

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

~~Draft~~ Minutes of the meeting of the Technical Committee held on ²⁵~~11~~.8.87 at 9.30 A.M. in the Conference Room of Delhi Development Authority, 5th floor, Vikas Minar, New Delhi.

The following were present:

1. Sh. Om Kumar, Vice Chairman (Chairman)
2. Sh. V.S. Murti, Engineer Member
3. ^{Ms}~~Mr~~ Sanak Juneja, Secretary
4. Sh. T.S. Punn, Chief Architect (H)
5. Sh. Santosh Auluck, Addl. Chief Architect
6. Sh. J.C. Gambhir, Director (PPW)
7. Sh. R.G. Gupta, Director (CP)
8. Sh. S.C. Gupta, Director (DC&B)
9. Sh. Y.K. Mahto, Director (IM)
10. Sh. P.N. Dongre, Jt. Dir. (CP)
11. Sh. R.D. Gohar, Jt. Dir. (UVC)
12. Sh. N.K. Aggarwal, Jt. Dir. (CP)
13. Sh. D.R. Bhatia, ACA.
14. Sh. Chander Ballabh, Dy. Dir. (ZP)
15. Sh. Parkash Narain, Dy. Dir. (PPW)
16. Sh. D.K. Daluja, Dy. Dir. (CP)
17. Sh. Sabharwal, Dy. Dir. (ZP)
18. Sh. Harchandi Singh, Asstt. Dir. (MP)
19. Sh. C.P. Rastogi, Dy. Dir. (MP) (Convenor)

POLICE DEPARTMENT

20. Sh. Ranbir Singh, A.C.P. (Traffic)

SPECIAL INVITIES : D.E.S.U.

21. Sh. S.C. Chattopadhyay, ~~XEN~~ (Plg.I)

22. Sh. S.P. Aggarwal, S.E.

For Item No.

12 to 13

23. Sh. G.G. Sinha, XEN

P.W.D.

24. Sh. Bharat Bhushan, ~~XEN~~ - Div. X

For Item No. 3

25. Sh. A.E. Garg, E.E. DW-23

For Item No. 5

Cement Corporation of India

26. Sh. T.D. Kharia, Chief Gen. Mgr.

27. Sh. R.K. Sharma, Sr. Mgr.

For Item No. 1

28. Sh. A. Munim, Jt. Sr. Mgr.

D.W.S & S.D.U

29. Sh. J.R. Hooda, E.E. (C), Dir. IX

30. Sh. Kamlesh Chand, AE (C)

For Item No. 15

31. Sh. S. Parkash, C.E.

32. Sh. S.S. Chadha, S.E. (C)

DELHI ADMINISTRATION:

33. Sh. M.B. Das, Architect.

Transport Delhi Administration:

34. Sh. N. Bala Chandran, Jt. Dir.

For Item No. 14

ITEM NO.1

Sub: Issue regarding transportation of flyash from Badarpur Thermal Power Plant to the Project Site of Cement Cop. of India. File No. F.3(26)/87-MP.

Matter was explained by Director (CP) and officers from CCI. It was pointed out that CCI has already constructed a 24 mt. wide road from the inner road at a cost of Rs. 10 lacs and they requested that the same may be considered for approval. They also submitted that it has been decided in a meeting with Chief Secretary Delhi Administration that they shall be transporting fly ash from Raj Ghat Power Station in place of Badarpur Plant.

2. Director (CP) explained that the road proposed by him along the proposed railway line is more suitable so that the remaining land could be designed in a proper fashion at a later date. Director (PPW) stated that CCI should use major bye pass road as and when constructed for carrying flyash/sending cement to various areas of Delhi. 3. Technical Committee decided that the road 24 Mtrs. wide constructed by CCI be approved subject to the condition that no internal road shall be used for transportation of flyash/cement. It was also decided that the land shown in red color for the proposed railways line be paid by CCI as this piece of land could not be useful developed by DDA. Director (CP) shall write a note to F.M and Commr. (Lands) for taking the money from CCI for the extended land.

ITEM NO.2

Sub: Construction of permanent bridge across river Yamuna in place of existing pantoon bridge.

The proposal was introduced by Director (CP) and he has explained that there is a need of another bridge at the existing pantoon bridge site. Matter was discussed in great detail with regard to the necessity of having another bridge connecting Shahdara and Delhi. Technical Committee considered the LRT ^Ute alignment which will cross over river Yamuna and decided that the bridge may be constructed at this site as a composite scheme with LRT.

ITEM NO. 3

Sub: Alignment plan of Road no. 51 in the extension of Ring road (adjoining Azadpur Subzi Mandi) upto its junction with road No.50 (National Bypass).

✓ Proposal was deferred on the request of Director (PPW) for studying it in detail.

ITEM NO. 4

Sub: Alignment plan of proposed link road to connect Green park and Safdarjung Enclave through Deer Park

✓ Director (CP) explained that he has been receiving constant requests from residents of green park/Safdarjung Enclave for this link. Divergent views were expressed by members on this issue because some portion of the green area shall be utilised for this proposed road link. It was decided that a site inspection is to be arranged with V.C E.M, CA and Director (CP) (Convener).

ITEM NO. 5

Sub: Alignment plan of Road No.56 from G T Shahdara Road to NH 24

✓ The proposed alignment plan was explained by Director (CP) in three parts, namely, from NH-24 upto - an existing culvert over the trunk drain, (ii) from the said culvert upto the ROB on Railway Lines near Anand Vihar (iii) from the said ROB upto G.T. Shahdara Road. The proposal of LRT has been integrated in the alignment plan. Technical Committee approved the alignment plan subject to further detailing of inter section designs.

ITEM NO.6

Sub: Alignment plan of Laxmi Bai College Road (Road No 39) from its junction with road no.38 (along Najfagarh drain) upto its junction with 30 mt. R/W peripheral road of Ashok Vihar (abutting Wazirpur village).

✓ Director (CP) explained the proposed alignment through alternative I and alternative II. Technical Committee considered the proposal and approved the alternative I.

ITEM NO.7

Sub: Alignment plan of road connecting pull Mithai and Boulevard Road passing through 'Tis Hazari Court Complex (Alignment plan of Queen's Merry Road). F.5(24)/70-MP.

✓ The proposal was explained by Director (CP) and after due consideration the same was rejected.

ITEM NO. 8

Sub: Intersection design of ~~XXXXXX~~ Patel Road and Najfagarh Road (F.5(9)/76-MP.

Director (CP) explained the proposal and stated that intersection design under reference is only meant for immediate improvement by providing traffic islands for left turning and improvements in the radii of culvertures for smeth flow of traffic. Technical Committee approved only four slip roads and decided that no structures are to be affected.

ITEM NO. 9

Sub: Shifting of brick kilns from Union Territory of Delhi - regarding renewal of their licences (F.3(59)/68-MP.

