

# दिल्ली विकास प्राधिकरण

अनुभाग - Master Plan

भा.सं.स. FV(44)/85-MP

विषय

पत्रव्यवहार

विषय  
Reg. Draft Minutes of the Technical Committee Meeting  
held on 17.10.85.

पत्रादि संख्या

वाचक संख्या

150788 DC

2526  
287 X 185



DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

Draft minutes of the meeting of the Technical Committee held on 17.10.85 at 3.00.P.M. in the conference Room of Delhi Development Authority, Vikas Minar, New Delhi.

The following were present:

DELHI DEVELOPMENT AUTHORITY.

1. Sh. J.K.Varshniya,  
Engineer Member.
2. Sh. R.S.Sethi  
Commr.(Lands).
3. Sh. R.G.Gupta,  
Director(CP)
4. Sh. J.C.Gambhir  
Director(PPW).
5. Sh. S.C.Gupta,  
Director(DC&B).
6. Sh. D.K.Saluja,  
Dy.Director(CP).
7. Sh. C.P.Rastogi,  
Dy.Director(MP)

(Convenor)

LAND & DEVELOPMENT OFFICE.

8. Sh. T.S.Bassali  
Asstt.Engineer,
9. Sh. Lakhmi Chand  
B.O.

MUNICIPAL CORPORATION OF DELHI.

10. Sh. A.P.Sethi,  
Addl. Town Planner.

NEW DELHI MUNICIPAL COMMITTEE.

11. Sh. V.K.Bansal  
Dy.Chief Architect.

Contd....2/-

TOWN & COUNTRY PLANNING

12. Sh. K.T.Gurumukhi  
Town & Country Planner.

SPECIAL INVITEE.

D.E.S.U.

13. Sh. Jaiaram Durnani  
Architect.

14. Sh. D.K.Buri  
XEN(Pl IV)

15. Sh. H.K.L.Kaushal  
S.E.(PL)I.

For item No. 1.

16. Sh. Pritam Lal  
S.E.(Civil-III)



DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)  
Vikas Minar, I.P. Estate,  
New Delhi.

Agenda for the meeting of the Technical  
Committee to be held on Thursday, the 17th  
October, 1985 at 3.00 P.M. in the Conference  
Room of Delhi Development Authority, Vikas  
Minar, I.P. Estate, New Delhi.

S.No.	Subject	Page No.
1.	Request of DESU for lease of 4.475 acre of land for the expansion of their existing 33 KV Switch yard out of serial no. 211 and 212, Dhoola Kuan, New Delhi. F 3(32)/80-M.P.	1 to 2
2.	Issue of NOC for MS/HSD filling Station in Khasra nos. 34/3/1(2-11) and 31/2/23(2-2) in village Tikri Kallan, Delhi. F.7(9)/82-M.P.	3
3.	Request for increase of FAR on plot for Central Board of Irrigation and Power at Maleha Marg, Chankyapuri. F 3(9)/77-M.P.	4
4.	Route alignment of 33 KV over head feeder from near Rajghat Power Station to Ring Road opposite Shantivana for Providing duplicate feed to Jana Masjid grid Substation. F.6(4)/85-M P	5 to 6
5.	Change of land use of a plot measuring 4 acres for construction of office Building of the intelligence Bureau at S.P. Marg from 'Residential' to 'Institutional'. F13(3-A)/59 WD(Pt-I)	7
6.	Modified alignment of Mehrauli Road (Aurnindo Marg) from Ring Road to Outer Ring Road. F 5(33)/82-M.P.	8 to 9



7. Construction of road over bridge or road under bridge on Rly. lines from Shahdara to Saharanpur and Delhi to Ghaziabad along with a intersection design of G.T. Shahdara road with road no. 58 & 64 (Hospital Chowk) 10 to 13  
F.5(21)/75-M.P.
8. Requirement of grid s/stations for Mehrauli - Mahipalpur Scheme-Vasant Kunj Residential Scheme. 14 to 15  
File No. PW/Infra/85/179.
9. Electrification of Mangolpuri Incl. area phase I and Phase II. 16  
File No. E.X.E.N. (PLIV) 105/1014
10. Route alignment of 33 KV O/H line for looping cut of the existing 33 KV O/H line between J.N.U. Sub-Station and Masjid Moth S/Stn. at 33 KV Adchini S/Stn. 17  
F 6(9)/84-M.P.
11. Construction of an additional room on the open space in the courtyard in the front of drawing room for allottees of ground and first floor of Pocket-B, Phase II, Ashok Vihar, Delhi. 18 to 21  
File No. 27/8/DCW
12. Broad alignment plan of 'Link Road' connecting chattarpur to Qutab monuments (bye passing the temple complex) 22 to 23  
F5(1)/85/M.P.
13. Intersection design of Mehrauli Badarpur Road with Madangir Road. 24  
PA/DD(TT)/1162A/85
14. Proposal to change the land use of the land allotted to Akhil Bhartiya Vishnoi Sabha located at Ring Road opposite I.P. college from 'Govt. Offices to Institutional use'. 25 to 26  
F 20(14)/84-M.P.
15. Allotment of Grid sub-station for Sarita Vihar Complex. 27  
File No. DDA/PPW/Infra/85/204)

16. Change of land use of a plot measuring 741.342 sq.mts. located in Nanakpura from Residential to Institutional (Religious) in favour of Shrihsaba Balak Nath, Moti Bagh II, New Delhi. 28  
F 20(3)/85-M.P.
17. Plans in r/o Hostel and Administration Block at YWCA, Ashoka Road. 29 to 30  
F 16(67)/83-M.P.
18. Regularisation of Madina Masjid at Mayapuri Industrial Area. 31  
F 6(1)/79-LSB(Instl.)
19. Location of cremation ground/graveyard in west Delhi. 32 to 34  
F 2(66)/84-CS/DDA
20. Proposed Dharma Sang Mahavidyalaya on plot no. 2172 Jamuna Bazar, Mahatma Gandhi Road, Delhi. 35  
F 9(9)/85 MP
21. Modified alignment plan of Boulevard Road from Mori Gate intersection up to G.T. Road intersection. 36 to 37  
F 5(35)/65-M.P.
22. Alignment plan of Bhagwandass Road from Mathura Road to Mandi House round about. 38  
F 5(28)/84-M.P.
23. Any other item, with the permission of the Chairman.
23. Allotment/regularisation of land in unauthorised occupation of religious shrines in various sectors of R.K. Puram. 39 to 41.  
F<sub>3</sub> (5)/82-MP.
24. Land use clearance for installation of the Refuse incineration Project at Timarpur, New Delhi. 42.  
F<sub>3</sub> (48)/85-MP



Item No. 1

17.10.85.

**SUB:-** Request of DESU for lease of 4.475 acre of land for the expansion of their existing 33KV switch yard out of serial No. 211 and 212, Dhaula Kuan, New Delhi(F.4(32)/80-MP.

This case was placed before the Technical Committee in its meeting held on 28.2.84. Technical Committee in the above said meeting desired that the Layout Plan of the existing 33KV Switchyard and its further expansion programme on an area measuring 2.825 acres be obtained and examined in the first instance.

2. DESU has requested for additional land measuring 609'-6" X 327'-0" (4.475) acres. The additional land requirement is for 4.475 acres, and not 2.825 acres. The additional land is required for expansion of the existing 33KV switch yard and for establishment of another 66 KV sub-station. DESU has stated that the proposal is based on the recommendations of studies carried out by Indian Institute of Science, Bangalore on large Range System and also taking into the requirements of cantonment area and its surroundings.

