Utility' drain to 'commercial' and for parks for 30 ha. land for covering of Pankha Road drain (2.6 km part) Nazafgarh drain (3.30 + 3.09 = 6.39 km part) and Karari Suleman Nagar drain (2.94 km part).

F3(66)/96-MP

After detailed discussion, it was observed that Flood and Irrigation Deptt., GNCTD may prepare a comprehensive project report for a Pilot project for covering of a drain for consideration of Technical Committee.

7. Item No.21/97

Sub: Change of land use of an area measuring 1 acre from 'public and semi-public (education and research) to 'residential' (group housing-19 DUs) in the North of Mother's International School at Mehrauli Road.

F.16(42)74-MP/Vol.II

Processing of change of land use of an area measuring 1 acre from 'public and semi-public (education and research)' to 'residential' is recommended for approval of the Authority. The issue regarding allotment of land, which is under possession of DDA, may be examined separately by Lands Branch.

8. Item No.22/97

Sub: Request of Directorate of Education Delhi for allotment of alternative site or regularisation of 7 schools functioning in Master Plan Recreational-City Forest near Tuglakabad Extn.; Change of land use.

F.16(14)85-IL

Keeping in view the location of existing schools in Protected forest and in the vicinity of Tuglakabad fort (which is a protected monument), the proposal for regularisation of existing schools is not recommended.

DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

No. F.1(8)97-MP

Dated 5.6.97

Minutes of the 77th meeting of Technical Committee held on 27.5.97 at 10.00 A.M. in the Conference Hall, 5th floor Vikas Minar, I.P. Estate, New Delhi.

The following were present:

DELHI DEVELOPMENT AUTHORITY:

1. Sh. P.K. Ghosh, Vice Chairman (In chair)
2. Sh. R.K. Bhandari, Engineer Member
3. Sh. Vijay Rishud, Commissioner (Plg.)
4. Sh. K.K. Bandyopadhyay, Addl. Commr. (MPD)
5. Sh. Chandra Ballabh, Addl. Commr. (AP)
6. Sh. A.K. Jain, Addl. Commr. (DC&B)
7. Sh. Pradeep Behari, Chief Architect
8. Sh. R.K. Jhingan, Director (LS)

T.C.P.O.

9. Sh. T.D. Bhatia, TCP

M.C.D.

10. Sh. Shamsheer Singh, Addl. Town Planner

D.V.B.

11. Sh. D.V. Bhatia, CE (Const.)
12. Sh. V.K. Sakhuja, Addl. CE (Plg. & SLAC)
13. Sh. S.C. Chattopadhyay, S.E. (Plg.)

DELHI POLICE

14. Sh. M.N. Tiwari, ACP (Traffic)

C.P.W.D.

15. Sh. R.S. Kaushal, Sr. Architect (H&TP) I

N.D.M.C.

16. Sh. Karam Chand, Architect

D.U.A.C.

17. Sh. M.T. Meshram, Secretary

SPECIAL INVITEES:

18. Sh. Sanat Kaul Commr.-cum-Secretary (L&B & PWD) GNCTD
19. Sh. K.B. Rajoria, CE (PWD) I.
20. Sh. C.M. Viz, CE (South) MCD.
21. Sh. H.K. Srivastava, S.E. (PWD) Circle-5
22. Sh. Rajeev Singhal, E.E. (Plg.) PWD
23. Prop. N. Ranganathan, Consultant (IFC-Narela), for item no. 17/96.
24. Sh. Sanjay Gupta, Consultant (IFC-Narela), for item no. 17/96.
25. Sh. V.K. Sharma, Irrigation & Flood Control, for item no. 20/97.

26. Sh. N.R. Asrani, Irrigation & flood control, for item no. 20/97.
27. Sh. B.S. Khurana, C.E. (Elect.), DDA
28. Sh. Y.L. Banka, C.E. (North Zone), DDA
29. Sh. C.L. Aggarwal, ACA-II, DDA
30. Sh. S. Shrivastava, Director (A.P.I.), DDA
31. Sh. A.K. Gupta, Director (DWK), DDA
32. Sh. D.K. Saluja, Director (TT), DDA.
33. Sh. B.K. Jain Director (SP), DDA.
34. Sh. K.L. Sabharwal, Director (ZP), DDA
35. Sh. Kuldeep Raj, Director (Rohini), DDA
36. Sh. R.K. Jain, Jt. Director (NCR), DDA.
37. Sh. J.S. Sodhi, Jt. Director (AP-I), DDA.
38. Sh. S.P. Pathak, Jt. Director (Narela), DDA.
39. Sh. P.S. Utterwar, Jt. Director (Rohini), DDA.

1. Item No.15/97

Sub: Modification in route alignment of 220 KV Tower Line from 400 KV Bamnauli Sub-stn. on Bijawasan Road to Naraina 220 KV Sub-station.

F.6(8)87-MP

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Further, the alignment of 66 KV HT line along Palam drain was discussed.

The proposal of DVB for changing the proposed underground HT line to overhead line was agreed to in principle subject to working out of the details and integrating the same with road development plan. The latter has to be worked out by DVB and submitted to DDA for approval.

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Sub: Route approval for 66 KV double circuit tower sub-station to 66 KV sub-station at Bawana water works, Pooth Khurd and Rohini Extension.

F.6(3)93-MP

The route alignment proposals (route nos 1, 2 & 3) were approved.

3. Item No.17/97

Sub: Integrated Freight Complex, Narela.

F.20(7)96-MP

The modified layout plan of IFC Narela was approved together with proposed development control norms for integrated development of truck terminal. Further necessary action may be taken for acquisition of land and detailing of the layout plan.

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Sub: Construction of Foreign Service Training Institute on land measuring 6 acres in the old JNU Campus, New Delhi; Relaxation of Development Control Norms.

F.3(73)96-MP

The proposal for increasing residential component as proposed by Foreign Service Training Institute was approved as an adjustment within the overall FAR of 100. The proposal is approved as a special case keeping in view the recommendations of the Govt. of India and DUAC without forming any precedence.

5. Item No.19/97

Sub: Use of basement for hotels.

F.10(1)96-MP

Keeping in view the fact that basement is meant for services of the building and not for hotel and also prevailing tendency of misuse of basement, the proposal for inclusion of various activities in the basement was not agreed to. It was desired to undertake a study of FAR permitted for hotels in various metropolitan cities in India and examine whether FAR for hotels needs to be reviewed.

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Sub: Request of Flood & Irrigation Deptt., Govt. of NCT Delhi for change of land use from 'Utility' drain to 'commercial' and for parks for 30 ha. land for covering of Pankha Road drain (2.6 km part) Nazafgarh drain (3.30 + 3.09= 6.39 km part) and Karari Suleman Nagar drain (2.94 km part).

F3(66)/96-MP

After detailed discussion, it was observed that Flood and Irrigation Deptt., GNCTD may prepare a comprehensive project report for a Pilot project for covering of a drain for consideration of Technical Committee.

7. Item No.21/97

Sub: Change of land use of an area measuring 1 acre from 'public and semi-public (education and research) to 'residential' (group housing-19 DUs) in the North of Mother's International School at Mehrauli Road.

F.16(42)74-MP/Vol.II

Processing of change of land use of an area measuring 1 acre from 'public and semi-public (education and research)' to 'residential' is recommended for approval of the Authority. The issue, regarding allotment of land, which is under possession of DDA, may be examined separately by Lands Branch.

8 Item No.22/97

Sub: Request of Directorate of Education Delhi for allotment of alternative site or regularisation of 7 schools functioning in Master Plan Recreational-City Forest near Tuglakabad Extn.; Change of land use.

F.16(14)85-IL

Keeping in view the location of existing schools in Protected forest and in the vicinity of Tuglakabad fort (which is a protected monument), the proposal for regularisation of existing schools is not recommended.

9. Item No.23/97

Sub: Proposed flyover on the intersection of Ring Road & Mathura Road at Ashram Chowk, New Delhi.

F.5(13)91/MP/Pt.I

It was decided that a comprehensive study of 4 options as given in the agenda note including survey of adjoining areas may be conducted by PWD through ILFS or consultant so that these 4 options can be comparatively examined alongwith option 5.

10. Item No.24/97

Sub: Proposed layout plan for sector-XXVI (Part) Rohini Phase-IV:- Development of 160 ha. of land.

PP/R/4026/97

After detailed discussion, Technical Committee recommended change of land use of 160 ha. in Rohini Phase-IV as given in para 7.3 of the agenda note. The pockets of land as proposed by the Plg. Deptt. may be acquired for maintaining continuity of roads and services.



(A.K.JAIN)

ADDL.COMMR.(DC&B)  
MEMBER SECRETARY

Memo No.F.1(6)97-MP

Dated: 5.6.97

Copy to:-

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

Special invitee

M - CE (Nong) (DDA)  
S2 - ACA (11) DDA.



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

DELHI DEVELOPMENT AUTHORITY  
( DEV. CONTROL & BUILDING )

No.F.1(3)96-MP

Dated : 23.5.97

MEETING NOTICE

The 77th Technical Committee meeting of the DDA will be held on 27.5.97 at 10.00 A.M. in the Conference Hall, 5th floor, Vikas Minar, I.P.Estate, New Delhi.

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



( A.K.JAIN )  
ADDL.COMMR.(DC&B)  
Member Secretary



I N D E X

SL. NO.	ITEM NO.	PARTICULARS	PAGE NO.
1.	15/97	Modification in route alignment of 220 KV Tower Line from 400 KV Bamnauli Sub Stn. on Bijawasan Road to Naraina 220 KV Sub Stn. F.6(8)87-MP	1-3
2.	16/97	Route approval for 66 k.v. double circuit tower sub-station to 66 kv sub-station at Bawans water works Pooth Khurd and Rohini Extension. F.6(3)93-MP	4-8
3.	17/97	Intrgrated Freight Complex, Narela F.20(7)96-MP	9-16
4.	18/97	Construction of Foreign Service Training Institute on land meas. 6 acres in the old JNU Campus, New Delhi: Relaxation of Development Control norms. F.3(73)96-MP	17-19
5.	19/97	Use of Basement for hotels. F.10(1)96-MP	20-24
6.	20/97	Request of Flood and Irrigation Deptt. Govt. of NCT Delhi for change of land use from 'Utility' Drain to 'Commercial & for Parks for 30 hec. land for covering of Pankha Road drain (2.6 KM part), Nazafgarh drain (3.30+3.09=6.39 KM part) and Karari Suleman Nagar drain (2.94 KM part). F.3(66)96-MP	25-28
7.	21/97	Change of land use of an area measuring 1.0 acres from 'Public and Semi Public (Education and Research) to 'Residential' (Group Housing-19 DU's) in the North of Mother's International School at Mehrauli Road F.16(42)74-MP/Vol.II.	29-30
8.	22/97	Request of Directorate of Education Delhi for allotment of alternative sites or regularisation of 7 schools functioning in Master Plan Recreational-City Forest near Tuklakabad Extn. Change of landuse. F.16(14)85/IL.	31-32
9.	23/97	Proposed Flyover on the Intersection of Ring Road & Mathura Road at Ashram Chowk, New Delhi. F.5(13)/91-MP Pt.I	33 - 49

Sub : Modification in route alignment of 220 KV Tower Line from 400 KV Bannauli Sub Stn. on Bijawasan Road to Naraina 220 KV Sub Station (File No. F. 6(8)/87-MP :

1. INTRODUCTION/BACKGROUND

The Tower Line proposal is to infeed Naraina 220 KV Sub Stn. from Bannauli 400 KV Sub Stn. on to meet the power requirements of Delhi Cantt. and West Delhi. The above said Tower Line proposal was earlier discussed in the Technical Committee meeting (as part of Dwarka Electrification Project) held on 18.3.1991 in which the following decisions were taken :

"Technical Committee approved the proposed location of two sites for 220 KV Sub-Station and 11 sites for 66 KV Sub-Stations. Technical Committee also approved the route alignment of 220 KV line and 66 KV connecting the 400 KV Sub Station as shown on the plan.

2. EARLIER PROPOSAL:

The route starts from Bannauli 400 KV Sub-Station. from here, it is then taken on the North-West side of Najafgarh Drain through green belt in a length of about 3 Kms. untill the perpendicular bend of Najafgarh Drain. It is then taken in an angle upto the North-West corner of Sector-13 in a length of about 0.75 Km. From here it is taken through sector-11 & 5 Dwarka along the edge of Palam Drain upto Sector-2, 220 KV Sub Station (Dwarka). From here it was proposed to be taken parallel to the Palam Drain and thereafter from Pankha Road/Drain upto Rewari Railway Line. After crossing the Rewari Railway Line it was to be taken through Cantonment area crossing the Station road, Kirby Place, along the road in-front of Military Hospital and again through the Cantonment area upto the existing Naraina Sub Station on Ring Road. Total length of the route is about 16 Km.

OK  
2/15

3. PROPOSED MODIFICATIONS

The Tower Line route from Bamnauli upto Sector-2, 220 KV Sub-Station in a length of about 8.5 Kms. has already been completed. The Tower Line route along Palam Drain could not be implemented due to encroachments below the 4 Mtr. wide approved corridor. The route along Pankha Drain/road also could not be taken because of the non-availability of corridor space right from Janakpuri Institutional Area to Rewari Railway Line. Now the following modifications are proposed in the Tower Line route proposal as follows :-

- (i) Along Palam Drain in Dwarka Project area, the pylon shall be taken considering the covering of the Palam Drain in a length of about 1.5 Km. upto Dabri More. The space above Palam Drain shall be used for 6 lanes divided carriage-way. On the North-Eastern side of the carriage-way, 220 KV Tower line is proposed along the edge of service road which shall be integrated in the detailed Road Development Plan to be got prepared by Dwarka Office of DDA.
- (ii) The Tower Line route is now proposed along embankment of Palam Drain from Dabri More upto railway lines. After crossing the railway line it has been taken on the route approved by the Technical Committee.
- (iii) The Tower Line proposal along embankment of Palam Drain from Dabri crossing to Railway line has also been agreed by Irrigation & Flood Deptt. of the Govt. of Delhi. as per note dated 14th May, 1997 of SE(220KV), Delhi Vidyut Board.

*Handwritten signature*  
2015

..... 3/-

4. FEASIBILITY :

A modified drawing showing the above said route proposal has been submitted by DESU. DESU has studied the feasibility and it is found that the modified route proposal is feasible at site and can be implemented as per the note dated 14th May, 1997 of Supdt. Engineer (220 KV Line), DVB.

DVB shall obtain the approval of railway Authorities for crossing Delhi/Rewari Railway Lines.

5. RECOMMENDATIONS :

The modifications in the route proposal are put-up to the Technical Committee for consideration.

  
20/5/97  
D.K. SALUJA  
DIRECTOR (TT) | PLANNING

  
20/5/97  
(S.K. SHARMA)  
ASSTT. DIRECTOR (PLNG.)

Sub: Route approval for 66 k.v. double circuit tower line to be taken out from Kanjhawala 220/66 kv sub-station to 66 kv sub-station at Bawana water works Pooth Khurd and Rohini Extension.

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File No. F.6(3)93-MP

I. INTRODUCTION :-

1. Proposal received from the Exe. Engg. (Plg.V) Jhandewalan Extension vide letter No.XEN (Plg.V)211/810 dated March 5, 1997 on the above cited subject is regarding approval of the four route alignment cases of 66 kv. Three of these route alignments were earlier discussed in the meeting taken by Chief Engineer (Elect.), DDA, on 20.9.96 in the presence of DESU representatives. (Refer minutes of the meeting at Annexure-I).

II. SALIENT FEATURES OF THE PROPOSAL :

1. The proposal contains following route alignments.

- a) Route No.1 : 66 KV Transmission line from Kanjhawala 220 KV sub-station to Bawana water works 66 KV sub-station.
- b) Route No.2 : 66 KV Transmission line from Kanjhawala 220 KV sub-station to Pooth Khurd 66 KV sub-station.
- c) Route No.3 : 66 KV Transmission line from Bawana water works 66 KV sub-station to Pooth Khurd 66 KV sub-station.

2.a The sub-station site at Bawana water works was offered to DESU by the MCD in January, 1996. The proposed sub-station would meet the power requirements of water treatment plant and also the need of adjoining rural areas e.g. Holambi, Sanoth, Auchandi, Mungerpur and CRPF camp JEX.

2.b Proposed 66 KV sub-station at Bawana water works is under advance stage of construction.

3. The proposed sub-station at Pooth Khurd is located in the 100 bedded Hospital premises of GNCT Delhi and is likely to meet the requirements of Hospital.