The proposal was introduced by Director (DC&B) where in he pointed out that the brick kilns under reference ^{are} as per the provisions of Master Plan 1962 but as per the draft PDP-2001 no brick kilns are ~~not~~ to be permitted within the Union Territory of Delhi. Director (CP) stated that there is a need of the brick kilns in Delhi as there is a tremendous demand for bricks in Delhi and people have to pay heavily if they transport them either from Haryana or U.P. VC pointed out that there is already a ^{Committee constd. by Govt. of Delhi} ~~adoption in Delhi~~ and another Committee under E.M on the same subject ^{they} should submit their reports early. Technical Committee decided the following:

1. Phased programme for closures of kilns be worked out.
2. Renewal of licences:
 - i) No fresh licence should be given.
 - ii) After the exhaust of the existing land with the owners of the kilns further ~~any~~ licence should not be granted for other land.
 - iii) Digging depth could be allowed upto 4'-0" instead of 8'-0".
 - iv) Disused kiln land would be levelled by kiln owners.

ITEM NO. 10

Sub: Group housing on Plot No. Kh.No.68/271/1 of Village Bharpur Okhla Road, Delhi.
File No.F.3(14)/87-MP.

This reference was received from Under Secretary (ULCR) with regard to permission for Group Housing on the plot under reference. The Authority vide its resolution No.198 dated 2.10.84 spot zoned the property under reference, the ~~next~~ then DLM, DDA informed the party. The property as per Master Plan-62 and draft ~~XXXXX~~ PDP-2001 is located ⁱⁿ residential use zone and in the ^{approved} zonal plan of zone F-1 it is part of a 'neighbourhood park'. ~~The Technical Committee~~

~~park~~ The Technical Committee would take a view after the site is inspected by VC, DDA, ACA and Director (CP) (Convener).

ITEM NO. 11

Sub: Shifting of Masood Pur Dairy Farm.

The matter was discussed in the Technical Committee and decided that the site could be located in Satbari village.

ITEM NO. 12

Sub: Route approval of 400 KV Double circuit Transmission lines falling in Delhi from Madala (UP) to Bawana to Bannoli and Bannoli to Ballabgarh 400 KV S/Stn.

The proposal was explained by the officers from DESU and they stated that 400 KV ^{Sub} station is now located at Mandala (UP) and route alignment plan from Mandala to Bawana, Bawana-Bannoli and Bannoli to Ballabgarh has been worked out. The proposal was seen by Director (PPW) and he desired that the route alignment should follow the plan prepared by PPW which takes into consideration the proposed road pattern of this area. Technical Committee decided that the proposal prepared by DESU for part A ^{be} is approved and for part B the proposal of PPW ^{be} is approved. However, no structure or trees are to be effected and this should be ensured by DESU.

ITEM NO. 13

Sub: Allotment of land for 33 KV Sub station at Timarpur.

The matter was explained by Director (CP). The Tech. Committee desired that Director (CP) should reexamine the case after a site inspection and ^a site in Timarpur should be located and case be put up to V.C.

ITEM NO. 14

Sub: Change of land use in respect of premises no. 3 Tilak Marg, New Delhi.

The proposal was explained by Shri Balachandran, Jt. Director (^{Transport} ~~Tpt.~~), Delhi Administration, requesting that the land use of plot No. 3 Tilak Marg should be considered for change from 'residential' to 'office' as this property is being used by the transport department to serve several Central Govt. departments, as these offices are located in central Delhi and there is no ^{other} suitable site available, as He also submitted that this property has already been notified for acquisition for the construction of a Regional Transport office.

The matter was discussed in detail and it was noted that this property is ^{located in this} ~~an~~ ^{also} density area and use other than residential could not be desirable as there is no alternate access available to this plot and too much congestion on Tilak Marg is not desirable. Tech. Committee desired that Director (PP) and Director (DC&B) along with representative of transport department may inspect the area and submit their report before the next meeting of the Tech. Committee.

ITEM NO. 15

Sub: Allotment of land to MCD for the construction of Sewage pumping station at Aruna Nagar.

The matter was explained by Chief Engineer Water Supply and Sewage Disposal and after detailed discussion the Tech. Committee approved the site subject to the condition that no tree shall be cut and the site (50mt x 25 mt) should be flush with existing nallah.

ITEM NO. 16

Sub: Provision of Refuge area in a multi storey building for fire safety for all buildings exceeding 15 mts in height.

Matter was introduced by Director (DC&B) and he stated that the provision for the refuge area as per building bye laws 1983 is at the rate of 1.0 sq. mtr per person in multi storey building and it is only 0.3 sq. mtrs per person as per National Building Code-1983. He expressed that the provision made in the building bye laws 1983 is far in excess and it may be according to the National Building code i.e. 0.3 sq. mtrs per person as suggested by CA, DDA. Director (PPW) was of the opinion that even 0.3 sq. mtrs per person is on higher side. Technical Committee after detailed discussion approved the area at the rate of 0.3 sq. mts per person as provided in the NBC-1983 and desired that MCD/NDMC may also be consulted and the same be submitted for DDA's approval.

ITEM NO. 17 (laid on the table)

Sub: Proposal for a pump station in Mansarovar Park.

The ~~draft~~ item was brought by DLM for the allotment of a piece of land in Mansarovar Park, Trans Yamuna Area for sewage pumping station, to serve the neighbourhood. The site as alternate No.2 suggested on the plan was recommended for approval ^{by} of the Tech. Committee.

Meeting ended with a vote of Thanks to the Chair.

Signature

PA/DD/MP/87/74/152

14.9.87

15.

Sub: Proposal for a pump station in Mansarovar Park.

Item No. 17

Matter was discussed in the Technical Committee meeting held on 25.8.87 at alternative no. 2 was recommended for approval by the Technical Committee. Since there is no file in the Master Plan Section and item was brought by DLM personally, ^{therefor} The decision of the Technical Committee is attached herewith and DLM may kindly place the matter before the Authority as a case of special appeal.

14.9.87
(C.P. RASTOGI)
DY.DIRECTOR (MP)

O/C

DIRECTOR (DCW)

DLM

Issued
(R)

15.9.87

lt III

25-8-84 11-30 AM

V.C's. Office
Dy. No... 66620
Date... 17/8/82

MOST IMMEDIATE.
MEETING NOTICE.

DELHI DEVELOPMENT AUTHORITY
VIKAS MINAR
INDRAPRASTHA ESTATE
NEW DELHI.

No.F.1(10)/87-MP

Dated the 14/8/82.

From:

Asstt. Director (MP),
Delhi Development Authority,

To,

Sh. O.S.D. to Vice Chairman
DDA Vikas Sadan
INDRA New Delhi

Sir,

I am directed to inform that the next meeting of the Technical Committee of the Authority will be held on Tuesday, the 25/8/82 at 9.30 A.M./P.M. in the Conference Room of Delhi Development Authority, Vikas-Minar, Indraprastha Estate, New Delhi.

2. You are requested to make it convenient to attend the meeting.
3. The Agenda is being sent.

Encls: As above.

Yours faithfully,

ASSISTANT DIRECTOR (M.P.)

M
19/8
Sh Arjun

V. C's Office

Dy. No.

Date...

67492
27/8/87

25-8-87 at 9.30 AM

MOST IMMEDIATE.
MEETING NOTICE.

DELHI DEVELOPMENT AUTHORITY
VIKAS MINAR
INDRAPRASTHA ESTATE
NEW DELHI.

No.F.1(10)/87-MP

Dated the 20/8/87.

From:

Asstt. Director(MP),
Delhi Development Authority,

To,

The O.S. Dto Vice-chairman
DDA, Vikas Sadan, I.N.A.,
New Delhi.