3. The proposal has been examined and it is observed that the land proposed for allotment is located in 'recreational' area in zone F-6. Director(Hort.) has observed that about 250 trees are existing in the area proposed. DESU Authorities were, therefore, requested to obtain approval of the competent Authority for removal/cutting out the affected trees. Ex.Engineer, DESU has, however, intimated that they would take care to save maximum possible trees and in case the trees are required to be cut, approval of the Lt. Governor, Delhi would be obtained before cutting such



2.

trees. The ownership of the land vests with the L&DO which intimated that they have no objection for allotment of land to DESU.

4. The proposal was subsequently discussed by Sub-Coordination Committee on 20.10.83 and the Committee desired that the position of existing/proposed land, existing/proposed sub-station site and position of existing trees be indicated on the layout plan. The area proposed by DESU, existing/proposed lines and the trees were accordingly indicated on the plan. The land desired by DESU was readjusted and was indicated on the plan. The Sub-Coordination Committee discussed and recommended approval for allotment of additional land as per the revised plan.

5. As desired by the Technical Committee, DESU submitted the detailed layout plan having the existing switchyard and its proposed expansion. The plan was examined and it was found that a small strip of land measuring 327'X100' just after the placement of 66KV towers was not fully justified as only H.T. lines are shown passing through this area. But after discussion, with the Architect, DESU, it was explained by him that this strip of land is required for technical reasons.

6. The proposal for allotment of 4.475 acres of additional land to DESU is placed before the Technical Committee for its consideration.

#### DECISION

Technical Committee noted that the site is to be inspected by Director (DC&B)/PPW/CPW/NDMC/DUAC as the same is along the VIP Route (Ring Road).

✓  
d/f



Item No. 2

17.10.85.

SUB:- Issue of NOC for MS/HSD filling station in Khasra Nos. 34/3/1(2-11) and 31/2/23(2-2) in village Tikri Kalah, Delhi.  
(File No. F.7(8)/82-MP).

.....  
F-7(9)/82-MP

Deputy Commissioner of Police(Licensing) referred the case to D.D.A. for issuing a NOC to start MS/HSD filling station in Khasra Nos. 34/3/1(2-11) and 31/2/23(2-2) at village Tikri Kalah, Delhi for IBP. It is observed that proposed location is on the Delhi-Haryana Border on Rohtak Road on which four service stations are already existing on one side of the road and one more is existing on the other side of the road, which belongs to IBP and this has to be shifted at National bye-pass, Wazirabad. The State Coordinator has also confirmed that the Ministry of Petroleum has given approval for shifting of existing Petrol pump from Ghaziabad Border to Tikri Border on Rohtak Road towards left side of the road where four more petrol pumps are existing. IBP has also confirmed that his dealer has purchased extra land so that adequate size of the petrol pump purchased extra land so that adequate size of the petrol pump is available even after road widening of the Rohtak Road.

2. This case was examined in the Perspective Planning Wing and they have opined as follows:-

- 1) There are five existing petrol pump on Rohtak Road-4 in the south and one in the north side (IBP), which is to be shifted to Wazirabad on road No.50. The present proposal is for shifting of petrol pump/Gaziabad to the south side of Rohtak Road.

/from

- PPW is of the opinion that the location of five petrol pumps is one direction on a National High-way (200' r/w) is not desirable. This is likely to be converted into a major parking area for the trucks leaving from Delhi to Haryana and would create an ugly atmosphere there.
- ii) There is a proposal to construct North-South, East-West Express Ways connecting Rohtak with Meerut and Panipat with Palwal in NCR. Road No.50 is likely to form part of these express ways and hence, it may not be desirable to locate a petrol pump with filling station on this Road(Wazirabad) till proper plans for express ways are prepared.

3. The case before the Technical Committee is for shifting of an existing petrol pump from Gaziabad to Rohtak Road as given in para 2(i) above and the same may be considered,

DECISION

Technical Committee noted that there are 5 petrol pumps already located on Rohtak Road and hence, it has rejected the request for shifting the Petrol Pump from G.T. Road to Rohtak Road at the proposed site

*Sign*



-4-

Item No. 3

17.10.85  
SUBJ- Request for increase of FAR on plot for Central Board of Irrigation & Power at Malcha Marg, Chankaya Puri.  
File No. F 3(9)/77-MP

.....

The building of Central Board of Irrigation & Power is existing at Malcha Marg, Chankaya Puri on the plot measuring 1148.8 sq.mts. The building constructed has the basement, ground floor, first floor, part second floor and part third floor including lift and machine room above it. The total quantum of construction is 1102.23 sq.mts. and FAR achieved 96. Sh. C.V.J.Verma, Member Secy., CBI&P, in his letter addressed to V.G., DDA has requested to increase the FAR of this plot to 150, so that the additional construction could be possible on this plot for increasing activities of this organisation. The CBI&P has also submitted the site plan and the plan for additional proposed construction. They are keen for additional construction of 348.90 sq.mts. (123.51 sq.mts. on third floor and 225.39 sq.mts. on forth floor) which will bring the total FAR of the plot to 126. The plot fall in the Institutional Area. The site was inspected and it was noticed that the buildings constructed on the other neighbouring institutional plots also has the structure 4-5 storeys high. Provisions of the lift has already been made in this building and considering the surroundings, we may not have any objection for the additions proposed by the Organisation on third and forth floor. However, the height of the lift and machine room may also be restricted to its existing height, i.e., to the proposed fourth floor height of the building. The limit of FAR may, however, be kept 125 as it has been done in other institutional cases in the past.

The case is put-up for consideration of the Technical Committee.

.....  
DECISION

Technical Committee recommended that the height of proposed building should not be beyond 45' and accordingly, the plans be submitted to NDMC for approval.

< revised

✓  
Sgt



Item No. 4

17.10.85

**Subject:-** Route alignment of 33 KV overhead feeder from near Rajghat Power Station to Ring Road opposite Shantivana for providing duplicate feed to Jama Masjid grid sub-station.  
(file no. F.6(4)/85-M.P.)

...

A proposal has been received from Ex.Engineer (Plg.) I DESU in which it is stated that this sub-station is presently fed by means of a single feeder from I.P. Power station and in view of the growing load at this sub-station and also in order to ensure reliability of supply to the important walled city areas, a duplicate 33 KV feed is required to be provided to this sub-station. For this purpose, it is proposed to enhance the existing 11 KV to 33 KV overhead feeder from IP Power Station upto Rajghat Power Station and to extend the same to Jama Masjid Sub-Station as per the route alignment details given below :

Route alignment details :

2. The case was processed in the City Planning Wing of D.D.A. and four copies of the revised alignment have since been received from DESU. The entire route is split up in six parts viz. A to B, B to C, C to D, D to E, E to F and F to Gas indicated in copy. (Placed on the table). The distance between these two lines is 9.14 mt. (30 ft.) The distance between the existing 11 KV line from the foot of the bunch is 1.50 mt. (5 ft.)

3. The extended overhead feeder shall run by the side of Rajghat Power Station Complex from 'A' to 'B' it will then run on the back side of Rajghat Samadhi along the bunch and ultimately along the nala between Shantivana and Vijayghat (from point



feeder would cross Ring Road near Shantivana by means of underground cable to meet with the existing 33 KV underground cable leading to Jama Masjid sub-station. The total length of the route is about 760 mts.

4. The proposal is placed before the Technical Committee for its consideration.

#### DECISION

Technical Committee recommended the approval of the route alignment subject to the clearance by DUAC in view of the proposal is in <sup>the</sup> vicinity of ~~the~~ National monuments area.

Le.  
29/10

Item No. 5

17.10.85

SUB: Change of land use of a plot measuring 4 acres for construction of office Building of the intelligence Bureau at S.P.Marg from 'Residential' to 'Institutional'.  
File No. F.13(3A)/59-WD(Pt.I)

.....

A reference has been received for Govt. of India, Ministry of Works & Housing about the change of land use of an area earmarked as A,B,C,D, in the plan(laid on the table) from 'Residential' to 'Institutional' for the use of office Bldg. of the Intelligence Bureau at S.P.Marg.