4. As per DESU survey report, all the three route alignments do not pass through any heritage building, major built-up area, forest etc. *This may further be confirmed/clarified by DESU during the meeting.*

III. OBSERVATIONS :

The route alignment proposals were examined with regard to the proposed urban extension plan and our observations are as given below :-

1. Route No.1 : (About 17 Km. approx.).

- a) The proposed 66 KV transmission line from Khanjhwala sub-station mostly runs along the east of Sultanpur minor, north of HSEE 400 KV DC tower line and then west of Western Yamuna Canal (WYC) before connecting 66 KV sub-station, Bawana Water Works (Ref. map laid on table).
- b) Two alternative routes were examined for this section; of which route along the existing Sultanpur minor is preferred by DESU on account of shorter length.
- c) The proposal does not include an MOC from Irrigation and Floods Department and MCD for erection of transmission line along Sultanpur minor and WYC, respectively. In our opinion, the proposed tower line be laid with minimum setback after taking into account any expansion programme of these works.
- d) The alignment falls within the proposed urban extension- 2001 (last phase) but it is outside the proposed Rohini extension (Phase IV & V). *Part of the route forms part of Narela sub-city project.*

2. Route No.2 : (About 13 Kms. approx.)

- a) The proposed 66 KV route also mostly runs along east of Sultanpur minor, south of 400 KV DC tower line and then west of Bawana Pathkhurd road (as shown on the map laid on table).
- b) The alignment falls within the proposed urban extension-2001 (last phase) but is outside the proposed Rohini Extension (Phase IV & V).
- c) The proposed tower line be laid with minimum setback after taking into account any expansion programme of Sultanpur minor.


d) The alternative route along the existing 220 KV tower line was also examined; however, DESU preferred the proposed alternative based on ground conditions.


3. Route No.3 : (About 7 Km. approx.).

- a) The proposed 66 KV route runs along south of Puthkhurd Holambi Kurd Road; west of WJC and south of Narela Bawana Road.
- b) The proposed tower line may be laid with minimum setback after taking into account any expansion of WJC. It may also be suitably incorporated in the Narela Sub-city plan for the stretch along Bawana Narela Road.
- c) The proposal is within the proposed urban extension 2001 (last phase) but is outside the proposed Rohini Extension (Phase IV & V).

IV. RECOMMENDATIONS :-

The Technical Committee may consider approval of the three proposed route alignment cases based on the observations in para-III above. The alignment No.4 may be examined by Rohini project unit/C.E. (Electrical), DDA, separately.

  
14/97  
(K.K. BANDYOPADHYAY)  
Ac. (MPP).

  
19/8/97  
(S.P. BANSAAL)  
Dir (PLNS) PPR.

Sub: Record notes of the meeting taken by  
Chief Engineer (Electricals) on 20.9.96  
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1. The list of officials who attended the meeting is annexed.

2. Four cases of route alignment were discussed. A list of discussion on each of these cases is as given below :-

(A) 66 KV. overhead tower line from Najafgarh-Nangloi road to the proposed 66 KV sub-station at Nangloi water works :-

i) DESU shall submit necessary details in the standard proforma discussed during the meeting.

ii) DESU officials shall seek clearance of concerned authority with regard to proposed route alignment for likely interference with the Radar, near village Ranhola.

iii) The details like minimum route corridor width, distance from selected existing natural features, tower details, names of areas to be served etc. have to be clearly shown in the proposal.

(B) 66 KV tower line from Khanjwala 220 grid sub-station to 66 KV. Bawana water works :-

i) Cost and length of the alternative route along proposed 400 KV line to be indicated.

ii) No objection from the Irrigation and Floods Deptt. with regard to expansion programme of Sultanpur minor and Western Yamuna canal/or otherwise, be submitted.

iii) The detailed alignment of 80 M. right of way road between Western Yamuna canal to Bawana water works with green buffer to be collected from Director (Narela) and the proposed route alignment to be taken in the green buffer along the proposed road.

iv) Details like properties & trees affected have to be clearly mentioned. Clearance of Forest Deptt., if required, have to be obtained.

v) Other proforma details as discussed with regard to corridor width, distances from existing natural features etc. are to be clearly shown in the proposal.



(C) 66 KV route from Bawana water works to 66 KV sub-station, Futhkhurd :-

- i) No objection from the Irrigation and Floods Deptt. with regard to expansion programme of Western Yamuna canal/or otherwise, to be submitted.
- ii) The detailed alignment of 80 M. right of way road between Western Yamuna canal to Bawana water works with green buffer to be collected from Director(Warela) and the proposed route alignment to be taken in the green buffer along the proposed road.
- iii) Details like properties, trees affected have to be clearly mentioned. Clearance of Forest Deptt., if required, have to be obtained.
- iv) Other profonna details as discussed with regard to corridor width, distances from existing natural features etc. are to be clearly shown.
- v) Minimum of about 15 M. from the centre of the road is to be left in the portion of the route running parallel to the existing rural road.

(D) Route Alignment between 66 KV sub-station at Futhkhurd to 220 KV sub-station at Khanjawala :-

- i) No objection from the Irrigation and Floods Deptt. with regard to expansion programme of Sultanpur minor/or otherwise, to be submitted.
- ii) Details like properties, trees affected have to be clearly mentioned. Clearance of Forest Deptt., if required, have to be obtained.
- iii) Other profonna details as discussed with regard to corridor width, distances from existing natural features etc. are to be clearly shown.
- iv) Minimum of about 15M. from the centre of the road is to be left in the portion of the route running parallel to the existing rural road.

3. The case of 66 KV route between 220 KV sub-station Khanjawala to 66 KV sub-station in Rohini Extension shall be submitted separately to AC (DC&S) with a copy to Director (Rohini).

SUB:INTEGRATED FREIGHT COMPLEX, NARELA

F.NO:F.20(7)/96/MP

### 1.0 BACKGROUND:

The proposal of Integrated Freight complex, Narela was discussed by the Technical Committee in its meeting held on 4-2-97(item no. 6/97, Annexure-A) and the same was deferred with the observations that the members may send their views/suggestions on the proposal of Director (NP) within a week's time.

The proposal was again discussed in Technical Committee in its meeting held on 25-3-97 (Item No. 14/97 Annexure-B). During discussions, it was felt that proposal be discussed in a separate meeting.

### 2.0

Commissioner(Plg.) reviewed the proposal in a meeting. In the meeting, the development controls for truck terminal were reviewed and the modified proposal is given in para 3.2. Further, it was decided that for calculating coverage and FAR for an integrated scheme, the uses at Master Plan level such as Bawana Escape, Forests and 60 mt. and above roads may be excluded. Based on this, the proposal has been revised in consultation with Prof. N. Ranganathan, Traffic & Transportation Advisor.

### 3.0 RECOMMENDATIONS:

3.1 Modified layout plan (laid on the table) and proposed design guidelines and controls for various commodities/pockets (Annexure-C/Table 5.3) for consideration and approval.

3.2 Following development controls are suggested for Truck Terminal (Integrated development)

Maximum ground coverage	25%
Maximum floor area ratio	100
Maximum height	14 mtrs.

#### NOTE:

Upto 20% of the plot area shall be used for activities permitted as per MPD-2001. The ground coverage and FAR shall be calculated only on this portion. Balance area of the Truck Terminal shall be used for idle parking, circulation etc.

#### (i)Other Controls:

Basement below the ground floor and to the maximum extent of ground coverage shall be allowed and counted

in FAR.

3.3 Remaining area of 331 hac.(approx) including the approach roads should be immediately acquired invoking emergency clause. Also land under farm houses should be acquired which is essential for the development of IFC in an integrated manner.

3.4 For further detailing of the plan, the Consultants shall be appointed for following aspects:

- i) Environmental Impact Assessment.
- ii) Detailing of freight terminal by consulting organisations.

It is suggested that RITES may be appointed as Consultant (P.S.U. under Ministry of Railway) which is associated in formulation of MRTS proposal in GNCTD. One station at Holambi Kalan is part/adjoining IFC Narela.

- iii) Services Consultant for designing and approval of services from MCD.

4.0 Proposal as contained in para 3.1 to 3.4 above is submitted for consideration and approval of the Technical Committee.

*Ratna* 23/5/57  
Jt-Dir (Pl) NR

## SUB: INTEGRATED FREIGHT COMPLEX, NARELA

F.NO:F.20(7)/96/MP

## 1.0 BACKGROUND:

The proposal of Integrated Freight complex, Narela was discussed by the Technical Committee in its meeting held on 4-2-97 (item no. 6/97, Annexure-A) and the same was deferred with the observations that the members may send their views/suggestions on the proposal of Director (NP) within a week's time.

The proposal was again discussed in Technical Committee in its meeting held on 25-3-97 (Item No. 14/97 Annexure-B). During discussions, it was felt that proposal be discussed in a separate meeting.

## 2.0

Commissioner(Plg.) reviewed the proposal in a meeting. In the meeting, the development controls for truck terminal were reviewed and the modified proposal is given in para 3.2. Further, it was decided that for calculating coverage and FAR for an integrated scheme, the uses at Master Plan level such as Bawana Escape, Forests and 60 mt. and above roads may be excluded. Based on this, the proposal has been revised in consultation with Prof. N. Ranganathan, Traffic & Transportation Advisor.

## 3.0 RECOMMENDATIONS:

3.1 Modified layout plan (laid on the table) and proposed design guidelines and controls for various commodities/pockets (Annexure-C/Table 5.3) for consideration and approval.

3.2 Following development controls are suggested for Truck Terminal (Integrated development)

Maximum ground coverage	25%
Maximum floor area ratio	100
Maximum height	14 mtrs.

NOTE:

Upto 20% of the plot area shall be used for activities permitted as per MPD-2001. The ground coverage and FAR shall be calculated only on this portion. Balance area of the Truck Terminal shall be used for idle parking, circulation etc.

(i) Other Controls:

Basement below the ground floor and to the maximum extent of ground coverage shall be allowed and counted

in FAR.

3.3 Remaining area of 331 hac.(approx) including the approach roads should be immediately acquired invoking emergency clause. Also land under farm houses should be acquired which is essential for the development of IFC in an integrated manner.

3.4 For further detailing of the plan, the Consultants shall be appointed for following aspects:

- i) Environmental Impact Assessment.
- ii) Detailing of freight terminal by consulting organisations.

It is suggested that RITES may be appointed as Consultant (P.S.U. under Ministry of Railway) which is associated in formulation of MRTS proposal in GNCTD. One station at Holambi Kalan is part/adjoining IFC Narela.

- iii) Services Consultant for designing and approval of services from MCD.

4.0 Proposal as contained in para 3.1 to 3.4 above is submitted for consideration and approval of the Technical Committee.

Decision

The modified layout plan of IFC Narela was approved together with proposed development control norms for integrated development of truck terminal. Further necessary action may be taken for acquisition of land and detailing of the layout plan.

*Rath* 23/5/97  
J4-Div(Plz)NP

Minutes of the Technical  
Committee Meeting Held on 4.2.97

SUB: INTEGRATED FREIGHT COMPLEX, NARELA  
REF: F.20(7)/96/MP

### 1.0 BACKGROUND:

Technical Committee in its meeting held on 6-2-96 approved the Conceptual layout plan of IFC, Narela. Delhi Development Authority in its meeting dated 22-3-96 approved the proposal for processing change of landuse under Section 11-A of DD Act. (Annexure A). The proposal has been forwarded to Ministry of Urban Affairs and Employment on 11.4.96 for approval of the Central Government to issue public notice for inviting objections/suggestions and the same is being pursued with Ministry of Urban Affairs and Employment.

As recommended by Technical Committee, Prof. N. Ranganathan is appointed as Transportation Planning Advisor. (has been

### 2.0 DETAILS & EXAMINATION:

#### 2.1 Traffic & Transportation Plan:

Professor N. Ranganathan, Advisor has conducted surveys and studies for goods movement in Delhi and prepared draft Traffic & Transportation Plan for IFC, Narela. Brief report giving provisions in MPD-2001, traffic surveys, traffic characteristics, commodity flow, traffic projections/estimates, landuse break-up and development norms for various commodities/pockets is enclosed at Annexure 'B'. The major changes/modifications from earlier plan are given below:

- i) Increase in right of way of Alipur road from 40 mt. to 60 mt.
- ii) Green forest area adjusted as per the site conditions/survey.
- iii) MRTS station incorporated as per the proposal of RITES.
- iv) Division of freight terminal into two components viz., development by Northern Railway and by DDA.
- v) Interchange of site of district centre and freight complex.
- vi) Increase in area as per the detail P.T. survey.
- vii) Alternatives for presentation and management of the project.

2.2 The modified scheme was presented in a meeting under the Chairmanship of Vice-Chairman, DDA on 16-10-1996 where senior officers of DDA were present. In the meeting, the proposal was agreed in principle with the suggestion to finalise broad framework for formulating joint sector company (IFC Development & Management Company) under Company's Act with equity participation by DDA, Govt. of NCTD, financial institutions, association of wholesale traders etc.

Draft outline of the joint sector company has been prepared and sent to finance, legal and administration branch for finalisation.

2.3 a). Integrated Freight Complex as envisaged in MPD-2001 contains following two uses:

- i) Commercial, C-2 Wholesale and warehousing.
- ii) Transportation Truck terminal/Freight Terminal /pc

b).MPD-2001 has suggested following development controls for wholesale trade/warehousing (019,020). (Integrated Development)

- Maximum Ground Coverage : 20%
- Maximum floor area ratio : 60
- Maximum height : 14 mt.

c). No controls have been specified for truck terminal. The truck terminals developed by CIDCO in Navi Mumbai were studied in detail. These truck terminals are planned in an integrated manner adjoining wholesale market. The broad analysis of truck terminal located at Vashi, reveals following development controls:

- Maximum ground coverage: 10.5%
- No. of storeys : 3
- F.A.R. : 25.5

Uses/Components:

- i) Parking and circulation area : 82%
- ii) Other uses where building activities permitted:18%
- iii) Uses provided lodging and restaurant complex, transit godowns, offices, spare parts and garages, fuel stations, facilities like weighing bridges, bathroom and toilets.

3.0 RECOMMENDATIONS FOR CONSIDERATION:

3.1 Modified layout plan(laid on the table) and proposed development norms for various commodities/pockets(Annexure-'B') for consideration and approval.

3.2 Following development controls are suggested for truck terminal (Integrated development)

- Maximum ground coverage : 10%
- Maximum floor area ratio : 25
- Maximum height : 14 mt.

Other controls:

- i) 80% of the total plot area shall be used for parking and circulation.
- ii) Basement below ground floor and to the maximum extent of ground coverage if provided will be included in FAR.

3.3 Remaining area of 331 hact. (approx.) including the approach roads should be immediately acquired invoking emergency clause. Also land under farm houses should be acquired which is essential for the development of IFC in an integrated manner.

3.4 For further detailing of the plan, the Consultants shall be appointed for following aspects:

- i) Environmental Impact Assessment.
- ii) Detailing of freight terminal by consulting organisations.

It is suggested that RITES may be appointed as Consultant (P.S.U. under Ministry of Railway) which is associated in formulation of MRTS proposal in GNCTD. One station at Holambi Kalan is part/adjoining IFC Narela.

iii) Services Consultant for designing and approval of services from MCD.

4.0 Proposal as contained in para 3.1 to 3.4 above is submitted for consideration and approval of the Technical Committee.

**DECISION**

" The item was deferred with the observation that the Members may send their views/ suggestions on the proposal to Director (Plg.)-Narela within a week's time, Accordingly, the proposal be put up to the Technical Committee."

Compared.  
*[Signature]*  
12.02.97

*[Signature]*  
12/2/97

*[Signature]*  
14/02/97  
Member Secretary  
Technical Committee  
Delhi Development Authority



Minutes of the Technical  
Committee Meeting Held on 25.03.97

Sl. NO. 8/Item No. 14/97/TC

Sub: Integrated Freight Complex, Narela.

File No.: F.20(7)/96/MP.

## 1.0 BACKGROUND

The proposal of Integrated Freight Complex, Narela was discussed by the Technical Committee in its meeting held on 4.2.97 (Item No.6/97 (Annexure 'A') and the same was deferred with the observations that the members may send their views/suggestions on the proposal of Dir. (NP) within a week's time.

Integrated Freight Complex proposal at Narela was subsequently discussed in the meetings taken by Hon'ble Lt. Governor Delhi, Vice Chairman and Finance Member, DDA. During the presentation, Hon'ble Lt. Governor desired that Integrated Freight Complex Project at Narela be taken up on priority and efforts be made by all the concerned departments to expedite acquisition of land, designing/availability of services and other infrastructure, marketing strategy for disposal of land as well as shifting of the wholesale godowns/markets from the Walled City area etc. It was also desired that as the development of freight terminal by Northern Railway is very essential and if required matter may be taken up with Chairman, Railway Board.