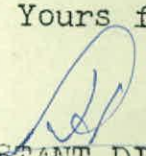
Sir,

I am directed to inform that the next meeting of the Technical Committee of the Authority will be held on Tuesday the 25/8/87 at 9.30 A.M./P.M. in the Conference Room of Delhi Development Authority, Vikas-Minar, Indraprastha Estate, New Delhi.

2. You are requested to make it convenient to attend the meeting.
3. The Agenda is being sent.

Encls: As above.

Yours faithfully,


ASSISTANT DIRECTOR(M.P.)

3

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

Agenda for the meeting of Technical Committee to be held on Tuesday, the 25th August, 1987 at 9.30 A.M. in the Conference Room of Delhi Development Authority, 5th Floor, Vikas Minar, I.P. Estate, New Delhi

<u>Sl. No.</u>	<u>Subject</u>	<u>Page No.</u>
1.	Issue regarding transportation of fly ash from Baderpur Thermal Power Plant to the project site of cement corporation of India. File No. F.3(26)/87-MP (Postponed)	1
2.	Construction of permanent bridge across river Yamuna in place of existing pantoon bridge. File No. F.5(23)/86-MP. (Posponed)	2 to 3
3.	Alignment plan of Road No 51 in the extension of Ring Road (adjoining Azadpur-Subzi Mandi) upto its junction Road No. 50 (National Bye-pass). File No. F5(27)/86-MP. (Posponed)	4 to 6
4.	Alignment plan of proposed road to connect green park and Safdarjung Enclave through deer park. File No. F.5(12)/86-MP.	7
5.	Alignment plan of road No. 56 from G.T. Shadara Road to NH-24. File No. F.5(60)/81-MP.	8 to 9
6.	Alignment plan of Laxmi Bai Collage Road No. 39 from its junction with road No. 38 along Najabgarh drain upto its junction with the 30 mt. R/W peripheral road of Ashok Vihar (Abutting Wazipur Village). File No. F.5(46)/78-MP.	10 to 11

Con

7. Alignment plan of Road connecting pull Mithai and Boulevard Road passing through Tis Hazari Court complex (Alignment plan of Queen's Mary Road). 12 to 13
File No. F.5(24)/70-MP.
8. Inter Section design of Patal Road and Najafgarh Road. 14
File No. F5(9)/76-MP.
9. Shifting of Brik kilns from Union Territory of Delhi - regarding renewal of their licences. 15 to 17
File No. F.3 (59)/68-MP.
10. Group housing on plot No. /Kh No 68/2, 71/1 of Village Bharpur Okhla Road Delhi. 18
File No. F.3(14)/87-MP.
11. Shifting of masood pur Dairy Farm. 19 to 20
File No. F.3(29)/87-MP. *CA*
12. Route approval of 400 KV Double Circuit Transmission Lines falling in Delhi from Mandola (U.P) to Bowana, Bowana to Bannoli and Bannoli to Ballabghar 400 KV Sub-station. 21 to 22
File No. F. 6(8)/87-MP.
13. Allotment of land for 33 KV Sub-Station at Timar pur 23
File No. F.29(81)/86.Inst.
14. Change of land use in respect of premises No3, Tilak Marg, New Delhi. 24
File No. MU/3/TM/73/T/II.
15. Construction of Sewage Pumping Station at Aruna Nagar. 25
File No. F.23(1)/87-Inst.
16. Provision of refuge area in a Multi Storey Building for fire safety for all building exceeding 15 mts. in height. 26
File No. F.4(1)/80/Impl./CL/PH II

5
30 Trucks

- 1 -

Item No. 1.

Sub: Issue regarding transportation of Fly Ash from Badarpur Thermal Power Plant to the Project site of Cement Corpn. of India. File No. F3(26)/87-MP.

1. The subject matter was discussed in the Technical Committee meeting held on 18.2.87 wherein the following decision was taken:

"The proposal for transportation of fly ash from Badarpur Thermal Power Plant to the Cement Corporation Grinding Unit was explained in detail by the officers of the CCI who were present in the meeting. They produced the clearance obtained from the L.G., Delhi Dy. Commissioner of Police (Traffic) Delhi and from the Public Works Department, Delhi Admn., wherein the CCI has been issued a 'No objection' for transportation of fly ash subject to that the same is transported under close containers without any slippage and without any major diversion or any traffic problem. The Technical Committee felt that the number of trucks which will be crossing Mathura Road may likely to create the bottleneck at the crossing points. However, the proposal was agreed in principle subject to (a) the crossing point at Mathura Road is to be examined whether the same is controlled by a light signal system (b) the approach to the site passing through DDA land has to be got cleared separately as per the DDA plan. (c) a proper road approach plan to the site is followed as to be given by Dir. (CP) and (d) the payment is made for the land which will be required for an approach road. Further the Technical Committee was also of the view that subsequently with the available feed-back, if it is felt that the present arrangement is not satisfactory from traffic and pollution point of view, the CCI will have to work out the alternative system of transportation of fly ash to their site."

2. Keeping in view the decision taken in the Technical Committee meeting a proposed approach road (24.0 mtr.) wide is marked on the copy of the plan laid on the table.

3. The area in the approach road and park (Traffic Island) works out to 1.6 hec. and 1.8 hec. total (3.4 hec.) respectively.

4. The item is placed before the Technical Committee for its consideration and approval of proposed road (24 mt. wide).

ITEM NO. 2

Sub: Construction of permanent bridge across river Yamuna in place of existing pantoon bridge.

F.5(23)/86-MP

Chief Engineer, PWD(DA) vide his letter dated 12.6.86 addressed to Sh. Darshan Kumar Behl Member, Metropolitan Council and copy endorsed to Director(CP) DDA has suggested for the construction of permanent bridge in place of the existing pantoon Bridge across river Yamuna near Shantivana. Copy of the survey plan of the area has also been received by the concerned Ex. Engineer.

2. The pantoon Bridge is constructed every year in the month of December with the expenditure of about Rs.6 lakh and the same is demolished in July, before the start of the rainy season. In view of the increasing traffic communing to and from Trans Yamuna Area, construction of a permanent bridge in place of the pantoon bridge is desired. The pantoon bridge as existing has on eastern approach from marginal bundh road a little distance to the north of proposed M.P. Road No. 58. On the western side the approach road is from the left marginal bund-h road and then to a road at one end on Shantivana finally meeting with the Ring Road.

3. As per MPD 62, a bridge across River Yamuna was proposed in continuation with M.P. Road No. 58 in Trans Yamuna area to meet with the Ring Road near Shantivana. But the proposal was dropped by the authority in its meeting held on 2.7.74 vide Resolution No 37. The proposal was abandoned on the ground that it will disturb the peace and tranquility of the area along river front accupied by the Samadhies.