2. The proposed has been examined in this office and it has been observed that the area falls in the Zone D-13. The Zonal Development Plan of combined Zone D-13, 14 & 21 has been submitted to the Govt, for approval. In this Zonal Development Plan, part of the land, under the possession of Intelligence Bureau, has been shown for 'Institutional' use and rest of the portion is earmarked for 'Residential' purpose. The total quantum of land is 16-acres on S.P.Marg between Maurya Hotel and Railway Colony, out of which 6-acres have been earmarked for 'Institutional' use towards S.P.Marg. The rear portion of this plot i.e balance 10-acres has been shown as residential land use out of which the request to convert 4-acres of land for Multi Storey office building which may be considered under 'Special appeal'.

3. The matter is placed before Technical Committee for favour of consideration.

DECISION

Technical Committee recommended that 4 acres of land may be used from 'Residential' to 'Government Offices' as a case of 'Special Appeal'.

✓  
Rajiv



Item No.6

17.10.85

**SUB:-** Modified alignment of Mehrauli Road (Aurbindo Marg) from Ring Road to Outer Ring Road.  
File No. F5(33)/82-MP.

---

1. R/W of Mehrauli Road(Aurbindo Marg) is 60mt. as per Delhi Master Plan. Alignment Plan of the road was approved by the then V.C., DDA on 12/5/68. This alignment plan was for a R/W of 60 mt. except in a small stretch near Municipal Corporation of Delhi, South Delhi Zonal office where R/W was proposed as 68 mt. in place of 60 mt.

2. Mehrauli Road(Aurbindo Marg) has already been widened from Ring Road upto Road No.15 and action is being taken to widen the road beyond Road No.15 upto Andheria More. In the portion between Ring Road and Outer Ring Road, 60 mt. R/W has been achieved except in a portion starting from southern boundary of Safdarjung Hospital upto road to Gulmohar Park. In this stretch 60mt. R/W cannot be achieved as in most of the portion built up shops of Green Park as well as of Yusuf Sarai Market, with single and double storey buildings are existing. Most of the shops are before the commencement of the Master Plan of Delhi.

3. Taking these factors into consideration alignment plan of Mehrauli Road(Aurbindo Marg) has been modified to the following extent.

- i) Three lanes carriageway has been proposed on either side of the existing central verge in the entire stretch from Ring Road to Outer Ring Road so that movement of fast moving vehicle is not disturbed.
- ii) R/W of the entire road has been followed as 60 mt. except in a portion between southern boundary of Safdarjung Hospital upto the road leading to Gulmohar Park where the R/W is proposed as 45 mts.

Contd...2/-



- iii) In doing so, it is clarified no portion of any structure whether residential or commercial will be affected, except compound wall of Hospitals one factory and few bungalows in Hauz Khas/Padmini Enclave. A few kiosks along road and some busshelters site/may have to be shifted.

4. In the two portions, one with 60 mt. R/W and the second with 45 mt. R/W width of service roads, main carriageways, and footpaths will be as under:-

Right of way	Width			
	Footpaths (side/central)	Service road cum cycle track	Carriage way	Central verge
60 mt.	4 mt./7.5 mt.	6.6	11.0	0.90
45 mt.	1.5 mt./2.5 mt.	6.6	11.0	0.90

The above said details are for half of the road R/W similar details will follow on the other side.

5. Central verge will be cut only at the following points.
- Gate No.1 of Safdarjung Hospital (Existing).
  - At the crossing of 24 mt. wide road going to Green Park Ext./Safdarjung Enclave by the side of existing Gurdwara (Existing).
  - Road leading to, Hauz Khas Self financing flats and Green Park (Existing).
  - At the crossing of 18 mt. wide road going to Hauz Khas (Existing).
  - At the crossing of 24 mt. wide road going to Survpriya Vihar (Existing).

6. It is also stated that in the proposals some trees may have to be cut.

7. The item is placed before the Technical Committee for consideration.

#### DECISION

Technical Committee recommended that full r/w should be maintained for entire length of the road and the alignment plan be modified accordingly.

*Ref*



Item No.7

17.10.85.

SUB:- Construction of road over bridge or road under bridge on Rly. lines from Shahdara to Saharanpur and Delhi to Ghaziabad along with a intersection design of G.T. Shahdara road with Rd. No. 58 & 64 (Hospital Chowk).  
(file No. F.5(21)/75-MP.)

.....

In transe Yamuna Area following two proposals have been formulated of the area having two railway lines; one from Delhi to Ghaziabad and second from Shahdara to Saharanpur, and intersection of three major roads namely G.T. Shahdara, Rd. No. 58 and Road No. 64.

1. Road over bridge on railway lines from Shahdara to Saharanpur and road over bridge on railway line from Delhi to Ghaziabad, with an intersection design at a raised level of 3.5 mt. from ground level.
2. Road under bridge below railway lines from Shahdara to Saharanpur and road under bridge below railway lines from Delhi to Ghaziabad with an intersection design at ground level.

2. PROPOSAL OF ROAD OVER BRIDGES ON THE TWO RAILWAY LINES:

To get a height of 8.4. mt. (between top of the railway track and top surface of the carriageway) +.37 (distance between the top of railway track going to Ghaziabad and G.T. Road crossing) a distance of 293.10 mtrs. + 30 mts. = 323.10 mt. is required from the centre of the railway track upto the zero slope of the bridge. It is also desirable that a distance of 80 ft. is achieved from the zero slope of the bridge, up to the centre of the intersection - it means about 403.10 mts. should be the distance between the centre of the railway track and centre of the intersection. Against this requirement of 403.10 mt.; only a distance of 266 mts. is available i.e. a short fall of 137.10. As such only solution can be to increase the level of the intersection by 4.6. mt. to decrease the length of the arm by 137.10 mt. to get a proper slope of 1 : 30. Another alternative can be to decrease the slope of 1:25 and raised the level of the intersection only by 3.53. mts.

The proposal was prepared and approved by the Co. ordn. Committee with road over bridges on the two railway lines, by raising the level of the intersection by 3.53 mt. In this case problem is of approaches to the industries existing on either side of G.T. Road, Road No. 64 and Road No. 58. Even after increasing the level of the intersection by 3.53 mt. we are getting a slope of 1.25 on G.T. Shahdara Road and 1:28 on Road No. 58.

Contd....2/-



3. PROPOSALS OF ROAD UNDER BRIDGES BELOW THE TWO RAILWAY LINES:

In this case existing railway tracks are above the ground level as such it is easier to construct two under bridges below railway tracks. In doing so, we are getting a slope of 1:30 on G.T.Shahdara Road and 1:27 on Road No. 58. In this case, biggest advantage is that the level of the intersection of G.T.Road with Road No. 58 and 64 remains the existing level, and adjoining properties are not disturbed.

ii) In our opinion, the proposal No.2 i.e two under bridges, below the two railway lines would be better. Cost of two proposals may also be the same, as in the former case, we have to raise the level of the intersection by 3.22 mts. then also we achieve a slope of 1:25, which is too steep.

iii) Both the proposals were sent to MCD, PWD and Northern Railway Comments with respect to its feasibility. MCD in its reply vide letter No. D/EXX/AE-III/83 dated 1.8.83 has given comments on the proposal and conveyed the LOSC decision dated 23.8.80. The proposal of road over bridge is revised on 25.6.81 in which LOSC decision is already incorporated and the levels/diameters are corrected vide It .No.D/EEA/AE-III/81/180 dated 22.4.81 received from Ex.Engg.-X, MCD.

4. Out of the two proposals it is conveyed that the proposal regarding ROB only be finalised after incorporating the LOSC decision.

5. Following observations were made as regarding the proposal to construct Road-under-bridge.

- a) As it is Shahdara is known for low lying area and if the under bridge is constructed at any time water logging problem will arise.
- b) Besides, if the under bridge is constructed outlet for drainage will also be a great problem considering the vicinity itself is the low lying area.