## 2.0 VIEWS/SUGGESTIONS

As desired by Technical Committee views/suggestions from its members have not been received. The only suggestion/observation received is from Chief Transport planning Manager, Northern Railway vide letter dt. 24.2.97. He has sent the following observations:

The land required for the Railway freight terminal at Holambi Kalan (Narela) was earlier earmarked in the range of 125 hac. and now in the documents for the Technical Committee, it has been reduced to 73 hacs.

The observations made by CTPM, Northern Railway were also raised by him in the meeting taken by Finance Member, DDA on 24.2.97. During the meeting it was explained that detail plan for the freight terminal area (153 hac) is to be prepared either by the Northern Railway or Consultant to be appointed by DDA and requirement of the Northern Railway for railway sidings etc. shall be kept into consideration. However, Chief Transport Planning Manager, Northern Railway agreed in principle that the land required for railway siding and stockyards by the individual beneficiaries for identified commodity such as iron & steel, cement etc. will be added to the land component required for Northern Railway.

3.0 RECOMMENDATIONS FOR CONSIDERATION:

3.1 Modified layout plan (Laid on the table) and proposed development norms for various commodities/pockets (Annexure-'B' of Item No. 6/97/TC) for consideration and approval.

3.2 Following development controls are suggested for truck terminal (Integrated development).

Maximum ground coverage	:	10%
Maximum floor area ratio	:	25
Maximum height	:	14mt.
Other controls:		

- i) 80% of the total plot area shall be used for parking and circulation.
- ii) Basement below ground floor and to the maximum extent of ground coverage if provided will be included in FAR.

3.3 Remaining area of 331 hac. (approx) including the approach roads should be immediately acquired invoking emergency clause. Also land under farm houses should be acquired which is essential for the development of IFC in an integrated manner.

3.4 For further detailing of the plan the Consultants shall be appointed for following aspects:

- i) Environmental Impact Assessment.
- ii) Detailing of freight terminal by consulting organisations.

It is suggested that RITES may be appointed as Consultant (P.S.U. under Ministry of Railway) which is associated in formulation of MRTS proposal in GNCTD. One station at Holambi Kalan is part/adjoining IFC Narela.

- iii) Services Consultant for designing and approval of services from MCD.

4.0 Proposal as contained in para 3.1 to 3.4 above is submitted for consideration and approval of the Technical Committee.

DECISION

It was decided that the proposal be discussed in a separate meeting.

Compared.

*[Signature]*  
08.04.97.

*[Signature]*  
09/4/97

*[Signature]* 8-4-97

Member Secretary  
Technical Committee  
Delhi Development Authority

-16-

## INTEGRATED FREIGHT COMPLEX, NARELA, DELHI

## LANDUSE AND TRANSPORTATION PLAN

## 1.0 M.P.D - 2001 PROVISIONS

Efficient movement, receipt, handling, storage and re-distribution of goods within Delhi is very important for the economy of the city, well being of the people and environmental quality. The MPD-2001 has recommended an innovative concept of development of IFC's which are multi-commodity in character, provides for the backward and forward linkages and enables integrated development covering all aspects of policy, physical, operational, technological financial, institutional, legal and management. The Master Plan for Delhi-2001(MPD-2001) has proposed development of four integrated freight complexes(IFC) at Ghazipur, Narela, Dwaraka and Madanpur Khadar.

The main functions of IFC's as noted in the MPD-2001 are:

- i. to provide facilities for regional and intra-urban freight movement.
- ii. to provide facilities for freight in transit as well as interchange of mode.
- iii. to provide warehousing and storage facilities and interlink these sites with specialised markets like iron and steel, building materials, hosiery, plastic, leather and PVC, auto and motor parts, machinery, fruits and vegetables.

- iv. to provide servicing, lodging and boarding, idle parking, restaurants and other functions in the complex.

## 2.0 IFC NARELA

### 2.1 Location

Narela IFC is located in Narela Project Area, an urban extension. It is in Zone P, (Sec B-7 of Narela Sub-City). The IFC site is bounded by DSIDC area in the north, AIR area and the proposed District Centre on the east, the proposed Delhi Expressway on the South and the Delhi-Ambala Railway Line on the west. The site extends over an area of 349 ha which includes Freight Complex (148.5 ha), Freight Terminal (135.5 ha), Truck Terminal (14 ha) and certain city level use activities.

### 2.2 Access

The Narela IFC site has good accessibility. It is served by Karnal-Delhi GT Road (NH-1), the proposed Delhi-Expressway, two 60 m North South Narela Project Roads (NPR 1 & 2), Delhi-Ambala railway line, the proposed Holambikalan Rail Passenger Terminal and the proposed Delhi Mass Rapid Transit System (MRTS).

### 2.3 Existing Features/Constraints

The Narela IFC site is predominantly agricultural land, level in topography, good for development. Bawana Escape cuts across the site. A number of high tension lines run through the site and an extent of land is under 'Forests'.

While these are constraints in the use of land, they also provide an opportunity of open lung areas by integrating them in the overall development plan. A number of farm houses are also existing particularly along Alipur-Narela Road.

#### 2.4 Land Status

The process of land acquisition has already started. An extent of 57 ha. of land has been acquired and taken possession of. Further action for acquisition of the total extent of land is being pursued. The farm houses which dot the site area may delay the acquisition by resorting to legal process. It has already been decided by Technical Committee to acquire land by invoking emergency provisions.

#### 3.0 GOODS TRAFFIC CHARACTERISTICS

Delhi is a major consumer and producer of goods and services. A large number of goods vehicles, carrying different commodities, move into, from, within and through Delhi. To appreciate the characteristics of goods movement and to prepare the Land Use and Transportation Plan for Narela IFC as decided by Technical Committee, Prof. N. Ranganathan, formerly Head, Transport Planning Department, School of Planning and Architecture, New Delhi, has been appointed as Consultant. A number of surveys and studies have been carried out by the Consultant and the Land Use and Transportation Plan has been prepared and submitted by Consultant. An extensive

data base of traffic characteristics at the Outer Cordon around National Capital Territory of Delhi (NCTD) has also been developed.

The salient traffic characteristics at the outer cordon around NCTD are:

- i. A total of 2,39,581 vehicles of all types move into and out of Delhi, on an average day. Of them passenger modes account for 1,76,523 (73.7%) and goods moves account for 63,058 (26.3%).
- ii. In terms of Passenger Car Units (PCU) the traffic flow is of the order of 3,85,546. Of this goods modes account for 50.63%.
- iii. Of the goods modes, Delhi-Karnal(NH-1) road (Singhu) carries the maximum share of 26133 PCU's (13.50%).
- iv. In terms of quantity 2,62,807 tonnes of goods move into and out of Delhi on an average day. The share of NH-1 was the highest at 41,298 (15.54%) tonnes.
- v. The share of the major commodity types of the total quantity of goods traffic was as under:

Textiles	-	1.84%
Auto Parts	-	1.70%
Fruits & Vegetables	-	9.21%
Hardware & Building Materials	-	27.39%
Foodgrains	-	8.21%

Iron and Steel	-	6.30%
Timber	-	2.15%
Others	-	43.20%

vi. The desired pattern of goods movement was observed to be as under:

Terminating (in Delhi)	:	39.4%
Originating (in Delhi)	:	34.0%
Through	:	25.7%
Others	:	0.9%

vii. A high degree of interaction between Delhi and NCR was observed, accounting for 62% in terms of tonnage. (It was 56% in 1993, indicating an increasing interaction trend).

viii. The flow of goods into and out of Delhi is continuously increasing at a high rate. The observed size, at different time periods, is as under:

1981 (DMP-2001 study)	:	83,755 tonnes
1988 (NCR-ORG Study)	:	1,00,557 tonnes
1993 (SPA(NR)Gazipur IFC Study)	:	1,84,946 tonnes
1996 (Prof.NR-Narela IFC Study)	:	2,65,807 tonnes

ix. The goods traffic into and out of Delhi is growing at a high rate. For estimate of future traffic size a growth rate of 10.5% has been adopted.

x. The size of goods moving into and out of Delhi, by 2011, has been estimated to be 6,84,227 tonnes. The estimated pattern is:

Destinating	:	2,71,680 tonnes
Originating	:	2,38,016 tonnes
Through	:	1,74,731 tonnes

- xi. The share of Narela IFC, of the total goods movement, into and out of Delhi, has been estimated to be 26%.
- xii. The estimated size of inflow into Narela IFC, on an average day, by commodity, is as under:

Textiles and Readymade Garments	:	1083 tonnes
Auto Parts	:	906 tonnes
Fruits and Vegetables	:	9880 tonnes
Hardware and Building Materials	:	20886 tonnes
Foodgrains	:	14278 tonnes
Iron and Steel	:	4744 tonnes
Timber	:	2600 tonnes
Others	:	24193 tonnes

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Total : 78750 tonnes  
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#### 4.0 LAND USE STRUCTURE

##### 4.1 Land Use Structure: IFC Narela

The Land Use Structure of Narela IFC has been developed to handle the estimated quantity of goods movement into and out, by adopting space norms and standards, including identification of other related use activities to provide the necessary support facilities. The proposed land use



structure of Narela IFC is given in the table below:

		(Ha)
Table : Landuse Structure		
Total Area of Site (IFC, Freight Terminal, Truck Terminal & Master Plan Level Uses)		348.94
Integrated Freight Complex		
A.	Wholesale Markets and Warehousing	148.50
1.	i. Fruits & Vegetables & Foodgrains :39.11	
	ii. Hardware and Building Materials :21.44	98.28
	iii. Iron and Steel :11.00	
	iv. Timber : 3.98	
	v. Others :22.75	
2.	Commercial	6.76
3.	Public & Semi Public	6.00
4.	Service Centre	4.59
5.	Circulation	14.79
6.	Parking	4.57
7.	Recreational	4.98
8.	H.T.Green Buffer	8.53
B	Truck Terminal	14.25
	i. Idle Parking :10.25	
	ii. Service Industry : 2.00	
	iii. Booking Agencies : 1.00	
	iv. Commercial/PSP : 1.00	

## 5.0 DEVELOPMENT CODE

### 5.1 Master Plan Development Code

For the optimal use of resources - land, capital, etc. - and for rational development and operation of the IFC it is important that development are guided by a framework of codes and guidelines specific for the IFC need to be formulated in the overall framework of development code prescribed in the Master Plan for Delhi 2001 for different use activities. The DMP-2001 has prescribed the following Development Code for the IFC use area (Wholesale Markets and Warehousing).

FAR	:	60
Ground Coverage:		20.0%
Building Height	:	14 m

Within the framework of the above prescribed code, to optimise the use of land, to generate adequate returns and to compensate for large extent of non-buildable use activities like open spaces, parking areas, roads etc., it is proposed to prescribe Development Code for individual commodity type markets and/or for individual use activity.

## 5.2 IFC Narela - Landuse

The IFC Land Use Plan has indicated the following land uses:

1. Commodity Markets (Fruits & Vegetables, Food grains, Iron & Steel, Hardware and Building Material, Timber and others).
  2. Commercial
  3. Public & Semi Public
  4. Service Centre
  5. Service Industry
  6. Truck Terminal
  7. Freight Terminal
  8. Open Spaces
- 

It is suggested that for Commercial, Public and Semi-Public, Service Centre and Bus Terminal the development code, as prescribed in the MPD-2001, be applied. For the use area under individual commodity markets, pocket wise controls are suggested. This would achieve

optimisation of land by increased active floor space. However the total ground coverage and floor area will be limited to ground coverage of 20% and the FAR of 60 applied over the total area of the wholesale and warehousing.

### 5.3 IFC Narela - Design Guidelines and Controls

The following pocket wise controls for commodity market use area is recommended:

Sl.No.	Commodity	Ground coverage (%)	FAR	Maxm. Bldg. Height (m)
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#### A. Wholesale Markets/Warehousing

1.	Fruits & Vegetables	25	75	14
2.	Foodgrains	40	80	14
3.	Timber	25	75	14
4.	Hardware and Bldg. Materials	20	60	14
5.	Iron and Steel	20	60	14
6.	Others	30	90	14

#### B. Other Uses

7.	Commercial	25	100	14
8.	Public and Semi Public	25	100	14
9.	Service Centre	25	75	14

#### 5.4 IFC Narela - Floor Space by Activities

With the above recommended development code, a total of 8,90,670 Sq.m. of floor space will be generated in the IFC. (This does not include floor space generated in Freight Terminal and Truck Terminal). The details of floor space by activity area and use type are given in the following table:

Table : Total Floorspace under different uses in different Commodity Markets

Sl. No.	Commodity	Total Land Area (Ha)	Floor Space Usewise (in Sq.m.)				
			Total Floor Space	WS shops & Godowns	Commer- cial	Booking Agencies	Others
<b>A. Wholesale Markets &amp; Warehousing</b>							
1.	Fruits & Vegetables	26.95	2,02,125	1,78,125	8,000	8,000	8,000
2.	Foodgrains	12.16	97,280	73,280	8,000	8,000	8,000
3.	Timber	3.98	29,850	24,450	1,800	1,800	1,800
4.	Hardware & Building Material	21.44	1,28,640	1,01,640	9,000	9,000	9,000
5.	Iron & Steel	11.00	66,000	55,200	3,600	3,600	3,600
6.	Others	22.75	2,04,750	1,74,750	10,000	10,000	10,000

## B. Other Uses

7. Commercial	6.76	67,600	-	67,600	-	-	-
8. Public & Semi-Public	6.00	60,000	-	60,000	-	-	-
9. Service Centre	4.59	34,425	-	-	-	-	34,425

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In addition to the above suggested controls, all other codes and regulations, in respect of other aspects like setbacks, plot size, etc. , as prescribed in MPD-2001 shall apply.

### 5.5 Land Pricing

It is recommended that land sale price, for commodity type markets be based on floor area basis and charged for full floor area developable. Apart from maximising revenues, it would also act as a disincentive for underutilisation of land.

### 5.6 Commodity Markets - Landuse Structure

Each of the six commodity markets apart from operational area are envisaged to provide for a component of the related use facilities like commercial, booking agencies, service centre, public and semi public, service industry, and idle parking. The operational area would include wholesale shop/warehousing plots/buildings, loading and unloading areas and access roads. The recommended land

use structure of the commodity markets is given below:

(Area in hectares)

Sl. No.	Commodity	Total Area	Operational Area*	Commercial	Booking Agencies	Service Industry	Idle Parking	General Circulation & others**
1.	Fruits & Vegetables & Foodgrains	39.11	18.63	2	2	2	4.66	9.82
2.	Hardware & Bldg. Material	21.44	10.52	1	1	1	2.63	5.29
3.	Iron & Steel	11.0	5.76	0.4	0.4	0.4	1.44	2.60
4.	Timber	3.98	1.90	0.2	0.2	0.2	0.48	1.00
5.	Others	22.75	10.11	1	1	1	3.16	6.48

\* includes wholesale shops/warehousing plots/buildings, loading and unloading areas and access roads.

\*\* includes roads, PSP and utilities and services

## 6.0 TRUCK TERMINAL NARELA: DEVELOPMENT CODE

### 6.1 Landuse Structure

For Truck Terminal no specific set of development code has been prescribed in MPD-2001. The proposed Truck Terminals are extensive in nature and are essentially meant for idle parking of trucks and other vehicles. In addition the truck terminal would contain other supporting facilities like, offices of booking agencies, offices of transport operators, service garages/workshops, petrol pumps and service stations, retail shops dealing in auto parts and general merchandise, hotels and restaurants, lodging places/crew rest houses, other commercial activities, etc.

The suggested land use structure of the truck terminal is:

1. Commercial/PSP	:	1.00 ha
2. Booking Agencies/ Transport Operators Offices	:	1.00 ha
3. Service Industry	:	2.00 ha
4. Idle Parking and general circulation (to include petrol pumps)	:	10.25 ha
Total	:	14.25 ha

The total extent of truck terminal is provided at two locations. It is suggested that the above facilities are judiciously distributed between the two locations.

## 6.2 Development Control and Guidelines

The following development control for the Truck Terminal is recommended:

Maximum Ground Coverage	:	25%
Maximum Floor Area Ratio	:	100
Maximum Height	:	14 mts.

**Note:** Upto 20% of the plot area shall be used for activities permitted as per MPD-2001. The ground coverage and FAR shall be calculated only on this portion.



Other Guidelines:

- i. Balance area of the Truck Terminal shall be used for idle parking, circulation, etc.
- ii. Basement below the ground floor to the maximum extent of ground coverage shall be allowed and shall be counted in FAR.

7.0 GUIDELINES FOR DEVELOPMENT

The detailed planning of the commodity markets need to be carried out within the framework of the prescribed development code and land use structure. In addition the following guidelines are suggested for adherence.