4. As per PDP-2001 a road bridge along with LRT corridor is proposed with western access from J.L. Nehru Marg, and eastern access from a road proposed along disused channel meeting with the M.P. Road No. 57 at its already existing inter-section with Vikas Marg Extn.
5. Besides existing road bridges at Wazirabad, ISBT (under construction), road cum railway bridge near G.T. Road, ITO barrage and Nizamudin Bridge, two road bridges are proposed as per PDP-2001 including the one mentioned above and the other near Badarpur.
6. It is suggested that a permanent bridge would be constructed with western approach from J.D. Nehru Marg and eastern from the newly proposed M.P. Road disused channel to meet with patparganj Road in front of Laxmi Nagar District Centre (under construction) so that traffic from and towards Delhi Gate side takes the newly proposed route and that from ITO office complex takes the ITO barrage route thus sharing the traffic load. The further continuation of the newly proposed route as suggested in PDP.2001 along disused channel from patparganj Road to Road No. 57 will not be desirable as it will further complicate the already existing four way inter-section with Vikas Marg.
7. Matter is also examined by PPW and their observations are given in Appendix 'A'.
8. The matter is placed before the T.C. for its consideration.

APPENDIX 'A' to Item No.2

A-I

Sub : Construction of permanent bridge across river Yamuna in place of existing phantoon bridge near Shantivana.

This is regarding the construction of a permanent bridge across the river Yamuna in place of the existing phantoon bridge near Shantivana, some aspects of which is put as follows:-

(A) Brief History :-

- (1) As per the MPD-62, a road bridge across the river Yamuna near Shantivana was proposed. The DDA in their Resolution No. 4 dated 6.1.1968 resolved that the construction of the road bridge near Shantivana is an urgent necessity.
- (2) In their subsequent Resolution No. 37, dated 2.7.74 the bridge near Shantivana was dropped from the MCD, the ground of which is that it will disturb the place & tranquillity of the area along the river front adjoining the Samadhis.
- (3) As per the modification published in the Gazette of India part-II, section 3(II), No. K-13012/1/70-UDI dated 29th March, 1975 it is notified that, "The road bridge over Yamuna shown in the Master Plan, connecting Ring Road in the alignment of New Darya-Gang and 45.7 mt. (150 ft.) wide road on Shahdara Side, is dropped."
- (4) However, TCPO had suggested another alternative alignment of this road bridge i.e. through the existing Raj Ghat Road which leads to Raj Ghat Power Station (reference No. F3-358/65-Tech., dated 26.10.1974).

The Technical Committee approved the proposed alignment of the bridge over Yamuna, as proposed by

Contd..2/-

the Town & Country Planning Organisation" (reference T.C. Meeting, dated 26.6.1975, item No. 6, file No. F.5(15)/74-MP

(5) Further, according to the D.O. letter No. F.7(424)/78 PM(E&S) dated 25/26th August, 1978 addressed to L.G. of Delhi, P.M. considers that for the Bridge across Yamuna, the appropriate site would be the Shantivana Area.

On the basis of the above letter, the Chief Engineer of PWD, Delhi Administration, requested V.C. DDA through his letter D.O. No. 16(16)/72-W/DA, dated 21/9/1978, to revoke the DDA Resolution No. 37, dated 2.7.1974 so that they could go ahead with further action for construction.

(6) Vide letter No. F-7(48)/77-PW-D/Part file, dated 19.1.1979 from under Secretary (PWD), Delhi Admn., PWD, forwarded the letter of the Chief Engineer, PED of D.O.No. 16(16)/72-W/DA, dated 21.9.78 to E.O. to Engineer Member of DDA.

(B) Proposal : Master Plan for Delhi, perspective- 2001:

As per the Master Plan for Delhi, perspective-2001, a new road along the disused channel situated in the East Delhi, starting from the intersection of the Road No. 57 and Vikas Marg to the intersection of the Ring Road and J.L. Nehru Marg in West of river Yamuna. During discussion on East-West corridor mass transit the bridge proposed South of the above location and noting Indraprastha bridge.

Following are the concepts considered:

(1) Envisaging the increasing trend of traffic load on the Vikas Marg and G.T. Road a another alternative road between these two roads are felt necessary.

(2) The disused channel can be the feasible space available in the Trans-Yamuna Area for such a stretch of road.

(3) The J.L. Nehru Marg, after intersecting the Ring Road is already extended upto the Raj Ghat Power Plant which can also be used readily for the alignment of this proposed road.

(4) As a part of the total Traffic & Transportation plan, an Interchange point at Delhi Gate is proposed which will be directly accessible to the commuters for Modal Transfer through this proposed road. As well as this road provides direct access to the Hind Entry of the New Delhi Railway Station.

(5) Apart from these, this proposed road along the disused channel is expected to serve the congested area of the Trans-Yamuna through which it passes this sharing the existing traffic on Vikas Marg.

Condt...3/-

(6) At the intersection of the Vikas Marg, Road No. 57 and the proposed road along disused channel, an Integrated passenger Terminal has been proposed in the Master Plan for Delhi, perspective-2001. With the proper and required design and geometries of the intersection, a combination of these roads, it is envisaged, to cater to the demand of traffic space for the traffic generated at the I-P-T. In addition to that of existing on these roads.

(7) Also a LRT route along this proposed road has been proposed in the Master Plan for Delhi, perspective-2001.

With the basis of the above concepts, alignment of a road along the existing disused channel with a bridge over river Yamuna at Raj Ghat has been proposed in the Master Plan for Delhi, perspective -2001, as shown in the landuse plan(as proposed to be modified).

(C) Other Proposal :-

In the Technical Report of "Traffic Studies around Monkey Bridge Area in Delhi" prepared by N.A.T.P.A.C. proposed Traffic Circulation around the area with a presumption that the Old Yamuna Bridge will cater to only slow traffic and the fast traffic will be diverted to the new ISBT Bridge. This report is also being examined in DDA.

Hence, this case regarding the construction of permanent Bridge across River Yamuna in place of existing pantoon bridge near Shantivana may be considered in the light of the above points.

Item No. 13

Deferred

Sub: Alignment plan of Road No. 51 in the extension of Ring Road (Adjoining Azadpur Subzi Mandi) upto its junction with road No 50 (National Bypass).

File No. F5(27)85 MP.

1. Road No. 51 is proposed in the extension of Ring Road abutting Azadpur Subzi Mandi upto its junction with Road No. 50 (National Bypass). This road will provide a direct link of Ring Road with road No 50 and allow the regional traffic coming from Azadpur Subzi Mandi, Rohtak and west/south Delhi to go straight on the bypass without interfering with the city traffic on G.T. road/Mall Road.
2. At present, there is no Major cross link proposed between G.T. Karnal Road and Road No. 50 in the Master Plan of Delhi 62 and PDP 2001 except for 100 ft. wide road in the extension of Pambari Road which will not be capable of taking the heavy vehicular traffic. However, this road No 51 in the extension of Ring Road is incorporated in the zonal Plan of the area. A cross linkage between G.T. Road and Road No. 50 (National Bypass) by a road of atleast 150 to 200 ft. is very essential to relieve congestion on G.T. Road/Mall Road especially near Azadpur.
3. The alignment plan of this road with 210 ft. R/W was earlier prepared in 1979/80 by DDA based on the survey supplied by PWD(DA) and the same was approved by the Technical Committee in its meeting held on 30/10/80. When the alignment of this road was plotted at site by PWD(DA) officials, it was observed that the road would pass through Naniwala Bagh commercial complex

Contd..2..

of MCD as also through a large number of pucca structures of unauthorised-regularised colonies or Kewal Park, Gopal Nagar and Suraj Nagar.