Contd....3/-



6. In view of the above observations, according to MCD proposal of Road-over-bridge appears to be the best alternative provided that the LOSC decision is followed.

7. COMMENTS BY RAILWAYS:

No comments are given in case of ROB.

- i) In case of RUB, approach roads the goods shed will be required from the start of the downward slope from RUB in case of G.T.Road crossing.
- ii) The drainage arrangements like pumping etc. will have to be managed by D.D.A.

8. COMMENTS GIVEN BY PWD & NORTHERN RAILWAY ARE CONSIDERED.

As regards the suggestion of accommodating affected factories below the ROB, it is not thought feasible as operating of these factories will be hazardous incidence and accidental fire etc. in the factories will cause damage to the over bridge also. So, the area under over bridge will be landscaped only.

- ii) If only carriageway portion of the road is raised and service roads are left at ground level only the problem of approaches to industries is solved but the whole purpose of ROB is defeated.
- iii) Drainage will be a problem in RUB. But the problem will be severe only during rainy season for which pumping arrangements will be made. In ROB even after raising the level of the G.T.Road crossing by 3.56 mts. the slopes achieved are 1:28 and 1:25 which are steep and not desirable.
- iv) Railway sheds along G.T.Road will be given approach either by giving break in centre verge before the slope starts or the vehicles will have to take 'U' turn at the crossing.

Contd...4/-



- v) For service affected in excavation in RUB, the drawings will be sent to MCD for getting the underground services marked on it.

9. COMMENTS BY PPW:-

The question of ROB/RUB is related to Engineering feasibility and cost. However, there are certain advantages of RUB.

- a) The privacy of surrounding residential areas is not disturbed.
- b) provides a better Urban Form.
- i) Road No. 58 is an important connection between the areas of East Delhi on both sides of the Delhi Ghaziabad railway line.
- ii) The road intersection of road No. 58 and 64 on G.T. Road would be crucial as it connects the sub CBD and also G.T. Road. This intersection is at a distance of 266 mt. from the proposed grade separator on G.T. Road and 283 m. from the grade separator on Road No. 58 and may become a bottle-neck if it continues to be a signalised intersection.
- iii) Considering the importance of both G. T. Road and Road No. 58 and 60, this intersection may also be included in the scheme and grade separation at this intersection also. This will facilitate uninterrupted traffic flow on G. T. Road and Road No. 58 and 64.

- 10) The matter is placed before the Technical Committee for consideration.

DECISION

Technical Committee noted that it would be appropriate that the comments from DUAC, NETPEC, CRRI are invited as this is an important matter. Models prepared by City Planning Wing may also be studied.

*Sign*

-14-

Item No. 8

17.10.85

Sub: Requirement of grid s/stations for  
Mehrauli-Mahipalpur scheme - Vasant  
Kunk Residential Scheme  
(File No. PPW/Infra/85/179)

A request has been received from DESU and Electrical Circle-DDA with regard to electrification scheme for the location of electric sub-station and alignment of high tension line in Mehrauli-Mahipalpur Road, which was discussed by Director (PPW) in the presence of the officers from DESU, Electric Circle, DDA, Land Section, DDA Architects from Housing Urban Cell and Perspective Planning Wing.

2. After detailed deliberations on the power load, location of Grid Stations and corridors for the electric lines, the following have been agreed to:

A. Areas to be served and the maximum demand:

1. Residential Area	Max. Demand
No. of D.U.s - 23,000	62 MVA
2. Commercial:	
Big Distt. Centres - 10 HA	7 MVA
Others - 8 HA	2 MVA
3. Institutional Area - 60 HA	10.6 MVA
4. Recreational Area 487 MHA	3.2 MVA
5. Existing Village 85 HA	10 MVA
	95.7 MVA
Say	96 MVA

B. Requirement of Grid sub-station

For the load of 96 MVA, the requirement of grid sub-stations would be as under:

	No.	Size of S/Stn
1. 220 KV grid sub-stations	1	100 m x 240 m
2. 66 KV Grid sub-station	5	90m x 120 m

C) Location of grid sub-stations:

- i) Site for 220 KV sub-stations for size 180 m x 240 m has been marked as number (1) on the Plan. A small corner this site comes under court stay. Officers from DESU were of the opinion that this small corner would not cause hindrance in erection of sub-station.
- ii) Five sites each of size 90 M x 120 m for 66 KV sub-stations have been marked as number (2) to (6) on the plan. Three sub-stations numbered (2), (3), and (4) have been marked and exact locations while the location of sub-station number (5) & (6) are tentative and would be decided while preparing the Scheme for the area.



Grid sub-station numbered (5) would be located in industrial area, South of IIT Campus and sub-station numbered (6) would be located near Vasant Vihar.

D) Corridors:

(i) Two corridors each of 15 mts. width would be reserved for 220 KV tower line connecting existing Bijwasan Mehrauli, 220 KV Grid line to 220 KV grid station numbered as (1).

Corridor of 8 mts. width connecting 220 KV Grid Sub Station numbered as (1) to 66 KV grid sub-station numbered as (6) and further to Dhaula Kuan Grid Station would be reserved.

(ii) Corridor of 8 mts. width for 66 KV station would be reserved between sub-station numbered (1), (3) and further to 220 KV Mehrauli Grid Station.

Corridor of 8 mts. width connecting Grid Station numbered (1) to 66 KV sub-station numbered (2) to sub station numbered (4) and (5) and to further Saket Electric Sub-Station would be reserved.

Corridor of 8 mts. width between sub-station numbered (2) and (4) has been proposed along the Southern Wall of Jawaharlal Nehru University. It would be preferred if the corridor of 8 mts. width may be reserved within the JNU land because in future DESU may feed a little load of JNU with this power line. Location of grid regulators and power corridors as agreed is indicated on Plan. (Placed on table)

3. The above proposal has been agreed to, however, a point was raised by Shri T.S. Pann, Addl. Chief Architect, DDA regarding the route alignment and high tension line by the side of southern boundary wall of JNU. It was pointed out by him that the sufficient space of 8 mts. between the boundary wall and the houses under construction is not available.

4. As such, the following two alternatives have been suggested for this high tension line:-

Alternative No.1) The high tension line could be taken within the campus of JNU towards the north of boundary wall.

2) The High Tension line could be taken on the alternative route shown in green on the plan.

5. The matter is placed before the Technical Committee for its consideration.

DECISION

✓ Technical Committee approved the proposal.

*Lipu*

Item No.9

17.10.85

SUB:- Electrification of Mangol Puri Industrial Area  
Phase-I & Phase II.

File No. E.X.E.N. (PL IV) 105/1014

The proposal has been received from Executive Engineer (PL-IV). D.E.S.U., Nehru Place with regard to route approval of 66K.V. Tower Line for feeding the Grid Sub-Stations at Mangol Puri Industrial Area Phase-I & II. The proposal was duly examined by the City Planning Wing of DDA after consulting the officers of D.E.S.U. A revised alignment plan has been prepared by City Plg. Wing wherein incorporating all suggestions (laid on the table). The City Planning Wing has also observed that the proposed alignment of 66 K.V Sub-Station may be subject to the clearance of Railway Department for taking the line along the edge of their property and for crossing the same to join with the 66 K.V Sub-Station at Nanloi.

2. The matter is placed for the consideration of the Technical Committee.

#### DECISION

Technical Committee observed that a composite scheme may have to be prepared by DESU as it may not be appropriate to consider the proposal in piecemeal.

*Sign*  
*17/10/85*



ITEM NO. 10

17.10.85

SUB:- Route alignment of 33 kv O/H line for looping in and looping out of the existing 33 kv O/H line between J.N.U. Sub-Station and Masjid Moth S/Stn. at 33 kv Adchini S/Stn.  
F.6(9)/84-MP

.....