1. Wherever the commodity market abuts the external road network (EW Link Road, NPR-1 & 2) entry and exit of inter-city goods modes be taken from these roads. (Maximum two nos and after leaving minimum 100 mts from road intersection). No entry to the individual plots shall be provided from the peripheral roads.
2. The facility uses like commercial, booking agencies, service centre etc. in each of the markets be grouped and located in a common cluster to act as a focus within the market.
3. The internal circulation system be planned to provide for segregation of different types of modes viz. inter-city and intra-city, fast and slow, etc.
4. As part of the internal circulation system pedestrian paths be planned to provide for safe movement of pedestrians within the markets.

5. The functional plans and geometric designs of the roads and intersections and the design and installation of traffic control system shall conform to the prescribed codes, manuals and guidelines of the Indian Roads Congress.
6. Adequate provision for utilities like E.S.S. pump houses, dustbins, toilets etc. for the pocket as per norms of local bodies.

#### 8.0 OPERATION AND MAINTENANCE

Planning, development, operation, maintenance and management of the four proposed IFC's is a major task calling for concerted and continuous attention. It calls for co-ordination with a number of external agencies, particularly those providing supporting infrastructure facilities. It calls for judicious land disposal policies and programmes to achieve the objectives of DMP-2001 in terms of decentralisation. It is also necessary to continuously monitor the implementation on a sustained basis. It is felt that a dedicated institutional framework, in the form of a company, constituted and registered under the Indian Companies Act 1950, with equity participation by DDA, Govt. of NCTD, commodity market development boards like DAMB etc., public/financial companies in the business of wholesale trade, warehousing, infrastructure and transport may be set up to develop, operate, maintain and manage the proposed four IFC's.

It is envisaged to develop and manage the IFC's, as bankable projects, encouraging private investments and participation, within the overall policy framework of MPD-2001 and guidelines to be prescribed by the Authority.

Sub: Construction of Foreign Service Training Institute on land meas. 6 acres in the old JNU Campus, New Delhi: Relaxation of Development control norms.  
F.3(73)96/MP

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1. A plot meas. 0.6 acres was allotted to the Ministry of External Affairs for the Foreign Service Training Institute New Delhi in old JNU Campus, by the land and Development Office, MOUAE vide letter dt. 22.8.90 with condition that land should be utilised for the bonafide activities for the Foreign Service Training Institute and for no other purpose.

2- A proposal for construction of Foreign Service Training Institute was submitted by the Architect to DDA for sanction (Nov.95) of building plans with the following norms:

Proposal as submitted		Norms as per MPD-2001
i)	Gr.coverage 24.2%	25%
ii)	FAR 62.09	100
iii)	Height 12.10 mtr.+3.55 mtr. (Machine room)	26 mtr.
iv)	Residential	15% of total FAR
	a) Hostel 18.26%	
	b) Resdl. staff Qtr. 14.06%	32.32%

3. Director(Bldg.) referred the proposal stating that the "residential" component of 32.32% as against 15% as permissible in MPD-2001 may involve amendment in the Master Plan.

4. OBSERVATIONS/EXAMINATION

Ministry of UAE vide its letter dt. 7.10.96 forwarded the request of Min. of External Affairs (letter dt. 22.5.95) for "Relaxation of norms for construction of building of Foreign Service Training Institute.

5. DUAC vide letter dt.15.2.96 conveyed its approval to the proposal with the following observations:

"The above mentioned proposal had been forwarded by DDA for formal approval of the Commission. The proposal comprises of an Institutional component, hostel and staff housing with mainly 3 storied development. As per Architect's report there are 78 trees existing at site. All can be retained as they are coming in proposed courtyards or on peripheral roads. While forwarding the proposal DDA has given following comments:-

"The proposal of Foreign Service Training Institute being sent purely from the DUAC point of view subject to clarification regarding land utilisation and terms and conditions of allotment land as laid down by land owing agency to be received from land allotting agency."

"The proposal was examined and discussed with the architect in detail. In light of DDA's comments that the component of housing is on higher side, the Commission considered that the hostels are a part of the institute and accordingly approved the proposal."  
(Annexure II)

6. Dy.Land & Dev. Officer vide letter dt.1.8.96 informed that "as per the terms and conditions of the allotment, land is to be utilised for the bonafide activities of the Foreign Service Training Institute and for no other purpose. In so far as the land is utilised for Foreign Service Training Institute in connection with its bonafide activities, this office shall have no objection to the said utilisation including the residential component as may be necessary for such institutions."

7.. The Ministry of External Affairs justifying the higher residential components stated as under:

"The residential component as proposed is essential for the "Foreign Service Institute". Hostels for the participants of the course conducted by it may be treated as part of the Institute rather than as residences in strict sense. Relaxation of norms, if necessary, may please be accorded."

8. On the basis of the above observations, VC, DDA approved the proposal for permitting hostel as part of Institute. FAR and staff residence as part of 15% FAR for

Residential use with the observation that :

"This approach should be adopted in other cases of similar nature; hostels in a residential training institute are indeed integral to the Training institute."

9. The following issues emerge from the above :

- i) Whether it requires amendment in MPD-2001.
- ii) To adopt a uniform policy, it may be informed to MCD & NDMC.

10. The matter contained in para 8 & 9 are placed before the Technical Committee for its consideration.



K. L. SABHARWAL  
Director (Planning) & P.  
Rajhi Development Authority

Sub : Use of basement for hotels.

F.10(1)96-MP

1. The Federation of Hotels & Restaurent Association of India have submitted their representation dated 19.2.97 addressed to Minister of State of Urban Development (Annex.....'A') regarding certain relaxation in development control norms and building bye-laws applicable for the construction of hotels in New Delhi.
2. The issues mentioned by the Federation of Hotels & Restaurent Association of India in their representation were discussed in a meeting held on 21.2.97 with the representatives of the Federation under the chairmanship of Commr.(Plg.),DDA.
3. Dev. Controls for Hotel (0.32)
 

Max. ground coverage	30%
Maximum floor area ratio	150
Maximum height	50m

Other Controls: i) 5% of the FAR can be used for the commercial space related to hotel function.

Basement(s) upto the building envelope line to the maximum extent of plot area shall be allowed and if used for parking and services not be counted in FAR.
4. Further, Chief Architect, DDA vide OM dated 23.1.95 (Annexure....'B') issued a clarification regarding the activity permissible in the basement for services and hotel infrastructure which includes the following:
 

"Air-conditioning plant and equipment, Water Storage Electric sub-station, Boiler, HT & LT panel rooms, transformer compartment, control room, pump house, generator room and other mechanical services and equipment required for the maintenance of the building".

5. Various issues raised by the Federation were discussed thoroughly and it was felt that the existing provision of Master Plan and Building Bye-laws should prevail for building permission. Also, since the Review of MPD-2001 and work on preparation of MPD-2021 is already in the offing, the issue regarding FAR will be examined as a part of these exercises.

Emerging from the discussion, it is recommended that the following activities (in addition to those already allowed as in para 4) may be allowed in the basement without counting in the FAR:

- a) Laundry
- b) Cold Room for storing food articles
- c) Lines Store
- d) Gas Tank
- e) Garbage room
- f) Provisions/house keeping store & cold storage.

The provision for services and hotel infrastructure as mentioned above, should not exceed 40% of the basement area and remaining 60% shall be used for parking.

6. The above recommendations are placed before the Technical Committee for consideration. After approval of the Technical Committee, OM dated 23.1.95 issued by Chief Architect will be modified, incorporating the above stipulations so that building plans are sanctioned accordingly. Also, a reference will be made to the MCD for incorporation of the above provisions in the Building Bye-laws.



K. L. SAHRAWAL  
Director (Planning)  
M. D. S. & A. S. S. S.

## Development Control Regulations and Building Bylaws vis-a-vis Hotel Projects for National Capital Territory Delhi.

Hotel is a premises used for lodging of persons on payment with or without meals. It is a service industry. Any typical space / area in a hotel can be categorised as guest contact area and guest non-contact area. Broadly these spaces / areas in different categories are used as-

### 1. Guest Contact Areas

- \* Reception
- \* Lobby / Lounge
- \* Coffee Shop, Tea Lounge
- \* Bar
- \* All Restaurants
- \* Ball rooms / Banquets
- \* Meeting / Conference / Board Rooms
- \* Business Centre
- \* Prefunction areas
- \* Executive Club
- \* Retail
- \* Lift / Lift Lobbies / Staircases
- \* Concierge / Lockers
- \* Shopping Arcade / Banks / Post Office
- \* Disco / Pub / Casino
- \* Health Club / Beauty Parlor / Barber Shop
- \* Public Toilets
- \* Pool-change Rooms
- \* Guest Rooms / Suites with toilets
- \* Guest Corridor / Circulation Area
- \* Marketing Sales Office

### 2. Guest Non - Contact Areas

- \* Kitchen including food preparation areas.
- \* Laundry
- \* All plant rooms
- \* Machine Rooms
- \* AHU Room
- \* Control Rooms
- \* Cold Rooms for storing the food articles.
- \* Computer room and Telephone exchange.
- \* Gas Bank
- \* Service Lift / Lobby and Service Staircase
- \* Firescape



- \* Water Tanks
- \* Engg. Workshop and Store
- \* Material Receiving Area
- \* Security / Time office
- \* Staff Canteen
- \* Staff / Executive Lockers and Change rooms
- \* Uniform Store
- \* Linen Store
- \* Provisional Store / Housing Keeping Store / Cold Storages
- \* Garbage Rooms / Chute
- \* \* Offices if in the basement.
- \* Floor Pantries
- \* Floor maids Rooms and Toilets
- \* Music / T.V. Distribution Room.
- \* Floor Electric Control / Panel Rooms.

#### **Planning and Designing of a Hotel**

For the planning and designing of a hotel project both types of areas / spaces mentioned above, are generally mixed up and while designing these are segregated and provided for to meet the functional requirements. Areas / spaces as guest non-contact areas are the support areas / spaces used for proper functioning and better and efficient utilisation of guest contact areas. Guest non-contact areas may be classified as 'Non FAR Areas'. However, some of these spaces / areas out of the Non FAR Areas which are defined as habitable areas / spaces under the building bylaws, may be counted towards the hotel permissible FAR such as kitchen and offices listed under the guest non-contact areas (Non FAR Areas).

The guest contact areas may be classified as 'FAR Areas'. Such areas are to be counted towards the permissible FAR for a hotel project in addition to some of the Non FAR Areas mentioned above.

From the list of the guest non-contact areas (Non FAR Areas) it may be observed that these activities are such which do not generate any extra needs of amenities and facilities such as parking spaces etc.

The above points may be kept in view while determining the development controls and the building bye-laws for hotel projects.

DELHI DEVELOPMENT AUTHORITY  
[Housing & Urban Projects Wing]

Dated 23rd January, 1995

Memo No.

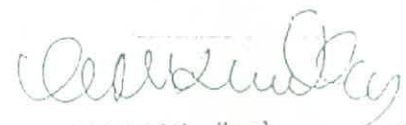
OFFICE MEMORANDUM

With reference to the clarification sought regarding the use of basement for services, & Hotel Infrastructure which is not to be counted in Floor area in compliance with the provision of the Master Plan, it will constitute the following items:

- \* Air conditioning Plant and Equipment, Water Storage, Boiler, Electric Sub-Station, HT and LT panel rooms, Transformer Compartment, Control Room, Pump House, Generator Room and other mechanical services and equipment required for the maintenance of the Building.

These provisions shall be applicable to all the hotel plots sold after the enforcement of the Master Plan for Delhi-2001 i.e. from 1st September, 1990.

This is issued with the approval of Vice-Chairman, DDA.

  
[M.N. Khullar]  
Chief Architect. 23/1/95

Sub: Request of Flood and Irrigation Deptt. Govt. of NCT Delhi for change of land use from 'Utility' -Drain to 'Commercial & for Parks for 30 hec. land for covering of Pankha Road drain (2.6 KM part), Nazafgarh drain (3.30+3.09=6.39 KM part) and Karari Suleman Nagar drain (2.94 KM part).  
File No. F3(66)/96-MP.

.....

### 1.0 BACK GROUND

- 1.1 S.E. Circle-III(SDC-I) of Flood and Irrigation Deptt. Govt. of NCT Delhi vide letter dt. 10.2.97 has requested for processing the change of land use in respect of land proposed to be utilized for covering the following drains for enabling the Flood & Irrigation Deptt. to go ahead for the implementation of the feasibility report and utilization of the land along drains for commercial and Recreational purposes :

S.No.	Description	Length
I.	Part length of peripheral Pankha Road drain from Dabri Bridge to Najafgarh Road crossing (RD. 3950-mtrs. to RD 1595 -mtrs) in length of 2.6 K.M.	2.6 K.M.
II.	Part length of Najafgarh drain which is a Trunk drain. -from Punjabi Bagh bridge (RD 1,34,850) to Delhi Tail Distributory (RD 1,29,000') length =3.30 KM. From Bharat Nagar Bridge (RD 1,34,850) to Mall Road Brige (RD. 45,000')-length	3.30 " 3.09 "
III.	Part length of Karari Suleman Nagar drain from Delhi-Rohtak Railway Line(RD 4663 mtr) to Nangloi-Najafgarh Road (RD 1722-mtrs) in a length of 2.94 -KM.	2.94
	Total	11.9 KM

- 1.2 In a meeting held under the Chairmanship of Hon<sup>ble</sup> B.S. L.G. Delhi on 25.5.89 it was decided to cover all the drains in a phased manner and utilize the reclaimed land for remunerative purposes through Self Financing Schemes. In pursuance to this decision a Task Force Constituted by Hon<sup>ble</sup> L.G. Delhi in the year 1993 recommended the following:-

- a) drains should be functioning as storm water drains and not as drains which also serve for removal of sludge and sewerage.

- b) If the nallahs are to be covered, it should normally be with the objective of better utilization of the available urban land being used as nallah and also in terms of spatial benefits. To utilize the space recovered by covering the nallahs, it should be essential to change the land use of nallah.
- c) In addition, environmental impact study of the area also be done. The area so covered may be used for commercial/residential/parks/green areas etc.

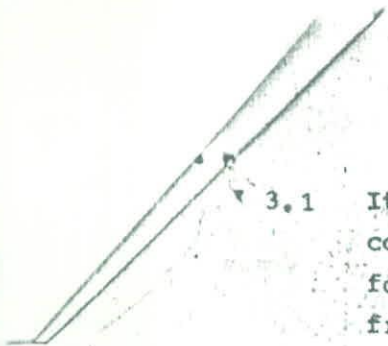
1.3 Flood and Irrigation Deptt. of NCT Delhi through their Consultant (Crux Consultant Pvt. Ltd.) has prepared the schemes for covering the drains as stated in para 1.1 of the Agenda. The covered structure of the drains is proposed to be kept within the land already available and the portion of the drain so covered has been proposed for utilization mainly for the construction of four storeyed <sup>commercial</sup> buildings as well as for the development of parks besides utilizing the same for the Storm Water Drainage Channel.

## 2.0 EXAMINATION/PROPOSAL

2.1 The proposal of the Flood and Irrigation Deptt. have been broadly examined and DDA vide its letter dt. 11.3.97 addressed to the Chief Engineer, Flood and Irrigation Deptt. has clarified that only after the receipt of categorical commitments by Flood and Irrigation Deptt. on the following issues, the processing of the case for change of land use will be considered,-

1. That the Najafgarh drain would function only as a storm water drain and not as a drain for carrying sludge and sewerage as recommended by the Task Force, constituted by Hon'ble L.G. in 1993.
2. Modus operandi for desiltation of the drain in the event of collection of sludge, sewerage and slush etc.
3. The hydrological, structural and environmental features as recommended by the consultants in its report for the stretch of the drain selected identified under pilot scheme may be certified for implementation.
- 4- To deal with bacterial formation beneath of RCC slab due to lack of ventilation and its remedial measures.
- 5- The design of compartment at the entry points for collection of sludge/sewerage and its disposal etc. may be seen as per the consultants report and certified.
- 6- Day to day maintenance of the drain.

Till date no such commitment/comments on the above issues have been received from the Flood and Irrigation Deptt., GND.



3.1 It is further pointed out that in a similar cases for covering of Maharani Bagh drain, the request of MCD for change of land use of an area measuring 3.275 hec. from Recreational-District Park partly 'Commercial' and partly 'Institutional' was considered in the Technical Committee meeting held on 4th Feb.,97 and the decision of the Technical Committee is reproduced below:-

"The item was deferred with the observation that MCD may be requested to also submit technical feasibility of the proposal considering the past experience and the ownership of the land proposed for change of land use".

3.2 Proposals submitted by Flood & Irrigation Dept. do not give any detail regarding the total break up of area for which change of land use vis. Residential, Commercial and Recreational Etc. is to be processed by DDA. In the proposals which have not been integrated with the adjoining areas, High percentage (around 60%) of land has been proposed for utilization for commercial purposes which requires modification to additional Recreational and other facilities. Also it has been observed that as per the decision of the Task Force constituted by L.G., the Environmental Impact Studies have not been carried out.