4. A large number of representations had been received from the local associations against the alignment of this road. Thereafter the alignment was co-related with the Naniwala Bagh Commercial Complex of MCD. Suraj Nagar, Gopal Nagar and Kewal Park Unauthorised regularised colonies prepared by MCD. In the regularised plan prepared by MCD, R/W of this road has been taken as 180 ft. in the stretch abutting the above colonies. This case was further discussed in a meeting under Director(CP) when the concerned officials of PWD (DA) were also present and it was recommended that a joint site inspection of DDA, PWD(DA) and MCD officials be done to modify the alignment so that the minimum no. of structures are affected.

Accordingly, a joint inspection of PWD(DA), DDA, MCD officials with the local representatives of the area was done. Based on the site inspection and keeping in view the above Naniwala Bagh Commercial complex, approved regularised plan of the colonies abutting this road, some modifications have been suggested as indicated in the plan laid on the table. Feasibility of the modified alignment has been obtained from PWD (DA) and the affected structures have been shown in yellow colour on the said plan. Necessary quantification of the effected structures/properties.

Contd..3..

will be done after the approval of the modified plan from the Technical Committee.

5. As per the modified proposal, the R/W of the road may vary between 150 ft. to 210 ft. in order to exclude the existing approved 11 KV ESS of Naniwala Bagh Complex on the east from the road R/W and to save the existing Gururdwara in the west from the main carriageways of the road. Efforts have been made to see that a six lane divided carriageway with 5 ft. wide central verge and 10 ft. wide footpath on either sides is possible in the existing circumstances by affecting minimum no. of structures. Service Roads will be developed in the R/W as per standard cross section in the available areas.

6. The case is put up to the Technical Committee for consideration of the following.

Approval of the modification in the alignment already approved by the Technical Committee as indicated in the plan, black dotted lines.

(Laid on table)

Item No. 4

Sub: Alignment plan of proposed link road to connect Green Park and Safdarjung Enclave through Deer Park.

File No. F-5(12)/86-MP

The representatives of Block B-7, Safdarjung Enclave Welfare Association and DDA House Owners Welfare Association have requested to connect Safdarjung Enclave area with Green Park/Aurbindo Marg by a proposed link road in the extension of the existing zonal road (Ch. Hersukh Margh) through the Deer Park to meet with the existing layout road of Green Park. The proposed link does not form a part of zonal plan proposal. It is also stated in the representation that during one of the inspections of the area the then VC, DDA had agreed to get the missing link through Deer Park constructed.

2. The alignment plan of this missing link is prepared based on the survey supplied by DDA(Survey), City Planning Wing. The R/W of this road is proposed as 18 mts. about 3 no. of trees are affected in the carriageways of the road in its total length of about 125 mt. The species of the trees affected are marked on the print of the alignment plan laid on the table. The carriageway width is proposed between 6 to 7 mt. depending upon the site conditions and adjustments so as to avoid cutting of trees.

3. The case is put up to the Technical Committee for the approval of the above said proposed link road.

Item No. 5

Sub: Alignment plan of Road No. 56 from G.T. Shahdara Road to NH-24
File No.F. 5(60)81-MP

.....

1. Road No.56 is a part of the ring road of Trans Yamuna Area along Delhi - U.P. Border in the east of Vivek Vihar starting from G.T. Shahdara Road upto its meeting point with NH-24. This is not only a very important link between two important roads but is an equally important artery connecting several Zonal, Master Plan and other important layout roads for the traffic coming and going towards U.P. side.
2. The r/w of this road as per MPD'62 and draft PDP' 2001 is 60 mt. The available R/W varies between 45 to 60 mt. due to the existence of a trunk drain on the western side where there is hardly any scope for shifting/reducing the width of the same. Existing open trunk drain is abutting the road on the western side and the DESU Sub/station green belt/residential area of U.P. on the eastern side.
3. The alignment plan has been prepared based on the survey supplied by PWD(DA). The length of this road is about 6 kms. At present a two lane undivided carriageway is in existence which is grossly inadequate to take up the load to traffic from the layout/zonal/master plan roads meeting with this road.
4. The road passes over two existing railway lines, one near Anand Vihar and the other near the junction of G.T. Shahdara Road. ROB's are in existence on both the locations. It is proposed to construct a four lane divided carriageway initially. In the final phase six lane divided carriageway with a central verge and service roads as per standard cross section will be developed. The additional one lane space to be constructed in future on either

sides has been proposed in the central verge in order to avoid the area of carriageway from being encroached upon. The alignment plan has been prepared in three sheets. Sheet No.1 is from NH-24 upto an existing culvert over the trunk drain. Sheet No.2 is from the above said culvert upto the ROB on railway lines near Anand Vihar. Sheet No.3 is from the above said ROB upto G.T. Shahdara Road. The junction/intersection design of all the zonal/master plan roads have been incorporated in the alignment plan.

5. The LRT route proposed through this road from the ROB on railway lines upto the junction of 30 mt. R/W road passing through Vigyan Vihar/Surajmal Co-operative House Building Societies area (connecting with road No.58) as the alignment of the LRT obtained from the northern railway officers has been integrated in the alignment plan as indicated in this plan.

6. As per the feasibility report sent by Ex. Engineer, PWD, XXIII(DA) vide his letter dated 8-5-84 only two semi pucca check posts of 4mt. X 3.5 mt. are affected. No underground/overhead services and trees are affected.

7. The case is put up to the Technical Committee for approval of Alignment plan of the above said stretch including the junction/inter-section design of zonal/master plan roads as proposed in the plan.

Item No. 6

Sub: Alignment plan of Laxmi Bai College Road (Road No.39) from its junction with Road No. 38 (along Najafgarh drain) upto its junction with the 30 mt. R/W peripheral road of Ashok Vihar. (abutting Wazirpur Village).
F. 5(46)78-MP

.....

While discussing the intersection design of Laxmi Bai College Road (Road No. 39) with the road along Najafgarh Drain (Road No.38) and of Laxmi Bai College Road with the 30 Mt. R/W peripheral road of Ashok Vihar (abutting Wazirpur Village) in the Technical Committee meeting held on 4-11-86 under item No.7, it was desired to redesign the intersection by taking the R/W of road No. 39 as 36 mt. instead of 30 mt. Accordingly, a fresh P.T. survey of Laxmi Bai College Road from Najafgarh Drain to the 30 mt. R/W peripheral Road to Ashok Vihar has been received from MCD and two alternative proposals of the alignment incorporating the above said junction/intersection have been prepared and laid on the table. The details of alternative 1 & 2 are explained below:-

Alternative -I

11 mt. wide carriageways for fast moving traffic are proposed on either side of 1 mt. wide existing central verge with 6.5 mt. wide two way cycle track along the southern side. No service road is proposed on the northern side which is abutting Laxmi Bai College and Shakti Nagar Extn. plots. This has been done in order to retain the recently laid existing central verge and existing C/W's. The junction/intersection designs of all the main roads have been detailed out in the plan. Slip roads for left turning are proposed in the 30mt. and above R/W roads.