A proposal has been received from D.E.S.U. about the route alignment of 33 kv O/H line for looping in and looping out of the existing 33 kv O/H line between JNU & Masjid Moth S/Stn. at 33 KV Adchini S/Stn. wherein it is proposed the 33 kv S/Stn. at 33 kv Adchini will be fed by looping in and looping out with 2 Nos. 33 kv overhead transmission line from the existing JNU-Masjid Moth overhead transmission line along outer Ring Road and the proposed two overhead lines should be erected on both sides of the Master Plan road shown in the copy of the institutional area plan(laid on the table).

2. The proposal has been examined in the city planning wing of the Authority and it is observed that the proposal is in accordance within the norms approved by the Authority for erection of high tension lines.

3. The matter is placed before the Technical Committee for its consideration.

DECISION

Technical Committee approved the proposed

✓ alignment.

*Sd/-*

ITEM NO.11.

17.10.85

DRAFT AGENDA ITEM FOR TECHNICAL COMMITTEE

Subject:- Construction of an additional room on the open space in the courtyard in the front of drawing room for allottees of ground and first floor of pocket B, Phase II, Ashok Vihar, Delhi.  
(file No. 27/8/DCW)

Residents Welfare Agency No. 53 of Ashok Vihar Phase II, Pocket 'B' have been representing to D.D.A. along with other grievances, various demands for modification of the housing units allotted to them. A few of their demands are listed below:-

- i) Closing of the entry door on the ground floor by putting a masonry wall so as to put a strong protection against thieves and utilise the lobby like space for storage purpose.
- ii) Construction of compound wall 8' to 10' high on the sides facing the district park so as to prevent intruders, thieves, burglars from the district park side which is in a form of a forest.
- iii) Covering of front verandah and balcony and also enclosing it on the external side by putting glazed steel frame with the grills so as to allow it to be used as a liveable room space.
- iv) Covering of rear court yard by an appropriate structure for converting into a liveable room and making necessary adjustments for relocation of doors and window openings for allowing ventilation.
- v) Construction of additional room /barsati on terrace floor with the facility of a toilet to meet increased family requirements.
- vi) Closing of the entry door on the first floor to the housing units and diverting the flight of stair case to the opposite direction to give approach directly to the front balcony to individual housing units.
- vii) Construction of an additional room by covering the front courtyard and enclosing it on sides by structural walls, doors, windows etc.

contd....



2. For the above mentioned modifications, additional structural innovations various justifications were forwarded by the association at many times.

3. The most frequently advanced ground is that due family growth and consisting of grown up children, the accommodation of the housing unit falls inadequate and as such, for the full functioning of the family requirement, added room space is felt absolutely necessary. The individual allottees tried to solve this problem through the additions/alterations in the existing dwelling unit. This demand is supported by their association.

4. Considering the fact that there is an acute shortage of housing prevailing in Delhi as well as due to ever-growing family size, it may have to be considered whether re-densification is possible in certain areas provided sufficient infrastructure facilities such as water supply, sewage system and circulation area are adequately made available in the area. Permission to construct barsati on the terrace and rooms in the front court-yard may be considered without sacrificing the safety and environment of the area. However, the beneficiaries might have to pay necessary charges for strengthening the existing infrastructure facilities. If the request is acceded in one area, then the same principle might have to be extended in other housing areas also and hence the pros and cons have to be considered.

5. In our concept for designing housing cluster for various economic and social classes, the standardised

contd....

norms are adopted for providing a total floor space constituting rooms, toilets, kitchen etc. These standards of housing unit for a particular class of people conceived at a point of time, serves the need satisfactorily for a considerable period of expectancy. The same housing unit can never go matching with the requirement of the family expansion for an unlimited period. It was expected that family would shift to a larger house in due course according to improvement in the economic status of the family. It is absolutely unrealistic to modify the housing units constantly to match with the increasing space requirements of the 'family.' Besides other, such modification involves a total distortion of the concept and balances achieved through the designing of the housing clusters on the following factors.

- i) Distortion and violation of norms provided for coverage as allowed in group housing standards.
- ii) Violation in provision of set back norms as stipulated in Master Plan and Building Regulations for group housing as well as norms prescribed for ratio between total height of the building in relation to road width.

contd... .



- iii) Distortion and obliteration of aesthetical concepts and of facade treatment.
  - iv) Causing loss of harmony, distortion of street view and concepts of bulks and masses in the total scheme.
  - v) Delhi Urban Art Commission may also have serious objections to the proposal.
  - vi) Nothing should be done at the cost of structural safety of the building thereby jeopardising the lines of people.
- 6) The matter is placed before the Technical Committee for consideration.

**DECISION**

**Postponed.**

*af*

Item No. 12

SUB:- Broad alignment plan of 'Link Road connecting Chattarpur to Qutab monumnets (bye passing the Temple Complex).  
(File No. F.5(1)/85-MP).

.....

In the first and in the draft modified Master Plan of Delhi, the R/W of Mehrauli Road from its junction with Lado Sarai upto Delhi Harayan Border has been taken as 60 mtr. The r/w of the connecting roads i.e. Mehrauli-Badarpur Road, Mehrauli-Mahipalpur Road and Chattarpur Road are 75 mtr. and 24 mtr. respectively.

2. Commissioner, MCD in November, 1984, requested and emphasized the need of the Link Road connecting Mehrauli-Gurgaon Road to Village Chattarpur to bye-pass the temple complex, so that the trucks coming and going to Bhati Town do not disturb Chattarpur Village as well as the Temple Complex and Andheria More i.e. a junction of Mehrauli-Mahipalpur Road, Chattarpur Road, road to village Mehrauli and the main Mehrauli-Gurgaon Road.

3. Based on the request of MCD, alternative alignments were studied at site with Chief Engineer-I, MCD, and other officers. It was observed that the terrain is undulating and it would need a detailed study for proposing an economical alignment. A draft proposal was prepared and sent to MCD which agreed with the proposal except for the r/w of the road in front of Temple Complex which was taken as 18 mt. and suggested by MCD as 30 mt.

4. The case was discussed in a committee consisting of officials from MCD, DDA etc., in which it was suggested to improve the junction of the proposed Link Road with Mehrauli Gurgaon Road and to keep a r/w of 24 mtr. road in front of Temple Complex. The proposal was modified accordingly.

PROPOSAL:

5. Right-of-way of the proposed Link Road connecting Mehrauli Road and Chattarpur has been taken as 30 mtrs. The r/w of the road in front of Temple Complex connecting

Contd....2/-



Chattarpur and Delhi-Gurgaon Road has been taken as 24 mtr. The r/w of Mehrauli Road has been taken as 60 mtr. While preparing the alignment, it has been tried to use the maximum available infrastructure. The existing carriageways of Mehrauli Road have been utilised to the maximum extent, except in a small portion near Adheria More and a little before it, in order to avoid kinks on this major road. The proposed Link Road will connect Mehrauli Road in a right angle junction with proper traffic islands and slip roads for left turning traffic. This junction will be a two phase signalised junction. The 24 mtrs. r/w road in front of temple complex has been joined with a proposed Link Road in right angle instead of 'Y' junction, in order to discourage the movement of heavy traffic on this road. Movement of trucks will be prohibited on this stretch. The trucks coming from Bhatti Mines side will take the proposed Link Road to go to Mehrauli-Mahipalpur Road and Mehrauli-Gurgaon Road,

6. The above said proposal as in para 5 is put up before the Technical Committee for its consideration.

~~DIRECTOR (I&SD).~~

DECISION

Postponed.

*afu*

ITEM NO.13.

17-10-85

SUB:- Intersection design of Mehrauli-Badarpur Road  
with Madangir Road.  
(File No. PA/DD/TT/1162A/85)

.....