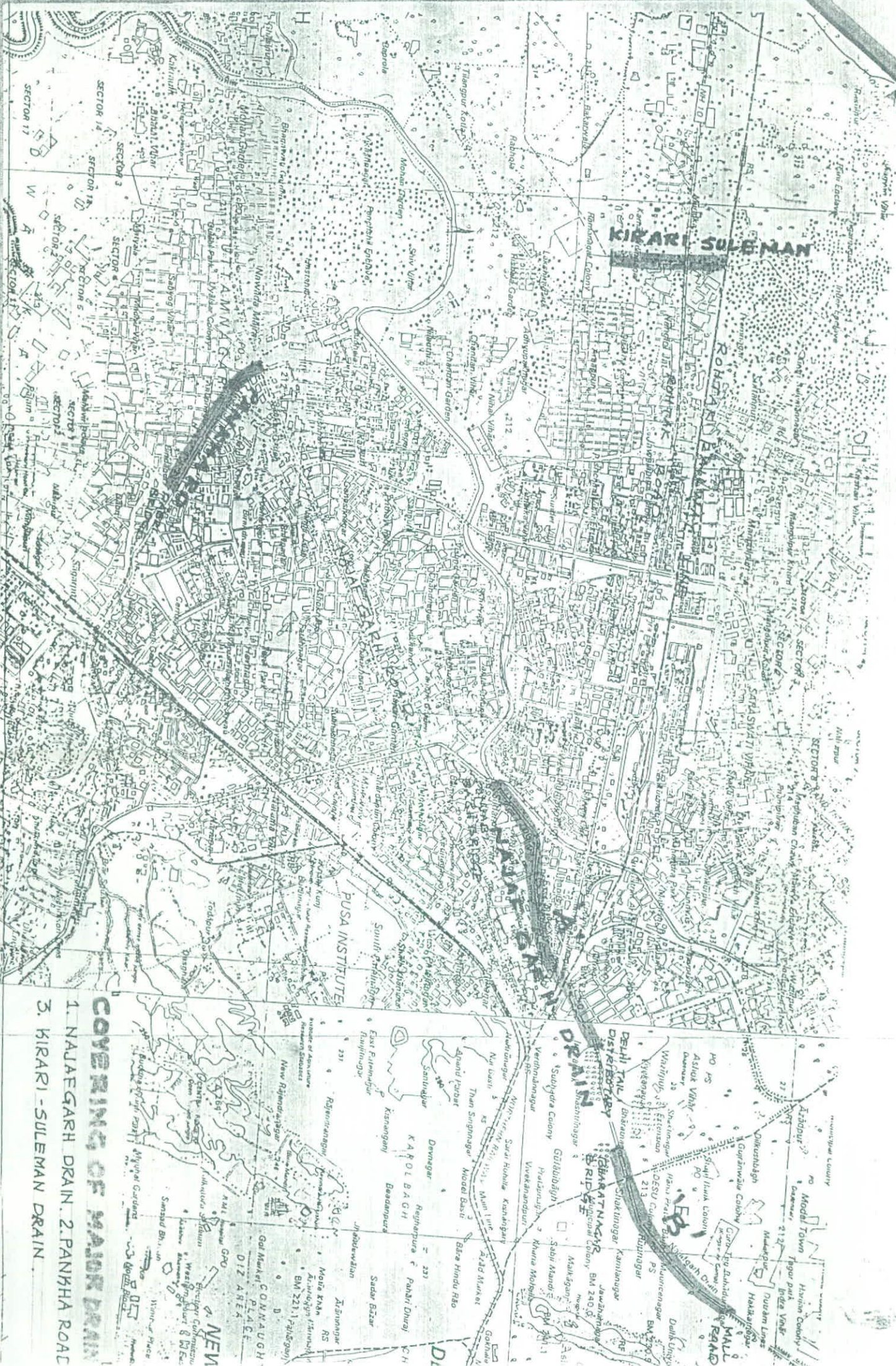
3.3 The proposal of the Flood and Irrigation Deptt., Govt. of NCT Delhi for processing the change of land use for covering drains as per the above is placed before the Technical Committee for its consideration.



DDA (ADI)

11/5/97  
DDA (ADI)

11/5/97  
AC CAP



COVERING OF MAJOR DRAIN  
 1. NAJAGGARH DRAIN. 2. PANJHA ROAD  
 3. KIRARI - SULEMAN DRAIN.

Sub: Change of land use of an area measuring  
1.0 acres from 'Public and Semi Public' and  
(Education and Research) to 'Residential'  
(Group Housing-19 DUs) in the North of  
Mother's International School on Mehrauli  
Road.

F.16(42)/74-MP/Vol.II.

1.0 BACK GROUND

1.1 Hon'ble S upreme Court of India vide its order dt. 7th April, 97 directed UOI to change the user of 1.00 acre land for construction of 19 residential flats according to the specification and as per the sanction given by the DDA within 2 months from the date of receipt of the order and DDA has been directed to give necessary sanction and allot the land within 4 weeks there-after. In the Supreme Court orders, it is further stated that there is no need to cut the existing trees growth.

2.0 DETAILED EXAMINATION.

- 2.1 The possession of land measuring about 3.0 acres to the north of Mother's International School abutting Aourbindo Marg (Mehrauli Road) was taken over by DDA some time in Sept., Oct., 1995 and the land was handed over to the Engineering Deptt.
- 2.2 The land use of this pocket as per MPD-62 was Residential. In the approve Zonal Development Plan of sub-zone F. 10 & 16 this pocket was earmarked for 'Institutional' indicating a high school and a petrol pump notionally. In the MPD-2001 the land u/r has been designated under the land use category 'Public and Semi Public (Education and Research)'.
- 2.3 The Supreme Court of India vide its order dt. 12.12.95 (Civil Appeal No. 4579 of 1995) directed DDA to process the change of land use of this pocket to the extent required for carving out 19 plots and related amenities from 'public and Semi Public' to 'Residential'.
- 2.4 In compliance with the above Supreme Court orders, the case regarding the change of land use of an area measuring around 3 acres from 'Public and Semi Public' (Education and Research) to 'Residential' was considered in the Technical Committee meeting held on 7.5.96

...2...

vide item No. 54/96/TC and the decision of the Technical Committee is reproduced below:-

"The item was deferred for further detailed examination and recommendation in consultation with Lands and Legal Deptt., DDA."

- 2.5 In the joint meeting of the officers from the Legal, Lands and Planning Deptt., it was observed that in case the plots are demarcated as per the plan then the cutting of around 45 trees will be required. It was further observed that if the petitioners are accommodated through the group housing as per alternative proposals suggested by DDA, no cutting of trees shall be required. With a view to implement the directions of the Hon'ble Supreme Court four separate proposals keeping in view the other modalities of the planning of the pocket were submitted in the Supreme Court.
- 2.6 Out of the four alternative proposals for allotment of flats to the appellants, alternative No. 4 has been accepted vide Supreme Court orders dt. 7.4.97 as per which residential flats are required to be constructed for the 19 petitioners in an extent of one acre of the land. A copy of alternative No. 4 available in the records is placed on table.
- 2.7 The area measuring about one acre for which change of land use is to be processed has been tentatively marked on a copy of the P.T. survey of the pocket conducted on 23.3.95. As per the records around 29 trees having girth upto 2.28 mtrs. are existing within this area about which the Supreme Court had ordered that there is no need to cut the existing trees growth.
- 3.0 PROPOSAL/RECOMMENDATION
- 3.1 In compliance with the Supreme Court orders the matter regarding the change of land use of an area measuring 1.0 acres (as indicated on a copy of the plan laid on table) in the north of Mother's International School on Mehrauli Road from 'Public and Semi Public' (Education & Research) to 'Residential' is placed before the Technical Committee for its consideration.

Dir (AD)-I

21/5

21/5/97

21/05/97

AC (AD)



Sub: Request of Directorate of Education Delhi for allotment of alternative sites or regularisation of 7 schools functioning in Master Plan Recreational-City Forest near Tuklakebad Extn. Change of Land-use. F16(14)/85/IL.

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## 1.0 BACKGROUND

1.1 The Directorate of Education, Govt. of NCT has requested for allotment of alternative sites or regularisation of the following 7 schools functioning from 1986 onward near unauthorised colony Tuglakebad Extn. -

1-	MCD Primary School No.1	- 1.5 acre
2-	MCD Primary Boys School No.2	- 2.0 -do-
3-	MCD Primary Girls School No.2	- 2.0 -do-
4-	MCD Co-Ed. Primary School.	- 2.0 -do-
5-	Govt. Comp. (Model) Co. Ed. Sr. Secondary School.	- 12 -do-
6-	Govt. Boys Sec. School .	- 6 -do-
7-	Govt. Girls Middle School.	- 4 -do-

1.2 The Commr.-Secy. (Edu.) has further stated that out of above stated schools, 3 schools with a total strength of around 6000 students and 4 primary schools of MCD with approx. 3000 students are running in that area. It has been further stated that the Hort. Deptt of DDA is insisting for vacation of this land which is not possible in a short notice and would require either regularisation of these schools or providing alternative sites for the same.

## 2.0 DETAILED EXAMINATION

2.1 The case was earlier discussed in a Tech. Committee meeting held on 16.7.96 in which it was observed that Hon'ble Supreme Court of India vide orders dt. 10th May, 96 in IA No. 29 WP(C)4677/85 directed that "No construction of any type shall be permitted now onwards within 5 KM radius of Badkhal Lake and Suraj Kund. All open area shall be converted into green belts". The case was again put up in the T.C. meeting but was deferred due to the same being sub-judice in Supreme Court.

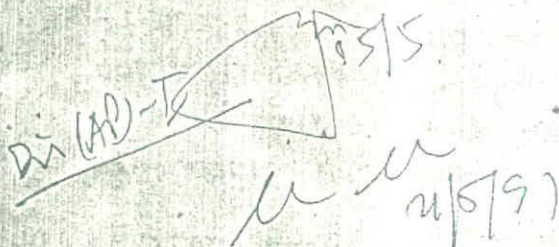
2.2 Now Supreme Court of India vide orders. dt. 11 Oct. 96

in the above stated IA No. 29 has revised its earlier orders referred in para No.2.1 and has excluded Delhi Areas regarding all development schemes and plans requiring prior approval of the Centre Pollution Control Board and Maryana Pollution Control Board.

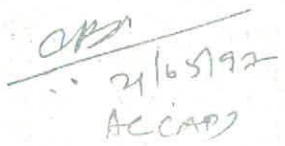
- 2.3 Out of these 7 schools only 1 school si has een allott ed by DDA and the physical po ssession of the same was handed over in 1990. All the other schools are fu nctioning on DDA land without the permission of DDA and thus are encroachments.
- 2.4 In the adjoining unauthorised regularised con ly Tkd. Extn. , no single plot of 1 and earmarked for school is available and the development is highly conjusted.
- 2.5 The land use of th e land on whic h 6 s chools are fu nctioning is Master Plan Recreational-City Forest.
- 2.6. The regularisati on of these schools would involve change of land use from Master Plan Recreational-City Forest to public and semi public or in the alternative sites would have to be identifie d in the vicinity.

3.0 Proposal

3.1 The matter regarding allotment of alternative sites or regularisation of the existing schools within Master Plan Recreational-City F orest is placed before th e Technical Committee fo r its consideration.


  
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 2/5/97

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 2/6/97  
 ACCAD

Subject: Proposed Flyover on the intersection of Ring Road and Mathura Road at Ashram Chowk.

File No.F5(13)91/MP/PT-1/

## 1. BACKGROUND

Ashram Chowk is located on the Southern tangent of Ring Road at its intersection with Mathura Road/NH-2. Location Plan is placed as Annexure-'I'. A flyover at this intersection is proposed in MPD-2001.

A Flyover proposal at this intersection was earlier received in 1993 from the Delhi Tourism and Transport Development Corporation (DTTDC). The proposal submitted by DTTDC was with a continuous Flyover on Ashram Chowk and Friends Colony/Sun Light Colony intersection which is just 610 mtr. away on the eastern side. This proposal was discussed in the Technical Committee meeting held on 6.10.93 in which the following decisions were taken:-

"The proposal was discussed in detail. The Technical Committee was informed that, in a meeting held in the Ministry of Urban Development under the Chairmanship of the Secretary (UD), it was desired that the proposed grade separator at Ring Road, Mathura Road intersection (Ashram Chowk) and the proposed Toll Bridge connecting NOIDA and Delhi in the vicinity of Kalindi colony, should be integrated. The Technical Committee noted that the alignment of the proposed toll bridge is yet to be finalised by the NOIDA authorities for which they have already appointed the consultants. The representatives of PWD, Chief Engineer, Ministry of Surface Transport and the Chairman, DTTDC were of the opinion that the finalisation of the alignment of toll bridge may take time and, therefore, that agency take note of the proposed flyover with the toll bridge which is yet to be finalised. After detailed discussion, it was felt that the proposed grade separator (Plans laid on table) being independent with that of the proposed toll bridge, be recommended for approval subject to that a proper integrated plan of nearby roads on North & South be prepared for execution. Further, for the location of electric tower, the proposal should be discussed by DTTDC with the DESU representatives. Also, the approach to the fire brigade station at Ashram should be properly integrated to implement as part of the project. It was also noted that the proposed flyover is in the alignment of existing rail bridge and, therefore, necessary clearance from Northern Railways and RITES for their future programme should be obtained".

Thereafter in a meeting held under the Hon'ble Chief Minister of Delhi in June, 1996 it was decided that IL&FS shall take up the construction of Flyover at Ashram Chowk including its financing along with the proposed Delhi-Noida Bridge. Four conceptual options have been proposed by IL&FS and forwarded by Commissioner & Secretary (L&B/PWD), Govt. of National Territory of Delhi to DDA. The proposal of Delhi-Noida

bridge was approved by the DDA's Technical Committee in its meeting held on January '97.

## 2. MORNING & EVENING PEAK HOUR TRAFFIC VOLUMES

Morning & Evening peak hour traffic volume as Ashram Chowk and Sunlight Colony intersection studied by consultants in 1993 are as follows:

Morning peak hour traffic volume between 8.30 A.M to 9.30 A.M. at Ashram Intersection - 1993

Serial No.	Name of Arm	Total	Left	Straight	Right
1.	Mathura Road/NH-2 (Badarpur arm)	4407 (25.67%)	693 (4.04%)	2863 (16.68%)	851 (4.95%)
2.	Ring Road (Lajpat Nagar arm)	3795 (22.11%)	616 (3.59%)	1796 (10.46%)	1383 (8.06%)
3.	Mathura Road/NH-2 (India Gate arm)	5216 (30.39%)	1317 (7.67%)	2865 (16.69%)	1034 (6.03%)
4.	Ring Road (Maharani Bagh arm)	3748 (21.83%)	830 (4.83%)	1828 (10.65%)	1090 (6.35%)
	Total	17166 (100%)	3456 (20.13%)	9352 (54.48%)	4358 (25.39%)

- Peak hour traffic on Mathura road approaching from India Gate is maximum.
- Through traffic on Ring road is only 21.11% of total intersection traffic.
- Through traffic on Mathura road is 33.37% of total traffic.
- The traffic on Ring road approaching Ashram from Lajpat Nagar remaining more or less constant i.e. 3869 in 1989 and 3795 in 1993 is due to opening of R.O.B-22.
- The increase in traffic on NH2 approaching from Badarpur from 3365 in 1989 to 4407 in 1993 is due to the fact that in 1993 the eastern approach ramp of R.O.B.22 was not completed by 1993. This increase indicates a traffic growth of 7.7% on this section of Mathura road.

Morning Peak hour traffic volume between 8.30 A.M. to 9.30 A.M. at Maharani Bagh/Sun Light Intersection (1993)

Serial No.	Name of Arm	Total	Left	Straight	Right
1.	Maharani Bagh Road (Maharani Bagh arm)	1800 (22.23%)	1074 (13.26%)	172 (2.12%)	554 (6.85%)
2.	Ring Road (Ashram arm)	2090 (25.81%)	166 (2.05%)	1207 (14.91%)	717 (8.85%)
3.	Sun Light Colony Road (Sun Light Colony arm)	803 (9.92%)	116 (1.43%)	231 (2.85%)	456 (5.64%)
4.	Ring Road (Sarai Kalen Khan arm)	3404 (42.04%)	1196 (14.78%)	2029 (25.06%)	179 (2.20%)
	Total	8097 (100%)	2552 (31.52%)	3639 (44.94%)	1906 (25.54%)

From the above Table it can be observed that

- Ring road through traffic is 39.97% of total intersection traffic.
- The sharp increase of traffic on Maharani Bagh Road from 778 PCU in 1989 to 1800 PCU in 1993 is due to opening of ROB22 through movement to Nehru Place and outer Ring road.
- The sharp increase of Ring road through traffic from 5921 PCU in 1989 to 3236 PCU in 1993 is due to opening of Road No.13A connecting Okhla barrage and further to NOIDA.