Alternative-2

In this alternative 9 mt. wide carriageways for fast moving traffic are proposed on either sides of the newly proposed central verge of 1 mt. width with 7.5 mt wide service road on the northern side abutting the Laxmi Bai College Road and Shakti Nagar Extn. plots. The existing carriageway and central verge has been retained to the extent possible in the inner footpath of 4.5 mt. width. No service road has been proposed on the Southern side. Junction/intersection design of all main roads have been detailed out in the alignment plan.

2. The case is put up to Technical Committee for consideration. (Alternative 1 & 2 plans are laid on table).

Rejected

Sub: Alignment plan of road connecting pool Mithai and Boulevard Road passing through Tis Hazari Court Complex (Alignment plan of Queen's Merry Road).
F.5(24)/70-MP.

1. The case pertains to the alignment plan of 100 ft. R/W Queen Merry Road connecting G.T. Road and Boulevard Road. As per the approved zonal plan of Zone C-I this Road meets G.T. Road in the T- junction. A little distance away from this junction kutab Road (pool Mithai ROB) also meets G.T. Road on the southern side forming another T- Junction.
2. Two alternative alignments for this road were prepared by DDA, in alternative I 100 ft. R/W was prepared on the existing road in accordance with the zonal plan proposal in which Queen's Merry Road and Kutab Road were forming T-junction with G.T. Road. In alternative II the 100 ft. R/W alignment of Queen's Merry Road was brought in line with the Kutab Road to form a cross junction on G.T. Road.
3. Both these alternatives were sent to MCD for comments and feasibility check up. LOSEC Committee of MCD found that alternative II prepared by DDA was suitable from planning point of view and it was suggested that alignment of pool Mithai should also be taken into consideration while approving the alignment plan. As per the alternative II proposal, 13 MOR shops, boundary walls with grill fencing, and open land with two chambers of lawyers barbed wire fencing and lawn of News Courts Complex will be affected by this proposal.
4. Land Acquisition Collector(DS) was approached to conform the ownership of the land in question who informed that the land in-question in the ownership of land and Development office, since it already vests with

Item No. 8

Sub: Intersection design of Patel Road and Najafgarh Road.
F-5(9)/76/M.P.

....

The above said inter-section is one of the very important inter-section on Patel Road and Njaafgarh Road. A major part of the west bound traffic from New Delhi and old Delhi sides passes through this intersection. The east-west LRT corridor also passes through this inter-section. The peak hour traffic volume at this intersection may be well above 15000 PCUs per hour and may warrant the construction of a grade seperator. While the proposal of a grade seperator in piecemeal may not be desirable at this location due to the existing Rama Road rotary at the starting point of the fly over near Kirti Nagar, an exercise for a continuous grade seperator on Patel Road from Shadipur Depo-t to Karampura may have to be worked out integrating the LRT route.

2. A signalised intersection is in existence at present. As the proposal of grade seperator may take some time, immediate improvements are suggested by providing traffic islands for left turning and improvements in the radius of culvatures for smooth flow of traffic.

3. The proposal has been examined by the LOSC Committee of MCD on 7.9.84 and the same has been cleared from the Planning point of ciew. One petrol pump, two khoka shops, boundary wall with open land, one substation building, part of the fire station and six DTC bus stops are affected by the proposal.

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

Item No. 9

Sub: Shifting of Brick Kilns from Union Territory of Delhi - reg. renewal of their licences.
File No.F. 3(59)68-MP

.....

Master Plan of Delhi provides that Brick Kilns are allowed in rural zone after 0.8 Kms from the urban limits. The similar provision has been kept in the draft Master Plan for Delhi Perspective 2001.

2. As per the survey conducted by the Perspective Planning Wing in 1981, there were about 363 brick kilns in the Union Territory of Delhi. Each Kiln in a year uses 4 hac. of land and takes out earth upto 2.5 mts. in depth. The studies also revealed that Union Territory of Delhi has about 130 sq. kmts. of land which is good for brick kilns. If all these kilns continue to operate in the next 9 years, the 130 sq. kmts. of land would become ditches of 2.5 mts. depth which is about 1/5th of the rural area. This is an alarming situation. Although, as per Master Plan brick kilns are allowed in rural area, it needs thorough and careful consideration. It may be desirable to have bricks only from outside U.T. of Delhi although they will be little costlier but will save Delhi rural area from continuous digging and degradation of environment of the capital of India.

3. Subsequently in a meeting held in Aug., 1986 at Raj Niwas, it was decided that:

- (i) 80 brick kilns which are running unauthorisedly should be stopped immediately in consultation with Dy. Comm. Delhi and Director of Industries, Delhi Administration.
- (ii) 122 brick kilns which are licensed on adhoc basis and their licenses are valid upto September, 1983 be examined keeping in view the location of relaxation to existing urban limits and the urban extension in Delhi Master Plan and wherever these are found to be objectionable should be identified and a list be supplied to Commissioner(Food & supplies) Delhi Adm. so that he may not renew the license and for the remaining, the license be considered for renewal.

30 Lakhs.
50% from DLI

(iii) 171 brick kilns which are running with regular licenses should also be examined whether their location from the point of view of Delhi Master Plan mainly whether these are affected with the present urban limits or extended urban limits or extended urban limits and the cases which are objectionable should be identified and the informed to Commissioner (Food & Supplies) Delhi Administration not to renew their licenses.

4. The brick kiln owners association represented against this decision. They requested to issue licenses to the brick kiln owners. The issue was discussed in the room of Engineer Member where representatives of the Brick Kiln Association were also called and following decisions were taken:

- a) Phases programme for closure of kilns would have to be worked out.
- (b) Renewal of licenses, if any, should be of the following conditions:
 - (i) After the exhaust of the existing land with the owners of the kilns, no new license would be granted for another land.
 - (ii) Digging depth could be allowed upto 4'-0" instead of 8'-0".
 - (iii) Disused kiln land would be levelled by Kiln owners.
- (c) Modification in the Master Plan for Delhi - 2001 would be made for non-permission of further Kiln in rural area.

5. At this, the Lt. Governor, Delhi desired to find out the specific requirement from the Delhi Brick Kilns Association and after due consideration a firm guide line to be formulated. Accordingly a letter was written to Hony. Secy., Delhi Brick Kiln owners Association to specify their precise demand/requirements for consideration. The Hony. Secy of Association has submitted as under:-

- (a) All regular and adhoc Brick Kilns licenses numbering about 293 may be renewed with permission to include therein additional land.

Item No. 10

Sub: Group Housing on Plot No ./Kh.No.68/2 71/1 of
Village Bharpur, Okhla Road, Delhi.
File No.F.3(14)87-MP.

Shri G.S. Chaturvedi, Under Secretary (ULCR) vide his letter no. F36(11)29/86 L&B/ULC/54 dated 20.1.87 has requested to intimate him whether Group Housing is permissible under Master Plan/Zonal Plan on the plot mentioned above in the subject to enable him to examine the case for grant of exemption U/S 20 of the Urban Land (ceiling & Regulation) Act 1976 for undertaking Group Housing Scheme after demolishing the existing building structure by the owner.

2. As per sale deed dt. 23.12.58, the land U/R was purchased by Sh. Rajinder Kumar Gupta from Sh. Parkash Chand Chopra alongwith the existing structures. The Director (I) has reported that out of the 16 bigha land only 13 bigha and 10 biswas was acquired by the Delhi Admn. and the balance of 2 bigha and 10 biswas was not acquired because an old structure existed there.