A proposal was received from the M.C.D. with regard to intersection design of Mehrauli Badarpur Road with Madangir Road. This proposal was examined in the City Planning Wing after having various meetings with the concerned officers of M.C.D. The proposal has been Prepared for first phase and final phase of implementation.

2. It is stated that in the final phase as per the existing site conditions, the existing central verge and the position of the carriage ways had to be shifted considerably, which would amount to a lot of infructuous expenditure. While in the immediate phase, only minor improvement are required in the intersection design as indicated in the copy of the plan (placed on the table), but some portion of this improved area might have to be excluded in the final phase plan. However, this might result into some infructuous expenditure but after a considerable time of 10 to 15 years, it might be worthwhile. Director (Works) was of the view that D.D.A. should not make any commitment in immediate phase improvement as it involved some widening in the immediate phase and the same ~~might~~ have to be deleted in the final phase. It was, therefore, desired that immediate improvement be left to the MCD and DDA should supply only the final phase improvement plan. It is observed that in the final phase plan, only five trees might be affected.

3. The matter is placed before the Technical Committee for its consideration.

DECISION

Technical Committee approved the proposal with the observation that proper ~~curves~~ be left at the corners of intersection.  
curves



ITEM NO.14.

17.10.85

SUB:- Proposal to change the land use of the land allotted to Akhil Bhartiya Vishnoi Sabha located at Ring Road opposite I.P.College from 'Govt. officer to 'Institutional use'. (F.20(14)/84-MP.)

.....

Reference is invited to Authority's resolution No. 242 dated 4.12.84 vide which while considering the proposal to change the land use of the land allotted to Akhil Bhartiya Vishnoi Sabha located at Ring Road opposite I.P.College from 'Govt. Offices' to 'Institutional use' it resolved that some other land may be suggested for the allotment to the Sabha. Ministry may be requested not to insist on the change of land use of this plot as it is adjacent to a Defence Science Laboratory. It further resolved that Delhi Admn. may use this land for office purpose by approaching the Ministry.

2. The above decision of the Authority was conveyed to Ministry of Works and Housing. However, Joint Secretary to the Govt. of India, Ministry of Works and Housing has stated that it appears that the DDA have not agreed to the proposed change of land use on the ground that it is adjacent to the Defence Science Laboratory. D.D.A.has further request d the Govt. to consider allotting it to Delhi Admn. for their offices. After the receipt of the D.D.A.'s letter, Ministry had the site re-inspected and observed that the site proposed for the Akhil Bhartiya Vishnoi Sabha is not contiguous to the Defence Science Laboratory and is actually situated in one corner of the total land of the Ministry away from the Defence Science Laboratory. Further, it is not

Contd....26/-

understood how this Organisation(Sabha) would present a security problem when the alternative proposal being suggested was to have Delhi Admn, offices which would, in turn, be frequented by the public. It is also felt that if the Delhi Admn. have any requirement for land, that could be considered separately, and it need not be linked with the question of justification against the change of land use for this Institution. He has further stated that in view of the facts mentioned in the aforesaid letter, the matter may be re-considered by the D.D.A.

3. The matter was placed before the Authority and the Authority vide its resolution No.242 dated 4.12.84 resolved that the matter may be further examined.

4. The matter is placed before the Technical Committee. for re-consideration.

DECISION

Postponed.

*Del*



ITEM NO. 15.

17.10.85

SUB:- Allotment of Grid Sub-Station for Sarita Vihar Complex.  
(File No. DDA/PPW/Infra/85/204)

.....  
A proposal was initiated by the Superintending Engineer, Electrical III, DDA for planning an electrification scheme of the proposed self-financing Scheme at Sarita Vihar. The Executive Engineer(E) Shri V.P. Dua (Electrical Div.VI, DDA) informed that Delhi Electric Supply Undertaking, Planning Div. has suggested one more 66 k.v. Grid Sub-station. Now, therefore to feed the power load for this scheme, 4 grid stations of 66 K.V. and one grid station of 20 kv would be required. In addition to above, one more grid sub-station of 66kv will be required for proposed 'Wholesale and Trading' area. A corridor connecting 66 kv sub-station No.3 and 4 would also be required. The suggested corridor width for 66 kv and 220 kv line is 8 to 10 mts. and 15 to 20 mts. respectively.

2. The above referred proposal were discussed in a meeting which was also attended by Shri Kaushal, Superintending Engineer(Plg.), DESU and Sh. Shri Executive Engineer, DESU with the Director(PPW).
3. The proposal is placed before the Technical Committee for its consideration.

DECISION

Technical Committee approved the route alignment.

ITEM NO.16

17.10.85

Subject: Change of land use of a plot measuring 741.342 sq.mts. located in Nanak Pura from 'Religious Residential' to 'Institutional' in favour of Sidh Baba Balak Nath, Moti Bagh III, New Delhi.  
(File No.F.20(3)/85-M.P)

.....

A request was received from the Ministry of Works and Housing vide their letter dated 8.1.85 in which they have stated that a plot measuring 741.342 sq.mts. at Nanak Pura, which is under the unauthorised occupation of Sidh Baba Balak Nath Temple may be considered for the change of land use from 'public and semi-public facilities' (CGHS Dispensary, Maternity and Child Welfare Centre) to 'Institutional' (Religious).

2, Subsequently, in their letter dated 28th August, 1985, they have stated that the land allotted to CGHS Dispensary and the Child Welfare Centre, which forms part of the land under occupation of the Temple Authorities is not now required for CGHS dispensary and Child Welfare Centre. In view of this, they have requested that D.D.A. may proceed further in the matter for change of land use for utilisation of the same for religious purpose.

3, The request of the Ministry of Works and Housing has been duly examined and it is stated that as per Master Plan/Approved zonal plan for zone E-6, the land use of the land in question is residential. According to Master Plan, religious uses are permissible under 'Special appeal' in residential use zones.

4, The matter is placed before the Technical Committee to consider it as a case of 'special appeal'.



DECISION

Technical Committee observed that normally a plot of 400 sq.mt. in area is allotted by DDA as a religious site and therefore, recommended that the case for permitting use of 'Residential' to 'Institutional' (Religious) be considered only for 400 sq.mt. as a case of 'special appeal'.

*[Signature]*

✓

ITEM NO. 17.

17.10.83  
 SUB:- PLANS IN R/O HOSTAL AND ADMINISTRATION BLOCK  
 AT YWCA ASHOKA ROAD.  
 F.16(67)/83-MP

.....

A proposa; has been received about the construction of hostel and administration block at YWCA, Ashoka Road New Delhi. The proposal has been examined in this office and it is observed that in the Master Plan the area under reference was earmarked for residential purpose and in the approved zonal plan of zone D-4, it was retained as residential land use. However, in the redevelopment proposals prepared by the New Delhi Re-development Advisory Committee, the land use was proposed to be changed to 'Institutional-Social and Cultural Institutions. The development proposals were approved by Govt. in principle of these also been approved by the Authority and is to be submitted to the Government for final approval. The case for change of land use has not been processed so far.

2. In the perpetual lease for this plot which was allotted to Young Women Christian Association of Simla and Delhi, the use has been allowed for young Women Association Bldg. hostel and subsidiary Bldg. At site there were two hostel buildings constructed. In addition to this there is a polytechnical building and few servant quarters. In the proposal it is proposed to demolish one of the hostel blocks which is a two storeyed structure and it is proposed to rebuild the hostel block of 8-storied height. In addition to this it is proposed to construct an administrative block.