As per the data presented in the above table, it is reported by IL&FS that the Ring Road study relied on an assumption of growth rate of 3.5% & 5% for entire intersection of Delhi which cannot be taken to be realistic for another 20 years. The manual technique of forecasting a constant growth rate for a long period does not take into account the dynamic relationship between travel pattern and congestion and do have the disadvantage of being spatially biased i.e. they reflect only traffic growth at specific count location. They can therefore be distorted by localised changes in landuse or traffic management schemes. This is also supported by the fact that the link joining Ring Road may not be capable of contributing to the assumed growth due to its restrained capacity. Moreover implications of recent developments and committed project in the influence area such as commissioning of Road No.13A connecting Okhla Barrage in 1992, opening of ramps and cloverleaves R.O.B. 22 in 1995 and future schemes such as NH2 bypass and NH24 link on connecting Lodhi Road are not reflected in manual techniques of assumed growth.

There is no agency monitoring growth of traffic in Delhi in order to reflect daily, monthly and annual trends. In absence of such data it is necessary to examine data from variety of sources, including:

- manual traffic count collected for different studies.

- vehicle Registration data.
- Sales of POL data.

### 3. PROJECTED TRAFFIC VOLUMES - 2017

As per the report submitted by IL&FS, this had been considered in a traffic model developed during Delhi-NOIDA Bridge feasibility study and is based upon transportation modelling facilities provided by the TRANPLAN suite of programmes. The overall fit of this very good, with R2 value of 0.921 indicating that the model is validated for the purpose. The model considered all the committed Highway projects in Delhi and are accounted for in the model.

Thus, in the present scenario the model appears to be validated to assign future traffic on different networks in the influence area.

The morning peak traffic at Ashram Chowk as forecasted for the year 2017 is as follows:-

Serial No.	Name of Arm	Left	Straight	Right	Total
1.	Mathura Road/NH-2 (Badarpur arm)	712	4626	1780	7118
2.	Ring Road (Lajpat Nagar arm)	620	2527	1242	4389
3.	Mathura Road/NH-2 (India Gate arm)	368	1787	1239	3394
4.	Ring Road (Maharani Bagh arm)	517	4290	1745	6552
	Total	2217	13230	6006	21453

The peak hour traffic for Maharani Bagh/Sun Light Colony forecasted for the year 2017 in PCU's have been worked out based on model which gives the peak flow of vehicular traffic on Ring Road axis. The other minor road flows and turning movements are assigned proportionate values in distributing the traffic in different directions.

Morning peak traffic at Maharani Bagh/Sun Light as forecasted for year 2017 is as follows:-

Serial No.	Name of Arm	Left	Straight	Right	Total
1.	Maharani Bagh Road (Maharani Bagh arm)	1056	284	904	2244
2.	Ring Road (Ashram arm)	389	3172	1114	4675
3.	Sun Light Colony Road (Sun Light Colony arm)	192	396	402	990
4.	Ring Road (Sarai Kalen Khan arm)	2412	5094	212	7718
	Total	4049	8946	2632	15627

#### 4. PLANNING ISSUES

- i) IL&FS in its report has reviewed the current landuse, socio-economic and traffic data from primary/secondary sources and also the anticipated future travel demand based on base traffic level, its growth and other committed schemes. The consultants have also estimated the capacity of existing corridors and future capacity deficiencies and their initial impressions are as follows:

Whereas the traffic has increased on the Ring road and Mathura road, the directional distribution of these traffic at intersection has not increased in the same fashion with the other developments around the area. Thus it is imperative to develop planning criteria for this intersection which takes care of directional distribution of traffic to ensure efficiency in the influence area.

- ii) Traffic investigations indicate that much of the traffic from Sarai Kalen Khan on Ring Road with destinations in Nehru Place or Outer Ring uses Maharani Bagh Collector road and crosses Mathura road over ROB 22. This results in an undesirable concentration of traffic in Maharani Bagh and Friends Colony residential areas.
- iii) Maharani Bagh road approaching ROB 22 appears to be saturated and has a detrimental effect on the environs of these residential areas. This road is a collector road which is functioning as arterial road having remote possibility of upgrading to arterial road standards.
- iv) At the lowest level of the range, just above the do-nothing case will be an efficient signal-controlled at-grade intersection. The next level would be a simple

flyover with all turning movement at grade. Subsequent options would be gradually add other above grade levels or connections potentially upto a full scale interchange.

- v) A further and related challenge of this study is that the level of risks associated with different design options change drastically from a simple flyover with at grade turning movements to the partial clover-leaf interchange.
- vi) Conversely, a full cloverleaf interchange, if turns out to have over estimated traffic growth, the waste tied to premature investment would be tremendous.

## 5. ALTERNATIVE OPTIONS

### 5.1 OPTION - I (FIG. 1)

#### Ring Road elevated at Ashram Intersection and at rotary

This scheme would occupy 18045 sq.m. area of land and the cost would be Rs.14 crores. It may be noted from **Figure 1** that the Ring road through movements are through elevated Ring road. NH2 through movements and all right turning movements are through at grade rotary. To achieve the high efficiency at grade rotary, the acquisition of corner of fire station building is required. Initially the rotary would provide for smooth flow of traffic. In long term, if direct connection to NH24 connecting Lodhi Road and NH2 bypass is provided then elevated Ring road with at grade rotary would be a better option. Else by 2010, rotary will warrant signalization in both peaks of the day. The rotary central island will be provided with landscaping to create harmony with the environment.

### 5.2 OPTION - II (FIG. 2)

#### Ring road flying over Ashram intersection with two cloverleaves in the form of Parclo AB interchange

This scheme would occupy an area of 43937 sq.m land and cost would be Rs. 15.5 crores. It may be noted from **Figure 2** that the two major right turning movements are through loop ramps. The vertical clearance for elevated Ring road is 5.5m to accommodate double decker buses. One of the loop ramps (5W) would be constructed over earth embankment and adequate landscaping be provided to create harmony with the environment. The planning and design of the North Western loop is complicated due to the presence of fire station and circulation of the areas in the vicinity of fire station. Thus this loop has been planned in such a way that it would be consistent with the general circulation plan of the fire station area without affecting any structure. Very limited space is available for loop at this site, hence space has been created by shifting the Ring road alignment towards south. The shifting of this Ring road is constrained by existing R.O.B. in west and CSIR multistoreyed building in North East. Due to these constraints it was not possible to sign loop ramps with a radius of curvature of 60m radius and the minimum radius curvature of 30m (IRC:92-1985) has been provided. This form of interchange with two loops opposite each other would require two intersection



at either end of Mathura road. These two signals are synchronised for minimum delay and smooth operation for NH2 traffic.

**5.3 OPTION - III (FIG. 3)**  
**Ring road flying over Ashram intersection with three cloverleaves and one T intersection**

This scheme would occupy an area of 44845 sq.m land and cost would be Rs.16.5 crores. The scheme is similar to Alternative II except that the third loop which has been provided for right turning movement for traffic coming from Lajpat Nagar (Ring Road). A minimum radius of 30m as per IRC would bring the loop ramp very close to Canara Bank building. Moreover, the left slip road provided along this third loop will touch the corner of Canara building blocking the main entrance of bank with increase noise and air pollution.

**5.4 OPTION - IV (FIG. 4)**  
**Three level grade separated interchange**

This scheme would occupy an area of 20,000 sq.m land and cost would be Rs.22 crores. This scheme is similar to Alternative I except that the underpass which has been provided by depressing Mathura road to make this a three level interchange the consultants' have examined the feasibility of this underpass and on detailed examination it was found that the underpass will not be feasible at this location without acquiring a 10m wide strip on either side of Mathura road. The NH2 has a R.O.W. of 45m which is highly encroached making the available width limited to 30-35 m only. The minimum R.O.W. required to accommodate this underpass is (45+20) 65m requiring the demolition of 20m wide strip of pucca shops and residential buildings. Even acquisition of this 65m R.O.W will not serve the purpose due to the followings:

- i) An up gradient of 4% for a length of 900m will be required to fit the profile of existing dual 2-lane R.O.B. in North of Ashram.
- ii) Since the Mathura Road is depressed and arterial road will need very effective pumping. With the high catchment area of underpass and high intensity of rainfall the effectiveness of pumping the rainy water is doubtful.
- iii) The utility service shifting (especially drainage pipes) will need extra attention and any such shifting will be very costly.

**5.5 GROUND FEASIBILITY OF OPTIONS**

The ground feasibility in terms of number of affected trees, poles, utility services, structures etc. are given in following tables.

**OPTION - III**

Item	Trees		Shops			Residences	Overhead Utility				Tower (Fire Stn)
	Girth	No	Kuccha	Pucca			Light Pole	Jun. Box	Tel Pole	Electric Pole	
				Single Storey	Double Storey						
Option III	270 200 90 75 60 >60	1 9 2313 1 8 1	14	29	3	8 Single Storey	9	4	2	4	1

**OPTION - IV**

Item	Trees		Shops			Residences	Overhead Utility				Tower (Fire Stn)
	Girth (mm.)	No	Kuccha	Pucca			Light Pole	Jun. Box	Tel Pole	Electric Pole	
				Single Storey	Double Storey						
Option IV	270 200 90 75 60 >60	1 1 13 1 8 1	4	8	1	None	9	4	2	2	1
* Same as Option I except the major relocation of underground utility services due to depressed Mathura Road axis.											

Note : The types of trees are mainly Eucalyptus except two big Banyan trees having a girth of more than 200 mm.

6. OBSERVATIONS ON EACH OF THE FOUR OPTIONS ARE AS FOLLOWS:

6.1 OPTION - I

- i) In this proposal a six lane divided Flyover is proposed on Ring Road and all other movements are taken at the surface level through an elliptical roundabout. The Maharani Bagh/Sunlight Colony intersection is proposed to be closed.
- ii) Roundabout shall be just on the sloping approach of Ring Road which is likely to become a highly accident prone area.
- iii) Adequate weaving length for trucks on the roundabout would not be available.
- iv) The roundabout would be able to handle about 5000 PCU's as against the 8000 PCU's in the base year itself.
- v) Right turning movements from Sun-Light Colony shall have to be through Noida Bridge which shall entail a long detour.
- vi) In the proposed roundabout a part of the corner of DDA Community Centre land on the North/Eastern corner would be affected.
- vii) Access to Fire Station and Police Quarter will be affected. A part of the Fire Station site will be affected and shall need re-location.
- viii) Access of Police Quarters would also be affected and it ingress/agress may be very difficult due to level difference.
- ix) Some structure on the South West corner would also be affected in the development roundabout.
- x) A part of the land of CSIR complex on the South Eastern corner would also be affected.

6.2 OPTION - II

- i) In this option, the existing intersection has been split into two junctions. Flyover is proposed in the axis of Ring Road in a curvilinear manner with two partial clover leaves for right turning movements. A ramp is proposed for left turning from Maharani Bagh side to Faridabad side.
- ii) Right turning radius of Clover Leaf, from Faridabad side to Ring Road are inadequate. The radius of Clover Leaf is about 25 mtr. as against the 35 to 45 mtr. for trailer trucks.
- iii) Queuing of right turning traffic on Ring Road (Lajpat Nagar) will be on the slope

obstructing the movement of left turning traffic. At the sametime all trailer trucks would also be using this two lane carriageway which is quite inadequate.

- iv) Geometry of the curve of the flyover on Ring Road and its meeting point with the ROB on railway lines is likely to be complicated and needs proper detailing.
- v) The two T-junction on surface level shall be signalised instead of one intersection as at present. Thus traffic on Mathura road has to cross two signals instead of one at present.
- vi) Loops are not giving any additional advantage in this option because there is a signal at the entry/exit point for each of the said loops.
- vii) Ingress/agress to Police Quarters and Fire Station will be affected in the proposal.
- viii) A large number of built up structure are going to be affected on the South Western corner which will have to be demolished.
- ix) The circulation of the Maharani Bagh, New Friends Colony particularly the existing road adjoining to the petrol pumps will be a dead end road in this proposal. The existing petrol pump on Mathura road in Friends Colony shall need resitement due to the proposed T-junctions and the sloping approach of left turning arm from Maharani Bagh.

#### 6.3 OPTION - III

- i) In this proposal instead of two T-Junctions as in the option-II, one signalised T-Junctions and the other one with left in and left out movements is proposed with three partial Clover leaves. Flyover is proposed in the axis of Ring Road.
- ii) The curve in the Ring Road and its detailing with the ROB on the railway line needs to be worked out. All observations as mentioned in option-II would be applicable for this option. In addition, a part of the DDA developed community centre would also be affected in this proposal. It is quite possible that a part of existing building of Canara Bank and Punjab National Bank may also be affected in this proposal.

#### 6.4 OPTION - IV

In this option, a three level grade separator is proposed with Ring Road to Fly above the roundabout, RUB on Mathura Road below the roundabout. The straight movements in both the directions shall be performed through a Flyover and an underbridge. All other movements shall be at the surface level through the roundabout.

This proposal does not appears to be feasible considering the ground situation particularly on Mathura Road where there is an existing Jangpura ROB and the sloping approach to the intersection. The slope in this arm may work out to be below 1:30 as against the recommended 1:35.

All other problems with regard to right turning movements from Sun Light Colony would be the same as mentioned for option I & II.

In addition to above, it may be mentioned that all four proposals have been submitted in a very conceptual manner without giving details of the R/W of roads on either sides the existing levels, the details of underground/over head services and the Environment Impact Assessment of each proposal. Integration of local traffic, cycle and pedestrian movement also needs to be detailed out in all options.

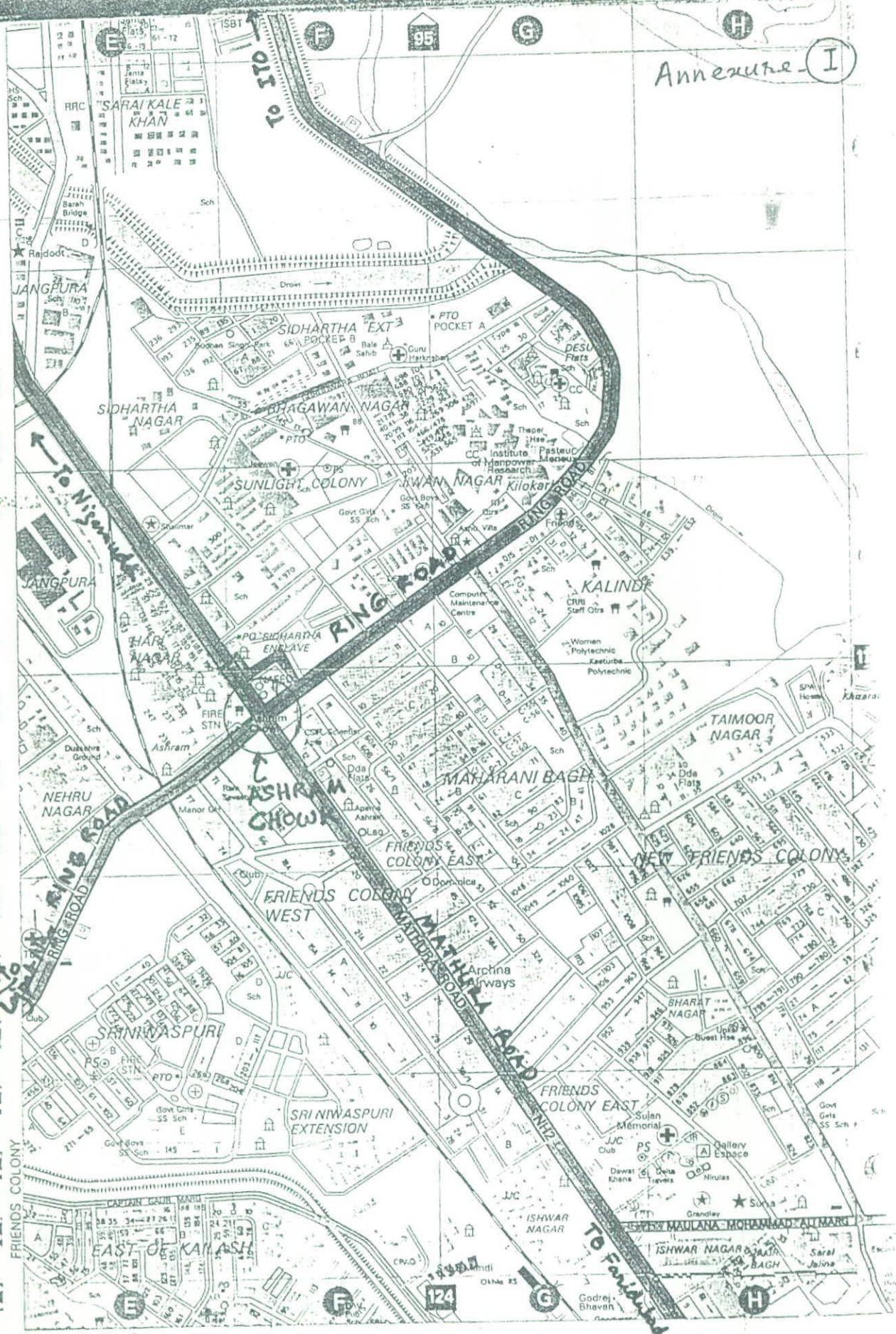
#### 6.5 OPTION - V

In the proposal submitted by DTTDC in 1993 a long Flyover covering Ashram and Maharani Bagh/Sun Light Colony intersection was considered in the Technical Committee meeting. This proposal was ultimately to be integrated with the Delhi-Noida Bridge proposal which had not been submitted at that time. Now the Delhi-Noida Bridge proposal has been approved by the Technical Committee of DDA. It will be seen that in all the four options submitted by IL&FS, there is an built problems of the integration of circulation from the Sun Light Colony. The Sun Light Colony area is bounded by Mathura Road in the West, Railway line/ boundary wall of Sidhratha Extension in the North, Ring Road in the South/East. It will be seen that this area is presently approachable by narrow width of 4 to 8 mtrs. wide roads from Mathura Road and Ring Road except for only one approach in front of the Maharani Bagh intersection which has a proposed R/W of 24 mtr. although hardly 10 to 20 mtr. R/W is available. In addition to this, Community Centre of Slum & JJ is also proposed in this area which has to be developed. The long flyover proposal with a signalised intersection at surface level scheme ensures total traffic circulation with least disturbance. It does not entail any acquisition of land properties and is proposed within the available R/W of Ring Road and Mathura Road. The existing intersection on Maharani Bagh/Sun Light Colony roads will continue to operate. Right turning movements to get on Ring Road can be taken up through the ingress/egress ramps.