3. The Authority vide its resolution no. 198 dt. 2.10.84 has resolved to regularise the structures in existence prior to commencement of the Master Plan 1962 in accordance with the lane of the land and wherever necessary no objection under land ceiling Act be obtained (Appendix B---)

4. D.L.M. has also issued a letter appendix 'C' as per Master Plan 1962 and PDP 2001 the land in question is shown as 'residential', however in the approved Zonal Plan of Zone F-1, this plot is located in the pockets shown as 'zonal Green (Neighbourhood park)'.

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

APPENDIX 'B' Item No. 10

B-I

ABSTRACT FROM THE AUTHORITY'S RESOLUTION No.198 dt. 29.10.84

Sub : Regularisation of isolated structures/and pockets which were in existence before the commencement of Delhi Master Plan of 1962.
F.2(112)/83-CRC).

.....

1. Part I concerns with the regularisation of unauthorised colonies and it is therefore, not reproduced.

2. Position about isolated and scattered structures in existence before the commencement of 1962 Delhi Master Plan.

There are several isolated and scattered structures/pockets which have been in existence prior to the Delhi Master Plan 1962. D.D.A. is getting requests to regularise those on the 'planning norms and policy of the Govt.'. In this regard details of 4 cases has been placed in the (Appendix 'H' pages 51 & 52) with location, land use, date of establishment of the structure etc. These cases are given under:-

1. An Aurvedic Dispensary in the south of Mehrauli-Badarpur Road, known as Maya Maya. In this particular case, application was sent to the then Lt. Governor and Director (CP) and instructed that all such cases should be considered favourably on the plea that since unauthorised structures upto March, 1977 were being regularised therefore these types of cases should also be considered favourably.
2. Few properties in Safdarjung Development Area Block 'A' & 'B'.
3. One industrial property in Lawrence Road Industrial area.
4. Property on khasra No. 68/2/21 and 70/1 situated near Village Bahapur at the crossing of Mathura Road and Okhla Road.

3. Proposal:-

It is proposed that structures pockets should be regularised, subject to following conditions:-

Contd..2/-

B-2

- i) Its existence is prior to the commencement of 1962 Delhi Master Plan.
 - ii) Proposed use of the pocket should be such that it does not spoil the environment of the adjoining areas or it is part of some approved plan.
 - iii) Pocket of the area, if required for the widening of the road on any side of the property has to be left with by the owner.
 - iv) ~~Proposed~~ land use of the property will be compatible use with the adjoining area.
 - v) Development charges have to be paid by the owner of the property in proportion to investments made by the Government.
4. Item is placed before the D.D.A. for consideration and approval of the policy of regularisation of scattered/ isolated structures, which were prior to the commencement of 1962 Delhi Master Plan,

RESOLUTION

Resolved that the proposal contained in the agenda item be approved. However, regularisation must be in accordance with the law of the land wherever necessary no objection under Urban Land Ceiling Act be obtained.

APPENDIX 'C' to Item No.10

C-I

F.2(112)/83-CRC/DDA/

G. Srivastava
Director (Lands Management)

Shri R.K. Gupta,
16-B/4, Asaf ali Road,
New Delhi.

Sub: Regularisation of property on Khasra No. 68/2/21 and 70/1 situated near village Bahapur at the crossing of Mathura Road in existence before the announcement of Delhi Master Plan, 1962.

.....

Sir,

I am directed to say that in compliance of DDA's Resolution No. 198 dt. 2.10.84 it is proposed to regularise the pockets/structures mentioned above subject to the following conditions:-

1. The pocket structure is in existence prior to the commencement of 1962 Master plan, Delhi.
2. Proposed use of the pocket should be such that it does not spoil the environment of the adjoining area or it is part of a duly approved plan.
3. Any area of the pocket, if required for the widening of the road on any side of the property has to be left by the owner.
4. Proposed land use of the property will be compatible with the adjoining area and in accordance with the law of the land.
5. Development charges @ Rs. 130/- per sq. mtr. have to be paid by the owner of the property.
6. NOC from the Competent Authority under the Urban Land ceiling & Regularisation Act.

You are, therefore, required to furnish necessary documents regarding the existence of the pocket prior to the commencement of 1962 Delhi Master Plan as laid down in Condition No. 1 alongwith the detailed lay out plan and undertakings in respect of conditions from S.No. 2 & 5 and 'NOC' from the Competent Authority regarding Urban Land Ceiling as per condition No. 6 for further necessary action.

Yours faithfully,

(S. Srivastava)
Director(Land Management)

Item No. 11.

Sub: Shifting of Masood Pur Dairy Farm.

F. No F.3(23)/87-MP.

The Commissioner(Lands) informed that in a meeting taken by the Vice-Chairman on 23.8.86, it was inter-alia decided that the Masood Pur Dairy would be shifted to Ghitorni. He, therefore, desired Chief Architect,DDA to prepare a layout plan of the area as land around 100 acre is available near village Ghitorni. He also pointed out that at one point of time, it was decided to construct flats on this land but the proposal was subsequently dropped.

2. The case was examined in the PPW. Their observation is reproduced as under:

"Dairy Farm, as per Master Plan-62 are allowed in agriculture green belt, use zone A-1 and rural use zone A-2. As per Master Plan for Delhi(as proposed to be modified) dairy farms are allowed in Rural use Zone A-3. Shifting of dairy farm from walled city to rural use zone has already been suggested in the plans.

At present 10 major dairy farms are located in the Union territory of Delhi. Some of them are located in present urban limit and some are located out side the urban limit. These dairy farms are as follows:

1. Ghazipur
2. Gheorli
3. Madanpur Khadar
4. Masoodpur
5. Nangal near Nagal Dewat and sobal sarai
6. Geola
7. Kakrola
8. Nangloi near Kakrola
9. Sahibabad Daulatpur
10. Jharoda.

Masoodpur dairy farm is located in south Delhi near Vasant Kunj residential area on Mahrauli Mahipalpur Road. Shifting of this dairy farm to village Ghitorni which is very near to present urban limit is not desirable. In the plan, the proposed

Contd.....2

ITEM NO.12

Sub: Route-approval of 400 KV Double Circuit Transmission Lines falling in Delhi from Mandola (UP) to Bawana, Bawana to Bannoli and Bannoli to Ballabhgarh 400 KV S/Strn.
File No. F.6(8)/87-MP.

A request has been received from Sh. S.P. Aggarwal SE (400KV) dt. 25.3.87 of DESU and followed by another letter dated 26.5.87. He has stated in his first letter that the proposed site for 400 KV substation at Karawal Nagar has been shifted to above 10 kms away towards Mandola in Up at the instance of Ministry of Energy, Deptt. of Power. The route of the transmission lines between Mandola (UP) Bawana, Bawana-Bannoli and Bannoli to Ballabhgarh have been resurveyed based on the discussions with Dir.PPW and the revised proposed based is required to be approved.(placed on table.)