Contd...30/-



3. The total area of the plot is 147680.11 sq.ft. and with 100-FAR the same quantum of construction can be allowed on this plot. In the re-development proposal the FAR mentioned for institutional plots is 125, if the same FAR, is permitted on this plot also, it will allow 184600.18 sq.ft of floor area. On this basis, the Residential component if taken as 25% shall be 46150.03 sq.ft. In this plot two blocks, i.e. E&G are polytechnic blocks which has the total covered area of 25248.78 sq.ft. The servant quarters which is an ancillary facility amounts to 7523.68 sq.ft. block B which is an existing hostel has a total floor area of 32299.79 sq.ft. The proposed administrative block is 16000. sq.ft. The proposed hostel block has a total floor area of 49002-sq.ft. In this manner the total residential quantum i.e. proposed hostel block A and existing hostel block B and the servant quarters C & D comes to 88,825.47 sq.ft. and the administration block + the polytechnic block works out to be 41248.78 sq.ft.
4. While examining the proposal it is also noted that the height of the building is proposed to be 8-storied. Since there is a Gurudawara adjacent to this plot it may not be advisable to have two structures with entirely different architecture. It will, therefore, be appropriate if the structure allowed on this plot is low with horizontal type of development. However, the Urban Art Commission may examine this point in relation to the surrounding buildings.
5. Since the plot was basically residential and the YWCA has a requirement for hostel accommodation it may be considered whether DDA should permit the hostel block to the extent as mentioned in para 3 above.
6. The matter is placed before the Technical Committee

DECISION

Technical Committee observed that the permission for construction of hostel block may be given subject to a restriction of maximum height as 45'.

*As per*  




ITEM NO.18

31.

<sup>17.10.81</sup>  
SUB:- Regularisation of Madina Masjid at Mayapuri  
Industrial Area (File No. F.6(1)/79-LSB(Instl.))  
.....

A request was received from the President of Madina Masjid, Mayapuri, Rawari Line Block D-1, New Delhi to regularise the existing mosque.

2. The matter was examined in the Institutional Branch of DDA and allotment letter was issued by the Institutional Branch (F.2(4)/79-LSB(Instl.) wherein asking the Society to deposit a sum of Rs.27,893.00 and accordingly, this Society had deposited the same vide challan no. 48149 dated 8.6.81. It is reported that the Madina Masjid was constructed in the Industrial Area of Mayapuri in the year 1977.

3. It is stated that the religious use in a park of an industrial area is neither permitted nor permissible under special appeal as per the Master Plan of 1962/Zonal Plan. The same is also not permissible under Draft PDP-2001. It may now be considered as a case of change in landuse from 'Industrial Use' to Institutional(Religious).

4. The matter is placed before the Technical Committee for its consideration.

**DECISION**

**Postponed.**

*Depu*



32.

ITEM NO. 19.

SUB:- Location of cremation ground/grave yard in West Delhi.  
(File No. F.2(66)/84-CS/DDA).

.....  
1. In Master Plan of Delhi, 19 sites of cremation grounds and grave yards were proposed. Most of these sites were along River Yamuna and on out skirts i.e. in agricultural green belt/rural use zone sites developed along River Yamuna are acceptable to the people up to some extent but other sites which were on the out skirts of the urban limits as envisaged in the first Master Plan are objected by the residents of nearby areas as these areas have also become urbanised.

2. In the last three to four years, some sites were suggested which later on were not accepted by the residents of the locality in a no. of cases.

3. Total area of north-west Delhi bounded by G.T. Karnal Road, Ring Road urban limits of Delhi and Delhi Rewari Railway line is about 7500 hec. Finally this area will accommodate 12 to 15 lakhs population.

4. In Master Plan of Delhi, 19 sites of cremation grounds and grave yards were proposed. Most of these sites were along River Yamuna and on out skirts i.e. in agricultural green belt/rural use zone sites developed along River Yamuna are acceptable to the people up to some extent but other sites which were on the out skirts of the urban limits as envisaged in the first Master Plan are objected by the residents of nearby areas as these areas have also become urbanised.

5. Locations have to be decided to serve the following areas:-

1. Total area of north-west Delhi bounded by G.T. Karnal Road, Ring Road urban limits of Delhi and Delhi Rewari Railway line is about 7500 hec. Finally this area will accommodate 12 to 15 lakhs population.
- i) The cremation grounds and grave yards for Shalimar Bagh and Pitam Pura.
- ii) Cremation grounds and grave yards for Jahangir Puri and its adjoining areas.



iii) Cremation grounds and grave yards for areas between Najafgarh Drain and Najafgarh Road.

6. For locating a cremation ground or a grave yard, following principles have been followed:-

- i) A sizeable catchment area;
- ii) Proper approach roads so that vehicles can approach;
- iii) Sites should be allotted to the MCD which will finally develop/develop/develop these sites.
- iv) Sites measuring about 1.00 hect. each would be proposed for cremation ground/grave yard with facilities like drinking water, toilets, fuel depot etc. as the case may be.

7. Taking all these points into consideration following sites are proposed to serve population of 12 to 15 lakhs.

- i) One site for cremation ground one site of grave yard in the North of Road No. 50- this area will be suitable for this type of activity. For this, area has to be acquired and then proper approach roads should be constructed.
- ii) A small electric crematorium near Sant Nagar (Shakur Basti) in green belt already developed by DDA.
- iii) A cremation ground and a grave yard on the Western Boundary of Mangol Puri Industrial Area, Phase-I.
- iv) A site for cremation ground and grave yard in the south of Rohtak Road between the drain and green areas developed by DDA.
- v) Regularisation of cremation ground on main Ring Road area in front of Punjabi Bagh.
- vi) Cremation ground/grave yards in the north of Najafgarh drain and south of Paschim Puri Complex.
- vii) Regularisation of grave yard near Khayala Resettlement Colony.
- viii) The cremation ground and grave yard near Hasthal Translt Camps.

8. A plan showing the proposed locations of cremation ground/graveyard in the Union Territory of Delhi as per Master Plan 1961-1981 is laid on the table. A plan showing the existing/proposed location of cremation ground/grave yard in the present case is also laid on the table.

9. The matter was also examined by the P.P.W., D.D.A. and it observed that in the western sector (under consideration) there are four cremation ground sites and one burial ground site, earmarked in the Master Plan for Delhi (as proposed to be modified). They are of the considered view that it would be desirable to make a few large sites well located considering the environmental and psychological affects rather than large number of sites dotted in the area, as proposed by City Planning Wing. In the Metropolitan Cities as the attitudes change, it may be desirable to go for electric crematoriums.

10. The matter is placed before the Technical Committee for its consideration.

#### DECISION

Technical Committee observed that all proposed site should be inspected by Director (CP)/Director (PPW), Director (DCW) and a report be submitted. It was desired that a few electric crematoriums sites may also be suggested specially in the west of Delhi.

*afp*



ITEM NO. 20.

17.10.85.

SEB:- Proposed Dharam Sang Mahavidyalaya on plot No. 2172 Jamuna Bazar, Mahatma Gandhi Road, Delhi.  
(File No. F.9(9)/85-MP)  
.....

A proposal has been received about the Dharam Sang Mahavidyalaya on plot No. 2172 Jamuna Bazar, Mahatma Gandhi Road, Delhi.

2. The proposal has been examined in this office and it is observed that a piece of land measuring 2560 sq. yds. at Jamuna Bazar, has been allotted to Dharam Sang Mahavidyalaya by DDA and the perpetual lease deed was executed in the name of 'Dharam Sang Mahavidyalaya' in January, 1985. In the Zonal Development Plan of the area, the land is earmarked for 'Recreational use'.

3. The lease-deed stands executed for this property between the DDA and Sang, therefore, the construction could be regulated with the following development controls:-

- |                     |   |
|---------------------|---|
| i) Ground coverage: | 30%   |
| ii) FAR             | Single Storey building  |
| iii) Set backs      | As per building bye-laws keeping in view the road widening, if any. |

4. The matter is placed before the Technical Committee for consideration.

DECISION

The Technical Committee approved the Development Control of the building to be constructed on the plot allotted by DDA for 'Institutional Use'.

af.

Item No. 21

17-10-65

Sub: Modified alignment plan of Boulevard Road from Mori Gate inter section up to G.T. Road intersection.