7. Alternative Conceptual Options explained above are placed before the Technical Committee for consideration.

*D.K. Saluja*  
19/5/97  
(D.K. Saluja)  
Director (TT)

Annexure - I



SARAI KALE KHAN

SIDHARTHA EXT

SIDHARTHA NAGAR

BHAGAWAN NAGAR

SUNLIGHT COLONY

ASHRAM NAGAR

ASHRAM CHOWK

NEHRU NAGAR

MAHARANI BAGH

FRIENDS COLONY WEST

FRIENDS COLONY EAST

NEW FRIENDS COLONY

SRI NIWASPURI

SRI NIWASPURI EXTENSION

FRIENDS COLONY EAST

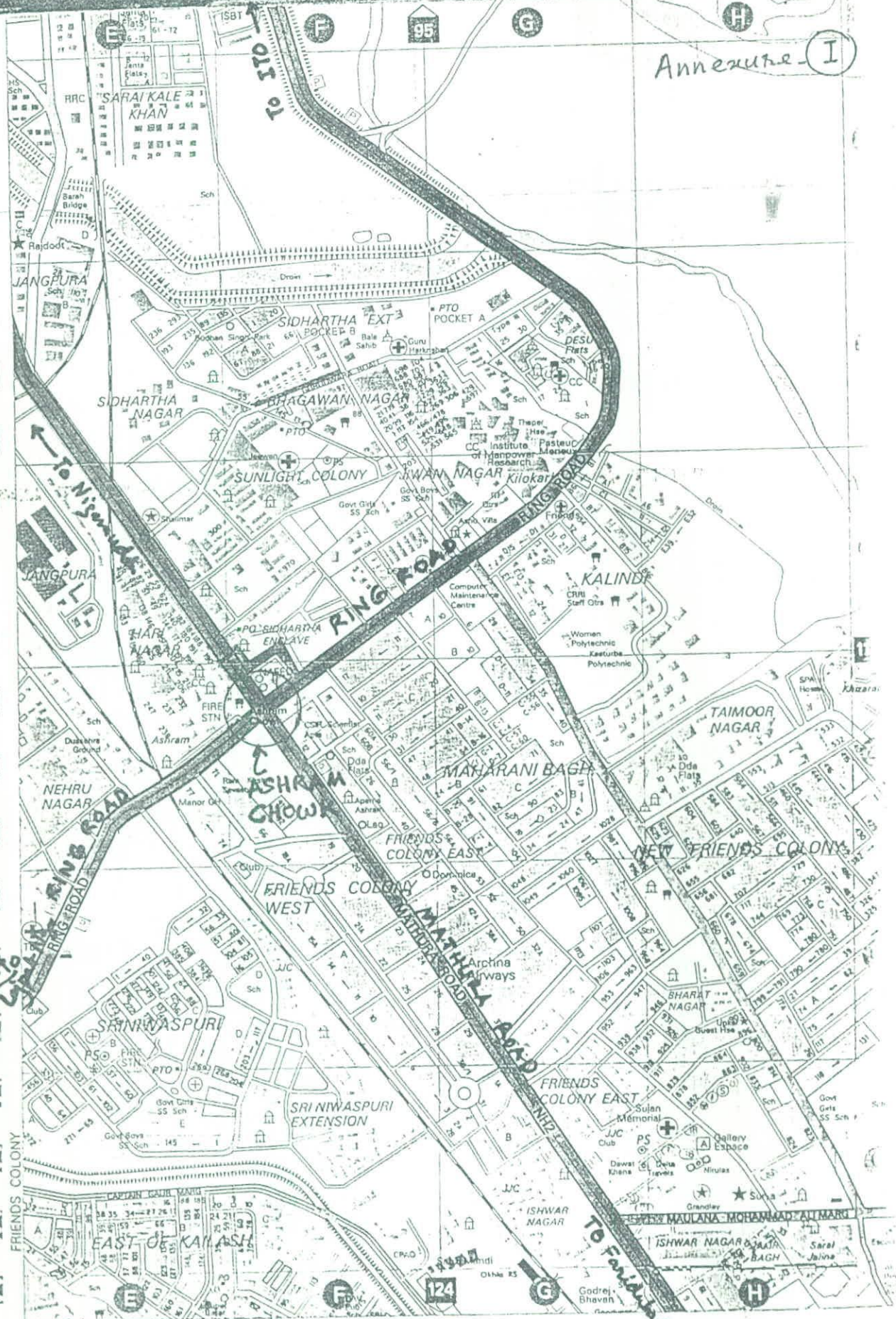
EAST OF KANASH

ISHWAR NAGAR

ISHWAR NAGAR BAGH

FRIENDS COLONY

SEVEN MAULANA MOHAMMAD ALI MARG



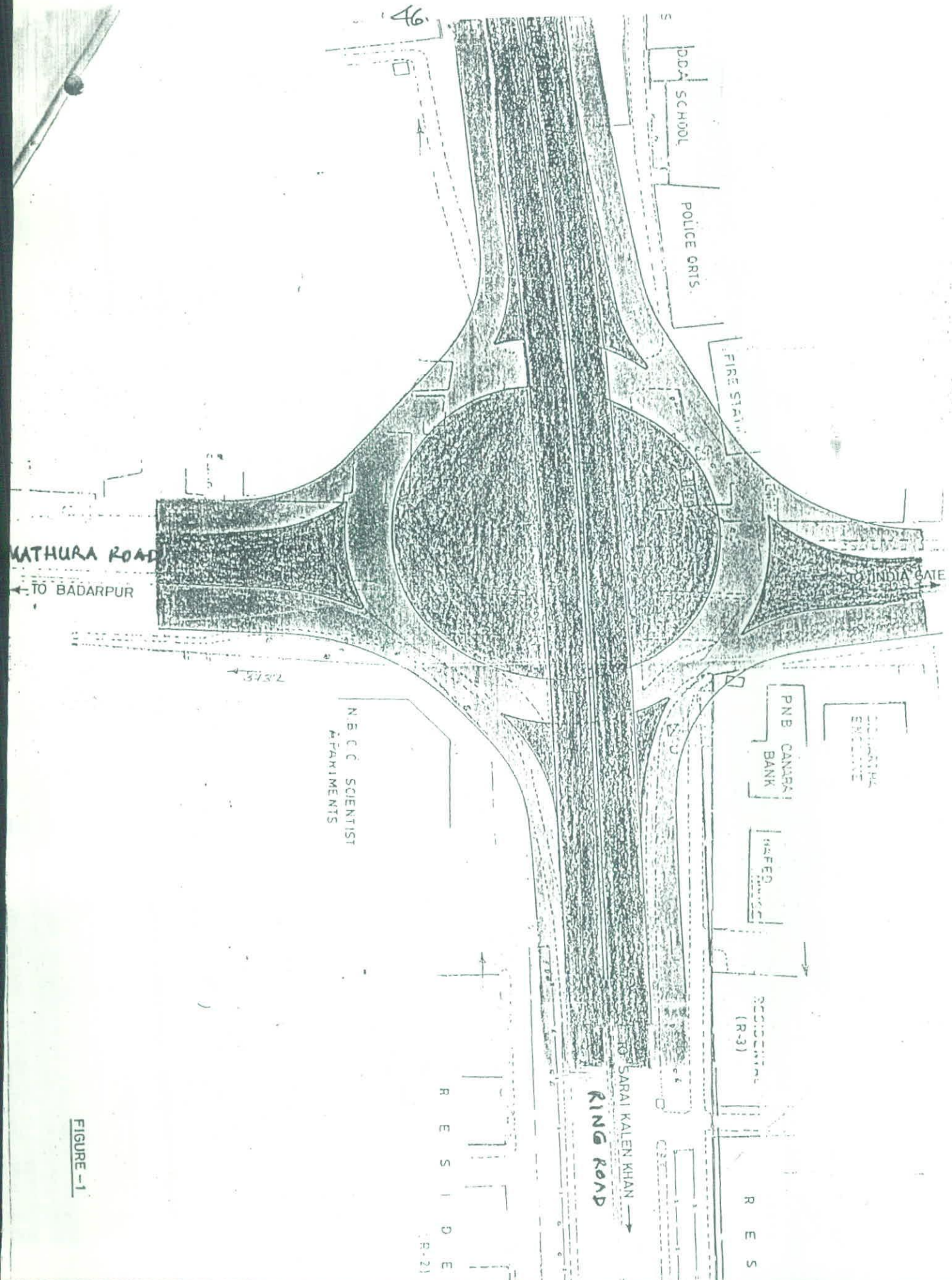


FIGURE -1

R E S I D E N T I A L (R-2)

R E S

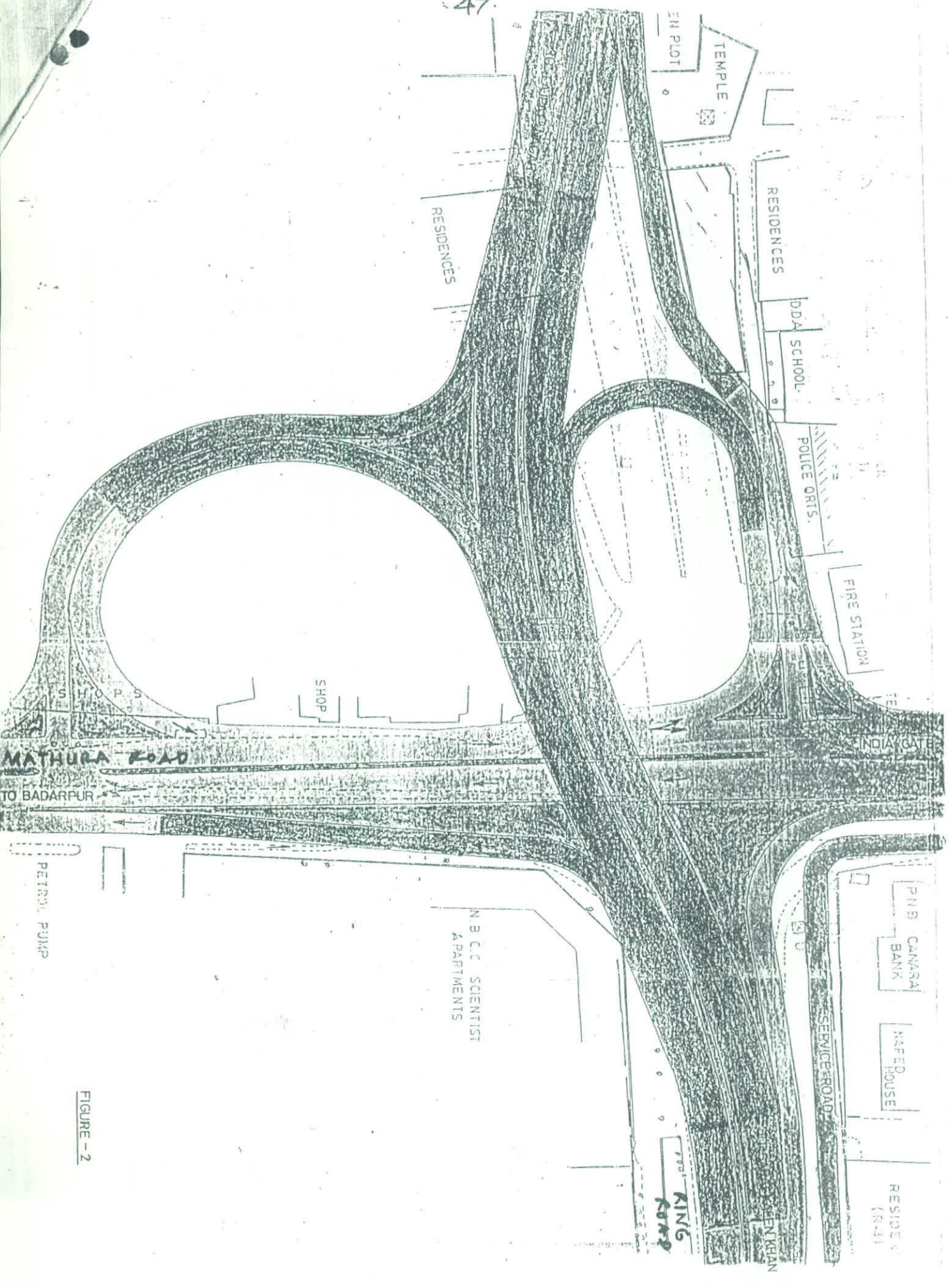
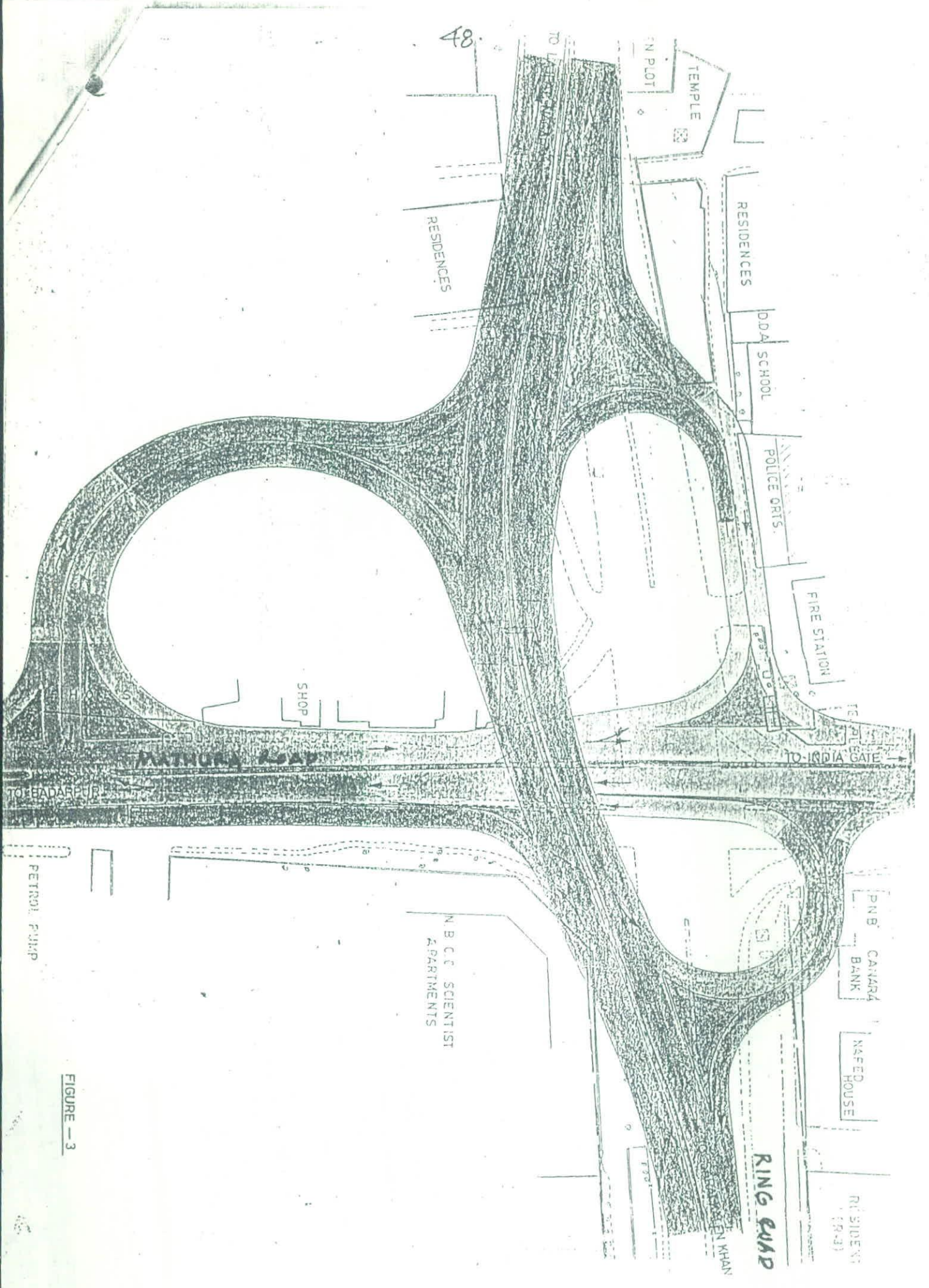