2. The proposal has been examined in the PPW and they have stated that the route corridor between G.T. Road and Bawana 400 KV substation should be along the major roads as shown on map (laid on table)

3. Subsequently, Sh. S.P. Aggarwal discussed the proper with Director(DC) on 21.7.87 and Sh. Aggarwal mentioned that 400 KV Sub-station site at Karwal Nagar has been deleted as the land was not available in the U.T. of Delhi and site is shifted in UP. Accordingly, the approved route alignment plan is to be slightly modified. The modification is also required due to the location of 400 KV site at Bawana which was subsequently due to the nearness of the Air Field.

Contd..2/-

Deferred

ITEM NO. 13

Sub : Allotment of land for 33 KV sub-station at Timarpur.

File No.F.29(81)/85-Instt.

Executive Engineer (planning-I) DESU vide letter No. XEN (plg.I)/203 dt.1.5.85 requested for allotment of land for construction of 33/11 KV sub-station at Timarpur. The land requested is 250'x 150'. In the letter it has been stated that in order to meet the power demand of Timarpur area due to large number of residential, commercial and institutional buildings under construction, the construction of 33/11 KV sub-station in this area has been considered essential. Alongwith the letter, a copy of the plan showing the site along Najafgarh drain, has also been enclosed.

2. The case has been examined. The site requested for 33 KV sub-station alongwith Najafgarh Drain falls in Zone C-14, 15, 19 & 20 is a green strip of land between the existing DTC workshop and newly developed 80 sq.yds. for the evictees of the out-ram line/ Hudson line. This strip of land was not considered suitable from planning point of view. An alternative site measuring 1.17 acres forming part of redevelopment scheme of out-ram lines, Kingsway Camp has been examined. This triangular piece of land is adjacent to land of Punjab Govt. Roadways Depot and Workshop as shown in plan. Land use as per Master Plan/Zonal Development Plan C-14, 15 & 19 is residential. The land use as per plan 2001 is residential however shown as zonal green in the detail layout plan. The land is acquired and vests with DDA and being proposed, since no other suitable site is available in the vicinity.

3. Executive Engineer (P) DESU vide letter No. XEN (plg.I) 203/12 dt.30.3.87 has found this site suitable and acceptable for the construction of sub-station.

4. This land is approximately 107 mt. in width out of which 31 mt. wide green strip is proposed to be retained between the residential plots and sub-station as buffer. The site proposed for allotment to DESU approximately works out to 76.25x82.5mt. Avg. = 0.32 ha.

2

5. The case regarding allotment of land to DESU for the construction of 33 KV sub-station at Outram Lines is submitted for consideration of the Technical Committee.

Item No.14

Sub: Change of land use in respect of premises No.3,
Tilak Marg, New Delhi (File No.MU/3/T.M./73/T/II).

The residential premises No.3, Tilak Marg, New Delhi has been put to non-conforming use by Delhi Administration by running a Transport Office since 15.7.72. The field staff of the DDA noticed this fact on 4.1.78 and reported the matter to the Vice-Chairman, DDA since the non-conforming use pertained to the Delhi Administration. The Vice Chairman mentioned it to the Lt. Governor who desired that the matter be discussed in the Technical Committee. Accordingly, the matter was discussed in the Technical Committee held on March 13, 1978 in which the then Joint Dir. (Transport) promised to send a complete reply to DDA but he did not send any reply. However, keeping in view the fact that the non-conforming use was being committed by a Govt. department the DDA instead of prosecuting them kept on insisting that either they should make an alternative arrangement or pay composition fee @ 40% of the rent to DDA to enable it to grant temporary permission by invoking special Appeal provisions. Finally this has been the matter of discussion amongst the Vice-Chairman, DDA, Secretary, (PWD), Delhi Adm., S.E.C. and Lt. Governor, Delhi on 11.4.79 and it was decided by the L.G. that the Delhi Adm. should set an example to the other Central Govt. Departments and public sector undertakings by paying the composition fee but Delhi Adm. still failed to comply with the above decision of the Lt. Governor although several letters/D.O. letters at the level of Secretary, P.M./Vice-Chairman, DDA were issued to the Delhi Administration.

2. The Under Secretary (LA) Shri G.C. Pillai, Delhi Adm. vide his letter dt. 25.6.87 has now written to DDA that the premises under reference was notified under section 46 & 17(1) of the L.A. Act for acquiring the same for housing Govt. offices. In order to contest this case in the High Court the change of land use to Govt. office is necessary which may be done and communicated to them.

3. As per the Master Plan approved zonal development plan of zone D-2 and the re-development proposals, the plot u/r is shown as "Residential". It may also be mentioned here that the DDA has issued no NOC earlier of requisition of this property for Govt. office use.

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

Item No. 15

Sub: Allotment of land to MCD for the construction of sewage pumping station at Aruna Nagar.
F.23(1)/87-Inst.

1. SE(W.S.& S.D.U) vide his letter dt. 8.1.87 has requested for allotment of land measuring 1250 sq.m. for the construction of a sewage pumping station at Aruna Nagar.
2. The case was examined and it was noted that the site suggested by MCD would effect the scheme of river bed development and as such it was suggested to identify a site to the west of the crossing of ring road and road no.46.
3. In a meeting held on 5.6.87 in the room of Chief Executive Councillor, it was informed that the Slum Department, DDA and MCD have already laid internal sewage lines in Aruna Colony which have not been made functional since the Sump Well could not be constructed by MCD.
4. During an inspection of Hon'ble Lt. Governor on 17th July, 1987, along with Commr.(L), Commr.(Slum and J.J.) and Dir. (CP), L.G. ordered that the construction of Sump Well and pumping station may be started immediately on the site asked for without waiting for the formalities of allotment of land which may be completed later on.
5. The land use of the site asked for is recreational (district park, play ground and open spaces) wherein the provision of public utility and municipal facilities is permissible if allowed by the competent authority after special appeal.
6. In view of the above, site measuring 50 mx 25m as marked red on the copy of the plan (laid on the table) is put up for the consideration/approval of the Technical Committee.

Item No. 16

Sub: Provision of Refuge area in a multi-storey building for fire safety for all buildings exceeding 15 mts. in height. File No. F.4(1)/80/Impl./CL/Pt.II

.....

Provision for the refuge area in multi-storey bldg. exceeding 15 mtr. in height for the fire-safety, has been referred by the office of the Chief Architect for re-consideration of the prevailing norms given in the Building Bye-laws 1983.

2. The norms for refuge area as per the Building Bye-laws-83 are as under :

- i) a) For floor above 15 mtr. - One refuge area on the floor immediately above & upto 24 mtr. 18 mtr.
- b) For floors above 24 mtr. - One refuge area on the floor immediately above and upto 36 mtr. 24 mtr.
- c) For floors above 36 mtr. - One refuge area per every 5 floor above 36 mtr.

ii) Refuge area shall be provided on the external walls as 'Cantilever Projections' or in any other manner (which will not be covered in F.A.R.) with a minimum area of 15-sq.mtr., to be calculated based on the population on each floor @ 1 sq.mtr. per person.

3. This matter has been examined in the office of the Chief Architect, D.D.A. and he observed that the prevailing norms for the refuge area mentioned in the Building Bye-laws-83 are not realistic and needs re-consideration. The norms given in National Building Code 1983 provides that the refuge area is to be calculated based on the population on each floor @ 0.3 sq.mtr. per person.

4. As there is a difference, the matter is placed before the Tech-Committee for its consideration.