F.5(35)/65-M.P.

.....

Alignment plan of Boulevard Road from Mori Gate Inter section to G.T. Road intersection with 61 mt. (200 ft.) r/w was approved by the Authority vide resolution no. 168 dated 2.9.77. This plan was referred to MCD and was put up in their Standing Committee meeting which resolved that the case be referred back to the Commissioner. Accordingly, it was desired that the plan be reconsidered and the widening may be done towards the Tees Hazari Court's side where open land is available and no built up properties are affected.

2. In the earlier approved plan the r/w proposed did not coincide with r/w of Boulevard Road in the stretch between ISBT and Mori Gate intersection, with the result that the entire r/w was abruptly shifted from the Mori Gate intersection onwards upto G.T. Road intersection. The alignment plan of the above said stretch of road is very important as it will be linking the newly constructed fly over on River Yamuna near ISBT.

3. The widening of this road will be taken up in two phases. In the first phase the r/w of 26.5 mt. is propo-



affected, it is stated that many of these trees are very old and have almost outlived their lives and at any time these trees can fall during the storms. It is further stated that new trees will be planted against the number of trees to be cut. Permission of DDA will be taken for cutting of these existing trees. As regards, the underground services, it is stated that these are not much affected and for the overhead services the same will be shifted to the central verge.

4. S.E.VIII, MCD vide his D.O. letter dated 10.2.85 has informed that the modified alignment plan submitted by DDA is more or less in order. The properties affected in the earlier approved alignment plan were much more towards the privately owned property, while in the modified plan the affected portion is mostly on the Govt. Deptt. except that after the St. Stephen Hospital where most of the land is from the courtyards of private properties. Hence, this <sup>in</sup> most suitable than the previous one. It is further stated that it may not be possible to achieve the final phase as the Govt. Buildings are also affected.

5. Case is put up to the Technical Committee for its consideration.

#### DECISION

Director (CP) was asked to prepare a proper interesection ~~on~~ design.

*Dy*



ITEM NO. 22.

17.10.85

SUB:- Alignment Plan of Bhagwan Dass Road  
from Mathura Road to Mandi House  
round about.  
F5(28)/84-MP

Alignment Plan of the above said road has been prepared by the T&T Plg. Unit of the City Planning Wing, based on the recent survey supplied by the NDMC. The alignment is proposed in two stretches. From Mandi House round about to Tilak Marg Inter-section and from this inter section to Mathura Road junction. The R/W of this road as per Zonal Plan is 30mt. but the available R/W at site is 36.0 mt. which has been retained. In the stretch of road from Mandi House round about to Tilak Marg, there is not enough of traffic load and as such no widening may be done in the immediate phase. Only in the final phase tree to tree widening with service roads as indicated may be taken up in this stretch.

2. The proposal of inter section Design of Tilak Marg with Bhagwan Dass Road has also been indicated in the plan and may be developed in the final phase only. In the stretch between Tilak Marg to Mathura Road junction tree to tree widening is proposed with 17.80 mt. wide carriage-way and a cycle track along with Supreme Court Bldg. & Parking lots for car/scooters opposite Bar Council of India Office. These parking lots shall be used during the period when exhibitions are held from time to time.

3. After studying the feasibility report it was found that if the carriageway of Tilak Marg is kept as 10mt. either ways with a central verge of 1 metre near the inter section as indicated on the plan laid on the table, Only 6 number of trees are affected in the slip roads at the inter-section of Tilak Marg with Bhawan Dass Road.

4. The matter is put up to the Technical Committee for its consideration.



### DECISION

Technical Committee observed that there is no need for immediate improvement on Bhagwan Dass Road as such, however, it was noted that <sup>intersection of</sup> Bhagwan Dass-Tilak Marg needs to be improved for which Director(CP) was asked to prepare ~~the~~ proper intersection ~~on~~ design.

*Refer*

Item No.23

17.10.85

Sub: Allotment/regularisation of land in un-  
authorised occupation of religious shrines  
in various Sectors of R.K. Puram.  
(F.3(5)/82-M.P.)

.....

The Ministry of Works and Housing and L&DO have written for the adjustment of religious institutional sites in R.K.Puram area. It was intimated Settlement Commissioner, L&DO vide letter no. LV.3(234)/70/74 dated 12.1.82 that certain religious institutions had encroached upon the government land in sector 6, R.K. Puram and these may be regularised on merits after taking clearances from the Chief Architects, CPWD. Latter on, layout plans prepared by C.P.W.D. to be forwarded to D.D.A. for its consideration. The details of these sites are as under :

Site No. 1 :

In the layout plan of sector 6, R.K. Puram, 5 plots have been suggested for various religious institutions by the side of existing nallah besides adjusting the existing religious shrines as regular sites. The open land between nallah and service road at the rear of existing quarters had been encroached upon by several religious institutions (10 nos.) In the detailed layout plan of sector 6, this land was shown as open space along nallah and it was adjusted as such in the draft zonal plan. It is observed that this open space behind the existing quarters has been proposed as open space and it does not make part of any integrated open space of the area and therefore,

contd...p



there seems to be 'no objection' for the utilisation of this piece of land for religious institutions by providing access roads as proposed in the layout plan prepared by the Chief Architect (CPWD drawing no. TP 2904/1). However, restriction of height of these religious buildings may have to be imposed as these are in the close proximity of existing residential complex.

This will, however, wider change of land use of about 0.46 hect. from 'recreational' use to 'religious institutions'.

2. Site No. 11:-

The Desk Officer, Ministry of Works & Housing vide letter no. K-13011/13/84-DD00A dated 25.6.84 had informed that 'Sh Guru Ravi Dass Dharam Sthan' has unauthorisedly occupied land measuring about 744.09 sq.mts. in sector III, R.K. Puram. L&DO is considering for regularisation of this area. This may require change of land use from recreational to institutional. The use of this land, as per the detailed scheme of the R.K. Puram as well as the draft zonal plan is 'green' along the nallah. Considering the location of the site, about 400 sq.mt. piece of land, between the nallah and the existing road towards

contd...p41/....

east side of the plot occupied by Gurni Ravi Dass Temple may be considered for utilisation for religious institutions. However it concerns envelope change of Landuse from recreational to institutional.

3. The matter is placed before the technical Committee for consideration.

**DECISION**

Postponed as Chief Architect, C.P.W.D. was not present in the meeting.





42

Item No. 24

17.10.85.  
Subject:- Land use clearance for installation of  
the Refuse Incineration Project at Timar-  
pur, New Delhi.  
(File No. F.3(48)/85-M.P.).

...

A request has been received from Additional Town Planner (L) as per his letter No. TP/L/1948/85 dated 17th June, 1985 for land use clearance with regard to installation of the proposed refuse incineration project at Timarpur. Further, Shri Narindra Singh, Director, Department of non-conventional energy sources, Ministry of Science and Technology stated in his letter dated 12th September, 1985 that the combustibility of the refuse of the Delhi was considered at a great length by various experts and in the Contract signed by us with the Danish Company provisions exist for performance guarantee, etc. in case expected amount of power generation was not achieved.

2. The proposal was duly examined and as per Master Plan of Delhi, 1962, the land use of the site is shown as public utilities (water works) and as per the Master Plan for Delhi-2001 (as proposed to be modified), the use of the site has been shown under utility zone U-IV i.e. solid waste disposal. Therefore, the incineration plant may be allowed in 'solid waste use zone'.

3. The matter is placed before the Technical Com. for consideration.

....

#### DECISION

The Technical Committee discuss the proposal and noted that from land use point of view there is no objection for location of a Incineration Plant at the proposed site at Timarpur as the land use is shown for 'Public Utilities', however, it was observed that the consultants' on 'Public Utilities' for Delhi 2001 have felt that garbage disposal through Incineration Plant is a costly affair.

Sign