FIGURE - 2

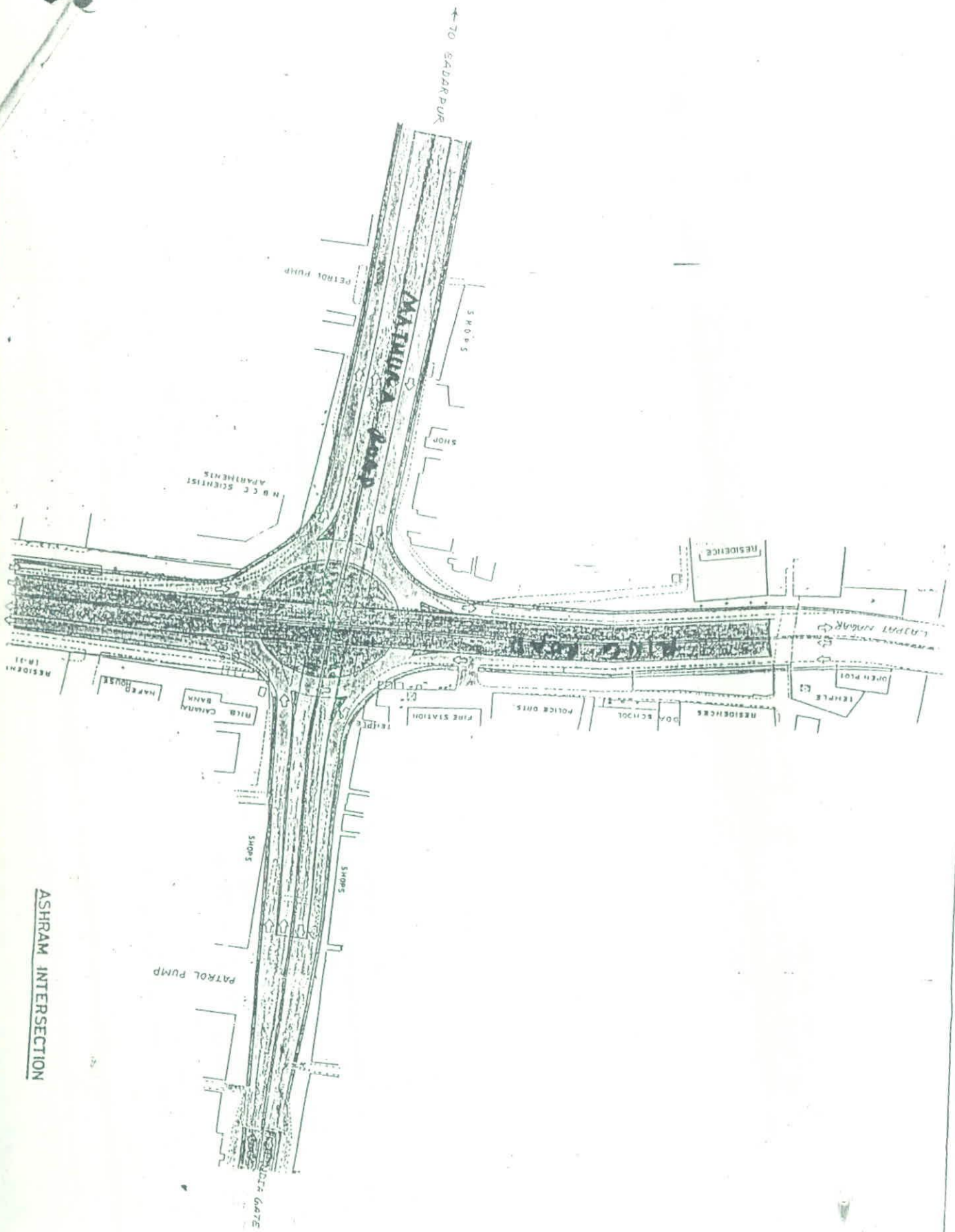


48.



PETROL PUMP

FIGURE — 3



ASHRAM INTERSECTION

AGENDA FOR TECHNICAL COMMITTEE

**SUBJECT : PROPOSED LAYOUT PLAN FOR SECTOR -XXVI(PART) ROHINI PHASE-IV**

**- DEVELOPMENT OF 160 HEC. OF LAND.**

File No. PP/R/4026/97

**1.0 BACKGROUND :-**

Rohini Residential Scheme was launched in the year 1980 to accommodate about 8.5 lac population. It is located in the North-West Delhi adjacent to Pitampura and Outer Ring Road.

Presently, it comprises of 3 phases namely Phase-I,II and III. Rohini Phase-I & II covers an area of about 1756 Hect. and consists of 19 sectors. Phase-III of Rohini consists of 6 sectors from Sector-XX to XXV, it is spread over about 700 Hec.. It is predominantly, plotted development, land allotted to various cooperative Group Housing Societies and DDA Housing. Out of total approx. 80,000 DDA registrants about 42,000 registrants are accommodated in Rohini Phase-I,II & III.

**2.0 INTORUDCTION :-**

In order to accommodate the remaining about 38,000 registrants, the scheme for Rohini Extension i.e. Phase-IV & V has been formulatd. As a part of this scheme about 160 Hec. of land has been acquired between existing Rohini Phase-I, II & III and Auchandi Bawana Marg. A meeting was held in the room of VC, DDA on 22/4/97 and it was decided to initiate planning process for pockets of land which is in possession of DDA.

**3.0 DRAFT STRUCTURE PLAN OF ROHINI PHASE-IV & V**

The structure plan qnatisfies the land uses as per the norms. The conceptual structure plan derives its major road network frm Urban extension Plan (Phase-IA, II, III & IV) which is part of Authority Resolution No. 79 dated 30.6.87. The structure plan indicates general location of broad land uses which are further to be detailed out in the

form of layout plans after making local adjustments as per the ground realities. The present scheme is also within the urbanisable limits of NCR Board. The NCR Plan has included Prahladpur Bangar Village within its urbanisable limit-2001 and this village forms the outer boundary of the present scheme.

(Please refer structure plan for Rohini Phase-IV & V)

#### 4.0 SECTOR-XXVI, PHASE-IV :-

For planning purposes area falling between existing Auchandi Bawana Marg in the North and existing Rohini Phase-I, II & III in East & South has been designated as Sector-XXVI of Rohini Phase-IV. A proposed 80 M wide road forms southern boundary of proposed sector-XXVI (Please refer location plan). The land measuring about 160 Hec. which has been acquired by DDA forms the part of proposed sector-XXVI of Rohini-IV. Total area of proposed Sector-XXVI is 356 Hec. (approx.)

#### 5.0 EXISTING SCENERIO :-

This acquired land forms part of Sahibabad Daulatpur Revenue Estate. As per information received from Lands Branch about 160 Hec. of land has been acquired. However, there are certain pockets where possession is yet to be handed over by Delhi Admn.. Thus, about 66 Hec. of land is clearly in possession of DDA which is also not in one place. (Refer Revenue Estate Map)

#### 6..0 CONSTRAINTS WHICH WILL AFFECT THE PROPOSAL :-

- 6.1 Varsha Drain (Supplementary Drain) proposed by Flood & Irrigation Deptt. is passing through this area and it is meeting existing supplementary drain of Rohini Phase-I & II near sewerage Treatment Plant. This proposal also seeks approval for alignment of supplementary drain. Proposed alignment was discussed with I & F Deptt. on 20/1/97. They have requested to earmark available land for drain (letter no.F.10(20)SE FC-III/96/533 dt. 3.3.97)
- 6.2 There is existing Sewerage Treatment Plant spread

over of 40 Hec. land is already handed over to MCD and construction is going on.

6.3 Following existing villages/colonies or their part is either falling in the scheme or these are adjacent to the pocket of 160 Hec. of land.

6.3.1 Dairy Colony on Auchandi Bawana Marg

6.3.2 Part of Sahibabad Daulatpur Village

6.3.3 Existing St. Xavior School on the Auchandi Bawana Marg is also part of the scheme.

#### 7.0 PROPOSAL :-

While formulating the land use plan for this pocket, the predominant surrounding land uses and existing road network has been an important factor. An attempt has been made to integrate this pocket with existing network i.e. road from Rohini Phase-I, II & III and existing Auchandi Bawana Marg. It is envisaged that this network will serve all the pockets by merely <sup>extending</sup> existing roads and without waiting for new bridges on Drains/Nalas etc. to be constructed.

#### 7.1 PLANNING STRATEGY :-

Out of 160 Hec. of land it is assumed that about 66 Hec. will be readily available for development and rest of the land will be made available by the Lands Deptt.. However, the plan has been formulated for total area. This, 160 Hec. of land will generate the population of about 35,000 persons at the density of 400 persons per hec. at gross residential area of 89 Hec.(56%) of total area. Keeping in view the status of the pocket and adjacent existing land uses, various pockets have been designated for land uses. Detail layout for this pocket will be prepared separately and brought before the Screening Committee for approval.

7.2 It has been also informed by Lands Deptt. that some of the pockets are under stay of the Hon'ble High Court. About 3 Or 4 pockets of land including existing st. Xavior School has been denotified from the acquisition of land.

### 7.3 DEVELOPMENT PLAN :-

160 Hec. of land in Rohini Phase-IV pocket consist of following break-up of gross residential area under these pockets is given below :-

LAND USE	*AREA IN HEC.	%age
Residential	117.79	73.62
Institutional	5.14	3.22
Recreational	18.25	11.40
Drain	11.97	7.48
Roads	6.85	4.28
<hr/>		
TOTAL	160.00 Hec.	100%

\*These areas area of indicative nature for calculation of facilities. Actual areas/subject to feasibility report & availability of land from Engg.& Lands Deptt.

### 7.4 INFRASTRUCTURE :-

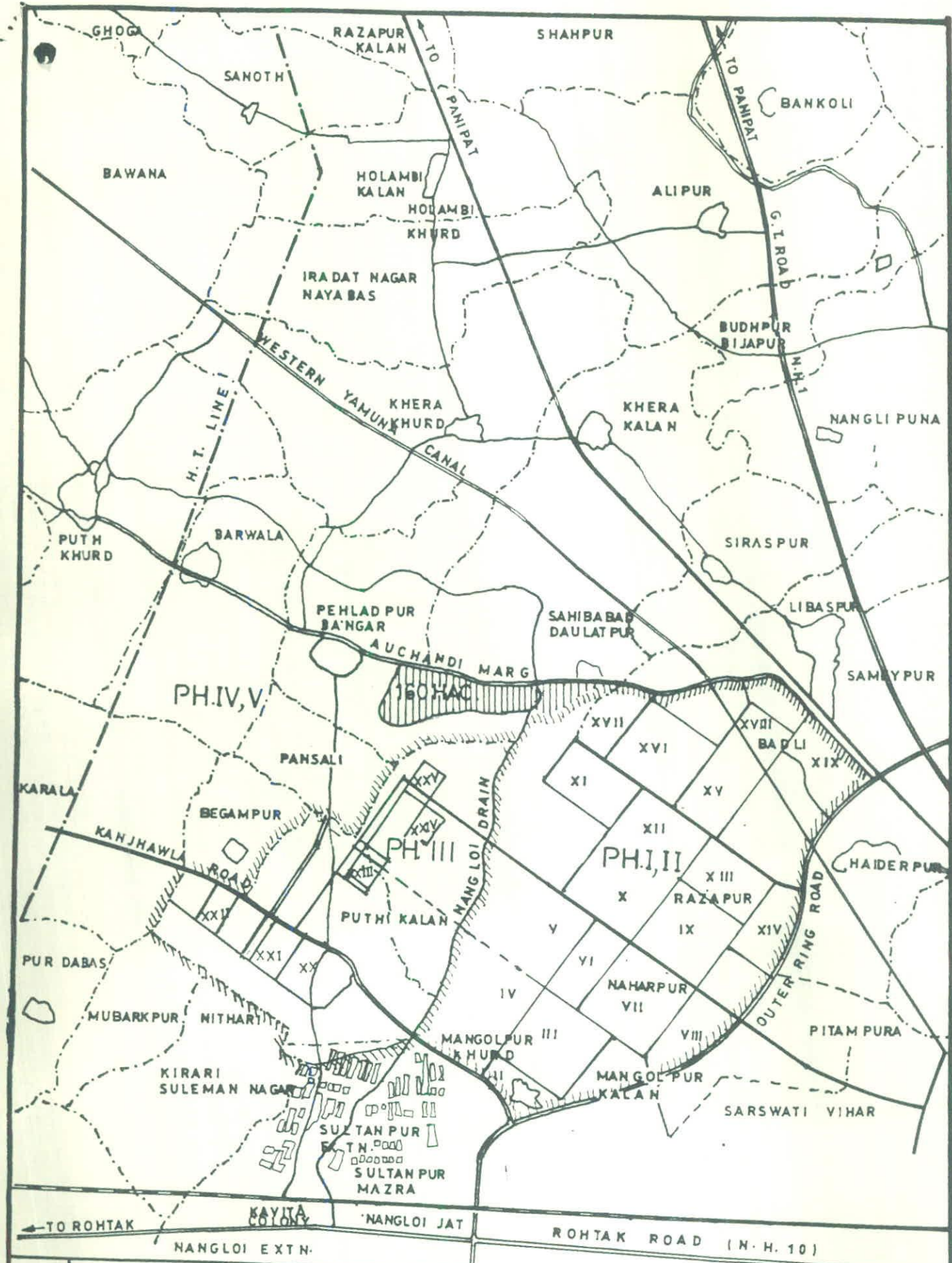
7.4.1 ROAD NETWORK :- This area is already being serviced by existing Auchandi Bawana Marg which is proposed to be widened to 60 M R/W. The other major roads in Rohini Sector-XVII and Sector-XXV could be extended in this area to serve all these pockets and integrate with existing planned area. Moreover, existing 45m wide road between Sector-XI and sector-XVII originating from the Outer Ring Road (Prashant Vihar) is being further extended beyond existing supplementary drain and it will connect to existing Auchandi Bawana Marg near St. Xavior School. This will facilitate traffic from Outer Ring Road to reach Auchandi Bawana Marg and existing Eng. College. To the West side of 160 Hec. pocket, a proposed 80 M wide road is also passing which connects Rohini Phase-III( Part of 80 M wide road is already existing in Phase-III) to Auchandi Bawana Marg near Prahladpur Bangar Village. Further it goes towards Western Yamuna Canal and ultimately to be integrated with road network of Narela Project.

- 7.4.2 **SERVICES(WATER SUPPLY, DRAINAGE) :-** Being an extension of existing Rohini, any major problem is not anticipated for extending the services into this area. However, detail service plan and estimates will be worked out by Engg. Deptt. in consultation with MCD. Engg. Deptt. would ensure that all the services are ready by the time the land is developed.
- 7.4.3 **ELECTRICITY :-** There is existing network of electric sub-station in adjacent residential sectors of Rohini and surrounding villages. However, the Electric Deptt. of DDA will take this matter immediately with DESU for electrification. Provision of ESS as and when required will be mde in the layout plan level.
- 8.0 **DECISIONS ARE REQUIRED ON THE FOLLOWING ISSUES**
- 8.1 Action to be taken about pockets of land which stands de-notified and which do not have any layout or bldg. plans approved by Local Body. It will be difficult to integrate this pocket in the development and maintain continuity.
- 8.2 Approval of land use plan for 160 Hec. of land including alignment of Varsha Drain.

The above mentioned proposal is laid on the table for the consideration of the Technical Committee.

*Calay*

*Rohini*



ROHINI LOCATION PLAN

